

# T<sup>2</sup>M

International Association for the History of Transport, Traffic and Mobility

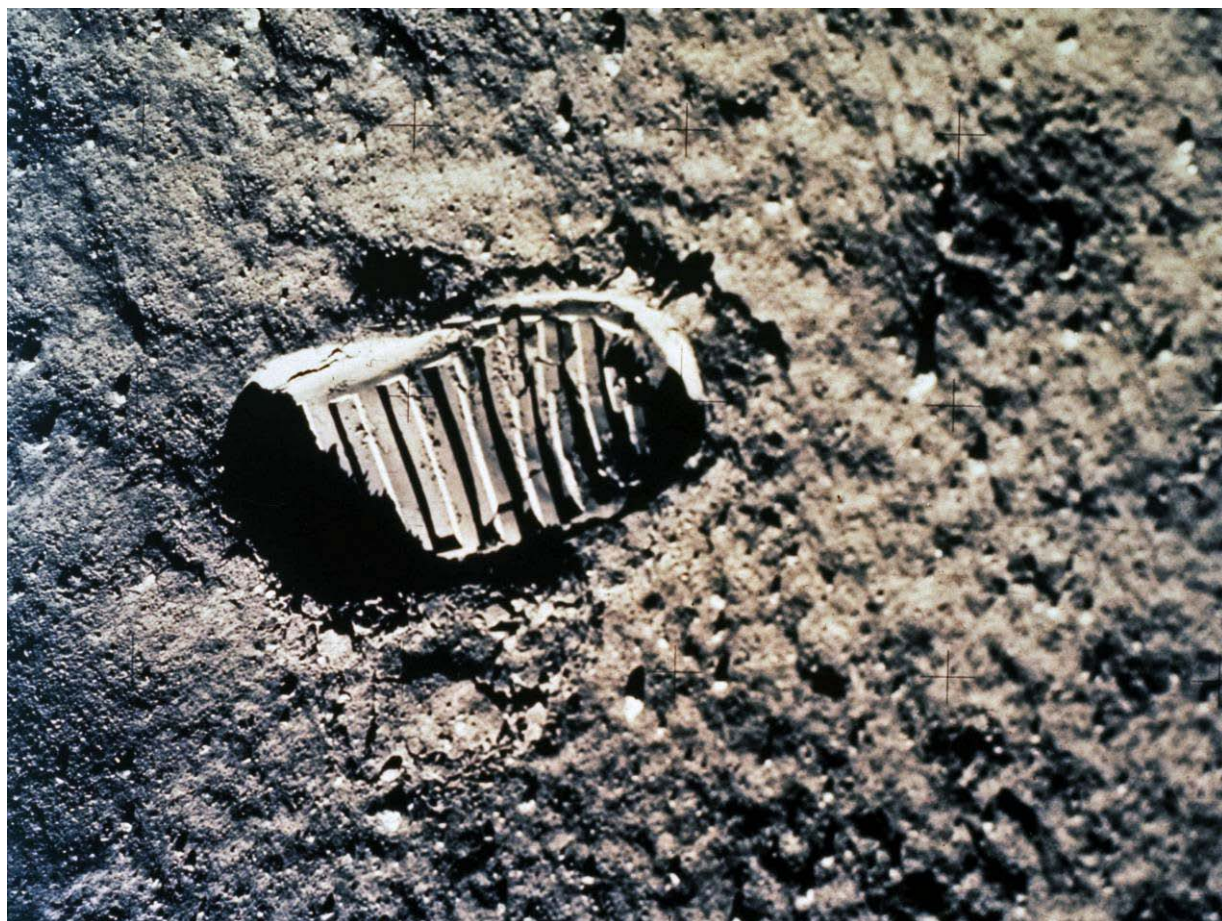


Photo 1: One of the first footprints on the Moon in July 1969 (Source: NASA)

## Newsletter

Editors:

Étienne Faugier, Claudine Moutou, Arnaud Passalacqua

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## Editorial

News of Neil Armstrong's death has echoed strongly in the European mass media. It may be because it was one of a few public interest news stories in an apparently calm summer. It may be because it makes for an alternative angle to report the US presidential elections. But, it could also be because Armstrong and his fellow astronauts are the last heroes of a society that used to be eager to go further and faster. Pioneers and explorers have largely changed since ancient times. While we can talk of the first motorists and pilots being adventurers it was ultimately astronauts who were our last to go where no one has gone before.

The modern day frontier is much different. We know much of the spatial frontiers but the new challenges such as energy shortage and climate change, require new paradigms of exploration and innovation. We are confronted with a new reality of 'earthboundness' as our human curiosity for new frontiers are increasingly being experienced remotely through robots. It is therefore understandable that Neil Armstrong's death resonates so strongly, nostalgia for the ability to physically go and explore the unknown.

In this newsletter, you will find a portrait of Dr Vijaya Singh, Assistant Professor at the Regional Institute of English in Chandigarh, India. We give you an overview of the T<sup>2</sup>M program for the next conference in Madrid and encourage you to view the full list of speakers on the conference website. Following on from news last issue that the Riverside Museum won the prestigious Luigi Micheletti Award we 'visit' Scotland's Museum of Transport and Travel. But wait, there's more, including a View from the Street about commuting during the Olympic Games of London.

Finally we encourage you to send us news, reports and articles for the next issue to [newsletter@t2m.org](mailto:newsletter@t2m.org). Deadline for copy is **Monday 12 November 2012**

Étienne Faugier  
Claudine Moutou  
Arnaud Passalacqua



## President's Page

Dear colleagues,

The program of our 10th Annual Conference in Madrid is now online: <http://t2m.org/program/>

**History Matters:** Our anniversary conference is focussing on “Intermodal Mobilities”. It will uncover intermodal transport, traffic and mobility as a cultural practice, which partly got lost in the times of individual motorisation. At least for urban and regional transport, car and truck driving unlearned intermodal techniques of mobility. The desired development of intermodal mobilities should make use of our historical analysis of changing habits and practices of Intermodality. Come to Madrid to discuss the history and future of intermodal transport; - and to meet old and new colleagues, scholars, friends in the vibrant Spanish capital.

At the conference, we will look back on the first ten years of T<sup>2</sup>M and the situation of our still new and emerging interdisciplinary of (historical) transport and mobility studies. The number of workshops, conferences and research projects is much more rapidly growing than the number of academic positions, chairs and programs. What can we do to push for the latter? I am looking forward to our strategy discussions in Madrid.

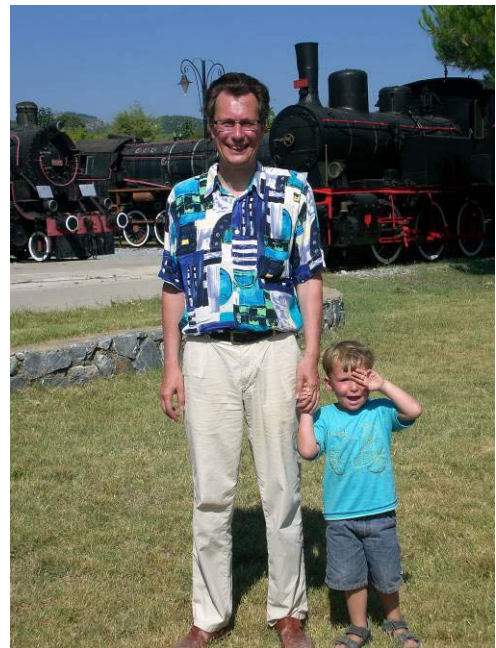
**History Matters:** In October 2012, the EU funded research consortium «NEAR2» about railway connections between Europe and (East) Asia will start, coordinated by Dr. Maria Boile, Hellenic Institute for Transportation (HIT, CERTH).

Our Center for Technology and Society just started to coordinate an EU-funded research consortium on the future of transport and transport industry up to 2050 (RACE2050). We will use an historical approach to understand foresight activities and develop scenarios for the next 40 years of transport and transport industry.

Electromobility is emerging to fundamentally change urban and regional transport, at the moment still on two and not four wheels. There are already more than 120 million e-bikes on Chinas roads. In Germany, last year more than 300.000 Pedelecs were sold, while less than 5.000 electrical cars are on road in Germany. It is our chance and duty as historical and social science mobility experts to accompany this fundamental change with our expertise. Madrid is the next chance to do so.

I am very much looking forward to seeing you there.

Best wishes, Hans Dienel



Studying Euro-Asia-Railway connections with my son Raban in the Turkish Railway Museum close to Izmir



Enjoying my e-mini in Berlin

# T<sup>2</sup>M Conference Madrid 2012

## Draft Program

### Thursday 15 November

- 09.00 – 13.00 Meeting of the Executive Committee of T<sup>2</sup>M
- 13.30 – 16.00 Meeting of the Editorial Board of JTH
- 16.00 – 17.00 Meeting of the Editorial Board of T<sup>2</sup>M Annual Yearbook
- 13.00 – 17.00 Conference Registration
- 18.30 – 20.00 Public Lecture: Gabriel Tortella Casares, Professor Emeritus, University of Alcalá de Henares
- 20.00 – Official Conference Reception

### Friday 16 November

- 09.15 – 10.00 Keynote Lecture: Jim Cohen, Professor Emeritus, The City University of New York
- 10.15 – 11.45
  - Stream A: History of Intermodal Transportation
  - Stream B: Transcontinental Air Transport: The History and Future of Intermodality in Air Travel in the United States
  - Stream C: Madrid, Trains and the Culture(s) of Transportation
  - Stream D: Transport and Tourism
- 12.15 – 13.45
  - Stream A: Freight Intermodal Transport
  - Stream B: Lost in the suburbs: airports and intermodality from airfield to Aerotropolis
  - Stream C: Waiting in the Port: Ports as Cultural Encounters
  - Stream D: Transport and Heritage
- 15.00 – 18.30 Excursions programmed
- 19.30 – 21.00 Historic Train ride through Madrid (departure and arrival at Madrid Railway Museum)

### Saturday 17 November

- 09.00 – 11.00
  - Stream A: Regional and Metropolitan Transport System
  - Stream B: Motorization and Road Transport (I)
  - Stream C: Railway as a factor of intermodality and economic development (I)
- 11.30 – 13.30
  - Stream A: Cycling History and Cycling Policies (I)
  - Stream B: Motorization and Road Transport (II)
  - Stream C: Railway as a factor of intermodality and economic development (II)
- 14.30 – 16.30
  - Stream A: Cycling History and Cycling Policies (II)
  - Stream B: The structure of intermodality
  - Stream C: Cultural Dimensions of Transportation
- 17.00 – 18.30 Plenary Session on the history and future of T<sup>2</sup>M, Hans Liudger Dienel, T<sup>2</sup>M President
- 18.30 – 20.00 Annual Members Meeting
- 21.00 – 23.00 Banquet

### Sunday 18 November

- 09.00 – 10.30
  - Stream A: Effects of Intermodality
  - Stream B: Technology and Mobility
- 11.00 – 12.30 Plenary
- 12.30 – 13.30 Conference closing session  
Farewell lunch

For the full program of speakers please see <http://t2m.org/program/>

## T<sup>2</sup>M Travel Grants & Awards

### **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. John was the first Curator of Historical Relics at the British Transport Commission. The prize is awarded by the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M – [www.t2m.org](http://www.t2m.org))

### **Eligibility**

Entry is limited to researchers who, at the time of submission, are not in a permanent / tenured academic (or equivalent) position, and who have not published either an academic monograph or an essay in a major academic journal.

### **Entries**

Essays (in English, double-spaced) must not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than Friday **29 June 2012**. They should not bear any reference to the author or institutional affiliation.

Senior scholars will judge entries against criteria of originality, thoroughness and excellence of argument, source use, composition and illustration. The judges will not enter into correspondence.

Entries for the prize should be sent to the *JTH* Editor at [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com). A cover letter and a one-page CV must demonstrate eligibility for the prize. The subject line of the message should read 'John Scholes Prize entry'.

## In the Spotlight



### **Assistant Professor, Dr Vijaya Singh Regional Institute of English in Chandigarh, India**

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

I have recently submitted a monograph on train journeys in Hindi cinema to the Indian Institute of Advanced Study in Shimla, India, where I was a fellow for the last two years. In this book, I look at issues of cinema, its aesthetics as it developed alongside the introduction of railways as a mode of mass travel in India, the presence of technologies of mobility in everyday life, and the all-important issue of technologic modernity in India, as shown in Hindi cinema.

#### **Tell us a bit about you. What sparked this research interest in train journeys in Hindi cinema?**

I teach English literature in the post-graduate department of English at the Regional Institute of English in Chandigarh, India. My interest in cinema dates back to the days when I did my PhD on the film adaptations of EM Forster's novels in 2004. During the course of my PhD, I had the opportunity to do a film appreciation course organized by India's well known film school, Film and Television Institute of India and the NFAI or the National Film Archives of India in Pune, and later as a Fulbright fellow I audited a few courses at the department of Cinema Studies in New York University. There for the first time I became aware of the deep interconnections between the railways and the cinema. Also my own experience of train travel in India was deeply instrumental in fuelling my interest in railways as an area of research. In India, railways are the quintessential

mode of travel for most middle-class families. The railways in India are, as is often said, the life-line of the nation. One cannot divorce the life of the nation and the lines of the railways in constructing any narrative of India as a modern nation.

Later in the year 2006, I was approached to write a research article for an edited volume on the partition of the India. I decided to look at train journeys made during this ill-fated time and found that a number of short stories and novels existed in Hindi, Urdu, and English (and in other Indian languages) on the theme of train travel during partition. This resulted in my article, "The dance of death on the highways of steel: reading train journeys in partition narratives" published in *Reading Partition/ living Partition* edited by Jasbir Jain, published by Rawat publications in 2006. Soon after in 2008, I was asked to write an essay on Hindi cinema for an edited volume to be brought out during the 14th Lyon Asian festival, 2008. Once again, I decided to look at train films from the earliest period of Hindi cinema and wrote a small article, "Train journeys in Hindi cinema" for *Indian Cinema/ Le cinema indien* published by Asiexpo in 2008.

I have since then worked consistently in the area of train travel in India. In fact, in 2009 I was awarded a major research project by the University Grants Commission on the theme of train travel in literature and cinema. This eventually led to my getting a fellowship at IAS in Shimla to work on train travel in Hindi cinema. During my fellowship period at the IAS, I came in contact with the T<sup>2</sup>M network, and presented a paper during their annual conference in Delhi in 2010. Thus, this exposure to the cinemas of the world and also early Indian cinema and the railways nudged me in the direction of research on the theme of train travel in Hindi cinema.

### **What differentiates Hindi cinematic representations about train journeys from other South Asian cinema?**

This is a tricky question to answer. One, Bollywood is a recent nomenclature. It is only in the early 1990s that this term became common currency and replaced the earlier name Hindi film/cinema. Hindi Cinema or Bollywood has a deep and abiding influence on popular film culture all over South Asia. In fact, before the partition of the subcontinent there was only one film industry in Bombay, or what is now known as Mumbai, and it had a substantial reach all across South Asia. In fact, even the term Hindi cinema does not capture the essential contradictions of popular Hindi cinema in India. Urdu and Hindi were, until late nineteenth century not differentiated as two separate languages, but were considered one. Nationalistic politics and language chauvinism of pre-independence days led to the separation of the two languages, with Hindi becoming the official language of India and Urdu the language of Pakistan.

For various reasons Bollywood continues to be the most visible and available cinema of South Asia, with films from neighbouring Pakistan and Bangladesh being almost absent from popular memory in India. This has led to a near absence of cinemas from these countries in the public sphere of India. Hence it would be difficult to say what the difference between Hindi cinema and cinema of other South Asian countries could be regarding train travel.

### **Are you observing an interest in mobility or transport/mobility history amongst your literature students?**

Yes of course. It would be impossible to shut one's eyes to the role of technologies of mobility in shaping the world that we live in, and all literature reflects this in no uncertain terms. In fact, this additional insight regarding the role of technologies of mobility has led to my students becoming acutely conscious of the role of various technologies in everyday life and their representation in literature.



**How is the T<sup>2</sup>M network developing on your side of the world?**

T<sup>2</sup>M is barely two years old in India. But in the last two years alone it has made its presence felt, first by way of its seminar in New Delhi in 2010. Its office bearers and members have made presentations at various places in India including the Indian Institute of Advanced Study in Shimla on mobility related themes. At the same time T<sup>2</sup>M has offered travel assistance to Indian researchers to attend conferences and Summer schools abroad.

In fact, it would not be impertinent to point out that the entire region of South Asia is waiting to be written about as far as issues of mobility, transport and traffic go. South Asia along with other countries in Asia offers a crucible to examine cherished theories of mobility and modernity. T<sup>2</sup>M has rightly recognized this and is working towards that end, though a great deal still needs to be done.

**What is needed to help mobility and transport researchers in South Asia connect better with each other?**

Networks like T<sup>2</sup>M would help tremendously in creating intellectual awareness regarding the importance of transport studies in South Asia. So far, there are hardly any departments of travel, transport and mobility in South Asia, and in India in particular. This is a big lacuna in the ways in which we approach the idea of development and progress in South Asia. Most Indian cities are nightmares as far as transport and mobility are concerned. The focus of development being mostly on private modes of transport. What is deeply distressing is that in most cities in India pedestrians and cyclists are given short shrift while constructing roads, leading to a high rate of accidents.

To begin with it would help to have an Indian chapter of T<sup>2</sup>M or something similar to help researchers of transport connect with one another. Conferences, talks and exchange of research scholars working on areas of transport, traffic and mobility could be another way of creating a network of scholars. It would also help to expand the field of transport studies by including other disciplines like English, Hindi, Cinema, Sociology and History. This would create a wider audience and awareness regarding issues of mobility.

**What is needed to help South Asian mobility/transport research gain greater international exposure?**

More travel grants should be provided to South Asian researchers, as also concession in registration fee and lodging facilities. The disparity between the Euro/ Dollar and Rupee is just too big to enable people from South Asia to travel abroad frequently to participate in seminar and conferences. It would also help to create possibilities for student and faculty exchange between different universities in India and abroad.



## News

### **Institute of Railway Studies & Transport History**

**York, UK**

#### **Research Workshops, Autumn Term 2012-13**

14.00-17.15 Wednesday 21st November 2012

#### **TOM ROLT AS BIOGRAPHER AND PRESERVATIONIST**

Adrian Vaughan

'The creation of a legend: a criticism of L.T.C Rolt's biography of I.K Brunel'

George Revill (Open University)

'Tom Rolt's High Horse, ecological visions and the origins of railway preservation.'

14.00-17.15 Wednesday 5th December 2012

#### **EARLY-20TH-CENTURY RAILWAY IDENTITIES IN BRITAIN AND FRANCE**

Matt Thompson (Ironbridge George Museum)

'A "perpetual neo-pastoral May": the interior geography of the Great Western Railway, 1929-1941'

Natalia Starostina (Young Harris College, USA)

'On railway advertising in interwar France'

Advance notice of workshops in the Spring Term:

Wednesday 16th January 2013 and Wednesday 6th March 2013.

All welcome. Refreshments served.

The workshops will take place in Search Engine at 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 (currently £9 per day or part thereof) apply. Free disabled parking is available near the public entrances.

These workshops are financed by the National Railway Museum.

## *Journal of Transport History*

The next edition of the *Journal of Transport History* carries nine papers:

‘Constructing the cyclist: ideology and representations in urban traffic planning in Stockholm, 1930–70’ by Martin Emanuel.

The geography of the British motorcycle industry, 1896-2004’ by Paul Marr

‘We are always learning’: marketing the Great Western Railway, 1921-1939’ by Alexander Medcalf

‘Close encounters: interracial contact and conflict on Detroit’s public transit in World War II’ by Sarah Frohardt-Lane

‘Caribbean Airways, 1930-1932: a notable failure’ by Chandra Bhimull

‘Looking forward to the past: London Underground ‘s 150<sup>th</sup> anniversary’ by Sam Merrill

‘The dialectics of circulation and mobility in history’ by Carlos Galvis & Dhan Zunino Singh

In keeping with standard practice, each paper sent to the JTH is peer-reviewed before being accepted for publication. Referees selected for their professional expertise scrutinise papers for their contribution to intellectual debate, for rigorous and lucid argumentation (including contextualization and evidence), and for appropriate and high-quality prose, illustration and citation.

The JTH also publishes occasional reviews of museums and exhibitions, and regular book reviews.

**As the official journal of the T<sup>2</sup>M association, members receive copies of the twice-annual JTH as part of their membership subscription to T<sup>2</sup>M.**

The home-page of the Journal contains links to author submission guidelines and to current and back-copies: <http://www.manchesteruniversitypress.co.uk/journals/journal.asp?id=4>

Address all queries and submissions to the Editor, Gordon Pirie, at [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com)  
back-copies: <http://www.manchesteruniversitypress.co.uk/journals/journal.asp?id=4>

Address all queries and submissions to the Editor, Gordon Pirie, at [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com).

Gordon Pirie  
Editor, *Journal of Transport History*

# Transfers

Although the contents were already accessible to subscribers online, a glitch at the printer's made the first issue of Volume 2 of *Transfers* only very recently appear in print. Subscribers can expect to receive the issues any day now. For those of the T<sup>2</sup>M members who have not yet taken a subscription information is available here <http://www.journals.berghahnbooks.com/trans/>. You can help the journal break even by asking your university library to take an institutional subscription.

**T<sup>2</sup>M members can subscribe to *Transfers* at a discounted rate.**

T<sup>2</sup>M member reduced rate (print): €35.00 (normally €59.00)

Student rate (print) €15.00

Gijs Mom  
Editor, *Transfers*

## Inside: Volume 2, Issue 3 (Winter 2012)

### Articles

"A Denial of Our Boasted Civilisation": Cyclists' Views on Conflicts over Road Use in Britain, 1926–1935, *Peter Cox*

The Morality of Motoring: The Emergence of the Automobile in Belgium, 1895–1940, *Donald Weber*

"Modest Motoring" and the Emergence of Automobility in the United Kingdom, *Craig Horner*

### Special Section on Cultural Appropriation

Introduction: Mobility, Transfers, and Cultural Appropriation, *Christian Huck*

"Constantly in motion": Appropriation and Hans Christian Andersen's Texts, *Frederike Felcht*

Migration, Transfer and Appropriation: German Pork Butchers in Britain, *Margrit Schulte Beerbühl*

Travelling Detectives: Twofold Mobility in the Appropriation of Crime Fiction in Interwar Germany, *Christian Huck*

The Mobilization of Appropriation: Comment on the Special Section on Cultural Appropriation, *Carsten Schinko*

### Mobility and Art (Fernanda Duarte)

"River Flow, Sewer Flow, Street Flow". Lost Rivers: La Petite St. Pierre Nuit Blanche, Montréal, Québec, Feb 25, 2012, *Kim Sawchuk* and *Samuel Thulin*

### Ideas in Motion

Modern Mobilities in Mainland China: A Review of the Academic Field, *Nanny Kim* and *Xu Tao*

### Museum Review

Under the Waves: A Review of "Spoils of Riches—Stories of the Vrouw Maria and the St Michel" at the Maritime Centre Vellamo, *Katariina Mauranen*

### Movie Review

Mobility, Interrupted: Narrative, Perception, and Identity in *Sherlock Holmes: A Game of Shadows*, *Deborah Breen*

# Riverside Museum

## Scotland's Museum of Transport and Travel

**Last newsletter we reported that the Riverside Museum had won the Micheletti award. This newsletter Lawrence Fitzgerald tell us more about the museum's approach.**

The Riverside Museum is a purpose-built replacement for the successful Museum of Transport, Glasgow, which attracted c 500,000 visitors p.a. The Riverside Museum has attracted almost 1.5 million visits in the 12 months since opening to the public in June 2011. This far exceeds the projected number of visits for the first full year of operation of 800,000. The response to the museum from the media and visitors has been overwhelmingly positive and the museum has won many awards including the prestigious European Museum Academy Micheletti award.

The Riverside Museum building has been designed by the internationally acclaimed architect, Zaha Hadid, and provides a flexible column-free conditioned space for the display of transport collections. It is situated on a new site at the confluence of the River Clyde and River Kelvin in an area steeped in shipbuilding and maritime history. The landscape around the museum is a key part of the museum experience. The Glenlee Tall Ship, a Clyde-built cargo ship operated by the Clyde Maritime Trust as a separate but related attraction, is berthed alongside the museum. The large granite events space in front of the museum and surrounding quayside allows the museum to connect with its surroundings through transport related events and landscape interpretation. The landscape has been designed to allow more informal transport related activities such as skateboarding and BMX bicycles and is linked into the local cycle, road, rail, underground and ferry network.



**Photo 2: The Glenlee Tall Ship moored at Riverside (Courtesy of Glasgow Museums)**



In the 19th and first half of the 20th Century Glasgow and the River Clyde area was one of the most important producers to the world of heavy engineering, such as ships and locomotives. In addition Glasgow made a significant contribution to the development and production of bicycles, prams and cars. The Glasgow underground is the third oldest in the world. The collections at the Riverside Museum are recognised to be of national and international significance.

At the Riverside Museum we have tried to marry the best of the old Museum of Transport with new ways of displaying and interpreting the collections based on: a thorough understanding of how groups of visitors or individuals use museums in general and this type of museum in particular; and current academic understanding of how transport and technology are shaped. We carried out extensive research to understand what visitors (and non-visitors) liked or did not like about the old museum and what they would like to see at the Riverside Museum. The four most important things wanted by visitors were more displays like a reconstructed 1930s street, access onto or up to large transport, such as locomotives and trams, more interactive and hands on interpretation and more information, films and images about the collections on display. At the Riverside Museum we have now provided this, and in addition there is a wide range of interpretation in different formats. We increased the number of objects on display from 1400 at the old museum to over 3000, including new acquisitions such a Glasgow designed and built locomotive and exported to South Africa.



**Photo 3: Glasgow Main Street 1895 to 1930s (Courtesy of Glasgow Museums)**

In the old Museum of Transport, the collections were largely arranged by typology – cars, motorbikes, ship models etc. While useful for comparing one type of object with another it can limit the type of interpretation. In the new museum we use a mix of displaying objects by type and also as part of a theme. There are 9 main themes within the new museum:

1. Streets (1895 – 1980) - Individuals, organisations and transport innovations have shaped Glasgow's streets and how they were used.
2. The River Clyde - Over the centuries, changes to the River Clyde have reflected developments in Glasgow as it grew to become a major port and industrial city.
3. TranSport & Leisure - People use transport for leisure, sport or to escape the City.
4. Made in Scotland - People in Scotland applied their skills and ideas ingenuity to transport used throughout Britain and the world.
5. Looks & Fashion - People's tastes, styles and desires have affected the way transport is designed.
6. Crossing the World - Transport linked Glasgow with ports and cities all over the world.
7. Cutting Edge: Past, Present & Future - People's desire to travel further, faster, higher or safer has pushed horizons.
8. Disasters & Crashes - Transport failure whether by accident or intent, has affected people's lives and the way transport is designed, built and used.

## 9. Getting There - The ups, downs and obstacles people experience travelling around Glasgow and Scotland.

Stereotypically museums of technology and transport are celebratory and in JJ Cole's words 'internalist'. They often show how things work or were made and operated. Rarely do they deal with the downside or failures of technology or address other issues of academic as well as general public interest such as consumption and disability – who owned a car and why did they buy it or who travelled on a bus/tram/underground and why? Many of our themes and story displays address these issues, including for example the story of the Lockerbie disaster, Tram dancing or Accessible cab. Each one of the 150 story displays has been tailored to one of our target audiences: families with children, schools, sensory impaired people, teenagers and under 5s. All the displays have target audiences to ensure that the interpretation meets the needs of the visitors and to encourage visiting by sometimes neglected audiences. Where possible, stories are told through the lives of the people who owned, used, operated or made the objects on display. Many of the 150 story displays show how Glasgow people connect to Europe and the rest of the world through immigration, migration, culture, opportunity and adversity. There are 93 interviews, 189 video and film clips, 420 quotes and 4000 images as well as over 140,000 words. A range of interpretation is used to convey information including conventional object labels and panels, hands-on interactives, live interpretation and over 130 digital and audio visual displays. Notable are the innovative 'e-story books' aimed at the under 5s and the 'e-intros'. The 37 'e-intro' large ipad-like touch screens provide an introduction and in-depth multi-media resource for some of the most significant story displays and collections.

We involved visitors and the general public in helping contribute their memories, objects and images to the displays. We now have a database of over 1000 people who have contributed memories, images, personal film footage etc and who we can now call upon to augment our understanding of the collections and help to develop new displays. We tested the themes and story display ideas with six advisory panels representing families with children, sensory impaired visitors, teenagers, school groups, education specialists and academic historians with museum interpretation experts. These panels, alongside other research, helped shape the building, displays and facilities from conception through to testing and realization. There is no temporary exhibition space inside the Riverside Museum. To inform display changes we have included several visitor feedback stations where visitors can let us know what they think via touchscreens or conventional paper feedback forms. New story displays such as an Olympic and para-olympic transport display and another celebrating the anniversary of the Glasgow's last tram have been delivered in 2012.

The landscape has been designed for formal and informal use and is crucial to the operation of the Riverside Museum and The Tall Ship. Landscape interpretation and transport and non-transport related events connect the museum to its surroundings and push the boundaries of the museum beyond the museum doors. The landscape functions as temporary exhibition space for enthusiast vintage vehicle groups. The landscape is linked into the local cycle, road, rail, underground and ferry network, which in turn are brought into the building via the large glazed openings. Six signature events attracting over 10,000 people have been successfully delivered including: a Regatta, a Seafood Festival, a Rat Race, Bicycle 'Skyride' and 'Riverside Extreme' featuring BMX stunt cyclist Danny MacAskill. Smaller come and try and spectator activities have included: many transport rallies (vintage and non-vintage) including cars, motorbikes, scooters, military vehicles, emergency vehicles and bicycles; and a sound stage highlighting local musicians, community acts and charity events.

**Lawrence Fitzgerald,  
Riverside Museum, Scotland**

## Conference and Workshop Reports



Photo 4: Maud Ceuterick and Anita Perkins at Travel Ideals.

### **Travel Ideals: Engaging with Spaces of Mobility**

Travel Research Network

University of Melbourne, 18-20 July 2012

Those who stay while others travel are often under-acknowledged. Yet it is these people who are often the key enablers of mobility. This was one of the opening messages of keynote speaker, Professor Mary Louise Pratt in the opening address of the conference 'Travel Ideals: Engaging with Spaces of Mobility' held at the University of Melbourne in July. Pratt was one of a host of prominent researchers who gave presentations on varying aspects of both historic and contemporary travel, including Renato Rosaldo, Charles Forsdick, Bill Ashcroft and Gail Jones.

This international event was the inaugural conference of the Travel Research Network, which brings together scholars from five schools within the Faculty of Arts at the University of Melbourne. The Network's focus on the theme of 'the ideal in travel' stems from the need to "re-examine the reasons behind the voluntary and involuntary movement of peoples around the world". The conference was held over three days and included up to five concurrent sessions based on themes such as 'Travelling Identities', 'Women in History' and 'Mobilities: Roots, Belonging, Homecoming'. There was also ample time for networking and continued discussions during tea



breaks, lunches and off campus dinners.

The highlight of the conference, in my opinion, was a moving and highly memorable presentation given by highly-regarded anthropologist, Renato Rosaldo. Rosaldo shared the experience of losing his wife in a tragic accident while in the field in the Philippines, in 1981. He read out poems he had written about this time from the perspectives of a priest, a taxi driver and a soldier, and in this way gave a voice to those figures who are commonly omitted from ethnography. In the process of writing up ideal accounts of their travels and cultural observations, the authoritative gaze of the anthropologist tends to lose sight of those people right before him, Rosaldo implied. In addition, Rosaldo also reaffirmed the underestimated power of memory to vividly recall details of an incident which occurred over three decades ago.

Generally speaking, the 'Travel Ideals' conference could be seen as a case in point for the double-edged sword nature of mobilities studies. This is a liberating conceptual field which is applicable, (or at least relatable), to almost any discipline. On the one hand, this leads to an exhilarating array of topics and interdisciplinary approaches. For example, the call for papers at this conference invited presentations "which will contribute to an overall program that demonstrates the pluralism of ideals in travel writing, cultural tourism and mobility studies." On the other hand, it can be difficult to accommodate or contain this infiniteness. As such, one outcome of the conference was the suggestion that future collaborations and publications focus on more specialised areas.

Still, overwhelmingly the conference reinforced the idea that mobilities studies is both an exciting academic pursuit and a lived experience, as the following two examples show. First, it is interesting to consider the context of a globalising world in which a group of five researchers from my institution, the University of Otago, with British, Belgian, Canadian and New Zealand backgrounds travelled to Melbourne, essentially to talk about travel. Second, during the discussion of my own presentation, 'East German Travel Ideals: Two responses to a space of enforced mobility', it emerged that there were two audience members who had lived in East Germany before the fall of the Berlin Wall, just 23 years prior.

Many thanks to Conference Convener Dr Jaqueline Dutton and to Conference Assistant Josiane Behmoiras Smith, both of the University of Melbourne, for a high calibre and intellectually stimulating event.

For more information and details on how to join refer to the website of the University of Melbourne's Travel Research Network.

<http://www.travelresearchnetwork.com/>

**Anita Perkins,  
University of Otago, New Zealand**



## A View from the Street

### Diary of a commuter: travelling during the Olympic Games (London 2012)

One of the things that has called my attention since I came to London and became involved in the field of mobilities studies was a certain obsession about (over)planning, modelling, and forecasting practices of mobility. Having had the chance to experience the city during the 2012 Olympics has confirmed me that contingency is still “alive” undermining planning and facing us with new situations. I would have liked to give a detailed description of how London’s transport system dealt with 1 million visitors over 17 days, particularly after the bombing of messages warning about congestion and restrictions on circulation. But I have to admit that, in the end, it all boiled down to the old Shakespearean saying: it was all much ado about nothing.

Through emails, posters, advertising in newspapers and the like, Transport for London (TfL) advised commuters to avoid “travel hotspots” during the Games because some stations and underground lines would be “extremely busy”. They asked you to plan ahead your alternative routes to avoid the crowd of visitors. For a commuter like me who works near London Bridge and lives in North London, the alternatives were scarce because all the possible routes were hotspots. They also suggested cycling or walking as alternative. I used to cycle when I lived in Zone 2 and it took me 50 minutes to reach my workplace. Living now in Zone 3, it takes me about the same amount of time to get there by underground!

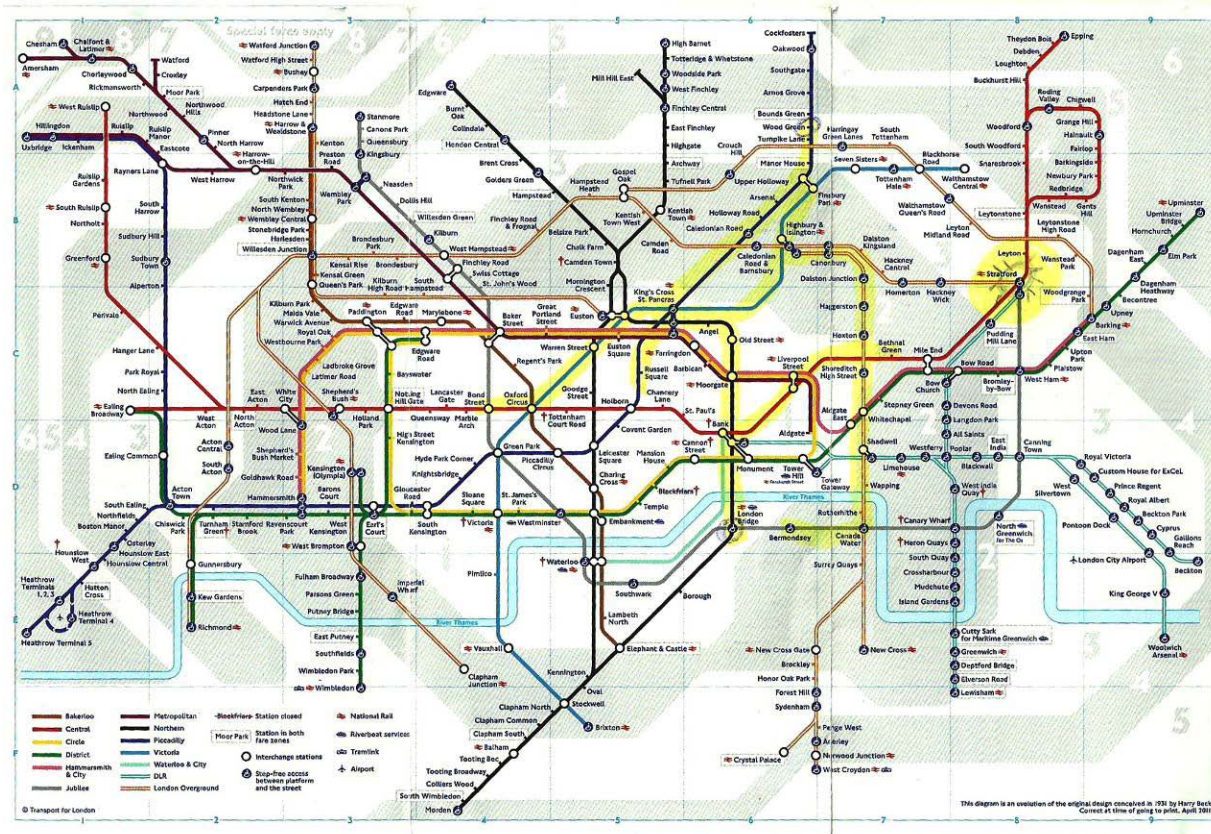


Photo 5: Journey options from Zone 3 to Zone 1 on the London Tube during the Olympics

**Planning:** Before the Games, I had planned to take the Tube very early in the morning –about 6.30am instead of 7.30am. Likewise, my boss arranged to stay at work overnight since suppliers were going to deliver during the night due to the restrictions posed on day circulation around Central London. Instead of the van to carry the food between the kitchen and the market, we proposed to use a bicycle with a cart. Moreover, many of my friends made plans to leave London during the Games because it would be a chaos. I planned to stay at home writing instead of going to the library to avoid wasting my time. The British Library changed their timetable, opening an hour later expecting the staff to be delayed. And bus drivers went on strike claiming for a bonus because the traffic would be extremely busy.

The feeling was that rather than a party, what we were going to live was more like a nightmare. This feeling was heightened by those free newspapers you can get hold of inside the Tube. Two topics were recurring headlines: security and transport. The forecast: both will collapse. Not only 1 million people were going to come, but also all the tickets for the Games were apparently sold out. Londoners, seemingly, were preparing to assist to every Olympic event...

One of the first things that struck me months ago was a poster advertising how to avoid delays. It showed a blond adult man, wearing a suit, using a pole to jump over the crowd –getting ahead of the “rest”. The rest included other people (like an elderly lady with a shopping cart and an old Muslim man) who seemed to be unworried by time while looking at him. The poster was part of a series of ads which showed other typical office workers of “the city” finding alternatives to travel comfortable and fast. In a typical commuter’s pose (reading a newspaper) another ad showed a man going down the escalator completely alone while the other escalator was full of a multicultural mob going up. I may be reading too much into this, but aren’t these representations conveying an “ideal receptor” (the White, young, dynamic professional who works for the financial sector), while being notably gendered, classist, and also racial biased? I believe this is so, and this adds to the clear tendency to separate two types of passengers: the commuter and the visitor, which could be well read into Lefebvre’s two rhythms: the cyclical (marked by the festive) and the linear (regulated by the work time). I wondered which were the reasons for such an opposition (and division) between the City and the Games, if the former offered itself as a host to the latter, arguably pretty much on the basis of a financial rationale.

Then the Games started (Tuesday, 31 July). “The first medal gold for London transport” was the headline of a newspaper. It seemed that the public transport system had performed “normally” during what was seen as “the D-Day” (Monday, 30 July). In fact, commuting that day I was struck by the fact that I had managed to secure a seat (a quite rare event) while I read the news. I had taken the Piccadilly Line about 8 am, and changed later with the Northern, making a fast arrival at London Bridge at 8.45 in the morning and in a coach with free seats! Amazed, I notice that London Bridge station was almost empty, except for the many Olympic volunteers and TfL staff ready to guide the mob giving indications. The station’s main hall was layered with fences to conduct the flow of passengers according to the destination. Likewise, the street was not busy at all –if commuters had had decided to bike or walk, they should have been there. A couple of minutes later I learned that my bosses had not spent the night at work, and that the bike was not necessary at all (Although suppliers had found problems to circulate: one of them told me that as one lane of the street had been left exclusively for athletes, the traffic was so slow that it took 45 min to advance 500 yards).

The above describes more or less the pace at which things went on during the Olympics. I made some more notes: for example, one day I had to go near Oxford Circus, so I took the opportunity to “observe the field”, this time bringing my little son (along with his buggy). Happily, we moved comfortably, even when in the Central Line (the one which connects with

the Olympic Park). In fact, although London is always full of tourists, the Games' visitors were easily distinguished –because of the flags they carried, the orange T-shirt of the Dutch, the way they moved, or because they were asking for information to get to a venue. Truly, it can't be said that they constituted a crowd that packed the underground car or the like. In fact, the flow of people walking on the streets or within the underground beat an unusual rhythm, one that if it wasn't completely of a festive kind, "felt" somewhat "calmer" than that on a working day.

That situation triggered me to ask the following question: if 1 million people came for the Games, how many Londoners had left the city? It seems to me that the consequence of (over)planning was to frighten away local people. And, unwittingly, this seemed to be confirmed by a British Airways ad placed on the walls of an underground platform: "Don't fly. Support the team GB".

After the Games, I received the following email:

"Dear Mr Zunino Singh,

By changing the way you travelled, you helped support a great Olympic Games and kept London moving. Without you, the past two weeks wouldn't have been possible."

According to the TfL, there was an increase of 30% of passengers compared with the last year. But they forgot to say that for the first time since I have lived in London, all the underground lines were working without interruptions or engineering plans, a rare event once the "Good Service" sign displayed in all the underground lines is something atypical for a London commuter. Plus, the Tube was opened until 3am! And, finally, the increase was mainly registered in the DLR or the lines which go to the Olympic Park in Stratford. I'm not saying that statistics are wrong. But from the point of view of a commuter who did not change his habits, all this "thanking" sounded a bit strange. Even more when those weeks are compared with the last one, when I couldn't find an available seat during the whole of my journey while those "City" commuters who seemed to have disappeared were suddenly back and tanned!

**Dhan Zunino Singh**  
**The University of London, England**



## Call for Papers

### **New Zealand Geographical Society Conference 2012 3-6 December, Napier, New Zealand**

It can be suggested that mobilities is a key component of the world today. As the mobilities 'paradigm' or 'turn' has gained prominence over the last decade or so, geographers (and others) have adopted, adapted and utilised this literature in numerous ways. However, Sheller and Urry also note the challenge in adopting theories to 'keep up' with the ever changing and pervasive nature of new forms of (im)mobility and Cresswell calls for attention to the politics of mobility, or rather to how movement is represented and experienced. We recognise it 'as way of addressing people, objects, things and places ... communicating meaning and significance. Thus, simply put, mobilities research can encompass the movements of people, objects, capital and knowledge on/at various scales.

Please submit abstracts (of no more than 300 words) to Tara Duncan ([tara.duncan@otago.ac.nz](mailto:tara.duncan@otago.ac.nz)) and Maria Borovnik ([m.borovnik@massey.ac.nz](mailto:m.borovnik@massey.ac.nz)) by **10 October 2012**.

### **Southwest/Texas Popular and American Culture Association 33rd Annual Conference, 13-16 February 2013, Albuquerque, USA**

"Car Culture and the Road". Topics might include, but are not limited to:

- road movies, videogames, graphic novels, fiction
- lowriders, hot rods, custom cars and racial / ethnic identity
- car or biker clubs / Shows
- histories of roads, routes, highways, traffic
- GPS, Google Maps, automobility
- Route 66 and roadside architecture
- advertising, symbols, propaganda
- borders, real and imagined
- remapping the road in post-apocalyptic landscapes / "The road to nowhere"
- environment, "Going Green"

Please submit abstracts to Stacy Rusnak ([srusnak@ggc.edu](mailto:srusnak@ggc.edu)) by **15 December 2012**.

### **The International Symposium on Society, Tourism, Education and Politics January 26-28, 2013, Bangkok, Thailand**

2013 ISSTEP is now inviting professors, researchers, graduate students, academics and any other interested parties to join the International Symposium on Society, Tourism, Education and Politics. Of special interest to T2M members are the historical sociology and various tourism , transportation and leisure sub-topics.

Please submit your abstracts or full papers via the online submission system by **15 October, 2012**.

For online submission: <http://www.isstep.org/registration.asp>



**Association of American Geographers (AAG) Annual Meeting  
Change and Continuity; the Place of Community in Transition  
9-13 April 2013, Los Angeles, USA**

Many practices once emblematic of radicalism, independence or oppositional communities are becoming increasingly popular and fundamental to the societies they were initially defined against. Including (but by no means limited to) cycling, appropriate technology, urban food growing, eco-villages, independent music and art, loft-living and open source computing, certain late 20th century niche practices have expanded to impact society at large. This session seeks to investigate these processes, spaces and places of transition. Its particular interest is in the changes which take place to practices and practitioners as they become more popular or widespread. Whether promoted by activists, campaigners, business or happenstance, what makes a triumph? What about changes seen as irrelevancies, loss of control, or even pyrrhic victory? How does “success” affect the “original” systems, identities or communities? How do different elements of practice and community get attenuated, lost, magnified or refuted in the process?

Submit your abstracts (250 words) by **24 September, 2012**. Please include keywords and a brief author biography (or link to online biography). Please send session inquiries and abstracts to Peter Wood ([p.r.h.wood@open.ac.uk](mailto:p.r.h.wood@open.ac.uk))

For more information on the conference: <http://www.aag.org/annualmeeting>

**Accidents and Emergencies:**

**Risk, Welfare and Safety in Europe and North America, c. 1750-2000  
9- 11 September 2013, Oxford Brookes University, UK**

Risk, welfare and safety have long been sites of historical inquiry. This conference takes this literature as its point of departure, and encourages both general and trans-national appraisals of the history and nature of modern ‘risk societies’, as well as accounts which focus on particular technologies, practices and discourses.

The aim of ‘Accidents and Emergencies’ is to:

- rethink the history of risk, welfare and safety;
- encourage a more integrated approach to their empirical study and conceptualisation;
- open up new historical and sociological perspectives through which we might better grasp the present.

For more detailed information about the themes of focus, see <http://www.history.ac.uk/events/event/4456>

To express your interest please contact [mike.esbester@port.ac.uk](mailto:mike.esbester@port.ac.uk) Submissions will need to include:

- a brief ‘bio’ (detailing institution, publications, research interests, etc.)
- a proposal/abstract (of roughly 300 words), indicating the theme or themes for which you wish to be considered.

The deadline for the submission of abstracts is **31 January 2013**.

**The Dialectics of Borders, Empires and Limens**  
Special issue for ROSA DOS VENTOS JOURNAL

Guest Editors:

Geoffrey Scholl, Buffalo State College, USA

Maximiliano E. Korstanje, University of Palermo, Argentina

ROSA DOS VENTOS, the journal of Post-graduate Programs in tourism and hospitality hosted by the University Caxias do Sul in Brazil invite researchers, scholars, practitioners and readers to send your advances, research and contributions for the next special issue 2012/2013. This special issue explores the pervasive nature of tourism, opening a new view on the existent academic literature. In doing so, the question of mobilities and rationality have paved the way for the advent of a new spirit of supremacy of some groups over others. The hot debate seems to be related to the role played by tourism in such a process. Particularly, oppressive or alienable for ones, emancipator for others, the fact is that tourism & hospitality contributed notably to the surfacing of nation-states.

The present call for papers is aimed at receiving full length contributions, book reviews and short manuscripts respecting to the connection between tourism, capitalism and imperialism.

Manuscripts should contain no more than 8.000 words and formatted in APA style. For further references authors should visit <http://www.ucs.br/etc/revistas/index.php/rosadosventos>

For more information about the call for papers, please contact Maximiliano E. Korstanje at [maxikorstanje@fibertel.com.ar](mailto:maxikorstanje@fibertel.com.ar) by copy to Skoll Geoffrey [skollgr@buffalostate.edu](mailto:skollgr@buffalostate.edu) . Submissions of papers will need to be received no later than **October 2012**.

# Member's Publications

## Books for the Young at Heart

Hergé's *Mr Pump's Legacy* (1951) and *Destination New York* (1952)

Since Cynthia Dettelbach's *In the Driver's Seat* (1976), and later Roger Casey's American studies (2002) or Thomas Monneyron and Joël Thomas' French work (2005), the links between automobile and literature cannot be ignored. This is even more visible with the exhibition of Tintin & the motor car during the European Moto Show in 2006 in Brussels. Literature helps understanding automobilism and automobilism find one of its expressions in literature.

The history in Hergé's two part French cartoon strip : "Le stratonef" illustrates in some way the reality surrounding the history of transportation and speed. In the first book titled *Mr Pump's Legacy* (1951), Hergé starts by describing a rich American man in 1930's fascinated by speed: he eats, goes from one place to another quickly and, of course, drives a fast motor car on his own motordrome. This caricature reminds us there were several aristocrats who dedicated their money to develop and enhance new means of transportation: some were at the heart of innovations. One of the best examples is the Comte de Dion in France during the nineteenth and twentieth centuries. Unfortunately, Mr Pump dies in a car accident – like some many dedicated to their invention (for example, Marcel Renault). His death however is the catalyst for the story as he bequeaths his fortune – \$10 million – to the one who will be able to build an aeroplane that will fly New York to Paris non-stop at an average of 1,000 miles per hour. After several adventures, the aircraft is designed, and completes the challenge – see *Destination New York* (1952).

Through those two books, we get glimpses of reality: the role of the elite adventurers, engineers and technicians during the beginning of the twentieth century with the birth and rise of modern means of transportation such as motor car and airplanes. The author also leaves us with some questions unanswered: for example, the elaboration of legislation for new vehicle and its application, the question of fuel and its relays, the complex interactions between means of transportation and communication.

To conclude, these two cartoon strips could be read as book for the young at heart; but they could also be read in a transportation and historical perspective. That's the strength of such book : to appeal to both perspectives.

**If you have something to say about the representation of transport and mobility history in children's literature please send it to [newsletter@t2m.org](mailto:newsletter@t2m.org) for the next issue.**

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