

## Newsletter May 2016

Editors:

Andrey Vozyanov, Robin Kellermann, Thiago Allis



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

### Contents

**Editorial**

**Latest News**

**View from the Street**

**In the Spotlight**

**Recent Articles**

**Conference Calls**

### Editorial

It took us quite a long time to prepare this issue. The delay was caused not only by multiple deadlines which are so typical for the winter semester. The reason was also our desire to update the look of our regular informational output. As many media scientists noticed, the content we handle is gradually migrating from hard disks, flash memories and CD roms into online clouds, storages and streams. In case of our newsletter it is a transformation from (a sometimes heavy) .pdf to a more convenient news feed format. In this respect, we might find ourselves amidst the mobility turn! Our sincere thanks goes to Julia Hildebrandt, who offered us to use an up-to-date online newsletter platform, which turned out to be very handy. On the one hand, we are now able to work with material in parallel. On the other hand, you, our dear readers, now can read the letter without downloading. Our aspiration for the future is to modify the news feed so that it better keeps everyone up-to-date.

We are proud to assert that T2M's website and the Newsletter have now received a profound visual refreshment, indicating the community's significance and not least the willingness to let the field of transport and mobility history grow in the future. In order to improve the Newsletter as the network's regular information channel, we are therefore looking forward to receiving your feedback and contributions.

Enjoy the reading in a fresh look!

## Latest News

---

### In Memoriam: John Urry (1946-2016)



We have sadly lost our esteemed colleague John Urry, who died on March 18th. John gave so many of us the spark of curiosity that led to our interest in mobility studies. He had a unique way of synthesizing diverse fields and starting new conversations. His modest brilliance opened up new avenues of thought and new insights, without insisting on any school of theory or disciplinary limits. Through his kind encouragement and searching questions he helped so many students grow into better scholars, and set sail to so many new careers. We will miss him deeply as a caring teacher, a collaborator, a colleague and friend.

John's deeply historically informed perspective on mobilities has advanced new agendas across a whole array of diverse fields, including transport history and transportation studies. Its impact is still rippling outwards, from his early work on spatial theory and tourism studies, to his recent interests in climate change, complexity, and social futures. Now that seam of productivity comes to a kind of an end, but not the energy that it contains and the many sparks that will continue to fly off of it.

John Urry's funeral is taking place on Monday April 4th at 2.45 in the Lancaster and Morecombe Crematorium. This will be followed (from 4pm) by the sharing of memories at the Midland Hotel Morecambe, where it is intended not only to mourn but also to celebrate his life.

An inspiring page of tributes is being gathered by Lancaster University at this [memorial page](#). He will be in our thoughts and continue to influence our work for many decades to come. T2M will honour John's life and his work at our upcoming conference, as we continue with the boundless project of mobility studies which has brought so many of us together.

Mimi Sheller

President, T2M

## View from the Street

---

### Minsk: A Fusion of Mobility Futures

*Andrey Vozyanov*

Probably one needs a background of living in or studying the former USSR space to be strongly surprised once after entering the city of Minsk, capital of Belarus with 2 million inhabitants. The astonishing effect emerges from the visual contrast of reality to the wild totalitarianism's images by which Belarus is surrounded. The specific narrative of „last European dictatorship” is another story, but Minsk's first look in

April 2015 was definitely more European than you would find in Russian or Ukrainian cities-„millionairs”. City is full of big capacity buses, tramways and trolleybuses, while 100 % fleet is of Belarusian production. Minsk`s subway system is the one fastest growing in ex-USSR (after Moscow). *Marshrutki* – privately-operated small-capacity buses/vans servicing the fixed lines (often overlapping with municipal ones) – are only marginally present in Minsk. The interesting thing is that some are still there – which proves they are not prohibited by the state; municipal transit company actually manages to do what almost none of post-socialist cities has done – that is to retain own clients-passengers without administrative expulsion of marshrutka from the market.

Ticket prices can cause cognitive resonance for “Westerners” until they realize that 5000/5500 Belarusian rubles are not more than 25 euro cents. There are no vending machines, so you have to buy tickets in a kiosk at the stop (or from the driver, with a 10 % overprice). The drivers sometimes do not have rest money, and kiosks are not working late in the evening, thus a few tickets is a usual thing to have in pocket.



Photo by Arseny Loysha

### Trolleybus champion

Minsk has world`s second largest trolleybus network, with over 490 km of wiring, thousand of vehicles and about 60 lines. Trolleybuses are painted green, and can be seen basically on every large street (except the main one, Praspiekt Niezaliezhnasci, where trolleybus overhead wiring was considered visually inesthethical by authorities...). They are quietly passing by with inimitable sound of electric engine and the trolley-pools sliding under the wires. Remarcably, most of them are articulated low-floor fleet, and the rest is being replaced quite actively. More lines were under or planned for construction until recently, when authorities declared that electric buses will be prioritized. The decision is met with a scepticism by many, since the new technology will require a (not short) period of tries and failures instead of maintaining a well-tried trolleybus infrastructure. Mind that Belarus widely exports its trolleybuses to Russia, Ukraine, Moldova, Romania, Serbia and some other countries.



Photo by user IKS, transphoto.ru

### Belarusian language and mobility

The public transport in Minsk is also particular for it is the only space where people daily hear Belarusian language, very limitedly spoken in this predominantly Russian-speaking society. The stops and information are announced in Belarusian, as well as security recommendations (like „beware of the pickpockets”). Earlier, all these infos were announced alternately in Russian and Belarusian, but more recently were all translated into the title language, which produces a modest effect: one can occasionally hear how people insert phrases in Belarusian into phone conversation (e.g. *наступный прыпынак* and not the Russian *следующая остановка* for “the next stop”). The other trick is that month tickets have the names of the months written in Belarusian (which matters, cause unlike in Russian with its Latin-derived months` names similar to English, German, French etc., Belarusian has preserved typical Slavic names related to the natural occurrences – like snow for *снежень* (February)). Also, you have all the street navigation in Belarusian (gradually more frequently doubled in English) and a petrol stations chain which was one of the first private enterprises to prioritize Belarusian as a language of communication with the clients.

### Bicycling

Minsk boasts an impressive amount of bicycle lanes – again, significantly larger than in any comparable city across former Soviet republics. Let`s admit, it is only 300 km of the long promised 500 km which are often just painted over the pedestrian sidewalk dividing the latter by two. City benefits from wide prospects, inherited from post/war Soviet urban planning – normally you can, as minimum, draw the bicycle lane on a wide pedestrian space. Still, even such visualization serves as a kind of promotion for bicycle use, which locals evidence to have drastically increased in last five years, covering population groups of different age. There is also a gorgeous bicycle lane along the recreation areas, very popular in the warmer half of the year. Also, with efforts of activists, the funding was allocated to make substantial number (hundreds) of *kurbs* flush in 2015.





*Photo by Andrei Karpeka*

### **Night frontier**

Minsk has a kind of late evening and night infrastructure that would seem quite unusual for European capitals. Most lines function approximately until half past midnight – which is by no means motivated by comfort of clubbing youngsters or relaxed tourists. Night transport connects industrial zones with sleeping areas, taking second shift workers home and night shift workers to the plant. It is frankly lacking on Kastychnickaja street, a gentrified area with bars, clubs and art spaces at the margins of city centre, still preserving the „true industrial” fleur of Soviet times (as several plants are still operating there). Similarly story is the Upper Town, one more area to hang out at, which is announced to become a pedestrian zone since May 2016, but is inaccessible by public transport from 0:30 to 5:30 am. Strangely, the surface transport stops operating earlier than the subway in the evening – which creates tricky geographical hierarchies for locals. Although on the surface there are real-time arrival information displays which “tame” the waiting and a mobile app indicated the planned departures, missing the last subway train which leaves every end station at 1.02 am seems to be more common memory figure.

### **Becoming a car society?**

One more provoking detail in mobilities landscape of Balarusian capital is the outstandingly (in negative sense of the adverb) small tramway network – up to dozen times smaller than in other 2-million European capitals (Warsaw, Prague, Bucharest or Budapest). While supporting here and there public transportation on the shared roads (and scarcely with separate bus lanes), Minsk authorities perpetually postpone the promised tramway network extension. Instead, the highways and interchanges are growing in number, and the backyards are overcrowded by parked cars (which is not seen from the wide prospects). At the risk of motorization upsurge, Minsk demonstrates a vibrant in-betweenness in relation to both sustainable mobility paradigmatic efforts of the “West” and to suffocative car anarchy of developing countries.



*Photo by Andrei Karpeka*

Special thanks for precisions to Andrei Karpeka, Minsk Urban Platform

## **"In the Spotlight": Phillip Vannini**

---



*Phillip, you are an ethnographer and Professor at the Royal Roads University in Victoria/ Canada, studying subjects such as marine mobilities or off-grid energy assemblages. What are for you the reasons that make mobilities an intriguing and fascinating field of ethnographic investigation?*

I never grew up. As a kid I played with trains, planes and automobiles, and somehow those toys formed my imagination. For me it wasn't so much about the pleasures of pretending to go fast--which I think appeals to many children who play with those kinds of toys--but more about the power to imagine going somewhere, anywhere. Much of my research in mobilities today is very much informed by that starry-eyed, dream-like attitude. My research on the ferries was driven by my interest in going everywhere those boats could take me. My research on off-grid living was about going farther: to the edges of Western modernity where remoteness is worn by local inhabitants as a badge of pride. And more recently with my brand-new research on floatplanes and floatplane pilots it's been around travelling through unusual spaces, but also back in time: toward an era when flight was less regulated, less informed by regimes of fear and control, and more shaped

by art, skill, passion, and craft.

*Examining your ethnographic mobilities research, the use of various types of media, especially videos, seems to be a striking approach. Do you think that the study of mobilities is still too much 'text-heavy'? In other words, how do you think the study of mobilities might gain new fruitful methodological impulses by using other media than text and where you see the limitations?*

Again, it's about toys. Cameras are a different kind of toy than car models, but still a playful tool for expanding and shaping the imagination of knowledge producers and consumers alike. Both in [Life off Grid](#) (85 minutes), and [Low & Slow](#) (26 minutes) I tried to use the narrative and aesthetic conventions of documentary film to play differently with well-established ideas about movement, lifestyle, and sense of place. I believe that more and more researchers--especially young students--are becoming attuned to the possibilities for re-envisioning knowledge that more-than-representational modes like video offer. So, to answer your question, while I believe that the field is still too text heavy, I also find more and more openness and acceptance toward innovative approaches. I do not believe that modes of communication like video, however, can achieve the same level of conceptual refinement and precision that writing offers. On the other hand, I believe that video can enliven and animate the lifeworlds that I study in a way that writing cannot. In a perfect world, the two modes--and others as well, of course--would co-exist side by side in the pages of our journals; pages that are becoming more entangled with HTML than paper fibre anyway.



Scene from "Low & Slow"

*Following concepts by de Certeau (1984), you have described movements of slowing down (e.g. Slow Food, Città Slow or "off-gridders") as potentially tactical counteractions. Do you think slower mobilities can become a mainstream planning paradigm or a political 'new normal' superseding distinguished characteristics of a counterculture? Might we for instance move slower but therefore more reliable?*

Slower mobilities are a response to the dromophilia characterizing our life in hypermodern society. You have to understand that I live in a place--a small island in the Salish Sea in British Columbia--where cars proudly sport bumper stickers that read "Slow down; this ain't the mainland." Right now I am typing my answers in my garden, where the only visible and audible things that move are birds. Is this a counterculture? Perhaps. But I like to think of exurban spaces like this more as a by-culture: a by-product of sorts of a Janus-faced society that venerates speed while dreaming about a cabin in the woods, a house on an island, or a winter in Costa Rica. I don't think exurban people--and their related ways of life--will ever become a dominant or mainstream culture. And if they did, I would hate to plan travel in such a world. My interest in these sorts of issues stems more from a reminder to the rest of the discipline--which is often so single-mindedly focused on hypermodern urban life--that theories that ignore the rest of the world can have no universal purchase. My



hope in generating slower studies is just that: a lament for recognition that alternative mobilities, and related lifestyles, still do exist.

*Your research has revealed the limitations of describing transitory environments, e.g. waiting in lineups, as merely socially impoverished non-places. Instead, these milieus can create unique forms of communicative livelihood. How do you think ethnographic research can contribute to the planning of transport environments, such as ferry terminals or airport lounges?*

Anyone who has been to more than a handful of airports around the world could answer that question by listing airports where waiting is pleasant (and often even puts you in the mood to spend money!) and airports where you simply can't wait to get out. Of course you can say the same about train stations, ship terminals, and so forth. Transitory environments designed with the purpose of facilitating social interaction put comfort, convenience, and aesthetics first. Places like those are instrumental in generating the conditions for an atmosphere of conviviality, mutual recognition, and liveliness. Places that are designed simply to direct people around to spend money and then push them toward their gates foster an atmosphere that alienates and objectifies travelers as consumers and--increasingly--potential threats. And since I know you're going to ask me what my favorite, and least favorite airport terminals in the world are, I'll anticipate that question. The answer is Vancouver (favorite) and LAX (least favorite).

*What do you think are becoming the most pressing topics and "big questions" to be addressed by (historically working) mobilities scholars in the coming years?*

Mobilities research is too dominated by issues pertaining to the Western World. I hope that in the future we will be exposed to more studies that focus on what it's like to move--and what it has been like to move in the past--outside of North America, Western Europe, and Anglophone Oceania. Also, I believe that energy has been a relatively ignored topic for too long. As fossil fuels become more expensive and scarcer, the potential to better utilize and better understand sustainable mobilities will increase. I hope so, because otherwise I might have to tell my inner child to stop dreaming about travelling the world.

**Interview: Robin Kellermann**

## Latest articles

---

### The Journal of Transport History

Vol. 36, n.2, December 2015

#### Editorial

Making Transport History

#### Research articles (6)

Between Private Interests and the State: Corporatist Strategies in the Swedish Railway Council, 1902–67  
*Fredrik Andersson and Thomas Pettersson*

Motor Clubs in the Public Arena: The Argentine Automobile Club, the Argentine Touring Club and the Construction of a National Roads System (1910–43)  
*Melina Piglia*

Building Carriage, Wagon and Motor Vehicle Bodies in the Netherlands: The 1900–40 Transition



*Sue-Yen Tjong Tjin Tai*

**'Subways are Not Outdated': Debating the Montreal Metro, 1940–60**

*Dale Gilbert and Claire Poitras*

**Tokyo's Elevated Expressway in the 1950s: Protest and Politics**

*Junichi Hasegawa*

**Oceanic Mobility and Settler-Colonial Power: Policing the Global Maritime Labour Force in Durban Harbour C. 1890–1910**

*Jonathan Hyslop*

## **Exhibition review (1)**

**Andrew Grigg: "Autoworld Brussels"**

## **Book reviews (14)**

### **About the Journal**

The Journal of Transport History aims to circulate and promote the best and the widest possible range of peer reviewed analysis and commentary on all facets of transport pasts. It also aims to benchmark and stimulate the craft of researching, curating and writing transport history in all its diversity. The Journal aims to deepen understanding of agency and consequences in transport history. It is concerned to document and explain moments, phases, trends and pivots in transport history. It seeks to challenge received wisdom, to provoke debate, and to open new frontiers of inquiry. The Journal publishes original research papers on all aspects of transport history, without restriction to place or period. Histories of transport infrastructure provision and use, and histories of particular transport types and services, are prominent, but these are tackled from many different points of view and research methodologies. Papers about past mobilities and travel, and planning and policy, are welcome. In addition to research papers, the Journal publishes reviews of academic books in the field of transport history, shorter surveys and speculations, and reviews of transport museums and exhibitions.

Editor: **Gordon Pirie** (University of Cape Town, South Africa)

Email: [gordon.pirie@uct.ac.za](mailto:gordon.pirie@uct.ac.za)

---

## **Mobilities**

**Vol. 11, n.2, 2016**

### **Research articles (9)**

**Moving, Making and Atmosphere: Routines of Home as Sites for Mundane Improvisation**

*Sarah Pink & Kerstin Leder Mackley*

**Breaking Bad, Making Good: Notes on a Televisual Tourist Industry**

*Rodanthi Tzanelli & Majid Yar*

**'Don't Stop Me Now': Mobility and Cosmopolitanism in the Bourne Saga**

*María del Mar Azcona*

**Mobility extra situ – The Cosmopolitical Aesthetics of Tania Ruiz Gutierrez' Elsewhere/Annorstädes/Ailleurs**

*Maria Hellström Reimer*

**Lifestyle Mobilities: A Politics of Lifestyle Rock Climbing**

*Jillian M. Rickly*

**Mobility and sociality in proximity-sensitive digital urban ecologies: 'Timid encounters' and 'seam-sensitive walks'**

*Christian Licoppe & Yoriko Inada*

Family Practices, Holiday and the Everyday

*Sarah Marie Hall & Clare Holdsworth*

Discourses of Mobility: Institutions, Everyday Lives and Embodiment

*Karolina Doughty & Lesley Murray*

Affective Friendship that Constructs Globally Spanning Transnationalism: The Onward Migration of Filipino Workers from South Korea to Canada

*Toshiko Tsujimoto*

## About the Journal

*Mobilities* examines the large-scale movements of people, objects, capital, and information across the world, as well as more local processes of daily transportation, movement through public and private space and the travel of material objects in everyday life. New transportation and digital infrastructures and novel social and cultural practices pose important challenges for coordinating and governing mobilities and for mobility rights and questions of 'access'. These 'mobility' issues have generated new research methods and theories. *Mobilities* publishes original, theoretically-informed research which is international in scope. The journal addresses major topical issues and fosters scholarly debate around the 'mobility' turn.

Editors

**Kevin Hannam** (Edinburgh Napier University) - Email: [k.hannam@napier.ac.uk](mailto:k.hannam@napier.ac.uk)

**Mimi Sheller** (Drexel University) - Email: [mimi.sheller@drexel.edu](mailto:mimi.sheller@drexel.edu)

---

## Transfers - Interdisciplinary Journal of Mobility studies

**Vol. 6, n.1, Spring 2016**

### Editorial

Gijs Mom

### SPECIAL SECTION on Race and the Politics of Mobility(XX)

Race and the Politics of Mobility—Introduction

*Judith Nicholson and Mimi Sheller*

Black Moves: Moments in the History of African-American Masculine Mobilities

*Tim Cresswell*

Ceasing Fire and Seizing Time: LA Gang Tours and the White Control of Mobility

*Sarah Sharma and Armond R. Towns*

"Four Guys and a Hole in the Floor": Racial Politics of Mobility and Excretion among BC-Based Long Haul Truckers

*Amie McLean*

Race and the Micropolitics of Mobility: Mobile Autoethnography on a South African Bus Service

*Bradley Rink*

Target Practice: The Algorithmics and Biopolitics of Race in Emerging Smart Border Practices and Technologies

*Tamara Vukov*

Racing Mobility, Excavating Modernity: A Comment

*Cotten Seiler*

## IDEAS IN MOTION (2)

Mobilizing a "Spiritual Geography": The Art and Child Artists of the Carrolup Native School and Settlement, Western Australia

*Ellen Percy Kraly and Ezzard Flowers*

Ocean, Motion, Emotion: Mobilities and Mobilizations in the Pacific

*Matt Matsuda*

## MOBILITY AND ART (1)

Ghana ThinkTank: Black Lives Matter Guerrilla Street Signs

*Christopher Robbins, Maria del Carmen Montoya, and John Ewing*

## MUSEUM REVIEW (1)

## FILM REVIEW (1)

## BOOK REVIEWS (9)

## NOVEL REVIEWS (1)

## About the Journal

*Transfers: Interdisciplinary Journal of Mobility Studies* is a peer-reviewed journal publishing cutting-edge research on the processes, structures and consequences of the movement of people, resources, and commodities. Intellectually rigorous, broadly ranging, and conceptually innovative, the journal combines the empiricism of traditional mobility history with more recent methodological approaches from the social sciences and the humanities. The journal's scholarly essays, book and exhibit reviews, artwork and photography, as well as special features provide a rich variety of perspectives that include: analyses of the past and present experiences of vehicle drivers, passengers, pedestrians, migrants, and refugees; accounts of the arrival and transformation of mobility in different nations and locales; and investigations of the kinetic processes of global capital, technology, chemical and biological substances, images, narratives, sounds, and ideas. Convened around a broad conception of mobility, *Transfers* provides an interdisciplinary platform to explore the ways in which experiences of mobility have been enabled, shaped and mediated across time and through technological advances.

Chief Editor: **Gijs Mom** (Eindhoven University of Technology)

Email: G.P.A.Mom@tue.nl

---

## Applied Mobilities

Vol. 1, n.1, 2016

## Editorial

Applied mobilities, transitions and opportunities

*Malene Freudendal-Pedersen, Kevin Hannam & Sven Kesselring*

## Research articles (8)

Between Private Interests and the State: Corporatist Strategies in the Swedish Railway Council, 1902–67

*Fredrik Andersson and Thomas Pettersson*

Mobilizing the new mobilities paradigm

*Mimi Sheller & John Urry*

Mobilities design – towards a research agenda for applied mobilities research

*Ole B. Jensen, Ditte Bendix Lanng & Simon Wind*

Quantifying mobilities? Reflections on a neglected method in mobilities research

Mobility in the age of digital modernity: why the private car is losing its significance, intermodal transport is winning and why digitalisation is the key

*Weert Canzler & Andreas Knie*

Gender, ethnicity and sustainable mobility: a governmentality analysis of migrant Chinese women's daily trips in Sydney

*Gordon Waitt, Sophie-May Kerr & Natascha Klocker*

The missing mobility: friction and freedom in the movement and digitization of cargo

*Thomas Birtchnell*

Material semiotics, ontological politics and im/mobilities of bomb-spoons in Laos

*Andreas Hofmann*

## Meetings (2)

## Extended book review (1)

## Conferences announcements (5)

### About the Journal

*Applied Mobilities* publishes theoretically informed, applied research and practice-orientated perspectives in mobilities. It focuses on the planning, design, technologies and social and cultural applications of mobilities. Through an emphasis on social theory and planning practice it also seeks to develop a greater understanding of the transition of mobility systems towards sustainable practices and the consequences of diverse mobilities on societies. It publishes original research articles, practice based commentaries and reviews. All submissions will be subject to double-blind peer review by up to three referees.

Co-Editors

**Sven Kesselring** (Nürtingen-Geislingen University) - Email: [sven.kesselring@hfwu.de](mailto:sven.kesselring@hfwu.de)

**Malene Freudendal-Pedersen** (Roskilde University) - Email: [malenef@ruc.dk](mailto:malenef@ruc.dk)

**Kevin Hannam** (Edinburgh Napier University) - Email: [k.hannam@napier.ac.uk](mailto:k.hannam@napier.ac.uk)

## Conference Calls & Announcements

### 14th T2M Annual Conference 2016

#### ***Mobilities: Space of Flows and Friction***

**MEXICO CITY | OCTOBER 27-30, 2016**



This year, the International Association for the History of Transport, Traffic and Mobility (T<sup>2</sup>M) invites scholars and PhD students to participate in a three-day conference to be held in the beautiful Quinta Colorada, within Chapultepec Park, in Mexico City, October 27<sup>th</sup>-30<sup>th</sup>, 2016.

This is the first time that the association will have its Annual Conference in Latin America, after having met in Asia (India), Europe, and North America. We are excited to meet new colleagues from Latin America and learn more about transport history and mobility studies in this locale.



The overarching topic “Mobilities: Spaces of Flows and Friction” aims to highlight the relationships between mobility and space, its temporality and production. These multiple relationships have been expressed in ideas such as territorialisation and de-territorialisation, movement-space, space-time and claims that state space is an effect of motion. Mobility studies and mobility history help us to think about space as dynamic, relational, open, in-process, networked, and therefore, as made of and making possible motion. At the same time, space can help us to think of the ways in which mobility is not just an abstract movement but takes (and makes) “place”, that is to say it has physical geographies, historical rhythms, and occupies concrete socio-technological constellations that include durable infrastructures, vehicles, corridors, gates, or barriers.

Beyond its materiality, spaces of mobility may take shape as social, cultural and embodied relationships. Moreover, space can be seen not only as made up of flows but also of congestion, as moments of friction or stillness from national borders to bus stops. Flows and frictions not only show us the importance of mobility in the production of space but also how mobility is “spatialized.” Focusing on how those spaces were and are materially, socially and symbolically constructed, helps us to see how mobility is uneven – shaping and shaped by power relations, hence always political. Frictions’ histories remind us that mobility has not always been smooth and spaces of mobility tend and have always tended to (re)produce geometries of power since flows are conducted, regulated, controlled and governed. Frictions make spaces of mobility more visible and transparent, helping us to understand conditions such as design, social and material configurations, potentials for rearrangement, and user adoption or rejection.

We hope to trigger new debates on space, time, and mobility, especially considering that our city venue itself will be a challenging, multilayered, massive and over-congested network of flows. Mexico City with its 24+ million inhabitants, besides being one of the largest cities in the world, is also one of the busiest transportation hives of the planet. Its “mega-mobility” connects to urban and transport policy mobilities across Latin America, and beyond, as permanent urban growth generates huge investments and new infrastructure. What kind of spaces are we producing through time? Can a new perspective, wherein mobility is central to understanding space, help us to re-write the ways in which those spaces were produced and re-think how they are lived?

Urbanism now extends beyond cities to include “operational landscapes” of agricultural hinterlands, mining and extraction enclaves, and even ex-urban touristic natural parks and preserved wilderness. Urban metabolism includes the circulation of energy, water, foods, and other “eco-system services” that may connect (or not) to the regional, national or global networks. Finally, at an international scale, the vicinity of Mexico with the USA naturally triggers questions about borders as spaces of flows and friction, the interaction of the continent with remote places through legal and illegal trade and traffic.

Sessions will cover issues pertaining to mobility, temporality and space, including themes such as:

- Scales (revisited): the global, the regional, the metropolitan, the rural, the non rural, the wild, edges, enclaves, fragments
- Assembling spaces: mobile policies, mobile urbanism, planning, design, construction and destruction, resilience and adaptation
- Space-time qualities: rhythms, process, speed, waiting, slowness
- Virtual/media spaces: mobile media, digital (dis)connection, virtual travel
- Ordering spaces, regulating flows and contested spaces: boundaries, control, blockage, congestion, informality, occupation, frontiers and borders
- Living space through (e)motion: experiences, body as a mobile space, performance, intimate spaces, lived, imagined and situated spaces of mobility
- Networked spaces: connecting and disconnecting, accessibility, uneven space, splintering urbanism
- Operational landscapes: infrastructures for urban provisioning, urban political ecology, concentration and dispersion
- Flows of (de)centralization: current debates between core and periphery.

This mobility history conference openly aims to bridge research approaches, welcoming proposals from different disciplines dealing with mobility studies (history, sociology, anthropology, geography, economy, planning studies, business history, architecture, design, communication, etc.).

The conference language is English.

## Keynote Speakers

Apart from the sessions, the T<sup>2</sup>M Annual Conference 2016 will feature several intriguing keynote lectures. Confirmed keynote speakers are:

**Diane Davis** (Harvard Graduate School of Design)

**Guillermo Giucci** (Brazil, author of *The Cultural Life of the Automobile*),

**Debbie Douglas** (MIT Museum Curator).

## Registration

We have received about 120 proposals (which will be published soon in the webpage), covering a range of intriguing and diverse themes (migration, diverse modes of transport, urban planning, tourism, borders, theoretical and methodological discussions as well as empirical research, policies and politics of mobilities, cultural and gender approaches, among other topics) from different countries and continents. We are expecting very promising discussions.

Registration is now open so you can make your payment until **July 30** so we can plan accordingly. If you have any questions or concerns, please contact our Secretary Julia Hildebrand via [secretary@t2m.org](mailto:secretary@t2m.org).

You can register here: <http://ocs.sfu.ca/t2m/index.php/t2m/T2M2016/schedConf/registration>.

Remember that the conference fee includes entrance to all sessions; access to a full set of abstracts and online papers; coffee, snack breaks, and lunches that are scheduled during the conference; and one dinner at the T<sup>2</sup>M Annual Banquet. Programme: The final programme will be available after the Registration deadline.

Moreover, reduced conference fees are available if you are or become a T2M member (which includes annual subscription to journals). Become a member here: <http://t2m.org/become-a-member/>

NOTE: if you have already paid the conference fees as a T2M member BUT you are not a member, please register as a member into the T2M webpage (following the link above), otherwise we will have to charge you as a no-member.

All conference registration and travel information, including special discounted rates for hotel booking and additional tours available (to visit the spectacular pyramid complex at Teotihuacan; or to travel by boat on the Aztec canals of Xochimilco and visit the Museo Olmedo; or take the guided Sunday Bicycle ride) will be made available through the online system.

## Accommodation

We will provide more information about accommodation soon at <http://ocs.sfu.ca/t2m/index.php/t2m/T2M2016/schedConf/accommodation>

Some options are already mentioned on our website. We are trying to include more low budget accommodation, i.e. hostels, near the venue.

Please visit the [conference website](#) for registration and news.

## Travel grants and Awards

Each year, T<sup>2</sup>M awards a limited number of travel grants to PhD students and scholars from developing countries toward travel expenses. This year we encourage in particular young scholars from South and Central America to

apply. A travel grant form will be available for download on the conference website. The application deadline is **May 15, 2016**. Please send your application together with the abstract of your accepted paper to [secretary@t2m.org](mailto:secretary@t2m.org). T<sup>2</sup>M has also a long tradition of “best-paper” awards.

#### Local Organizing Committee

Víctor Márquez (Chair)

Dhan Zunino Singh

Tomás Errázuriz

Maximiliano Velázquez

#### Program Committee

Dhan Zunino Singh (Chair)

Paola Jirón

Thiago Allis

Víctor Márquez

Massimo Moraglio

Mimi Sheller

Andrea Gutiérrez

Michael K. Bess

---

## Interdisciplinary International Seminar

*Viver em | a Mobilidade: rumos a novas culturas de tempo, espaço e distância*

BRAGA (PORTUGAL) | NOVEMBER 10-11, 2016



The aim of this international and interdisciplinary conference is to debate 21st century research about culture, mobility, time and space. Always present in society, in the recent decades mobility of people and things has become so important that some authors like Urry, Sheller and Cresswell proposed it as an actual theoretical and epistemological paradigm to understand globalized society. Amongst others, transport developments, particularly automobile and airplane, have heightened that trend deeply fueling the transformation of people ways of life, specifically within urban and metropolitan spaces.

Information and communication technologies had propelled similar transformative effects easing the emergence of novel uses and allocations of time and space. That is why Kauffman putted forward the concept of motility, stressing the individual potential for mobility within a hypermodern and complex world where at the same time there are groups people excluded from this trend and highly immobile.

At a time when studies developed by different scientific fields have already highlighted the relevance of several of the above mentioned changes, there is a need to open up new avenues for understanding the cultural reconfiguration processes taking place, namely spatial and temporal dimensions. To achieve this objective new epistemological and methodological tools provided by transdisciplinary approaches need to be developed and debated.

Following the route of seminal scientific regards which consider time, space and distance cultural entities, *Living*

*Mobilities* aims to be an opportunity to join researchers from diverse scientific areas, as well as policy makers and other professionals who may contribute to further develop the theoretical and methodological approaches which may respond to those new theoretical and practical challenges.

## Call for Abstracts

Considering the nature of the questions addressed in this seminar, we welcome proposals supported by artistic performances, videos and documentaries, as well as other forms of artistic expression. In any case, we ask authors to give additional information about the needed technical conditions, as well as other indications considered relevant. Abstracts of 300 words should be sent until **30th May 2016**, by filling the form available [here](#). The abstract should also include information such as your name, contact information and institution and 4 keywords. The seminar languages will be Portuguese and English but we also welcome proposals in French, Spanish or Italian.

We welcome contributions that address issues such as, but is not limited to:

- Mobility, transport and lifestyles
- Public policy, mobility and time uses
- Uses and perceptions of time and space
- Technology, cybercity and mobility
- Mobility, security and network
- Mobility and Inequality
- Media, mobility and culture
- Communication, work and lifestyles
- Time and space inclusion, exclusion and segregation
- Arts, mobilities and temporalities
- Mobility and gender
- Virtual mobility, tourism and culture
- Mobility, distance and power
- Experience, transportation and routine
- Intervals, stops, waits and flashes
- Sounds, mobility and rhythms

## Organizing Board

Catarina Sales (CIES-UBI)  
Emília Araújo (CECS-UMinho)  
Rita Ribeiro (CECS-UMinho)  
Ricardina Magalhães (CECS-UMinho)  
Vítor de Sousa (CECS-UMinho)  
Nuno Amaral Jerónimo (LABCOM.IFP-UBI)  
Pedro Andrade (CECS-UMinho)  
Rosalina Costa (UÉvora & CEPESE)

## Scientific Board

Moisés Martins (CECS-UMinho)  
António Firmino da Costa (CIES-IUL)  
José Carlos Venâncio (CECS-UBI)  
Albertino Gonçalves (CECS-UMinho)  
Luís Cunha (CRIA –UMinho)  
Ana Francisca Azevedo (LAB2PT-UMinho)  
Dennis Zuev (CIES-IUL)  
Helena Pires (CECS-UMinho)  
Jorge Gonçalves (UBI)  
José Ricardo Carvalheiro (LABCOM.IFP-UBI)  
Maria Manuel Oliveira (LAB2PT-UMinho)



Miguel Bandeira (UMinho e CM Braga)

Paulo Pereira (CETAC-UMinho)

Paulo Ribeiro (CETAC-UMinho)

Renato Carmo (CIES- IUL)

Rita Ávila Cachado (CIES- IUL)

## Contacts and Organization

Universidade do Minho

Instituto de Ciências Sociais

Centro de Estudos de Comunicação e Sociedade

4700-057 Braga

Universidade do Minho, Campus de Gualtar (Braga): mapa

T.: 253 604 695/253 601 751

livingmobilities@gmail.com

<http://www.lasics.uminho.pt/livingmobilities/?lang=en>

## MATERIAL MOBILITIES

**C-MUS Conference, Aalborg University, November 29-30 2016**



During the last decade of research affiliated to the 'new mobilities turn' the societal repercussions of intensive mobilities has been in focus. The 'turn' has documented the social, environmental, economic, and cultural effects of the contemporary patterns of movement of people, vehicles, goods, data and information. In parallel with this work new ideas and concepts about the human/non-human and the 'material dimension' of the social world has surfaced within a wide array of fields such as philosophy, anthropology, and cultural studies. The 'turn to the material' opens up a new set of research questions related to how artefacts and technologies facilitating and affording mobilities are being designed, constructed, and instituted? The new material interest furthermore point at new ways of comprehending the political and the power-dimensions of mobilities and infrastructural landscapes. The turn to the material furthermore problematizes the Modern binary distinctions between humans and non-humans, subjects and objects, culture and nature. The 2016 C-MUS conference has this intellectual shift as its focus and asks how the new turn towards the material may effect insights within the mobilities turn research communities? The conference shed light on this emerging research agenda by reflecting the multidisciplinary nature of the hosting center and is an open invitation to mobilities scholars across the humanities, the social sciences and the technical sciences. Furthermore, we invite informed and reflective practitioners as for example civil servants and policy- and strategy-makers as well as we include the arts and the artistic communities from performance arts over architecture and design to media and technology.

### Keynote Speakers

Prof. Albena Yaneva, University of Manchester, UK

Prof. Monika Büscher, Lancaster University, UK

Prof. Ole B. Jensen, Aalborg University, DK

**Call for abstracts** is now open and more conference information is to be found at the Conference Web Site:

<http://www.c-mus.aau.dk/conference>

Abstract submission deadline **1st of July**

Early registration deadline **28th of September**

## John Scholes Transport History Research Essay Competition, 2016

The John Scholes Prize, of up to €275 (275 Euros), is awarded annually to the writer of a publishable paper based on original research into any aspect of the history of transport and mobility. The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

Publication in the *Journal of Transport History* will be at the discretion of the Editor and subject to the normal refereeing process.

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

### Eligibility

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

### Entries

Essays (in English, double-spaced) should not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than **Friday 24 June 2016**. They must not bear any reference to the author or institutional affiliation.

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

A cover letter and a one-page CV must demonstrate eligibility for the prize.

Entries for the prize should be sent to the *JTH* Editor at [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com). The subject line of the message must read 'John Scholes Prize entry 2016'.

## Introducing the German Transport Archives

The history of motorways and trunk roads is a special field of knowledge within the realm of history of transport, traffic and mobility. In contrast to the historiography of railways in the 19th century and the automobile in the 20th century historians, for a long time, didn't pay much attention to expand into the historiography of roads as part of the automotive transport

system. Besides some monographies, especially concerning the German ‚Reichsautobahn‘, it is rather difficult to get an overview of German and international literature of road history because it partly consists of articles published scattered in specialized journals and anthologies. Today, books about German road construction before 1933 are almost forgotten. Thus, scholars, civil engineers and the public have little knowledge of creation and progression of modern road systems in Germany and elsewhere as well as cross-border integration of road transportation routes in Europe.

In July 2014 our scientific community for research and documentation has set out to fill the gap with the foundation of the

»Archives for Highway and Road History«  
(Archiv für Autobahn- und Strassengeschichte).

Privately funded and not related to an university or similar instiution, our community works as a voluntary ‚institution for memory‘. Results of our scholarship such as reports, pieces, essays, book reviews, commented pictures, glossary and historic calendar are presented to the public free of charge on our internet platform. We own three internet adresses:

<http://www.strassengeschichte.de>  
<http://www.autobahngeschichte.com>  
<http://www.autobahnarchiv.com>.

Search on our platform can easely be done by the feature „quick research“, using simple target words (some English, mostly German).

We correspond with national and international scientists and try to expand our network. All historians of modern road history are invited to participate, provided they accept and respect the principles of scientific research. Inquiries of scholars are welcome. We try to help as far as our collection of documents can provide sound information and copy rights are available. Expenses of copies and postage get charged.

Our goal is to keep alive the memory of modern road planning, building and use to make scholars, civil engineers and the public better understand the step-by-step development in the past, but also the emergence of disruptive elements, especially in Germany.

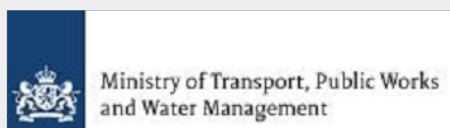
#### **Contacts:**

Reiner Ruppmann, [redaktion@autobahngeschichte.com](mailto:redaktion@autobahngeschichte.com)

Helmut Schneider, [korrespondenz@strassengeschichte.de](mailto:korrespondenz@strassengeschichte.de)

## **Our Institutional Members**

---





UNIVERSITY OF HELSINKI



Instituto da Mobilidade  
e dos Transportes Terrestres, I.P.



Rautatiekulttuurikeskus  
Centre of Railway Culture  
Kouvola



carris



CANADA  
**SCIENCE**  
AND  
**TECHNOLOGY**  
MUSEUM

MUSÉE DES  
**SCIENCES**  
ET DE LA  
**TECHNOLOGIE**  
DU CANADA



Become a Member/ Renew your Membership





---

*Copyright © 2016 International Association for the History of Transport, Traffic & Mobility, All rights reserved.*

**Our mailing address is:**

Center for Mobilities Research and Policy  
Drexel University  
3600 Market Street  
Philadelphia, PA 19104  
USA

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#)