

# T<sup>2</sup>M

International Association for the History of Transport, Traffic and Mobility



Bundesarchiv, Bild 183-R08828  
Foto: Ruge, Willi | März 1945

In this month seventy years ago Berlin's trams were made into makeshift barricades ahead of the expected arrival of the allied forces and the start of the Battle of Berlin. (Photo: German Federal Archives).

## Newsletter

Editors:

Samuel Merrill, Andrey Vozyanov and Robin Kellermann

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## Editorial

Welcome to the March 2015 issue of the T<sup>2</sup>M newsletter. In the editorial of the November 2013 issue of this Newsletter the editors at that time, Étienne Faugier, Claudine Moutou and Arnaud Passalacqua, noted that Europe would soon be engulfed by a prolonged period of commemoration marking the centenary of the First World War, a conflict that was seminal in undermining a utopian technological perspective. The commemorative activities that have taken place since 2014 and will continue through to 2018 will be heightened in the coming month as the coalesce with those surrounding the seventieth anniversary of the end of the Second World War in Europe. This amalgamate of social memories solemnly suggests that remembering war and bloodshed does not prevent its repetition. If further evidence for this sorry state of affairs is required one need only look to the photographs, like the one on this issue's cover, of Berlin in March 1945 and then to think of the recent situation in the Ukraine. Transport technologies and services provide a clear window onto and often a symbol of the disruption and destruction caused by armed conflict. Such is the focus of this issue's lead article on *Infrastructures in Trouble* by one of our own editors, Andrey Vozyanov. His article provides a scant silver lining to the current Ukrainian conflict by highlighting its educative potential, if not in moral and ethical terms, then in the practical skills needed for in his words 'troubleshooting practices in critical situations'. Besides Andrey's article this issue also includes a *View from the Street* from Haifa by Nathalie Wachotsch and an *In The Spotlight* interview by Robin Kellermann with Paul Timms of the Institute for Transport Studies at the University of Leeds in the UK. Besides that we have our regular message from the T<sup>2</sup>M president and lots of other items of *News* and *Call For Papers* that will be of interest to our members.

As always we encourage you to send us news, reports and articles for the next issue to [newsletter@t2m.org](mailto:newsletter@t2m.org). The next issue will arrive in July 2015. The deadline for items to be included in that issue is **Monday 6 July 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  
Andrey Vozyanov  
Robin Kellermann*

## President's Page

Dear T<sup>2</sup>M Members,

I write to you having just returned from a wonderful retirement celebration for Gijs Mom, one of our founders, which is described further in a separate section. I want to begin, then, by offering many thanks to Gijs for his dedication to building this organization, serving as its President and on its Executive Committee for many years, and as editor of the *Journal of Transport History* and founding editor of the journal *Transfers*, thus helping to build this field and create its professional institutions. In honour of this transition, the Executive Committee have decided to award him a lifetime honorary membership as a sign of our thanks and hope that he will continue to be involved in our activities!

The occasion was held at Eindhoven University of Technology, with thanks to organizers Ruth Oldenziel, Frank Schipper, Martin Emanuel, and many other scholars in attendance who are also T2M members. Alongside the event there were two workshops, one on Urban Cycling, and the other on the relation between “smart mobility” and “sustainable mobility” as concepts and practices. This brought together lively debates on technology, history, transitions, mobility practices, cycling, statistics, policy, and cross-national comparisons. It reminded me of the importance of our field to influencing policy makers and guiding urban transitions, and underlined the energy that many new scholars are bringing to it. We have an important role to play in the future of mobilities.

And speaking of which, I am also very happy to welcome on board our new Secretary of T2M, Julia M. Hildebrand, who has graciously transitioned into this role as we bid farewell to Nathalie Wachotsch. Thanks to Nathalie for her excellent service! And welcome to Julia who is a PhD Student in Culture, Communication and Media at Drexel University, with extensive international travel experience and fluency in German and English, and is also Research Assistant on the Imagine Trains project. So please look for future communications from Julia.

Plans for the 2015 T2M conference in Italy, on the 14-17th September, are coming along nicely. The Program Committee has reviewed more than 85 paper submissions, and more than 15 panel submissions, a very strong turnout with excellent quality. We are happy to announce a keynote address by Canadian Research Chair of Mobility Studies, Kimberly Sawchuk, who works especially on mobile media and disability studies, two areas important to future mobilities. We also welcome a plenary panel bringing together several interdisciplinary research teams studying mobility transitions and mobility futures, including my own Imagine Trains research team, as well as geographer Peter Adey, sociologists Sven Kesselring and Malene Freudendal-Pederson, and anthropologist Noel Salazar.

We will be sending out acceptances and registration information shortly. We encourage everyone to register as soon as possible to take advantage of the “early bird” rate and help us with the planning. The Local Organizing Committee, led by Federico Paolini of the Second University of Naples, with experienced assistance from our Vice-President Massimo Moraglio and other members, meanwhile have been putting together wonderful plans, including hotels, meals, and a choice of excursions in this lovely area. We are looking forward to seeing you all at a very pleasant gathering in Santa Maria di Caserta.

## **Gijs Mom Retirement Celebration**

I was recently invited by Ruth Oldenziel to attend the retirement celebration for Gijs Mom, and I want to offer a brief account of the event. In an entourage of family, friends, colleagues from Eindhoven University, and several members of T<sup>2</sup>M, we marked the occasion with several speeches. The first was made by Georgine Clarsen, connecting remotely from Australia, who commented especially on the significance of Gijs' scholarship in re-shaping transport history, and in particular his new book *Atlantic Automobilism*. Then I myself made some comments on his significant role as a founder of T<sup>2</sup>M; as editor of key journals including the *Journal of Transport History* and the new journal *Transfers*; and as a mentor and scout for new talent in the field, helping to support many younger scholars. I also commented on the impact of his scholarship in connecting transport history to the wider currents of the cultural turn and the mobilities turn. And lastly Matthieu Flonneau made comments on their long friendship and some fun times together. Gijs himself then presented some memories and mementoes to several colleagues at Eindhoven, and later in the evening he was toasted by Johan Schot and Ruth Oldenziel, as we enjoyed a Chinese dinner and musical accompaniment. We then enjoyed a more personal slide show of some wonderful moments in his life, both at work and at play, put together by his partner Charly. We all especially admired their next move to a villa in the south of Spain!



*Loisa Sousa, Massimo Moraglio, Gijs Mom and Matthieu Flonneau.*



*Gijs Mom presenting his book "Atlantic Automobilism" to Johan Schot.*



*President of T2M Mimi Sheller in a Dutch Cargo Bike with Martin Emanuel pedaling and Yusuf Umar Madugu.*

Best wishes,

Mimi Sheller

President of T<sup>2</sup>M



## Infrastructures in Trouble

### **The operation of Donbas' tramway and trolleybus networks under warfare**

Throughout the recent months the attention of many of us was riveted to the news from East Ukraine. The military actions in the Lugansk and Donetsk regions have been destroying the everyday environment, forcing people to seek asylum, to commute for long distances in order to receive social payments in cash (since the banking system runs unstably in the region) or to avoid mobility due to anxiety. Even the most routine forms of mobility are conjugated with the loss of life. It was reported in Gorlovka that two people perished at a transit shelter; several similar reports came from Donetsk (including of bus drivers killed in accidents); and this list of losses may grow further. Elements of transport infrastructure become a primary target of attacks and scene of military actions. Here the bombardment of the main bus station in Donetsk is a flagrant example. Several airports became battlegrounds and were turned into ruins. Bridges have been exploded in Gorlovka and Donetsk disconnecting the districts from the central part of cities. Vitally important railway connections to the rest of Ukraine are therefore no longer functioning.



*Street with damaged trolleybus wiring in the northern part of Donetsk city (March, 2015). Photo by Dmitry Yagodkin.*

Along with the general dreadfulness of any warfare, the developments in Donbass are also a black day for the history of urban electric public transport (hereafter – EPT). This short report features data on this particular mode of mobility which has been of a specific importance for urban life in this region. As of late 2013 the Donetsk oblast was an area remarkably rich in such transport with seven tram and nine trolleybus networks, while the Lugansk oblast had one tram and six trolleybus networks. Historically Donbas' EPT presented a rare derivation from the top-down transport planning approach of the Soviet epoch. These networks were opened in the time of the USSR, when EPT was considered necessary for larger cities. At that period, opening a tramway or trolleybus in a small town was reflective of both an expectation and promise that it would undergo rapid growth and development in the near future. In many cases these predictions did not come true. Thus the very existence of functioning infrastructure fulfills a significant social role – it does not only serve the present day of urban community but also

implies hope for the days to come. One more argument for using EPT in this heavily industrialized area is the environmental one. Yet, like many other post-socialist spaces, Ukraine has witnessed the decay of its (almost exclusively municipal) EPT since 1990s. However, by 2013 only 2 of 25 tram and 3 of 46 trolleybus systems were closed completely. The rest have survived the aggressive rivalries presented by private mini-buses, a shortage of rolling stock and the erosion of hardware. In the late 2000s Donetsk became a unique arena for various forms of urban participation in favor of EPT including nonstandard problem solutions by transportation companies, crowd-funding projects and volunteering initiatives. Though similar initiatives took place in some other post-Soviet locations, the Donetsk region seems to have the most numerous and successful examples. To mention just a few of them: volunteers distributed the tram schedule among the local residents; concession holders voluntarily traveled at full fare; in Konstantinovka the clearing of rails in winter was conducted on a crowd sourcing principle; Gorlovka tramway-trolleybus department sold charity tickets (in addition to regular ones) in order to repair old vehicles, while the numbers of sales were regularly presented on the EPT-department's website, giving an account to the passengers on all monetary transactions upon their donations. Passengers responded positively and thus donations allowed several vehicles to be repaired. Similar initiatives took place in Druzhkovka, and Uglegorsk, as enabled by various collaborations between local residents, fans of EPT and transit authorities. In the case of Uglegorsk four second-hand but still intact vehicles were transferred from Donetsk and Kyiv in order to support the small town's transport. These local stories represent remarkable distinctions from the standard post-Soviet story of small towns losing their EPT without any chance to turn the process around.



*The same part of Donetsk's Kolkhoznii prospect in October 2009 (left) and March 2015 (right). Photos by Denis Tscherbina and Dmitry Yagodkin.*

Tragically, during the last year the public transit services in the region experienced troubles; more than that, electrical transport is particularly exposed to military destruction. Trolleybuses were in some cases just scrambled by tanks (like in Krasnodon). Trolleybus vehicles were used as barricades in Kramatorsk (or demanded for that purpose in Donetsk) as they do not have gasoline tank inside (and therefore are not explosive). Tramway depots have been occupied by military units (such information came from Konstantinovka) – probably due to their suitability for long-term stay (though not being accommodation spaces, these buildings are somehow adjusted for sleep and hygiene procedures of shift and technical workers). This makes these places particularly targeted by bombardments. In Donetsk several trolleybus and tramway lines are defunct (mostly at the city's margins)



are defunct (mostly at the city's margins). In Avdeevka the part of tramway line at the outskirts of the town was dismantled because of warfare and marauding acts. For some small transport enterprises the warfare became pernicious. In Lugansk local electric public transit has ceased completely since July 2014. Uglegorsk's transport network stopped in August due to cannonades, numerous disruptions of overhead wiring and since then the rolling stock parked in its depots has been ruined. The commentators also note that the coalmine – the object that used to produce vast passenger flows – will probably cease to work forever (and therefore the line will no longer be in demand in this part of town).



*Trams and military trucks sharing Postysheva street in the city center of Donetsk (March, 2015). Photo by Dmitry Yagodkin.*

The vulnerability of the basic life maintenance networks and systems is a leitmotif of “securocracy” paradigm noted by Allen Feldman in his contribution to Stephen Graham’s edited volume, *Disrupted cities: When infrastructure fails* (2009). Claiming to not be directly mortal for residents of housing areas, in fact, infrastructural disruptions vicariously affect the largest numbers of people – especially those ill, old or very young. In Ukraine these last three categories were mostly using cheap (or free) municipal transportation (as represented by EPT) while the passengers with higher incomes preferred faster (and more expensive) mini-buses, taxis and cars. Now the situation is sadly equated for many, since private operators have been reported to reduce service radically due to deficiency of fuel. A dramatic decline in bus operation occurred in Donetsk (only 3 municipal lines now function), so the electric transport takes the major share. People have to crowd vehicles notwithstanding the recently widespread fear of using the transport system in the first place

fear of using the transport system in the first place. In Alchevsk, residents sounded the alarm using social media after observing the unknown flashes of light on the streets though it was actually just the removal of ice from the trolleybus wires.

It is noteworthy that the background of two decades of crisis conditions today enables some quick transportation solutions and debugging on both sides of the frontline. In Slavyansk services on undestroyed part of the trolleybus network were reinstated by U-turning without loop, just masterfully using the existing “triangle” of overhead wiring. A loop in Enakievo was three times broken by shelling but each time repaired in a few hours (!). In Konstantinovka, despite the fact that military units occupy the depot building, the tramway line continues to function. Another result of the attacks is the transfer (or leasing out) of trolleybuses to Hartsyzsk from Donetsk that has some surplus of rolling stock because of several line closures. In Krasnodon, with the monetary support of a steel company, a new vehicle (manufactured in Ukraine) was delivered in December 2014. Together with new Russian tramways that appeared in Enakievo in 2012, or, a year later, both Donetsk and Kiev trolleybuses coming to Uglegorsk these examples may illustrate how maintenance of transport infrastructure was and persists to be less biased to politically constructed obstacles and how it benefits from the borderless circulation of artifacts.

The main source of information for this consolidated report is *transphoto.ru* – a web-host where enthusiasts accumulate multifarious records of what is happening to EPT infrastructure all over the world. From unaccredited sources there is evidence that the website might undergo a kind of censorship in displaying the information from Donbas – at least due to the fact that photographs of the public transit infrastructure may also occasionally capture the bitterly contested facts. Since repairing the lines takes time and investment, electric transport is unlikely to be repaired in the short term perspective. Post-war renovation could become the point for tackling the stagnancy of transportation infrastructure but this is not necessarily the case. In Lugansk it has been announced that the main tramway line (number 6) will not be recovered in the future (because of “monetary reasons and the expensiveness of maintenance”). Local authorities are indicating in interviews for the media that trolleybuses and trams in Lugansk regions are probably too expensive.

The dreadful ongoing developments in Donbas are educative. Being not more than distant observers of the situation, researchers can thoroughly accumulate the data from the field. Maybe we should turn our sight to depressive mobility infrastructures to learn something to prevent depression in more sustainable locations, as well as to complete the broad theoretical schemes with empirical knowledge of local practices. These examples illustrated the (untypical) solicitous attitude of populations towards their infrastructure. In peacetime much effort was invested in preserving the tramway and trolleybus networks, but this was only possible given the absence of any articulated intentions from the decision-makers in charge of EPT. Thus, where regulation was scarce, local self-organization occurred; if the amateurs were eager to assist the professionals, they were allowed to do so. Documentation of the wartime operation of Donbas EPT may help us to re-approach the social meaning of municipal and electric public transit, as well as troubleshooting practices in critical situations. Although Donbas EPT is now facing the extraordinary conglomerate of problems, particular aspects of these hardship are relevant for mobility assemblages worldwide.

*Andrey Vozyanov*  
*Institute for East and Southeast European Studies, Regensburg*



## View from the Street

### **Haifa: Israel's only city with busses on Friday and Shabbat**

During my first trip to Haifa in 2013 I already noticed that this city is more mobile than other cities in Israel where I felt a bit locked and immobile on Friday, Shabbat and Holiday. Coming from Berlin, where there is always a bus or a subway even during the night and on holidays, I am pretty spoiled in terms of public transportation and being mobile. Haifa is Israel's only Jewish city which currently offers bus services on weekends and holidays. Understanding the public transportation system in Haifa took me some time and asked for a retrospect.



The third largest city of Israel – also called the capital of the North – is located between the Carmel Mountains and the Mediterranean coast and offering a pleasant climate. Because of its topography and the shape of the bay, the sea is always a constant companion and lots of apartments have a nice view or even a rooftop invites to stay. Sadly, the city is more a port city with an industrial atmosphere in the downtown bay area and the access to the beach is pretty limited. Maybe Haifa would be more popular like Tel Aviv if there would be more beaches to swim and relax. Haifa is also known to be a “mixed” city with coexisting Jews, Arabs, Muslims, Christians, Druze and Bahais since before the liberation war in 1948. During these years the transit lines were offered by Jewish and Arab companies. Jewish companies offered transportation services on Shabbat in order to compete within the Arab societies that offered bus lines in parallel to the Jewish bus services and operated also on Shabbat. Besides that, security reasons played a certain role as well because they wanted to prevent the entry of Arab lines into Jewish neighborhoods on Shabbat which served the British mandate. After establishing the state of Israel the government decided to keep the status quo and therefore public transportation in Haifa is offered on Shabbat.

The main public transport for the city and intercity transport are buses from the company *egged*. But there are some other ways to get around and to be mobile like the new busses called *Metronit* – a guided bus transit developed by the Dutch *Samenwerkingsverband Regio Eindhoven* –, small subway called *Carmelit* and the shared taxi vans called *Sherut*, which is mainly for intercity transportation.



### Being (im)mobile in Haifa on the weekend

On Fridays the busses are running till sunset and start to serve again in the evening at 11pm but certain streets are closed. The religious community opposed to the operation of the transport services at Sabbath. In these areas they even put manually some barriers to block the entry. This is causing problems for some areas because main streets are separated from other neighborhoods. The Carmelit subway – which is more a 6-stations funicular than a subway – is also running till sunset and starts on the next working day which is Sunday in Israel. The Sherut is running on weekends as well but they have special prizes during the weekends. The Metronit is running the whole weekend but it does not serve all needed areas. The Israeli Railways is not working on Shabbat although the British train operated before the establishment of Israel on the Sabbath.



One of most important lessons I had to learn in Israel is that things are working less formally compared to Germany: in the university, in bureaucracy, the dressing way, how to make social connections and in transportation systems. For example the Sherut has no bus stop. It can be also seen as a big advantage that the Sherut is stopping over anywhere along the route by acclamation so that it is more convenient compared to busses.



### Get to the University

The city is not providing a one good system of public transportation; it is more a network of several ones. And given the fact that the main way of being mobile is offered by the bus people or students especially have no other option. Being mobile on a bike is unusual, most of the time sporty to drive up the hill and no real alternative. I live in a mixed neighborhood in Hadar (between downtown and the Carmel Center up the hill) which is not always considered as a good area to live. The city wants to get students to live here and improve the neighborhood with young people. The main problem is that certain areas are badly connected to the Haifa University or the Technion. Students take around 45min or even more by bus to these universities in opposite to 15min with the car. Being mobile also means to bring time and to spend time in the bus. Thankfully, some bus drivers listen to good music offered to the whole bus clients.



*Nathalie Wachotsch  
Former T<sup>2</sup>M Secretary*

## In the Spotlight

### Paul Timms

**Institute for Transport Studies, University of Leeds, UK**



*You are a Senior Research Fellow at the Institute for Transport Studies of University of Leeds, which is considered a world leader in transport research and teaching. What are for you the aspects that make transportation an intriguing and fascinating field of investigation?*

Clearly there are all the standard answers about transportation being extremely important for society: this has always been the case throughout history, and is arguably more so now due to technological change, globalisation etc. On a more personal and methodological level, I find transportation “an intriguing and fascinating field of investigation” due to the heterogeneity of transport studies. Over the last 30 years, I have researched subjects varying from the optimisation of traffic signals to the future of global transport, through a variety of disciplinary perspectives from engineering to humanities. For those who like such terminology, transport studies could be seen as the ultimate academic assemblage. It would be hard to imagine how such heterogeneity would be possible in most other university departments.

*The aim of T<sup>2</sup>M is mainly to promote a better understanding of historical interaction between transport, traffic and the mobility of people, material objects and ideas. This year the association is however aiming to deal stronger with the future of transport and mobility. What do you think are the most influencing drivers for change in both transportation and mobility behaviours in the next 15-20 years?*

I guess that I have moved somewhat from being a voluntarist to a structuralist over the last 30 years (which I accept is a movement in an unfashionable direction). So, along with this direction of change I increasingly see the influencing drivers for change more in terms of political economy and less in terms of factors that directly influence individual behaviour. This is not at all to say that individual behaviour is unimportant, which would be a very strange ontological position. Rather it is to say that such behaviour is highly dependent upon macro-scale factors and less a result of individual volition. Unfortunately (in my opinion) much



research in transport studies makes the implicit (and sometimes explicit) assumption that problems such as lack of sustainability can be solved by appealing to the environmental consciences of individuals, with questions of political change being forgotten.

*Based on these assumptions, what do you think are becoming the most pressing topics and “big questions” that should be addressed by social scientists and historians regarding the future of mobility?*

Directly following on from the previous answer, I personally see the “big questions” as being tied upon with what sort of society we might aspire to, and what sort of transport system / mobility would be consistent with such a society. In simple terms, if we live in a society that is oriented heavily to competition we should not be surprised in individuals seek to be competitive in terms of having a better car, travel more etc. In general, I believe that this type of futures thinking, concerning the envisioning of a ‘new era’, will benefit greatly from the input of historians (such as in T2M) who are skilled at distinguishing between different historical eras. A big problem in transport studies is that it is extremely ‘presentist’, where the methods used for making predictions of the future implicitly assume that the future is a simple extrapolation of the present, without recognising that the present belongs to one historical era which, like all other eras, will change into another.

*One of your recent articles was about utopian thinking in transport planning. How you think the ‘mobility turn’ can contribute to the development of new utopias or imaginations and how these future narratives could look like?*

The article referred to questions concerning urban transport. In my view, it is useful to make a distinction between creating images of utopia for urban transport and for interurban transport (including international transport). To put it simply, at some point in the future cities will need to sort out their transport systems or else descend into chaos: for me, the main question when thinking about desirable urban futures is whether they are fast (with high capacity public transport), slow (mainly walking and cycling) or some hybrid of fast and slow (but then how would that work in a way that was equitable?). However, whilst such thinking about urban utopia is challenging, I see the issue of interurban transport being a much greater challenge. Creating images of utopia for the latter is highly complex. Would we envisage everybody in the world being able to do the same amount of travel as a typical present-day Western university academic? If so, would such travel mainly be by fast means (i.e. by air)? Given technological forecasts this seems highly unsustainable in an environmental sense, but what is the alternative? Some people might like the idea of a rural fantasy where most people stay in their place ‘at home’ for all (most) of their lives: to me though this sounds highly feudal and unattractive. Perhaps one solution is to have high mobility (for those that want it) but for it to be slow and thus environmentally sustainable: essentially a mass nomadic existence. I think that current ‘mobilities’ research on present-day nomadism has much to offer thinking about such a future.

*Among your key research interests you state the subject of public participation in transport planning. Which mechanisms of interaction with the ‘mobile customer’ are at urge and what are the examples from practice?*

Whilst giving credit to the small number of researchers who have been interested in participatory planning in transport, most research in transport planning follows the traditional

paradigm often described as “instrumental rationality”, which effectively means planning by experts. I like to think that this is not because transport researchers lack awareness on issues about participation, but rather because there are some fundamental problems inherent in participative transport planning. In particular, whilst participative planning (in a ‘direct’ non-representative mode) typically operates on a locality basis, transport is, except for short trips, not a localised phenomenon, i.e. it is about moving from one locality to another locality. To take an example, participatory budgeting (considered by many as an example of ‘best practice’ in participatory urban planning) involves huge numbers of residents deciding, on an annual basis, what the infrastructural priorities should be for their neighbourhood in the coming year. Whilst transport often gets included in priorities, transport measures are usually restricted to those such as traffic calming etc, that are obviously localisable, and not to cross-city public transport (which does not fit neatly into a neighbourhood).

*More off-topic: Brazil has become your second home, which might offer the opportunity to compare cultural perceptions of time and its implications for mobility behaviours. As the Brazilian approach to temporality is quite unique, for instance being late for an appointment is considered prestigious, while being ‘on time’ is considered offending, does this reflect in everyday mobility behaviours of the Brazilians, e.g. compared to the UK?*

Brazil is a large highly complex country, with different regions having highly different histories. The state where I live, Rio Grande do Sul, has an attitude towards punctuality that is almost Germanic (to use another cultural stereotype). Of all the many ex-urban bus trips that I have taken from the central bus terminal in Porto Alegre (the state capital) I cannot remember any being late when departing. I certainly could not say that for the UK! Also, whilst not directly concerned with punctuality, the system of participative budgeting method mentioned above, which requires a high degree of organisation, was originally developed in Brazil (and in particular in Porto Alegre). However, I accept that there are other parts of Brazil which have different cultures to Rio Grande do Sul. As an aside, I think that Brazil has much to teach Europeans about multiculturalism. Whilst it would simplistic (and inaccurate) to say that all problems associated with the existence of different cultures living side-by-side have been resolved in Brazil, much progress has been made over the past 100 years.

# *Journal of Transport History*

## **Journal of Transport History, Vol 36 No 1, June 2015**

**Editorial:** Transport Horizons

### **Research papers (6)**

The dream of large-scale truck transport enterprises – early outsourcing experiments in the German Democratic Republic *Richard Vahrenkamp*

Railway excursion agents in Britain, 1840-1860 *Susan Major*

Charabancs and social class in 1930s Britain *Michael John Law*

The Trans-Siberian railway as a corridor of trade between Finland and Japan in the midst of world crises *Juha Sahi*

Dreaming on a railway track: public works and the demise of New Zealand's provinces *André Brett*

Stakeholders and competition in the transportation of migrants: moving Greeks to Australia in the post-War era *Ioannis Limnios-Sekeris*

### **Obituary**

François Caron, 1931-2014

### **Exhibition reviews (3)**

### **Book reviews (13)**

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

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

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

**Editor:** Gordon Pirie

# Transfers

## Transfers, Vol 5 No 1, Spring 2015

### Editorial

*Heike Weber and Gijs Mom*

### Research papers (3)

A World Event (On Circumnavigation, 1519–1522): Excerpt from Guillermo Giucci's *Tierra del Fuego: La creación del fin del mundo*  
*Guillermo Giucci*

The Politics of Fear, Mobility, and Media Discourses: A Case Study of Malmö  
*Vanessa Stjernborg, Mekonnen Tesfahuney, and Anders Wretstrand*

Rethinking Children's Independent Mobility: Revealing Cultures of Children's Agentic and Imaginative Mobilities through Emil and the Detectives  
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Making Place for the Modern Road: The Road Exhibitions in Brussels (1910) and Liège (1930)  
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The Map and the Territory: The Seventh International Road Congress, Germany 1934  
*Kristina Skåden*

Radical Mobilities on Display: The Motorway Aesthetics of Postwar Oslo  
*Even Smith Wergeland*

Road Works: Some Observations on Representing Roads  
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The Exterritory Project  
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### Film Reviews (1)

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**Editors:** Gijs Mom, Georgine Clarsen, Nanny Kim, Peter Merriman, Mimi Sheller and Heike Weber.



## News

### **John Scholes Transport History Research Essay Prize 2015**

The John Scholes Prize, of up to €275 (275 Euros), is awarded annually to the writer of an unpublished 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) must not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than **Friday 26 June 2015**. They should not bear any reference to the author or institutional affiliation. Senior scholars will judge entries against criteria of originality, thoroughness and excellence of argument, source use, composition and illustration. The 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 should read ‘John Scholes Prize entry 2015’.

### **New Online Exhibition: Railway Safety in the UK**

T<sup>2</sup>M member Mike Esbester has worked with the UK’s National Railway Museum (NRM) to produce a virtual exhibition looking at railway safety in Britain, and particularly the safety of railway workers. Based on Mike’s research, it showcases some items from the NRM’s collections and puts them in their context within the railway industry and wider society. It includes a range of items produced to try to improve safety on the railways and beyond, including booklets (downloadable), posters, films, artificial limbs and a stuffed dog!

The exhibition is available at: <http://www.nrm.org.uk/railway-safety>

## **New Book Edited by Colin Divall: Cultural Histories of Sociabilities, Spaces and Mobilities**

Edited by: Colin Divall (University of York)

Number of volumes: 1

Series: Studies for the International Society for Cultural History

HB ISBN: 978 1 84893 525 9

web-PDF ISBN: 978 1 78144 506 8

ePUB ISBN: 978 1 78144 507 5

Pages: 272

Illustrations: 14 Illustrations, black & white

Readership: Historical geography

BIC code: HBTP, Historical geography

BISAC code: HIS052000, HISTORY / Historical Geography

THEMA code: NHTP, Historical geography Pub. date: January 2015

HB Price: £60.00 URL: [www.pickeringchatto.com/mobilities](http://www.pickeringchatto.com/mobilities)



Spatial mobility is a topic of growing scholarly interest. For the majority of us the opportunity to travel has never been greater, yet differences in mobility highlight inequalities that have far wider social implications. Exploring how and why attitudes towards movement have evolved across generations, the case studies in this essay collection range from medieval to modern times and cover several continents. The book will be of interest to social and cultural historians, historical geographers and sociologists.

### **Contents:**

Preface – Colin Divall Introduction: Cultural Histories of Sociabilities, Spaces and Mobilities – Colin Divall Part I: Structuring Mobilities, Spaces, Sociabilities 1) Home Lands: How Women On the Move Made the West – Virginia Scharff 2) Gender and American Mobility: Cars, Women and the Issue of Equality – Margaret Walsh 3) Colours, Compartments and Corridors: Racialized Spaces, Mobility and Sociability in South Africa – Gordon Pirie Part II: The Urban and Peri-urban 4) Urbanizing the Countryside: Rails, Workers and Commuting in South-West Flanders, Belgium, 1830–1930 – Greet De Block 5) City of Tomorrow: the Representations of Buenos Aires in the Future through Imagined Mobility, c.1880–1914 – Dhan Zunino Singh 6) How to Make a Map for the Hades of Names: The New York City Subway Map Wars of the 1970s – Stefan Höhne 7) ‘This River Used to Be so Full of Life’: Histories of Mobility on the Thames and Their Role in the Negotiation of Place, Community and Sociability – Heidi Seetzen Part III: Pilgrims, Travellers and Tourists 8) Otherness and Englishness in Late-Mediaeval Pilgrimage Guides – Emily Price 9) Constructing the Tokugawa Spatial Imaginary: Kaibara Ekiken and His Revival of Fudoki – Nobuko Toyosawa 10) Languages of Popular Hospitality in Seventeenth- and Eighteenth-Century France – Ulrike Krampfl 11) ‘Doing the Gap’: Sociability and Tourism Networks at Killarney, 1850–1914 – Kevin J James 12) Eating Across the Ocean: The Role of Food in the Construction of the Tourists’ North Atlantic, 1947–76 – Birgit Braasch 13) Automobility and the Building of Tourism in Communist Romania, c.1960–89 – Adelina Stefan 14) Moving towards Santiago: Reverie on the Road and Rails – Jennifer Sime.

## **Introducing Irene Anastasiadou and the IPODI research project on “Iron Silk Roads”**

Since September 2014, Dr. Irene Anastasiadou is working as an IPODI (International Post-Doc Initiative) Marie Curie Fellow at the faculty of humanities of the Technical University of Berlin (Germany). Dr. Anastasiadou defended her PhD thesis at the Technical University of Eindhoven (department of engineering and innovation sciences, the Netherlands) in 2009. Her PhD thesis published with Amsterdam University Press (2012) is entitled *Constructing Iron Europe: Transnationalism and Railways in the Interbellum*. In her PhD thesis Dr. Anastasiadou has looked at the transnational dimension of railway building in 19<sup>th</sup> century Europe, and the interwar years. As an IPODI Marie Curie fellow, she now works on a new project entitled ‘“Iron Silk Roads”, railways and Europe-Asian relations, 1940s-present’. The project will run for two years under the mentorship of Prof. Hans-Liudger Dienel. In the context of this project, Dr. Anastasiadou is looking at how railways have constituted a space where various national and transnational actors have negotiated in the past (since the 1940s), and negotiate in our days their geopolitical agendas and their socioeconomic interests.



*Dr Anastasiadou in the Berlin Museum of Technology*

Specifically, the end of the Cold War signaled the political re-organization of the region of South Caucasus and was also accompanied by extensive plans for the re-configuration of the infrastructure in the region. In the 1990s, the EU financed a corridor study for the configuration of a new Europe–Caucasus–Asia railway route. The main drivers for the EU are economic and political: the new railway could move Western industrial products to the East and petroleum products to the West, also consolidating the EU’s political influence in the region. Meanwhile, Chinese policymakers and the Chinese government

drafted their own plans for the configuration of transnational railway corridors that would connect China to Europe through Central Asia. The United Nations Economic and Social Council for Asia and the Pacific endorsed these plans in the 1990s and has been promoting them ever since. We can see then that politically strong national and transnational actors see infrastructure planning and specifically the formation of transnational railway corridors as a powerful instrument of political expansion and economic growth in the region of South Caucasus and Asia. The project discusses various plans for the re-configuration of Asian railways from the 1940s to the present, focusing on the work of intergovernmental and professional bodies in Europe and Asia. By examining such projects the research aims at exploring how Europe–Asia relations have been formed in the ‘low’ politics arena of infrastructural development. Ultimately, an interpretation of the competing political and economic agendas ‘hidden’ in these projects, as well as an analysis of the factors that lead to their realization or non-realization – be they economic, political or technological – can prove a useful instrument to European Policy makers.

## Call For Papers

### **IV INTERNATIONAL CONGRESS OF SCIENCE, TECHNOLOGIES AND CULTURES**

**October 9-12, 2015, Universidad de Santiago de Chile**

#### **CALL FOR PAPERS TO SYMPOSIUM 63: TECHNOLOGIES AND MOBILITIES: HISTORICAL AND CONTEMPORARY VIEWS.**

This symposium seeks to gather scholars who deal with problems related to the movement of people, objects, information, money, power, resources, water, waste, and son and who consider interdisciplinary approaches tackling the topic from historical and contemporary perspectives, from both humanities and social sciences. In particular, we are interested in discussing the way in which technologies have been conceived, implemented and experienced within the process of production of mobility. We understand technologies in a broad sense, including: from artefacts or means of transport to infrastructures; from scientific knowledge to practical ones; from informational systems to organizational orders; from regulation to surveying/mapping, planning and policies. With this wide syllabus we aims at discussing the mobility and technology relationship considering aspects such as social relations, politics, the production of infrastructure, innovation, socio-technological controversies, materialities, environment, automobility, public transport systems, production of urban and rural spaces, networks and flows of information, sanitary and hydraulic systems, or travelling in a broad sense.

The deadline for the reception of abstracts is May 31, 2015

If you are interested please send an abstract (200 words) plus 5 keywords, Name, Academic degree (Dr., MA. Etc.), Institution, City and email to the organizers:

Dr. Dhan Zunino (Universidad Nacional de Quilmes, Argentina), dhansebastian@gmail.com

Dr. Melina Piglia (Universidad Nacional de Mar del Plata, Argentina),  
pigliamelina@gmail.com

Dr. Rodrigo Booth (Universidad de Chile), rodrigo.booth@uchilefau.cl

Dr. Thiago Allis (Universidade Federal de São Carlos, Brasil), thiagoallis@ufscar.br

More information available at

<http://www.internacionaldelconocimiento.org/index.php/convocatorias-simposios-aprobados/item/563-simposio-n-63-tecnologias-y-movilidades-miradas-historicas-y-contemporaneas>



## **Call for Papers: Mobility and Organizing in the Global and Local: The space of creation and constraint within, between and beyond organizations**

We would like to invite you to submit a paper to our cross-disciplinary stream at the end of next year on: 'Mobility and Organizing in the Global and Local: The space of creation and constraint within, between and beyond organizations.' More details of the stream are available at the bottom of this e-mail and here: <http://www.apros.org/archives/193>. This stream is part of the APROS/EGOS conference ('Spaces, Constraints, Creativities: Organization and Disorganization') which will be held in Sydney from the 9th -11th December, 2015. The venue will be the Dr Chau Chak Wing Building, which is the first building in Australia designed by Frank Gehry. We are seeking short paper submissions of between 3,000-4,000 words, to be submitted by the 1st May (Sydney Time), 2015. The word count is inclusive of references, appendices and other material. The outline of the paper should include:

- An explanation as to the purpose of the paper
- The theoretical background and the approach
- Empirical papers should identify the methods of analysis
- Authors should also be explicit about how their paper connects with the stream and more broadly to the overall theme of the conference

The web site for submissions has been set up and registrations for the Conference will be open from the 1st February, 2015. Conference paper submissions can be made at: <https://www.eventspro.net/con-sol/cm.esp?id=7530028&pageid= 800DJGLWC>

Dimitria Groutsis, University of Sydney  
Diane van den Broek, University of Sydney  
Jonathan Beaverstock, University of Bristol  
Will Harvey, University of Exeter, UK  
Erica Coslor, University of Melbourne

Convenors of Sub-theme 07: Mobility and Organizing in the Global and Local: The space of creation and constraint within, between and beyond organizations.

Global and local mobility require new thinking in organizational life and organization studies. Global movements and forms drive economic, political and social change transforming organizations, working lives and the boundaries between work and home. Movements of people and capital create new spaces and possibilities for workers, organizations and governments, in home and host countries, with growing flexibility. Together with policy landscape shifts from supply-driven to demand-driven mobility, this flexibility has reshaped workplace policies and processes, work design, management of work and spaces and types of work. Despite the growing prominence and complexity of global mobility and organizing, our understanding of what drives new movements as well as their impact at different scales of analysis remains somewhat limited.

## **Mobility and Organizing in the Global and Local: The space of creation and constraint within, between and beyond organizations**

What connects the global and local? A detailed focus on new forms of global and local mobility and organization builds on wider projects of economic globalization, global development and global capitalism, advancing discussions of how new forms of spatial contact might create or constrain organizational structures, innovation and competitiveness. This provides us with the opportunity for re-theorising, re-conceptualising and advancing our current empirical knowledge on mobility and organizing both within and between countries, regions and organizations.

The study of such global-local structures and processes provides a means for organization theory to speak to increasingly global organizations and markets. The mixing of global and local provides new research contexts and objects of study, with the potential to yield new theories (Bamberger & Pratt, 2010) about mobilizing and organizing across boundaries (Kellogg, Orlikowski, & Yates, 2006). Organization studies researchers are well positioned to study this complicated area due to the combination of theoretical sensitivity and attention to structure and process.

We invite a broad range of papers to widen and deepen our discussions of global-local mobility, structures, processes, spatial aspects, and implications for different forms of organizing, addressing one or several of the following:

**Networks and Spaces:** global and domestic talent attraction and retention as short and long term government; corporate and community strategies and practices; working in permanent and temporary, visible and invisible ‘non-spaces’ and in-between places; the liminality of business travel and mobile work for individuals, organizations, communities and countries.

**Local and Global:** new communication technologies and tools, and the importance of location; organizing and coordinating new forms of work; objects and structures that both locate in the local and also span the global; organized and disorganized policies; global mobility control, voice, representation and new institutional actors; convergent and divergent paths, national and global institutions of global mobility; global migration networks, intermediaries and labour markets; emerging actors creating new spaces and policies.

## **TOURAVEL '15 / II. International Conference on Tourism and Travel**

DAKAM's TOURAVEL '15 Conference invites scholars and researchers from different fields to discuss the studies on travel and tourism in the contemporary world from different and interdisciplinary perspectives. TOURAVEL '15 / Tourism and Travel Studies Conference will be organized on June 18-20, 2015. 1st day of the conference will include keynote lectures, whereas presentations by the participants will be mainly held on 2nd day and social events will take place on the 3rd day. <https://www.easychair.org/conferences/?conf=touravel15>

**SUPPORTING INSTITUTIONS:** Greening Hotels Project: <http://www.greeninghotels-turkey.org/?Lang=EN>, ICVB: Istanbul Convention and Visitors Bureau [www.icvb.org/](http://www.icvb.org/), TUROB: Touristic Hotels and Investors Association: <http://english.turob.com/>, TURSAB: Association of Turkish Travel Agencies: <http://www.tursab.org.tr/en>, TUYED: Association of Tourism Writers and Journalists: <http://www.tuyed.org.tr/>

**KEYNOTE SPEAKER:** Prof. Salih Kusluvan Graduated from Erciyes University School of Tourism and Hotel Management in 1988. Currently resides in Istanbul Medeniyet University as Vice Dean and Head of Tourism Management Department. He works on marketing, tourism marketing, tourism, human resource management and organizational behavior. He edited the book named 'Managing Employee Attitudes and Behaviours in the Hospitality and Tourism'. He has also published many books and articles on tourism management, human resources management, organizational behavior.

**PUBLICATION:** All submitted papers are subject to double blind peer review. The full papers are going to be available online in DAKAM's digital library and to be published in the proceedings book with an ISBN number before the conference. The book will be sent to be reviewed for inclusion in the "Thomson and Reuters Web of Science's Conference Proceedings Citation Index" (CPCI) and Google Scholars. The full papers are going to be published in the proceedings book with an ISBN number, and will be sent to be reviewed for inclusion in the "Thomson and Reuters Web of Science's Conference Proceedings Citation Index" (CPCI).

**AGENDA:** Deadline for abstract submission: April 3, 2015, Deadline for registration: May 8, 2015, Deadline for full papers submission: May 15, 2015.

**MAIN THEMES:** New Tourism Trends, Health, Safety and Security Issues for Tourism Industry, Tourism and Economic Development, Travel Studies (For sub themes: <http://www.touravelconference.org/p/themes.html>)

**VENUE:** Point Hotel, Taksim - Point Hotel Taksim enjoys a perfect a location at Taksim, the heart of Istanbul, with its close proximity to all convention centers like Lutfi Kirdar Congress and Exhibition center, to Istiklal Street which is the center of shopping and social life and to the historical peninsula.

**ABSTRACT SUBMISSION:** You can submit your abstract by entering the online registration system EASYCHAIR at <https://www.easychair.org/conferences/?conf=touravel15>

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