

Newsletter April 2019

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International Association for the History of TRANSPORT, TRAFFIC & MOBILITY

Contents

- Editorial by Robin Kellermann and Dhan Zunino Singh
- Presidential Letter by Mathieu Flonneau
- T²M Annual Conference, Paris 2019.
- Call for John Scholes Prize 2019
- Book launch

Editorial

Dear readers,

welcome to the April 2019 issue of the T²M newsletter!

We start the year with a quick and brief issue. In this opportunity we are glad to share news about our 2019 conference which will take place in Paris. The President's letter announces the news about the conference and gives us a first welcome to Paris. Although the submission is closed we include the poster and the theme of the conference to invite those who are not presenting papers to join us in Paris this year and participate in the debates and intellectual interchange that characterise our meetings.

We like to remind you that the John Scholes Prize is still open. So, if you are a PhD student, please send an essay!

Finally, we are glad to show you the books launched recently about mobility history written by T²M members: Carlos López Galviz and Víctor Márquez.

Have a happy read!

Presidential Letter by Mathieu Flonneau

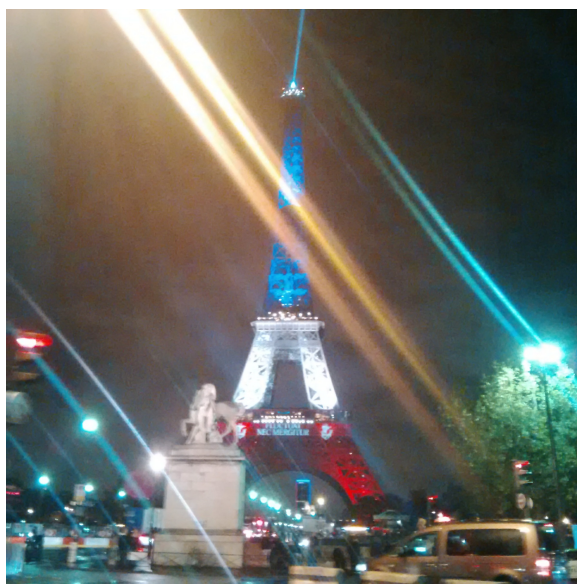
T²M Paris conference

A first warm welcome!

Dear T²M Members,
Dear Sympathizers of the community,
And, let us hope, far beyond!

After thirteen years, T²M is back in Paris! Next October, our annual conference will take place close to the Eiffel Tower for second time. The T²M Conference in 2006 was a great success thanks to the combination of different disciplines, institutions, and fields of studies. In this opportunity, more than 120 abstracts have been submitted showing interest in our annual meeting. We all hope to have a great meeting like in 2006 and, why not, a better one.

This time, through our venues we'll invite participants to discover the ongoing Grand Paris metropolis, between La Sorbonne – for the opening keynotes and reception –, Porte de Versailles, and the new Campus Condorcet. Remember the famous song: *“J’ai deux amours, mon pays et Paris!”*



Led by Anne Conchon, our local organizational team has been working amazingly during months, in coordination with the Executive Committee and the involvement of our two vice-presidents Dhan Zunino Singh and Martin Emmanuel. In Paris, Alice Milor, Guillaume Kozubski, Louis Baldasseroni and, our Secretary, Etienne Faugier are preparing the greatest convergence of interests in our intellectual field of mobility studies.

The conference has important sponsors and new institutional members which we will announce very soon. In short, T²M gets new dynamism!

Three important scholars involved in history, technologies, and transport have been invited as keynote speakers: **Pascal Griset, Patrick Pelata, Andreas Marklund.**

Pascal Griset is professor of contemporary history at Paris-Sorbonne University. He is a specialist of innovation, media and telecommunication history. He is also the director of Centre de recherche en histoire de l'innovation (CRHI). His last publications dealt with the study of large technical network at national and european scale. Most recently published, along with Florence Greffe, *Une compagnie en son siècle. 350 ans de l'Académie des sciences, Paris* (Le Cherche-Midi, 2015.)

Patrick Pelata comes from Ecole Polytechnique and he has a PhD in socio and economical studies from EHESS. He worked in several automotive firms such as Renault, Nissan. In October 2018, French President, Emmanuel Macron, gave him the mission of writing a report about autonomous vehicles and new mobilities. He works for a French start-up Vulog, specialized in auto-sharing technology.

Andreas Marklund is head of research at ENIGMA – Museum of Communication in Copenhagen. He holds a PhD in History from the European University Institute in Florence and is specialized in Nordic cultural and political history from the 1700s to the present day, with a special focus on the history of communication. His current research deals with government surveillance and privacy issues in relation to modern communications technologies. His recent book, co-edited with Mogens Rüdiger, is *Historicizing Infrastructure* (Aalborg University Press, 2017).

Surprises are waiting for you in the conference with several excursions and, like in 2006, we will enjoy a wonderful Gala dinner at the Train Bleu, the great gastronomical restaurant located in the Gare de Lyon. Don't hesitate to come with your partner for this opportunity.

For updates about our conference please check the official website: <http://t2mparis2019.sciencesconf.org/>
Or follow the twitter account to know more and faster: <https://twitter.com/2019T2m>

Thanks for your interest and shared enthusiasm!
Looking forward to seeing you in Paris!
Mathieu Flonneau, T²M President



T²M Annual Conference, Paris 2019



Mobility clearly has a strong material dimension. In these times of demand for "fluid" mobility, "autonomous" and electric vehicles, shared transport, the physical infrastructure that underpins and makes mobility possible is subject to profound changes (borders of energy supply, route 2.0, etc.). Infrastructure networks and transport services have also undergone significant material transformations throughout the history of the long term/"longue durée" (macadam coating, steam engines, electrification...).

Generally, vehicles, equipments and infrastructures are considered separately in studies dealing with transport and mobility. However these infrastructures (roads, waterways, harbors, airport, bike paths...) are essential to the physical conditions of traffic in all modes of transport (coaches, cars, buses, boats, planes...). Looking at mobility from the perspective of material culture is a way of articulating these two dimensions and of approaching infrastructure and means of transport based on the most concrete and visible aspects.

In the 1960s and 1970s, the concept of material culture was an important heuristic tool, mobilized in particular by historians and archaeologists. Nowadays, this attention to material issues is being significantly renewed in different disciplines to understand the relationships that societies and individuals have with things and their social life. From manufacture to consumption, the function, appropriation and status of objects evolve over time and according to whoever handles them. This question of materialities is just as essential to the understanding of mobility and its technical, economic and social transformations.

The aim of this interdisciplinary conference is to deepen our understanding of these infrastructures and mobility ecosystems: their functions, the concerned actors, the spatial stakes, the logistical issues, the consequences of new supply chains, and what controversies and challenges they bring, with particular attention to their materiality.

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John Scholes Prize 2019



The John Scholes Transport History Prize Competition for 2019 is open, with a deadline for submissions of **2 August 2019**.

The prize, which carries a cash recognition (200 Euros) & £150 of vouchers to spend with SAGE, is awarded annually to the writer of a publishable paper based on original research into any aspect of the history of transport and mobility. The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

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 named in memory of John Scholes, the first Curator of Historical Relics at the British Transport Commission. The prize is funded by the International Association for the History of Transport, Traffic and Mobility (T²M – www.t2m.org) and SAGE, publishers of the *Journal of Transport History*.

Entry is limited to researchers who, at the time of submission, are not yet in or have just commenced a permanent / tenured academic (or equivalent) position, and who are just starting to publish research.

Essays (in English, double-spaced) should not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than **Friday 2 August 2019**.

They must 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 process is 'double-blind'. The judges will not enter into correspondence.

A cover letter and a one-page CV must demonstrate eligibility for the prize. Entries for the prize should be sent to the *JTH* Editor at jth.editor@gmail.com. The subject line of the message must read 'John Scholes Prize entry 2019'. In the body of the message please indicate how you found out about the prize.

 **SAGE** journals

T²M

Book Launch



CITIES, RAILWAYS, MODERNITIES

LONDON, PARIS, AND THE NINETEENTH CENTURY

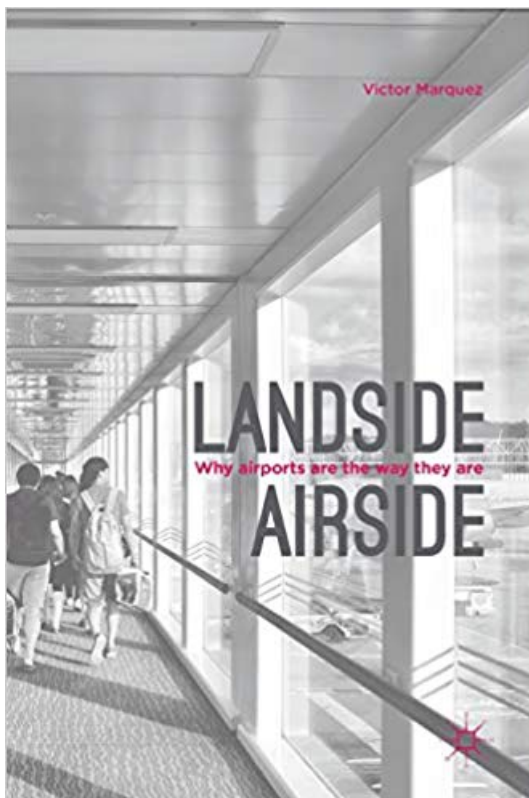
Carlos López Galviz



Cities, Railways, Modernities chronicles the transformation that London and Paris experienced during the 19th century through the lens of the London Underground and the Paris Métro. By highlighting the multiple ways in which the future of the two cities was imagined and the role that railways played in that process, it challenges and refines two of the most dominant myths of urban modernity: a planned Paris and an unplanned London. The book recovers a significant body of work around the ideas, the plans, the context, and the building of metropolitan railways in the two cities to provide new insights into the relationship of transport technologies and urban change during the 19th century. It invites us to think about alternative ways of connecting the urban past to our urban futures.

The book is part of the series Routledge Advances in Urban History.

To order a print copy or e-book followed [this link](#)



Why do we love and hate airports at the same time? Have you been a victim of tiresome walks, congestion, long lines, invasive pat-downs, eternal delays and so on? Perhaps no other technological system has been challenged by continuously changing paradigms like airports. Think a minute on rail stations; think of how successful are the rail

networks of the world in connecting nations, with just minimum security measures. Why aviation and airports are so radically different in this regard?

In order to answer those questions the author embarks on a thorough revision of airport history and airport planning that in the end builds up a new theory about how airports are formed from the outset. Within its journey from the early airfield to the newest hubs of today, Dr. Marquez identifies for the first time the Landside–Airside boundary as the single most important feature that shapes an airport. In this sense, his finding challenges the “historical linearity” that, until today, used to explain a century of airports.

From both an analytical and theoretical S&TS stance, Dr. Marquez assures that it is only when airports needed to be fully reinvented (LaGuardia, Dulles and Tampa) when they become transparent and we may be able to understand their lack of technological stability.

To buy the book please follow this [link](#)

Our Institutional Members:

Our newest Institutional Member is **The ArtCenter in Pasadena, California** and its intriguing **Undergraduate and Graduate Programs in Transportation Systems and Design**. [Learn more about the ArtCenter here.](#)



We also thank the **Danish Railway Museum** for their continued support as yearlong T2M institutional member.

[Learn more about the Danish Railway Museum here.](#)



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