

## Newsletter March 2022

**Editors:**

**Bradley Rink and Govind Gopakumar**



## International Association for the History of **TRANSPORT, TRAFFIC & MOBILITY**

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### Editorial

Dear Readers,

We hope this letter finds you well. We write this newsletter at a time many of us have been looking forward to - a time when the seemingly interminable crisis of

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the COVID-19 pandemic has receded into the background of media coverage. However, this juncture is anything but a happy time with the Ukrainian crisis looming threateningly over plans for a summer of return to routine academic workshops and conferences. T2M President Carlos Galviz offers hope of new ideas and developments springing forth from this rather grim situation we find ourselves contending with.

In addition to the President's letter, in this issue we bring you:

- A call for papers for the 20th Annual Conference;
- Closure of the Masters Program in Railway Studies;
- A reminder of the benefits of T<sup>2</sup>M [membership](#); and
- A reminder for members to consider sending their entries for the John Scholes Transport Prize competition

Through the efforts of our leadership and members of the Executive Committee we have been able to unify membership fees and thus provide access to all the journals supported by T<sup>2</sup>M, namely: [Mobility in History](#), [Journal of Transport History](#) and [Transfers](#). We invite you to visit the [T<sup>2</sup>M website](#) for further information. Be sure to check your membership renewal and help us to grow the T<sup>2</sup>M community. During the global pandemic the association needs the members' support more than ever in order to keep publishing our journals and organising conferences.

In closing, we invite you to follow us on Twitter [@T2M Association](#) to be part of the latest conversations in transport, traffic and mobility.

Our best wishes for a successful 2022,

Bradley and Govind

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## President's letter by Carlos López Galviz

How long does a crisis last? When exactly does it start? How far into the future do the multiple legacies of profound change endure? With an end of the covid-19 pandemic in sight, and recognising the significant uneven geography of its effects, I write this message against a background of news media reports around the world on Russia's invasion of Ukraine. By 2 March 2022, the UN reported that over 675,000 people have crossed the Ukrainian border into Poland, Slovakia, Hungary, Romania and Moldova. They have done so in fear for their lives and seeking safety. 'Prior to this 2022 crisis', the UN Refugee Agency reports, 'almost 3 million people were already facing humanitarian need in Ukraine, including 850,000 internally displaced Ukrainians and 5,000 refugees from other countries.' The very constitution of Europe, the return of the latent fears of nuclear war, and historical comparisons between Russian artillery strikes and the Battle of Britain have been cited as a means of making sense of the narrative of the conflict of which we are witness to unfolds.

The 2013 T2M conference crossed the border between Finland and Russia, with proceedings starting in Kouvola and ending in Saint Petersburg. The theme of the conference was Transport and Borders. Transport, Andrey Vozyanov remarked in his conference report, must accommodate 'the fact that the world is full of borders [...] borders are sometimes what mobility needs – to boost new ideas and developments.' What new ideas and new developments might emerge out of the current crisis in Ukraine is a hopeful prospect; a counterbalance to the human tragedy escalating there every day.

The theme Disruptions and Reconnections of the 2022 conference jointly organised by T2M and the Centre for Advanced Studies in Mobility and Humanities (MoHu) of the University of Padua, gives us a fitting opportunity to reflect on the meanings,

reasons, factors and legacies of moments of crisis. Crises which include those affecting nearly everyone as the covid-19 pandemic has, and crises somewhat localised and instigated by the prospect and reality of war. What is a disruption to some, may escalate to become a tragedy to others. Forced reconnections inspired by selective readings of the past may ignite the kind of unity that was previously unthought. Our annual conference, which in 2022 aims for a hybrid online and in-person format, provides a fitting forum to reflect on whether and in what ways do moments of crisis have entered our lives, and including the role that transport and mobility may have played in them. Raising the question of what disruptions and which reconnections take shape in the process is a powerful analytical lens to reflect on where crises fit into history and our future.

The T2M team, the local organising committee of the University of Padua and the MoHu Centre, look forward to receiving your contributions to this year's conference in whichever format suits. Collective reflection is always welcome and it feels that, against the events of the past 2 years including the first quarter of 2022, there couldn't be a more fitting time to insist that we all do.

With all best wishes,

Carlos López Galviz  
Lancaster University, UK.

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## **20th Annual T<sup>2</sup>M Conference Call for Papers**

**T2M 20th Annual Conference | T2M & MoHu joint Conference  
MOBILITIES: DISRUPTIONS AND RECONNECTIONS  
Padua 21-24 September 2022**

Jointly organized by the International Association for the History of Transport, Traffic and Mobility and the University of Padua, Department of Historical and Geographic Sciences and the Ancient World, Centre for Advanced Studies in Mobility & Humanities

The conference is currently planned as an hybrid event.



## Call for Participation

Over the last few decades, awareness of the existence of globalization's "waves" has increasingly invited transport and mobility scholars to wonder about the processes of rupture and reconnection, of which the COVID-19 pandemic is only one of many examples. Wars and epidemics, natural disasters and geopolitical scenarios have contributed to shaping and adapting not only the phenomena of mobility, but also the ways in which the various mobilities have been practiced, theorized and experienced (Cresswell, 2010).

We are therefore faced with a propitious moment to interrogate the future processes of reconstruction of mobility: What are the elements that characterize major ruptures, in the past and in the present? Which elements show greater resilience in the recomposition and rearrangement processes across societies, economies, institutions and cultures? How do ideas, information and texts circulate, and what role do they play in defining the imagination and practices of mobility?

Thanks to the mobilities paradigm, it is now possible to look at the extension of phenomena attributable to mobility, understood here in a broad sense as the circulation of people, objects, ideas and texts. Furthermore, taking a cue from the recent theorization of a humanistic turn in mobility studies (Merriman and Pearce, 2017), we are invited to look at a broad spectrum of mobility in the past and present, from antiquity to the present day, combining humanities and social sciences in a broad space and time perspective.

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The conference invites proposals from different disciplines within mobility studies including, but not limited to: history, geography, anthropology, literary studies, visual studies, communication, architecture, urban planning. We accept proposals for papers and sessions on one or more of the following topics/areas of study, although all contributions are welcome:

- Historical turning points in the practices and perceptions of mobility
- Epistemological shifts in theorizing movement, transport and mobility
- Humanistic and comparative approaches to the study of mobility (methodology and case studies)
- Mobility and environmental history
- Mobility in digital spaces
- Pandemics and its social/cultural effects on transport and mobility
- Commodity chains, labour mobility and pandemics
- Ruptures of mobility, immobility and social inequality
- Mobility and international relations/tensions
- Mobility as reception/influence in intellectual and cultural history
- Visual and narrative (re)mediations of transport and mobility phenomena
- Art and creative connections with transport and mobility studies
- Tourism, leisure and everyday mobilities
- Objects, technologies, materials and non-human mobilities
- Mobilities and heritage: past and future (dis)connections
- Humanistic perspectives in mobility and the climate crisis

Proposals can be for individual papers, panels, artworks, posters, and other creative formats as outlined below. We welcome relevant contributions from any academic perspective or discipline, contributions from professionals, policy makers and practitioners in the field of transport, traffic and mobility, as well as artists and creative professionals, designers, and engineers.

T2M members are encouraged to send in session proposals by 15th of March 2022. A session proposal should include a title, summary of the session theme and the method chosen for facilitating discussion (300 words). Participants wishing to submit their individual papers to pre-organized panels will be able to choose between these and other sessions.

The conference language is English.

## **Timeline | Important Dates**

15 March 2022 Deadline for the submission of T2M members sessions

15 April 2022 Deadline for the submission of abstracts and sessions

31 May 2022 Notification of acceptance for abstracts and sessions

15 June 2022 Submission for travel grant

1 July 2022 Notification of acceptance for travel grant

15 July 2022 Early Bird registration closes

7 September 2022 Submission of full papers and posters

21-24 September 2022 Conference

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More information on submission formats, registration, travel grants, and conference committee on the conference website: <https://www.mobilityandhumanities.it/t2m2022conference/>

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## **Closure of Masters program in Railway Studies**

Members will no doubt be concerned to hear that the University of York, UK, has decided to close its pioneering Masters in Railway Studies programme. In its current incarnation it has been run by T2M member and *Journal of Transport History* Editorial Board member David Turner, since 2014. It was the only such dedicated programme in the world, and cultivated strong links between the worlds of Higher Education, heritage and current rail industry.

The decision is particularly disappointing as no clear rationale has been provided for the closure. The course was oversubscribed, received high levels of student satisfaction, and was well regarded across different communities. It also provided the fields of transport and mobility history with an institutional focus, and its loss should therefore be a concern for us all about the future of our discipline. We need institutional homes, like York had provided, to maintain our visibility in the academic world and to demonstrate the seriousness with which our fields should be taken.

The T2M Executive Committee is currently formulating a response, to be sent to York's senior managers. In the meantime, if T2M members are concerned about the closure and wish to register their protest, a text that might be adapted and sent on to York's managers is available here (including email details of the relevant managers) – all you need do is copy and paste and then add your name, though you are very welcome to tailor your response personally: <https://tinyurl.com/4b3n5zs9>

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**T2M membership:  
accessing expanded membership benefits!**

**Access to our journals with a single fee**

The International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M) is

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happy to announce new benefits for its members. Since September 2020 all the current and new members can access our three journals (*Mobility in History*, *Transfers*, and the *Journal of Transport History*) through a single fee of 80 Euros (45 reduced for students and scholars from developing countries). Moreover, paying a plus you can also add the journal *Mobilities* (90 Euros / 55 Euros).

Along with these benefits, the membership ensures a vital connection with linkeminded scholars and institutions around the world and the participation in our annual conferences. We invite you to visit our website for more information and to join us! Follow the link <https://t2m.org/internal/become-a-member/>

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## John Scholes Transport History Prize Competition

The John Scholes Transport History Prize competition for 2022 is open, with a deadline for submissions of 31 July 2022. The prize consists of £150 of vouchers to spend with SAGE, €250 in cash and a year's membership of the International Association for the History of Transport, Traffic and Mobility (T2M). The prize 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 supported by SAGE, publishers of the *Journal of Transport History*, and T2M. 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 31 July 2022. 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

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prize should be sent to the JTH Editor at [jth.editor@gmail.com](mailto:jth.editor@gmail.com). The subject line of the message must read 'John Scholes Prize entry 2022'. In the body of the message please indicate how you found out about the prize.

The full call for submissions is here: <https://journals.sagepub.com/page/jth/john-scholes-prize>

## Follow us on social media

Follow us on Twitter [@T2M\\_Association](https://twitter.com/T2M_Association) to be part of the latest conversations in transport, traffic and mobility.

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