

# T<sup>2</sup>M

International Association for the History of Transport, Traffic and Mobility



Photo 1: T2M Conference Madrid

# Newsletter

Editors:

Étienne Faugier, Claudine Moutou, Arnaud Passalacqua

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## Editorial

This year's T2M conference was a great success. During three days – November 15-18 – researchers, students and professionals had the chance to talk about “Intermodal Mobilities”. Welcomed in the Madrid Railway Museum, participants enjoyed the great exhibits and hospitality as well as activities organized by the Local Organising committee. We would like to thank this committee for the great work done. For those who were unable to attend – either because of the disruptions caused by the General Strike or for other good but unfortunate reasons – we have provided a selection of photos from the conference – most of which are taken by Keith Harcourt. Thank you Keith.

One T<sup>2</sup>M Madrid Conference 2012 ends, but a new one is soon on its way. Next year's conference will be held from Kouvola (Finland) and Saint-Petersburg (Russia). So, for the first time, it will be a bi-national conference with the theme: “Borders”. Please be aware that the call for papers will be early next year.... More information will be available in the next newsletter.

Speaking of borders... earlier this year, a new frontier was overcome. On October 15<sup>th</sup> Felix Baumgartner set a new record for freefalling and broke the sound barrier. For now – and maybe forever, who knows? – he is the fastest man alive with a speed of 1342,8km/h. Like the sprinters during the Olympic Games in London, he prepared himself for four years whereas his jump lasted only 4 minutes and 19 seconds. There is here a reflexion we can make about speed, slow, acceleration that is right in the middle of our preoccupation as specialists of transport and mobility. If we consider the time spent by Felix preparing for his jump, does his performance of speed still count as a speed record?

Not too fast, not too slow, the newsletter comes at the right time. In this newsletter, you will find a report about the Madrid conference for those who missed it, a portrait of Charissa Terranova, Assistant Professor of Aesthetic Studies at The University of Texas, Dallas. Michael O'Regan describes for you the mobility in Dalian, China. Several reports offer you a glimpse of what are the current reflexions about transportation. Finally, we got some call for papers that could interest you.

Finally we encourage you to send us news, reports and articles for the next issue to [newsletter@t2m.org](mailto:newsletter@t2m.org). Deadline for copy is **Monday 12 February 2013**

Seasons greetings and travel safely !

Étienne Faugier  
Claudine Moutou  
Arnaud Passalacqua

## President's Page

Dear colleagues,

Organizing an International Conference (and an intercontinental academic association) is teamwork. Most of the work has been done – of course – by the Spanish local organizing committee, Miguel Muñoz, Francisco “Paco” Polo, Lourdes Orozco, Javier Vidal, Domingo Cuéllar and many others, and we are most thankful for their great achievement! At the same time, impact, output and success of a conference (and an association) to a large extent is a function of involvement and commitment of many scholars, members and participants.

Not only in this respect, the Madrid Conference of T<sup>2</sup>M on Intermodal Mobilities was a great success. It offered an inspiring and touching involvement of the more than 120 academic participants and 60 supporters in very different roles and functions: as speaker, discussant, session chair, computer administrator, photographer, singer in the choir of the foundation or as a member of one of the T<sup>2</sup>M committees.

From a perspective of organizational sociology, an association is as good as the number of meaningful and expedient activities and occupations it creates, offers and distributes. Conferences are our commitment highlights. I am not sure, however, whether we offer enough possibilities for commitment and involvement in-between conferences, especially for newcomers to our association.

Our “Interdiscipline” of historical transport and mobility studies is dependent on developing new meaningful occupations and projects especially in-between the annual conferences. I would be most thankful for ideas and suggestions how to develop and flourish our academic field by new commitments and projects.

Let's take Madrid as a paradigm. I would like to thank our Spanish colleagues for this model!

It was a wonderful example of voluntary involvement. We acknowledge and admire that you, dear Spanish friends, have organized the conference in economically rough weather and stormy times. By the conference organization, you underlined the vivity, academic strength and commitment of the Railway Museum and the Spanish Railway Foundation. Museum and archive form an internationally important hub for historical studies and education in transport, traffic and mobility. We hope and trust that both the museum and the archive will develop and flourish in the future.

Best wishes, Hans Diemel



**Photo 2: Hans facilitating discussion**



**Photo 3: Gabriel Tortella receives a gift from Juan Pedro Pastor at the opening**

Images by Keith Harcourt © T2M 2012



**Photo 4: T<sup>2</sup>M Executive Committee Meeting, Nov. 15th in a Dining Car in the museum**



**Photo 5: Manuel Zirm, our T<sup>2</sup>M Secretary**



**Photo 6: Choir of the Fundación de los Ferrocarriles Españoles at the opening event**



**Photo 7: Congratulations and thanks extended to the T<sup>2</sup>M 2012 conference organisers**

Images by Keith Harcourt © T2M 2012

## 10th Annual T<sup>2</sup>M Conference Report Madrid 2012

Anniversaries often provide moments for reflection and recommitment to ones' core values. This year's T<sup>2</sup>M conference in Madrid, Spain, the organization's 10<sup>th</sup>, presented just such an opportunity, as participants reflected upon T<sup>2</sup>M's decade of existence and reevaluated both the organization's accomplishments and its as yet unmet goals. Whether during a conference session or coffee break at the Madrid Railway Museum—site of this year's conference—or at the reception following the opening night keynote address by Spanish Historian Gabriel Tortella Casares, conversations at this year's event orbited around not just the past, present, and future of transit and mobility systems, but also of T<sup>2</sup>M itself. Around eighty people came to Madrid, a vibrant mix of T<sup>2</sup>M veterans and first-timers (this author included), to weigh in on these questions and more. The level of intellectual exchange, thoughtful scholarship, and camaraderie I saw at this year's conference leaves no doubt in my mind that this organization will be celebrating its 20<sup>th</sup> year before we know it.

As one has come to expect with T<sup>2</sup>M, the more than twenty sessions and panels covered a wide range of topics, disciplines, and geographic areas. This mix resulted in a diverse and fruitful take on the conference theme of the "History and Future of Intermodal Mobilities." One example of this eclectic and productive blend came in a Friday panel devoted to the subject of airports. Three of the five papers considered the histories of airports and intermodality in the United Arab Emirates, Germany, and England. The fourth focused on the representations of airports and air travel in early twentieth century film and the fifth discussed the creation of "boundaries of uncertainty" within and around contemporary airports. The work presented at this panel, mirroring that of others at the conference, employed at least three disciplines, covered three continents, and resulted in several important takes on the meaning and history of intermodal mobility. In a sign of things to come, this year's conference also supported two panels devoted solely to cycling, a first for a T<sup>2</sup>M conference. Judging by their popularity, future conferences should expect an increase in panels devoted to the two-wheel topic.

While not diminishing the energy created by the many excellent presentations of individual work, in my eyes, the plenary panels and closing session of the conference offered the most enthralling discussions and important conclusions of our time in Madrid. With high attendance at each, the plenary sessions, which considered the past and future of T<sup>2</sup>M and the future of the electric vehicle, fostered a lively debate between both panelists and listeners. At Saturday's panel on the legacy and future of T<sup>2</sup>M, former T<sup>2</sup>M President Gijs Mom, current President Hans-Liudger Dienel, and Executive Committee members Corrine Mulley and Mimi Sheller weighed in on what T<sup>2</sup>M had become and where it was headed. The discussion ranged from the issue of bringing in new members to the potential of linking, in work if not in name, with other groups concerned with mobility. Panelists and the audience also spent a good deal of time discussing the importance of keeping the organization open to work that considered multi-, intra-, and trans-disciplinary subjects, as a way of maintaining the organization's focus on cutting edge topics.

As a first time attendee, I was particularly struck by the efficacy of the closing session, chaired by President Hans-Liudger Dienel, who took the time to sum up the conference and solicit feedback from attendees. Dienel opened the discussion by saying that prior to the conference he feared that the theme of intermodality—a topic that has received a good deal of scholarly attention over the years—represented a backwards-looking focus. After attending, though, he concluded instead that the number of new topics and approaches employed by scholars at the conference opened many unexplored meanings and sites of intermodality. Far from scholarly retreat, Dienel

concluded that the papers of 10<sup>th</sup> annual conference proved the importance of the historical study of mobility as a means to improve and understand the mobility systems of today.

On Sunday afternoon, on the heels of the closing session's call for continuing the strong work of the previous decade, 2012's T<sup>2</sup>M conference came to a close. Attendees dispersed, heading home by plane, train, and automobile (I did not hear of anyone who cycled!). The four productive days in Madrid left participants excited for the prospects of T<sup>2</sup>M's 11<sup>th</sup> year and looking forward to next year's conference in Finland and Russia. Hope to see you there!

**Kyle Shelton**  
**University of Texas – Austin (USA)**

#### **And impressions from another new T<sup>2</sup>M participant....**

This first participation in T<sup>2</sup>M conference was very enriching. The interventions were high-level scientific and the debates followed were very productive. The entire program was interesting and it was difficult to choose between the various conferences which took place at the same time. It was also the opportunity to meet and to discuss with researchers of different geographical and disciplinary horizons.

All this took place in a friendly atmosphere. The organizers of these conferences were particularly welcoming and nice. So, it was a real pleasure to participate in these days in Madrid and I hope to have the opportunity to repeat the experience.

**Emilie Cottet Dumoulin**  
**Université de Savoie, Chambéry (France)**



**Photo 8: Open mike at the closing session of the conference**  
Image by Keith Harcourt © T2M 2012

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

### Travel Grants

A three member committee assessed applications for the T<sup>2</sup>M Travel Grants. Six grants were on offer, however only four of the intended prize winners attended the conference.

Europeans, Florian Wöltering (Denmark) and Evangelia Chatzikonstantinou (Greece) won 250 Euros each. Robert Morley (Canada) and Kyle Shelton (USA) won 500 Euros each. Congratulations!



**Photo 9: Kyle Shelton, Robert Morley, Florian Wöltering and Evangelia Chatzikonstantinou all a bit richer**  
Image by Keith Harcourt © T2M 2012

### John Scholes Prize

A competition for the John Scholes Prize, of up to £250 (pounds Sterling), is held each year. The prize is intended for recent entrants to the profession who produce an outstanding unpublished essay based on original research into any aspect of the history of transport and mobility. 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.

Unfortunately the judging panel determined that this year they could not award the prize from the pool of applicants. This means the life of the John Scholes prize can be extended for another year. The prize funds have been transferred to T<sup>2</sup>M for this purpose.

### Dr. Cornelis Lely Prize

The jury committee, presided over by Dr Gijs Mom, carefully read the seven papers sent in for this year's competition for the 2012 Dr. Cornelis Lely Prize, sponsored by the Dutch water management and infrastructure agency Rijkswaterstaat. Besides taking into consideration the usual standards for scholarly research, the jury focused on the papers' potential to enhance our understanding of mobility policy and to illuminate future policy making. According to the jury, the contribution that most convincingly met these criteria, is "*The transport success in providing for the*

*Olympics in Sydney, Australia: why was this not captured in future policy for public transport”, by Corinne Mulley and Claudine Moutou.*

In this concise paper, the two authors demonstrate in a very informative manner and in a clear style the factors underlying the success of the Sydney Olympic Games public transport scheme and the subsequent failure to upscale this project on a state-wide level. The New South Wales state government set up an Olympic Roads Transport Authority (ORTA), commissioned this statutory body with the task of coordinating the Sydney Games transport planning, and granted it a large degree of autonomy.

Mulley and Moutou portray persuasively how this organization succeeded in its task. They point out the political, administrative, institutional and public

communication aspects related to the Olympic transport system achievements, notably the implementation of a multimodal scheme. One of the key factors in this success was that ORTA managed to influence travel behaviour, due to a smart public communication strategy. Subsequently, the authors unravel the factors that impeded a successful follow-up - particularly the failure to sustain the multi-modal concept - and they identify some lessons learned that are highly relevant to current public transport policy makers, not only in Australia, but also internationally.



**Photo 10: Corinne Mulley and Claudine Moutou**

**The Results from the T²M Executive Committee (EC) Elections**

Four fine candidates generously put themselves forward for election to the T²M Executive Committee (EC). Three positions were available on the EC this year. We thank everyone for playing their part in this important democratic process of our organisation.

We congratulate the following people to the EC.

- Mimi Sheller of Drexel University in Philadelphia (USA)
- Ralf Rolf of Johann Wolfgang Goethe-Universität (Germany)
- Ilkka Tapio Seppinen of the University of Helsinki (Finland)



Our organisation is one that benefits from the active contribution of our members who participate in our special committees and projects. More information can be found on our website [www.t2m.org](http://www.t2m.org) Please contact one of the EC members if you would like to get involved.



## In the Spotlight



Image by Charissa Terranova

### **Charissa Terranova** **Assistant Professor of Aesthetic Studies** **The University of Texas, Dallas**

**You are an expert in the history of art and architecture. How did you come to cross the history of mobility?**

I went to the T<sup>2</sup>M conference in 2007 in Helmond, NL to present a paper I had developed on photo-textual works of conceptual art that are centered around views to the road. This became the noyau of my forthcoming book, *Automotive Prosthetic: The Car, Conceptual Art and Technological Mediation* (University of Texas Press, 2013)

**What is the role held by art in the so called "mobility turn"?**

I am not exactly certain. I don't think there are a lot of art historians interested in traffic, transportation, and art. Contemporary artists and theorists like myself, however, are interested in the philosophical role of mobility as kinetics within art as well as questions of infrastructure, architecture, and landscape. To us "mobility" does not just concern transportation, but mutation, the dynamism of culture, and the philosophical idea of "becoming."

**When thinking about art and mobility, you can refer to the representation or use of transport systems by artists (Impressionists and railways, Ant Farm and the Cadillac, etc.) but also to transport systems as artistic productions, particularly cars. Would you share this idea and do you think that bridges can be found between these two points of view?**

Objectively and empirically — yes they can be made. However methodologically and perhaps also ideologically it is quite difficult to meld disciplines. Questions of form, abstraction and aesthetics are sometimes foreign to certain areas of scholarly practice while, conversely, questions of policy are foreign to others. While difficult to make these ends meet, it is possible.

**You also work as curator or critic. How would you compare a museum of art with a museum of transport? Do you think that borders can be crossed?**

The common zone between museums of art and transportation unfolds around the word “media” : that is to say, the overlap between the artistic medium and the mediation of bodies and information. The art museum tends to deal with the former while museums of transportation deal with the latter. Very interesting things happen when both types of institutions unweave themselves from the conventional artefact and focus on the fluidity of “media” -- i.e. modes of mediation and communication taking form in works of art and modes of technology in the present and future. A great example of this singular fusion occurred at the Center for Art and Media [KZM] in Karlsruhe, Germany with the exhibition Car Culture (2011).

**What is your preferred museum?**

My answer is not written in stone — my preferences change over time. Right now, I really enjoy media-art museums like the Center for Art and Media in Karlsruhe. I think intermedia museums are in tune with life in the current moment, and this is because of their attention to contemporary technology and mix of art and technology. In terms of programming, they seem to be following trends of art museums, institutions of contemporary art and those with broad, diverse cross-temporal collections. I’ve watched art museums all around the world struggle over the last decade with educational mandates — ie “keeping the numbers up” in terms of attendance — in order to bring in revenue and keep doors open. While I’ve witnessed this in western Europe, it is most profoundly felt and experienced in the United States. Programming in American art museums cannot be uni-dimensional; museums cannot stand inert or empty. Our State does not support them; most monies come from private sources and, unfortunately, ticket sales. Even if I don’t always support this approach, it has a tendency to keep institutions up to date and ‘on their toes,’ often creating a vitality that might not otherwise be present.

I think there is a unique and important vibrancy in mixed media spaces — museums or institutions that do not consider themselves mausoleums of dead artifacts but living community nodes that teach and experiment with new ideas. T<sup>2</sup>M should be dedicated to having their yearly conference in spaces like this — devoted to the present and the future as much as to the past.

**How do feel in our association as a specialist of art?**

To be honest, most of the time, I feel out of place. I am not certain my engineering cohorts in T2M know the breadth and seriousness of art as a scholarly discourse. There are 1,000s of us art/architecture scholars around the world. You don’t see them at conferences like T2M because most are less likely to intermix art, infrastructure, and urbanism like I do.

I have gone to several T<sup>2</sup>M conferences because I like traveling, exchanging new ideas, presenting my work, and hanging out with internationals. In Madrid, I found the temporal investigations of



**Photo 12: Charissa Terranova**

Image by Keith Harcourt © T2M 2012

Andrey Vozyanov and global/local theme of Tomás Errázuriz's paper most interesting. But this might seem slightly self-serving inasmuch as we shared a panel. I also enjoyed discoursing with the Victorianists Diane Drummond and Teresa Crompton. I think this motley group reveals a great strength of T<sup>2</sup>M that must be encouraged and enhanced: diversity of ideas and methodologies.

**What do you think about the future of our association?**

I think T<sup>2</sup>M must diversify its contents and leadership, opening itself up to people of different origins and genders not just at the level of the presentation of papers but at the top — the leadership. The contents of publications and conferences must also diversify in order to modernize the group. The central theme of “technology” should be broadened to include digital mobility and means of communication from Edison to Jobs. There should be an openness to telematic ideas — work on the new mobilities created by the internet. The group should encourage greater participation of the deep humanities — literature, art, cultural studies, philosophy — by pushing conference themes away from literalist notions of movement (which seems to unfold so often around the train) to more imaginative, broad-based ideas of mobility that would include everything from hopscotch to entropy.



**Photo 11: Charissa presenting at the Cultural Dimensions of Transportation session**

Image by Keith Harcourt © T2M 2012

## News

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

Matt Thompson (Ironbridge George Museum)

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

Natalia Starostina (Young Harris College, USA)

'On railway advertising in interwar France'

Advance notice of workshops in the Spring Term:  
Wednesday 16th January 2013 and Wednesday 6th March 2013.

All welcome. Refreshments served.

The workshops will take place in Search Engine at the National Railway Museum. The NRM is about three minutes' walk from the railway station, using the footbridge. Please use either the City or Car Park entrances and tell the staff at the welcome desk that you are attending the workshop.

Please note that NRM car-parking charges (currently £9 per day or part thereof) apply. Free disabled parking is available near the public entrances. These workshops are financed by the National Railway Museum.

### **ARCHIVE FOR HISTORICAL TOURISM RESEARCH HAS MOVED**

The Archive for Historical Tourism Research is now located at the Center for Technology and Society at TU Berlin.

In the late 1980s the Historical Archive on Tourism (HAT) was founded at the Freie Universität Berlin. Since then it became the global contact point to all who work on the history of travel, tourism and mobility. On its shelves it holds more than half a kilometre of sources on tourism ranging from the 17th century to today. However, despite protests from all over the world the university decided to shut down this unique institution.

Fortunately a brilliant solution was found. The Center for Technology and Society and the Center for Metropolitan Studies at the Technische Universität Berlin have taken over hosting this treasure. Please see [http://www.tu-berlin.de/ztg/menue/startseite\\_ztg/](http://www.tu-berlin.de/ztg/menue/startseite_ztg/)

The director of the Tourism History Archive is:

Prof. Hasso Spode

TU Berlin

Center for Technology and Society

Historical Archive for Tourism (HAT)

Hardenbergstr. 16-18

D-10623 Berlin

phone: +49-30-314-28329

## *Journal of Transport History*

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

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

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

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

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

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

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

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

Exhibition and Museum Review

The Riverside Museum of Transport and Travel, Glasgow

+ 9 Book Reviews

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

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

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

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

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

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

Gordon Pirie  
Editor, *Journal of Transport History*

# Transfers

## Edited extracts from the editors of *Transfers* about their success so far in ‘rethinking of mobility’

Volume 2 marks a milestone for *Transfers*, the last volume in our series of three. We continue to strive, to get all the important elements of a good journal in place. Below we share some reflections about what we hope to see in future editions.

According to our original plans our priorities were to establish top-quality submissions, a splendid pool of knowledgeable and rigorous but generous transdisciplinary referees, efficient refereeing procedures, satisfactory rejection rates, timely manuscript production, and a subscriber base that crosses disciplinary boundaries.

Looking back to our beginnings, of the thirty articles we published in the first two years, about half could have been found in a more traditional transport journal, although our intention to bring much scholarship on cycling (seven articles, nearly one quarter of the total) must not go unnoticed. Of the other half, six articles (one fifth) explicitly investigated the borders of the transport and mobility realm and helped us realize our mission to “rethink mobility”.

We have had a number of articles that stemmed from three workshops organised by the Dutch Ministry of Traffic and Water Management in 2008 and 2009 (now the Ministry of Infrastructure and Environment). These articles build a case for an extensive debate on the usefulness of history writing for current-day policymaking and planning. We will continue to solicit scholarship along these lines in the coming issues of *Transfers*, and are grateful to the Ministry for their support of this endeavor. We invite and encourage transport experts to write about the historical dimensions of their work - especially on sustainability and environmental issues, topics and approaches that do not yet seem to be very popular among transport and mobility scholars.

Our Special Section in Vol 2, Issue 3 addresses an unusual topic for a mobility journal - “cultural appropriation”: of, respectively, literary genres, stories, and sausages. All contributors highlight the will to localize as a powerful driver of mobilization. We need more such bordercrossing scholarship! The same plea can be made for more work dealing with art, film, and mobility—we would like to publish more than the two we ran.

We are pleased to announce that in the next issues we will publish more work from East-Asian scholars on the topic of Chinese mobility history.

For those of the T<sup>2</sup>M members who have not yet taken a subscription information is available here <http://www.journals.berghahnbooks.com/trans/>. You can help the journal break even by asking your university library to take an institutional subscription.

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

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

Student rate (print) €15.00

Gijs Mom, Cotten Seiler and Georgine Clarsen  
Editors, *Transfers*

## Conference and Workshop Reports

### “Transatlantic Perspectives” at the GHI Washington

In 2010 the German Historical Institute in Washington DC initiated the collaborative research project [Transatlantic Perspectives: Europe in the Eyes of European Immigrants to the United States, 1930-1980](#). The project focuses on the careers of migrant professionals, their role in the transatlantic exchange of knowledge, as well as their perceptions of Europe from abroad. The project aims to build a network of young researchers working on questions of transatlantic migration and transfers through a series of workshops, a collaborative website, and fellowships for individual projects. The group’s research is sponsored by the German Federal Ministry of Education and Research as part of its program “Europe Seen from the Outside.”

The project website [www.transatlanticperspectives.org](http://www.transatlanticperspectives.org) features short articles highlighting the careers of transatlantic migrants in a variety of fields – from business, consumer culture and the social sciences to urban development, political science and the arts – as well as entries on the institutions that helped create the transnational networks of that era. In developing this website, we are [seeking contributions](#) from scholars engaging with similar research themes.

In an effort to bring together researchers from different historical disciplines, the project has organized a series of workshops, beginning in August 2011 with the summer seminar [Europe – Migration – Identity](#) at the University of Minnesota. This was followed in 2012 by the workshop [More Atlantic Crossings? Europe’s Role in an Entangled History of the Atlantic World, 1950s-1970s](#). Articles about these workshops are accessible on the Transatlantic Perspectives website.

Looking ahead to the fall of 2013, *Transatlantic Perspectives* is planning a conference in partnership with the Institute for the History of the German Jews in Hamburg. The conference, entitled “Migrants as ‘Translators’: Mediating External Influences on Post-World War II Western Europe, 1945-1973,” will look at the role of migrants as cultural facilitators and intermediaries in an era of change in Europe (see [Call for Papers](#)).

For questions about this event or the *Transatlantic Perspectives* project in general, please contact Jan Logemann ([logemann@ghi-dc.org](mailto:logemann@ghi-dc.org))

### Workshops of Paris Motor Show 2012

The Paris Motor Show took place during the first two weeks of October 2012. This event was an occasion for the CCFA (French Car Builders Committee) to propose a series of workshops focused on various topics linked to automobile industry and automobilism. Workshops were gathered on three thematic basis : economy, technical issues and social stakes. The first were organized by the GERPISA (an international research network on automobile), the second by the SIA (French society of automobile engineers) and the last by P2M (a French association of research on Mobilty).

This event gathered several specialists such as researchers, artists, engineers, some representatives from Renault, Citroën and Peugeot, members of the CCFA and others institutions of the car industry and of car users, writers... Twenty sessions during the whole show addressed specific topics such as: electrification, marketing, tuning, car culture and heritage, pollution, road safety and gender. Debates were generally of a good level, for workshops proposed to an intermediary public, not only scholars, but also and mainly people working in the automobilism, and visitors of the show.

This was a challenge for the CCFA and the organizers to propose such workshops during a show which is not so used to that kind of events. The fact is that technical and economical topics have attracted a larger audience than social ones. A sign that historians of mobility have still to work in order to point out the importance of social and cultural factors in the understanding of mobility issues ?

For the (French) transcripts and the videos of the conferences, see <http://ccfa-mondial2012.fr/spip.php?mot2>.

LES ATELIERS DU MONDIAL		
<b>Lundi 01/10</b>	11h - 12h30 Economie : Innovation et compétitivité dans l'automobile	15h - 16h30 Sociétal : L'automobile et la publicité : amour fou ou passion raisonnée ?
<b>Mardi 02/10</b>	11h - 12h30 Technique : PFA : Pour une excellence technique dans la filière automobile	15h - 16h30 Economie : Compétitive coûts dans l'industrie automobile française
<b>Mercredi 03/10</b>	11h - 12h30 Sociétal : L'automobile a-t-elle un sexe ?	15h - 16h30 Technique : La chasse aux grammes de CO2
<b>Jeudi 04/10</b>	11h - 12h30 Economie : Le coût d'utilisation de la voiture	15h - 17h30 Sociétal : L'automobilisme peut-il encore être populaire ?
<b>Vendredi 05/10</b>	11h - 12h30 Technique : En route pour l'électrification dans l'automobile	15h - 16h30 Economie : L'automobile et les régions
<b>Lundi 08/10</b>	11h - 12h30 Sociétal : Le patrimoine automobile français : enfin la reconnaissance ?	15h - 16h30 Technique : La propriété industrielle : un outil au service de l'innovation et de la pérennité de l'entreprise
<b>Mardi 09/10</b>	11h - 12h30 Economie : l'évolution du commerce et de la distribution automobile	14h30 - 17h30 Sociétal : La Sécurité Routière entre recherche scientifique et représentations sociales
<b>Mercredi 10/10</b>	11h - 12h30 Sociétal : Entre série et tuning : l'auto peut-elle avoir une personnalité ?	15h - 16h30 Economie : L'utilité de l'utile : le transport routier en France
<b>Jeudi 11/10</b>	11h - 12h30 Technique : Recyclage : comment gérer le cycle de vie d'un véhicule ?	15h - 16h30 Sociétal : Dessiner l'automobile, la photographier, l'écrire ou la conduire : Pourquoi choisir ?
<b>Vendredi 12/10</b>	11h - 12h30 Economie : PSA et Renault : leur bilan commercial du Mondial	15h - 16h30 Technique : Se déplacer autrement et mieux utiliser l'automobile



## A View from the Street

### Growth of mobility in Dalian, China

I live in Dalian, the second-largest city in Northeast China's Liaoning Province, a city which may not have previously registered with you the reader, but which was recently identified as being a future dynamic city of the coming 'urban revolution'. Foreign Policy Magazine in partnership with the McKinsey Global Institute placed the city thirty fifth in the world (of more than 2,650); beating more recognizable and historic cities such as Chicago, Sydney and Delhi in terms of contribution to the global economy and growth. You may also have seen the city mentioned with connection with Bo Xilai (the former mayor of Dalian), its proximity to North Korea, its claim as the site for China's first Expressway (Shenyang–Dalian), the largest square in Asia, the setting of the 'Summer Davos,' and home to China's first aircraft carrier, the Liaoning, at its busy sea-port.



**Photo 13: Shuma Square roundabout in Dalian at night.**

As a mobilities scholar attentive to mobility, flux, movement, flow, travel, and other relational transactions in space-time such as tourism, the one kilometre or fifteen minute walk from my apartment to my university office enables me to interact with elements of the cities 150 bus routes, its BRT and its tram-light rail systems but also reflect more personally on transportation and mobility related issues in Dalian. While much has been written about China's socio-spatial inequalities; rural-urban migration and the growth inbound-outbound tourism, research is often not fully cognizant of the particularities of China's social, political, cultural, economic, and institutional context. As an eastern seaboard city, Dalian is growing rapidly with continuous double-digit increases in GDP and with a growing population of approximately 6.7 million people, it is facilitating infrastructure systematic of urbanization. Recent stories have concerned the introduction of new intelligent transportation system (ITS), updates on e-car battery charging stations, a new RMB150 million 3-floor submarine museum, drone bases to conduct surveillance of coastal waters and the soon to be opened Dalian-Harbin 'bullet-train' which will cut travel time from nine to four hours on the 920 km route.

These infrastructural developments is largely seen in numbers, turnover, revenue, stimulus, exportability and grand political gesturing with little consultation or debate about resource depletion, urban planning, history, design flaws, poor maintenance, mismanagement and the everyday lives of individuals unfolding in space-time. Given this distorted view of view of development, there is little discussion on how infrastructural development of mobility systems

facilitates economic and social inclusion while minimising environmental degradation and quality of life. The development of electronic car battery stations, innovative technology and communications systems feel decoupled from a rising sense of worry about safety, security, planning, governance, socio-spatial segregation, environmental sustainability and subjective wellbeing.



**Photo 14: The uncompleted Dalian Xinghai Bay Cross-sea Bridge (Pulandian Bay Bridge). It is said to be the biggest continuous beam sea-crossing bridge in Northeast China and replaces the congested coastal road.**

While there seems to be little research on daily mobility and attitudes and perceptions related to mobility and its systems, Dalian is overflowing with compelling mobility stories. Rush hour capacity, every morning has reached saturation for the city and for pedestrians, periods of each day that seems to shape and transform the urban fabric. In the morning, I watch Korean-pop induced dance moves and jogging by work staff, their controlled mobility inscribed within an external determination by their superiors as they seek to motivate and enthuse. The sidewalks in front of bus stops overflow with temporary barbeque stands, fast food vendors and vehicle owners seeking a parking space for the day. Taxi drivers refuse my inadequate fare but spend the rest of the day stalking me. I cross four lanes of traffic in the 10 seconds the pedestrian crossing gives me (such crossing's mean large crowds of people cross streets during red lights) as people's faces press against over-packed bus windows while hundreds of others queue at the bus stop. On my way home I watch hundreds of elderly people in the twilight of the evening join organized dancing in any available space, while others use the university facilities and spaces to play with their grandchildren (given the lack of any play areas around most residential blocks in Dalian).

When I walk home in the dark, I keep watch for Dalian's 'silent killers,' the ubiquitous electric bikes and their delivery men drivers who use the sidewalks and pedestrian pathways surrounding apartment blocks as roads. Supposed to be environmentally friendly, China is now home to as many as 120 million of them, causing thousands of deaths each year since they are capable of speeds up to 40 kilometres per hour and do not require a licence. Using lead-acid batteries that emit lead into the atmosphere, they are technically a bicycle since they have a pedal. Seen as an alternative to the germ-filled over-crowded buses, they have replaced the self-powered kind. I have yet to see one person ride a bicycle since my arrival in the city!

Dalian's one million vehicles (growth rate of ownership is as high as 15%) remain a priority for planners (and young men who feel obliged to own one if they seek to marry) with the recent launch of five highways connecting Dalian along with an announcement that large-scale parking garages will be built in the city. While the lack of parking rather than the number of vehicles remaining the issue, the transport authority has reduced the tram network from eleven to three over the years.



**Photo 15: Dalian's tram system staff are all female, i.e. – drivers, conductors and depot managers.**

Dalian was one of the first cities in China to have a tram line back in 1909 when the city was under Japanese occupation, and along with Changchun and Hong Kong, represent the Chinese cities that have had a continuously running tram system. Since growing vehicle traffic mean these 'lost' tram lines will not be reinstated, Dalian's work to construct nine metro lines with a total length of 262.9 kilometres have just restarted after subway construction site collapses caused a suspension. However, business owners, politicians and planners continue to imagine and design Dalian as a city where you can work, but seem less able to imagine a city or a community where people live and interact – a city for one million elderly, for children, for families, for leisure and a night-time economy. As the city builds numerous high-tech and software parks, while facilitating a housing boom on the edges and gated communities, it is primed to repeat the effects of sprawling development seen in many western cities.



**Photo 16: A picture of one of Dalian's historic trams in a apartment development advert.**

**Michael O'Regan,  
Dongbei University, China & Surrey International Institute**

Michael O'Regan, PhD joined Dongbei University of Finance and Economics (DUFE), Dalian, China as Assistant Professor at its Global Institute of Management and Economics - Surrey International Institute in 2011. The opinions in this piece are his own and do not represent the views, positions, or opinions of Dongbei University of Finance and Economics. Images by Michael O'Regan.

## Call for Papers

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

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

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

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

### **Accidents and Emergencies:**

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

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

The aim of 'Accidents and Emergencies' is to:

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

For more detailed information about the themes of focus, see

<http://www.history.ac.uk/events/event/4456>

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

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

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

**Migrants as “Translators”:  
Mediating External Influences on Post World War II Western Europe, 1945-1973**

24-26 October, 2013, Hamburg

This workshop will focus on the role of migrants as mediating agents and cultural translators in social transformations and exchanges in postwar Western Europe. European immigrants and émigrés to the United States, for example, played a vital role in building networks between European and American institutions after the war. We invite scholars working on migrants and global exchanges in a variety of fields including, but not limited to:

- Jewish Migrants and Returning Exiles
- Cold War Travelers and their Impact on Postwar Political Cultures
- Migrant as Experts, “Modernizing” European Business, Science, and Technology
- Migrants as “Outsiders” in European Intellectual Life and Popular Culture
- Globalizing and/ or Provincializing Europe: Migrants Role in Emerging Transnational Networks

More information is available at: <http://www.transatlanticperspectives.org/article.php?rec=24>

Please send applications with title, short abstract, and CV to Björn Siegel ([bjorn.siegel@public.uni-hamburg.de](mailto:bjorn.siegel@public.uni-hamburg.de)) by **January 6, 2013**. Expenses for travel and accommodation will be covered, though you may defray organizing costs by soliciting funds from your home institution.

**Working lives between the deck and the dock: comparative perspectives on sailors as international labourers (16th-18th centuries)**

10-12 September 2013, University of Exeter, UK

The conference will examine the early modern maritime sector as an early example of an international labour market and it is conceived as an integral part of the project *Sailing into Modernity: comparative perspectives on the sixteenth- and seventeenth-century European economic transition*, funded by the European Research Council and led by Maria Fusaro with the assistance of Bernard Allaire, Richard Blakemore and Tijn Vanneste.

We are especially keen to include contributions based on new archival research that will directly engage with the main themes of the project:

- sailors’ wages
- contractual conditions
- sailors’ litigation at home and abroad
- sailors’ social and economic make-up
- managing multi-national crews
- information exchange in the maritime world

We welcome submissions of paper proposals by the **30 December 2012**. By this date please send to [sailors-conference@exeter.ac.uk](mailto:sailors-conference@exeter.ac.uk) a) a 1000 words abstract of your proposed paper; b) a full CV with contact address.

**The Twenty-Second Annual Parsons/Cooper-Hewitt Graduate Student Symposium on the Decorative Arts and Design  
“Design and Mobility”**

April 26 and 27, 2013, New York.

Mobility has long been a central concern of the decorative arts and design. The word for furniture in French, “mobilier,” includes the idea of mobility, as objects were made to be carried from room to room and castle to castle. It has become one of the defining traits of the age: new modes of living and transportation have created increasingly mobile lifestyles, aided by mobile communications networks, cultural products can move and spread across the globe with ease, and changing climate conditions are forcing relocations and rethinking of building patterns. On the individual scale, designers have worked with transformable and reusable products, or to help make individuals more mobile. Meanings and uses of designed objects can also be mobile, shifting over time, or from user to user.

We are seeking papers from students in a variety of fields that look at aspects of mobility in the decorative arts and design -- on a macro or micro scale, from a literal or a metaphoric perspective. We are especially interested in papers that investigate design and the decorative arts historically: looking at issues of mobility in the past, or relating past practices to current ones.

Some possible subject areas might include:

- Design and transportation
- Design for the mobility impaired
- Nomadic lifestyles, ancient and modern
- Virtual mobility: telecommunication, etc.
- Kinetic architecture and product design
- Mobility in urban design
- Changes in use or changes in meaning over time
- Globalization and the mobility of cultural products
- Design and the movement/dissemination of knowledge
- Immobility

To submit a proposal please send a two-page abstract, a one-page bibliography and a CV to [robeye@si.edu](mailto:robeye@si.edu) by **January 30, 2013**.

**Democracy and Technology: Europe in Tension from the 19th to the 21st century**

September 19-21, 2013, Université Paris-Sorbonne, Paris

The conference will be devoted to the complex relationship between democracy and technology from a European and transnational perspective. The core of this reflection will be the complementarities and cross-fertilization that arise in the interaction of technology and democracy, but also the frictions, tensions, and paradoxes that emerge in the discourses, representations and interplay of actors.

General areas to be explored are:

- Technical democracy: serving the citizen or the consumer?
- Technology and democracy: a co-construction?

- Regulating and governing technology: which models, what practices?
- Agoras: spaces for dialogue and debate about technology in democracy
- Technology against democracy

The deadline for proposals is **February 25, 2013**.

For paper proposals, please submit a title and abstract of no more than 500 words. Authors are invited to submit their titles and abstracts electronically on the homepage of the conference [toe2013paris.sciencesconf.org](http://toe2013paris.sciencesconf.org) with a copy sent by email to [toe2013paris@sciencesconf.org](mailto:toe2013paris@sciencesconf.org).

### **Contemporary issues in long-distance commute work in the extractive industries and other sectors**

Symposium at the University of Vienna, Austria  
8-10<sup>th</sup> July 2013

Long-distance commute (LDC) work and fly-in/fly-out (FIFO) operations are types of mobile work arrangements where workers are resident at one location, but for varying periods of time live and work at another, commuting between the two on a periodic basis. This type of work arrangement has become increasingly relevant for the extractive industries as well as in construction, technology, administration and service sectors worldwide. This is especially the case in remote regions such as the Sub-Arctic as well as in regions where a qualified labour force is not available.

This symposium is organized by the research project *Lives on the Move* and strives to shed light on contemporary scientific discussions, theory and methodology in the study of LDC labour matters, as well as to applied studies and entrepreneurial practice related to mobile labour organization. Conference languages: English and Russian (translations provided).

Abstract submissions: maximum 450 words, due by **7th January 2013**, emailed to [lom.geographie@univie.ac.at](mailto:lom.geographie@univie.ac.at) Include with the abstract the presentation title, author name(s) and affiliation(s) and contact information, including email addresses.

For more information please see [raumforschung.univie.ac.at/en/research-projects/lives-on-the-move](http://raumforschung.univie.ac.at/en/research-projects/lives-on-the-move) or contact the symposium secretariat: Elena Nuikina [lom.geographie@univie.ac.at](mailto:lom.geographie@univie.ac.at)

### **Children Migrants & 3<sup>rd</sup> Culture Kids: Roots and Routes International Conference 2013**

Jagiellonian University, Poland  
7-9<sup>th</sup> June 2013

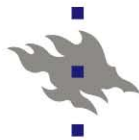
Although mobility and migrations have become one of the most prominent research topics in social sciences the impact of migrations on children has not been thoroughly explored. Due to high mobility connected to globalization the number of migrants' children and third culture kids will be growing. This conference welcomes interdisciplinary perspectives from researchers and practitioners dealing with migration issues or working with migrants' children (or adults who had the experience of migration in their biography). See <http://migrantschildren.wordpress.com/> for more detailed information.

Please send abstracts (max. 300 words) to: [migrantschildren@gmail.com](mailto:migrantschildren@gmail.com) before **1st of March 2013**.

## Our Institutional Members



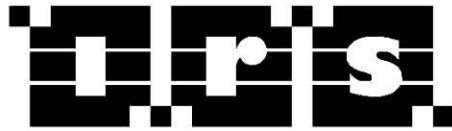
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