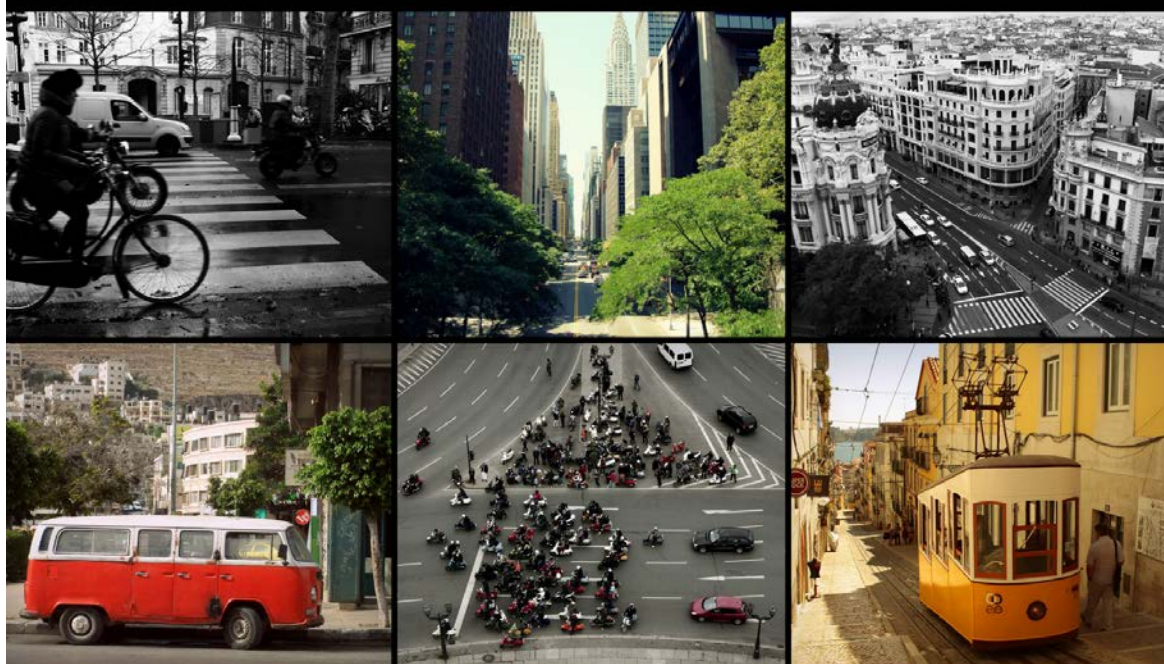


T²M

International Association for the History of Transport, Traffic and Mobility

HAVE YOU PAID YOUR MEMBERSHIP ?

GET YOUR TICKET TO THE T2M-WORLD



Collage by Nathalie Wachotsch (T²M Secretary)

Newsletter

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Editorial

Academic events are always expected to provide fresh insights, knowledge and ideas but also new acquaintances. But what about before and after such events? Following discussion at the most recent T²M executive committee meeting and in anticipation of the forthcoming conference in Philadelphia we would like to use this editorial to remind you of the benefits of T²M membership and encourage you to support the association's activities by recruiting new individual and institutional members, renewing your own membership and in turn explore all opportunities to make the most of it. That way the benefits of our association need not remain only primarily discernable in the days of and surrounding our annual conference.

As many of you are aware, T²M offers inexpensive membership options from student through to institutional level each with a range of associated benefits and discounts. All individual (costing €80.00) and student (costing €45.00) members receive a print subscription to the *Journal of Transport History* (three issues per year) and the annual *Mobility in History* yearbook, not to mention this quarterly newsletter. In addition members are entitled to discounted registration at the T²M annual conference and a heavily discounted subscription to the *Transfers* journal (amounting to a saving of €23.00 for full members and €38.00 for students). Institutional membership (costing €220.000) meanwhile provides these benefits on a wider level along with a range of publicity and marketing options, which include, amongst others, avenues of institutional introduction to members through the T²M website and newsletter and the opportunity to host institutional information stands at the annual conference. Soon all T²M members will also benefit from the ongoing development of the bibliographic project curated by Jørgen Burchardt. This will compile bibliographic information on literature relevant to our fields in languages beyond English allowing members to locate sources that would otherwise likely remain undiscovered due to language barriers.

Besides all these harder benefits of formal membership are the less measurable soft gains that being part of the T²M community brings. The things that can easily slip our minds but in fact should be at the forefront of our thoughts when we meet scholars working on issues of transport, traffic and mobility in the wide array of interdisciplinary forums that we participate in and circulate between. They too could benefit from T²M membership and its associated trans-disciplinary network. A network that is characterized not just by researchers, collaborators and rigorous academic work but also by fun and friends who share a common enthusiasm about transport and mobility that goes beyond the narrow confines of the perspectives of the immediate present - historians, sociologists, geographers, anthropologists, planners, architects and many others. A network that is also transcontinental and trans-local, which spans the multi-scaled geographies of the world in order to bring us in to contact with like minded individuals and simultaneously expose us to new ways of thinking, researching and doing transport and mobility. A network that comes together physically at the annual conference where participants from all continents share their and enrich others' research. Conferences that facilitate ongoing collaboration and increased readership by making each of the submitted papers and posters available to all T²M members (including those who might be unable to attend the conference in person) online after the event.

Beyond the conference we all have a role to play in maintaining dialogue amongst members through the print and virtual outlets at our disposal. Although necessarily anonymous, the most rewarding forms of academic conversation and development offered to T²M members and non-members alike, are activated by submitting research for publication in any of the T²M peer-reviewed outlets mentioned above. Meanwhile this newsletter offers the opportunity for

members to contribute ongoing exchanges in a number of formats. As new editors, we are always searching for contributors to act as interviewees or to provide conference reports, research outlines, or communications about the current state of transport and mobility in their locality. Likewise we are open to new format suggestions so if you would like to contribute to the newsletter or have any fresh content ideas do not hesitate to let us know! Last but not least we mustn't forget the online social networks through which we increasingly maintain our personal and professional relationships. T²M has, for example, had its own Facebook page since 2012 [www.facebook.com/T2Minternational] where we can all instantaneously inform one another about developments in the field. Soon the T²M community will also be represented on Twitter in time for the next annual conference.

With all these benefits and opportunities in mind we welcome you to 2014's second newsletter as we retire to renew our memberships and lobby our institutions to join the T²M family.

As always we encourage you to send us news, reports and articles for the next issue to newsletter@t2m.org. The deadline for items to be included in the August issue is **Monday 10 August 2014**. Please bear in mind our publication schedule when sending CFPs. Newsletters will be released towards the end of the issuing month and therefore will not include expired CFPs.

Samuel Merrill
Andrey Vozyanov
Claudine Moutou

President's Page



Dear colleagues,

Sometimes, side effects have a greater impact than directly intended goals and means. Electrical cars, for instance, can store electrical energy and help to solve the short-term storage problems of renewables. For many actors, this function might be a more important argument than transport to push e-mobility. We will discuss spin-offs of mobility at our next conference in Philadelphia, September 18-21, and I am very much looking forward to the presentations and debates. I see inspiring papers and many new colleagues on the preliminary program. The conference will be co-hosted by the Pan-American Mobilities Network, and thus be another step towards a closer collaboration of historical and social science mobility studies.

My second term as president will end in 2015: It is a good tradition in our association to elect the new president one year in advance (as president elect) in order to have a year of overlap. I have many fond memories of my joint year with Gijs Mom.

In September, we will have an election of the president's and vice president's and some EC positions. The election committee (head: Ralf Roth) has asked and will ask for nominations for these positions. I am thankful, happy, proud and thrilled by the preparedness of Mimi Sheller, Professor at Drexel University, director of the Center for Mobility Research and Policy and local host of our annual conference to serve as a candidate for the presidency of our association. At the same time, we still ask for further candidates for all open positions. Ralf Roth and his team will send out the quest for further nominations and later the voting ballots. Please think about your preparedness to devote time for our association. If you have any questions, suggestions, please send him (Dr.Ralf.Roth@t-online.de) or me an e-mail.

I wish you a nice summer and success in your preparations for the conference in Philadelphia!

Yours,

Hans-Liudger Dienel



Forthcoming Prizes

John Scholes Transport History Research Essay Prize, 2014

The John Scholes Prize, of up to £250 (pounds Sterling), 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 (T²M – 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 27 June 2014. 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. The subject line of the message should read 'John Scholes Prize entry 2014'.

In the Spotlight



Dr Martin Schiefelbusch

This issue we present an interview with Dr. Martin Schiefelbusch who has participated in numerous T²M events. Recently he has gained new experience in a field that can remain unfamiliar to those in academia, namely consultancy with executive authorities. T²M asked Dr. Schiefelbusch about the importance of scientific backgrounds and coherency of study and practice within transport research.

Can you recall when your interest in transport first arose? It probably happened long before your time in high school - so what was it like?

Yes, indeed, it goes back quite a long way. Several things came together: My parents told me I had an interest in cars already when I was very small, as probably (at least) many boys do. On top of that came an interest in town planning, which I kind of inherited from my parents – my mom was an architect, and my grandfather a civil engineer. I started building little towns in which I drove around my model cars even before I went to school. Step by step this activity became more and more abstract, the cities became bigger, then I started drawing them on paper, then I made public transport networks and timetables for these cities. In the real world, I started making multiple experiences as a transport user – I still remember how my mum taught me how to use the tram on my own, in the summer of 1977. It was a nice experience - I had travelled by tram before with my mother for going to town and sports etc, so I knew basically how it worked. She had a car, but had made a driving license only when I was born, and she didn't like driving, so we used it quite regularly, but not everyday. However, my mum also worked, and so she thought it would be useful if I could become more independent and learn using the tram by myself. So in that summer afternoon, she brought me to the tram stop "Kirchweg" in Kassel from which there were two routes going directly to our home. She parked her car nearby, and when the tram came, she told the driver: "Please make sure that my son gets off at Wigandstraße". I stayed on the tram, standing behind the driver, and she went there by car. When I arrived, she was already waiting for me. Nothing special happened, but I still remember it as my first public transport trip on my own. I don't remember the route number or vehicle number of course, but it must have been a six-axle bi-directional vehicle, which was the main type in use at the time. These trams were sold to Gorzow in Poland in the early 1990s, and probably some are still running there. So it is probably no surprise that I always wanted to work in this (transportation - A.V.) area. Nevertheless, when I started studying transport planning, I found out that a purely technical or economic perspective was not to my taste. Fortunately, I found an alternative, and again my focus of interest moved towards the conceptual, political and social dimension. Perhaps my father's character came in here, he was a

more philosophical character. But I still like to look at things also from the practical perspective and am happy when something concrete comes out of my work.

Judging by your resume and publication titles, the ‘User’ seems to be key character in your research. How would you position the ‘User’ among the other favoured subjects of mobility studies - e.g. tourist, nomad and driver?

I'm not sure how much I can comment on "mobility studies" in general, but considering transport planning, the concept of "user" has certainly been quite simplistic for a long time - somebody who decides on mode, route, travel time etc. based on a pure cost-benefit analysis and who has no other expectation than to get quickly from A to B. This type of planning doesn't look at "the user", only at users as mass phenomena that can be described mathematically. Fortunately this is changing. I hope to contribute to this in two ways: first by casting light on the "user" as a human being with emotions, other interests and also limitations, second as an "actor" who can express its view and participate actively in the shaping and production of mobility - rather than being just somebody for which the experts do the planning. For the latter, I have certainly also been influenced by my involvement in citizens' initiatives and pressure groups - this inspired me to pursue the "user as a stakeholder" topic as a research field, which indeed led to quite a lot of publications.

Can you mention the most exciting ideas related to the history of transport infrastructure that you have encountered during the last five years?

It is difficult and perhaps unfair to mention specific works here, but my research path described above was certainly stimulated by the continuous exposure to "other" academic fields like systems analysis, social science mobility studies and history. Regarding the latter, I am always impressed by the broad range of topics people discover and deal with on the T²M conference. As a learning-by-doing historian, it took me a bit to get into this way of thinking. What I find interesting is when one can discover continuities between past and present, or when these planning processes which seem so technical and rational at first become a subjective, personal or political edge through a closer look.

Please tell us a bit about your current job outside the academy. Have you profited from your previous academic experiences or have these in fact caused complications for you?

At the time of writing, I have been in this position for about six weeks only, so it is a bit early to tell how much I can benefit from my previous work. I am working at the transport authority for the federal state of Baden-Württemberg in Germany. This position has just been created following political interest to do more to support public transport for the countryside. The tasks are a mixture of supporting community transport initiatives, being a mediator and coordinator between them and the political/administrative stakeholders on state level, coordinating and helping to maintain standards for such transport schemes and developing ideas for other innovations.

I think I got this job because I could demonstrate that I have both experience in thinking creatively and cross-disciplinary as an academic and at the same time, due to the kinds of projects I have done over the last years, knowledge of the practical side of things. So I would say my research background is valuable rather than making things complicated, but I cannot tell at the moment how this will manifest itself.

Do you imagine doing projects in academic formats again in the future or intensive collaborations with scientists to fulfil your practical goals?

Yes, I can imagine either of these possibilities, but there are no precise ideas yet.

Journal of Transport History

Journal of Transport History, Vol 35 No 1, June 2014

Research papers (6)

An imperial railway failure: the Indochina-Yunnan railway, 1898-1941 *Jean-François Rousseau*

‘One of the noblest inventions of the age’: British steamboat numbers, diffusion, services and public reception, 1812 – c.1823 *David M. Williams and John Armstrong*

Urban transportation planning influences and legacies: Kurt Leibbrand, Germany’s acclaimed postwar traffic planner *Jeffry M. Diefendorf*

Marketing ocean travel: Cunard and the White Star Line, 1910-1940 *Graham Gladden*

Routes of conflict: building roads and shaping the nation in Mexico, 1941-1952 *Mike Bess*

Meaningful mobilities: the experience of underground travel in the Buenos Aires Subte, 1913-1944 *Dhan Zuninho Singh*

Survey and speculation (1)

Colonial India, its railways, and the cliometricians *Ian J. Kerr*

Book reviews (12)

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

The home-page of the Journal contains links to contents, author submission guidelines and to current and back-copies:

<http://www.manchesteruniversitypress.co.uk/journals/journal.asp?id=4>

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

Gordon Pirie

Editor, *Journal of Transport History*

Transfers

Transfers, Vol 4 No 1, Spring 2014

Editorial

Gijs Mom, Georgine Clarsen, Dorit Müller, Nanny Kim

Research papers (7)

The Distant Sound of Mule Caravan Bells: Interview with Mr Li Zhengxiong, 19 August 2003

Ma Cunzhao

Gatherings of Mobility and Immobility: Itinerant "Criminal Tribes" and Their Containment by the Salvation Army in Colonial South India

Saurabh Arora

Transporting Viewers Beyond the "Hoe and the Machete": The Rhetoric of Mobility in Cuban Mobile Cinema

Nicholas Balaisis

History and Transport Policy: The Swiss Experience

Ueli Haefeli, Fritz Kobi and Ulrich Seewer

Learning from a Contested Project in the Netherlands: The Clash over the Amelisweerd Forest, 1957–1982

Odette van de Riet and Bert Toussaint

The Role of Cycle Rickshaws in Urban Transport: Today and Tomorrow

Geetam Tiwari

Houston (Un)limited: Path-dependent Annexation and Highway Practices in an American Metropolis

Kyle Shelton

Ideas in Motion

Notions of Mobility in Argentina: A Discussion of the Circulation of Ideas and Their Local Uses and Meanings

Dhan Zunino Singh and Maximiliano Velázquez

Mobility and Art

Megafone.net

Antoni Abad

Museum Review

The Sea Plane Harbor: A Hangar Full of Estonian Maritime and Naval History

Aaro Sahar

Film Review

Cinema's Journey into Homelessness: Leos Carax's Holy Motors

Johannes Pause

For those of the T²M members who have not yet taken a subscription information is available here www.journals.berghahnbooks.com/trans. You can help the journal break even by asking your university library to take an institutional subscription. Library Recommendation form: http://journals.berghahnbooks.com/trans/trans_lib.pdf

T²M members can subscribe to *Transfers* at a discounted rate. T²M member reduced rate (print): €35.00 (normally €59.00). Student rate (print) €15.00.

Gijs Mom, Georgine Clarsen, Nanny Kim, Peter Merriman, Mimi Sheller, Heike Weber
Editors, Transfers

New Mobility Masters

Executive Master in Mobility Innovations eMA MOBI, Zeppelin University

Executive Master in Mobility Innovations eMA MOBI

Are electric vehicles the be all and end all of sustainable transportation?
Do you really think we would still be driving our cars ourselves in 2025?
Do you think we are ready to have our packets delivered by drones?
Don't you also think that „Nachtzug nach Lissabon“ should not just be in the movies?
Do you really think that a sharing economy will revolutionize the transport sector?

The program at a glance

| | |
|----------------------|--|
| Aim: | Education of interdisciplinary Mobility Innovation Managers |
| Target group: | All professionals working in the transport industry – private, public and third sector |
| Content: | Key economic, societal, cultural, environmental and technological aspects of global mobility |
| Duration: | Two years |
| Scope: | 10 modules of 5 working days each, 2 online Modules, and self-study |
| Locations: | Friedrichshafen, Brussels, Lyon, Berlin, Bad Homburg, Karlsruhe |
| Degree: | Master of Arts in Mobility Innovations |
| Investment: | 24,900 Euro tuition |

Your contact person:

Frauke Rogalla

Programm Director eMA MOBI
Management Amadeus Center for Mobility Studies | CfM
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E-Mail: frauke.rogalla@zu.de

Don't Germans have better things to do than spending 36 hours a year in traffic jams?

The business as usual of selling cars, ever increasing air travel, energy intensive logistics and public financed urban transport cannot deliver the future needs of the transport and logistics sector anymore. The transport solutions of tomorrow have to focus more on time and cost efficiency, sustainability and inter-operability than just individual growth of respective sectors.

The 2 years Executive Master in Mobility Innovations offers an excellent opportunity for professionals working in the transport sector and related fields to be trained as Mobility Innovation Managers, who understand the structures, functionalities and challenges of the transport and logistics sector, their interconnections and future trends.

As a participant, you would go beyond passive learning by working on a business idea during the course of study, thereby bringing to life the integrated vision of future mobility. The business idea can either be brought in during the application process or developed together with the team at the Center for Mobility Studies, ZU.

You would learn to evaluate national and global mobility markets in order to generate and implement new business models. The interdisciplinary program covers technological, economic, environmental, social aspects of mobility as well as demographic and psychographic backgrounds of users. You would also learn how the different transport markets and sectors work, what kinds of challenges mobility and transport face in a globalized world and in different cultural settings, how these challenges lead to new paradigms and what technology has to offer in order to organize efficient and adequate transport and logistics processes.

Admission requirements

- | A first university degree or equivalent
- | At least 12 month of working experience in a relevant field
- | Good English language skills are required and will be tested
- | Successful admission process, including personal interview
- | For participants who do not have a background in economics a pre-course will be offered

Application

- | As of April 2014 any time at zu.de/bewerbungen
- | By filling in the application kick-off form you will receive log-in data for your personal application portal
- | The written application is followed by a personal interview and an English test
- | Modules can also be booked individually by organizations or individuals

Program-Structure

- | 24 month executive program
- | 10 attendance modules of 5 working days each
- | 2 online modules as self-study element
- | One module in cooperation with the Laboratoire d'Economie des Transports
- | University of Lyon 2, taking place in Lyon
- | 1 week policy academy in Brussels
- | Teaching locations are Friedrichshafen, Berlin, Bad Homburg, Karlsruhe
- | Degree: Master of Arts in Mobility Innovations (90 ECTS + 30 ECTS upon recognition of working experience)
- | Formal qualification for a doctoral program
- | Maximum of 20 participants
- | Program language is English | exams can be taken in English or German
- | Tuition fee: 6.225 Euros per semester
- | Program start in January

Msc. Mobilities and Urban Studies, Aalborg University

Research basis and international perspectives

The master programme in Mobilities and Urban Studies has its research basis in the Centre for Mobilities & Urban Studies (C-MUS) at Aalborg University. The centre, which opened in 2008, is internationally recognised as a leading research centre within mobilities, spans the three faculties of the university, and is represented at several institutions. It harbours international research authorities in areas such as aero-mobility, mobile ethnography, mobile technologies, sustainable city and mobilities development, tourism, architecture, media technology, urban planning, sociology, geography and urban design.

This basis ensures the graduates of the master's programme in Mobilities and Urban Studies that their teachers are abreast of state of the art research and that international guest lecturers of the highest quality are available. Several of these are already active as research collaborators in connection with projects funded by the Research Council.

CONTACT

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Master of Mobilities & Urban Studies

The Master's programme is a 2-year, research-based, full-time study programme. The programme is set to 120 ECTS credits.

The programme aims at educating students for a new, cross-disciplinary profession that can contribute to handling the growing challenges facing society, businesses and individuals in relation to the development within mobilities. Specifically, this new profession aims at integrating the diverse challenges that are related to an increasing physical mobility (traffic and transportation by car, plane and train alike), increased use of virtual mobility (mobile phones and smart transport systems), increasing social mobility (tourism and migration) and the wish for more environmentally friendly and sustainable modes of transportation.

The aim of the programme is, thus, to train graduates to handle challenges related to the various forms of mobilities and to integrate innovative analysis and solutions at the highest international level. Thus, graduates of the programme must be able to integrate and create new solutions related to technological, environmental and urban planning challenges, as well as economic, organizational, political, social, and design strategy solutions - all related to the field of mobilities.

The programme is structured in modules and organized in 'mobile labs' applying problem-based learning (PBL). This means a focus on real-life issues in a close collaboration with professions and external partners in practice. A module is a programme element or a group of programme elements, which aims to give students a set of professional skills within a fixed time frame specified in ECTS credits, and concluding with one or more examinations within specific exam periods that are defined in the curriculum.

The programme is based on a combination of academic, mobile lab problem-based learning (PBL) and interdisciplinary approaches based on the following work and evaluation methods that combine skills and reflection:

- project work
- lectures
- classroom instructions
- study groups
- workshop
- exercises
- mapping
- portfolio work
- independent study
- field study

The Master's Thesis on the 4th semester can be selected freely within the field of Mobilities and Urban Studies. The students have the choice of making a long master's thesis comprising both 3rd and 4th semester.

Conference Reviews

Conference of the Society of Automotive Historians April 10th-12th 2014, Palo Alto, USA

2014 was an occasion for the biennial conference of the Society of Automotive Historians. It was held in Palo Alto in the U.S. state of California. A dedicated group of participants listened to the conference's 21 presentations in the one-tier conference.

The present and the future use of the car were not discussed much, at least not during the breaks, as the framework had hoped. The conference was held in the development workshop of Stanford University, where the meeting room was located in the middle of the development department workshop. This workshop, by the way, was filled with boxes of parts for cars, prototypes for testing cars, and students and researchers engaged in excited discussion. The participants could see cars designed for operation with solar panels and all types of electrical operations. In a nearby cinema, the participants could control a test car, which ran in a three-dimensional, computer-controlled reality thereby enabling users to get a very life-like experience of perilous critical events in traffic.

The head of the development workshop, Christian Gerdes, introduced one of the workshop's most comprehensive studies, the goal of which is to develop a driverless vehicle. The vision is to get vehicles to run on their own. If achieved, such a vehicle would reduce all accidents by up to 90% by eliminating the human factor in accidents. The task is very complicated, but after years of analysis of how race drivers optimize driving directions, experimental cars today can run without a driver around a race track at high speed.

A contribution by John Marino from Kent State University on 3D technology did not deal specifically with automobiles, but showed that new forms of production in a few years might also revolutionize this field. 3D technology might also be used some day to produce spare parts for vintage vehicles.

One of the conference's best lectures was delivered by Masato Inoue. He explained how he, as head of the Nissan LEAF development project, had been working to develop a small, lightweight electric-powered car, which he thought would satisfy most driving needs in the future. The committed conference participants eagerly engaged in discussing this and exchanging views and experiences on other topics.

The majority of conference presentations were devoted to historical studies in which many of the audience's practical experiences with vintage vehicles supplemented the archival research. The conference's first presentation focused on basic vehicle technology. José Barros Rodrigues examined the trial in Portugal, carried out in the exciting years of development in the early 1900s, when car technology had not yet been formalized. Among other things, in 1910 people were working on developing a vehicle in which the engine would be powered by compressed air. The experiments were abandoned, but the experience was instead used in the development of brake systems based on compressed air.

It must be a real challenge to keep a fleet of vehicles running in a country like Tanzania, which does not have money for spare parts and training of mechanics. Joshua Grace from the University of South Carolina, described the great efforts made by self-taught mechanics in the African countryside. Conference participants were convinced of the mechanics' hard work under difficult conditions when Grace showed movies of engine repairs done with tools made of wood.

In contrast was the development of vehicles in American dirt track racing from 1920 to 1960. Alison Kreitzer from the University of Delaware showed how adventurous racers solved the growing challenges in running such vehicles. The vehicles were built from standard parts that enthusiasts had modified. Later the races became a showroom where car manufacturers and suppliers of auto parts could display their products.

Although the car was the focal point of all presentations much of the proceedings also addressed American society culture and politics. Christina Ann Mesa from Stanford University showed some examples from the American literature in which the writers depicted driving and, especially, car travel. The car is shown as liberating the driver, particularly for members of the working class, women and coloured. For example, cheap Ford cars were central in Steinbeck's *The Grapes of Wrath*. In that novel, the unemployed gather their belongings in vehicles and drive west to find their fortune. Rolls Royce is central to characters at the opposite end of the social spectrum. Here driving has been associated with drinking champagne and partying, as depicted in Fitzgerald's *The Great Gatsby*.

Another researcher from Stanford, Eric Karl Roth, showed, through an examination of U.S. driver license history, how the society was originally interested in only skilled operators taking the wheel but that restriction would have collided with the strong American sense of freedom and unwillingness to be registered. The individual states' different policies in this area caused many problems with transportation between states. It was not just a problematic case when licenses were introduced for the first time. In recent years, advanced production methods and installation of chips in driver's licenses have been adopted to prevent fraudulent driver's licenses, but such measures raise the undesirable option of being used to monitor drivers. In recent years the introduction of licenses for illegal immigrants in the United States brought a new dimension to the desire to improve road safety through driver's licenses when it conflicted with society's reluctance to accept wanted labour but unwanted citizens.

Police forces' increasing presence in society was the subject of the presentation by Sarah Seo from Princeton University. She showed how motoring reduced the mostly local social control of outsiders, who could now move around. Special police forces became necessary to control and regulate the important automobile traffic. In fact, the transport sector became the main driver of growth in the police force as an important and powerful institution in society.

Similarly, a presentation on the U.S. residential trailer showed how an important part of American culture evolved. David Burel from Auburn University described how trailers, especially from the 1930s on, were produced industrially. They gave people the opportunity to travel around the U.S. and provided users with new opportunities to experience nature and other areas. Soon, trailers also came to be used as permanent and affordable mobile homes. They became a form of housing for the unemployed, the weak and those not economically favoured to live among peers in large trailer parks.

Some of the presentations focused on technological development process around specific areas. Gundula Tutt from Institut für Malerei, ABK Stuttgart, Germany reviewed types of paint. The topic is not only interesting from a theoretical point of view because many museums and private owners can use the specific practical knowledge of the various types of paints' long-term characteristics when they are faced with having to restore their vehicles to their original appearance

. However, paints may only have a limited shelf life or durable paints would no longer be original. Mechanics are often the focus of studies of car design, but actually new paints and processes also greatly influenced the design, marketing and preservation of cars. One of the first major innovations in car paints was Ford's use of black asphalt-based heat-set paints around 1918. Moreover, the setting of Duco paint, developed by Du Pont in the 1920s, enabled General Motors to get a head start on other companies because it was able to deliver its cars in many beautiful colours, while Ford still used enamel-based paint, in which cars could be delivered in any colour "just as long as it was black" as Ford put it. The new paints reduced vehicle production times because drying was reduced from 18 days to fewer than 10 hours.

The development of lubricating oil was examined by William Chamberlin from Lubrizol Corporation, which has been one of the major suppliers of additives for oil companies' oil departments. Additives were an especially important part of lubricating oils because they gave oil its proper counteracting wear, corrosion, deposit formation, friction, viscosity and stability. Oil was originally an important part of the daily maintenance of vehicles since engines and other parts used large quantities of oil. Volumes of oil used per vehicle have since been greatly reduced, but necessary characteristics of oils have increased significantly in line with engines' increased performance. There have already been several generations of oil types. The military developed standards for oil that set the standard for oils for many years. Now oils with associated standards are marketed.

Rubber tire development was described by Jørgen Burchardt from the National Museum of Science and Technology in Denmark. He showed that very low-pressure tire, which the tire industry supplied from the beginning of 1923, were important for cars to become serious vehicles. In the following years, a whole new generation of vehicles appeared. They had more powerful engines and improved vehicle bodies, so passengers could drive more enjoyably and comfortably. The presentation was one of few in the conference to address other types of vehicles in addition to passenger cars, where the development of tires for heavy vehicles was delayed in comparison to the lighter cars. Therefore, it lasted longer before the solid rubber tire could be avoided in the greatest vehicles. Gentler tires really got trucks on the interstate roads from 1930 onwards.

Before 1914, pharmacies and other random points served as points of sale. Then petrol pumps made special outlets for petrol possible and then the car really became a serious vehicle. Usua Amanam from Stanford University showed how the filling station became a phenomenon after underground tanks were required by authorities for safety reasons. Quickly, they acquired their own architectural expression and, together with the often associated repair shops, became an important visual element in today's car society.

A special technological historical development took place in the safety area when car manufacturers had to introduce locks and other technologies to prevent theft of valuables from inside the vehicles and the vehicle itself. John Heinmann from the University of Dayton noted that even as new methods constantly develop, the latest digital security can be circumvented by technically-minded criminals.

Business history was the topic of Grace Ballor of the University of California, Los Angeles. She reported how economic cooperation between countries in the EU was especially instrumental in bringing the German company VW forward to become one of the strongest companies in the automotive industry, even though VW's production facilities were largely destroyed during World War Two. U.S. Marshall aid after the war was of course the first impetus to revive the company along with the British occupation forces' policy towards companies in the area of Germany they managed for a number of years. The "Beetle" was a former major Nazi propaganda piece and without regulation and moderated access to consumer markets in other Western European countries, Volkswagen could not have been transformed "Hitler's car" into the vehicle of choice

for the burgeoning middle class in post-war Europe.

The company Studebaker Corporation was for many years one of America's major automakers. It did not belong to the greats, and around 1960 the company was having problems keeping up with the competition for newly designed car models and related technical innovations. Robert Ebert from Baldwin-Wallace College showed how the company's management in the final years tried changing strategies to get the company to survive. Despite considerable savings by closing plants and moving production to better and cheaper facilities in Canada, the firm stopped car production in 1966.

Economy of scale was a similar theme in an overview of companies in the auto industry development in the 1920s. Rational methods of production through assembly lines and economies of scale were necessary to compete. New ideas and smart structures were not enough for the craft-based businesses to survive, as explained by Douglas Leighton from Huron University College.

The Society of Automotive Historians has a branch in England, but there was only one contribution from there. Helen Evenden from the Royal College of Art in London spoke about how cars have been an independent artistic expression, in which designers through new production methods shape vehicles from clear, visual artistic desires. The change of the designers' role, especially with the move from two-dimensional drawings to clay models, gave the designers more opportunities to promote their ideas when they prepared designs for mass production. The work has gradually evolved to become an independent job for which practitioners must undergo intensive training.

The development department at Stanford also contributed to the historic sessions when Peter Mangiafico told of the database of historic vehicle images. The department is in the process of digitizing the images and will put them freely on the web.

Motoring has become an important part of society, but future transportation will probably evolve in a different direction. Rudi Volti from Pitzer College closed the conference with a keynote address during the final dinner.

"What drives technological change?" was the question. Technological change can be driven by internal forces, he said– that is, perceived inadequacies in the existing ways of doing things, along with new insights into how to address these inadequacies. New technologies developed in other sectors also may be important, and forces that are not themselves technological or scientific in social construction can affect technological change.

Volti's presentation was commented on during an efficient workshop despite the evening's festive environment. After the successful conference, all participants expressed the hope that the next conference in two years would attract more non-US participants. It will be announced at the website of the society, www.autohistory.org.

*Jørgen Burchardt
National Museum of Science and Technology in Denmark.*

Thinking about the notion of mobility: a trans-disciplinary exercise
20th-21st March 2014, Paris, France

In Paris, during two days, researchers from different disciplines and various places presented papers about mobility in order to suggest a definition for this complex notion that is mobility.

Organised by the University of Paris Descartes (Chaire d'éthique sociale), Poitiers University and Laval University (Quebec), the CNRS and Sorbonne, this international conference gathered around 30 researchers. They dealt with research completed, underway and soon to start in sociology, geography, economy, history and anthropology - revealing the variety of disciplines that use this concept.

Several objects were viewed under the microscope of mobility: amongst them were migrants and their movement, the daily mobilities, urban mobility, speed, transportation, the negative impacts of mobility, the 'forgotten' of mobility studies such as prisoners, disabled people, women, teenager's mobility, and the view at the mobility turn. At the end, all these communications really gave the participants a picture of what mobility in the social sciences is – one of the most positive aspects of the conference.

Five keynote speakers gave a conference: Peter Adey about evacuation, Stephanie Souche about urban mobility and fairness, Catherine de Wenden dealt with globalisation and regionalization of mobility, Chris Bertram explained the right to freedom of movement and finally Vincent Kaufmann about mobility as a total social phenomenon. These five presentations allow for deeper reflection about mobility and show some polemics surrounding the notion in question.

This conference was interesting for various reasons. First, the gathering of several disciplines allowed the exchange of knowledge and references amongst speakers. Then, it underlined the different use of the term 'mobility' in the scientific community: knowing them is a necessity to cross the frontier between disciplines or simply to have a more accurate series of questions regarding any hypothesis. The talks and questions slowly helped clarify the notion of mobility. But as Vincent Kaufmann suggested during the last presentation, mobility is a large and complex notion (a systemic notion) that is difficult to grasp.

This conference starts the gathering of researchers from different disciplines regarding mobility studies and I think that's a good thing. Is it a field of research on its own? Should it be? Why shouldn't it be? Personally, I wonder, what did each of us really retain from these two days, I mean concrete element other than references. We may need some reflection and a much larger historic perspective to debate these questions. Thankfully, it seems that the organising committee have the desire to go further into these debates with additional publications and conferences.

Etienne Faugier
Postdoctoral candidate, Neuchatel University

View from the Street: The Buenos Aires Metrobus

In 2014 Buenos Aires was awarded the 9th annual Sustainable Transport Award. The city received this international honour for improvements regarding urban mobility, including a reduction of CO₂ emissions and the introduction of safety policies for pedestrians and cyclists. The single most notable cause of the award, however, given its visibility, level of investment and transformation of the urban fabric was the introduction of the so-called Metrobus along 9 de Julio Avenue in the very heart of the Argentine capital. This impressive mobility infrastructure replicated the successful Bus Rapid Transit (BRT) applied in other major Latin-American cities.

The award is a good excuse to compare, from a view from the street, discourses and practices about BRT. Following a new fashion in urban mass transit Buenos Aires's Metrobus consists of a separate lane allocated to normal buses with stations every 400 meters. The system was applied in three corridors with the intent to create a network (see Fig. 1). The Metrobus' most important difference from the classic BRT model is that it is based on existing bus routes. As such, there was no need to reorganise bus routes in order to simplify and make the public transport system more efficient.

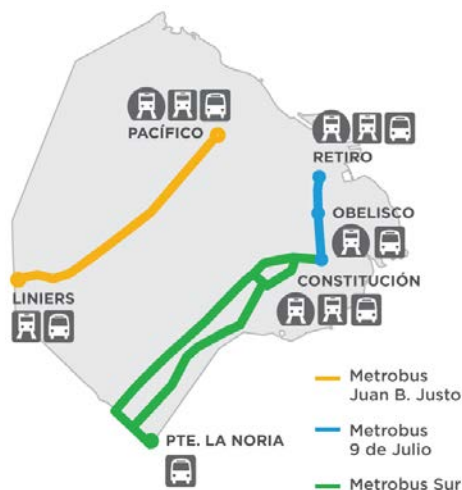


Figure 1. Buenos Aires's Metrobus routes

Both academics and citizens were surprised by news of the award. Hearing of it, I was encouraged to personally experience the three routes for myself. As an ethnographer in motion I have sought to reconstruct what one feels as a pedestrian - perhaps one of the most under-investigated characters of mobility studies. My first impressions revealed the disparity of the three Metrobus lines in terms of investment, design and materiality. In reflection of a long tradition in Argentinean public works, I could identify incomplete works, missing details, and also different kinds of materials used in each of the lines. While iconic and more visible places in the city including, for example, 9 de Julio Avenue display more refined work, with a well-defined infrastructure, in the poorest neighbourhoods the exclusive lane sometimes disappears and the buses then run along with the general traffic.

Looking at the first and oldest Metrobus in Buenos Aires (Juan B. Justo Avenue), paradoxes immediately arise when one remembers that authorities and experts said that it was a copy of Bogota's experiences. Here two bus lines run through the entire corridor, but only a few of the vehicles that use them were transformed into high capacity articulated buses. As a pedestrian I

observe the two bus lanes without traffic and the remaining four car lanes crowded. Mission accomplished: buses seem to travel faster than cars. However, the bus lanes are laid out in the middle of the avenue, which means that the only way a pedestrian can access a bus station is via the corner of the block. This layout aims to prevent cars from using the bus-only lanes (something achieved mainly by physical barriers as Fig. 2 shows). Another problem is orientation as little information is offered about routes by posters and display boards that seem to be more concerned with providing space for commercial advertising. In short, the Metrobus here provides an example of road engineering that unfortunately fails to appreciate pedestrian mobility.



Figure 2. Juan B. Justo Metrobus stop

The second Metrobus (9 de Julio) was designed to serve as a symbolic urban landmark that was composed by an excellent piece of road engineering. Yet at the large and continuum platforms one feels saturated by information that instead of helping sometimes makes reading and orientation more complicated. One of this line's main features is the reversal of the traffic direction in its bus lanes in order to prevent cars from using them – as if the concrete barriers and traffic police were not enough. An expected positive effect of this Metrobus, apart from accelerating bus traffic, was that the narrow streets of the downtown would be free of buses so that pedestrians could use them better. To encourage this kind of mobility is great, but when one needs to reach a bus station in the middle of what is known as 'the widest avenue of the world' (see Fig. 3) access on foot becomes a problem. Paradoxically a Metrobus passenger, who saves time on the bus, spends much more walking to reach a bus station in the first place.

Another of my observations was this Metrobus line's lack of connection with other transport modes including the underground railway network. Considering that a Subte line (carrying around 350 thousands passengers per day) runs beneath this Metrobus line, I asked myself why no stairs and elevators to link both modes of transport were installed. It seems that inter-modality was not criteria that was considered when allocating the Sustainable Transport Award.

The third Metrobus crosses the southern districts, most of which are disadvantaged areas. A very wide boulevard was chosen in which two central lanes that respected the traffic direction were laid out. Many regular bus routes use this corridor, and I observed both chartered buses and informal and unregulated small buses known as "combis" travelling along it.

In some places engineering solutions are still needed in order to solve complex turning manoeuvres for buses although the possible problems this scenario can cause is eased by the fact that there isn't much trade traffic in the avenues of the corridor, except in the area near Constitution during peak hours. The distance between stations is longer on this line and so the

pedestrian must walk further. This line has clearly been given less importance by the city government and in fact is still unfinished and only projected in certain stages. The “Soldado de la Independencia” stop, for example, is still waiting to be connected to the adjacent and earlier tramways system (Fig. 4). As such, this corridor might be better interpreted as a neighbourhood improvement enterprise rather than a mobility solution. Ultimately, it is an example of an unfinished infrastructure with very poor service information at stations, which once again confuses the user.



Figure 3. An example of the large and continuous platforms of 9 de Julio Metrobus



Figure 4. A Metrobus Sur station without connection to the pre-existing tram network

The Metrobus system is a good attempt to improve public transport in Buenos Aires, however, it seems that it was not imagined or planned to integrate other modes of transport. It may have been well planned as a civil engineering work suited for bus and car circulation but it failed to consider its everyday consequence for the pedestrian and other forms of mobility. Given this I would interpret it more as a cosmetic and marketing operation than a truly sustainable intervention in the city's mobility provision.

Maximiliano Augusto Velazquez

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