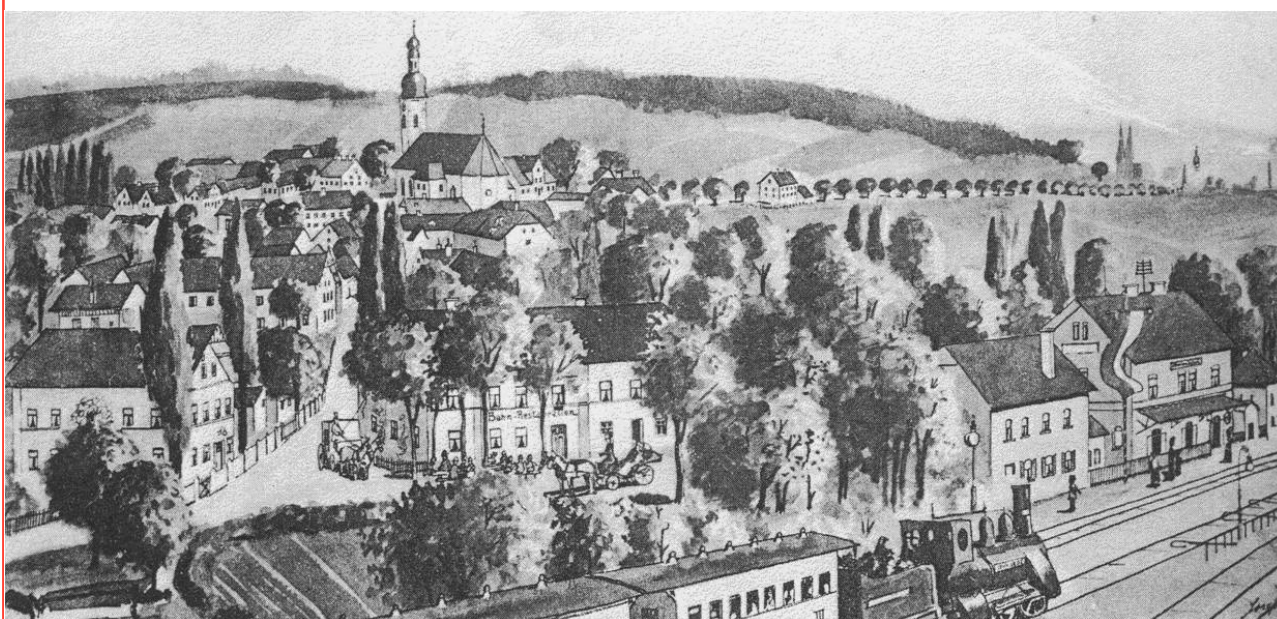


T²M

International Association for the History of Transport, Traffic and Mobility



Postcard from Obertraubling, northern Bavaria, Germany (before 1914).

Newsletter

From this issue's guest editor: Heike Wolter

My name is Heike Wolter and I am the guest editor of this Newsletter. I'm following in Mike's great footsteps to keep you all informed about what's going on within T²M and in the world of mobility history. The cover of this newsletter shows a postcard from Obertraubling.

This is the vivid village where I live. There is really nothing important about this small place in northern Bavaria (near Regensburg), but yet the village's history is deeply influenced by mobility and mobilisation.

More on page

2

In the spotlight

This month we have T²M member Mimi Sheller in the Spotlight.

Page 5

Institutional Member

See what the Institute of Railway Studies and Transport History can offer.

Page 8

A view from the street

Not really a view from the street, but a view of the ocean from a journey to New York on the Queen Mary..

Page 14

Editorial:

As all over Germany in the 19th century the economy considered the railway to be a motor of further development in the rural area of northern and eastern Bavaria. Since the financial resources of the State were limited, privately-owned railway companies, such as the Ostbahngesellschaft, were founded. Obertraubling was, given its geographical placement between Regensburg and Munich, connected since 1859. But as early as in 1870 Obertraubling became a railway junction when the Regensburg-Passau-line was interconnected. Being a tiny village with not more than 250 inhabitants, the railway was a sheer sensation: children and adults felt a new age coming and were able to widen their horizons. The development accelerated in the first half of the 20th century. First there was added an industrial railway to an airfield near Obertraubling, after the war, many people worked for the Obertraubling railway control center. Today, Obertraubling's significance for the railway is constantly high, but due to automatisisation and mechanisation no personnel are required anymore. Now, the railway line lies like an alien in the center of the village, but nothing reminds the visitor of the days when the railway station was the vibrant focus of a dawning village.

After this short side-trip to local history, I want to take you with me into the more important materials of this Newsletter.

But first I would like to ask you to vote for our EC election candidates. You should have received their ballots and - as a member of T²M - you are now called on to select your favourites.

Hopefully reading this Newsletter will be an additional pleasure, for we can offer an enlightening interview with the well-known sociologist Mimi Sheller, several conference reviews, a portrait of the Institute of Railway Studies & Transport History as well as of a new scientific platform called "The forge", Call for papers, new job opportunities and publications, and an entertaining piece on ten things you might not know about the railway.

I am looking forward to meeting you in Berlin.

Heike Wolter

Contributions for the next issue to be sent to: newsletter@t2m.org

Deadline for copy for the next issue: **11 November 2011**

President's Page

Do you have the same feeling as me: when I look into the web, I see more and more workshops, conferences, call for papers, new programs and even job opportunities in the history of transport, traffic and mobility. It is obvious: We are a small but growing interdisciplinary discipline.

For T²M it is a vital question to integrate these activities and actors. We have to become more open for ethnology, political science, sociology, cultural geography and other mobility studies. Maybe this has to materialize in the name and title of our Association and Journal. Therefore, I think, it is a good sign that the new Interdisciplinary Journal of Mobility Studies *Transfers* will appear to integrate cultural mobility studies. It should have a close connection with T²M, though we cannot make subscription obligatory and expect from every T²M member to subscribe to the journal. However, we will have a substantial subscription discount for T²M members.

Our annual conference in Berlin is an attempt to deepen collaboration between academia and the world of museums – which is, after all, still the biggest job market in our field. I am very thankful for the great number of registered participants. It is clear that the conference is an important step to integrate more museums' curatorial staff into T²M activities.

I am thankful for the large number of contributors to the conference and the first Summerschool. It is fun to organize T²M events with so many active colleagues.

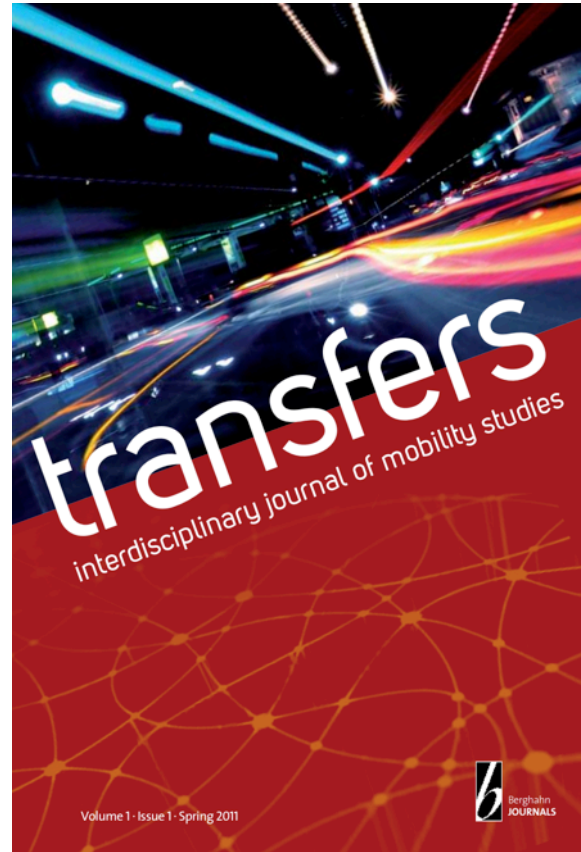
I am especially thankful to Alfred Gottwaldt, Jorgen Burchardt, Olaf Zerrenthin, Manuel Zirm, Joseph Hoppe, Martin Schiefelbusch, Sasha Disco, Gunter Heinickel and Heike Wolter.

Those of you who have not registered yet: - please hurry (www.t2m.org). At least, the number of reserved hotel beds is almost gone.

I am looking forward to seeing you in Berlin.

Yours

Hans Dienel



News

***Journal of Transport History* – Missing Issues**

Gordon Pirie and his team have been making great progress in getting publication of the *JTH* back on track, and have now got issues up to and including June 2010 out. Unfortunately it's come to light that some T²M members haven't yet received some of their copies of the *JTH*. We're working with MUP, the publishers, to make sure that they're all sent out, but if you haven't yet received both 2009 issues and/or the first issue of 2010 (just published), please let us know and we'll arrange for any missing issues to be sent to you. Let us know on: info@t2m.org

Prizes Available

Don't forget that there are two prizes currently available – the Cornelis Lely Prize and the John Scholes Prize. The Lely Prize is awarded for the best paper at the annual conference linking history and policy, and the Scholes prize is awarded for the best unpublished essay on the history of transport and mobility. Full details of both prizes are found at the end of this Newsletter, and on the T²M website.

T²M Bibliography on transport and mobility studies

Some years ago, it was suggested that T²M should have an annual bibliography, encompassing each year's publications relating to transport and mobility. For various reasons this idea has, until recently, been on the backburner – but now Stefan Tetzlaff, a doctoral student at the University of Goettingen in Germany, has volunteered to co-ordinate the bibliography. The idea of the bibliography is simple: it should list books and articles about transport and mobility that have been published during the year. This might be divided up by nation or geographic area, or it might be by theme, or it might be by transport mode. Ideally, of course, they would be cross-referenced – but that may be a development for the future. For now, the key thing is that the bibliography is started. It will be placed on the website and periodically updated, forming a valuable tool for historians of transport and mobility. So far volunteers are working on gender and on South Asia – so there is plenty of scope for other people to get involved. If anyone wants to help out with this – ideally by taking an geographic area or a particular topic – or if you have the first entries for this year's bibliography then they should contact Stefan (Stefan.tetzlaff@gmail.com), possibly mentioning in your email the geographic area, theme and transport mode. Contributions should include the author, title, publisher, place and date of publication, ISBN and some information on the content (e.g. mode of transport, area, period, and an indication of what's new in regard to theme, methodology or social groups).

Executive Committee Elections

As you all know, elections for the Executive Committee are now open. You should all have received copies of the candidates' nomination materials, and a ballot paper – be sure you read what people have to say and then cast your vote. The deadline for voting by email is **30 September 2011**, and voting in person at the conference (provided you haven't already voted by email) is **7 October 2011**.

In addition to the annual round of EC elections, every four years we need to elect a new President. The winner of the election serves for one year as President-Elect, alongside the current President, and then for four years as President. Until **18 September 2011** we are seeking candidates for the election. To stand, you need to submit a photograph and a 300-word statement outlining your plans for T²M. Please email these to Dick Van den Brink: info@t2m.org. Details of candidates and voting will then be emailed to members.



In the Spotlight

Mimi Sheller

I got to know Mimi first when I co-organised the T²M Summerschool, where she was one of our intended experts. She is an impressive role model for young academic women like me: Mimi is a Professor of Sociology and Director of the Center for Mobilities Research and Policy at Drexel University. She founded and co-edits –with ... – the journal *Mobilities*. Besides she manages to publish and edit high quality books on such different topics like *Mobile Technologies of the City* (2006), *Tourism Mobilities* (2004), *Consuming the Caribbean* (2003) and *Democracy After Slavery* (2000); *Citizenship from Below* is forthcoming. Being a mobile person herself, she makes the world her home: thus she has recently held Visiting Fellowships at universities in the US, Canada and Denmark.

Heike Wolter

How did you move into the academic world and why did you choose mobility research as one of your foci? Looking at your latest publications there is a clear regional preference for the Caribbean. Why are you especially interested in this area?

When I was an undergraduate at Harvard University I concentrated in History and Literature, focusing on France and America, with a strong interest in feminist literary criticism, post-structuralism, postmodernism and the avant-garde. But after living in London for a time and

then returning to the USA to work at the *New York Times*, I decided to return to graduate school in the social sciences, via the wonderful program in Historical Studies at the New School for Social Research, where I studied with great professors like Charles Tilly, Louise Tilly, Eric Hobsbawm, and Janet Abu-Lughod. I think they inspired me to continue in an academic career.

My study of political history, social movements and revolution, civil society and democracy at the New School led to my interest in the entire Atlantic World, which included the Caribbean. I was interested in the history of colonialism, slavery and emancipation because these histories were crucial to where I came from (Philadelphia), but American history tends to be very insular and I wanted to connect it to the fascinating radicalism of the Caribbean intellectual tradition. During graduate school I also lived in neighbourhoods with many Caribbean migrants, both in Brooklyn and in Hackney while I worked on my Ph.D. thesis, which was eventually published as *Democracy After Slavery: Black Publics and Peasant Radicalism in Haiti and Jamaica* (Mamcillan 2000).

Mobilities research came out of my work on the Caribbean. It was when I arrived at Lancaster University as a Lecturer in Sociology in 1998 that I began to think about Caribbean history as a history of mobility. Lancaster had a wonderful theoretical energy that combined political economy with the spatial turn, culture and media studies with feminist theory, science and technology studies with postcolonial theory, etc., and out of all that came the invention of the Centre for Mobilities Research, which I co-founded with John Urry. This led to my second book, *Consuming the Caribbean* (2003), which concerns the circulations and movements of the transatlantic colonial world. But it also sparked my growing interest in transport and infrastructures for movement in the contemporary world and I began to write about automobility and urban infrastructure, as well as the wider theoretical framework of what became mobilities research. Much of my recent work actually combines these two interests.

Today I am very excited to be able to found the Center for Mobilities Research and Policy at Drexel University, which is the first in the US with this focus. And I also continue to co-edit the journal *Mobilities* with John Urry and Kevin Hannam.

In late September you will be part of T²M's first Summerschool. What are your expectations?

For several years I have wanted to attend the T²M conference, but never had a chance to before now. When the opportunity arose to participate in the T²M Summerschool I knew this would be the perfect chance to get involved. I am excited about the emerging networks of mobilities research in Europe today, including many social scientists with whom I have collaborated in Germany, Denmark, France, Switzerland, England, and elsewhere. Yet for me T²M represents the chance to meet a new group of historians who have an interest in mobility, and especially the new PhD students who are entering the field. I hope to learn new things from them, and from the other participating faculty.

Could you recommend a recently published book and explain why it brings new insight into the history of traffic, transport or mobility?

I really enjoyed Peter Adey's *Aerial Life: spaces, mobilities, affects* (2010) because it made me think about "aeriality" and "aerial subjects" in new ways. The book examines the re-making of life in the advent of the airplane, including what sorts of societies air travel makes possible and denies; what sort of subjects air flight produces; and what politics are brought into being or shut down through an array of techniques, technologies and rationalities of air security and aerial warfare. Aeromobility generally is a lively new field of study in the history of transport and mobility, with lots of interesting recent work coming out. In fact, I am currently working on a project on

Caribbean aeromobility.

Not being a historian, but a sociologist, what makes the difference of both sciences in investigating and explaining mobility?

As you may have gathered from my academic biography, I am actually trained in part as an historian or at least a historical sociologist, but have always worked across the disciplines, including literature, cultural studies, anthropology, and cultural geography. For me it is important to combine social science perspectives with other perspectives that come from the arts and humanities. In this sense I am not like a typical transport researcher in the social sciences. I am far more likely to incorporate deep historical patterns, cultural influences, interdisciplinary methods and normative concerns into my work. And even as a sociologist of mobility, I think I have tried to open the field of mobilities research to as wide a range of questions as possible, so that it is not strictly defined as dealing with only traffic and transport, but also with migration and tourism, mobile communication and mobile art, etc.

Do you find the history of mobility is - like other scientific spheres - dominated by men? What could women contribute to this academic field?

I think a number of women have already made wonderful contributions to the history of mobility, in particular I think of the work of Caren Kaplan, who has moved from her early work on *Questions of Travel* (1996) to her new work on the history of militarized air mobility. Ginette Verstraete has done very interesting work on European borders and the politics of mobility, as has Alison Mountz on asylum and detention; Gillian Fuller has advanced the study of airports and “life in transit”, along with Lucy Budd’s interesting work on air space, and Louise Amoore’s contributions to the study of surveillance and securitization of mobility. Monica Büscher has developed some fascinating mobile methods and theoretical interventions, Malene Freudendal-Pedersen has made important theoretical contributions, and many transport geographers are women, including Julie Cidell, Juliette Jain, and Margaret Greico. So I would say women are already contributing greatly to the field, including in more straight-forward histories such as Victoria Scharff’s study of women and automobility.

You were awarded some visiting fellowships in the last years. How do research in the US, in Canada, in Denmark differ from each other?

I would say that in the US it is difficult to get research funding from the main public funding sources such as the National Science Foundation (NSF) or the National Institute for Health (NIH) unless you have a very strong “scientific” method and demonstrable broader impacts that are valued by the wider society. I have found Canadian and European funders to be more open-minded about critical scholarship that is more knowledge-oriented, or theoretical, rather than simply empirical work with a utilitarian outcome. Although they talk about interdisciplinarity in the US universities, it is actually very difficult to achieve because of the divided “turf” of each discipline and their competition for funding. On the other hand, many US institutions offer excellent resources and cutting edge methodological training for graduate students, and clearer pathways into employment.

What are the strengths and weaknesses of T²M? What is your aim in being a member of T²M?

I have only just joined T²M, so I look forward to learning more about it. I hope to build linkages between the new Pan-American Mobilities Network and the Cosmobilities Network, with other research networks in the field of mobilities research. I am not yet aware of any weaknesses, but would politely say that I hope that next year the T²M Summerschool and Conference is not timed to coincide with the Jewish high holidays of Rosh Hashana and Yom Kippur, as it is this year, which may prevent some people from participating.

Institutional Membership Profile

Institute of Railway Studies & Transport History

Where is the IRS&TH based and what does it do?

We're based in York, in the north of England, about 190 miles (or 300 km) north of London and roughly the same distance south of Edinburgh (which is in Scotland, of course!). York is an old city, settled for over 2000 years, and even before the coming of the railway it was an important transport hub, particularly since it was more or less at the limit of navigation on the River Ouse and was not far off the Great North Road from London. But once the railway came in the late 1830s York rapidly developed as a major junction, and is still so today. That's one reason why the National Railway Museum, one of our parent bodies, was set up in the city, in 1975; there's been a railway museum there since the mid-1920s, which arguably makes the NRM one of the oldest in the world. The University, which is our other 'parent', is a bit younger; it was founded in the 1960s.

We're basically a postgraduate research and teaching unit, although we do offer some courses to history undergraduates, and we also have a distance-learning graduate Certificate programme which is aimed at the more mature student who might never have studied at university before but who wants to pursue an interest in transport history in a more disciplined way. That's been very popular over the years, and at least one Certificate student has gone on to gain a PhD. We also offer a range of MA programmes, both taught and by research. Railway history has always been the main focus of what we do, but the history of other forms of transport, especially urban transport, is increasingly important. We've had students working on trans-Atlantic liners, North Sea ferries, rural travel by horse and cart, buses, you name it – apart from aviation and, even more strangely, motoring. But we'd be very happy to work with students in those areas. We're also very keen on the public history of transport – in other words, reaching out to audiences beyond our academic peers – and so we both teach and supervise research in that field. Of course, it's a huge advantage having one foot firmly in the NRM for this kind of work.

When was IRS&TH set up, and why?

1995, at the joint instigation of both the University and the NRM (although who made the very first move depends on which set of files you read!). As many people know, there'd been a great upsurge of interest in transport history in the UK in the 1960s, largely on the back of the turn to social and economic history, and that enthusiasm continued well into the 1970s. But it was falling away in the 1980s as fashions in academic historiography turned elsewhere, and by the 1990s there was little going on in British universities. That was particularly noticeable in terms of the railways, partly because there'd been such a lot of new work happening before. It's significant, I think, that most of the books on Britain's railways that were published in the 1980s were either written by people, like Jack Simmons, who'd retired, or came from the pens of those who'd made their names in the late 1960s or early 1970s – Terry Gourvish is perhaps the best-known, with his mammoth business history of British Railways. Of course there were a few academics here and there doing new work – Michael Freeman, for example, at Oxford was pioneering a more culturally orientated approach.

But there was no longer any obvious focus for transport, and more particularly railway, history as there had been in the days when Jack Simmons had been a professor at Leicester. So York – the NRM and the University – spotted a gap in the market, as it were. It was a particularly happy fit between the two bodies, because the NRM's collections are very rich in many areas, but they'd not been used much by academics up to then. The IRS (as it was until about 1998, when we added the '&TH') was meant in part to draw academics' attention to these collections, and I

think we've been quite successful in doing that. Another important task from the very start was to feed academic ideas into the museum's 'cultural programming' (exhibitions and out-reach). We're getting better and better at doing that. It's always been fairly easy for the Institute's staff to work with the NRM's content developers, since both Barbara Schmucki (the other half of the permanent staff) and I have always had a strong interest in the exhibition side of things. But in the last few years we've got much better at aligning student projects with the museum's plans, which means more resources and more ideas all round.

Does the IRS&TH have any links with industry?

This is something we're building. The NRM has strong links with the modern railway industry, but I think that by comparison with some continental European countries, companies here are less keen to spend money on academic work. But it's not hopeless. The Dutch company Abellio, for example, have recently fully funded a PhD student, and they paid for a large part of the costs of turning the thesis into an exhibition at both the NRM and the Dutch railway museum in Utrecht. I've just finished a grant application that was developed in partnership with East Coast, the state-owned company that runs the long-distance Anglo-Scottish trains through York. The government's Department for Transport will be involved in that project too, if we get the money

...

What research facilities does the IRS&TH offer historians?

We're always delighted to welcome visiting scholars – we have one from Japan at the moment, and in the past we've had visitors from, for instance, Poland, the USA, and Turkey. The University's facilities are pretty much as you'd expect, but what makes us different are the collections and associated study facilities at the NRM. The museum opened a new £4M archive and research section – 'Search Engine' – three or four years ago, so we finally have a decent space to store and look at the collections. Many of the railways' business and staff records are at The National Archives, at Kew in the south of England, but the NRM has some wonderfully rich oral history and visual sources, as well as a very good collection of industry periodical, including company magazines. The photographic collection is huge – not far off 2 million images, although no-one is entirely sure – and the poster and fine-art collections are impressive in size and quality.

We also have good links with other transport museums and collections in the UK – particularly with the National Tramway Museum, which has a world-class and woefully under-exploited library and archival collection relating not just to trams but other kinds of urban transport and planning. The London Transport Museum and the splendid new Riverside Museum in Glasgow (over 400k visitors within six weeks of opening in June!) are two others we've worked with closely.

What plans does the IRS&TH have for the future?

I'm passionate about developing a 'usable' or 'serviceable' past that brings historians' insights to bear on the problems and challenges embodied in today's patterns of mobility – not just personal movement, which is where we historians mostly focus, but also of other bodies and inanimate things (the distribution of goods and raw materials and wastes). We'll be doing a lot more of this in the future when it comes to our research and teaching. That'll mean working more with academic colleagues in transport studies, and also – if we get it right – getting into dialogue with policy makers, politicians, and managers in industry. But I'm under no illusions about how hard that'll be – I think it'll keep me going until retirement, which is a few years off yet, and then it'll be over to the next generation. At least I'm fairly confident now that there will be a next generation of transport and mobility historians in the UK – after all, we've been helping to train them now for nearly 17 years!

Colin Divall
University of York

Conference Reports

Road Safety in History: International and Multimodal Perspectives

30 June – 1 July 2011
Oxford, UK

The conference 'Road Safety in History: international and multimodal perspectives' was held in Oxford from June 30 to July 1, 2011. It was organised single-handedly by Mike Esbester, and generously co-funded by the UK's Arts and Humanities Research Council (Mike is an AHRC Early Career Fellow for 'Living in Safety: the Culture of "Safety" and Accident Prevention in Everyday Life in Britain, c.1900-2000'); and by the Economic History Society.

Mike had chosen his participants well, so that they included academics, traffic engineers, planners, representatives from transport groups and parliamentary advisors. It drew an excellent attendance, and 15 papers were delivered over two days.

The first session was 'constructing dangerous roads'. Here, Nicholas Oddy's paper looked at the novelty of signs in the UK of the 1890s aimed at particular users (here, cyclists). In one example, it was the hill down which the road passed that was construed as 'dangerous', and these signs, erected at cyclists' expense, were intended to name and shame the local authority charged with looking after them. Meanwhile Massimo Moraglio used dramatic imagery from pre-WW1 Italian periodicals to show how bicycles and cars were seen as negative and destructive. The streets were already unpleasant places before their arrival, but were now seen as more dangerous and deadly. Jean Orselli asked whether it was inherently safer to drive on the left or right hand side of the road and considered the French debate from about 1909 to 1912 on which side the driver's seat should go on; the 1920s' English campaign to get pedestrians to keep to the left; and then considering recent different pedestrian fatality rates, the latter suggesting a clear higher rate for (left-hand driving) UK over other right-hand driving countries, due to a 'lateralisation' of the brain where our (the drivers') sense of danger is stronger to objects on the right.

In the next session, 'road un/safety in twentieth-century Britain,' Craig Horner considered the socially unique position in which chauffeurs found themselves in pre-WW1 Britain, and while this promoted a diffusion down the social system of automobility, it also opened up opportunities to 'scapegoat' professional drivers when accidents occurred. Peter Bartrip related the horror of the Handcross Hill motor-coach disaster in 1906 and challenged the view that this stopped in its tracks coach travel as a popular means of travel. (Delegates also enjoyed the *British Medical Journal's* suggested use of the term 'injidnt' over accident, but that's another story.) Meanwhile Bill Luckin wondered why historians of transport had been all but silent on the issue of road traffic accidents and injuries. Blinded by technical innovations, the machine is all.

For 'road safety policies', Donald Weber looked at traffic safety policy in Belgium in the 1920s and 30s and asked why the government was hesitant to reform despite a huge rise in traffic casualties. While pointing out why we should treat the official figures with circumspection, he suggested the domestic auto industry was weak and controlled by locally-built US concerns, while motor organisations were strong and effective in their lobbying. The 30s saw a rise of a 'traffic system', the installation of a technical approach such as traffic lights rather than any moral urging. Stève Bernardin considered why US manufacturers engaged in traffic safety in the post-WW2 period to 1958 and how state legislators overcame political difficulties to achieve results. Selling safety

involved a public relations exercise to create support amongst local communities in each state. Fabrice Hamelin and Marine Moguel-Toursel, on the other hand, looked to France and England in the 1970s to discuss how scientific knowledge is used in the definition of public policies for road safety. Picking up on the writings of Schrefler and Weiss, science is at the heart of a widening of ways to deal with road-safety 'problems', such that research into the issues is 'fragmentary' and is more likely to lead to an 'endarkenment' than an 'enlightenment'.

Time for the evening meal in Oxford, and oh! the irony. The taxi taking us into town was involved in a collision with a cyclist (no injuries, I hasten to add), but the occupants will forever treasure the Anglo-Saxon verbal exchange. Later on, we went for an evening wander and a swift half in the sunniest Oxford anyone is ever likely to see.

Reconvening on the second day for 'constructing safe practices', Barbara Schmucki's paper (read in her absence by Mike Esbester) looked at some of the moments of pedestrian safety in England and how dealing with the issue shifted over the last century. With pre-WW2 casualties rising alarmingly and the Highway Code of 1934 showing a shift of responsibility onto the pedestrians, methods to segregate pedestrians were mooted in the 40s, crystalised by Buchanan in his 'Traffic in Towns' in 1963. By the 70s the supremacy of the machine was taken as read, and she concludes it was the restructuring of the city for the car that led to reduced casualties, not the safety campaigns. Peter Norton suggested we might like to reclassify our paradigms, and postulated four: safety first of 1900-20; control, 1920s-60; crashworthiness, 1960s-80; balance, 1980s to date. Fully aware he might be oversimplifying, he asked us to consider that people have always been interested in safety. In the first paradigm, speed and safety were mutually exclusive and the motorist was presumed guilty; in the second, pedestrians lose their innocence and are seen as guilty too. The problem now is the 'nut behind the wheel'. In the third, pedestrians are no longer discussed and work concentrates on driver restraint systems. By the fourth, the driver is started to be seen as responsible. Mathieu Flonneau looked at Emile Massard's Code de la Rue of 1910, and its 14 articles in the face of the automobile and injury on Parisian streets. He considered how this series of regulations attempted to civilise the car and the effect it had on planning in the city.

The final session was 'technologies of restraint'. In looking at how automobility was legitimised through the 'technology of safety', Mike Esbester considers the three Es: engineering, enforcement and education. Paying particular attention to the meanings of the safety messages and how they were disseminated, he pointed out the diversity, from milk-bottle tops to beer-mats. 'Education' was not a neutral word but loaded with meaning, and offers the promise of 'choice' over compulsion. Jamey Wetmore's examination of seat belts in 60s' USA showed how their very low usage until the 1980s led manufacturers to consider how the motorist could be restrained, and as interest in airbags waned, a range of improbable 'solutions' in passive restraint were proposed (and often circumvented by the driver). Robert Gifford gave us a forensic scrutiny of how seat belts became law in the UK, and asked what policy makers might learn from a process that took from the initial Road Safety Bill of 1967 which proposed, amongst other things, compulsory seat-belt wearing in the front of cars, to it becoming law in 1983.

So, there was much to learn and much to think about. It is hoped these proceedings may lead to a publication, and a follow-up conference has been mooted. And while our thanks go to the AHRC and the EHS, they must also go to Mike Esbester for really putting on an excellent show.

Craig Horner
Manchester Metropolitan University

History of Road Business. Workshop of German Transport History Study Group

23 June – 24 June 2011
Osnabrueck, Germany

From June 23-24, 2011, the German Transport History Study Group met in the Museum of Industrial Culture in Osnabrueck (Museum Industriekultur, actually an old coal mine) to discuss the history of different business along the road.

Organised by Hans-Liudger Dienel (Center for Technology and Society, TU Berlin) and Hans-Ulrich Schiedt (Viasoria Bern, University of Bern), there were 12 talks on the History of petrol stations, garages, multi store car parks, road signs, toll roads, hitchhiking, road prostitution, motels, hotels, inns and pubs along the road.

Speakers were Peter F.N. Hoerz, Marcus Richter (Goettingen), Bjoern Hoffmann (Vienna), Joachim Kleinmanns (Karlsruhe), Jenny Kuenkel (Frankfurt), Katrin Lorber (Vienna), This Oberhaensli (Lucerne), Bernd Polster (Bonn), Bernd Schuster (Wiesbaden), Martin Sigrist (Zurich), Rolf Spilker (Osnabrueck), Marcus Steierwald (Tuebingen), Heinrich Stiewe (Detmold) and Richard Vahrenkamp (Kassel).

The organisers will edit a book with a selection of papers.

During the meeting, the term of Hans-Liudger Dienel and Ulrich Schiedt as chairmen ended. The group elected Christopher Kopper (Bielefeld) and Christopher Neumaier (Mainz) as new chairmen for the next two year period.

Hans-Liudger Dienel
Center for Technology and Society, TU Berlin

Travel in the 19th Century: Narratives, Histories and Collections

13 July -15 July 2011
Lincoln, UK

This three-day conference brought together scholars researching a range of topics, from church tourism to relationships between travel and transcendence to nineteenth-century South African game expeditions. Despite this eclecticism, reflected in the sheer variety of session themes, participants agreed that the sessions themselves were remarkable for their cohesion (in the case of the 'Female Travellers' strand, for instance, which continued over several sessions, the debate over the nomenclature of the session title – whether 'female travellers', 'women travellers', 'lady travellers' or other terms were preferable – became ever more expansive). Even more surprising, there proved to be several scholars working in the field of Victorian hotel visitors' books. This salutary cohesion at the level of the parallel session fostered focussed and lively discussion. The conference structure also helpfully brought together participants at regular intervals, and discussions continued in the convivial atmosphere of a book launch, dinner, and instructive tour of the famous Lincoln Cathedral's Victorian stained glass.

Plenary sessions featured Dr Geoff Quilley of the University of Sussex, who spoke to overarching conference themes of imperialism and Orientalism with an engaging discussion of visual representations of such places as Tahiti, Professor James Buzard's meticulous dissection of physical and epistemological dimensions of 'leaving home' in nineteenth-century narratives,

and Professor Susan Pearce's provocative proclamation of the 'birth' of the modern object around 1800. The balance between interpretation and evidence was very much to the liking of historians present; indeed exchanges amongst historians and literary scholars were remarkably fruitful. Faculty participants agreed that the quality of postgraduate research was exceptionally impressive, and bodes well for the fields of literary and travel history. Such conferences offer unique occasions for emerging and established scholars from all over, but particularly the United Kingdom, Europe and North America, to converse and establish a framework for further research dissemination (an edited collection of selected papers delivered at this conference is promised).

For scholars of transport, traffic and mobility, there was much that was implicit in the sessions and plenaries to whet the appetite, though less direct engagement in most cases with core theoretical models such as the new mobilities paradigm (though illuminating presentations on such topics as linearity and guidebooks, telescopic travel, the railway 'sufferer' and a fascinating exploration of utopian landscapes of mobility suggest the increasing embrace of core interests of many T2M members). Indeed many presentations and subsequent discussions centred on technologies of travel, gendered mobilities, time-space compression, travel performance and modernity. Moreover, the presentations (again, many from postgraduates) yielded insights into how literature illuminates particular travelling types: the governess, the tramp, the clerk, and the mountaineer; this offers a sound foundation for further study using a wider empirical base. There was comparatively less discussion both of commercial tourism and of literary genres explicitly linked to it (the guidebook was notably absent, though it received masterful attention in one case study of nineteenth-century Scandinavia). Instead, the genre of the travelogue predominated, as did qualitative over quantitative approaches. Though specific agenda-setting is somewhat difficult in a conference with such a broadly-conceived rubric, cross-fertilisation of research programmes is undoubtedly facilitated by such events.

It is to be hoped that many scholars of travel literature in attendance at Lincoln will be encouraged to participate in T2M conferences – as the sympathy between our approaches is clear, and the strength of the postgraduate cadres throughout these fields is indisputable. One-time events such as 'Travel in the 19th Century' showcase the exciting prospects for historians of tourism, travel, traffic, transport and mobility to intensify our engagements with literary historians and involve them in our established, annual forum for research dissemination.

K.J. James
University of Guelph



Endless vastness behind "Queen Mary 2"

A view from the street

Birgit Braasch

Not really a view from the street, but a view of the ocean ...

When I started my research about North Atlantic crossings I wondered what it would be like to cross the ocean on an ocean liner and what made this journey so fascinating for many people. In the summer of 2008 I got the opportunity to actually try it out and take the *Queen Mary 2* from Hamburg to New York. Once I had found my way around the ship, I enjoyed this kind of mobility – as long as we weren't rolling or heaving too much – although I certainly did not turn into a cruise enthusiast.

The journey to New York on a ship is very relaxing. My days went by quickly, being filled with as much food as one wanted and a lot of sitting in a deck chair with a good book. My attempts at becoming more active were not very successful, since running around deck or on one of the treadmills was just too much movement for my stomach in addition to the rolling of the ship. So I continued my effortless way of holidaying, visiting presentations if something of interest was offered and watching the Atlantic, wondering how small birds had made it to the middle of the ocean.

In contrast, there were quite a few passengers on the ship for whom the journey had a deeper meaning. Some of these people got together at a meeting of passengers who had already crossed the Atlantic on the original *Queen Mary* to tell their stories. One couple took the *Queen Mary* to immigrate to the United States. They were very disappointed that the ship landed in Halifax instead of New York because of a strike. To finally experience the arrival in New York they were on the ship with me. Everyone in the group had their own anecdotes to tell about their experiences on the *Queen Mary*. Most of them longed back to the excitement and style of travel on the ocean liner. However, we were mainly fascinated by the stories of discomfort of an old couple. The two were 90 years old and had met during World War II. After the war, the wife went to join her Canadian husband as a war bride with their 2-year-old



A relaxing journey

son. She remembered the cramped conditions on the ship with all the young women and little children. She was almost glad that her son got sick and was moved to the hospital and did not have to stay in the small cabin. The feeling of leaving her native country did not contribute to making the journey more enjoyable.

I found all of these stories very interesting, because they showed on many different levels how much and how little had changed in our perception of ocean-liner crossings over the years. Although the old woman had been on the same ocean liner as the other participants in the meeting, she had still used the liner before it was changed back from a military ship to a tourist liner. Nonetheless, its social divisions had been the same with the more valuable cabins for the brides at the top, whereas the soldiers stayed in the lower decks. Like the other couple that was yearning for an arrival in New York, I had a cabin on the port side, so I could see the Statue of Liberty from my cabin.

It is these different layers of memory that are kept alive in such meetings and stories about Atlantic crossings, which I imagine as crowding the empty ocean, that make the difference between enjoying a relaxing holiday on a large ship and participating in a traditional form of mobility.

Launch of ‘The Forge’ Social Science Network for Transport and Travel

The Forge is a network of social science researchers interested in novel ways of conceptualising and analysing transport and travel (www.its.leeds.ac.uk/theforge). Its key objectives are to:

- integrate transport researchers – often isolated in areas of applied research – in wider communities of social science/social theory.
- promote substantive and critical discussion around topics relating to transport, travel and mobility from a range of social scientific perspectives.
- develop a self-sustaining network of researchers in transport, travel and mobilities research that will provide a step-change in the research capacity of the community.

The Forge offers several opportunities targeted primarily at early career researchers and postgraduate research students:

1. A fully-searchable database of graduate students and early career researchers enables you to connect with a host of likeminded peers, whether these be people with whom you share direct research interests or in another department you never knew existed.
2. Access to funds for network members to jointly propose ‘mini-symposia’ or other events. So, if a few members want to arrange a workshop on a particular theme or invite a particular expert along to an event, The Forge can help to meet travel and meeting costs. All events are open to all network members, and will be advertised at: www.its.leeds.ac.uk/theforge/other-news
3. An annual summer school with subsidized places for up to 40 attendees. This year’s Summer School is 5-7th September in Leeds on the theme of crisis. For more information see: <http://www.its.leeds.ac.uk/theforge/summer-school/>

We encourage you to sign up to this dynamic new network at the earliest opportunity and we look forward to receiving requests for funding for events and attendance at future Summer Schools. Sign up at: <http://www.its.leeds.ac.uk/theforge/researcher-network/>
We look forward to working with you.

The Forge Network

**The Forge Network is run by Dr Thomas Birtchnell (Lancaster), Tom Cohen (UCL), James MacMillen (Oxford), Dr Kate Pangbourne (Aberdeen), Alison Pridmore (JRC and Aberdeen) and Louise Reardon (Sheffield) and coordinated by Dr Greg Marsden (Leeds) and Prof. Elizabeth Shove (Lancaster)*

**The Forge is funded by the Economic and Social Research Council. Whilst The Forge is only able to fund travel for UK based researchers it is an international network and international participants are welcome at the Summer School. We welcome applicants working at the interface between social sciences and other disciplines.*

Members' Publications

Reiner Ruppmann, *Schrittmacher des Autobahnzeitalters – Frankfurt und das Rhein-Main-Gebiet* (*Pacemaker of the Motorway Age – Frankfurt and the Rhein-Main-Area*) (2011). 490pp, 46 photographs, 27 tables, 18 graphs. Hardback. German.

The aim of the volume is to fill an important gap in scholarly studies of the history of the German Autobahn. So far studies have concentrated analysis on a bird's eye view of Autobahn construction 1933 – 1939 and the related special circumstances in the time of the National Socialist regime. In terms of the pre-history of the Autobahn, they have generally restricted themselves to a summary of the foundation and the work of the HAFRABA Association (Association for the preparation of an automobile road HANseatic cities – FRANKfurt – BASle), a contemporaneous public-private partnership formed by city authorities, the government of some Prussian provinces and regional German states, the road construction industry, travel companies and civil engineers.

But important questions in this respect remained unanswered: Why was this association founded in Frankfurt? What was the driving force for the Frankfurt city council, on the one hand, and leading association members, on the other hand, to promote the idea of a backbone road through Germany for cars only? What goals did these Autobahn pioneers set themselves? What important part was played by Frankfurt experts or rather members of the government of Hesse and Baden with regard to Autobahn planning and construction in the 1920s and 1930s? Why and when did Autobahn construction start in Frankfurt? Which learning processes did engineers and construction crews have to complete? When were the first Autobahn routes ready for use in the Rhein-Main-area? How did the existing Autobahn routes in the Frankfurt area develop further after World War II?

To answer these questions the study uncovers the roots of the long-term moves towards Autobahn construction in Germany. They were found in the fundamental change of traffic policy, as the hegemonic Prussian state decided in 1874-75 to concentrate investments in the expansion and consolidation of the railway network and to leave roads to provincial, district and local authorities. That laid the ground for a widely fragmented road administration. When motorized vehicles started using the gravel roads they generated huge problems for road authorities. As a result of limited financial support from state governments they had to help themselves. One of the solutions they developed was the Autobahn idea. Scholarly studies have failed to examine these facts in any depth with reference to the motorway history.

The study looks at three historic levels: the general traffic policy of Prussia-Germany, the practical work of regional and local road administration, and the local strategy of the Frankfurt city authorities. Numerous pictures, diagrams and tables illustrate the steps from the start of modern road building to the reality of Autobahn construction in the Rhein-Main-area.

Vincent Kaufmann, *ReThinking the city* (2011). 288pp. Hardback. English.

Conditions for travel have changed and are still changing the world—a world experiencing what John Urry calls the 'mobility turn'. Since World War II we have been moving faster and going

further—a fact that has profoundly changed our way of experiencing both the world and ourselves. The explosion of low-cost travel options has similarly had an important impact on the economy, adding to the globalization of markets and transformations in modes of production. It is no longer possible to think of nation-states as autonomous vis-a-vis one another, nor of cities or regions as homogenous spaces delimited by clear-cut borders. Societies, like Western cities, are redefining themselves through mobility.

What does this mean for the city - for its governability and governance? In this book Vincent Kaufmann assesses the urban implications of the mobility turn. He explores the modern urban phenomenon from the point of view of the mobility capacities of its players - their *motility*. He asks that the reader consider the idea of a city or region as the product or an arrangement of a specific set of motilities.

ReThinking the City seeks to identify how the motility of individuals, goods, and information acts as an organizing principle - or rather, THE organizing principle - of contemporary urban change, and then aims to examine the consequences for urban governance by exploring the channels through which individual and collective motility can be regulated.

Transfers - Interdisciplinary Journal of Mobility Studies (Spring 2011)

Contents: “Hop on the bus, Gus.” Editorial (Gijs Mom in cooperation with Georgine Clarsen, Nanny Kim, Cotten Seiler, and Kurt Möser, Dorit Müller, Charissa Terranova, Rudi Volti), Society of Centaurs: Philosophical Remarks on Automobility (Peter Sloterdijk), Mobile Electronic Media: Mobility History at the Intersection of Transport and Media History (Heike Weber), Transfers Between Media and Mobility: Automobility, Early Cinema, and Literature, 1900–1920 (Dorit Müller), Mobile Perception and the Automotive Prosthetic: Photoconceptualism, the Car, and the Posthuman Subject (Charissa N. Terranova), Iterative Modernism: The Design Mode of Interwar Engineering in Belgium (Greet De Block and Bruno De Meulder)

Last month the first issue of *Transfers, Interdisciplinary Journal of Mobility Studies* appeared (see content above), peer-reviewed and published by Berghahn Books with Gijs Mom as editor, and Georgine Clarsen, Nanny Kim and Cotten Seiler as adjunct editors. It will appear three times per year. Its aim is to publish scholarship by historians, social scientists, planners and policymakers that helps its readers to ‘rethink mobility’. One of its ambitions is to investigate the overlap between mobility studies and media studies, another to include non-western, subaltern and subversive mobilities. Other features are a film review section as well as a section on mobility and art, moderated by specialists in their respective fields. The first issue opens with a translated piece by the German philosopher Peter Sloterdijk, while the programmatic Editorial is signed by all members of the Editorial Team. This team is supported by an Editorial Board in which also some T2M members are represented.

T2M members receive a special discount if they subscribe. They are also invited to submit their work. Please consult the journal’s website <http://journals.berghahnbooks.com/trans/>

Schiedt, Hans-Ulrich; Tissot, Laurent; Merki, Christoph Maria; Schwinges, Rainer C. (Hrsg.): *Verkehrsgeschichte – Histoire des transports* (2011, = Schweizerische Gesellschaft für Wirtschafts- und Sozialgeschichte – Société suisse d'histoire économique et sociale, volume 25). 472pp, 39 images. Paperback. German / French.

The contributions focus on different means of transport and its significance for the transport systems, on the qualitative and quantitative development of traffic, on transport policy and public transport services, on infrastructure, technical transfer and on the interweavements of economical and transport areas. Beside traditional approaches of economic, political and technical history also questions of gender, consumptional and environmental impacts are raised in the articles.

Publications of interest to members

David Bownes / Oliver Green / Jonathan Black: *London Transport Posters* (2011). 240pp, 270 images. Hardback / Paperback. English.

This book celebrates a century of outstanding design commissioned by the Underground, London Transport and its present day successor, Transport for London. It explores the organization's pioneering role developed in the early twentieth century under the visionary leadership of Frank Pick.

Drawing on newly researched sources and unseen artworks in the archives of London Transport Museum and Transport for London, the book explores the key themes behind poster campaigns and the artists/designers who made them.

More than 250 images are drawn from the London Transport Museum's collection of over 5000 posters which represent the most graphic archive of its kind to be assembled by a single organization over so long a period anywhere in the world. Lavishly illustrated throughout, with commentary from ten specialist authors, *London Transport posters - a century of art and design* is an invaluable reference book and visual resource for all those with an interest in twentieth-century design.

Anne Gorsuch: *All this is your World: Soviet Tourism at Home and Abroad after Stalin* (forthcoming October 2011). 272pp, 18 images. Hardback. English.

In the Khrushchev era, Soviet citizens were newly encouraged to imagine themselves exploring the medieval towers of Tallinn's Old Town, relaxing on the Romanian Black Sea coast, even climbing the Eiffel Tower. By the mid 1960s, hundreds of thousands of Soviet citizens each year crossed previously closed Soviet borders to travel abroad. *All this is your World* explores the revolutionary integration of the Soviet Union into global processes of cultural exchange in which a de-Stalinizing Soviet Union increasingly, if anxiously, participated in the transnational circulation of people, ideas, and items. Anne E. Gorsuch examines what it meant to be "Soviet" in a country no longer defined as Stalinist.

All this is your World is situated at the intersection of a number of topics of scholarly and popular interest: the history of tourism and mobility; the cultural history of international relations, specifically the Cold War; the history of the Soviet Union after Stalin. It also offers a

new perspective on our view of the European continent as a whole by probing the Soviet Union's relationship with both eastern and western Europe using archival materials from Russia, Estonia, Hungary, Great Britain, and the United States. Beginning with a domestic tour of the Soviet Union in late Stalinism, the book moves outwards in concentric circles to consider travel to the inner abroad of Estonia, to the near abroad of eastern Europe, and to the capitalist West, finally returning home again with a discussion of Soviet films about tourism.

Call for Papers

Models of Mobility: Systemic Differences, Path Dependencies, Economic, Social and Environmental Impact (1900 to tomorrow)

Organiser: Matthias Kipping (Schulich School of Business, York University, Toronto), Christina Kraenzle (Canadian Centre for German and European Studies), Christina Lubinski (GHI Washington); date and place: 23.03.2012-24.03.2012, Toronto, York University;
Deadline: 30.09.2011

There are continuing debates about the best ways to transport people and goods both over short and long distances in a world marked by population growth, increased urbanization, and -after a brief crisis-induced hiatus- growing trade flows. These concern both the developed economies, which struggle to modernize and integrate their aging infrastructures and reduce the environmental, social and economic cost of mobility, and the emerging economies that often have to build new transportation systems from scratch trying to accommodate rapid growth and changing user preferences.

Building on previous efforts by the CCGES focusing on 'automobility', this workshop tries to put these debates into a broader historical and comparative context, by looking at the way different models of mobility emerged and developed in Europe and North America since 1900. The beginning of the 20th century was chosen as the point of departure, because at the time the existing water- and railways started to be complemented and subsequently rivalled by motor vehicles, which were giving a new sense to roads, and by air planes. The same period also saw the first establishment of large-scale urban transport networks.

The workshop intends to look in particular at how various actors, namely industry, users and policy-makers shaped systems that differed along a number of dimensions, including for example public vs. private ownership and operation, individual vs. communal forms of transportation. It also wants to examine the extent to which these initial models might have created path dependencies in terms of technology, physical infrastructure and cultural preferences that limited subsequent choices and, last but not least, to assess the economic, social and environmental impact these different models of mobility had then and continue to have now. The workshop will conclude with a panel discussion among practitioners about possible future scenarios, both in developed and emerging economies.

Those interested in presenting a paper at this workshop should send a 1,000-word abstract and a one-page CV to Baerbel Thomas

(b.thomas@ghi-dc.org) by 30 September 2011. Papers with an international and/or comparative dimension are particularly encouraged. Decisions will be announced by 30 November 2011 and full papers need to be completed by

31 January 2012. The organizers will pay the cheapest possible airfare and local costs for all participants.

11th International Conference on Urban History: Cities & Societies in Comparative Perspective;

Session Topic: A historical view on the development of the sustainable city. Strategies of sustainability in European urban design theory from the 16th to the 20th century

Session chairs: Dr. Katia Frey (ETH Zurich, Institute for History and Theory of Architecture), Dr. Eliana Perotti (ETH Zurich, Institute for History and Theory of Architecture), Dr. Ruth Hanisch (Technische Universität Dortmund); date and place: 29.08.2012 - 1.9.2012, Prague
Deadline: October 1st, 2011

Cities play a definitive crucial role in the on-going discourse on sustainability, due to the fact that more than half of the world's population is living in urban agglomerations, causing a concomitant concentration of energy use and refuse production. However, in spite of its current urgency, the ideal of a sustainable city is not a new concept; it has a long history built on a variety of ideas on the improvement of the urban environment, which have been rethought and revised over the course of the last century. In fact, many of the considerations on the improvement of the urban environment that mark today's ideas on sustainable urban design can already be found in the urban development tracts and political, philosophical and social reform texts in medical, economic or political treatises of past centuries. Our interest in environmental thinking is placed within a historical frame and intends to be a critical analysis, whose innovativeness and uniqueness lies in the text-related research of the theoretical urban design discourse. The arguments of today's sustainability debate, namely, the permanence of structure, stability of the substance, and social balance, as well as providing construction material, ground sealing, water supply, drainage, ventilation, hygiene, garbage removal, traffic, greening, and land and energy needs will be the focuses of this session. This approach should make it possible to sketch out a comprehensive, problem-oriented presentation of the development of a sustainable urban design.

The aim of the session is to find answers to questions such as: which epochs are crucial for these debates, which are the relevant topics in specific periods, and which are the theoretical approaches to these problems. Another relevant aspect is the analysis of the shift of the main focal points and the change in terms, concepts and solutions. Based on such a chronology, the influence of new scientific and technical knowledge, as well as the significance of innovative thinking, can show the early history of the place of sustainability in urban design. The subject of the proposed session is the history of thinking about sustainability in urban design. The geographical and chronological scope of the research covers Europe and the United States of America, within a time frame of three centuries, beginning with the Enlightenment. These ideas have had a definitive effect on today's image of sustainable urban design. Without the knowledge of their development and formulation, i.e. without historical awareness and experience, the current discussion would not really be understandable or assessable, i.e. sustainable.

The section is intended to be of interest to researchers from the historical and cultural disciplines, sociology, the political sciences as well as the natural and technical sciences.

All abstracts (maximum 500 words) should be submitted by October 1, 2011 per online paper proposal form at: www.eauh2012.com/sessions/call-for-paper-proposals/

For more information, please visit the website of the conference on www.eauh2012.com

Forthcoming Conferences & Seminars

T²M Summerschool **The passenger. *Mobility in Modernity***; organiser: Hans-Liudger Dienel (Center for Technology and Society, TU Berlin) Colin Divall (University of York), Heike Wolter (University of Regensburg); date and place: 30.09.2011-6.10.2011, Berlin, Germany

Tourism as a factor of economic, technical and social transformations. A comparative approach (19th-20th centuries); organiser: Laurent Tissot (University of Neuchâtel), Cédric Humair (University of Lausanne), Marc Gigase (University of Lausanne); date and place: 10.11.2011-12.11.2011, Lausanne, Switzerland

The Great Longing for Railways: How the Periphery Became Connected with the Centres of Industrialisation; organiser: International Railway History Association and the Center for Urban History of East Central Europe; date and place: 04.11.2011-05.11.2011, Lviv, Ukraine, Center for Urban History of East Central Europe

Geschichte des Verkehrs und der Mobilität. Zwischen Konkurrenz und Koordination (1918 bis in die Gegenwart); organiser: François Walter (University of Genève), Vincent Kaufmann (University of Lausanne), Hans-Ulrich Schiedt (ViaStoria, University of Bern), Gérard Duc (University of Genève), Sébastien Munafo (University of Genève), Olivier Perroux (University of Genève); date and place: 24.11.2011-25.11.2011, Genève, Switzerland (languages: French, German)

Job opportunities

Opening for a **PhD researcher in Mobility in Social Networks** in Groningen and Amsterdam (the Netherlands):

Outline of research project: More than two thirds of travel mobility is directly or indirectly related to social purposes. However, research so far has disproportionately concentrated on work related trips. This project aims to redress this unbalance and explore the implications for the achievement of sustainable mobility. Using existing data from the innovative LISS panel, we investigate the causes and consequences of mobility in social networks in terms of the frequency and distance of trips and the choice of mode of transport. Special attention will be paid to the relationships of mobility with car availability, accessibility by car and public transport, and local mobility policy. The following research question will be addressed: How are the frequency, distances and choice of mode of transport of mobility in social networks related to car availability and the geographical context, and what are the opportunities for and constraints to increasing the sustainability of mobility in social networks by reducing car use?

The main task is to carry out the research project 'Mobility in social networks', funded by the

Netherlands Organisation for Scientific Research (NWO), and to report about this research in a PhD thesis consisting of articles in scientific journals. Following courses, some teaching and some organisational work will also be among the tasks. These tasks will be performed under the supervision of Professors Clara H. Mulder (University of Groningen) and Luca Bertolini (University of Amsterdam).

See for details and contacts: <http://www.rug.nl/corporate/vacatures/jobOpportunitiesRUG>

1 Postdoc (100%) and 2 doctoral positions (50%) in the research group "Cultures of Mobility in Europe. Past and Present Trajectories of Traveling Communities" - COME (University of Freiburg)

The interdisciplinary Research Group COME at the Institute for Cultural Anthropology/Folkloristics (JProf. Dr. Anna Lipphardt) is accepting applications for one post-doc position (100% TVL E13) for one and a half years, and two doctoral positions (50% TVL E13) for three years, with a possible extension. The positions start in October, 2011.

The research group COME explores practices of mobility in Europe by investigating minorities with mobile traditions and mobile professional milieus, such as the circus, Sinti and Roma, alternative travelers, and others. The research period ranges from the beginnings of the modern nation state to the present, with a focus on the period since 1945. We welcome empirical and historical case studies on specific mobile groups, which address COME's core research questions: How are traveling ways of life and mobile professions practiced in Europe? What kinds of mobile strategies and mobility patterns have specific groups developed and on which grounds? What are the major zones of close encounter with the sedentary population? How have the interrelations evolved over time, especially in the context of changing residency and mobility policies?

We welcome applications from candidates with MA and doctorate degrees in Cultural Anthropology, Sociology, History, and related disciplines who have experience in: 1. qualitative research methods and 2. the fields of migration, mobility, transnationalism, or minority studies. Working languages are German and English; our work is conducted in Freiburg. Doctoral-position applicants should send a CV, a letter of recommendation from a university instructor, academic certificates, and a 5-page project proposal, no later than September 16, 2011 to the address below. Postdoc applicants should, in addition to the above, include a publication list, a writing sample (10-20 pages), and instead of a letter of recommendation, the contact details for two to three referees. Candidates of all nationalities are welcome. The university is currently seeking to increase the amount of female employees and is thus especially pleased to receive applications from qualified women.

For further information, please check http://www.come.uni-freiburg.de/job_opening or contact JProf. Dr. Anna Lipphardt, anna.lipphardt@eu-ethno.uni-freiburg.de.

Prizes Available

John Scholes Transport History Research Essay Prize

The John Scholes Prize, of up to £250 (pounds Sterling), is awarded annually to the writer of an unpublished essay based on original research into any aspect of the history of transport and mobility. The prize is intended for recent entrants to the profession and may be awarded to the writer of one outstanding article or be divided between two or more entrants.

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, first Curator of Historical Relics at the British Transport Commission. It is awarded by the International Association for the History of Transport, Traffic and Mobility (T²M – www.t2m.org)

General Rules

To be eligible for the prize the candidate must not at the time of submission:

- (a) be in a permanent academic position; and
- (b) have published either an academic monograph or an essay in a major academic journal.

Essays (in English, double-spaced) must not exceed 8000 words (including footnotes) and must be fully documented. Entries should be submitted electronically, to arrive no later than **1 July 2012** for the current competition. Essays should not bear any reference to the author, either by name or department.

The judges will not enter into correspondence.

Entries for the prize should be sent to jth.editorial@gmail.com, along with a cover letter and a one-page CV, demonstrating eligibility for the prize. The subject line of the message should read 'John Scholes Prize entry'.

Dr Cornelis Lely Prize for Mobility History and Policy

The Lely Prize is awarded at each year's T²M conference for the best paper presented connecting history with current problems of policy and planning. The prize is named in honour of Dr Cornelis Lely, who was the Minister of Water Management responsible for filling in large parts of the Zuiderzee. He was also a parliamentary advocate for motorized road transport who, as a minister, was responsible in 1915 for the first road plan in the Netherlands.

There are no limitations on time period, location or mobility mode. To be eligible, papers must be submitted in time to be included in the conference USB. The selection committee invites those submitting papers to nominate themselves, although it reserves the right to evaluate other papers if their topics seem appropriate.

The prize of €250 is funded by the Waterstaat, the Dutch Department of Public Works.

Candidates for this year's prize are kindly requested to send in their full papers to the chair of the Prize Committee, Gijs Mom g.p.a.mom@tue.nl, before **25 September 2011**. Only papers that have been included on the conference USB will be admitted into the competition. The winner will be announced at the conference banquet.

10 things about railways

The German colonial rule left traces in some languages spoken on several islands in the southern Pacific. Sporadically in Maori the term "aihanapana" is used for railway. If you vocalize this word and the German "Eisenbahn", then you can hear a slight similarity.

Swiss caviar is closely linked to the railway: At the northern end of the Loetschberg-channel 100 litre water (20 degrees Celsius) spring from the rock. These are perfect conditions to grow sturgeon.

Many maps contain mistakes. E.g. an American regional atlas marked for 20 years or four updates a railroad in Pennsylvania that did not exist. The atlas was produced by a military cartographer of all people.

The south-western part of the US is extremely dusty. The railway is responsible for this westernlike setting: The region's land development by railways brought first of all settlers, then agriculture and consequently a heavy soil erosion.

The first practical use of bar codes was in 1961 at freight cars: orange and blue reflector strips at these wagons should simplify work on shunting yards.

The "Russian Travel Tomato" got its name due to a legend, telling that it was common supplies while travelling with the Trans-Siberian Railway. It is told that people ate a slice of it– it is segmentable like an orange – at each stop of the train.

Ornithologists in the US witnessed northern ravens placing deer bones on railway tracks. When a train had crushed the bones, the birds ate the marrow.

In 1871 the "train disease" broke out. Immediately after its official acceptance, the physicians diagnosed large quantities of spinal cord injuries – all thought to be caused by railway travels.

A given number of freight cars is a common reference for illustrating quantities. Example: Every year people around the world smoke around 5,7 trillion cigarettes. The amount of coal tar in these cigarettes could be used to fill 5.700 freight cars with 10 tons freight each.

Scientists at Iwate University in Japan tried to inhibit wildlife accidents on railway sections using lions' scat. The scientists daubed an extract of malodorous cat's excrements on the rail.

(c) Sueddeutsche Zeitung

(translated by Heike Wolter, <http://www.sueddeutsche.de/wissen/zehn-dinge-ueber-eisenbahnen-1.20703-11>)

Our Institutional Members



Ministry of Transport, Public Works
and Water Management



UNIVERSITY OF HELSINKI



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



Rautatiekulttuurikeskus
Centre of Railway Culture
Kouvola



carris



Center for Technology and Society



CANADA
SCIENCE
AND
TECHNOLOGY
MUSEUM

MUSÉE DES
SCIENCES
ET DE LA
TECHNOLOGIE
DU CANADA

