

T²M

International Association for the History of Transport, Traffic and Mobility



New Delhi greets our conference!

8th International T²M Conference

"Incredible India" is the tourist slogan of the subcontinent and the 8th T²M international conference in New Delhi did not disappoint. For 3 days speakers and delegates from India, Europe, Australia, North America, Indonesia and the Middle East engaged in an informative, fascinating and at times

combative exchange over everything from railroad track gauges to the imperial pretensions of British airships.

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Garth Wilson 1960-2010

13 November, the museum world lost a passionate advocate with the untimely death of Garth Wilson

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In the spotlight

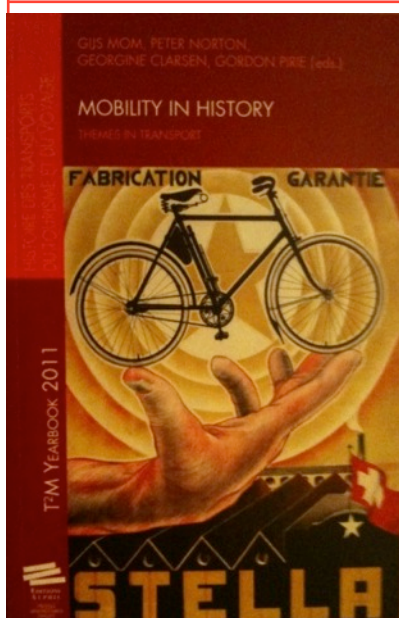
Paul Van Heesvelde just stepped down from the Executive Committee, and gives his first public interview!

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View from the street

In this issue Laurel Cornell gives us a perspective on walking in an American city...

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T²M Yearbook

Following the success of the first *Yearbook* last year, and continuing T²M's promise to keep producing it for at least three years, the second issue of the *Yearbook* was distributed to members at the conference in New Delhi. It features 30 contributions, including a mix of historiographical overviews, original research and a 'look again' at a classic from the field; it is sure to be another valuable contribution to our discipline. And if you weren't at the conference – don't worry! Members will receive their copies through the post soon.

Editorial:

Whilst I was stranded in the south of England, once again suffering from our now-traditional winter problems with snowfall, T²M members were enjoying the Indian hospitality and climate, at our **annual conference**. Sad to say, this was the first that I've missed since 2004, so I'm relying on the reports and details inside this issue of the Newsletter to keep me informed about the conference.

There is also sad news in the Newsletter: we have to report the untimely death of Garth Wilson. An obituary was given at the conference, and is included here; I know that I – as other members of the Executive Committee and the Association as a whole – am shocked and saddened by the news, and will miss Garth.

This is made all the more sad by the unexpected nature of Garth's death; he was standing for re-election to the Executive Committee. Details of the amended **election and results** are given elsewhere, so do please read this – these are the people who run the Association on a day-to-day basis and are often your first port of call when you have a question or idea. Whilst not necessarily an easy task, it is a rewarding and fun one, and I would encourage all members to consider standing in the future.

And so, as one year ends, another approaches, with lots to look forward to. Don't forget that we're always keen to receive your contributions: **let us know what you've been doing**. A brief note about conferences you're going to or have attended, calls for papers you've seen, papers or books you've published, projects you're working on – in short, the things that you'll find in a typical issue of the Newsletter. It's all reliant on you sending the information in.

Finally, a very merry Christmas and happy new year to all readers – enjoy the break!

Mike Esbester

mesbester@brookes.ac.uk

Oxford Brookes University, Headington Campus, Gipsy Lane, Oxford, OX3 0BP, England

Deadline for copy for the next issue: **21 February 2011**

President's Page

I am on my way back to Germany (with BA via London, because FINNAIR is on strike, as it was five days ago on my way to New Delhi, when I had to switch to Air France). Despite all the travel obstacles, I feel great: it was a wonderful conference, which I had - to be honest - not expected after some pull-outs, visa problems and low registration numbers from the "Western World" some days ago.

It was a very vivid T²M Conference in New Delhi. We especially profited from the Indian tradition and style of engagement and controversial discussions. It was a pleasure to see, how "Western" history of transport and mobility academia mixed with Indian transport expertise. The discussions were more political, contemporary and future-orientated than ever at a T²M conference before and profited from the self-confident, controversial attitude of Indian intellectuals. It was wonderful to see the strong impact of a living democracy. "Where should we go from here?" was the general question of our Indian colleagues. Thus, the conference, though still historical in its approach, was more applied than ever. I would like to thank the organizers, in particular Dr. P.V. Goel and his team from CILT, Ms Priya Aurora and her team from Indian Infrastructures and Mr Atul Singh, the new director of the Indian Rail Museum, again and again for a wonderfully organized conference, which will have a long-lasting catalytic effect on the history of transport, traffic and mobility and the mutual relations of the participants.

Dr. Garth Wilson

The conference was overshadowed by the sudden death of our Vice-President Dr. Garth Wilson a fortnight before. We all stood silent for a minute to think of Garth, who besides many other activities for T²M had organized our 6th Annual Conference in Ottawa in 2008. We publish an obituary for Garth in this Newsletter.

Next conferences

After the conference is before the conference(s). In New Delhi, Dr. Alfred Gottwaldt from the Deutsches Technikmuseum (German Technology Museum in Berlin) and myself from the Berlin Institute of Technology invited to our next annual conference in Berlin, 6-9 October 2011. The overarching topic will be "Transport and Mobility on Display". We especially invite papers on the past, present and future of transport and mobility museums and on the visual identity, message and branding of transport modes, transport companies and travel styles. The call for papers will be sent out in January 15th, with a deadline for proposals on April 15th. We encourage not only individual but also session applications. In New Delhi, the EC and General Assembly also welcomed the official invitation of the Spanish National Railway Museum in Madrid (and Prof. Miguel Munoz Rubio and his colleagues Javier Olivares and Francisco Polo). The topic will be intermodality. So far, the conference is scheduled for 8-11 November 2012.

Journal of Transport History (*JTH*)

In the last Newsletter, I forecasted that you would have two issues of *JTH* in your hand by now. It was good that I did not offer a bet, because now the year will end with only one issue having⁴

been sent to you.

But there is good news too:

1. Three issues have already been sent to the publisher (Manchester University Press) and will be printed and sent to you in the next weeks.
2. In Delhi, the Editorial Board of *JTH* appointed Prof. Gordon Pirie from the University of Western Cape, South Africa, as new editor-in-chief of *JTH* and Prof. Javier Vidal Olivares as Assistant Editor. At the same time, the EB, the EC and the members meeting thanked Prof. Lena Andersson-Skog as Editor-in-chief and Dr. Drew Whitelegg as Assistant Editor, who stepped down at the end of their two-year-appointment. Lena and Drew: you rescued *JTH* in a very problematic situation and spontaneously accepted to take the helm of the ship in rough weather. Thank you for your commitment and effort!
3. The third good message is the growing number of submissions to the *Journal*. We are – although still much delayed – back on track and on our way to further improve the quality, outreach and range of *JTH*.

In New Delhi, Gijs Mom as General Editor of our *T²M Yearbook* could present and distribute the second volume of our Yearbook in time. Well done, Gijs & Team (4 editors, 30 contributors, 24 referees)! Besides the country reports on the history of transport and mobility, it contains concise overviews on a couple of themes and revisits classic articles in our field. Those members who were not present in New Delhi will receive their *Yearbook* from our secretariat in Helmond.

I wish all of you some rest, peace and recreation during the coming holidays, if you live in a country which offers them, and a fruitful and successful new year in 2011.

Yours,

Hans Dienel

NEWS

EC Elections Sub-Committee

T²M's Executive Committee elections are overseen by a small – but dedicated – committee, to make sure that things go as smoothly as possible. After a long time – too long to mention! – Paul Van Heesvelde has decided to step down from the committee – our thanks to him for all his hard-work. This means that there is a vacancy on the committee, so please consider putting yourself forward. You will work with the other committee members to make sure we get people to stand for election, and to make sure that members have all of the information necessary to cast their votes – it isn't a huge amount of work, but it is really important. To get involved, please email info@t2m.org

Barker and Robbins Prize Committee members wanted

If you're going to be in Berlin in October 2011, there can only be one reason: T²M's next annual conference! And if you're there, consider helping out by being a judge on the Barker and Robbins Prize Committee. The prize is awarded a new entrant to the field of transport and mobility history for the best presentation made at the conference, and is a really important way to encourage new talent. However, it doesn't judge itself, and we need people willing to be a part of the prize committee. It's fun and a good way to hear a variety of interesting papers by upcoming scholars. If you are interested, please email info@t2m.org



Garth Wilson

1960 - 2010

On 13 November 2010 the museum world lost a passionate advocate with the untimely death of Garth Wilson, curator of land and marine transportation at the Canada Science and Technology Museum Corporation, after a two-year battle with cancer.

Garth Wilson cared deeply about museums and their collections. He knew that collections were the heart and soul of the museum and devoted much of his life to studying, understanding, and explaining artifacts. He knew how much they mattered and, through his work, sought to persuade others of their importance. It was a constant struggle but one he refused to abandon.

Garth combined his interest in material culture studies with a love of the history of technology, especially transportation. In his creative hands, these two fields became one and the results were truly remarkable. As curator first of marine transportation (1989)

and then of land and marine transportation (2003) at the Canada Science and Technology Museum, Garth set out to enhance the national collections, to study and interpret them, and to produce exhibitions and publications that challenged audiences (and some museum colleagues) to see technology in new and surprising ways.

Garth brought imagination, intelligence, and discipline to collecting. He carefully assessed the merits of any object before acquiring it and resisted pressure to take something for purely expedient reasons. As a result of his efforts the transportation collection grew to include more examples of working vehicles (the pointer boat, the Shelburne dory, the salmon skiff), more Canadian content (CCM bicycles, Mercury Montcalm) and more critical infrastructure (Precise Integrated Navigational System). He was particularly proud of his acquisition of the Rice Lake Canoe Company collection.

In exhibitions, Garth's work was equally distinguished. Whether producing a small temporary display or a major installation, he took the challenge seriously and brought all his skills to bear on it. His exhibitions were notable for their meticulous selection of objects, meaningful text and captions, and thematic coherence. His two most important efforts were his most recent: *Canoes: The Shape of Success* (2000) and *In Search of the Canadian Car* (2010). In both of these exhibitions, Garth explored questions of identity and, in doing so, confounded our preconceptions of what a transportation exhibition could be.

Garth's publications were also innovative and challenging and always focused on objects and their meanings. Whether writing for the public in a *Curator's Choice* pamphlet or for a professional audience in *Material History Review*, he invariably found a new and interesting way to pose a question and a fresh approach to answering it. His last published article is a fine example of how his mind worked. In "Designing Meaning: Streamlining, National Identity and the Case of CN 6400," Garth once again explored issues of identity by focussing his attention on a locomotive that has long been a fixture, albeit a somewhat silent one, on the museum floor. His research brought to light the fascinating story behind this remarkable piece of engineering.

The museum community benefited enormously from Garth's commitment to museology, material culture studies, transportation history and public history. During his career he contributed to scholarship in these fields through a wide variety of journals. He acted as English review editor for *Material History Review* from 1991 to 2006 and, in that role, helped to enhance and extend the reach and reputation of the journal around the world. Garth also taught courses and arranged seminars and workshops in material culture studies for various groups. In 2004-5 he played a leading role in organizing the Canadian Museum Association's *Museum*

Research Summit which brought together museum-based researchers from across the country to address the challenges facing collections-related research. It was a huge success. Garth also organized conferences at the Canada Science and Technology Museum including *Technology and the Body* (2004) and *Transportation and the Environment* (2008), the 6th annual conference of the International Association for the History of Transport, Traffic and Mobility (T²M), the absolute highlight so far in the mutual history of transport and the environment.

During his career, Garth was active in a number of organizations, all of which benefited from his intelligence, creativity, dedication, and forthrightness. He was a Councillor of the Canadian Nautical Research Society (CNRS) and served on the boards of the Museum Small Craft Association and the Atlantic Challenge Canada Foundation. He acted as an external advisor to the Adirondack Museum. In recent years, he had become deeply involved in T²M, which he thought could bring a much needed broadening of perspective to transportation collections. At the time of his death, he was a vice-president of the organization. He was Museum Exhibition Review Editor of the *Journal of Transport History* and was active in different subcommittees of the Association.

Garth's unwavering commitment to museums and their collections was shared by many but his particular combination of skills and interests was unique and it will be sorely missed. His honesty, integrity, creativity, and intelligence are irreplaceable. His enduring legacy will be his example, which will serve to inspire many and to remind us all of what can be accomplished through dedication to the highest standards of museum scholarship.

Sharon Babaian
Historian, CSTMC



Transportation as a lifeline for development

8th International T²M Conference – Delhi, India

Landing in India after more than fifteen hours of travel, my thoughts were not about the outstanding achievement of mankind since Vasco da Gama, in 1498, crossed the oceans, coming from the same place as I, in the Western corner of Europe. Instead the new streets of Delhi make me think about the challenges we face today, due to the increasing motorization of human life around the world and dependency on non-renewable energies that threaten the sustainability of complex forms of life on this planet. It seemed to me then that Delhi was a very good choice for historians to think about this path, being the theme of the annual conference of T²M “Transportation as a Lifeline of Development”. In the eyes of a first-time visitor, the city reflects the recent huge growth in car use, the difficulties of the new road infrastructures to satisfy that demand, the intensive traffic, air pollution, constant horn noise and the difficulties of the traffic authorities

to regulate that public space seized by car users and hostile to pedestrians. Being also the first time I attended a T²M conference, the environment of the megapolis offered me an extra motivation for the themes and issues raised by transport and mobility historians.

The conference took place at the National Rail Museum (NRM), which is the largest in Asia, crowdedly visited by families and schools mostly on Sundays (as we saw on the last day), somehow reflecting the passion of the Indian nation by this mode of transportation. The inaugural address made by K. C. Jena from the Chartered Institute of Logistics and Transport of India (CILT), organization that co-organized and sponsored the event, and the speeches made by P.K. Goel, Sanjiv Garg (respectively Secretary-General and Vice-Chairman of CILT India), Vinoo Mathur (Managing Director of the Bharuch Dahej



Railway Company), Shanti Narain (former member of Traffic, Railway Board) and Atul Singh (Director of the NRM) stressed the importance of the event. As the President of the T²M remarked on the occasion, some scholars and attendees were not able to be present at the occasion due to visa problems while others could not find enough financial support in spite of the efforts made by T²M to overcome that difficulty. Thus, some attendees arrived in the next days and a few papers in the programme could not be presented. I had the feeling then that the previous conferences, which took place in Europe, had more participants from the academic milieu. In spite of that, the number of Indian delegates and scholars was expressive, making their interest evident during the debates.

Overall, the conference was very well organized and the reception was warm. The conference website was informative and useful, the papers were distributed in advance on pen drives and, during the conference, the organization provided transportation from the NRM to the hotels. On Friday afternoon, we had a guided visit around the NRM, which exhibits most of its trains and wagon collections in open air, followed by a visit to the Quatab Minar and to its surrounding large

archaeological site. In that evening, the T²M delegates joined the Urban Mobility India's group that had their 3rd annual conference and exhibition also in New Delhi, on "Sustainable Urban Transport: Accessible and Inclusive Cities", from the 3rd to the 5th of December.

On Saturday evening, after the annual meeting of the T²M, the organisers offered an unforgettable show of classic Indian music and dance that came before the gala dinner at the NRM. During that meeting, Hans-Liudger Dieniel presented a detailed account of the financial and membership situation of the T²M and the strategies for the near future in order to guarantee an extensive participation of the affiliates in the conferences outside Europe and North America, and to increase the number of members from Asia and Africa. It was also announced the T²M 2011 conference will be held in Berlin, hosted by the Museum of Transport and Technology.

The conference had sixteen sessions on a range of diversified themes and topics centred on aviation, bus, car, bicycles, new vehicles and technologies, museums, literature, road transport, transport politics, public transport,

railroad services, railway tourism, tourism and heritage, world transport networks and mobility theory. However, this diversity could be misleading: of the forty-two papers presented, seventeen were about railway history, five about bus and coaches, three about cars, while aviation and bicycles had only two papers each and ships just one. In this respect, it was meaningful for me to hear, in the last day, one Indian delegate referring that the conference had “too much railways” and that in the future “we (the T²M) should have more ships and ports”! From a geographic and methodological point of view, most of papers were predominantly country specific (nineteen), while urban-centred papers were only five, the same number of the regional approaches. Four had a specifically global or transnational perspective. In this list we must add twelve papers in the “general” category including here the museum and heritage studies and the four papers presented during the session Mobility Theory. Few papers had a long-run approach and the majority were centred mainly in the last two centuries.

Being the conference “devoted to analysis and consideration of the relationships between transport infrastructures and the development of societies, states, regions, cities or companies” as announced in the call for papers, this outcome was somehow surprising. In spite of the high quality of the work presented, as an outsider I would have expected more (maybe old



fashioned) relevant economic and business cases related with the process of the transport infrastructure building, models of management and transport use in international and national contexts, and in urban and rural areas as well. I would also have expected more papers about social and economic change embedded in innovative transport systems, perhaps using comparative methodologies, global, transnational or micro approaches related with the innovation and the dissemination of new transport technologies. The mobility of people in the recent past also had more attention than the mobility of goods and the same applies to the land mobility that was emphasized more than Transoceanic mobility that was often related with migration flows and business networks. Saying this, I'm not in the quest of a “usable past” (if I may use the concept presented by Colin Divall) but stressing the weight of the cultural and heritage studies presented in New Delhi concerning the interdisciplinary field of the T²M.



The working sessions ended with the plenary lecture of Dr. M. Ramachandran (former secretary of the Ministry of Urban Development) that presented a critical account of the recent development of the transport infrastructures in India. This was followed by the “feedback session” (an interesting concept) and, finally the announcement of the winner of the Dr Cornelius Lely Prize on Mobility History and Policy.

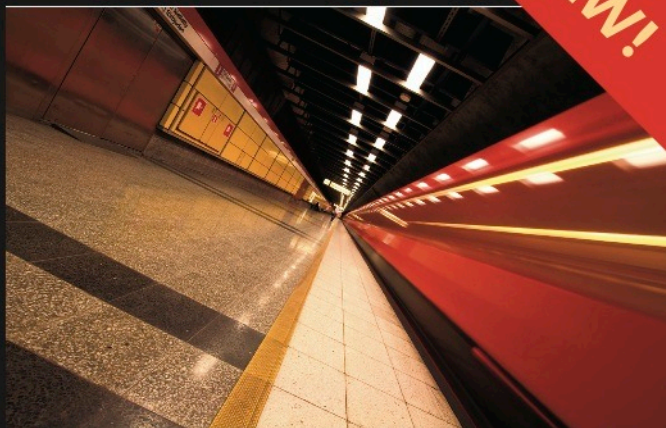
Paulo Guimarães

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A brief reflection on Delhi

8th International T²M Conference

“Incredible India” is the tourist slogan of the subcontinent and the 8th T²M international conference in New Delhi did not disappoint. For 3 days speakers and delegates from India, Europe, Australia, North America, Indonesia and the Middle East engaged in an informative, fascinating and at times combative exchange over everything from railroad track gauges to the imperial pretensions of British airships. For this participant, it was a lively and uniquely Indian gathering, the proceedings interspersed with lashing of wonderful Indian food.

The working sessions began on Friday morning (3rd December) and lasted until the midday close on Sunday. Although the papers that were delivered were generally of a very high standard, gaps in the programme caused by speakers’ non-attendance were quickly revealed. And I don’t think I was the only one who found this a cause for concern; whatever the reason for people dropping out (and Indian visa problems were most often cited), the ‘no-show’ phenomenon needs to be addressed in the planning of future meetings. For those of us who were there, however, the pickings were rich. Subjects included the railways (the plethora of papers prompted me to wonder - is it possible to have too much on the railways?), bicycles (very welcome, particularly in the context of sustainability in a developing economy), airships, urban planning and the great Pan American Highway, whose history was masterfully summarised by Bruce Seeley

As well as measured and well-executed pieces from the traditional transport history oeuvre, such as Di Drummond's paper on 'imperial narratives of railway history in India and Africa', there were outstanding and unusual contributions from (female) Indian scholars. Amongst the latter, the highlights for me were:

- Vijaya Singh's evocative paper on the 'interiority of the rail compartment', complimented in somewhat anarchic fashion – and initially without sound - by Victor Marquez's video posting of a succession of marvellous black and white images entitled 'A poiesis of transition'.
- Sunandini Basu's probing and highly original paper on her research into the use and abuse of 'space in public transport' – where do we stand on buses and why?
- Abha Negi's presentation on the problems of access for passengers with reduced mobility and the possibilities for disabled access solutions in the context of Indian transport systems. A particular gem for me (as an aviation historian) was the revelation that air bridges transform the airport experience for disabled travellers; I'm ashamed to say I'd never previously considered the massive task involved in getting a wheelchair up the stairs to an aircraft cabin.

If I was asked to try and identify a missing element from T²M's 8th annual conference, I would have to say the 'green' dimension. 'Green' issues and the whole question of environmentally sustainable development probably didn't get the attention it deserves. In view of the latest deliberations by world leaders at Cancun, it seems that global warming and climate change are now irretrievably locked in to our future. The question is: can historians of transport and mobility provide any kind of useful and informed guide to policy-makers? Can the lessons of the past – whatever they are – help us tackle the challenge of the future? Should we resurrect the airship from the technological dustbin of history into which it was thrown in 1937, and use it again, with electric motors?

It was a good conference, made especially memorable by the warmth and hospitality of our Indian hosts. The social programme featured a fascinating and lively Friday excursion around the Indian Railway Museum, followed by a tour of 'Lutyens' Delhi' (after the renowned British architect Edwin Lutyens who contributed so much to the shape of New Delhi), culminating in a visit to the World Heritage site at Qutb Minar - the green parrots



flying between the Sanskrit-inscribed red sandstone walls being an image which will persist in my memory of T²M's 2010 New Delhi meeting for a long time to come.

Peter Lyth
University of Nottingham

Conference prizes & awards

8th International T²M Conference

One of the nicer tasks that falls to various T²M members is judging and awarding the prizes that we offer. It is a great way to discover exciting new scholarship, and to recognise upcoming talent: here are the details of this year's winners. Full details of the prizes that T²M award are to be found towards the end of the Newsletter, including information about how to apply.

Cornelius Lely Prize

The Dr. Cornelis Lely Prize, given to the best paper at the T²M conference dealing with the relationship between mobility history on the one side and policy and planning on the other, was given to Thomas Birtchnell for his paper 'Jugaad as Risk; Jugaad as "Indovation."'

Lely was a visionary civil servant living around 1900, and became three times minister of Waterstaat. As minister he developed the first national road plan in 1916 (which was not presented to Parliament because of the war), reorganized the ministry along functional lines, and was the main system builder of the *Afsluitdijk*, the 'closing dyke' of the *Zuiderzee*.

The prize is €250 and a certificate, and is sponsored by the Dutch Ministry of Traffic and Waterstaat. The Lely Prize Committee consisted this year of Gijs Mom (Chair), Clay McShane (North-Eastern University, USA) and Bert Toussaint (corporate historian of the Dutch Ministry).

Of the submission, the paper by Birtchnell eventually came out as the winner, because, according to the committee report, "'Jugaad as Risk; Jugaad as 'Indovation'" by Thomas Birtchnell is a fascinating essay on a key Indian cultural concept, jugaad, and its impact on mobility culture. The author conceptualizes very well, thus giving his account a broad scope and linking mobility practices to Indian culture in general. He gives a tantalizing insight in the Indian mobility culture, comparing it to western and former East-European cultures and innovation practices.'

Also on behalf of my fellow commiteee members I wish to congratulate the prize winners.

Gijs Mom

Barker & Robbins Prize

The Barker and Robbins Prize is awarded a new entrant to the field of transport and mobility history for the best presentation made at T²M's conference. It is named in honour of Theo Barker and Michael Robbins, two eminent British transport historians, and is funded by the Transport History Research Trust, a UK-based charitable foundation.

Unfortunately, this year the Prize was not awarded. Despite all of the publicity about the prize, only one person was nominated or could be identified as eligible for consideration – and this person, in the end, could not attend the conference due to ill-health. For next year, please do consider either nominating yourself, or nominating anyone you know to be eligible for

consideration. This is an important prize for T²M as it helps to encourage new talent, a core part of our mission, and we really want to make sure that everyone knows about it.

Travel Grants

Encouraging scholars just starting out in our field is integral to T²M's aim of building a strong academic community. One of the ways we do this is financial, by offering travel grants to support the attendance at the conference of promising researchers – this is where some of your annual membership fees go. Of necessity, there are only a few travel grants available each year – this year we awarded 5. In the future we would like to be able to offer more grants. The recipients were:

- Susmita Banerjee, India
- Dr. Vijaya Singh, India
- Dalia Wahdan, USA
- Teresa Crompton, UK
- Dr. Paulo Guimares, Portugal

Executive Committee election results

8th International T²M Conference

The annual round of elections for the Executive Committee took place in New Delhi. The way T²M is set up means that each year, a certain number of positions on the EC become available, as each member serves a four-year term (two years in the case of Student Representatives). This annual change is designed to ensure that there is sufficient continuity for the EC to function smoothly, whilst allowing an infusion of 'fresh blood' every year. Any member can stand for election to the EC – in fact, we encourage people who haven't stood for election before to think about getting involved: your new ideas about what T²M should do and how we should do it are what keeps the Association alive!

This year, Garth Wilson and Paul Van Heesvelde came to the end of their terms on the EC; our thanks are due to both Garth and Paul for their work on the EC over the last four years.

An indication of Garth's enthusiasm for the Association, he put himself forward for re-election, but as you know, sadly Garth has since died – a great loss to T²M.

This meant that we only had one member standing for election – Jørgen Burchardt. Our thanks to Jørgen for putting himself forward. After votes were cast over email and at the conference, the results were announced at the Members' Meeting on Saturday 4 December and Jørgen was duly elected: welcome to the EC!

We would like to stress that we really want more people to put themselves forward for election to the EC. It isn't a demanding role – though it does, of course, involve some work: two meetings a year (one at the annual conference, the other half-way through the year). Much of the work is done over email, with a number of people, so you're not working on your own. We would particularly encourage more women and students to stand for election – the Association's regulations include provisions for gender equality and to encourage students to get involved, and it is particularly important to us that we get more students and women on the EC.

In addition, next year seven people stand down from the EC (an unusually large number) – we really need to make sure that we have plenty of people standing for the election in 2011, as the future of the

Association will depend on it. So next year **please put your name forward** – and please **feel free to suggest people you think might make good candidates**: we will contact them to discuss it and encourage them to stand.

For further information about what being on the EC involves, please contact Mathieu Flonneau (Chair of the Elections Sub-Committee) – mattaflo@aol.com

From December 2010, the EC now consists of:

President: Hans-Liudger Dienel

Vice-presidents: Colin Divall
Gijs Mom

Treasurer: Massimo Moraglio

Secretary: Dick van den Brink

Webmaster: Heike Wolter

Sub-Committees reporting to the EC:

Institutional Membership Campaign: Luisa Sousa

Elections: Mike Esbester, Mathieu Flonneau (Chair)

Yearbook: Gijs Mom

Travel Grants: Hans-Liudger Dienel, Luisa Sousa, Heike Wolter

Prizes and Awards: Colin Divall

The EC as a whole consists of (in no particular order):

Catherine Bertho Lavenir	Mathieu Flonneau
Corinne Mulley	Javier Vidal Olivares
Etienne Faugier	Massimo Moraglio
Hans-Liudger Dienel	Heike Wolter
Colin Divall	Ralf Roth
Jørgen Burchardt	Ian Gray
Mike Esbester	Gijs Mom

Conference reports

7th Cycling and Society Symposium

6 September 2010

Oxford, UK

Tim Jones, organiser of the 7th Cycling and Society Symposium, reflects on another successful event.

Delegates at this year's Cycling and Society Symposium had the opportunity to visit a city where cycling is a familiar part of the street scene relative to other UK towns and cities. As well as listening and engaging with theorizations on all things cycling, they had a chance to *be in and amongst* a cycling society which surely stimulates reflection. This year there was a significant increase in the number (and diversity of origins) of delegates compared to previous Symposia, with some 55 academics, advocates, consultants and civil servants in attendance. Twelve papers were presented by new and seasoned researchers over four sessions of four specific themes

regarded as capturing the current zeitgeist.

Professor David Banister of the University of Oxford provided the opening welcome reminding delegates of the paltry cycling mode share in the UK relative to other Northern European states – nearly fifteen years on from the launch of the National Cycle Strategy cycling has yet to leave its imprint as a societal norm and everyday occurrence. Session one titled *Velomobile Encounters and Interactions* focused around the embodied experience of cycling in different domains. Laura Golbuff (UCL) opened the session with an illustration of the historical representation of cycling and conflicting contemporary messages promulgated in London today of chic debonair cycling juxtaposed against the reality of hurried and harassed traffic participants who are frequently outraged and raged against. Moving north and turning to claims to space in rural Scotland, Katrina Brown (Macaulay Institute), demonstrated how cyclists' (in this case off-road mountain bikers) rights to space are enacted and negotiated as much through everyday embodied practices as they are through official legal procedures i.e. through the mobilisation of speed, rhythm, technology, and bodily techniques, as well as affective and sensory attunement. Peter Wood (UCL) completed the session documenting how urban commuter cyclists in South London interact with transport infrastructures and with other road users borrowing from nonrepresentational theory (Thrift 2008) and social practice (Shove and Pantzar 2005) to elucidate understandings of affect and embodied skill in relation to navigating London's street network (which arguably caters for a particular style of riding that is not always democratic or civic.)

The second session, *Gender and Lifecourse*, opened with Heather Jones (UWE) explaining her lifecourse approach to understanding the role of (walking and) cycling in people's (interdependent) lives and how this can help to elucidate how potentialities alter over time and changing circumstance. Drawing on the Australian cycling experience Jennifer Bonham (University of Adelaide) identified the often disguised barriers faced by women with regards cycling (juggling paid labour, domestic labour and carer responsibilities) but questioned whether gendering cycle contexts (feminising off-road, masculinising on-road) was wise as these do not address the life context of women's mobility in general. The message being that if we see cycling as something that can come in and out of women's lives – is always a 'possibility' – decisions can be made about whether and how to promote cycling to different groups of women. The session was rounded off by Anja Dalton (UWE) thinking through her recent research on cycle users in Bristol and how gender and social influences of cycling seem to be significant but are also methodologically difficult to detect.

The third session turned to the theme *Cycling (Sub)Cultures*. Samuel Johns (Oxford) deftly covered contemporary cultures of fixed wheel riding on the streets of Oxford elucidating the motivations and performance of its actors and the paradoxes of riding fixed as a functional versus fashionable fixture. Bicycling in Amsterdam and Portland were neatly compared by Peter Pelzer (University of Amsterdam) who has spent time living and researching cycling in both cities. Borrowing from Critical Realism, Peter's talk highlighted the importance of understanding different cultures of cycling (experiences and meanings) but that these have to be set within a grounded understanding of the spatial (and regulatory) context within which these material practices take place. Katrina Jungnickel wrapped up this session by giving a fascinating insight (based on her ethnographic fieldwork) into the world of cycle campaigners in Hull as they try to affect change towards a more sustainably mobile society through informal encounters that appear to generate and reinforce critical connections between people, ideas and things.

After much theorizing about the embodied experience of cycling and the role of cycling amongst different members of society and within cultures, the final session turned to how individuals and organisations might turn *Theory into Practice*. James Macmillen (Oxford) questioned the use of the taken for granted 'best practice' amongst policy makers, practitioners and advocates and the implications for promoting cycling. James's argument was that best practice provides technical

knowledge about policy transfer but little else (i.e. there is a need to understand actors, agents and processes as well as the values and normative judgements behind any specific approach). Deegan (London Borough of Camden) demonstrated a model to increase social capital in cycling scheme development which he has personal experience of implementing with local stakeholders to engage active participation in successful scheme design. Finally, the Director of Research at Sustrans, Andy Cope stepped up to give Sustrans' perspective on the potential role of the Third Sector to deliver Government's Big Society agenda and urged researchers to engage with practitioners in their effort to develop a society of everyday cycle users.

Throughout the day there was plenty of space for discussion and debate. The event was replete with sociological understanding of the cycling phenomenon but the challenge from the advocate's perspective was how to translate this theory and understanding into more cycling. Comments abounded that all of the papers delivered at the 7th Cycling and Society Symposium were of a very high quality (and delivered to time!) and that these nicely intertwined. Overall the day turned out to be highly stimulating and engaging which was made possible by the energetic mix of participants, some seasoned, but many new faces entering the field of cycling research. Indeed that is the strength and beauty of Cycling and Society Symposia. They provide a platform for fresh ideas from across disciplinary fields. The interaction of a rich diversity of academic perspectives and array of participants representing different sectors is also its appeal – everyone is included in thinking about cycling in a societal sense. It's an organic process that is evolving at a new and exciting pace and taking cycling research to new levels.

My thanks to Professor David Banister at the School of Geography and the Environment, University of Oxford, for agreeing to host the 7th Cycling and Society Symposium, and particularly to colleagues at the Transport Studies Unit for their support planning and ensuring that the day ran smoothly.

Tim Jones
Transport Studies Unit
School of Geography and the Environment
University of Oxford
tim.jones@ouce.ox.ac.uk

Conference Reports

Blocked Arteries: Circulation and Congestion in History

25-26 November 2010

London, UK

In November, the two-day international conference 'Blocked Arteries: Circulation and Congestion in History' took place at the Institute of Historical Research, University of London. Delegates from thirteen countries covering Europe, Australia and the Americas contributed to a highly enjoyable, productive and stimulating exchange. The plenary lectures were by Colin Divall (University of York), *'Towards a "usable past" for the future of mobility'*; Maxwell Lay (Australia), *'An operational history of congestion: from the present to the past'*; and Simon Gunn (University of Leicester), *'Motor Cities: Urban Environment and the Problem of Traffic in 1960s Britain'*. Their talks and the fascinating discussions that followed raised questions about the importance of connecting future mobilities to our historical understanding of how technologies of transport evolve; the multiple meanings and uses of the term congestion, each dependent on particular contexts and on the interest of key actors and stakeholders; and the political dimensions inherent in the specific ways in which circulation and congestion have been

represented in relation to plans for the improvement of cities, regions and national territories.

The themes the papers explored ranged from archaeological evidence related to the Roman Empire; the interaction between monuments and road planning in Belgium and Buenos Aires in the early twentieth century; the cinematic representations of traffic jams and mobility; through to the design of and logistics at airports and railway termini; control regimes in Swedish road traffic signals; and the links between metaphors and the different ways of understanding traffic flows in cities both built and imagined. Professor Sir Peter Hall (UCL) was joined in a roundtable discussion with the plenary speakers at the end of the conference. A selection of papers, the plenary lectures and the roundtable discussion will soon be available as podcasts at: <http://www.history.ac.uk/digital/podcasts>

One of the future expected outcomes of the conference is a special issue of the *Journal of Transport History* to appear in 2012. Similar plans are being discussed with two other international publications.

Finally and, perhaps more importantly, the quality and breadth of the discussions that emerged during the conference as well as the enthusiasm and support expressed by the delegates provide the perfect resource for a second edition of *Blocked Arteries*: where, when and following what format should become clearer next spring 2011.

Carlos López Galviz

Members' Publications

Alexander Badenoch and Andreas Fickers (eds.), *Materializing Europe: Transnational Infrastructures and the Project of Europe* (Palgrave Macmillan, 2010).

Featuring chapters by T²M members Alexander Badenoch, Frank Schipper and Irene Anasdasidiadou, the book considers the transnational infrastructures have long been an integral part of projects to unite Europe. From the first ceremonial train of the European Coal and Steel Community to the new border signs that have replaced checkpoints along motorways, such technologies of connection have served as powerful symbols of European unification. But what role have they actually played in integrating - or fragmenting - Europe? In interpreting infrastructures as mediating interfaces of European projects, this book aims to analyze the complex histories of network technologies in their material, institutional and symbolic performances. Taking material networks as the focal point of study allows the authors to tell a truly transnational history, broadening fruitfully our perspectives on a number of historical narratives. It expands the time frame for exploring European integration by pointing to the longer processes of international connection and co-operation. These broadened spatial and temporal horizons allow to de-centre the processes of formal integration surrounding the EU after World War II to reveal a broader range of actors and forces in European history.

Mathieu Flonneau, Pascal Geneste, Philippe Nivet and Emilie Willaert, *Le Grand Dessein Parisien de Georges Pompidou* (Somogy Editions d'Art, 2010).



In the Spotlight

Paul Van Heesvelde

A familiar T²M figure, Paul Van Heesvelde has just stepped down from the Executive Committee, and now gives his first public interview! Educated as an historian at the Vrije Universiteit Brussel, when he isn't on T²M business Paul works as civil servant for the Flemish Ministry of Mobility and Public Works. Here we find out more ...

- **How did you get interested in transport and mobility history?**

I worked in transport as coach driver in a firm dealing with international travel and tourism before I started my studies at the Vrije Universiteit Brussel,; once I got my degree, I worked for two years in research at the Belgian State Archives, but in the early nineties it was rather difficult to build up a scientific career. We faced an economic crisis and it was not that easy to have contracts continued. So I changed and started to work at the Belgian State Railways – an old love never dies. I was back in transport, but I missed my research field. And therefore I had to change my mind; it was more or less by coincidence that I discovered a large almost unexplored field in Belgian railway history: railways and warfare. So I found myself a topic to explore. It is said that the past is a foreign country. The military railway past might be a foreign universe.

- **I suspect that it will come as a bit of a surprise to some people to find out that you're doing a PhD at the moment – they will have thought that you already had one. What are you researching for your thesis?**

I am currently looking at the complex relations of transport innovations within the military context and the overall effects on military logistics. What Martin Van Creveld did for the logistics question, I'm now trying to do on a Belgian scale. From the early 1830s – Belgium is an

independent country since then – our national army has seen several new transport systems: rail, bike, road transport, on a smaller scale airborne transport, besides the existing systems of horse traction, waterborne transport and walking. The question is now to what extent new systems are integrated within a specific strategic context. Until the First World War, Belgium maintained a neutral status and therefore took particular options in organising defence and transport. I hope to have done all work before the centennial of the Great War.

- **You work in the civil service – how is history a part of what you do?**

I work now as a consultant for the Flemish Ministry of Mobility and Public Works, more particularly on matters related to railways. I now have a coordinating role in railway station development; at the moment we have in Flanders several ongoing projects, like the new railway station in Mechelen, where we had our 4th International Railway History Association Conference in May this year, or a new project that starts at the end of the month for the railway station redevelopment in Kortrijk (Courtrai). I think we cannot *learn* from history, because history is not there to teach us something. It is there and it influences the way we are living, moving, thinking, acting, etc. So I try to follow the historical development in order to secure the project and to maintain the identity for the neighbourhood and the people who live there. I give one example. The new railway station of Mechelen will be built up within the axle of the original urban development of the first railway station in Belgium. This urban concept was modified in the 1880s: coming from the city to the railway station, it was hard to find the railway station, or in an inverse way, by using the main exit of the railway station, it was difficult to find the city centre. Another element is the design of the project. Salvatore Bono, the architect responsible for the concept and design, took the best option thinkable. The railway line is elevated in Mechelen and runs over the so called Vierendeel bridges. That particular undulating design is continued in the canopy of the railway station, in order to preserve the identity of the neighbourhood. I am preparing an article on this topic for the conference proceedings of the 4th IRHA conference.

- **Belgium is, in some respects, a country of two parts, split between the Flemish and Walloon communities. Has this had any impact on mobility in Belgium?**

Well, Belgium is, like you say, in some respect a country of two parts, because we opt for that. One should not exaggerate the position. Bart De Wever, a politician, often speaks about a 'Flemish identity'. That typical Flemish identity can only exist because of the existence of the Belgian state, another construction due to historical events. As a matter of fact, parts of the actual province of Limburg are closer to the Walloon province of Liège, also on level of identity, rather than to the Flemish part. And historically, these provinces did not belong to the Spanish or Austrian Habsburgs. It depends a bit on the glasses one is using to look at history. Moreover I have to paraphrase De Gaulle: how to rule a country in which several hundred kinds of beer exist. Our state Belgium is not that old, but there is history before Belgium gained independent.

Does it create other forms of mobility? Sure, but not due to cultural aspects or identity in the first place. The Walloon part is mountainous, I agree, only up to 700 m. above sea level, but it is nevertheless less adapted for biking than Flanders. Other elements: in Flanders we opt for systems of free public transport for different groups of users. This was a rather revolutionary option our politicians have taken.

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

I am reading Raymond Carver's "Will you be Quiet, Please?", "Where I'm Calling From?" and "What We Talk About When We Talk About Love"; I have to cite them all because these three books are published in one volume in Dutch. I like the style of Carver's short stories. For a quick idea what it is about, I might suggest to look at an Edward Hopper painting – Nighthawks, for instance, or Four Lane Road. I read a lot of fiction these days, because I am currently following a creative writing school, in order to become a better author. It is not because of the academic

status that the writing process of history can be overlooked. Moreover I do not write for the bookshelf but for readers. My academic reading concerns publications about railways and warfare in the Great War. I'm currently working on a smaller project for an exhibition in France on the hinterland of the frontline during the Great War, and I just finished a paper for the exhibition catalogue on transport matters during that period.

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

Our main concerns should be our list serve, our Journal, our Newsletter and our website. People ask me sometimes: what is in it for me, in T²M? What can I expect to find. We now have to think how to serve our members better; the membership fee is rather high and in my opinion we have to offer better services to our members.

- **Having served on T²M's EC for the last 4 years, do you have any advice for new EC members?**

You can only find the people where they are.

View from the Street... Walking on Fee Lane

In this issue Laurel Cornell gives us a perspective on walking in an American city

I picked my house this way. I took a map of my town, stuck a pin on the place where my university office is located, and drew two concentric circles, one at a mile distance (1.6km), one at a mile and a half (2.4km). I knew I could easily walk a mile; I knew I could probably walk a mile and a half with no difficulty, in about half an hour. A nice walk for the morning, to get energized. A nice walk for the evening, to calm down. I bought a house between those two concentric circles, a house a little more than a mile away from my office. I lived in that house for 15 years. I walked to my office three times.

Why? Why did I, a person who likes to walk, and who deliberately chose a house within walking distance, walk only those three times? The answer: what was it like to walk?

First, the walk wasn't too long --- it wasn't a difficult walk --- but it was dreadfully boring. It passed an athletic stadium surrounded by parking lots. I got to see the stadium from all angles: 0 degrees, 90 degrees, 180 degrees. The same stadium, the stadium the same on all four sides. It was so tedious!

On the other side? Trees. Trees, trees, trees, just the usual mix of whatever trees come up when a field is abandoned for many years. Trees, all the same height, and none of them the least bit interesting.

Getting to the walk was hard. After walking down my leafy driveway I quickly arrived at a large intersection on a busy four-lane highway, the lanes increased to six to allow cars to turn with no impediment. There was a light. No crosswalk. Would the light be long enough that I could cross all the lanes before the cars and trucks started moving again? If I skittered out when the light was red, would the cars turning onto the highway see me? And if they did see me, would they stop?

And the sidewalks. Or, the parts of sidewalks. A stretch of sidewalk here, right next to the road. It ends at a ditch. I cross the street to walk on a dampish patch of lawn, dodging the puddles, sometimes sinking into the muddy gravel. I cross the road again, to get back to another stretch of sidewalk. It disappears into a wide shoulder of gravel. Not a shoulder exactly --- a place

where the paved part of the road comes to an end and the grass begins. There is not really anything to walk ON!

Then, walking along the road was scary! Should I walk on the soggy gravel facing the traffic, as I learned in elementary school? Should I retreat to the broken sidewalk on the other side, the sidewalk immediately against the pavement, where the cars whooshed up behind me with no warning? It was only a two-lane road, but it was a two-lane road with no cross streets. Every car went as fast as they possibly could.

Finally, suppose it rained? Suppose it snowed? Suppose I left in the morning in my good shoes and the path was deep in mud on my way home? Suppose I got tired and wanted to sit down? No recourse. No place to shelter, no place to sit, no store to go into, no bus going along that route, no other road I could take.

So then I moved. To a different house. Also about a mile away. Where the walk is a walk through the middle of town. I walk every day.

Laurel Cornell



Call for Papers

22nd International Cycling History Conference

Deadline for proposals: 1 February 2011

Paris

25-28 May 2011

The bicycle is an outstanding work of simplicity. This individual mode of transportation has the key aspects of being also friendly, economical, ecological, and in use through the whole society. Launched in the early 1860s, it quickly expands throughout the world. The bicycle gets villages closer to each other, suburbs closer to downtowns, cities closer to nature. It promotes the portable camera, leisure activities, sport and competition, and popular tourism...

Paris pays homage to the bicycle by hosting the XXIInd International Cycling History Conference (IHC), from 25 to 28 May 2011 at the Conservatoire National des Arts et Métiers (CNAM). For this event, the Centre for the History of Technology and the Environment (CDHTE) invites you to prepare a paper about cycle history. Various issues may be covered: technology, industry, social interactions and patterns, economic model, representations...

Communication projects should be sent before 1 February 2011 to Ms. Samaher Wannous (s_wannous80@yahoo.com). They may be either in French or English language. In whichever language they must include: the name of the author, the title, and a 300-word summary. They will be reviewed and selected by the Scientific Board. The selected speakers will be informed around 21 February 2011.

RGS-IBG Conference

Deadline for proposals: 11 February 2011

London, UK

31 August – 2 September 2011

With the mobilities turn in social enquiry it is now accepted that movement and mobility are about much more than just about getting from A to B. The ways in which we move around are amongst other things an arena where identities and citizenship are constructed, conferred and contested (Aldred, 2010; Cresswell 1999). As Bourdieu's (1977) concept of habitus suggests, power is reproduced because we perceive and act in accordance with embodied orientations and understandings of the world. For example as Ingold (2004) has demonstrated, seemingly taken for granted modes of comportment become normative measures of 'moral rectitude'. Likewise geographical imaginaries become (sometimes literally) mobilised in myriad ways in the embodiment, practice and

legitimation of particular notions of citizenship. Accordingly the mobile embodiment of conduct, technology, style, place, gender, etc. shapes understandings of the place, status, and legitimacy of individuals and groups in the world. Citizenship here is understood broadly, encompassing embodied claims to space, the social construction of il/legitimate conduct, the privileging of some social identities over others, and the operation of power. Thus the bigger questions that this session intends to explore are how do particular mobile embodiments both (re)produce and contest norms regarding what counts as legitimate citizenship, how are geographical imaginaries (and materialities) implicated and reworked, and what inequalities arise as a result? Papers might address the following topics:

- The role of particular modes of comportment such as activity/inactivity, hunched/upright, shuffling/striding.
- “Active travel” and the bio-citizen.
- The role of visual representations in shaping perceptions of the il/legitimate use of street space.
- Citizenship and the senses: what levels and forms of sensory engagement are deemed appropriate for different groups of mobile citizens?
- Contradictions and tensions between different constructions of citizenship, for example between embodied and discursive constructions or between ecological and cosmopolitan citizenship.
- The influence of mobile technologies (shoes, bikes, cars, phones, planes, boats, ICTs and other media) in configuring embodied performances.
- The ways in which social categories of racialised, gendered, aged, classed and disabled mobile bodies intersect with constructions of citizenship.
- The role of governmental/ institutional regulation and the media in shaping mobile power relations.
- Historical accounts of mobility, embodiment and citizenship.

We welcome theoretical and empirical papers from a range of academic disciplines, including but not limited to geography, anthropology, sociology, architecture, cultural studies and history. **Abstracts of no more than 250 words should be submitted by Friday 11 February 2011** to Justin Spinney (j.spinney@uel.ac.uk).

Forthcoming Conferences & Seminars

Institute of Railway Studies & Transport History

2 March 2011, 2pm

York, UK

Towards an Agenda for the History of Early Main-Line Railways

Following the success of the International Early Railways Conferences in stimulating research on the period before the common-user, 'main-line' railway, this workshop will explore possibilities for encouraging a similar initiative for the next stage of the history of railway development. This is provisionally defined as the time between the opening of the first main lines (such as the Liverpool and Manchester in the UK) and the comparative maturing of the industry (again, in the UK) in the last third of the nineteenth century. While these dates will vary between countries, the structural developments they encompass are likely to be broadly similar across industrialized societies.

The afternoon will consist of two pairs of short position papers, each pair followed by discussion from the floor. Papers will be available in advance for downloading from the IRS&TH website at www.york.ac.uk/inst/irs/

Lead discussants

Grahame Boyes

Winifred Stokes

Michael Bailey

David Gwynne

Management and business structures

Finance and economy

Technology

Cultural impact and social change

All welcome. Refreshments served. The workshop will take place in the Morton Suite of the Conference Centre of the National Railway Museum. The NRM is about three minutes' walk from the railway station, using the footbridge. Please use either the City or Car Park entrances and tell the staff at the welcome desk that you are attending the workshop. Please note that NRM car parking charges apply. Free disabled parking is available near to the City Entrance. This workshop is funded by the National Railway Museum.

Environments of Mobility in Canadian History

13-14 May 2011

Toronto, Canada

A workshop will be held at York University's Glendon College in Toronto on 13-14 May 2011 to discuss the work of junior and senior scholars who are researching the intersections of environment and mobility in Canadian history. Starting in January 2011, the workshop webpage (www.niche-canada.org/mobility) will begin to host images and short analyses related to the workshop papers. The workshop will explore specific case studies that span the country's diverse geographical and cultural regions from the early nineteenth century to the present. The papers, organized by the overarching themes of production and consumption, range from such

topics as nineteenth-century shipbuilding in a small Maritime village to environmental experiences of postwar BC roadside fruit stands. The workshop is being organized by Colin Coates, Ben Bradley, and Jay Young.

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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