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T²M

International Association for the History of Transport, Traffic and Mobility

Everyday life mobility practices. Berliners waiting for the tram on a rainy day in 1928.
(Photo: German Federal Archives).

Newsletter

Editors:
Samuel Merrill, Andrey Vozyanov and Robin Kellermann

Editorial

Dear readers,
the four months between each issue of the T²M newsletter is tricky to negotiate – as a length of time it is too long to allow the editing and compiling of materials to become routine, yet still short enough for us, as editors, to feel surprised by the rapid passing of time and the realisation that another issue is once again due! So welcome to the July 2015 issue, which hopefully will find many of you taking advantage of that more relaxed pause between academic terms, however already within sight of our Joint Conference with the Cosmobilities Network under Italy's September sun.

Along with several calls and journal summaries, the issue features an essay on logistics in Finland, "the small nation of long distances", contributed by Ilkka Tapio Seppinen. Our interviewee for the 'In the Spotlight' section is Oksana Zaporozhets, who tells us about her research on subways in Russia's biggest cities. 'The View from the Street' segment, meanwhile, is provided by Stefan Kohl and covers the 150th anniversary of Berlin's trams. Reading Ilkka and Stefan's pieces in this issue has a particular poignancy for some of us because they are the outcome of Sam Merrill's last editorial efforts as part of the newsletter team. In Sam the newsletter team was gifted with a thorough, professional coordinator and English native-speaker. After two years as a newsletter co-editor and T²M student executive committee member Sam is now stepping down from this role due to a busy academic schedule which amongst other things involves a post-doctoral position in a new country (Sweden), with a new research focus (transnational and digital social memory) in a new discipline (sociology). Sadly he informs us that he will also not be able to attend the T²M annual conference this year but that he does intend to remain abreast of T²M's activities and hopes he will return to the transport history fold and continue to contribute to our field in the not too distant future and in particular through the publication of his first book, which is due in late 2016 or early 2017.

In fact, Sam is not the only EC member standing down and, as this issue advertises, our network is now seeking to recruit a number of individuals to serve on the EC. For our part we are looking for a new co-editor, or probably even two. This will ensure that we become an energetic and diversified team that can promote new rubrics, broaden the thematic spectrum of the newsletter and react to the readers' feedback in a more intensive way. So if you think this could be you check page 21 to see how to go about nominating yourself for the role. To others and more to the point – feedback on the newsletter is welcomed and is surely a necessity within in our small collective. Editing the newsletter is a lot of fun and very inspiring, and we thank all those who have taken time to contribute content, but the reading party will surely further benefit from greater levels of interactivity and participation.

So, as always we encourage you to send us news, reports and articles for the next issue to newsletter@t2m.org. The next issue will arrive in November 2015. The deadline for items to be included in that issue is **Monday 9 November 2015**. Please bear in mind our publication schedule when sending CFPs. Newsletters will be released towards the end of the issuing month and will not include expired CFPs.

Samuel Merrill
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Robin Kellermann

Anniversary

150 years of trams in Berlin

On 22th June 1865, the first horse-drawn railway began operating in Germany, after they had already been introduced in Swansea (1807), Gloucester (1809), New York (1832), Paris (1855), Boston (1856), Havana (1858), Santiago de Chile (1858), Rio de Janeiro (1859), Alexandria (1860), Sydney (1861), London (1861) and Cape Town (1863). The new service, operated by the Berlin Horse Railway Company (founded 1864), connected the city of Berlin with Charlottenburg and promised numerous advantages over the existing horse-drawn omnibus including, among other things, much greater comfort. Berlin grew in size during this period due to the unstoppable influx of new residents from the surrounding countryside following industrialisation and the creation of jobs. In turn the freight to be transported also increased rapidly. Road conditions prevented smooth running buses and so alternatives started to be discussed. It was soon realised that transport systems based on rails could meet these requirements far better. The smoother journeys and better distribution of weight loads provided by the marginal friction between wheels and rails therefore enabled mass transport in its truest sense. However the costs of track construction were very high and as such they were not authorised quickly. This explains why a number of attempts were needed to implement the ambitious project. Another obstacle was the Berlin customs and excise wall, which had surrounded the city as a tariff border for the contribution of the excise tax since 1737. In 1865, this wall had already largely lost its function because of numerous territorial expansions. Thus, King William I agreed to its demolition by cabinet order in August 1865 and the way was cleared for a new era in the city's public transport.

In the first year of its operation, the horse-drawn railway already recorded 950,000 passengers. This ridership was possible partly because eighteen cars with around 130 horses were available for the single-track line and its numerous sidetracks. Horses could provide about three hours of service time each day. There was always a need for reserve horses because two horses usually drew each vehicle. These developments also heightened the importance of Charlottenburg, a town which was growing in size and whose economic boom has just began, especially because many companies had taken up occupancy there (and in other periphery towns) as a result of the increasing scarcity of land in Berlin's centre. Similar forces affected the big locomotive manufacturers like Borsig and Schwartzkopff whose factories were formerly located on the outskirts on Oranienburger Thor, as it was known until 1865, at a site called Feuerland (fire-land) but then moved to the northern periphery of Tegel. The arrival and departure of these factories' workers had therefore to be ensured through the provision of vehicles suitable for mass transport.

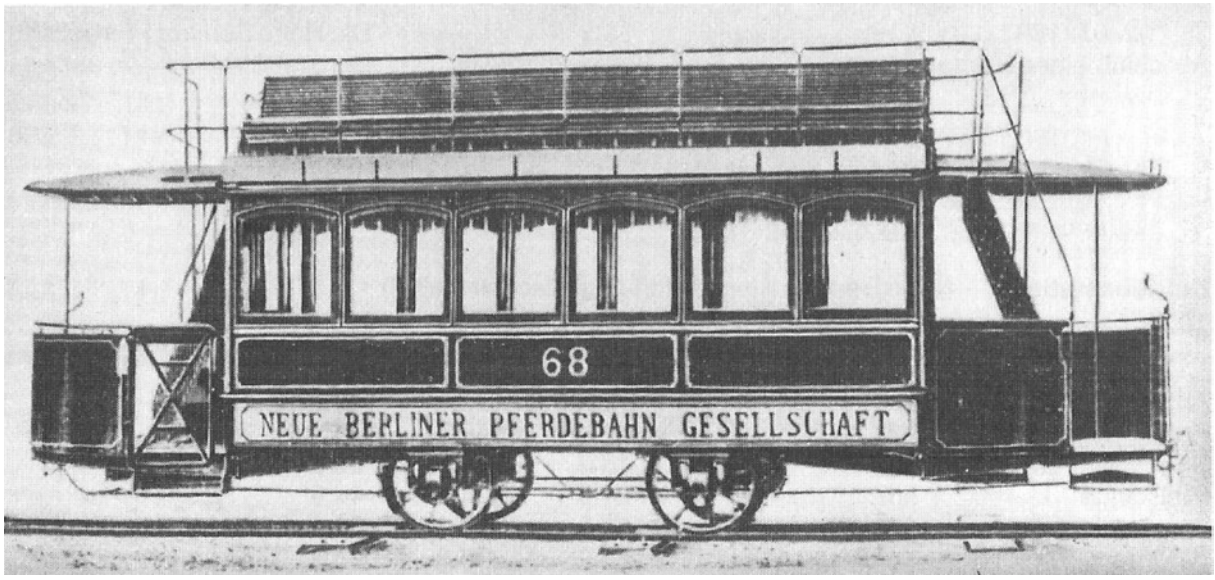


Figure 1: Double-deck vehicle of "New Berlin Horse Tram Company" (built introduced in 1882)

After an initial pause, Berlin soon saw the opening of a number of new horse-drawn railway lines that were built and operated by the Great Berlin Horse Railway Company that was founded in 1871. Capital for these lines was not difficult to come by because the German Reich experienced an economic boom (the so-called 'Gründerzeit') after its victory over France in 1871, which in turn can be recognised as having had an enormous positive effect on technological development in the country. Soon other companies entered the market, like the New Berlin Horse Tram Company (founded 1873, figure 1).

Due to the continuous growth of the capital, horse trams eventually reached their capacity and load limits and so alternatives were sought. Amongst these alternatives were steam-powered trams but the soot they created undermined their promise and the complaints of residents soon led them to be abandoned. Then in 1879 an important milestone was reached when Werner von Siemens unveiled an electric locomotive at the Berlin Trade Fair, after discovering the principles of electrodynamics in 1866. Already at this time it was possible to imagine the new technology's further use for horse-drawn tramways. Only two years later the first electric tram line in the world was opened. For its development Siemens found a disused railway that had been built to aid the construction of a military school in Gross-Lichterfelde, a suburb of Berlin. The power supply was provided through the two rails of the track, a risky business because horses could potentially receive electric shocks through their metal horseshoes. For other safety reasons the tramline's level crossings were operated without an electric current and the tram were simply rolled across them to the other side, where the current was made available again. As this was still not the final solution, experiments were carried out using overhead cables in tubes to provide the power supply. However, this system, which relied on a slotted tube catenary, was also ultimately not suitable for mass transport. The breakthrough came when Walter Reichel invented the Lyrabuegel pantograph - a mechanism mounted on the roof of the vehicle that collects power through contact with the overhead wire – in 1887. Reichel's invention encased the overhead wire and ensured the constant transfer of power through a continued contact pressure. In this way, switches and crossings became easy to transvers. The "Elektrische" ['Electric'], as the Berlin tram became known, was now complete and ready for mass transport. In 1895 the Siemens and Halske Company successfully established its own tramline. This placed the Great Berlin Horse Railway Company under great pressure and led to

the negotiations of a consent agreement with the Magistrate of Berlin for the electrification of all horse-drawn tramlines. This was achieved by in 1902, with the last horse-drawn tram running until that time between Potsdamer Straße and Wedding. As the horse-drawn railways gave way to the electric trams, the company's name also changed into "Große Berliner Straßenbahn Gesellschaft" ["Great Berlin Tram Company"] (GBS). Due to their claims and negotiations with the Magistrate of Berlin about line concessions, new routes and fares, the Magistrate of Berlin began to integrate all of the municipal tram companies under one administrative authority. Before this was achieved, the Straßenbahnen der Stadt Berlin [Berlin Municipal Tramway] (SSB) was established, which used the Lyrabuegel unlike the GBS which used the American roll panthograph system. These two systems required overhead cables that were built differently so that at the points that were shared by several companies overhead lines for each system were stretched in all directions. The negative visual impact of these webs of wires and the desire not to spoil the appearance of the Unter den Linden boulevard should led to the inauguration of the Linden tram tunnel in 1916. Beyond this, however, the First World War hampered any further developments. After the war the north-south route of the U-Bahn C Line drew the majority of the traffic from the north-south tram lines, resulting in the partial closure of the Linden tunnel in 1923. Due to the continuous decline of the German Reich's currency the municipal tram company "Berliner Straßenbahn" came into financial difficulties and had to be liquidated. As such Berlin experienced a tram-free day on 9. September 1923 but one day later, the "Berliner Straßenbahn-Betriebs GmbH" began operating a service on 32 lines – still a stark contrast to the 85 that had previously served the city.

In the following years the renewal and standardisation of rolling stock became a priority. Due to the lack of money and a high demand for new carriages new design specifications recommended simple double axle vehicles. A first batch of 500 motors and 500 carriages was delivered and proved themselves robust and well suited to their task. These T24/B24 series vehicles were extended due to high demand but were also refined and designated as the T25/B25 series (Figure 2). The color scheme of the T24/B24 was entirely new: a yellow chassis, interrupted only by the white colour of the carriage's window frames. This colour scheme soon contributed to the identity of the Berlin Transport Company (BVG) that was founded in 1928 and was eventually applied to all tramcars in passenger service. In addition, huge efforts to modernise the oldest tramcars were undertaken, which were rebuilt to close their open sections, in part to solve the problems they presented during winter. These retrofitted tram carriages, the Berolina series which were built before 1900, were still indispensable for the networks operation. They were modernised to become the U3L series, which was then used until the mid-30s (40 years of use). Until 1929, the positive trend continued, culminating in the network carrying a record number of passengers – 929 million on 624 km of track as compared to around 175 million passengers on 190 km of track today. After this, due to the onset of the global economic crisis, simmilar performance levels could not be maintained.

Figure 2: Newly developed tram series T24/B24 (built in 1924)

In the following years of dictatorship the first track closures in the city center (Charlottenburger Chaussee, Großer Stern) came into effect. In addition, the trams' yellow and white colours gave way to an ivory beige.

The high demand for vehicles for the 1936 Olympic Games led BVG to speed up the reconstruction and modernisation of those vehicles that they had previously withdrawn from service in the three years leading up to the Games. This process especially benefited the TM33, TM34 and TM36 series which had been earlier withdrawn from public service due to problems with their brakes and electic components. After this the onset of the Second World War then prevented any major changes to the tram network.

Given the extent of the tram network's destruction during the Battle of Berlin its postwar reconstruction was achieved in a remarkably short amount of time. The longest line interruptions were mainly due to the numerous bridges that had been blown up in the last days of war. A result of this destruction was that the network could now be modernised in a more fundamental way. For example, throughout the network the American-styled roll pantographs were replaced by new pantographs, which did not jump from the overhead line and had a higher contact pressure than even the former Lyrabuegel.

Just seven years after the war, the tram networks in the two halves of the city began to develop differently even though at this time the city was still yet to be physically divided. In West Berlin, in 1953 the Senate took the momentous decision to transform a fleet of 40 trams and 20 buses into a fleet of 120 buses. The main reasons for this decision were, firstly, the increase in individual motorisation and the necessary road surfaces, and secondly, the significant operational flexibility offered by non-rail modes of public transport. Due to the planned decision to abolish the tram in West Berlin, for the most past no major investments in the network were made in the early 1950s and the maintenance of the network's rolling stock was

curtailed in a so-called ‘drive to wear’ strategy. However, there were two exceptions to this: four large capacity tram carriages were ordered in 1952 and the TF50 tram series was constructed using the components of war-damaged vehicles. Until 1963 the western BVG explained each tramline closure, often as a consequence of its extension of the U-Bahn network, but after this date no further explanations were given.

In contrast, in post-war East Berlin the tram fleet was slowly modernised through processes of reconstruction. For example, the so-called Rekowagen, reconstructed tram carriages, were introduced. In actuality, these carriages were essentially new, but East Germany was not authorized to build new trams within the Council for Mutual Economic Assistance framework – instead it was expected that all new trams in the eastern bloc were to be supplied by Czechoslovakia. In this way the name Rekowagen was adopted to suggest the conversion of existing trams and in order to overcome the problem that Czechoslovakia’s tram building capacity was insufficient in meeting East Germany’s tram needs. The eastern part of Berlin also pursued the goal of a car-friendly city. So numerous tram routes in the center, including the Alexanderplatz tramline, were closed. Not until the early 1970s were the advantages of opening new residential areas on the outskirts of the city with quick tram links recognised. The benefit of this type of urban and transport planning lay partly in the fact that trams could be constructed at a much lower cost and strain on resources than surface or underground municipal railways. Thus, in contrast to the trend in the other half of the city, East Berlin expanded its tram network. In turn, 583 new tram carriages – the KT4D(t) series Tatra trams – were ordered from Prague to run on these lines. In addition to these new lines the network was also improved through the designation of tram only routes and the establishment of trams’ right of way over private cars at unregulated intersections and junctions, which enabled higher average speeds. In all, from 1977 to 1989, the East Berlin tram network grew to cover 182 km.

With the fall of the Wall in 1989 and the unification of the East and West transport networks the first discussion of the complete removal of the city’s entire tram network arose. However, this plan was discarded because of popular protests against it and the lack of underground routes in the eastern parts of the city. After 1993, plans for the first extension of the tram network in the former western sector emerged, and one line was opened gradually between 1995 and 1997. The newly built green track routes today underline the modern approach of environmentally friendly transport and have contributed significantly to the improvement the amenity value of the inner city as well as peripheral urban locations (Figure 3). The modernisation of the fleet was also a major milestone in achieving increased user requirements relating to accessibility, comfort, reliability and punctuality. With the inauguration of a tram link to Berlin’s new main train station in 2014 and the full opening of all missing feeder routes planned for late August 2015, the process of connecting the two halves of the city by tram will come to an end. Then perhaps the city’s transport politics will see these important innovations extended to former West Berlin, in the interests of good network links and in the pursuit of modern and ecologically sustainable neighborhoods for all Berliners.

Figure 3: Modern green tracks near Berlin main station

2015 also saw extensive celebrations of the Berlin tram's 150th anniversary. On the actual anniversary, June 22, there was an official ceremony at Alexanderplatz with an exhibition of historic trams, lectures, interviews with historians and tram drivers, a model of the first horse-drawn railway and the cutting of a birthday cake. The following weekend, interested visitors had the opportunity to discover the depot in Lichtenberg and particpate in an interesting program of events including the opportunity to drive a.tram - a dream come true for hundreds of enthusiasts. The anniversary's overall highlight was a parade of 11 historic trams from the depot in Lichtenberg to Alexanderplatz and back on 28 June. The whole population of Berlin seemed to pay tribute, as the streets were crowded with people along the entire route. In preparation for these commemorative events, BVG had provided the association for preservation of historic trams Berlin (DVN e.V.) with a workshop and support in order to restore a large capacity tram carriage (built in 1961). Even an original preserved horse wagon could be visited. The only thing missing was the repetition of a horse drawn service with real horses - an option that might have been possible given the fact that around the depot in Lichtenberg the rails are embedded in asphalt. In all these events made it apparent that even as the city and BVG looks to the future it respects the importance of reflecting on the past. In turn it is interesting to think what the state of the tram network might be at the next milestone anniversary in twenty-five or fifty years.

Figure 4: Model of the first Berlin tram line as it passed the Brandenburg Gate (1865)

Stefan Kohl

View from the Street

Logistics in Finland

Most people situated beyond Finland's borders know little of the current political discussion surrounding traffic and transport in country. Sure, Finland is not the centre of the world. It has 5, 4 million inhabitants - not that many. It is situated in the north eastern shore of the Baltic Sea, far from the heartlands of Europe. On the other hand Finland is a member of European Union and thus has a word to say on European matters. That makes Finland and the other small European countries that like it are located along the 25th meridian east (Norway, Estonia, Latvia, and Lithuania) more influential actors on world scene, than they could be alone.

A further reason, why non-Finns do not tend to be interested in such debates is Finland's peculiar language. This forms a barrier for comprehension and contributes to a rather confusing array of languages that characterises the same line of longitude in Europe and which from the Arctic Ocean in the North to the Dardanelles Strait include: Norwegian, Finnish, Estonian, Latvian, Lithuanian, Russian, Polish, Hungarian, Romanian, Bulgarian and Turkish.

Finland is a small nation of long distances. The distance from Hanko, on the tip Finland's southern coast, to Utsjoki, its northernmost town is 1386 kilometres by a road, a distance comparable to that from Dieppe on the north coast of France to Vienna in Austria. The realities of this distance our conveyed to all Finns each and everyday when they pay for groceries in their local supermarket. How much do the potatoes cost? How much does it cost to transport the potatoes? The costs of freight logistics in Finland are 12% of its turnover, as compared to 10 % in Central Europe.

Logistics issues are a surprisingly new topic in Finnish public discussions. In public debate and official enquiries railways play an important role. Yet still, road traffic accounts for 90 % of all transport and 70% of all freight (by tonnage) in Finland. Meanwhile 95% of the country's imports and exports travel by ship nearly whereas their transport as airfreight is negligible. The reason for this bias lays in the fact that the road network in Finland is covers the country most comprehensively. Thus, debates and efforts are usually directed towards repairing damages from winter and widening the highways that connect to the country's ten biggest cities. These debates do not involve much on logistics and they tend to relate more the allocation of insufficient resources between different regions.

Maybe the experience of an open Russia and Baltic area has widened the scope of discussion in last two decades. Logistics in Finland have changed more in this time than during the preceding century. Surprising though it may seem, no railway connection existed across the Neva River in St. Petersburg until 1912. All bulk cargo, such as paper to Russia or corn to Finland, was transported by ship to and from the southern bank of the river. When the railway network was created before independence in 1917 to virtually the same extent as it is today, the logical and economically necessary supplement to the logistics system was a fleet of icebreakers. Now especially, railways are clearly at the centre of logistics debates while shipping, motor transport and air carriers are more peripheral. For a long time then Finland operated an independent logistics system in its subordinate position as a Grand Duchy of the Russian Empire and thus

solving any logistics problems by local means. The 1905 scheme to electrify the railway line between Helsinki and St. Petersburg, and evolving from that the plan, to electrify the entire Russian railway network both had the potential to change the basis for logistics in Finland. If realised, an efficient and economic electric railway network in Finland and in Russia stretching to the Far East, to Western Europe and via temperate and never freezing ports to the rest of the globe would have revolutionised the Finnish logistics system. The icebreaking fleet would have become obsolete.

But in 1917 revolution changed Russia. Bolshevik rule forced the closure of the border between the two countries. Finland continued and refined the ice breaking technologies that allowed it to conduct its foreign trade by the sea. Finland's territory was reduced after the Second Word War with the province of Carelia including the country's second largest town, Wiborg and significant industrial and railway assets becoming part of the USSR.

The Capital Area grows to national challenge

Consequently the present day geographic, economic and logistics situation in Finland tends to stress the importance of the region around Helsinki known as the Capital Area.

In the 1950s the Finnish railway network was considered complete, having undergone relative few extensions since 1917 and having contracted only because of the territory losses during the Second World War. The system functioned so that industrial products, mostly from the forestry industry of North Finland, such as cellulose and paper, was transported by rail to the northern ports on the Gulf of Bothnia and then transported by ships to America, Britain and many other places with ice breakers opening the water ways in the winter. A similar situation applied for southern ports. New motorways meanwhile exposed the railways to competition that they could apparently not withstand – at least initially. Yet during 1990s environmental consciousness and Russia and the Baltic Countries' economic opening provided impetus to rethink the country´s transport logistics.

The growth of a wider urban region, or Capital Area, around Helsinki both in terms of population and economic activity, the global crises in the forestry industry, competition with other domestic forms of transport and the growing traffic in and out of Russia, collectively forced the railway lobby to innovate.

The Capital Area now has 1.4 million inhabitants, of which 620,000 reside in Helsinki. Communal borders are still important in Finland. The Capital Area thus accounts for almost 25 % of the country's entire population. The Capital Area has rapidly become the industrial, scientific, educational, and cultural and logistics pivotal point of the country. Helsinki may be the country's biggest city, strongest commercial base, important industrial site and capital for over 200 years, but it has only risen to this overwhelming position in the last 20 years. This rapid growth has also created many problems in logistics and housing.

Political as much logistical factors are at play when considering the realities of the Capital Area. Are Helsinki and its neighbouring cities just three amongst many others, and nothing more or should the Capital Area compete with other urban centres across Europe and the world, and thus radiate its gains and losses over whole country? After the spring 2015 election Finland's government is now led by the Centre Party, the successor of Agrarian Party with much of its support in the countryside, in collation with the populist Thru Finns Party and the conservative middle class party, the Coalition Party. At this stage the government's future logistics policy is still a mystery but something must be done to resolve a number of issues.

Railroad bottlenecks and other logistics problems

In the capital city itself, the Helsinki railway station acts a transport bottleneck that radiates its problems over the country's entire railway network – in part because it is a terminal station located on a peninsula in the Gulf of Finland. The obvious solution to this problem would be to build an orbital railway in tunnels under the city. This would be beneficial in a two-fold manner because it would not only relive bottlenecks but would also multiply commuter traffic and thus prove to be a profitable business decision for the VR-Company, the traffic operating part of the former State Railway Company (Valtion Rautatiet, State Railways). The incoming commuter trains would no longer need to return on the same rails before their next journeys and instead the underground ring would form a city railway with many stations and the ring would lead the trains directly to outgoing mainlines. In this way commuter rail traffic would no longer disturb the long distance rail traffic and vice versa.

The Helsinki Railway Station, end of the Line

The orbital railway lobby, consisting of, at the political level, the Coalition Party and the Helsinki City government says, that the scheme is of upmost importance to the whole country. The Centre Party sees it only as a local strategy that should not be financed with state funds. The lobbyists appeal not only to arguments relating to logistical improvements. They also highlight how the scheme has the possibility to create massive amounts of new housing along the improved transport lines. Similar arguments apply to the new metro line that will soon cross for the first time communal borders to the west. This line will begin operation next year after a 30-year long tug of war between supporters and opponents. It will also connect the eastern and western fringes of the Capital Area with Helsinki-Vantaa airport and Helsinki city centre. This is a significant victory for the railway lobby. Now the possibility of a rapid tramway connecting the east corner to the west corner of city Helsinki, on a more northern route than the metro, which is presently operated by busses, has been raised. The debate has been sometimes very bitter. But the railways and tram lobby is now winning ground constantly. It is still unclear what position the present government and the newly elected parliament will take. They have not yet expressed any views on the orbital railway and other rail schemes in the Capital Area.

A further logistics scheme to have been raised is the possibility of a tunnel under the Gulf of Finland linking Helsinki with Tallinn in Estonia. This proposal hinges on the fact that it is technically feasible to build such a railway tunnel. Until recently the railway infrastructure of the Baltic countries was in a poor condition. Now with the support of the European Union progress has been made on the construction of modern railway lines between Tallinn, Riga and

Vilnius, to Bialystok in Poland and beyond to connect with the rest of Europe. These developments lend impetus to the tunnel scheme between Helsinki and Tallinn. Of course, opponents say, the tunnel is too expensive and the ferries are far from obsolete.

Railway to Arctic Ocean

There has also been some discussion of a railway to the Arctic Ocean. The Northern border of Finland goes close to the coastline of the ocean, but never reaches it in any place. This situation has been a serious handicap for the whole of Finland and especially for Lapland, which as a result has suffered a loss of population and a lack of livelihood.
Recently it has been proposed to build a railway leading to the shore of the Arctic Ocean with a harbour at Skibottn or at Kirkenäs or somewhere else in between these two. In recent inquiries made by logistics authorities in the north a railway to the Nordic Ocean is desired by local entrepreneurs. The idea has a realistic basis. In that case the line from East Europe and Germany through the tunnel from Tallinn to Helsinki and to the northern shore would provide a shorter way to the North-Eastern Water Way.
A Baltic Sea orbital tunnel scheme with a tunnel under the Gulf of Bothnia of the Baltic Sea between Vaasa in Finland and Umeå in Sweden has until the present day not been much of a reality. To be more realistic the tunnel between Helsinki and Tallinn must be first be operation and the construction of the railway to Northern Ocean must be in progress. It is anyhow important to realise where there are possibilities to energise not only the Finnish logistics network but also that of the whole of Northern Europe. If Russia returns to cooperating with Europe, the scope for such a logistics scheme will be even wider. But here I am on the brink of pure speculation.

The logistics reality today

The southern highway along the shore of the Gulf of Finland between the Russian border and the town of Turku in the west will soon be completed. Highways are now appearing by every city and town. But there is very little a discussion of logistics by road. Is it assumed that there are no problems with such a form of logistics? The focus is only on the finances. The soil frost in winter damages the road structures, which can then not stand heavy traffic. The repair costs and technical methods are rigorously debated but the same is not true of logistics. The logistics situation in Finland has stagnating since the 1950s. Even the director of the State Railways Company, Erkki Aalto, has expressed the opinion that railways are obsolete and will soon disappear. His views are mirrored in the strongest political opinions in the country. A comprehensive road network was constructed in the same decade but it was motivated more by the desire to improve employment rather than logistics.

The Highway to North near Helsinki, built in the 1960s

A revival of a real logistics debate has really happened in Finland, although much of its character is determined by political disputes, as in the case of the Helsinki orbital railway scheme, the lengthening of the Helsinki metro to the west and other projects. Perhaps it is good that the engineers do not rule society, but then the country's new Prime Minister, Juha Sipilä of the Centre Party is in fact an engineer himself. Interesting times lay ahead.

Ilkka Tapio Seppinen

Ilkka Tapio Seppinen in his studio at home in Helsinki, Dec. 2014

In the Spotlight

Oksana Zaporozhets

Institute for Theoretical and Historical Studies in the Humanities, National Research University Higher School of Economics, Moscow

Our interviewee this time is Oksana Zaporozhets, a sociologist based in Moscow, Associate Professor at National Research University Higher School of Economics and leading research fellow at Poletayev Institute for Theoretical and Historical Studies in the Humanities. Oksana tells us about her research on subway use in Moscow, St. Petersburg and Kazan, touching upon issues of scientific trends, imagined obsoleteness, academy - society relations in Russia, and others.

How did you get interested in public transit and why are you focusing on subways in particular?

I cannot say that at the very beginning my particular interest was public transport. Rather I was interested in how people live their lives in the city, how they perceive the urban environment and adjust it to their needs. That led me to ask which places and structures influence their life in the city most intensively. So it started with people and how they live in the city. Then I realized that transport is one of the crucial structures in the cities of today. It is especially true for Russia where the bursting development and renewal of transport infrastructures started a decade or so ago. Speaking about subways, I think that it is the meeting point of my personal and my academic interests. This interest arose when several years ago I moved to Moscow. The subway is evidently the structure that makes Moscow move. It is something essential for the spirit, for the life of the city. Lots of Muscovites are “underground species”: their map of the city is the map of the subway. Several years ago (again, it is, first of all, the case of Moscow) – the development of the subway was intensified, both new stations and new ideas appeared. I

realized that if I want to understand how Moscow functions, I need to start with the subway. So for me underground transit is the key to the city, although it is important per se.

You have recently suggested quite an unusual perspective on urban subways. While stereotypically they were considered an emblem of modernity, you have shown that in many contexts today it can be perceived as obsolete. Is it possible to call this a regional specificity of the Russian cities in which you did your fieldwork?

A remark is needed here. I did start with the idea that people perceive subways as something obsolete or old-fashioned. As I am continuing my research I see that the idea of obsoleteness is not as widespread as I used to think. It looked like this in my previous fieldwork, but now, as I made perception a central topic; labeling subway obsolete does not seem so frequent. This in itself is one of the findings of my research. My next question was: why is it still perceived as something up to date? I think that there are at least two explanations. Firstly, in the Soviet Union subways really were emblems of modernisation, of building a new country. So this narrative of the progressiveness of subways is really widespread and has been preserved for a long time. Secondly, subways are not just Soviet heritage; they also connect to one of the main expectations of contemporary life, speed. The subway (at least) in Moscow works really fast and takes you from A to B. Thus, today most of the people think that the subway is quite modern and okay, but at the same time people notice that it lags behind in some of the standards of contemporary urban life. Subways are discordant to some urban spaces such as shopping malls, to modern buses with their air conditioning, or to renovated railway stations. And people do make comparisons, and in this way they see subways as obsolete. Interestingly, people perceive subway as fragmentally ageing. Some units of the infrastructure are functioning okay, but there are some bugs; these do not create major problems, but act like cleavages, or small hints, through which the past becomes evident. These multiple perceptions of ageing may be making my findings more complicated but also more interesting for me. I am not sure that this is a uniquely Moscow phenomenon. Recently I found a joke on Facebook about the London subway, an announcement in a bar, "Unlike the London tube we are at your service seven days a week". And I think many cities who have their infrastructures constructed a century ago experience the same problem, be that London, Berlin or New York.

Do you think that knowledge on subway systems is transferrable between cities, regions, states?

My predictable answer is: partly yes, partly no. Of course, we can compare. Some technical traits are quite standardised. And it is interesting to understand how cities are connected on the planning level, because the decisions made in one city do influence those made in others, not only in terms of architecture but also in terms of construction and technologies. Right from its beginning the Moscow subway was not a isolated creation of the Soviet Union because it adopted some standard technologies. So you see that some subways are connected not only in researcher`s mind, but also pragmatically, though it is quite a surprise to see trains from the Moscow subway under Budapest. At the same time, the opportunity for comparison is often limited due to different cultural and urban contexts. For instance, it is difficult to understand subways in Soviet cities without keeping in mind their ideological meaning. Several cities with extra significance for the Soviet state were awarded metro systems as an honor prize, while there was almost no pragmatic need for this form of public transit.

Though these contexts are extremely important, I think it is time to start the study of subway, not as the particular one, but a group of. Criteria for forming a group of subways can be different.

For instance, the Moscow subway can be compared to the Kazan subway because both cities are identifying themselves as capitals. At the same time the small one line subway of Kazan can be compared to the small system of Glasgow with its only ring line, built in the end of 19th century, known as “The Clockwork Orange”.

Your research combines an attention to the emotional experience of transport users with micro-social interactions and choreography in transit spaces – these aspects are not that often presented in mobility studies. Why do you think, they remained overlooked for so long?

This is a puzzling question for me. I thought I was in trend, and that it was a widespread approach. May be the first wave of mobility studies were predominantly focused on general structures and globalization. It was necessary for the new field to create a frame, to give some basic explanations. And they turned to the idea of wholeness, to the big structures, to some metaphoric characters such as pilgrims, vagabonds, tourists. It was perfect for that time. And it responded to the demand of late 90`s – early 2000`s. But the situation changed in late 2000`s when different books, journals, manifests claimed that people were somehow missing. Even if we understand how a city works, we do not know how people use and actually change it. Evidently there is a difference between how it is constructed and how it is used. And we were so fascinated with pictures of big landscapes, that sometimes the users were forgotten. Maybe that is kind of provocative statement, but not being that much connected to Western academy and research centers means also being free from thinking about what is in trend. And this distance gives you a freedom to create your own puzzle. And I used this possibility happily: it was really supportive for me to find papers on passengers (for instance, Special Issue on Geographies of the Passenger edited by Peter Adey, David Bissell and Eric Laurier) or *Geographies of Mobilities* (a volume edited by Tim Cresswell and Peter Merriman), which proved that people do matter in transport studies. And I thought of that as a trend. From my perspective, surrounded by enthusiastic colleagues, I don`t feel my points of interest are peripheral. I prefer to think about different mainstreams. Sometimes they are parallel, hardly intersecting. Thus, we need a place for exchanging our ideas.

Do you consider outreach beyond the academy as an important task for mobility researchers in Russia and other post-Soviet countries?

I am sure it is important to make a bridge between academy and society and I think this is comparatively easy to do in Russia, just because we have some very good journals that are not academic but they like to reflect upon new ideas in a very professional way: *Неприкосновенный запас, НЛО, Теория Моды*. If you publish there, you automatically start communicating with very different audiences including those beyond academic boundaries. It is also quite easy nowadays to share your findings or to initiate a discussion using some Internet platforms (such as Postnauka.ru, UrbanUrban, etc.). That is the way you can reach urban dwellers, professionals or just anyone who is interested in the topic. Another side of the coin is that we hardly have an opportunity to talk to local authorities. This is much harder than reaching the "wider public" and it depends on the simultaneous wishes of both sides. Authorities are probably not ready to take into consideration some human related issues. It looks like authorities do not value the idea of the subway being human-sized; their concern is exclusively in developing material infrastructure as such. For example, it was great to have some ‘big names’ in Moscow speaking about big structures. City authorities are ready for this type of information, and for being up-to-date in technical terms, but not in terms of user-friendliness. You might know, one of the biggest modernization projects in Moscow subway was wi-fi in trains, but along otherwise the subway

remains inaccessible to old people, to disabled people and to some other groups. And I think wi-fi here was more about technology than about people.

To your mind, how can the voices of social researchers be better heard in urban transit planning and management? Maybe through the education of authorities?

It may well be that "the Enlightenment projects" makes sense, but it takes time. I think that if you want to be heard it is not just a matter of a dialogue with authorities, it is also about communication with strong urban publics and general people. If you want something to change, you cannot bring ideas completely from the outside. You have to find interested locals, because new ideas are not valid without some inner support. People have to articulate or even declare: we want this and that. They have to start their own dialogue with authorities, but unfortunately not many seem to be eager to intervene.

Would you imagine presenting your research in other-than-text forms, for instance, as an exhibition?

Yes I was thinking about some kind of visualization, for example photography. But, funny enough, it is difficult to make good photos in subway. And I am not really a good photographer, so I would need a collaborator. Also I was thinking about website for interactive forms of presenting the knowledge. Websites could exhibit ideas of user practices and the fragmented aging of subways in a more interactive way; interactivity of the Internet is what we often lack in research.

Interview by Andrey Vozyanov

Journal of Transport History

Journal of Transport History, Vol. 36, No 2, December 2015

Editorial

Research papers (as confirmed by July 2015)

Between private interests and the State: corporatist strategies in the Swedish Railway Council, 1902-1967
Fredrik Andersson & Thomas Pettersson

Motor Clubs in the Public Arena: the Argentine Automobile Club, the Argentine Touring Club and the construction of a National Roads System (1910-1943)
Melina Piglia

How Dutch wagonmakers became body makers: knowledge transfer by trade associations and the RND (Dutch government agency for SME), 1900-1940
Sue-Yen Tjong Tjin Tai

'Subways are not outdated': debating the Montreal Metro, 1940-1960
Dale Gilbert and Claire Poitras

… more to come

Exhibition reviews (1)

Book reviews (15)

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

The homepage of the Journal contains links to contents, author submission guidelines and to current and back-copies: http://www.manchesteruniversitypress.co.uk/cgi-bin/scribe?showinfo=ip016

Address all queries and submissions to the Editor, Gordon Pirie, at jth.editorial@gmail.com.

Editor: Gordon Pirie

Transfers

Transfers, Vol. 5, No 2, Summer 2015

Mobilities

Mobilities, Vol. 10, No 3, 2015

Editorial

Research papers (8)

Globalizing the Nation-State: The Shipping Container and American Infrastructure
Matthew Heins

Together and Apart: Affective Ambiences and Negotiation in Families' Everyday Life and Mobility
Ole B. Jensen, Mimi Sheller & Simon Wind

Everyday Life Mobilities of Older Persons – A Case Study of Ageing in a Suburban Landscape in Sweden
Vanessa Stjernborg, Anders Wretstrand & Mekonnen Tesfahuney

Stopping the 'War on the Car': Neoliberalism, Fordism, and the Politics of Automobility in Toronto
Alan Walks

The Reconstruction of a Social Network Abroad. An Analysis of the Interaction Patterns of Erasmus Students
Christof Van Mol & Joris Michielsen

From Fisheries Decline to Tourism Destination: Mass Media, Tourism Mobility, and the Newfoundland Coastal Environment
Mark C.J. Stoddart & Stephanie Sodero

Multiple Migration Flows of Romanians
Ruxandra Oana Ciobanu

Necromobilities: The Multi-sited Geographies of Death and Disposal in a Mobile World
Lakhbir K. Jassal

Special rate for T2M members will be announced soon. For more information: http://www.tandfonline.com/toc/rmob20/current.

In honor of the 10th Anniversary of the Mobilities Journal, the Editors are happy to invite you to access a free selection of our favorite articles for a short period of time: http://explore.tandfonline.com/page/pgas/rmob-editors-choice.

Editors: Kevin Hannam, Mimi Sheller, John Urry

News

2015 Annual Elections: Call for Nominations

At the next annual T2M members' meeting during the 13th Annual Conference in Caserta, we will have elections for our Executive Committee (EC). Overall 9 EC positions need to be re-elected for which we are currently inviting nominations. Executive Committee members are elected for a 4-year term. In order to be considered, individuals need to be members of the association.

Nominees who wish to have their names placed on the ballot are asked to provide a current CV and a short statement about intentions for serving on the Executive Committee.

Please forward all nominations to the Chair of the Election Committee Ralf Roth (dr.ralf.roth@t-online.de) and to secretary@t2m.org by August 15th, 2015.

The election will be held on Wednesday, September 16th.

Call for applications: T2M newsletter editors

As mentioned in the editorial, Sam Merrill will leave the newsletter editors team after two years of great work. Therefore, we are looking for a new co-editor, or probably even two. This will ensure that we become an energetic and diversified team that can promote new rubrics, broaden the thematic spectrum of the newsletter and react to the readers' feedback in a more intensive way.

Editing the newsletter is a lot of fun, very inspiring and, not least, is a good way of networking. It involves editorial work and the provision of inputs for various sections including interviews, thematic spotlights, news, latest publications, and conference activities. By this, working in the newsletter team gives you first hand information, thus let's you keep track of the field, and provides creative opportunities for presenting innovative topics, persons or institutions.

So, we would like to encourage your nomination to become a member of our team! With your support we can let our collective grow further in the future!

Just send a mail to newsletter@t2m.org.

We are looking forward to receiving your mails until 10 September 2015.

Conference: Twenty years under the Channel, and beyond: Capital and governance in major infrastructure projects

Second International Conference, London (UK), Institut français, Tuesday, 8 December 2015

About the conference

Twenty years under the Channel, and beyond: Capital and governance in major infrastructure projects is the second international conference on the agenda of Twenty years under the Channel, and beyond, the research and events programme led by Rails et histoire, the French Railway Historical Society, to celebrate 20th Anniversary of the railway Channel tunnel and 30th Anniversary of the Channel Tunnel Treaty.

The programme Twenty years under the Channel, and beyond strongly encourages the dialogue between the academic world, corporations and administrations. The international conference will bring together academics, professionals and policy makers interested in infrastructure finance and governance of major projects, with a focus on the cross-Channel rail infrastructure between London, Paris and Brussels and beyond.

Contributors to the conference are invited to present research papers or case-studies, to recount and share their experience as actors in this history, and all are welcome to take a part in the open discussion which is one of the main objectives of the Twenty years under the Channel, and beyond programme.

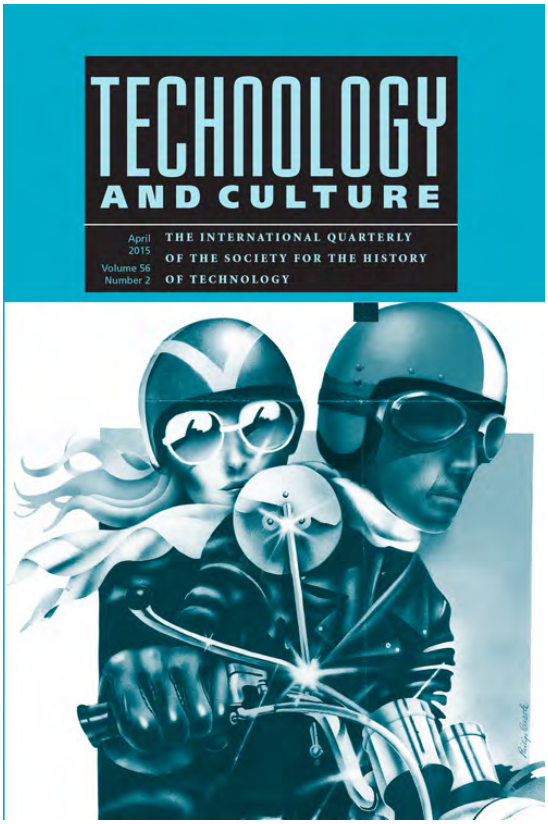
After twenty years in operation and as the 30th anniversary of the Canterbury Channel Tunnel Treaty will be celebrated in 2016, the research programme Twenty years under the Channel, and beyond puts the spotlight on this experience. The London conference aims at presenting existing research and initiating further studies to make the best out of this reference for major infrastructure projects today and tomorrow. Research papers, case studies, firsthand accounts are equally part of the discussion.

EXTENDED DEADLINE FOR SUBMISSION OF ABSTRACTS (15th August)!
For more information: ahicf.com

Co-edited special issue of *Technology and Culture* on the international history of road safety

T2M members Mike Esbester and Jamey Wetmore have just published a co-edited special issue of *Technology and Culture* (Volume 56, no. 2, April 2015) focused on the international history of road safety.

The issue features contributions from a number of other T2M members: Peter Norton, Massimo Moraglio, and Donald Weber. It includes articles on Britain, Belgium, the USA, Kenya and South Africa, and Italy. For full details please follow the link: http://tinyurl.com/o5dzvkf



Abstract

This special issue of *Technology and Culture* explores the ways in which road use and road safety have changed since the 1880s, including how different road users interacted with each other, technology, regulation, engineering, design, and the built environment. Together the articles provide a look at a variety of approaches across North America, Europe, and Africa and at different road users such as pedestrians, cyclists, and drivers. While most of the papers individually consider a single national example, the picture that is built up across the issue allows comparisons between countries to demonstrate how road safety and automobility technologies are historically and culturally contingent. The issue concludes with a commentary from a prominent policymaker in the hope that better understanding of how accidents, safety, and risks are co-constructed and co-produced can offer insights into how we might reduce deaths and injuries in the future.

Call For Papers

Aviation Cultures Mk.II: Technology, Culture, Heritage

10–11 December 2015

The University of Sydney and the Museum of Applied Arts & Sciences

Aviation has formed a significant aspect of Australian life for over a century, yet its cultural impact has only recently begun to be explored. From science to sociology, fashion to fiction, this will be the first event to offer a truly national approach to interpreting the technologies, cultures and collections that embody Australia's aviation heritage. Hosted by the University of Sydney and the Museum of Applied Arts & Sciences, we welcome participation by curators, scholars, authors and students of our flying past. Three themes will characterise our discussions, in the hope of creating a common language and a mission for the future: technology, culture and heritage. Join a faculty of national and international participants by sending and expression of interest, or submitting a 250-word abstract plus 100-word biography before **9 August 2015**.

For submissions or more information, please contact Peter Hobbins
Click here to email peter.hobbins@sydney.edu.au

This event has been made possible with the support of the Sydney Centre for the Foundations of Science.

OPEN CALL: MOBILE WORK-LIFE ARRANGEMENTS - EXPLORING CONCEPTUAL AND METHODOLOGICAL CHALLENGES. An Interdisciplinary Late-Summer School

9-18 October, 2015

University of Freiburg, Germany

Convened by: COME (Research Group Cultures of Mobility in Europe) and ANTHROMOB (EASA Anthropology and Mobility Network)

Anna Lipphardt (Freiburg); Jamie Coates (Waseda/Sheffield) and Roger Norum (Leeds/UCL)

Funded by Volkswagen Foundation

OVERVIEW

The interdisciplinary field of mobility studies has produced a broad spectrum of theoretical works and structural analyses, driven by research focusing on recent innovation in transport and communication. Within that field, economic and work-related aspects of mobility, are often treated as distinct from other life practices. This late-summer school aims to contribute to the field of mobility studies with respect to two key issues: First, it will turn attention to the interplay between work and non-work (e.g. leisure, family life, well-being) spheres of life linked to mobility. Second, it focuses on the complexities of mobile work-life arrangements as they play out in the everyday lives of an ever-growing number of people worldwide, across the economic spectrum and across diverse professional and socio-cultural fields.

The late-summer school explicitly aims to bring together people studying a range of empirical cases including (but not limited to) research across the following subjects:

- peripatetic and pastoralist groups
- transport-sector professionals
- artists, creatives and travelling entertainers
- seasonal and project-based labourers
- academics
- lifestyle migrants.

OBJECTIVES AND KEY QUESTIONS

The late-summer school has two core objectives:

1. Providing a forum for discussing qualitative methodological approaches to mobility, including multi-sited, mobile or trajectory ethnography; life-course and life-world analyses; and newly-emerging ICT-based methods;
2. Exploring the differing forms of knowledge production concomitant with mobile work-life arrangements, it will encourage a critical reflection of the theoretical frameworks, empirical operationalisations and political discourses that implicitly or explicitly inform much research on mobile groups. Our intention is to bring together different epistemic communities, thus fostering a comparative perspective.

Key questions which the late-summer school will address are:
- How do we develop a critical analytical position in light of the complex entanglements between the political and economic discourses on certain mobile groups, the conceptual approaches of our respective research disciplines, and the emic perspectives of the people we study?
- What are the advantages, challenges, and limitations of differing analytical models such as multi-sited ethnography, qualitative case study, life-course analysis, or phenomenology in exploring mobile work-life arrangements?
- How can we compare or generalise insights gained from qualitative studies on specific mobile fields? And how can we employ empirical research to advance theoretical stances on mobility, both within a given research area and across disciplinary divides?

PROGRAMME AND WORKING FORMATS

The programme includes keynote lectures and advanced seminars by Noel Salazar (University of Leuven), Michaela Benson (Goldsmiths University) and Huub van Baar (University of Amsterdam/Giessen University). It also comprises presentations by doctoral students, workshops on mobile methods and representational strategies, informal discussions on practical issues of mobile/multi-sited fieldwork, career and professional development sessions, a film screening, and recreational activities. The working language is English.

WHO WE ARE LOOKING FOR

The programme is aimed at doctoral students working on projects situated in qualitative social research focusing on issues related to mobile work-life arrangements. The common ground for all participants will be their interest in the labour/economic aspects of the mobile empirical fields they study, their footing in qualitative social research, and a shared interest in the epistemology of Mobility Studies. We welcome applications from doctoral students based in disciplines such as cultural and social anthropology, sociology, political science, social work, education, geography, and relevant interdisciplinary research fields including mobility, communication, environmental, transport and labour studies. Doctoral students at any stage of their research - including beginners - are invited to present work in progress and to discuss central research issues with which they are currently concerned. To ensure an open and collaborative learning environment, the number of participants will be limited to a maximum of 25.

APPLICATION

Interested applicants are asked to submit the following materials to the convenors by email up until August 10, 2015:

1. Curriculum Vitae (1 page);
2. Short description of your dissertation project (1-2 pages);
3. Personal statement (1-2 pages) that answers the following:
 - Why do you wish to attend the Mobile Work-Life Arrangements Late-Summer School?
 - What specific aspects of your dissertation and fieldwork are you most interested in discussing?

Successful applicants will be notified by email by the 3rd week of August.

ACCOMODATION AND TRAVEL GRANTS

It is expected that participants take part in the full duration of the late-summer school. All meals and accommodation will be covered, as will reimbursement for the following travel expenses: up to 150 Euro for participants from Germany; up to 300 Euro for those from other European countries; and up to 800 Euro for students who come from overseas. Participants from

developing countries and from countries affected by current economic crises are eligible to apply for full travel funding.

For more information, please see www.mobworklife.net. Please feel free to contact us for specific questions about the programme or application.

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