

T²M Newsletter

International Association for the History of Transport, Traffic and Mobility

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EDITORIAL

In this newsletter

India beckons! Preparations for the conference continue at full pace, and the programme – academic and social – looks excellent: full details on the conference website. Even if the Commonwealth Games (happening at the moment) had a few teething troubles, all the problems have now been resolved, meaning New Delhi will be fully geared up for the arrival of T²M in December. It promises to be an excellent conference, so make sure you're there.

In this Newsletter we have the nomination materials for those candidates who are throwing themselves on your mercy and standing for election to the Executive Committee – don't disappoint them! Please read their statements and cast your votes (details of how to vote can be found in the Newsletter) – all members of the EC are there to represent you and ensure that we have a strong and successful Association.

The next Newsletter – the last of the year – will be out very shortly after the conference. To make sure it goes out on time, we've got to be very strict with deadlines, so please be sure to get your contributions to me by the deadline (not a week after!) – **10 December 2010**. If it's late, it won't appear until the first issue of 2011!

Also, please note my new contact details (below) – I've changed institutions, so make sure you send your contributions and news to me at the new address.

Mike Esbester

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Deadline for copy for the next issue: **10 December 2010**

PRESIDENT'S PAGE

When you read this Newsletter, you hopefully will have received the first of the delayed copies of the *Journal of Transport History* in your mailbox. As you can imagine, I have received some complaints because of the delays. Before the end of year, you should get a second issue and by spring 2011 we should be on track again concerning the schedule. During the last months, Prof. Gordon Pirie (University of the Western Cape, Cape Town) became part of the editorial team of the *JTH* and already did a wonderful job to speed up the pace of the *JTH* publication. A good sign of trust of the community in the journal is the growing number of submissions to the journal.

At the same time, I am happy to see *Transfers* as an Interdisciplinary Journal of Mobility Studies on its way to realization (www.journals.berghahnbooks.com/trans). This new journal will supplement both the *Journal of Transport History* and the journal *Mobilities* (<http://www.tandf.co.uk/journals/titles/17450101.asp>). I wish *Transfers* every possible success. Our second Yearbook of T²M will appear during the conference in New Delhi; another good argument to be there from December 2-5.

I am most pleased to see the attractive program of our next (8th) International Conference in New Delhi, which focuses on the economic and social effects of transport infrastructures, but, of course, is not limited to this focus and covers all aspects of historical and contemporary mobility studies (http://www.t2m2010.com/scientific_program.html). At the same time, the Indian Association of Urban Transport will have its annual meeting in Delhi too, and you can have a look on their conference during your sojourn in India. The local organizers are planning to have at least one joint event.

While the organisation of the Commonwealth Games obviously caused some problems in Delhi, the organisation of the Annual Conference of T²M turns out to be an organisational masterpiece. Registration for the conference is easier than in the years before. The local organizers have taken pride to prove that India is a software powerhouse. On the conference website, you can register both for the conference and hotels, you can pay and order excursions. For railway enthusiasts, the excursion to Simla should be the most attractive one, for it uses one of the World Heritage Railways from Kalka to Simla (2.200 m) in the Himalayas.

My 14-year old son Amos has visited a high school in Hyderabad for the last five months, living in an Indian family as exchange student. Incredible India is an experience, which I wish all of you could share. Air fares are cheap at the moment, so hurry and register.

See you in New Delhi!

Yours,

Hans Dienel

EXECUTIVE COMMITTEE ELECTIONS

Latest update

As you'll have seen from the last Newsletter and from the emails that have been sent out asking for nominations, we're about to have another round of elections to the EC. One of the good things about our Association is that the annual elections mean that there are regular opportunities for people to get involved in the Executive Committee.

As you know, the EC is the group of people that looks after the day-to-day running of the Association and guides T²M to the future; people stand for election for a four-year term (or, for students, a two-year term). So, this year, we have two people standing down – Paul van Heesvelde and Garth Wilson. We would like to thank them for their hard work over the last four years.

Below you will find the candidates' details – their manifesto, a short CV and a photograph. Do please take the time to read what they have to say and to think about which, if any, of them you would like to see playing a role in leading the Association. There are three spaces available on the EC in this set of elections.

Voting forms will be sent out electronically with the Newsletter, for those members who can't make it to the conference to vote in person. You will need to email your completed form back to the T²M Secretariat, Dick van den Brink, (info@t2m.org) before **25 November 2010**. Members who will be at the conference can choose whether to vote electronically or in person at the conference. Voting in person will close on Saturday 4 December, and the results will be announced at the Members' Meeting during the conference.

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

So, in alphabetical order, the candidates are:

Jørgen Burchardt

I will combine my interest in transportation history with my experience as an editor, webmaster and long-time board member of international organizations. Specifically, I will work on a news service for books and upcoming events. This will enhance the website with a database of books, and perhaps provide a news list. At the same time, the database will provide a list of names of researchers for a 'who's who.' The people on this list will be potential members and participants at the conference and thus enhance the T²M organization and its economy. The list of new books will also help the book review editor of the journal. The editor will benefit from knowing which books to consider for his editorial work. The editor can also deliver other titles and names to the database. I can read French, Spanish, German, English, Swedish, Norwegian and Danish, and can thus help the book review editor to find books and reviewers from many countries.



CV

I have been the director of The Danish Road Museum, and written books about the Danish road history, the bus business and the Walker company (a subcontractor to the automotive business). I am currently writing a book about truck transportation between 1947-1977 and its importance for the industry; the book will be published by the Museum Sønderjylland. I am chairman of the Danish Organization of Science Editors.

Garth Wilson

I am very pleased to place my name on the ballot for re-election to the Executive Committee of T²M. As a member since 2005, the host of the 2008 annual conference in Ottawa, and Vice-President (one of three) for the past two years, I remain as determined as ever to pursue the development of the Association in three specific areas: general North American membership, a fuller engagement with the large international community of transportation museums (including IATM) and, with specific reference to my own academic origins, to the fuller involvement of maritime scholars and themes within T²M. The source of my enthusiasm for our Association is largely based on the debate about, and development of, the mobility paradigm as an intellectual and methodological keystone of the field. For both the transport museum community and maritime historians, I sincerely believe that the mobility programme offers the promise of much needed renewal. In the case of museums in particular, this extends from research agendas, to collection development and interpretive approaches. However, for this to happen, various initiatives (not least among them, improved lines of communication) and targeted programmes on the part of the Association are essential. If re-elected, it is my intention to argue for and introduce various ways of enhancing the Association's coverage and strength in all the areas outlined above.



CV

- (1989- present) Curator, Transportation, Canada Science and Technology Museum, Ottawa, Canada
- (2008-present) Vice-President, T²M
- (2006-present) Member, EC, T²M
- (2009-present) Exhibitions Review Editor, *Journal of Transport History*
- Author: *A History of Shipbuilding and Naval Architecture in Canada* (NMSTC: 1994 Transformation Series).
- Guest Editor: Special Theme Issue: *Ships, Seafaring and Small Craft -- Material History Review/Revue d'histoire de la culture matérielle*, No. 48 (Fall, 1998).
- Various articles

COME TO NEW DELHI IN DECEMBER!

8th International Conference on the History of Traffic, Transport and Mobility

**8th International Conference on the History of Traffic, Transport and Mobility:
Transportation as a Lifeline for Development
2-5 December 2010
National Rail Museum, New Delhi, India**

The mission of this conference is to analyse and consider the relationships between transport infrastructures and the development of societies, states, regions, cities or companies. The theme shall present the complexity of mutual influences between transport infrastructures and economic and societal development.

The Conference is being organised by T²M 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 inaugurated on February 1, 1977. This one-of-its-kind museum in Asia has an interesting collection of history, heritage, romance, 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.

The conference will seek answers to questions like:

- What role do intelligent vehicle initiatives play towards transportation as a lifeline for development?
- 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 help in better management of transportation networks?
- How can technology help in the areas of safety and security of national and public property on the networks?

For more information on registration and sponsorships, log on to www.t2m2010.com

NEWS SECTION

Latest news from the field

Establishment of UK Rail Industry National Archive

A national archive is to be established for today's rail industry following agreement between the Railway Heritage Committee (RHC) and the National Museum of Science & Industry (NMSI), parent body of the National Railway Museum. The new archive will enable public access to the records of train operators and other rail companies as well as their long term care and conservation. As they are released by rail companies, records designated by the RHC will be transferred to the care of the National Railway Museum. They will be made available for research in *Search Engine* at the Museum in York and at the Science Museum Libraries and Archives in London and at Wroughton, near Swindon.

New Institutional Members' leaflet launched

Under the direction of Luisa Sousa, a new leaflet has been put together to help promote T²M to potential Institutional Members. It looks fantastic and really sets out the benefits of membership – individual members are encouraged to use the leaflets to spread the word about T²M to interested organizations in their home countries. To get hold of the leaflets, contact Dick van den Brink: info@t2m.org

History of road safety

Mike Esbester has recently secured funding from the Arts and Humanities Research Council of the UK for a research project looking at safety in 20th-century Britain. Based at Oxford Brookes University, one element of the project will continue Mike's long-standing interest in the history of transport and mobility, and will look at road safety. This will mirror the bigger issues being addressed in the project, which include the spread of safety education and safety culture throughout British society. Contact Mike for further details: mesbester@brookes.ac.uk

MEMBERS' PUBLICATIONS

Hans-Liudger Dienel & Hans-Ulrich Schiedt (eds.), *The Modern Street: Planning, Construction & Traffic from the 18th to 20th Centuries* (*Die moderne Strasse. Planung, Bau und Verkehr vom 18. bis zum 20. Jahrhundert*) [Campus Verlag, 2010; paperback, 386pp]. German and English.

The street is central to the development of modern transport. The chapters examine the development of the road in competition and in cooperation with the railway, the new possibilities of travel, financial models such as the toll road, and the growth and functioning of logistics companies.

Mathieu Flonneau, *L'autorefoulement et ses limites* (Descartes & Cie; Paris, 2010). French.

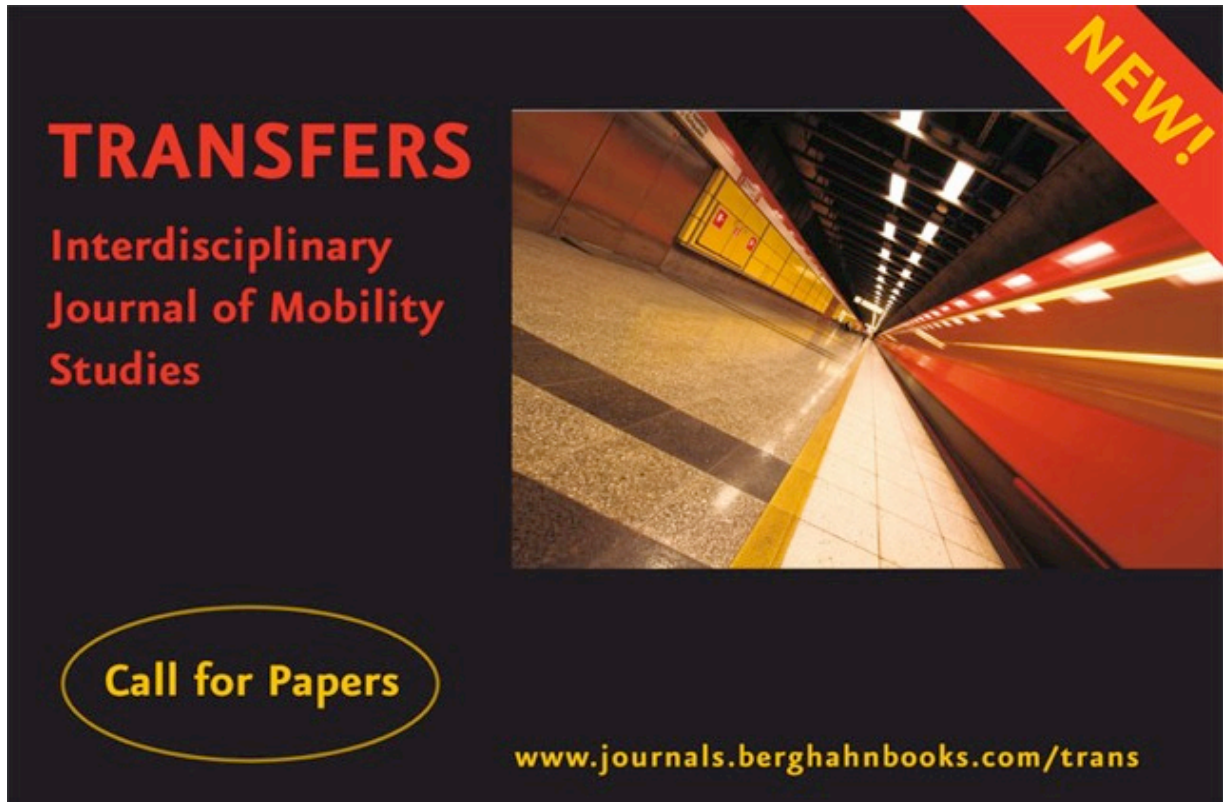
Mathieu Flonneau & Arnaud Passalacqua (eds.), *Utilités de L'Utilitaire* (Descartes & Cie; Paris, 2010). French.

Arnaud Passalacqua, *The Battle for Roads (La Bataille de la Route)* [Descartes & Cie; Paris, 2010; 118pp]. French.

This book addresses the violent relationships between systems of transport in public spaces. The analysis is based on historical facts but tries to shed light on present issues. At stake in this battle is the public space itself, from roads to minds. In order to survive, the various modes of transport have developed strategies based on their strengths – for instance, most of them have to change their flexibility for rigidity so that they secure a part of public space that they can exploit. They can also form alliances with other systems, or copy the more efficient devices introduced by their rivals. On this battlefield, propaganda also plays a major part.

NEW JOURNAL LAUNCHED: TRANSFERS

The new journal, which the members of T²M have been discussing since our annual meeting in Helmond in 2008, was officially announced during the recent SHOT conference in Tacoma. In Helmond the journal was discussed in relation to title ownership (which in the case of *Transfers* rests for the moment in a separately set up Foundation), while in the mean time a Yearbook would be developed which, in due course, might merge with the new journal. While the launch



TRANSFERS
Interdisciplinary
Journal of Mobility
Studies

NEW!

Call for Papers

www.journals.berghahnbooks.com/trans

of the journal was scheduled to take place in a year or two, because of the financial crisis it appeared very hard to find a publisher to take the risk. However, after two-and-a-half years, and sending out a lot of business plans to a large variety of publishers in Europe and the US, the editors have found a very attractive one: Berghahn Books in New York (with an office in Oxford). Meanwhile a first Editorial Team meeting has taken place in Kansas City, where the basics of the mission statement were formulated. At the same time, an Editorial Board has been set up, in which several T²M members have taken a seat, such as Massimo Moraglio, Mathieu Flonneau, Kurt Möser, Bruce Pietrykowski, Clay McShane and Laurent Tissot. The full EB members list will be published shortly on Berghahn's journal webpage. To start with, three issues per year will appear (later expanded to four), the first issue being launched in the Spring of 2011.

The editors of the new journal are first and foremost interested in a true interdisciplinary approach of 'mobility,' very broadly defined, seeking cross-fertilization with art history, media studies, Asian and African studies, animal studies, and policy and planning, to name only some

of the fields touched upon by the first submissions in the pipeline. They also invite submissions on the borders of the field of transport and mobility studies, decentering the vehicle (biomobility), the nation (transnational infrastructures and flows), transport (the car and the telephone; hand-held devices and urban mobility) and in some cases even history, as contributions are also welcome dealing with the relationship between history and policy making.

Introducing *Transfers*!

Transfers publishes interdisciplinary scholarly works that examine the processes, structures and consequences of the movement of people, resources, and commodities. It provides a unique forum to explore the ways in which experiences of mobility have been enabled, shaped and mediated across time and through technological developments.

The journal provides a rich variety of perspectives and includes scholarly essays, book and exhibit reviews, artwork and photography, as well as special features.

Submit your work for publication consideration!
g.p.a.mom@tue.nl

Visit the journal's website for further information on:

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www.journals.berghahnbooks.com/trans

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Berghahn Journals 
 NEW YORK • OXFORD

Transfers is an independent journal, but special arrangements with associations may allow for a substantial discount on its subscription price. Now that the *Journal of Transport History* (with which editorial overlap will be modest) seems to be revived, I hope that the new journal will help build bridges with other fields, and that it can count on an enthusiastic reception among T²M members, who are

herewith cordially invited to contact me if they have an interesting proposition to make regarding a contribution in one of the journal's several sections.

Gijs Mom
 Editor, *Transfers*

IN THE SPOTLIGHT ...

Ian Gray

By now some of you will have had the opportunity to read one of Ian's most recent articles, in the issue of the Journal of Transport History that you should have received. This is therefore a well-timed introduction to Ian and his work. He is on the Association's Executive Committee and an active participant in our conferences, despite the vast distances he has to travel, coming from Australia, where he is Adjunct Associate Professor at Charles Sturt University. There his research interests lie in community,



environmental and rural sociology. Importantly, Ian is able to apply the insights of his work to policy, working with a regional transport committee and the Railway Technical Society of Australia. In addition, he has recently established a research group at Charles Sturt University's Institute for Land, Water and Society called 'Innovative Perspectives on Energy' which involves historians, sociologists and environmental scientists.

How did you get into academia?

By way of research work in the Australian Commonwealth Public (Civil) Service. I studied part-time for a masters degree in Sociology, with a strong element of demography, at The Australian National University in Canberra. Wishing to strengthen my research capability, I obtained a scholarship to do a PhD, also at The ANU. That gave me an opportunity to explore my interests in rural Australia, and attuned me to the necessity for history in socio-political research. The PhD led to the first book with Cambridge, and took me into a job in a rural university: Charles Sturt, from which I am now semi-retired.

What are you researching at the moment?

Apart from some small rural sociological projects, I am working on the history of fuel transport in regional New South Wales. All petroleum transport is now done by road in New South Wales, having been almost exclusively on rail until the 1970s. There is now very, very little petroleum moved by rail in Australia, despite widespread public concern about safety on and near roads and political advocacy for increasing the proportion of freight on rail. This project takes me back to my geographical training: we are making extensive use of Geographical Information Systems to do the historical mapping of distribution points and transport movements.

You're a sociologist who is interested in transport and mobility; how is history a part of what you do, and what can the two disciplines learn from each other?

I believe we have to find out how we got into our transport difficulties before we can work out how to get out of them. In much of regional Australia, our pattern of settlement was laid down by

the inland expansion of railway systems, with shipping have a significant effect on the coast. But the pattern of settlement was tightly constrained by the continuing focus of government administration on just a few coastal cities. Without understanding the causes and effects of that administrative apparatus over time, it is difficult to be confident about accurately defining our problems, before we attempt to solve them. The history tells us that we have to look at the broader issues of government administration at the same time as we tackle the problems of transport.

On the few occasions when I have dabbled in urban sociology and transport, it has become very clear that cultures of consumption, in interaction with social structural change in our cities, are important drivers of change over long periods of time. Sociology needs history to help specify its questions, find innovative perspectives and ground its answers. I would like to think that history can benefit from sociological analysis for similar reasons: what are the current issues which knowledge of the past can help us to tackle? The answer to that question can put history into the foreground of public policy debate.

On two occasions I have experienced another connection. Having presented a novel perspective on their own history in relation to current problems, I have found people to reflect on their past in a way which prompts them to reinterpret the present. This can lead to the re-specification of policy issues. I would like to think it might also help people to take greater control over the processes and government instruments of change which affect them.

How do you think Australia's history has had an impact upon the development of transport systems and mobility patterns in Australia?

I think the impacts are bi-directional. Certainly the development of Australia's economy as part of the British colonial system in the 19th century laid the foundation for transport systems. But those transport systems maintain some of the unnecessary baggage of colonial administration into the 21st century. When compared to North America, Australia's population is very heavily concentrated along the coast and in the cities which were the centres of colonial administration. This high degree of administrative centralisation, enabled particularly by railways and a weak model of local government, also constrained the development of regional centres which might have obtained greater autonomy, at least when reasonable comparisons are made with other countries.

What are you reading at the moment?

Car Wars, a history of automobiles and roads in Melbourne by Australian historian Graham Davison. Not rural, but I am quite a fan of Davison for his interest in making history relevant to community interests and purposes, notably in his book *The Use and Abuse of Australian History*. He has also written on rural history: *Struggle Country: The Rural Ideal in Twentieth Century Australia*.

What do you think T²M's priorities should be for the next few years?

Building the membership and developing relations with non-academic organisations especially those with broad public policy responsibilities related to transportation.

How do you think T²M might increase its membership outside Europe?

By developing relationships as above. I remember early in my career attending a Sociology Association in conference in New Zealand and noticing an unusually high proportion of delegates from outside universities. There were many people from government and industry, as well as some who worked in private consultancy. The conference provided an excellent venue for meeting people who confronted public issues directly.

CONFERENCE REPORTS

Bicycle Politics

The following piece reports on the recent 'Bicycle Politics' workshop, convened by Dave Horton (Lancaster Environment Centre, Lancaster University) and Aurora Trujillo (University of Reading) at the Centre for Mobilities Research (Lancaster University). It originally appeared on Dave's blog (<http://thinkingaboutcycling.wordpress.com/>), in a longer form (including links to all of the people and organisations mentioned).

Day 1 kicked off with a paper from Andrew Millward, a cycling historian and Secretary of the *Cycling History and Education Trust*. Andrew reflected on the battles for recognition and justice which cyclists in Britain fought between the First and Second World Wars. Cycling groups resisted proposals to make the fitting and use of red rear lights on bicycles compulsory, just as they resisted proposals to push cycling off the roads. These proposals were viewed as governmental attempts to discipline, control and marginalise cycling, and to reduce the sense of responsibility felt towards the safety of cyclists among speeding motorists; the analogies with the helmet debates of today are clear.

Robert Davis' presentation elaborated on Andrew's, in demonstrating how contemporary discourses and practices of so-called 'road safety' in fact maintain and entrench the dominance of motorised traffic alongside the subjugation of walking, cycling and street life in general. Against the model of 'road safety' Robert posits one of 'road danger reduction', which would focus not on the control and discipline of people but instead of the motorised metal machines which so mundanely and regularly kill and maim them. Check out the *Road Danger Reduction Forum*, which Robert chairs, for more details; <http://rdrf.org.uk/>

Next, Matt Wilson of *Bicycology* developed a careful argument as to why cyclists might in some circumstances break the law, an argument which feels increasingly necessary at a time when even people who claim to love and/or to be promoting cycling can often be heard demonising such cycling 'deviancy'.

Gail Jennings spoke eloquently of the cycling situation in Cape Town in particular, and Africa more generally. Cycling, and particularly sports cycling, is viewed positively by politicians and policy-makers keen to portray themselves and their city as belonging to the 'global elite'; but on the ground conditions for 'ordinary' cycling are miserable.

Rutul Joshi from the *Faculty of Planning and Public Policy* at *CEPT University* in Ahmedabad built on our global understandings of cycling and the politics of cycling with his comprehensive account of current processes and trends in India. Like China, India is motorising fast. Cycling and its magnificent potential to re-make the world as a saner, healthier and better place is in very real danger of being left behind.

After coffee, John Stehlin from the University of California at Berkeley give a tremendously insightful paper exploring issues surrounding the formalisation of cycling in north American cities (and by extension, elsewhere), and the consequences of such formalising processes for inclusion and exclusion, including for who counts and doesn't count as 'a cyclist'.

Day two started with Jennifer Bonham of Adelaide University and Peter Cox of the University of Chester articulating a Foucauldian analysis of cycleways, as enabling the construction of cycling practice in particular ways, and concomitantly frustrating its articulation in other ways. Their paper illuminated two main strands of thinking across the workshop. First, to do with how the construction of cycling by particularly legitimate discourses and interests as

about mainly one thing tends to render illegitimate alternative ways of understanding and doing cycling. Second, thinking across the workshop helped us to begin to see more precisely that for as long as cycling provision is about separation from motorised modes, it remains importantly structured by impulses towards its displacement, constraint, control and punishment; so that cycling's marginalisation within car-centric societies is (however inadvertently) perpetuated, and its radical potential thwarted.

Rachel Aldred from the University of East London presented a paper, co-authored with Katrina Jungnickel, coming out of their *Cycling Cultures* project. Rachel and Kat are conducting ethnographic fieldwork amongst people who cycle in four English cities; Bristol, Cambridge, Hull and London (Hackney). Their paper explored the tensions which people who cycle must negotiate, between being identified and/or seeking identification as 'a (particular kind of) cyclist', and seeking to resist or refuse such identities and their real and/or imagined consequences.

Aurora Trujillo's paper directed a re-working of the political philosophy of difference to the practice of cycling, and to the use of the logic of oppression to explain the conditions which cyclists confront in car-centric societies. This re-working of cyclists and cycling refigures, for example, most of what currently passes for cycling promotion as accommodation of cycling in a system which remains monopolised by the car, rather than the transformation of that system by a genuine pro-cycling politics.

Next up, Esther Anaya, a bicycle consultant from Barcelona, provide a critical analysis of public bike hire schemes. Although Esther focused on Spain, her insights provide food-for-thought for public bike hire schemes everywhere.

Adopting a similar approach, Robert Davis presented an empirical investigation of London's recent so-called 'cycling revolution'. Robert accepts that cycling really has increased in London, but he questions whether Transport for London's (none too ambitious) targets for further growth in cycling can actually be met, without radically exceeding those strategies which currently exist.

The workshop's final presentation came from Copenhagen, which is generally held up as a very fine example of a city which has made – and continues to make – cycling work. Some 35% of journeys in Copenhagen are made by bike, and the target is 50% (by contrast, the respective figures for London are 2% and 5%). Ezra Goldman and Trine Agervig Carstensen explained the changing ways in which cycling has been seen in Denmark in general and Copenhagen in particular, and how this has facilitated what we all want, modal shift away from the car and towards the bicycle.

Finally, thanks to the *Centre for Mobilities Research (CeMoRe)*, and especially John Urry and Pennie Drinkall, for hosting the event. For information on *CeMoRe*, go to: <http://www.lancs.ac.uk/fass/centres/cemore/> For abstracts of all the papers, visit the Bicycle Politics page at: <http://www.lancs.ac.uk/fass/centres/cemore/event/3299/>

Dave Horton and Aurora Trujillo, September 2010

PUBLICATIONS OF INTEREST TO MEMBERS

S. Lahiri, *Indian Mobilities in the West, 1900-1947* (Palgrave Macmillan, 2010).

This book looks at the reasons that individual Indians had for moving within and throughout Europe and North America.

VIEW FROM THE STREET

Rio de Janeiro

For the uninitiated first time visitor, mobility in Rio de Janeiro comes as both a shock and a surprise. The taxi from the airport initiates you into a whirl of motorway style driving (when the roads are not being dug up), but not in any style with which naïve Europeans are familiar. A three(ish) lane wide road but with no markings and driving that knows no lane discipline – keep the speed high and predictable and aim for the gaps. I was bizarrely reminded of Hans Monderman's design for negotiation mixed with warp speed decision-making. Certainly it is a regime that both demands and creates a good deal of trust in all users. In the downtown city centre the same mad grasp for road space is compressed into the unforgiving confines of urban streets, with frequent resultant gridlock as buses, cars, scooters, pedestrians and cyclists jostle for any available square centimetre of tarmac.



A couple of days later and patterns emerge to the onlooker. On the arterial roads cutting through the city, speed is the priority: all traffic accelerates hard and stops with the same urgency, buses being adept at the high speed stop (passengers needing to be constantly braced against the periodic increase in g-force). Right in the city centre, space is at a premium. In between the two extremes emerges a very equitable compromise and here one finds a surprising number of utility

bicycles and tricycles, particularly used as mobile market stalls or for carrying every type of delivery load, from groceries to mattresses. With a day free, I decided to indulge myself and seek out the breadth of offerings the city has for the mobility enthusiast.



For the transport tourist, there are delights in store. The two-stage cable car to Sugar Loaf Mountain whisks one out over the ocean. Due to a bizarre shortening of perspective from the halfway stage, flights taking off from Santos-Dumont airport (upon which you can look down) appear to be flying into the side of the sugarloaf. The other famous landmark, the Cristo Redentor overlooking the city, is actually a late-comer to the top of Corcovado on which it stands. Almost half a century before the statue was built, a Rigi System cog railway was constructed (1884). Initially steam-powered (in a nation with no coal production) it was electrified around the turn of the century and has continued running to the present and is an unmissable attraction for those with even the most marginal interest in transport systems. Even more delightfully, the original carriage built for Dom Pedro II now serves as the cafe seating area within the engine sheds.



As a pedestrian, the experience was mixed as ever it is in cities anywhere. Rio's steep encroaching hills are someplaces served by roads which suddenly end in flights of steps to the ridge tops. Stunning views back over the city were the reward for gratuitous activity in the afternoon sun and temperatures in the mid 30s Celsius ("only mad dogs and Englishmen...?"). My final intended transport mode for the day



was the Santa Teresa Tramway, the last surviving remnant of the once extensive tram system. As I walked over the hills towards the tracks, the omens did not bode well. Banners with pictures of trams and a skull and crossbones juxtaposed on a banner nearing the text "New trolley is unsafe" don't really fill you with confidence. However, I felt better in that my decision not to patronise it was ultimately not due to my fear of the unknown but to the tram already being full to capacity – this being the end of a schoolday.



Though it may be a cliché, Rio is a fascinating city, full of contrast and paradox. That the Transport Minister the previous day had announced his intention to launch a campaign to promote Rio as a 'Cycling City' only makes me want to return to see how it changes.

Peter Cox

CALLS FOR PAPERS

Space, Time and Mobility: Which Memory for Augmented Reality?

Conserveries Memorielles, an on-line interdisciplinary journal, invites people to submit articles for a special issue about the various interactions which take place between space and human beings when moving. Precisely, we would like to point out what is remembered from journeys using any kind of transportation and how being in motion – by foot or by a means of transportation – affects our perception of time and space.

This special issue is edited by Etienne Faugier (Ph.D. student at Laval & Lyon 2 Lumiere Universities) and Arnaud Passalacqua (assistant professor in contemporary history, Paris Diderot – Paris 7 University).

A complete version of the call for papers is available at <http://cm.revues.org/774>.

If you have any questions or would like to discuss a submission, please contact mobilityspacetime@gmail.com.

Etienne Faugier
Arnaud Passalacqua

FORTHCOMING CONFERENCES

Blocked Arteries: Circulation and Congestion in History

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.

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 2011** 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

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