

T²M

International Association for the History of Transport, Traffic and Mobility



Photo 1: Express bus in Curitiba, Brazil (2007) (© Luan Lenon)

Newsletter

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Editorial:

2012: New Year, new beginning, new promises... and the end of the world if we are to believe some people.

For us, members of T²M, 2012 is a turning point. Mike Esbester, the newsletter editor for four years has passed the baton on. To replace this pillar, it took no less than three people: Étienne Faugier, Claudine Moutou and Arnaud Passalacqua. Like the bi-articulated bus on the front cover we consist of three parts, which we expect will give us extra capacity to perform the role.

So a bit about the new drivers of this bi-articulated bus:

Étienne Faugier is a PhD student at Laval (Quebec, Canada) and Lyon 2 University (Lyon, France). He is currently finishing his doctoral thesis in history about the sociocultural impacts of automobilism in rural areas of the Rhone department and Quebec region during the twentieth century. He is a French speaker, and lives in France.

Claudine Moutou is a PhD student at The Institute of Transport and Logistics Studies (ITLS) at The University of Sydney. Her thesis focuses on how owners of shops adapt to the implementation of sustainable transport options in town centres that change the availability of car parking. She is a transport sociologist and a typical Australian - seventh generation convict and second generation migrant. She is an English speaker working on becoming a French speaker.

Arnaud Passalacqua is an Associate Professor of contemporary history at the Université Paris Diderot (France). He mainly works on the history of mobility in the European cities, particularly on buses and trams, but he has also begun a research on the French railway system during the 1990s-2000s. French speaker, he expects the opportunity to speak Italian within the frame of T²M!

So, the newsletter will go on but may have some changes. Of course, we welcome your comments, ideas and suggestions!

In this newsletter you will find a view from the street by Frank Shipper about cycling in Paris and Washington. Thanks to Hiroshi Todoroki we get a glimpse at some institutions related to transport and mobility research in Japan. Claudine Moutou opens a promising sub-section which will undoubtedly give ideas to other colleagues.

We sincerely thank Mike for all the work he provides!

Étienne Faugier
Claudine Moutou
Arnaud Passalacqua

newsletter@t2m.org

Deadline for copy for the next issue: **Monday 14 May 2012**



Photo 2: Francisco Polo Muriel at T²M Conference 2011 in Berlin

In the Spotlight

How did you get interested in railways and railway history?

I come from a railway family. My father and his brothers were all railway workers, which is why the railway has been part of my life since childhood. I started working at RENFE at eighteen and then joined the Spanish Railways Foundation, while I combined my working activities with my university studies in Geography and History. Years later I was very lucky to start working at the Library and the Historical Railway Archives and, therefore, to be very close to documentary sources on the history of railways in Spain. My interest in historical research allowed me to join projects that began to be implemented in the late 1980's at our Foundation. My early work focused on Latin American railways and specifically on the cases of Chile, Colombia, Ecuador and Venezuela in a project led by the historian Jesús Sanz Fernández, who helped me and provided me with my first guidelines to undertake historical research work.

How do you manage to be a scholar and to be subdirector of the Museum of railways in Madrid? Do you have time for research?

It is very difficult to combine management work with ongoing research and even more so if it involves a doctoral thesis. The management of the Museum now occupies all my time. The doctoral research, which focuses on the employment purging process involving railway staff during the Civil War and the Franco regime, is progressing slowly due to that lack of time, but with a great desire on my part to conduct and complete it.

What is the role of Renfe in Spain in the history of railways?

The public company Renfe was established in 1941, in the early years of the Franco regime, and only two years after the end of the Spanish Civil War. Its continuity to this day as a company allows us a closer study of economic and social progress in Spain during the Franco period and to know about the relevant transformation experienced in the Spanish railway from the restoration of Democracy and subsequent integration into international organizations such as the European Union. Our museum director, Miguel Muñoz Rubio, is the foremost specialist in the history of Renfe. His doctoral thesis, entitled RENFE, half a century of public railway (1941-1991), is an essential reference in order to understand much of the history of railways in Spain during the twentieth century.

What do you think about the history of railways in the history of mobility and within T²M?

I think that it plays a major role. The railway was the mode that led the revolution in the transport system during the nineteenth century and it held that position until the emergence of the car. It is therefore difficult to write about the history of mobility without taking that role into account. It is also true that those of us making railway history must look to other modes and take them into account in our analysis. Therefore, the role played by the T²M is very important to put everything into perspective. It allows us to broaden our perspectives and to know the similarities and differences that each mode has had in the evolutionary processes.

Is there a specific Spanish way of writing the history of railways? Any specific themes?

The topics currently addressed are increasingly diverse.

A good indicator to check this evolution is our railway history conferences at <http://www.museodelferrocarril.org/investigacion/congresos.asp>. Papers submitted since the first edition of the 1998 conference reflect how social, urban development, technological and heritage issues have occupied an increasingly important space. However, in my opinion, historical economic analysis remains the dominant theme. Regional railway history has also been increasing. In this particular area, I consider that the work carried out following the Railway History Programme at the Madrid Railway Museum to be essential as it constitutes one of our regular lines of research.

You are the secretary of the journal [TsT]. What are the topics of this journal and why would you say that it could be of interest for T²M members?

[TsT] is a scientific journal that has now existed for ten years and specializes in all activities related to the tertiary sector (transport, commerce, banking, communications or public services, etc.). [TsT] has a clear international vocation, without setting any geographical limitation to the studies published, or the language of their dissemination. We believe our www.tsrevista.com publication may be great interest to all T²M members. That is why I am encouraging you all to get to know it, to send us items for evaluation and encouraging you to subscribe individually or to propose this to your university institutions or departments.

Among your various activities, you are one of the local organizers of the next T²M conference, in Madrid. Is it a lot of work? Can you describe us how you are organized and who is involved in this event?

From our experience in the organization of railway history conferences, we know very well about all the work involved in preparing events like the one we will hold this year at our Madrid Railway Museum, from November 15-18. It is in addition the tenth T²M conference and we know we have to be at least equal to the previous ones. It is a major challenge. The work of our predecessors has been excellent. We do not want to disappoint and this is why we are working to prepare a program of activities that will be very attractive to you. We are at the moment in the process of receiving proposals for papers and we are working closely with all the institutions that will collaborate in the organization and development of the Conference: Madrid City Council, the Ministry of Development, Regional Transport Consortium, metropolitan and national transport operators and regulatory authorities in all modes of transport. Our Museum awaits you all: www.museodelferrocarril.org

What are you reading at the moment?

In addition to publications related to my Ph.D. thesis, I'm currently reading the work by Alfred Williams entitled *Life in a Railway Factory*, which is about the poet's working experience during his time as a worker at the Swindon railway factory, which belonged to the Great Western Railway, before the start of the First World War. I am alternating this reading with the book *El corazón helado* by the Spanish novelist Almudena Grandes, a novel about the economic and social consequences of our Civil War (1936-1939) in two families.

President's Page

Dear colleagues,

since its first Annual Conference in 2003, the secretariat of T2M was located in the European Center for Mobility Documentation in Eindhoven and later Helmond. Our first secretary was Dick van den Brink. He was succeeded by Sjoerd van der Wal, then Sonja Beekers, then again Dick van den Brink and last not least Margaretha Werinussa.

T2M owes very much the their effort in communicating with the members, the journal, the local organizers of the annual conferences,

in collecting the membership fees, trying to overcome endless problems of intercontinental money and book transfer and so on. Thank you very much for your contributions to the still young and growing association of historical mobility research!

Since March 1st, 2012, the secretariat has been transferred to the Berlin University of Technology. The simple reason for this change is the merger of ECMD with other institutions, which made it impossible to keep the secretariat there. However, the official seat of T2M will remain in Eindhoven and the Netherlands.

At the moment, Manuel Zirm (info@t2m.org and/or secretary@t2m.org) is our new secretary. Most of you know him already as organiser of the last annual conference in Berlin. Manuel already sent out the invoices for the annual membership fee 2012 and the reminders for the call for paper for our next conference in Madrid, November 15-18. Please support him in this complicated, time consuming and important task. With the secretariat, the treasurer and the president at one place, the organisation of T2M should be easier, more efficient and reliable.

If you have any suggestion to improve communication with members and delivery if journals, newsletters and call for papers, please send a mail to Manuel (info@t2m.org) or me (dienel@ztg.tu-berlin.de). If you did not or do not receive the journal, please call him as soon as possible. We want to improve our service quality of T2M. Therefore, we need your critical assessment and your suggestions.



Photo 4: Margaretha Werinussa (second from right) and Manual Zirm (left) at the conference desk in Berlin, October 6, 2011.



Before I invite you to have a closer look at the latest rumors and news, please let me remind you to keep in mind the deadline (April 30th) for the call for papers for our next conference in Madrid. The overarching topic is “Intermodal Mobilities”. Our Spanish colleagues are looking forward to your contributions.

Yours Hans Diemel

T²M 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 (T²M – 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. 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'.

Prix Jean Panhard Automobile et Société

The award is open to dissertations and theses written in French and completed between October 2008 and December 2011. The work presented must be a research paper (individual or group performed) whose subject is explicitly related to the automotive industry and road transport. Candidates may submit one work dealing exclusively with issues related to human dimensions, economic and societal automotive (economics, urban planning, regional planning, sociology, mobility, transport, logistics, environment, road safety, use auto) or automotive history. The technical issues are excluded from the prize.

For more information: <http://fmserver2.sipr.ucl.ac.be/prix/browserecord.php?-action=browse&-recid=995>

Society of Automotive Historians, Richard Scharchburg Student Paper Award, 2012

Deadline: June 11 2012

In order to encourage research and writing effort among university students in the area of automotive history, the Society confers its annual award for the best student paper in the auto history field.

The award is named for Richard Scharchburg, the late Professor of History at Kettering University, eminent automotive historian, and past president of the Society of Automotive Historians. Persons submitting papers must be enrolled at educational institutions (upper-class undergraduate or graduate level) at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted.

Manuscripts should not exceed 10,000 words, and should be double-spaced. An abstract is requested. Judging criteria include clear statement of purpose and testable hypothesis, accuracy and thoroughness of research, originality of the research, documentation, quality and extent of bibliographic resources, and writing style.

Diagrams, graphs, or photographs may be included. Submissions are to be electronic, in Word 1997-2003 format or pdf files only, to the e-mail address below.

Possible subjects include but are not limited to historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, the social effects of the automobile, highway development, environmental matters, and automotive marketing, design, engineering and safety.

A cover letter should be included stating the student's address, school, program, advisor, and stage in studies. The student should indicate how the paper submitted will relate to his or her professional future. Submissions must e-mail dated by 11 June 2012. All papers submitted will be acknowledged.

Upon recommendation of the judges, the winning paper will be considered for publication in the Society's Automotive History Review. The award consists of a plaque and a cash prize of \$500.00.

Submissions should be sent to:

John A. Heitmann, Ph.D, Chair, Student Awards Committee

Department of History

University of Dayton

300 College Park

Dayton, OH 45469-1540

jheitmann1@udayton.edu

Tel: [937-229-2803](tel:937-229-2803)

Fax: [937-229-2816](tel:937-229-2816)

News

Call for Papers T²M 2012 Madrid
Deadline for Proposals: 15 May 2012
15-18 November 2012, Madrid, Spain.

The International Association for the History of Transport, Traffic and Mobility (T²M) announces the call for papers to be presented at its tenth annual conference, which will take place at the Museo del Ferrocarril de Madrid (Madrid Railway Museum) on 15-18 November 2012.

History and Future of Intermodal Mobilities

Physical mobility in societies and the economic growth of societies have been linked to the availability of means of transport and to their combination and coordination, particularly as a result of modernization and urbanization processes. Intermodal processes have always been inseparable from the movement of people and goods, and in any given historical period we find testimonies and documents that verify this continual close cooperation between transport and mobility. The constant presence of these interconnection and modal transfer phenomena led to the consolidation of routes and corridors, both of intercontinental and international scope and on a national, regional and local scale. All these processes have helped to shape complex and increasingly efficient transport systems, especially since the mid-nineteenth century, coinciding with the strong impetus for technological change provided by the onset of the industrial era. Therefore, the phenomenon of intermodality did play an increasingly prominent role in transport activities, as each mode reached higher levels of speed, flexibility and technical efficiency, in stark contrast to the inertias that had existed in the characteristic transport system of the pre-industrial era.

The future of public transport in the last 100 years depended on good and easy intermodal mobility. While walking and driving may have allowed monomodal point- to-point travel, public transport by definition includes a transition between transport modes. Thus, transport planning in favour of public transport systems did face public expectation to provide intelligent intermodalities in order to support public transport modes.

The Madrid Conference seeks to analyse the processes of interconnection and integration among the different modes of transport from a historical perspective, and will therefore deal with the various aspects that converge therein: economic, social, institutional, political, technological, territorial and patrimonial. Consequently, the suggested research topics related to the concept of intermodality are the following:

- International and transnational intermodality and its technical, economic and political-administrative aspects.
- Intermodality and migratory processes.
- Intermodality in metropolitan cities and its effects on urban development and on transport demands and everyday travel habits.
- The planning of intermodal complexes throughout history: projects, successes and failures.
- Spaces for modal interchange: stations, airports, sea and river ports.
- Technological consequences for modal interchange in the sea and river transport sphere: from stowage to container traffic.
- Intermodality in the air traffic sphere. The airport within reach of the city and major intermodal hubs: from metropolitan connections to the emergence of high-speed lines.
- Light intermodality in large cities: the different ways in which users access the transport system (walking, cycling and driving to major intermodal hubs).
- Intermodality and environment.

Although we are calling for the submission of thematic session proposals, papers and posters on the subject of intermodal transport in historical perspective, the Madrid Conference would like to continue to maintain a close collaboration among academics, students and professionals engaged in research and teaching activities in all fields of historical transport, traffic and mobility studies. Therefore, any submitted paper which explores the themes that are the leitmotifs of our association will be welcomed and assessed for their possible inclusion in the conference session schedule, although papers focusing on intermodality will be afforded preferential treatment by this scientific committee.

Deadline for the submission of papers

Papers must be sent to: submissions@t2m.org. The deadline for sending abstracts and an abbreviated CV (maximum of one page per paper: Word or Rich Text Format only) will be 15 May 2012.

The posters corresponding to all oral presentations will be exhibited in the public area of the Museo del Ferrocarril de Madrid. The specific instructions for the submission of posters will shortly be posted at www.t2m.org.

Thematic session proposals must also include an one-page on their academic interest.

The Program Committee will assess all the proposals received as soon as possible and will reply to those concerned before 15 June 2012, thus allowing the selected to make their travel arrangements and to obtain any funding they may require. Graduates and doctoral students and participants from developing and emerging countries may apply to T²M for travel grants. The application forms are available at www.t2m.org.

Deadline for the submission of definitive texts

Authors of papers which have been accepted will have until September 15, 2012 to submit their definitive texts. Once these texts have been accepted, they will be published in a restricted area for conference participants on the conference website and will form part of the Conference stick that will be distributed to all participants.

Individual presentations will be subject to a maximum time limit of 15 minutes in order to allow time for debate and discussion during the thematic sessions.

All participants are obliged to register and to pay the appropriate registration fee. For these details go to www.t2m.org.

Summer School 2012: Time, Travel and Everyday Life 3rd to 5th September 2012 at the University of York

Summer school 2012 will explore themes of time, travel and everyday life. Over 2 intensive days of presentation, workshops and networking activities, participants will be invited to consider these topics, and the relation between them, from different angles and disciplinary perspectives. This will involve debating the different meanings of time, how and why rhythm and routine play an important part in our lives and the extent to which scheduling and synchronization, in an increasingly mobile networked society, shape patterns of mobility and travel. Specific attention will be given to the importance of time – including rush, congestion and speed - in policy development and policy change.

Participants will be expected to do some reading before the summer school and actively engage in workshops and activities. Participants will be encouraged to think about how the theoretical and methodological issues addressed in the summer school relate to their own work. The Forge Summer School is open to PhD students and early career researchers from all

disciplines. Up to 10 spaces are available for non-UK based students. Booking will be available from February 2012 - hold the dates!

Fees for attendance are just £120 including accommodation and all catering. Thinking about attending? Read more at www.its.leeds.ac.uk/theforge/summer-school/

5th International Early Railways Conference
Caernarfon, Wales
7-10 June 2012

Details of the conference can be found at www.erc5.org.uk.

We hope to retain the character of the previous Conferences so far, which have been particularly friendly and cheerful affairs. The social side of the Conference includes the traditional buffet and drinks that follow the public lecture on the opening night. This year, rather than a formal Dinner, there will be an evening trip on Friday on a private train on the Ffestiniog Railway, complete with fish & chip supper and, it is hoped, a demonstration of the gravity slate-train. On Saturday evening, there will be an informal meeting in the bar of the Celtic Royal Hotel. The general timetable can be found on the Booking Form. The Conference is single-session only, with papers of between 10 and 30 minutes. There will be generous opportunity for questions and debate, but with strict attention paid to the timings.

23 papers have been selected for presentation at the Conference (detailed on the website).

Booking details are available through the website. Please book as early as possible. After arrangements had been made for the Conference, it was announced that a major festival for youth music was to take place near Caernarfon in the same week (the Urdd National Eisteddfod). Visitor numbers can reach 100,000 and it clearly adds considerably to the demand for accommodation. The Conference has reserved rooms for the delegates, but these will lapse in early May and local alternatives may be difficult to find.

Further information from: govannonconsult@hotmail.com

or write to: Dr David Gwyn, Nant y Felin, Ffordd Llanllyfni, Penygroes, Caernarfon, Gwynedd LL54 6LY.

Journal of Transport History

The 'JTH' is heading for sixty years of publication. Its pages publish only the best of the scholarly research that is submitted for consideration in English, without restriction on geography, theme, mode, sources or paradigm (but with some sense that even 'modern' or 'contemporary' history is not current affairs). The emphasis is on evidence-led research papers of 8,000 words, but shorter insightful and provocative essays, surveys and speculations are welcome. The Journal does not publish narrow narrative histories of interest to only local constituencies and enthusiasts.

Gijs Mom's fiftieth anniversary survey of the authorial, substantive and methodological scope and content of the JTH was published in volume 24 (2) (2003). It is online at www.manchesteruniversitypress.co.uk/uploads/docs/240121.pdf.

In the past decade the JTH has published on increasingly varied facets of the transport past, and internationalisation of the JTH has continued: papers from a range of discipline-based authors

have analysed a widening range of elements of transport history in a growing diversity of places. The target is to publish excellent, innovative, benchmark inquiry that will last as testimony about the tessellations of transport. Papers illuminating conceptual and historiographic frontiers – and connecting to current global concerns and challenges – are especially welcome.

The next edition of the JTH (June 2012) carries six papers in surface transport with a strong policy orientation:

- rail travel and the democratisation of holidays in interwar New Zealand
- the Australian steam engine that brought down a government
- the development of a Swedish bike trail network in the early twentieth century
- ideology and representations in urban traffic planning in Stockholm, 1930–70
- representing the history of cycling in the Netherlands
- building cycling paths in Germany and the Netherlands, 1910-1940

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 T²M association, members receive copies of the twice-annual JTH as part of their membership subscription to T²M.

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.

Transfers

Two new *Transfers* issues out from Berghahn

Although the contents were already accessible to subscribers online, a glitch at the printer's made the second and third issue of Volume 1 of *Transfers* only very recently appear in print. Subscribers can expect to receive the issues any day now. For those of the T²M members who have not yet taken a subscription the subscription form is given here, as well as the content overviews of the last two issues of 2011. You can help the journal break even by asking your university library to take an institutional subscription.

Gijs Mom
Editor, *Transfers*

Interdisciplinary Journal of Mobility Studies

Volume 1 • Issue 2 • Summer 2011

“Breaking Free from Epistemic Enclosures”: Re-imagining
“Travel” and “Mobility” in Discourses of Cosmopolitanism
Kudzai P. Matereke

Contested Spaces: Bicycle Lanes in Urban Europe, 1900–1995
Ruth Oldenziel and Adri Albert de la Bruhèze

Special Section: Road versus Rail

Introduction: The Return of Transport Coordination
Gustav Sjöblom

The Emergence of the Bus Industry: Dutch Transport Policy
during the Interwar Years
Ruud Filarski

Road against Rail: The Debate on Transport Policy
in Belgium, 1920–1940
Donald Weber

Public Policy or Popular Demand? Why Californians
Shifted from Trains to Autos (and Not Buses), 1910–1941
Gregory L. Thompson

Transport Coordination: Concluding Thoughts
Based on the Case of Switzerland
Vincent Kaufmann

Interdisciplinary Journal of Mobility Studies

Volume 1 • Issue 3 • Winter 2011

Tracking Skilled Diasporas: Globalization, Brain Drain,
and the Postcolonial Condition in Nigeria
Nduka Otiono

Constellations of Mobility and the Politics of Environment:
Preliminary Considerations of the Shipbreaking Industry
in Bangladesh
Deborah Breen

“The World Is My Domain”: Technology, Gender, and
Orientalism in German Interwar Motorized Adventure
Literature
Sasha Disko

The French Quest for the Silent Car Body: Technology,
Comfort, and Distinction in the Interwar Period
Stefan Krebs

Urban Consumers on Two Wheels: Metropolitan Bike-sharing
Schemes and Outdoor Advertising in Paris, Montreal,
New York, and San Juan
Tomás López-Pumarejo

The Research Trends

The Research Trends of Transport History in Japan

In this column, I would like to outline the focus of recent research regarding Japan's transportation history from my personal viewpoint. Firstly, I thank the president, Hans Daniel, for giving me this opportunity.

Compared to the other areas of Japan's history, the field of transportation history may seem relatively obscure. However, there have been long histories of research producing notable outcomes, some of which will be mentioned in this column. The focus of the research on Japanese transport history before 1980 was studies on land and water transportation during and before the early modern period, which is usually considered from the seventeenth century to 1867, after the so-called Meiji restoration. The main interest of their research was road transportation, especially ancient and early modern roads.

In the past, both researchers and the public have believed that ancient roads were narrow paths made of dirt like the archetypal Indian trail, because the demands and technologies of roads develop with time, just like for other innovations. Nevertheless, some researchers in the early 1970s claimed that the innovation of road technology may not have necessarily occurred after the increase of the importance of road transportation as most of the roads in medieval Europe were much narrower than the Roman roads in ancient Europe. So they began to attempt to map the paths and rediscover other aspects of the Roman roads, developing their own method.

First, they tried to restore ancient roads on maps, using literature and the historical geographical method, analysing old maps, traditional land names, regional administrative border lines, topographies, remote sensing using aerial photos, and so on. They could estimate parts of the line of ancient roads on existing maps. They discovered several traces of a linear road across rice fields and even elevated hills: roads that would have directly connected the capital city and regional centres, unlike the winding medieval and early modern roads. Excavation by archaeologists followed, proving the geographers' theories.

As a result, contrary to the previous common opinion, an ancient national road (Kodai Doro), constructed in the seventh century and dismantled by the ninth century, comprised a 9 to 12 metre-wide main road, with ditches on both sides, and a soil-tamped surface. Historical geographers also found that, in most cultivated territories, straight-shaped national roads became the basic reference lines for the ground plan of square-shaped field compartments (called Jori), which divided nationally-owned farmland into strips for peasants, like Roman Centuria. The civil engineers who participated in these researches identified the ancient roads, which were composed of seven main lines (called Ekiro), whose names were the same as that of the seven regions that each line passed through. These main arteries work as expressways – their routes are often very similar to current motorways – while branch lines (Denro) connected the Ekiro and centres of provinces and counties. I would say that studies on ancient Ekiro roads are a successful example of an interdisciplinary research project. Thereafter, many nation-wide, regional, and local historic research projects have been undertaken. Eventually, in 1992, they grouped together to organize the '**Kodai Kotsu Kenkyukai** (Research Association for Ancient Transportation).' However, a great deal of uncertainty remains regarding these ancient roads: we still do not know why the Japanese needed to construct a road network with such a huge civil engineering input, from where they have imported or who invented the technology and concepts needed for it, or why this network was virtually abandoned in less than three centuries. Some researchers have speculated though, that these roads were primarily 'military roads' and/or 'symbols of newly emerging central authority'.

In the case of the early modern period, which can be defined as almost equating to the *Edo* era, research on road transportation was undertaken much earlier than research regarding ancient roads. This is because we are still able to see plenty of after images of early modern roads in our contemporary landscapes. Similarly, we are able to access many old maps, topographies, and other archives, and finally, we are still able to interview elderly people who actually used those roads, as

they were alive until the 1950s, before motorization came into existence.

The national backbone road transport system in the Edo era that was consolidated in the early seventeenth century by the Edo (Tokyo) government was called the Five Main Roads. These days, this has become one of the major public walking courses. However, unlike the ancient roads, these main lines did not cover the entire country, but stretched only from Edo to destinations up to about 500 km away. Most of the west of Japan was not connected by main lines, but by long 'branch lines'. This was for several reasons. Most of the area of the western part of Japan was governed by feudal lords, who Edo thought of as 'outsiders,' as they used to be rivals of the Edo-Tokugawa faction. Furthermore, inland sea transport was superior to land transport. More fundamentally, the governance system of Edo era was basically decentralized into about 300 feudal territories. Therefore, each feudal clan simultaneously had their own land transportation system, focusing on their feudal centre, even if their routes sometimes overlapped with national roads or were sometimes orthogonal, or parallel.

This multi layered system is an important characteristic of Japanese early modern roads, and has also been a major interest for researchers analysing this topic. There are several detailed research focuses. Shukuba, or a posting station town, is an important target for study, particularly for geographers and historians. Both the Edo government and regional authorities assigned official postal stations along roads or at the important traffic nodes. They often established postal villages artificially, concentrating commoners from the neighbourhood. Many geographers have attempted to analyse a typical structure and plan of a Shukuba village and compare it with regional castle towns (Jokamachi), which were, in part, also formed artificially by regional powers. The organization or regulations of road transport, travel literature, the journey pattern of each class, and civil engineering have also been the main topics in this area, often with interdisciplinary research. Some studies relate to the quality and quantity of waterways, which were another important facility for goods traffic.

The Japanese Society of the History of Transport and Communication (Kotsushi Kenkyukai), established in 1975, mainly includes those who study transport history before the early modern age. Now, they deal with all topics. They publish a peer-reviewed journal with an English summary thrice a year and hold an annual conference, as well as frequent workshops.

For studying the modern period, the central theme has definitely been railroad, because at least since the end of the Second World War, the modern Japanese government has preferred rail to waterways or roads as an inland transport solution. Historians, including economic historians, have studied the institutions, motivations, policies, conflicts, and capital ties of the construction of railroads, while geographers have analysed changes in transportation systems or the relationship between rail transport and urban or rural structures. They have clarified that the initiative of the nodal structure of Japanese regional transportation has changed from road and water to rail in two epochs -the nationalization of trunk lines in 1907 and the traffic control policy before and during WW2.

The Railway History Society of Japan (Tetsudoushigakkai) was established in 1983 to study railroad history from the viewpoint of not only engineering, but also social science. They have an annually published journal and newsletter, and hold workshops at least twice a year. They also give a best paper award every year, both for theses and books.

Unlike the European academic community, studies on railway imperialism and colonial railroads or other traffic facilities are still in the early stages, even though Japan had several overseas territories before 1945, such as Taiwan, Korea, Manchuria, Sakhalin, and southern islands. One of the important problems hindering the research of Japan's transport history is its introversion. Even now, only a few researchers are interested in overseas case studies, including those focusing on former territories. Beginning studies that move beyond national borders and achieving international academic co-operation will be critical tasks in our academic society. I believe that the relationship between T²M and Japanese Societies will be very important in the near future.

Hiroshi Todoroki (Associate Professor, Ritsumeikan Asia Pacific University).

Conference and Workshop Reports



Photo 5: Colin Divall at the conference (© Clément Gosselin)

Le rail à toute(s) vitesse(s) - Deux siècles de vitesse sur rail, trente ans de grandes vitesses Railways and Speed. Two Centuries of Speed on the Railways, Thirty Years of High-Speed Trains

13th AHICF (French Railway Historical Society) Conference

Supported by SNCF, UIC, AFFI and Eurostar

December 14-16 2011, Paris

At the time France is celebrating 30 years of its high speed train, *TGV*, and thousands of miles of new tracks are built in China after another technology, many questions are asked about the future of high speed trains around the world, the possible upgrading of the older ones, the safety of the most lately built, their effects on society and mobility, their economic and social costs. The 'railway and speed' conference lately held in Paris chose to ask questions about its past. More adequately, high speed trains were not seen as the final state of progress but as one of the manifold expressions of a longing for speed which was at the best fulfilled by the railway during its first century of existence and is again nowadays. The first one-day session was an opportunity to set the development of speed in the railway in the frame of the ideology of progress, to look at it as a product of the professional culture and training of engineers, as well as the result of sound economic calculation. A lot was left anyhow to representation, images and perception of railway speed which is eminently relative to the way we see it or need it at a given moment in time. Case studies -Portugal, UK, Belgium, Czech Republic, Germany, Italy, Spain- sketched converging paths towards a competition which culminated in the interwar period (together with records breaking sea voyages and new aviation culture) and is now in full bloom between high speed trains seen as political objects and national flag carriers around the world.

The second session was centered on the French experience of the last half century and the way history could be made -and was made actually- in the presence and with the cooperation of major 'actors' or 'witnesses' who were expressing their hindsight views of the past (and, more often, their own perception of present developments), i.e. former railway CEO or State secretary. A round table on high speed future in the perspective of sustainable development was a useful addition to the session, as it allowed policy makers, railway engineers, historians and geographers to bandy freely, possibly to listen to each other and lead a relevant discussion about the future of global mobility.

The last half-day session -which should have been longer as there was hardly time left for discussion- was dedicated to a thorough examination of the effects of new railway networks on space, position of production units, land use and work/residence localization, modal split and transport competition. Taking the actual measure of railway speed on environment, passengers' behavior, and life choices is not an easy task. It is a highly advisable one as it opens the way to a critical analysis of the value of speed in society.

The program, which browsed even if superficially all the chapters of what should be a comprehensive history of railway speed was not flawless altogether; the lack of comparative studies outside Western Europe (with the exception of the USA) was noted as a shortcoming, when one considers the history of railway speed in Japan. The event itself was nevertheless an interesting experience, the organizers making a point to throw together PhD students, junior and senior scholars and railway engineers of all ages.

There are also side-effects to consider: to hear the railway managers in charge acknowledging publicly the interest of history for today corporate management, industrial relations and prospective is rather comforting. Lets us hope they will be true to their word.

The conference records will be online by February, 2012 at www.ahicf.com. A volume of selected papers should be published by 2013 in the Revue d'histoire des chemins de fer series.

Marie-Noëlle Polino (AHICF)

« Tourism as a factor of economic, technical and social transformations: a comparative approach (19th-20th centuries) »

International Conference – 10-12 November 2011

University of Lausanne, Switzerland

Until today, historical research has not attracted much interest on tourism, despite its undisputable social, technical and economic importance – particularly with regard to its impacts on regional development. The situation is now improving, but some aspects still remain « terra incognita ». There has been little study of the composition and development of the tourist offer or of the consequences of tourism for the whole society. If analyses have often dealt with tourism as a consequence of broad social and economic evolutions – such as urbanization, leisure and transport revolutions –, its impact on the transformation of societies deserves to be explored more thoroughly.

With this scientific observation as their starting point, Cédric Humair (University of Lausanne), Laurent Tissot (University of Neuchâtel) and Marc Gigase (University of Lausanne) organised a three-day international conference covering an innovative issue: the economic, technical, socio-cultural and spatial changes brought about by tourism. The conference also formed part of a research project financed by the Swiss National Science Foundation (SNSF) – Tourist system and technical culture in the "Arc lémanique": actors, social networks and synergies (1852-1914) – which employed three researchers over three years. The conference formed both the outcome and extension of the project, providing an occasion on which to circulate the results of the research project and publicise them on an international scale, and using a comparative approach to add a new scientific dimension to the research. The case studies presented, which covered a wide and varied range of geographical areas (Campania, Vercors, Tenerife, Santiago de

de Compostela, Belgian Ardennes, Breton coast), prompted a general reflection about the nature and dynamics of the changes brought about by tourism. Certain special features of tourist development in the Lake Geneva region and certain points of convergence with other tourist regions were highlighted.

This international conference attracted 25 speakers, historians and geographers known internationally for their work on the history of tourism and promising young researchers who are developing innovative approaches. We should also mention the great variety of speakers in terms of geographical origin (United States, Great Britain, France, Italy, Spain, Austria, Belgium, Switzerland).

The Lausanne conference had two main goals. Firstly, it aimed to analyse the role of tourism as a driving force for change in European, and extra-European societies, an issue that historiography has largely neglected up to now. Secondly, it aimed to correct a recurrent weakness in existing analyses, which is to segment studies by tourist offer component – transport, accommodation, entertainment and health. By bringing economic historians together with historians of mobility, hotels, city planning, representation and health, it became possible to decompartmentalize the issue and gain a clearer understanding of the multiple effects of tourism and how they are interconnected. In addition, the exchange of ideas between different historical and geographical approaches was very stimulating, encouraging theme-based discussion between the disciplines. The organisers are keen to emphasise the fact that the conference was much more than a juxtaposition of different types of knowledge, and that a great deal of productive debate took place in the discussion rooms. The presentations given during the conference provided valuable contributions towards an understanding of the effects brought about by tourism, which may be linked together across a number of themes.

The talks concerning local and regional geographical areas (Rafael Matos-Wasem, Johan Vincent, Gilles Della Vedova, Elisa Tizzoni, Mari Carmen Rodriguez) identified a series of socio-economic changes engendered by tourist development: impacts on the labour market; the introduction of different types of multi-activity; the development of transport facilities; effects on other business sectors; changes to political structures and the upsetting of social hierarchies. It also appeared that the direct and indirect effects brought about by tourism are not the same everywhere, and their intensity depends on the type of tourism (elite / mass; endogenous / exogenous investment, etc.)

More specifically, three contributions (John Walton ; Annunziata Berrino and Ewa Kawamura ; Anne Dalmaso and Régis Boulat) highlighted the complexity of the relationship between tourism and industry, pointing out that tourism is not just a simple consequence of industrialisation, but an independent phenomenon linked in a highly complex way with the development of industry. Whereas, in certain regions, the two sectors form synergies and support each other's development, it may occur in certain cases that they enter into conflict with each other and fight to appropriate the territory and/or input factors (capital, labour and natural resources).

One of the major effects of tourism on regional development is that it stimulates technical modernisation. There is no doubt that this was the clearest issue to emerge from the conference, with several contributions analysing the phenomenon in the field of transport (Richard Gassan, Bernd Kreuzer), accommodation (Alexandre Tessier) and health facilities (Piergiuseppe Esposito, Françoise Breuillaud-Sottas). As a result of the many roles that technical modernity takes on within the tourist system, the stakeholders in the sector themselves take on responsibility for introducing innovations and take part in other collective schemes. In addition, the simple presence of tourists, through their expectations and buying power, stimulates technical modernisation, which may be developed by other groups, such as engineers, industrialists and financiers.

In a less obvious and coherent way, the conference also helped to point out that the effects of the changes brought about by tourist development affect also the social and cultural dimensions at an associative, regional, national and even international level (Anne Marie Granet-Abisset, Valérie Lathion, Sylvain Pattieu, Catherine Bertho Lavenir, Étienne Faugier). The population movements that tourism development generates – labour force and tourists – also provoke changes in the host societies due to the acculturation processes that essentially follow the models imported by tourists and promoters. However, the native populations do not remain passive, but play an active

role in these phenomena, incorporating, adapting or refusing the values and practices introduced by the tourists.

Finally, the outcome of collaboration with geography researchers and the interest shown by the historians in spatial approaches, the conference highlighted a number of territorial transformation processes – more or less rapid and intensive – caused by the development of tourism in cities and regions (Philippe Duhamel, Stéphanie Quériat, Arnaud Berthonnet). These transformations are often closely linked to the development of transport systems.

We believe that the results obtained open up a large and fascinating field of research that will help to bring the history of tourism out of its “ghetto” and make it a part of wider research issues. The conference clearly highlighted the extent to which tourism acts as a driving force for fundamental change in contemporary societies, in terms of territory, economy, technology, social organisation and culture. It also showed that the changes brought about by tourism can be both positive and negative, and that their evaluation is a question of point of view and values.

A publication containing the results of the research into the Lake Geneva Arc and the talks given at the conference should appear during 2012.

Cédric Humair (University of Lausanne), Laurent Tissot (University of Neuchâtel) and Marc Gigase (University of Lausanne)



Photo 6: Poster by Auguste Viollier, Chemin de fer du Salève (ca. 1894), Coll. Bibliothèque de Genève.

Workshops in Kolkata and Shanghai on mobility

On both sides of last New Year, at the end of December and the beginning of January, two workshops were held in Kolkata (Calcutta), India, and Shanghai, China, respectively, gathering historians and social scientists specialized in mobility and its history. The meets were sponsored by Eindhoven University of Technology and the journal *Transfers*, whereas in Shanghai the main sponsor was the Shanghai Academy of Social Sciences. The purpose of both workshops was to make an inventory of the local state of the art, and investigate further possibilities of cooperation. In Kolkata, the emphasis was on economic and geographical approaches of urban transport, but migration, the role of women in public transport and rickshaws in the West-Bengal region were also present on the program. In Shanghai historians dominated, including some of the country's top railroad historians, while other contributions dealt with issues of modernization (bicycles), pre-modern travelling, and urban planning. Because this workshop was in Chinese, *Transfers* editor and sinologist Nanny Kim translated, from Chinese into English and vice versa, in the latter case to translate my presentation on "Mobility and its History in the West." The best of the papers will be published in future issues of *Transfers*. A third workshop is planned for July this year, in Delhi, co-organized with the Indian Institute of Technology, fully dedicated to the rickshaw and its history.

Gijs Mom (TU Eindhoven)



Photo 7: The attendants of the Shanghai workshop

**Histoire des transports et de la mobilité. Entre concurrence et coordination (1918 à nos jours)
/ Geschichte des Verkehrs und der Mobilität. Zwischen Konkurrenz und Koordination (1918
bis in die Gegenwart), University of Geneva, 24-25 november 2011**



The issues addressed in the Geneva meeting were circumscribed around strict transport coordination cases, mostly about rail and road sectors. The speakers used several angles of approach, including cross-countries analysis and comparison of national or regional trajectories centered on a metropolitan area. The heterogeneity of the participants, coming from nine different European countries, has greatly enriched the discussions.

Two periods were mainly put in perspective. Periods during which the coordination of road and rail transports has been much discussed: the period between the two wars and the one during the 70s.

The first period sees the emergence of the road sector as an effective alternative to the rail on a short distance. On the other hand, the 70s sees a renewed interest in transport by rail as a consequence of the first oil shock that increase the cost of road transport and initiated a period of doubt about oil supplies security.

Clearly the issue of transport coordination emerges concomitantly across Europe, and shows very early that various actors are quickly connected into networks across borders, especially within th League of Nations.

Two presentations about the rail-road coordination put forward a list of the top attempts and national projects throughout the twentieth century. This comparison showed how the issue of technical solutions, a full market, makes governments dependent on selected innovations.

The different national approaches put forward some nuances. Very liberal England focuses on self-organization of the actors in transportation industry, while Germany develops a more interventionist model. Both, however, agreeing on reaching coordination goals.

Austria and Hungary are two example of interventionist countries. The Austrian case shows some disturbing similarities with the Swiss case, by the very strong involvement of the State in coordination between rail and road. By focusing on the rail first, then by trying to legislate to structure the coordination. We can find trends of the state to use the legislative system to model the coordination with the case of Hungary. There, the government experimented an innovative solution by capping the distances of road transport, while controlling rail pricing.

Transport coordination during the second period of the 70s proved much less susceptible to global comparisons. Interventions concerned with this period are especially attached to case studies. In Switzerland, if the oil crisis played a role, road congestion however led the Confederation to set up in 1972 a think tank to establish a « global concept of transport » at the national level.

The link between those two periods has been addressed by some researchers around the roots of conflicts between modes of transport.

G rard Duc (UNIGE) and Olivier Perroux (UNIGE)

A View from the Street

This column kicks of a small series at www.nextgenerationinfrastructures.eu on Transatlantic infrastructure observations by a scholar working on Transatlantic Tourism. Frank Schipper is currently fellow in economic and social history at the German Historical Institute in Washington D.C.

Capital Bikeshare

I am a prophet on two wheels, spreading the gospel of new mobility and healthy living.

I must have looked puzzled, staring helplessly at the instructions explaining how to sign up to V lib, Paris's new biking scheme. Two passersby, probably a couple, were kind enough to come to my rescue. Before I knew it, I held a code in my hands that would provide all the movement I needed for the upcoming week. At only 8 euros (or 1,70 a day), V lib easily beats Paris's well-branched public transportation system in price. In addition, I soon discovered, V lib would show me a Paris I had never seen before. Like most tourists, I have used the Metro extensively on previous visits. The system conveniently links the manifold highlights underground and is reasonably fast. By bike, however, the City of Light displayed a gem that remains hidden for the subterranean traveler: its sight lines. I found myself cycling from one monument to another. This concerned not only the well-known iconic ones like the *Arc de Triomphe* or the *Op ra*: many minor monuments mushroomed along my route and I cleverly shifted my routes from the archive to my apartment daily, receiving just as many different vistas in return.

I have now moved temporarily to Washington D.C. and, guess what? The American capital too has introduced a bike-sharing scheme based on the technology used for Bixi in Montréal, Canada. Capital Bikeshare has introduced 1,100 bikes that now populate Washington's streets. The scheme celebrated its first anniversary on September 22nd. Though the scheme certainly pales numerically when compared to its counterparts in London (6,000 bikes) and especially Paris (20,000), and despite the very limited number of cycling paths accompanying the scheme, the introduction of Capital Bikeshare is arguably more revolutionary on the western end of the Atlantic. Although the 'bicycle craze' has been at least as massive on either side (it's easy to forget that 80% of movements in e.g. Amsterdam in the 1930s was made by bike), the American 20th century has made automobility one of its defining characteristics. Still, by sheer coincidence, and beyond anyone's expectations, Capital Bikeshare accomplished its 1,000,000th ride on its anniversary.

In the Netherlands using my bike is an inconspicuous normality. Cycling in Washington has a dramatically different touch to it. With every step on the pedals I feel I make a difference. I show the large majority of motorists that the bike can be a real alternative to their gas-guzzling vehicles. My presence trains other road users to stay alert and respect the bikes. I sense I am part of an avant-garde that is transforming Washington, making it more sustainable and livable. If this endeavor delivers good results in a place that has embraced the car like no place else, the gospel of the bike may find fertile ground virtually anywhere. I am its apostle, spreading it in word and deed.

www.capitalbikeshare.com

www.velib.paris.fr



Photo 9: Vélib in Paris (© Arnaud Passalacqua)

Call for Papers

Knowing Asia: Asian Studies in an Asian Century Sydney, Australia (The University of Western Sydney) 11 - 13 July 2012.

More details at http://www.uws.edu.au/ics/events/asaa_conference

Now the Call for Papers is available and it encompasses also, for the first time, the topics of Transport tourism and mobility.

ASAA seems a good opportunity to break academic fences, snoop Australasian studies and have a proper look at the Australian and Asian research landscape (especially about mobility field). So, from those points, it would be valuable to be there and take advantage of ASAA meeting. Furthermore, as T²M we wish to tide stronger relationships with Australia, so we invite you to submit your application.

The deadline for abstract submissions is **28 February 2012**.

For more information you can also contact prof. Robert Lee R.Lee@uws.edu.au or Dr. Massimo Moraglio moraglio@ztg.tu-berlin.de

Cycling and Society Annual Symposium London, England 3-4 September 2012

The Cycling and Society Annual Symposium is an informal and interdisciplinary event. It welcomes academics, policy makers and advocates who wish to share research, knowledge and experience of any topic related to cycling. (At previous symposia, participants have discussed cycling in relation to comparative research; conflict; culture; environmental issues; fear and stigma; gender; history; identity; image; inequalities; interventions; legal issues; methodology; modelling; policy; planning; social change; social movements; statistics; technology; transport infrastructure; well-being - and more!)

This year we invite poster as well as oral presentations. Oral presentations should be no more than 15 minutes to allow plenty of time for discussion. Poster presentation may be particularly suitable for those new to presenting or those seeking to raise awareness of new projects. Those wishing to participate without presenting are also very welcome to attend. A programme will be available in April giving details of presentations and additional events including the annual Cycling and Society Research Group meeting. If you require any further information in the meantime please contact Rachel Aldred at R.E.Aldred@uel.ac.uk.

To submit an abstract, please email your title with an abstract of up to 300 words, stating whether this would be a poster or an oral presentation, to R.E.Aldred@uel.ac.uk by the deadline of Wednesday 29th February 2012. Abstracts will be reviewed by a panel of members of the Cycling and Society Research Group and decisions will be sent via e-mail to the corresponding author by Friday 30th March 2012. The fee for the event will not be more than £25.

Background to the C&S Symposium Series

The Cycling and Society symposium series was launched in 2004 at Lancaster University, with subsequent meetings at the Universities of Cardiff (2005), Chester (2006), at the offices of the CTC in Guildford (2007), University of West of England (2008), University of Bolton (2009), Oxford University (2010) and Glasgow School of Art (2011). The symposia are linked to the Cycling and Society Research Group (<http://www.jiscmail.ac.uk/lists/cycling-and-society.html>) whose members span many disciplines and approaches to the study of cycling. An edited collection of papers presented at earlier symposia was published in the book 'Cycling and Society' (eds. Horton, Rosen

& Cox, 2007) by Ashgate as part of its Transport and Society Series.

Deadline: 29th February, 2012

"Structuring new automotive industries, restructuring old automotive industries and the new geopolitics of the global automotive sector"

Cracow, Poland,

30 May-1st June 2012

The current restructuring of the global automotive industry is being driven by extremely rapid changes in the global geography of related production, marketing and (increasingly) design activities. The changes have had variable effects at different stages of the value chain; for different companies; and in different countries or regions worldwide.

Fundamentally, they all involve interlinked processes corresponding to the structuring of new automotive industries that are more or less autonomous in comparison with their predecessors – as well as restructuring actions that affect the older automotive industries and are uneven both in terms of their form and magnitude. As part of the new GERPISA International Research programme that is currently being developed and to prepare the opening of GERPISA's 20th International Conference, we would like to invite social science researchers with an interest in the automotive industry to reflect upon this dual structuring/restructuring process.

For more information: http://gerpisa.org/en/system/files/call_en_0.pdf

Deadline: 29 February 2012

Networks of Infrastructure and the Phantom Borders in East Central Europe

Frankfurt, Germany

6-7th September 2012

The conference from the Centre Marc Bloch in Berlin (project "Phantom Borders in East Central Europe", funded by the German Federal Ministry for Education and Research) is working in cooperation with the European University Viadrina, the University of Basel and the International Society for Railway History.

A look at the railway network from the Polish State Railway clearly depicts the borders of the former partitioned areas. Consequently, 90 years after the Polish state reemerged and nearly 60 years after its borders were shifted towards the West into areas which belonged to the former Prussian Empire and German Reich, the railway network is significantly denser in these areas than in other regions of the country. This fact highlights the challenges emerging East Central European states faced when building an integrated, national infrastructure for a railway network after the First World War. This observation can simultaneously be combined with the question: to what extent has the structure and alignment of transport and communication networks, such as railways, roads and canals, sustainably influenced social and cultural development as well as social practices in the newly constituted states of East Central Europe after the shift of political borders in the years 1918/20 and 1945?

The Polish example is only one of many when regarding the persistence of regional infrastructure networks which were present prior to the corresponding border shifts. Over decades and even centuries, new borders of broken infrastructure networks have been recognizable after the end World War I not only in Central and Eastern Europe, but also for example, on the German-Danish border, in Alsace-Lorraine or in the area of the former Ottoman Empire. Another break of this magnitude has occurred again with the emergence of new borders and states after 1945 and - with regard to Southeastern Europe - again after 1989.

The conference on "Networks of Infrastructure and the Phantom Borders in East Central Europe" aims to discuss the topic outlined above from three angles. Firstly, the conference will approach the question on strategies used by the governments of the newly formed states in Central and Eastern Europe after 1918/19 (or after 1945 when the borders were 'shifted' on the map) to promote the development in their own countries by setting up integrated, national infrastructure

networks (railroads, telegraph, telephone, roads, waterways, etc.). In this context it is of particular interest to evaluate how the structural legacy of predecessor states was dealt with and which measures of integration were used to change regional networks into national networks. Secondly, we will discuss the extent to which regional infrastructure networks - regardless of attempts to integrate these into new national contexts - influenced and shaped the economic, social and cultural development in Central and Eastern Europe beyond the aforementioned historical turning points. The final point that will be looked at during the conference is the historical traces noticeable to date which indicate the existence of infrastructural 'phantom borders' in Central and Eastern Europe. In this context it is not only worth looking at the railway network maps, but also the remnants of the structural legacy of older infrastructure networks in general, such as the former border stations between the German and Russian Empire or between the Austria-Hungary and Ottoman Empire.

Academics and experts from various disciplines, such as History, Geography, Economic History, Area Studies, Infrastructure Planning and other related fields, along with their research projects are invited to discuss these issues. The city of Frankfurt an der Oder is an appropriate venue to discuss such topics in both historical and thematic terms: the railway administration for the remaining East German provinces after 1920 was located here and contributed to an economic revival of the city. Today, Frankfurt and the Polish city of Ślubice still struggle with the broken channels of communication in Central Europe, which have only begun to be gradually re-established in recent years.

To ensure a balanced international analysis on the subject, academics and experts from around the world are invited to participate. The conference's main focus is on Central and Eastern Europe. However, comparisons to other regions, which offer a contribution in terms of methodology on how to analyze the problem of "Phantom Borders", are offered. The history of transportation and communication as an academic discourse has only recently experienced a 'renaissance' of sorts again. Within the framework of this conference, a relevant contribution will be made on a subject that currently gets little attention. The meeting will be followed up by a publication of the findings.

Academic Contribution: Prof. Dr. Benjamin Schenk (University of Basel); Dr. Jan Musekamp (European University Viadrina); Please send your proposal (max. one page, format A4) and a short CV by February 29th, 2012 to Dorothee Ahlers: osteuropa@europa-uni.de. The conference will be held in English. Speakers will be selected in March 2012. The presenters will be reimbursed (up to a certain amount) for their travel expenses and are guests of the Centre Marc Bloch and the Viadrina. Attendees are welcome to register for the conference and are responsible for their own travel costs, accommodation, etc. The Viadrina is a family friendly university and can therefore provide child care during the conference if necessary. Please direct inquiries to Dorothee Ahlers (contact information above).

For more information:

http://mblog.lib.umich.edu/CREES/archives/2012/01/cfp_conference_11.html

Deadline: February 29th, 2012

**Governing the Metropolis: Powers and Territories. New Directions for Research
Paris, France
November 28-30, 2012**

Today, large metropolises face a governance challenge, since their political, social, economic and cultural fabrics are embedded in the two major trends of decentralization and globalization. Decentralization, beginning in Europe in the early 1980s and at later points in many other countries of the world, has given more legitimacy and access to local players, local authorities and urban residents, opening up access for actors from the bottom. Globalization has introduced new players such as international or supranational organizations and associations, global firms and multi-national companies, opening up access for actors from the top.

The construction of metropolises has given rise to controversies in academic debate as well as in

society as a whole. The "Governing the Metropolis: Powers and Territories. New Directions for Research" conference aims to discuss these controversies, particularly, but not exclusively, the four detailed below.

- Can metropolitan regions cope with classic regulation?
- Does the spatial governance of metropolitan areas require perimeters?
- Is the development of local democracy compatible with the emergence of a metropolitan democracy?
- Should the informal sector be institutionalized to reduce metropolitan governance failures?

For more information: <http://www.cnrs.fr/infoslabos/conferences-colloques/Docs-PDF/Governing-the-metropolis-call-for-papers.pdf>

Deadline: March 30th, 2012.

**Society for the History of Technology (SHOT) Annual Meeting 2012
Copenhagen, Denmark
4-7 October 2012,**

The Society for the History of Technology will hold its annual meeting in Copenhagen, Denmark from 4-7 October at the Copenhagen Business School. The Program Committee invites paper and panel proposals on any topic in the history of technology, broadly defined. The Committee welcomes proposals for individual papers or sessions, as well as works-in-progress from researchers at all levels (including graduate students, chaired professors, and independent scholars). It welcomes proposals from those new to SHOT, regardless of discipline. Multinational, international, and cross-institutional sessions are particularly encouraged. We especially encourage proposals from non-Western and Eastern-European scholars.

For the 2012 meeting the Program Committee continues to welcome unconventional sessions; that is, session formats that diverge in useful ways from the typical three/ four papers with comment. These might include round-table sessions, workshop-style sessions with papers that are pre-circulated electronically, or "author meets critics" sessions. We also welcome poster proposals for presentation in poster sessions.

SHOT 2012 Special Themes

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

- I. Technology, sustainability, and environment. SHOT has a long history of analyzing how technologies have interfered with or shaped nature and our social or cultural environments. The search for sustainable technology solutions has recently become a main preoccupation of engineers, designers and tinkerers all over the world and is high on the political agenda too.
- II. Technology, East-West relations, and the Cold War. During the Cold War, Europe was one of the central laboratories for experimentation with ideological and political regimes, which deeply affected traditional paths of knowledge and technology transfer in Europe. While the history of the Cold War has mainly been told as a history of discontinuity and fragmentation, we would especially welcome papers and sections dealing with examples of successful co-operation or "hidden continuities" in inter-European technology transfer during the 20th century

Proposals for individual papers must include:

- a one-page abstract (maximum 600 words)
- a one-page curriculum vitae, including current postal and e-mail addresses

See website for information about criteria for session proposals

For more information please see: <http://www.historyoftechnology.org>

Deadline for paper and session proposals: 31 March 2012

**Tourism Mobilities: Setting the Agenda for Special Interest Tourism: Past, Present and Future
Archanes, Crete
23-26th May 2012**

The development of mass tourism has posed threats and created problems that have affected destinations and local communities in virtually every corner of the world. To overcome the problems of mass tourism, many governments, businesses, communities, and tourism organisations have turned to alternative types of tourism development. One such alternative is 'special interest tourism'. While this has become a centre of attention for the tourism industry, in academic and professional literature, there is still much that is not known or is not widely known. Bearing these in mind, ICOT 2012 aims to contribute to the ongoing debate on the issues posed by special interest tourism by covering state-of-the-art theoretical, practical and institutional work on special interest tourism. Through the dissemination of this work the conference seeks to inform future policy on the management of special interest tourism projects by stimulating discussion and the exchange of ideas between tourism professionals, academics, researchers, policy-makers, consultants, practitioners, government officials and postgraduate students from tourism-related fields.

Five special sessions have already identified, some may be of particular interest to T2M members interested in tourism and mobilities.

- The Future of Religious Tourism, Pilgrimage & Spiritual Journeys
- Niche Tourism as Sustainable Development Strategy?
- Where the Ivory Tower Meets Boots-on-The-Ground: Navigating the Challenges of Academic Practitioner Collaboration in the Travel and Tourism Industry
- Tourism Mobilities: Examining Tourism at Different Speeds
- Technology and Special Interest Tourism

Abstract submission deadline (250-350 words): 10 April 2012

Abstract submission dates for special sessions may be earlier. See session descriptions for more details.

Full paper submission deadline: 20 May 2012

For more information: <http://www.iatour.net/icot2012/>

Deadline: 10 April 2012

Publications of interest to members

Phillip Vannini, "Ferry Tales: Mobility, Place, and Time, on Canada's West Coast" is now available.

See: http://www.routledge.com/articles/featured_book_ferry_tales/

And visit the book's website at ferrytales.innovativeethnographies.net

Official description:

The purpose of this rich and innovatively presented ethnography is to explore mobility, sense of place and time on the British Columbia coast. On the basis of almost 400 interviews with ferry passengers and over 250 ferry journeys, the author narrates and reflects on the performance of travel and on the consequences of ferry-dependence on island and coastal communities. *Ferry Tales* inaugurates a new series entitled *Innovative Ethnographies* for Routledge innovativeethnographies.net.

The purpose of this hypermedia book series is to use digital technologies to capture a richer, multimodal view of social life than was otherwise done in the classic, print-based tradition of ethnography, while maintaining the traditional strengths of classic, ethnographic analysis.

Jim Fitzpatrick: *The Bicycle and the Bush: Man and machine in rural Australia* (1st edition 1980, Oxford University Press, 2nd edition 2002, Hesperian Press). 256pp. Paperback. English.

Jim Fitzpatrick: *The Bicycle in Wartime: An Illustrated History* (1st edition 1998, Brassey's: Washington and London, Revised edition 2011, Star Hill Studio: Kilcoy, Australia). 263pp. Paperback. English.

The historical significance of the bicycle as both a technical innovation, and a mode of mobility, from 1890s into much of the twentieth century, is the focus of these two books by Fitzpatrick. The first focuses on the Australian 'outback' or 'bush' where the bicycle changed the experience of distance and space amongst a dispersed rural population. Described as the first ecology of the cyclist in a rural environment, the book uses oral histories as well as archival material to provide a social and technical perspective of the bicycle not reflected in Australian connotations of life in the outback.

The second book, in contrast, has an international focus as it presents historical material about how the ease, speed, and carrying ability of the bicycle was exploited in various military conflicts. While other military histories have acknowledged the existence of the bike, this book delves deeper to present the history not as soldiers on bicycle, but soldiers with bicycles – a tool and mobility enabler that had practical and tactical advantages during the Boer War, two World Wars (fought in Europe and Asia) and the Vietnam War. Illustrations form an important part of this historical narrative which dedicates chapters to explore both sides of these unfortunate conflicts, and the intervening periods.

Books for the Young at Heart

Bob Graham: *A bus called heaven* (Walker Books and Subsidiaries, Sydney 2011). 38pp. Hardback. English.

What place does transport have in shaping communities? In this children's book set in suburban Australia - centre stage.

This is a story of a bus that is left at the side of the road having exhausted its usefulness as a mode of public transport. The residents of the street are intrigued.

This bus with a destination marked 'heaven' is not seen as a pile of junk but instead becomes a space for the community to play, to decorate, to linger, to inhabit, and ultimately protect.

This engaging and well illustrated book clearly has bedtime reading value. For the young at heart but not of age it is a nice reminder of the potential for our transport spaces (in motion or on exhibit) to connect people not just places.

Apart from its obvious bedtime reading value, this engaging and well illustrated book has additional value for T²Mers. A gentle reminder of the role and continuing potential for our transport spaces to connect people not just places.

Member's Publication

Richard Vahrenkamp, *The Logistic Revolution*, Eul publisher, Cologne, 2012

In his new book, the author will discuss the political and economic factors which have led to the rise of logistics in Europe in the context of the mass consumption society. First, he wants to show the ascent of truck transport in the 1920s to satisfy consumer needs and the importance of the European motorway infrastructure for the development of modern logistics, also the dimension freight transport has acquired in Europe, which organizations have been created in Europe to enable and facilitate cross border goods transports. Other than in the US, the national transport markets were initially uncoordinated. It was only in the process of European unification that transport markets for truck freight and associated logistics systems became Europewide. This change was accompanied by the struggle between rail and truck. Europewide just-in-time deliveries in the car manufactures, the role of the parcel delivery services in a society of mass consumption and the problems of Alpine crossing for goods traffic are further issues of the book. Finally, R. Vahrenkamp will show the various factors that led to the logistics revolution of the 1990s, as the Internet and the shift of consumer goods production from Europe to Asia.

The table of content you can find under
www.vahrenkamp.org/Log_Rev_Content.pdf

Forthcoming Conferences & Seminar

PhD course on mobilities and mobile methods

Aalborg University and C-MUS (Centre for Mobility and Urban Studies, www.c-mus.aau.dk) in Denmark this spring.

The attending lecturers for the course will be Professor Mimi Sheller from the Center at Drexel University in Philadelphia, professor Ole B. Jensen and associate professor Claus Lassen both from Aalborg University (and C-MUS).

You can find the course description and registration at:
<http://phdcourse.aau.dk/index.php?list=29580>

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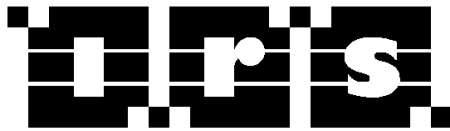
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