

T²M

International Association for the History of Transport, Traffic and Mobility



Berlin welcomes T²M

9th International T²M Conference

The International Association for the History of Transport, Traffic and Mobility (T²M) heartily invites proposals for papers and sessions to be presented at its 9th International Conference to be held at the Deutsches Technikmuseum Berlin (German Technology Museum), Berlin/Germany, October 6th to 9th, 2011. The Conference Theme is “Transport and Mobility on Display”.

We invite papers and sessions, which discuss the history and future of transport museums, exhibitions and collections and transport halls in larger technology museums and the relation of academic mobility history and transport museums.

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Di Drummond, whom many of you might know from her work and previous T²M conferences.

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Editorial:

As I write this, I experience the symptoms of hypermobility that Mathieu Flonneau (in his *View from the Street*) managed to avoid: particularly jet lag and confusion as to the day, time and place I inhabit. I've just returned from an unplanned and very hasty trip to New Zealand: set up at the last minute, I was entirely reliant upon the huge network of international mobility and communications that we mostly take for granted these days. It all worked smoothly – but a huge contrast to the voyages that were made by sail in the 1840s (the subject of an interesting exhibition I managed to get to whilst in New Zealand).

An unusual start to the year for me – but one that has left all the usual planning and preparation rather to one side. Lots to do – including finding a **guest editor for the Newsletter**. I'm not going to be able to do the usual work for the third Newsletter of the year (August/ September), so I'm after a willing volunteer (or two) to help out. Please get in touch if you fancy it – or want to make some improvements!

Another great step for T²M: this Newsletter features the preliminary notice for the **T2M summer school**. It's something that we've talked about for some time, but thanks to some hard work, we can now go ahead with it – conveniently tied in with the annual conference in Berlin. The summer school is designed for PhD students and new entrants to the profession, to put them together with leading scholars in the field and to help develop the next generation of talent. If that's you – or you know someone who should be there – make sure you apply when the call for applications opens.

And of course, we're approaching a key phase in T²M's annual cycle: the **Call for Papers for this year's conference** is out. Make sure you read it in this Newsletter and then get your proposals in before the April 30th deadline. Berlin is a fantastic city, the Deutsches Technikmuseum Berlin a truly world-leading museum (and host), and the conference theme really exciting. You won't want to miss any of it!

Mike Esbester

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Deadline for copy for the next issue: **23 May 2011**

Forthcoming conferences & seminars

22nd International Cycling History Conference
Paris
25-28 May 2011

Further information from: <http://www.cycling-history.org/>

President's Page

The call for papers for our next Annual Conference in Berlin was launched on January 15th. Transport and Mobility on Display is a most important topic not only for T²M but for the global society. We want to contribute a historical perspective to understand the concepts and effects of public presentation and representation of transport and mobility:

- in Transport Museums
- in exhibitions, expositions and fairs
- on the web and
- last not least in the built world. Transport infrastructures have always had a function and effect as public monument and message.

We are looking forward to deepen the relations between T²M and the worlds of museums and exhibitions, which are so important for the future of our field. Please don't miss the deadline for the call for papers with your contribution!

The long awaited T²M Summer School "The Passenger. Mobility in Modernity" has now been accepted by the Volkswagen Foundation and is going to take place right before the T²M Conference in Berlin, thus from September 30 to October 6. By shifting the summer school to "Indian Summer" in autumn, we hope to give PhD students the financial possibility to stay longer for the conference. 25 PhD students and 12 professors can come to Berlin for a week, funded by the Foundation, to discuss latest research approaches on the passenger in historical transport and mobility studies. We will invite applications for attendance in the next few days. If you are interested, please send us a message and you receive the invitation to apply.

In the last months, there have been several discussions about future T²M conferences in Australia, the US and Europe. We have many opportunities and will discuss them in the spring meeting of our executive committee.

I suppose you have recognized new information on our T²M homepage. They are largely due to our very active new Executive Committee member Jørgen Burchardt. Jørgen is most experienced in triggering webpages. I am very thankful for his activities on "T²M on Display".

Looking around, I have the feeling that the number of events in historical transport and mobility studies is rapidly growing at the moment. The International Congress of Maritime Museums is meeting in Washington in the week after our T²M conference and will discuss a similar topic to ours. Should we organize a shuttle to fly the maritime museum scholars from Berlin into Washington directly after our conference? I see this coincidence as proof that we have a topic which is attractive and pressing at the moment. I see this as a very good sign that we are working in the right field.

I wish you a very successful early spring and fruitful year.

Yours,

Hans Dienel

NEWS

Newsletter guest editor opportunity!

This year there is a rare chance, available to you all: you could edit this Newsletter for one issue! I'm going to be unable to do the usual work for the third issue of the year – planned for August/ September – so I'm hoping that one of you out there will be keen to help out and work with me (and possibly one other person, depending on how many volunteers there are). If you fancy it – or want to make improvements – please let me know: mesbester@brookes.ac.uk

Journal of Transport History

Good progress is being made with publication of back issues of the *Journal of Transport History*. The December 2009 issue (vol 30, no 2) will be despatched in March 2011. The June 2010 issue (vol 31, no 1) should be published in April/ May 2011, and the December edition (vol 31, no 2) in May/ June 2011. The intention is to resume punctual publication with Issue 32 (1) in mid-2011. Send correspondence and contributions to jth.editorial@gmail.com

International Cycling History Bibliography

Manuel Stoffers has launched an international online Cycling History Bibliography, which it is hoped will be of use to researchers interested in the historical development of bicycle use: <http://www.fasos-research.nl/sts/cyclinghistory/> The basis of the bibliography was an article written by Harry Oosterhuis and Manuel Stoffers on Dutch bicycle historiography, contrasting the remarkable lack of Dutch academic interest in the history of cycling with the growing academic literature on cycling history abroad.

EC elections: preliminary notice

This year we need to find a large number of you willing to be a part of T²M's Executive Committee. If you've thought about it, but not put your name forward, the time is coming! More details will be given in the next Newsletter, but if you want further information before that please email info@t2m.org and we'll tell you what you want to know. Do think about it: it's great experience and it gives you a chance to shape your Association.

T²M conference travel fund

This year T²M expects to make awards to support students' and early career researchers' travel to the annual conference in Berlin. Precise details are still being worked out – but if you might be eligible, make sure you keep an eye out for further information in the near future. Application forms are available on the T²M website: www.t2m.org



Call for Papers T²M 2011 Berlin

Deadline for proposals: 30 April

Deutsches Technikmuseum Berlin

6-9 October 2011

The International Association for the History of Transport, Traffic and Mobility (T²M) heartily invites proposals for papers and sessions to be presented at its 9th International Conference to be held at the Deutsches Technikmuseum Berlin (German Technology Museum), Berlin/Germany, October 6th to 9th, 2011.

The Conference Theme is “Transport and Mobility on Display”. We invite papers and sessions, which discuss the history and future of transport museums, exhibitions and collections and transport halls in larger technology museums and the relation of academic mobility history and transport museums. By this, T²M seeks to establish a closer collaboration between academic scholars, curators and exhibition makers in the field of transport, traffic and mobility.

The call is not limited to the history and future of transport museums and exhibitions but intends to explore different exhibitions of mobility: for instance advertising, car design, transport fairs, mobility “Luna park” as motor show or car race. In a broader perspective, all transport infrastructures, e.g. railway stations, motorways, bridges or traffic signs, are “Transport and mobility on display”, offering mobility and landscape experiences. Their sensible appearance shape the image of transport, and have an impact on transport policy and use. In addition to visual aesthetic appearance, smell, noise and other senses are important for the impact of

transport on display. Thus, the call seeks for an innovative analysis of the social, economic, political and psychological impact of the manifestation and appearance of transport and mobility. It takes on questions T²M already has discussed at the 5th annual conference in Helmond on “Transport Heritage and Design”.

Transport museums belong to the best visited museums in the world. In technology museums, departments for transport and traffic often are the most attractive halls. Counting visitor figures, transport museums and halls can easily claim to represent a tremendous success story. On the other hand, transport museums have been criticised for presenting an often uncritical and techno-enthusiastic image of mobility, limiting its scope to the aesthetic and technological sensations of transport vehicles while undervaluing the history of traffic and mobility, of transport infrastructures, as rails, roads and rivers, and of environmental and of societal effects of transport, as societal exclusion and inclusion by accessibility. Many transport museums are notoriously under-budgeted, often have not enough or no curatorial staff and often nearly no research infrastructures. Many transport museums are operated by volunteers, often elder male engineers.

By analysing transport and mobility on display, the conference shall contribute to a material cultural history of transport and mobility and shall envision new concepts and forms of transport and mobility exhibitions. Transport history has turned to cultural history later than the history of technology. Only in the last two decades, we experience something like a boom in cultural histories of transport and a slight shift in transport history focus towards the passengers, their experiences and adventures. Museology has claimed that the educational function of museums has somewhat decreased during the last decades in favour of more emphasis on experience, leisure and thrill. Theme parks have become competitors and models for new enter- and edutainment concepts. Interactive hands-on and children departments have become commonplace. In the world of transport exhibitions and museums, however, experience and thrill always have played a significant role even in unwritten didactical concepts. A look on the history and future of transport museums therefore can reshape our image of public use of history and heritage from educational to leisure institutions. Museum curators and academia researchers need more occasions to exchange knowledge and expertise. The conference will offer an excellent framework to bridge those two worlds.

In short: the conference shall bring together perspectives from different academic disciplines, the museum's world, exhibitions and fairs to understand the impact of transport on display. It shall lead to a closer collaboration between museums, exhibitions and research institutions in the field of transport, traffic and mobility. Therefore, we especially encourage multi-perspective joint session proposals.

It is a T²M tradition that paper and session proposals are not limited to the general topic. We ask for paper and session proposals for all themes in the field of transport, traffic and mobility can be proposed. By this, the annual conference shall give, in a broad way, an up-to-date overview on the field of historical transport and mobility studies.

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 30 April 2011. 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 before the end of May 2011, in order to facilitate acquisition for funding. The full paper of all accepted submissions and of the posters must be delivered on or before 15 August 2011. These papers will be available to all Conference participants before the conference. Individual

presentations at the Conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session.

All participants are required to register. For details of T²M and of previous conferences, please visit: www.t2m.org. Further details of the Conference (including the poster form) will be posted on a website of the Programme Committee which is currently under construction and will go online shortly.

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 multiperspective 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. Session proposals should also include a one-page overview of the session. Submitters will be notified by the Programme committee by 20 May 2011 on the success or status of their submission.

Submission of a fully completed poster form (1 page A4) is mandatory for all speakers, for T²M 2011 wants to invest more energy into communication. Posters of all oral presentations will be exhibited in the public area of the 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. Posters will be judged. The best posters will receive a prize during the banquet. Poster forms will be made available later on the website of the conference.

T²M Summer School:

The passenger – Mobility in Modernity

Berlin, Germany

30 September – 6 October 2011

The summer school, funded by the Volkswagen Foundation, is open for PhD Students and younger scholars to compare new explanatory approaches for mobility choices and behaviour from psychology, ethnology, sociology, transport planning for historical mobility research. By this, the summer school “The Passenger”, which is coordinated by Hans-Liudger Dienel, Colin Divall and Heike Wolter with the help of Massimo Moraglio and Martin Schiefelbusch supports the development of an integrative, interdisciplinary research style on passengers, which combines basic and problem orientated applied questions.

Internationally known researchers including Shelley Baranowski (USA), Gijs Mom (NL), Peter Norton (USA), Sven Kesselring (D), Vijaya Singh (India), Gordon Pirie (South Africa) and Barbara Schmucki (UK, CH) will teach.

The summer school offers 25 fellowships (travel and accommodation). A more detailed call will appear soon.

If you are interested, please email wolter_heike@yahoo.de, dienel@ztg.tu-berlin or colin.divall@york.ac.uk.

Call for Applications

Summer School - Mobility and Information Technologies: a long-term perspective

Deadline for applications: 25 April 2011

Pleumeur-Bodou, France

12-16 September 2011

Supported by the Sorbonne, Eindhoven University of Technology, Cité des Télécoms

Organised jointly by the *Cité des Télécommunications*, the Paris-Sorbonne University, the Foundation for the History of Technology SHT at Eindhoven University of Technology, and *Transfers, Interdisciplinary Journal of Mobility Studies*, the summer school aims at providing doctoral students with an overview of relevant research results and of innovative tools and methodologies in the field of **communication and mobility studies, and their history**.

Students (including mostly PhD students and a limited number of young post docs) will spend five days at the *Cité des Télécommunications* in the northern part of Brittany (see: <http://www.cite-telecoms.com/>). They will present and discuss their research in conjunction with lectures presented by scholars. The daily language will be English.

The summer school will focus on the relationship between mobility and communication history seen from a long-term perspective. This means that we are interested in projects dealing with the history of electronic systems connected or included in a mobility system broadly defined, but also in approaches of intermediality in history.

The framework of the summer school will be twofold. On the one hand, we are indebted methodologically to the history of technology and innovation studies, including large technical system and social construction of technology approaches. On the other hand, we are interested in studies that explore the very borders of the concept of mobility, including studies that approach transport vehicles as media, just like means of communications such as the one enumerated above, but also novels, films, and other carriers of messages and knowledge. Topics could include wireless telegraphy, radar, mobile phone, mobile information systems, computerized traffic system regulation, radio, GPS as applied in walking, trains, cars, airplanes, boats, and rockets.

The summer school will be structured as follows. Each half-day session will be based on a keynote lecture by an invited scholar and followed by student presentations and discussions of their work in progress. Social events and visits will give the opportunity to discover either traditional or modern faces of this high-tech part of Brittany.

The academic organizers are: Mathieu Flonneau (University Panthéon -Sorbonne) Irice-CRHI, Pascal Griset (University Paris-Sorbonne) Irice-CRHI, and Gijs Mom (Eindhoven University of Technology; editor of *Transfers*).

Teachers during the week will be: Paul Cerruzzi (Air and Space Museum, Washington DC); Mathieu Flonneau (Université Panthéon-Sorbonne); Pascal Griset (Université Paris-Sorbonne); Gisela Hürlimann (Universität Zurich); Vincent Kaufmann (Ecole Polytechnique Fédérale de Lausanne); Gijs Mom (Eindhoven University of Technology); Frank Schipper (Leiden Institute

for History); Heike Weber (Technische Universität Berlin).

Participation to the program, including social events, is free. All local costs (accommodation and food) will be covered by the organizers; participants are expected only to pay their own travel to and from Lannion, the closest railway station linked to Paris by TGV. There are a limited number of travel stipends available, sponsored by SHT and *Transfers*. The stipend from the latter are available for those students who agree to submit their paper to *Transfers* for a special issue on Mobility and Communication.

Participation will be limited to 15-18 students. Those interested in attending the summer school should send the following documents by e-mail to Mathieu Flonneau (mattaflo@aol.com):

- a CV
- a summary of their dissertation project and an example of their work in progress (provisional chapter of the dissertation or a published article in any language);
- a summary of their project for post doc candidates.

The **deadline for applications** is **April 25th 2011**. Students selected will be notified before May 16th 2011.

Members' Publications

A. Heywood, *Engineer of Revolutionary Russia. Iurii V. Lomonosov (1876–1952) and the Railways* (Ashgate, 2010). 430pp. English.

This book is the first substantial study in any language of one of revolutionary Russia's most distinguished and controversial engineers - Iurii Vladimirovich Lomonosov (1876-1952). Not only does it provide an outline of his remarkable life and career, it also explores the relationship between science, technology and transport that developed in late tsarist and early Soviet Russia.

As well as an innovative engineer who campaigned to enhance the role of science, Lomonosov played a major role in shaping and administering the Russian railways, and undertook several diplomatic and scientific missions to the West during the early years of the Revolution. Falling from political favour during an assignment in Germany (1923-1927), he achieved notoriety in Russia as a 'non-returner' by apparently declining to return home. Thereby escaping probable arrest and execution, he began a new life abroad (1927-1952) which included a research post at the California Institute of Technology in 1929-1930, collaborative projects with the famous physicist P.L. Kapitsa in Cambridge, a long-time association with the Institution of Mechanical Engineers in London, and work for the British War Office during the Second World War.

From Marxist revolutionary to American academic, this study reveals Lomonosov's extraordinary life. Drawing on a wide variety of official Russian sources, as well as Lomonosov's own diaries and memoirs, a vivid portrait of his life is presented, offering a better understanding of how science, technology and politics interacted in early-twentieth-century Russia.



Institutional membership profile

REILIA

- **Where is REILIA based and what does it do?**

Centre of Railway Culture REILIA is based in Kouvola, South-Eastern Finland. Kouvola's central location within Finland's borders and as a border post between the European Union and Russian Federation has made it the largest centre of rail transport and land logistics in Finland.

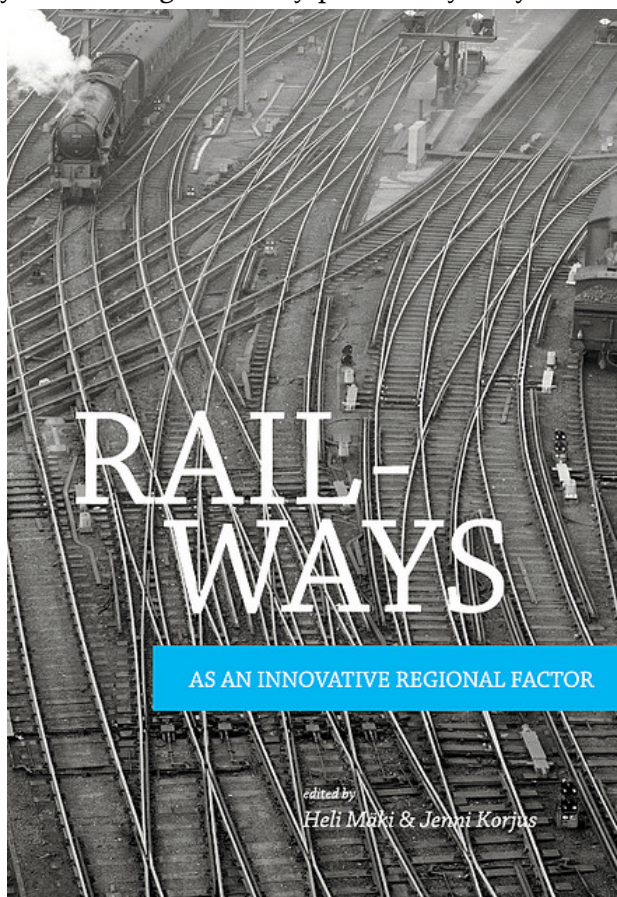
What is quite unique with REILIA is that it is focusing on people on railways, not on logistics or the technological research of the railways. The topmost priorities of REILIA are the organizing and executing of multidisciplinary research on railway culture, history and society and mapping, and collecting and documenting relevant archive material. REILIA gathers virtual exhibitions online and in museums. REILIA organises both national and international seminars. During the three first years REILIA has published four books, one in English and three in Finnish. Some copies of the seminar publication "Railways as an Innovative Regional Factor" are still available – if you want a free copy of the book, please e-mail us.

- **When was REILIA set up, and why?**

Centre of Railway Culture REILIA was set up officially in 2008. REILIA is actually a project coordinated by the Palmenia Centre for Continuing Education of the University of Helsinki, whose objective was to establish the first centre of railway culture in Finland. The project is funded by the European Regional Development Fund ERDF of the EU, Regional Council of Kymenlaakso and the City of Kouvola.

- **Is there something distinctive about ‘railway culture’ (as opposed to other cultures – for example, driving, or walking)? What is it? And is there a distinctively Finnish version of railway culture?**

It is often said that if you look Finland from Western Europe it almost looks like an island – you need to get there by plane or by ferry from Sweden or Estonia. There is an international



passenger rail service from Finland only to Russia, to Moscow and St. Petersburg. The first rail line in Finland between the cities of Helsinki and Hämeenlinna was opened in 1862, as Finland was then the Grand Duchy of Finland; a region of Imperial Russia, railways were built to the broader Russian track gauge. An extension from Riihimäki to Saint Petersburg was opened in 1870. The impacts of St. Petersburg-railway were huge to the Finnish society, economic life and culture.

The one and only railway company in Finland is VR or VR Group, a state-owned railway company. It is a big employer in Finland and has played a huge role in the development of different regions in Finland.

However, because in most parts of Finland the density of population is very low, Finland is not that optimally suited for railways. Private motoring is still leading, the green revolution really hasn't started here yet.

- **How is history a part of what REILIA does?**

One of the main purposes of REILIA is to create better conditions in Finland for research on railway history and culture and for the research of the transport history and the cultural history of mobility in general. The state of the Finnish academic research on railway history and culture is not good at all, there has been very little basic research.

We are also interested in popular culture; railway related movies, novels, songs, art and so on.

- **Does REILIA have any archives or facilities for research? If so, what is available?**

Yes, REILIA has an archive, which so far is not very big. It consists of old documents of different railway associations, photos, and oral history materials. We have collected railway memories by the writing competitions.

For other T²M member organisations and researchers REILIA could be a good link or gateway offering help to establish contacts with Russian and Scandinavian colleagues. We are interested in common research and development projects and exchange of experts or students. Kouvola is only a two-hour train ride away from St. Petersburg.

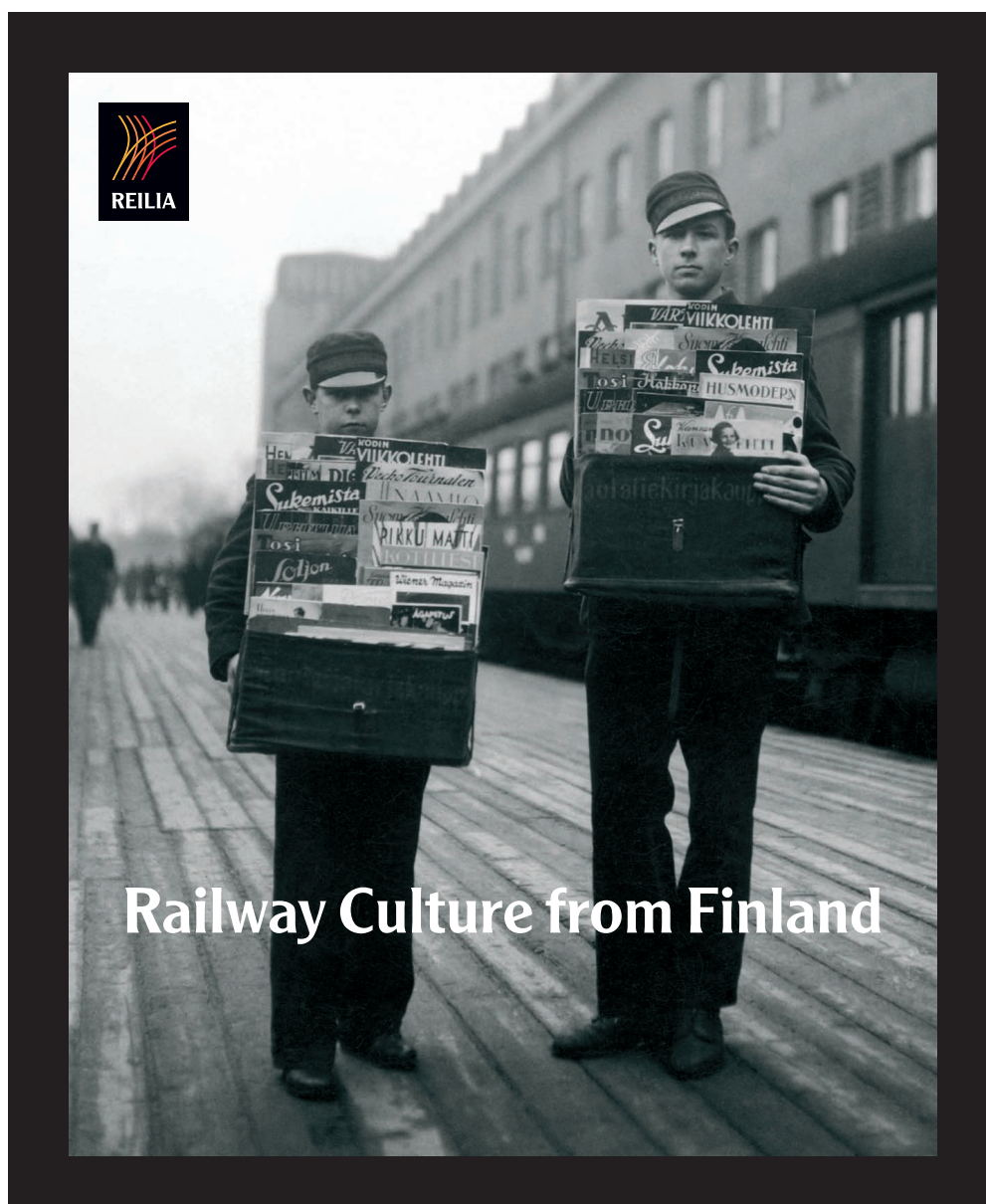
- **What are your plans for the future?**

Right now we are planning the second phase of REILIA. It shall concentrate more on education and training – for example, our goal is to launch a new study programme of transport history and culture and go on organising more international seminars and conferences.

Website: www.reilia.fi (In English, Finnish and Russian) and www.reilia.fi/seminar (Railways as an Innovative Regional Factor – seminar page in English including all the articles and presentations). Contact us:

Heli Mäki, project manager heli.maki@helsinki.fi

Jenni Korjus, planning officer jenni.korjus@helsinki.fi



Railway Culture from Finland

Magazine boys at the Helsinki Railway Station, 1931.
Young boys with big bags were selling magazines on Finnish trains from the 1910s to the 1960s.
Photo: Finnish Railway Museum, Hyvinkää

Rautatiekulttuurikeskus
Centre of Railway Culture
Kouvola

www.reilia.fi





A view from the street

T2M 2010 in India – an experience in hypermobility!

Making the trip of a lifetime... in just one day! I knew that I had the privilege of experiencing a type of hypermobility that would have been simply unfathomable in the past.

The eighth T²M conference, held recently in New Delhi, was a chance for me to make an unforgettable trip – unforgettable on many levels. I would like to record a few of my impressions from this admittedly brief trip. I will focus not so much on the purpose of the trip or the conference I attended and presented at (although this was quite productive in its own right), but rather on the actual trip itself. Indeed, I left Paris on Friday morning, and was back with my family on Sunday morning. Halfway around the world and back in a single weekend – the thought is enough to leave me scratching my head in amazement!

Obviously, it may seem barbaric to spend three days in airplanes and airports, with just one day to experience this land of ancient wisdom and the Darjeeling Himalaya Railway (the latter experience was portrayed in the excellent 2007 – Western – film, *The Darjeeling Limited*). Therefore, I would modestly describe my trip as an experience of its own, terribly stressful but also incredibly enriching. In such cases, you are more receptive than ever before. Pressed for time, each second becomes so valuable to your senses that you strive to absorb this unexpected and exotic environment through every pore of your body.

What a “normal” traveller would consider to be a fleeting moment, an obstacle or an expedient



becomes a topic of study for a researcher in mobility. No time is lost and the surroundings do not run together, even if everything is viewed through a jumble of time zones. Travelling is also a unique moment for participative sociology, subject to the vagaries of transport (two words sum up the sources of tension: security and the weather – in this case, a chance of snow on the runways of European airports!).

Once I was finally on my way (passport in hand, with a visa finally granted by the embassy, which was the cause of my initial delay...), with a connecting flight in Switzerland, the expected contrast was only that much more striking. Hence I remember arriving in Zurich (or rather, at Zurich airport), then taking off for the world's largest democracy. The Christmas music and decorations, and especially the faint sound of mountain bells and Alpine cows that could be heard in the distance from the airport shuttle, gave no clue of the exotic destination I would soon be arriving at!

I must also admit one of the results of this feeling of total weightlessness. Upon arriving in New Delhi, the event's outstanding organizers took care of everything, and sticking to a strict time schedule, I was never really aware that I had travelled around the world! In the end, the trip went so quickly that I didn't have time to suffer from jet lag. However, I have made a promise to myself to go back to India when I have more time – the most valuable thing in the world. In the meantime, I must follow a reading list, to make amends, to find out more, and especially, to regret the things I was unable to see (an essential and enduring part of returning home after any trip!)...

Mathieu Flonneau



Call for papers

Society for the History of Technology annual meeting

Deadline for proposals: 31 March 2011

Cleveland, USA

3-6 November 2011

The Society for the History of Technology will hold its annual meeting in Cleveland, Ohio from 3-6 November 2011. The Program Committee invites paper and panel proposals on any topic in the history of technology, broadly defined. The Committee welcomes proposals for individual papers or sessions, as well as works-in-progress from researchers at all levels (including graduate students, chaired professors, and independent scholars). It welcomes proposals from those new to SHOT, regardless of discipline. Multinational, international, and cross-institutional sessions are also desirable. We especially encourage proposals from non-Western scholars.

For the 2011 meeting the Program Committee continues to welcome unconventional sessions; that is, session formats that diverge in useful ways from the typical three/four papers with comment. These might include round-table sessions, workshop-style sessions with papers that are pre-circulated electronically, or "author meets critics" sessions. We also welcome poster proposals for presentation in poster sessions. Specific formatting rules for submitting proposals are described further below.

While paper and session proposals on all topics are welcome, the Program Committee is especially interested in proposals that engage the following themes:

I. *Technology, Power, and Control*. SHOT has a long history of analyzing how technologies figure in power relations and systems of control. The latter have been fundamental to public safety, equity, and accountability throughout much of history, yet they have also figured in the establishment and maintenance of power inequalities and hegemony. For 2011, the Program Committee particularly welcomes proposals that explore two related aspects of this theme pertaining, roughly, to control over space and control over information:

A. *Technology and Geography*. Technologies have been used to alter and restructure geography, and with it, social, economic, and power relations. Since ancient times, ships and roads have helped turn barriers into thoroughfares, altering spatial networks and relationships. Today the internet partially collapses time and space, ICBMs make geography no hindrance to launching nuclear war, and aviation has shrunk the world in uneven ways, making, e.g., Cleveland potentially closer to London, England than to a town in Iowa, when measured in terms of accessibility or travel times. Meeting as we are in Cleveland, a port city that was an important node in networks linking the Atlantic, the Great Lakes, and regions further west, it seems an appropriate time to encourage new reflections on the relationship between technology and geography;

B. *Technology and Surveillance*. We increasingly live in a surveillance society where everyone and everything is monitored for myriad purposes, whether openly or covertly, benignly or malignly. Technology figures everywhere in the surveillance society: sensors, monitors, feedback mechanisms, security systems, and search engines (to name but a few) are integrated into daily

Publications of interest to members

T. Cresswell and P. Merriman (Eds.), *Geographies of Mobilities: Practices, Spaces, Subjects* (Ashgate, 2010). 288pp. English.

Over the past fifteen years or so, there has been a widespread and increasing fascination with issues of mobility across the social sciences and humanities. Geographers have always had an interest in mobility, but as yet have not viewed this in the same 'mobility turn' as in other disciplines where it has been used to critique the standard approaches to the subjects. This edited volume aims to provide a revitalised 'geography of mobilities' informed by this wider 'mobility turn'. It makes connections between the seemingly disparate sub-disciplinary worlds such as migration, transport and tourism, suggesting that each has much to learn from each other through the ontological and epistemological concern for mobility.

The book is divided into three sections. The first focuses on mobile practices – the experience and performance of mobility as something that is done, ranging from walking to flying. The second section examines mobile spaces; relatively fixed locales which enable mobility to occur such as roads, bridges and airports. The final section deals with mobile subjects, which includes tourist, refugee, commuter and migrant.

routes, networks, scientific and technical practices, bureaucracies and organizations. Forensic technologies aid engineers, accountants, doctors, criminologists, and others. It might be argued that achieving a sustainable society increasingly demands advanced surveillance and monitoring capabilities. (Think, most recently, of the ex post facto monitoring and surveillance that has been occurring in relation to the Gulf oil spill.) Throughout history, transparent, public forms of surveillance have served the common weal, but technology and secrecy also have a long and complicated relationship that overlaps with the issue of technology and surveillance. The theme of technology and surveillance stands at the crossroads of science, technology, history, and sociology, and in the context of the simultaneous meeting of SHOT, HSS, and 4S in Cleveland, we encourage proposals that bring together core interests of the three societies, and topics from diverse temporal, disciplinary, and geographical points of view.

II. *Technology-in-(re)-Use and Cultural Contexts of Appropriation.* Humans continually make new culture with tools at hand, transforming technologies to fit local situations or adapt local practices. How do we account for the variations of adzes, axes, sickles (and countless other artifacts) that have proliferated across time and space, and how were these objects linked to specific production and cultural practices? The sway of progress ideology and linear development thinking long diverted attention from adequately acknowledging or explaining technological differentiation, the proliferation of variety. More recently, globalization theorists have emphasized processes of techno-cultural homogenization, yet we continue to find new varieties and adaptations of technologies linked with local situations, which then further multiply and diffuse. To give a couple of examples, Japanese karaoke melds electronic components with new cultural practices, and it has gone global in variant forms. Refrigerator variants exist within diverse cultural landscapes, from airline cabins to morgues, North American dorm rooms, fallout shelters, and rural households lacking electricity, to name but a few. Moreover, we often find that local varieties of technology-in-(re)-use become important identity markers for regions, nations, or subcultures. We welcome proposals that

explore these matters across time and space, or within any region or time period. The Program Committee's highest priority in evaluating paper and panel proposals is scholarly excellence.

General Ground Rules

SHOT rules exclude multiple submissions (i.e., submitting more than one individual paper proposal, or proposing both an individual paper and a paper as part of a session). However, scholars may both propose a paper and serve as a commentator or session chair. Please note, scheduling considerations make sessions with more than three presenters somewhat impractical.

The Program Committee discourages scholars from presenting papers at two consecutive meetings held in North America. Exceptions can be made for scholars traveling from overseas. Individuals are always welcome to serve as chairs and commentators and are encouraged to let the Program Committee know if they are available.

Because SHOT, the History of Science Society, and the Society for Social Studies of Science are meeting at the same time in Cleveland, some participants may be planning to present at those meetings as well as SHOT. You are welcome to do so, but if you present at SHOT, you will be required to either register for the SHOT meeting or pay an affordable participation fee. If you are presenting at HSS or 4S, please let the Program Committee Chair and SHOT Secretary know as soon as possible so they can minimize schedule conflicts. Furthermore, if you wish a session to be jointly sponsored by SHOT and HSS, please see additional instructions when you submit that proposal.

Proposals for [papers](#) or [sessions](#) must be submitted on-line. *The deadline for proposals is 31 March 2011.*

8th Cycling & Society Symposium

Deadline for proposals: 6 May 2011

Glasgow, Scotland
5 September 2011

Papers are invited on any topic. However, given that I am a historian, I particularly ask for people to consider the place of heritage, tradition and ritual in the construction of contemporary cycling culture, as I perceive this is being overlooked in both sociological and historical circles. The closing date for abstracts of no more than 200 words will be FRIDAY 6 MAY 2011, to be sent to Nicholas Oddy (n.oddy@gsa.ac.uk).

Railways and Speed

Two centuries of speed on the railways, thirty years of high-speed trains

Deadline for proposals: 15 May 2011

International Union of Railways, Paris, France
14 -16 December 2011

Speed on the railways is characterized by distinctive features, relating to techniques and associated organizational models implemented both on conventional lines and high-speed networks. Three lines of enquiry may be suggested here to analyze concepts and practices.

1) 'As fast as possible': The continuous quest for speed in the railway world

Speed is a major component of the operation of lines and networks. In this respect, it offers a response to the intensification of traffic. We would like to consider the following points (but the list remains open).

In their perception of speed on the railways, historians have underlined traction techniques and devices used to ensure the stability of the trains, but these are only part of the techniques which railway speed requires. The history of land speed records for rail vehicles illustrates this approach.

Increasing speed is a major means for ensuring the smooth flow of traffic and improving line capacity. It is closely dependent on the design of routes (e.g. the problem of curves) and the infrastructural technology of tracks and fixed equipment.

Speed on the railways has always been perceived as a source of insecurity (perhaps through the kinetic energy). But it is, at the same time, a safety factor, as suggested by numerous debates between engineers.

Traction techniques have privileged speed in all forms of rail transport, but this effort should be studied in close relation to the load of rolling stock and the nature of the freight or service provided (postal services for example).

The following topics will therefore be given special attention:

- Science and the culture of railway engineers: the definition of the offer of speed.
- Overall innovation throughout the whole rail system: traction, tracks, operation, tariffs, logistics, passenger comfort. Which aspects of innovation are permanent, which are in renewal?
- International competition, the battle for speed records, industrial and commercial issues between 1930 and 1960 and between 1980 and the present day (chronology and comparisons).

2) The French high-speed system: change or continuity?

The history of the dialogue between the offer of speed and the demand for it opens the way for a history of speed considered as a product. Both freight and passenger transport are concerned.

The first – freight transport – has been less studied than the latter. Yet the subject is a very rich one: transport of fresh food products, live animals, the problem of punctual delivery, or 'just-in-time', which was a preoccupation from the beginnings of railway transport for all kinds of goods and routes. It is worth noting that the history of tariff policies linked to speed is indicative of market requirements.

The traveller in a hurry (more frequent than the traveller who enjoys the somnolence caused by the train's movement) deserves our special attention. We might think of the figure of the 'businessman', who appeared in the early years of railway travel. To ensure the possibility of a round trip, within one day, to Paris, to the provincial capital or to the main town of the department, was one of the main concerns of railway operators. These mythical businessmen were the clients targeted by the fastest trains put into operation in the 1950s and 1960s, as advertisements of the time clearly show. But the desire for speed could also affect other, longer-term travellers such as tourists, journalists or university teachers (think of the widespread phenomenon in France of 'turboprofs', living in Paris but teaching in a provincial university). This question should be examined through real situations and case studies, such as night trains,

connections from one Paris station to another, time spent waiting at stations or car parks.

First-class passengers are not the only ones to be considered. We should also look at overall 'speed policies' and their implementation, which depend on the nature of the journey and the traveller's class in terms of pricing, timetables and connections. The 'right to speed' for all passengers, which the promoters of the French TGV put forward, is the result of a long process of transformation of railway operators' views and social practices.

Other questions can be raised where the TGV is concerned:

- Historiography, in particular the work done under the aegis of the AHICF between 1990 and 1994. What interpretations can we offer of the history of high speeds in France, and elsewhere, from 1964 to the present day?
- What further developments of the TGV system are to be expected in France and abroad?

3) 'As fast as necessary', or speed in perspective

The question of the relationships between speed, social behaviour and territorial planning comes naturally to mind. Such an analysis could call on a comparison between conventional and high-speed trains. It could cover the following areas:

- The perception of speed by the passenger and by the transporter: the nature of the demand for speed?

- The transformation of social practices in relation to speed (see, in particular, the surveys undertaken by the SNCF) in all fields of activity, whether professional or private. The experience of the suburbs should be addressed as well as longer train journeys, on the basis of a comparison with other means of transport and intermodal travel combining several types of transport.

- The role of speed in territorial planning has already been extensively studied. Nevertheless, the confrontation of the views of the railway operators and their achievements, the accurate analysis of actual facts, such as the effect of travel time reduction or basic interval timetables on the location of activities and urbanization processes, are still to be examined. Do the qualities of urban development and travel speeds turn out to be antagonistic? Can speed and service (frequency of direct links) act in synergy or are they mutually exclusive? What is the role of specialization in traffic (lines used by one type of traffic) in this dialogue? What are the different models of service including speed or high speed that can be compared around the world?

What was the effect of express trains on the distribution of population throughout the country? What is the effect today of the TGV? Can we take stock of these developments? Has the centralized high-speed network marked the end of a densely connected network of routes? The transformation of the national network into a network which might be compared to that of the Paris Metropolitan is indeed a major change in the history of planning and development policies.

Finally, the relationships between railway speed and the issue of sustainable development should be studied in their evolution over time, particularly in view of the comparison of travel by rail, air and motorway. It raises the question of the cost of speed, beyond that of dedicated high-speed infrastructures and the history of how they were paid for.

Please send to the conference secretary, by 15 May 2011:

- a one-page abstract of the proposed paper;
- mention of current position, institution (as they will appear in the conference program), full address;

- a brief CV, current research and recent publications (link to personal webpage where appropriate).

5th International Early Railways Conference

Deadline for proposals: 31 May 2011

Caernarfon, Wales

7-10 June 2012

Researchers into the history and archaeology of early railways (defined as those which were pre-mainline in concept if not necessarily in date) who would like to present their findings are invited to indicate their intention to the organising committee by the end of May 2011. It is also requested that a 300-word synopsis be submitted for consideration by the end of September 2011. Proposals for short (10-15 minute) presentations are also welcome. Proposals for papers, which may be on economic, business and social history topics as well as technical subjects, should be sent to Dr David Gwyn, Nant y Felin, Ffordd Llanllyfni, Pen y Groes, Caernarfon, Gwynedd LL54 6LY (govannonconsult@hotmail.com). As before, it is intended to publish the proceedings.

For more information on the Early Railways Conferences go to www.erc5.org.uk.

Prizes Available

John Scholes Transport History Research Essay Prize

The John Scholes Prize, of up to £250 (pounds Sterling), is awarded annually 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. It is awarded by the International Association for the History of Transport, Traffic and Mobility (T²M – www.t2m.org)

General Rules

To be eligible for the prize the candidate must not at the time of submission:

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

Essays (in English, double-spaced) must not exceed 8000 words (including footnotes) and must be fully documented. Entries should be submitted electronically, to arrive no later than **1 July 2011** for the current competition. Essays should not bear any reference to the author, either by name or department.

The judges will not enter into correspondence.

Entries for the prize should be sent to jth.editorial@gmail.com, along with a cover letter and a one-page CV, demonstrating eligibility for the prize. The subject line of the message should read 'John Scholes Prize entry'.

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. The deadline for this year's prize has yet to be set, but is likely to be at the start of September.



In the Spotlight

Di Drummond

Many of you will know Di Drummond and her work from previous T²M conferences. But for those of you who don't – yet – this Spotlight will tell you more. Di grew up in the railway town of Crewe, something that proved influential for her later research, as it was the topic of her doctoral research and her first book. She has published recently on British investment in railways overseas; cultural aspects of British Imperial railways and railway building and on women and railways. Di is currently Associate Principal Lecturer in History and Deputy Director of MA in Victorian Studies, Faculty of Arts and Social Sciences, Department of History at Leeds Trinity University College in the UK.

What are you working on at the moment?

The focus of my research at the moment (and for quite a few years to come), is British Imperialism and Railways. I am planning a book called *Engines of Empire* (thanks to Ian Kerr for the inspiration from the title from his book, *Engines of Change*). My aim is to explore the discourses of different groups within British society and, where possible, indigenous groups within the Empire, on the role of the railway in the advancement and then undermining of British Imperialism. I see the consideration of the position and views of people within the Empire, 'letting the subaltern speak' to use Spivak's words, as vital in this. Within that the role of the railway in promoting both geographical and social mobility has to play a part. I also hope to include something about the train, modernity and material culture within this but am still wondering how to do that!

I've just finished editing the paper I presented at the T²M Delhi conference in December,

“British Imperial Narratives of Development and Progress through Rail Transportation and indigenous peoples’ response in India and Africa 1850–1939” for the *Zeitschrift für Weltgeschichte* (*Journal of World History*), that Ralf Roth is editing.

I am also writing a chapter, ‘Alternative Modernities: Competing representations of the train in the cultural production of modernity under the British Raj’ for a book to be published in the USA on modernities, material culture and the train.

You’ve worked on a range of topics in relation to nineteenth-century railways, including imperialism, national identity and gender. What attracted you to these topics, and what work would you like to see being done in the future?

Yes, I sometimes think that I started on my own doorstep in Crewe considering nineteenth and early twentieth century working-class society and politics by studying the railway, and have kept ‘taking the train’ out to these new geographical and conceptual areas ever since! While researching Crewe Works I discovered that a number of men from there went on to be employed on the Madras Railway. My later research on British engineers abroad also introduced me to other aspects of the Imperial history of the railway. The ‘gender’ bit is me exercising my rights as a 1980s woman! (and I do teach modules on ‘Votes for Women!’)

Other peoples’ work have been very influential, including Ian J Kerr and Robert Lee writing on railways and Imperialism. So has being in a Centre for Victorian Studies and teaching on the MA. The theoretical approaches used in different areas of Victorian Studies have been a terrific and exciting stimulus to my work and have taken me into using types of historical evidence (‘narratives’, novels, paintings and objects) that I would never have thought of employing fifteen years ago.

One thing that doesn’t get mentioned as frequently as it should in T²M: teaching. Most of us teach mobility history, often based on our research. How do you think we can best teach mobility history and get students interested in the area?

I thought that this was going to be a very difficult question for me to answer as mobility and transport only come up on a few of the modules I teach. These include an MA module ‘The Victorian Railway’ and a statistics course for History undergraduates that analyses migration to and within the USA between 1800 and 1950, as well as the causes of that mobility (Maggie Walsh’s influence from when I was an undergraduate at the University of Birmingham).

However, we are currently validating new modules for our undergraduates and our MA in Victorian Studies on British Imperialism, Decolonisation and Post-Colonisation. I plan to include something of the wider history of mobility, within Britain and the Empire, and after, in both modules. The aim is to consider the international stories of mass mobility and migration over the appropriate periods, so students get a macro-view of the ‘sheer numbers’ and causal forces involved. Alongside this I will also use more personal ‘mobility’ or ‘travel stories’ in the form of personal accounts, memoirs, oral histories, and novels. I think that this can be done now at undergraduate level as a number of key books on migration within the Empire are currently being published (e.g. Marjory Harper, *Migration and Empire*, Oxford University Press, 2010 and James Belich, *Replenishing the Earth: The Settler Revolution and the Rise of the Anglo World, 1789-1939*, Oxford University Press, 2010). Some very good autobiographies and memoirs, as well as diaries and accounts have been published or are available digitalized online too.

The MA module will consider British Imperialism by analysing examples of the material culture that it produced, both at home and overseas. This provides another means of understanding the wider multi-cultural experience of Empire in addition to trying to discern the ‘subaltern voice’. At graduate level there is a whole range of academic journal articles on ‘subaltern studies’ and ‘The Other’, including splendid work by historians such as Antoinette Burton, together with

some excellent writing across the World (for instance I am using Dilip Parameshwar Gaonkared (ed.), *Alternative Modernities*, Duke University Press, USA, 2001, for my chapter on material culture).

How do we get undergraduate and postgraduate students interested in Mobility Studies?

I think that we need to really emphasise the utter importance of mobility and transportation in making their own lives and then in prompting massive and hugely important historical change. Teaching in a university college on the edge of Leeds and Bradford, the lives of many of our students and their families are very much 'international mobility stories'. Some of the really dramatic events of recent times have been the result of sudden international and continent-based mass migration (refugee crises during and after both World Wars; the Holocaust; the Partition of India; the fall of the Communist Bloc states and the USSR). Just thinking about the role of the train in some of these factors could help students realise the importance of transport and mobility. I was very struck by this while in India at 'The Travelling Public' workshop at the Indian Institute of Advanced Studies in Shimla, convened by Dr Vijaya Singh in December. The role of the train in the Partition of the Indian subcontinent, together with the sheer shock and horror of the events of those times, really came through in participants' papers and especially in readings from their novels. Travelling for a relatively short distance on Indian Railways also provided the experience of 'mass movement' by transport.

What are you reading at the moment?

Top of my list to finish is Saloni Mathur, *India by Design: Cultural History and Cultural Display* (University of California Press, Berkeley and Los Angeles, 2007). Clearly this is important for my chapter on representations of the train in India. James Belich's, *Replenishing the Earth* is also waiting for my attention. For interest and pleasure I have already started Larry Tye's, *Rising from the Rails: Pullman Porters and the Making of the Black Middle Class* (Owl Books, New York, 2004), which is a very rich and human understanding of the role of the railroad in social mobility. I am also being wonderfully entertained by Sir George Otto Trevelyan's, *Competition Wallah*, first published in 1863. This provides a real insight into what a British civil servant thought about India, its peoples and its railways!

What do you think needs to be done to advance mobility and transport history? And what do you think T²M needs to do to help achieve this?

One of factors that really struck me at the T²M conference in Delhi this year is both the sheer internationality of the organisation and its members, and the massive range of disciplines and approaches that they work in. T²M has the advantage of being a very wide community, both within academe and beyond it in transportation industries, consultancies and policy making. One means of advancing mobility and transport history is to use this range of expertise to forward the international importance of these factors in the causality and nature of vitally debated issues of today (such as globalization, the environment, international politics etc). So T²M could advance an agenda, not just for research, but for publically presenting the importance of that research and understanding within these debates. Possibilities for more collaborative research, both internationally and between different types of organisations, might also be explored within T²M.

I think another area for development that T²M could be of key importance in is that of teaching. Perhaps future T²M conferences might have sessions that would consider examples of 'good teaching practice', or highlight the link between members' research and teaching by having papers that emphasise both. Seasoned researchers and postgrad students might also give papers that present not just their research findings, but emphasise their research methodologies and how they developed these. I always think that research approaches are best taught by modelling examples.

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