

T²M

International Association for the History of Transport, Traffic and Mobility

iDBUS

IL EST TEMPS DE
CHANGER D'IDÉE SUR
LES VOYAGES EN BUS.



Paris / Lille / Londres / Bruxelles / Amsterdam

Le voyage en bus longue distance par SNCF

Photo 1: An advertisement for the new low cost coach service provided by the SNCF (iDBUS, it's time to change your ideas on coach travelling)

Source: SNCF

Newsletter

Editors:

Étienne Faugier, Claudine Moutou, Arnaud Passalacqua

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Editorial

2008, 2009, 2010, 2011, 2012, 2013... For those of us in Europe the crisis is no longer an event but a series of events now spanning several years and crossing many borders. We hear about the economic crisis, the political crises, the social or cultural and the religious crises. It seems the word crisis is on everyone's lips and in everyone's minds.

As specialists in mobility, we know that crises can create the impetus for change in how people move (or don't move), the fall or rise in popularity of transport modes, the migration of peoples, ideas and new systems for controlling that movement. This is true also of our own travel decision-making behaviour. Rising fuel costs can make us think twice about taking the car, but where walking, cycling or public transport are not options then our decision may be more focused on should we travel rather than how we should travel. But looking around there is little evidence that the demand for mobility is slowing down. At the local and regional scale, the number of automobiles on many highways seems unchanged and traffic jams are just as present as ever before. Trains, including high speed trains are just as crowded as before the crisis and planes just as full.

Although it is not new for governments to promote sustainable transport options, the current crisis has provided even more reason to encourage citizens to consider alternatives to the automobile. The reality of financially hard times and the ongoing demand (or maybe addiction) to mobility has resulted in new creative ideas. In France for example, SNCF has launched a new low cost coach service the iDBUS for regional journeys – to improve the affordability of long-distance transportation in exchange, perhaps, for passenger comfort (as implied by Photo 1 on our cover page). SNCF has also announced it will offer very cheap fares for certain routes. One may ask, does this herald the beginning of low-cost regional ground transportation in France?

For those outside of Europe the crisis of course may be different but the questions remain the same. How will people and their beliefs, countries and their systems, the provision and marketing of transport technologies adapt? Can crises provide an impetus to create some lasting and good change in transport, traffic and mobility?

Our 11th annual T²M conference may offer some perspectives, particularly in relation to the obstacle or opportunities of borders. In this issue you will find important information about the call for papers, which is earlier than normal to help ensure delegates have opportunity to organise their visas in time for Russia and Finland.

Also in this newsletter you will find a spotlight of one of the newsletter editors, a view from the tramway, a Russian perspective on the Finnish capital Helsinki, and news of upcoming conferences and past conferences.

Finally we encourage you to send us news, reports and articles for the next issue to newsletter@t2m.org. Deadline for copy is **Monday 29 May 2013**

Étienne Faugier
Claudine Moutou
Arnaud Passalacqua

President's Page

Dear colleagues,

History matters! I have the impression that we have less problems in convincing our fellow human beings in policy and planning of transport, travel and mobility that history matters than we have had in the past. Let me share two recent project experiences with you:

Last September, Massimo Moraglio and I had together with a group from 5 other countries, received funds from the European Commission to start a research consortium on “Transport and Transport Industry in Europe2050”. We named it RACE2050 (<http://www.race2050.org/>). Looking 40 years ahead on global competitiveness of European transport industry and services, we decided to begin with a look back towards future scenarios of European transport and transport industry in the last 40 years. Here, we discovered a couple of threat scenarios: warnings of the “American threat” in the late 1960s, the Japanese threat (in the 1980s) and the Chinese threat after the turn of the Millennium. Despite these Cassandra cries and warnings that the end was looming for the European transport industry, the industry seems to be more competitive than ever. So we could conclude that Europe needs new “horror scenarios” for the next four decades, in order to give transport and transport industry the chance to innovate, change and improve in the future.

On the other hand, we can learn from history that in addition to threat scenarios, which demarcate and delineate “no-go” areas and developments, we need “pink scenarios”, which introduce positive but realistic visions, goals and leitmotifs. Thus, you can expect from “Race2050” quite different scenarios for European transport and transport industry in the future.

I am convinced that history provides the most important disciplinary perspective for scenarios, foresight and future studies. And I have the impression that foresight, economics, political sciences and technology studies are more prepared than a decade ago to agree.

A second historical future project, the Center for Technology and Society joined in, is a railway research and planning consortium about future railway connections from Europe to East Asia called NEAR2 (Network of European Asian Rail Research capacities). All visions, discussed in the network, have historical references and roots.

In some days, the call for papers of our next Annual Conference “Transport and Borders” in Kouvola/Finland and St. Petersburg/Russia is closing. For the first time, we meet in two cities to experience transport and borders while discussing it. I am very much looking forward to this conference, and to see you there. Please hurry, to send in your paper or session proposal, if you have not done soon already.

Best wishes, Hans Diemel



View from the street the French tramway-city

The “View from the street” articles generally aim at providing a peculiar drawing of a city only by looking at its streets and at its mobility systems. That's why the author tries to point out the main specificities that he or she can identify and that are a key to describe the city.

In the process he or she may forget what is finally more significant for the city and which is in fact common to every cities of the same size in the area or in the world. Maybe because there is a paper to write ! But maybe also because, it is a common place to consider that our cities share a lot of basis in their mobility models. For instance, car holds a key-role in every city – except in Venice ? We all know that cultural uses of mobility systems differ from a city to another. But, we must not forget the powerful ability of transport systems to feed homogenization forces.

The example of the French cities renewed by the so called “modern tramway” is really interesting from this point of view. Only 3 cities in France had kept their old tramway lines after the 1960s. For 15 years now every French city of about 200 000 inhabitants and more has made the choice of building new tramway lines. The new tramway has become fashionable!

The interesting point is that this wave of tramway building has produced a new urban landscape. This new urban landscape is, I suggest, an efficient means of homogenization, mainly of city centers, but also in the suburbs where tramways run. The same ingredients are used in order to redesign the cities. Both of them are significant: granite and grass.

The ingredient of granite is a symbol of the prestige generally given to the project. The use of granite can be justified by the average cost of such lines, about 30 millions euros/km! Granite is used to underline the borders between the space given to the tramway and the general public space shared by other users. The design of stations may also be based on granite. We have granites resources in France (Britanny, Auvergne), but it must be said that the granite used in these tramway projects often comes from China!

Grass is our new urban paintbrush. Where possible, the track is covered by an ever green grass, last expression of the French culture of gardening, inherited from Versailles! All the year long, the grass should be green and is therefore generally depending on a sophisticated system of watering.

So the generalized use of two very contrasting materials, the ultra-resistant granite and the fragile grass reveals the two main engines of tramway projects: the political signification of a solid infrastructure and the ecological justification of greener systems of mobility in the frame of the so-called sustainable development.

There is now a common landscape in French cities. Various factors have had an influence in this development. The standardization of technical specifications and rules nationally for these projects is a factor and possibly also the role of organizational bodies for architects, landscape designers and town planners in standardizing thinking. The effects of this common landscape in French cities may be more efficient than previous waves of urban planning, such as the haussmannisation process between the

1850s and the 1930s. Transport, of course, is not the only vector or channel for the dynamics of homogenization to be observed. For instance, the evolution of the commercial structure also explains the new aspect of cities. The generalization of a dual model, based on big commercial centers in the peripheral areas and shops operated under licenses of international brands in the city centers, is also probably one of the more important urban phenomenon of the last decades. And both are strengthening each other.

The last evolution of the process is the incorporation of artistic perspectives around tramways. It is an old habit in French projects but it has been recently particularly put in the spotlight with the opening of latest Parisian tramway, in December 2012. Works by international artists are installed along the line and try to offer simultaneously useful tools, such as benches, and aesthetic emotion. So that the tramway, which we were used to consider as a urban project and not a transport project any more, has now become a cultural project. A new expression of national design of city landscapes ?

Arnaud Passalacqua



Photo 2: Tram in the fog, Lyon 2010 (author : Brice Foto)

The 11th annual T²M Conference

Call for papers

“Transport and borders”

Cross-border T²M conference in
Kouvola (Finland) & St. Petersburg (Russia)
September 25-28, 2013

The International Association for the History of Transport, Traffic and Mobility (T²M) calls for papers to be presented at its 11th annual conference, which will take place in Kouvola, Finland and in St. Petersburg, Russia on September 25th -28th 2013.

The Local Organising Committee of The International Association for the History of Transport, Traffic and Mobility (T²M), (The Centre for Railway Culture REILIA of the University of Helsinki and The Petersburg State Transport University) invite all academic researchers and practitioners working on history, sociology and politics of transport, traffic and mobility, border studies and transportation technology to participate in the Conference, a scientific meeting dedicated to the study of transport and borders in all parts of the world.

The Conference will take place in Kouvola, Finland and St. Petersburg, Russia, on September 25th-28th, 2013. These cities provide an ideal setting for discussing the role of borders in transport, travel and mobility research. The conference will include an opportunity to visit two countries; in and outside of the European Union. The conference will start in Kouvola on September 25th. On September 27th the conference will move by train from Kouvola to St. Petersburg to embark on the second part of the conference.

The T²M Annual Conference is open to papers and sessions on any field or topic of historical and social science mobility studies. However, we especially invite the submission of single papers or full sessions (three papers) on any topic related to “transport and borders”. Besides physical and national-state borders, many other kinds of borders impede and shape mobility: cultural borders, which can divide cities and regions, mental borders, which limit individual space of *manoeuvre* and technical borders.

This Cross-border Conference therefore invites scholars to examine past and current reconfigurations of borders and mobility from the perspective of one or multiple disciplines. Papers could, for example, examine borders as zones of contact and interaction, as zones consisting of both the flows of people and goods across as well as those flows blocked by the borders between states. Views from the borders will give us fresh insights into the relationship between transport and society, centre and periphery, security and insecurity; museums and universities, politics and identity and researchers and enthusiasts.

The 20th Century has encountered the parallel rapid development of transport technologies and mobility devices and the closing of borders, the erection of iron curtains, the isolation of whole continents against migration and escape. In these ways borders have become more perceptible and sensible. Social science mobility scholars have emphasized the individual and collective horizon of possibilities in order to understand and explain the cultural boundaries of physical travel and mobility.

Passing borders and customs has often been experienced, witnessed and described as a partly risky step of transcending boundaries. The Conference will discuss these individual and collective appreciation of borders and boundaries and its impact on and interaction with travel and mobility.

Transport infrastructure have for long times been established and maintained mainly by governmental institutions and corporations. Border regions and borders are regions of thinning out transport infrastructures and schedules. Georg Simmer has used the term of deserted border regions (*Grenzwüste*) to describe the border as *cordon sanitaire*. The conference will discuss the development, function and the end of borderlands as marginal regions and fringe.

The T²M Conference offers opportunities to use cross-disciplinary approaches to refocus on crossing the borders in new and innovative ways, such as

- Maritime on land and sea boundary issues
- Mobile and hyper borders
- Mental and cultural borders
- Natural environment and shifting borders
- Spaces beyond the state
- Borders, migration and Diasporas
- Travelling on and across borders
- Transcending borders
- Technical borders and technical compatibility

In order to advance collaboration between universities and policy makers, both academic researchers and practitioners working on transport and border issues are most welcome to attend.

It is a T²M tradition that paper and session proposals are not limited to the general topic. We ask for paper and session proposals for all themes in the field of transport, traffic and mobility. By this, the annual conference will give, in a broad way, an up-to-date overview on the field of historical transport and mobility studies.

The Conference language is English. No interpretation into Russian or other languages is provided.

DEADLINES

The final deadline for proposals is **April 15th, 2013**. The proposal must include a short abstract, the title of the presentation, the name of the presenter(s), CV, e-mail address of the author(s), contact number and information on audiovisual needs. Papers must be sent to: submissions@t2m.org.

Once the proposal has been accepted, we shall notify participants before **May 15th 2013**.

The deadline for the full paper (6-8 pages) is **August 15th 2013** for we shall distribute all papers beforehand in an online version. Individual presentations at the Conference are therefore to be limited to a fifteen-minute summary to allow for debate and discussion within the session.

POSTERS to be submitted by all speakers

Submission of a fully completed poster form is mandatory for all speakers as T²M wants to invest more energy into communication. Posters will be judged. The best posters will receive a prize.

Deadline of final posters is: **August 15th 2013**. Please send posters to submissions@t2m.org. The poster format should be a pdf. It will be published in A2; therefore remember: pictures in fine resolution and letters of appropriate size.

T²M TRAVEL GRANTS

Ph.D. students and scholars from emerging countries are encouraged to apply for travel grants at T²M. Please send in your application together with the proposal at: secretary@t2m.org. (Please download a

travel grant form at: www.t2m.org)

Additionally, we have a special travel grant programme for young Russian scholars for the travel costs to Finland. Please send in your application together with the proposal at: secretary@t2m.org. (Please download a travel grant form at: www.t2m.org)

VISA - important information requiring your early attention

The participants may need to obtain a visa either to Finland or Russia or both. The Organisers of T²M are prepared to assist delegates with obtaining a visa by sending official invitation letters upon request. This letter however does not involve any commitments by the Conference Organisers to cover fees, accommodation, travel expenses or other costs connected with participation in the Conference.

To obtain an invitation to T²M, delegates must first complete the registration form and settle all conference and related fees. Delegates are encouraged to make their invitation requests at their earliest convenience.

Please note that delegates are responsible for their own travel arrangements, including determining the visa requirements for travel to Finland and Russia for the Conference. If you are considering participating in any post-conference tours, please see about making the necessary visa arrangements (e.g. multiple entry visa to Finland, if required if you want to return back to Finland after the conference days in Russia) prior to your departure for the Conference.

The T²M Organisers will not be held responsible for a visa not granted. Failure to obtain a visa will not be accepted as grounds for refund of any fees or any other costs paid to the Conference.

Visas for Finland

Finland is a member of European Union and a part of the Schengen area. Attendees from some countries will be required to obtain a visa to enter Finland. More information on visa requirements in the Schengen area and travel documents accepted by Finland (by country) can be found on the website of the Ministry for Foreign Affairs of Finland.

<http://formin.finland.fi/public/default.aspx?nodeid=15716&contentlan=2&culture=en-US>

Please see the www.t2m.org website for websites for travel information in Finland.

Visas for Russia

People from most countries must apply for a **Russian visa**. Visas cannot be obtained at the border. The visa process is different in each country and can require a long time. Please, check the Russian visa regulations in your own country in the Russian embassy or at a travel agent.

WEBSITES

More information about the local and conference organisational committees can be found at the T²M website www.t2m.org

The T²M 2013 conference also has an official website www.reilia.fi/t2m and a Facebook page www.facebook.com/T2Minternational

Helsinki: three sights by Russian eyes



Images by Andrey Vozyanov

Measured The first sound you hear on arriving to Helsinki at 5am (early morning is the usual time to arrive on bus from St. Petersburg) will be the screek of seagulls cleaning out the food from the dustbins – one of a very few disorderly acts in this place. The second sound you will probably hear will be of the tram – it is not a harsh ringing but rather subtle drone as the vehicle speeds up. The Helsinki landscape is densely saturated with tram lines. Rails and wires are hidden around the bends of narrow streets. Trams themselves – futuristic, low-floor green-yellow warms – totally differ from thundering, ponderous vehicles of my childhood in Russia. Measured speed, delicate loudness, neatly observed timetables are all combined into precise tram choreography on *Mannerheimintie*. The whole urban area seems safe, close and accessible by the rails. Helsinki, the capital of Finland was the first city within the European Union I had ever been to – and I recall the experience was like entering into some parallel reality where transport actually worked precisely in the way it was planned. That was something very far from my previous knowledge as I had become used to the perpetual gap between schedule and life.

Communal Human-sized – this is the most self-offering epithet for urban space in Helsinki. Especially when compared to St. Petersburg – with its huge bridges across Neva river, high curbs and strict borders between space for feet and space for wheels. In Helsinki all surface subdivisions look softened and dispersed, leaving the choice of crossing the street here or 50 meters further or somewhere not so far: zebra-crossings are frequent, salient, and, at last, really working to motivate car-drivers to stop and share the road with me. My body also has to get used to communality of sidewalks: as in Helsinki sidewalks are equally shared between pedestrians and bicyclists. The full-blown effect of this comes suddenly to life when peak hour begins: chains of people on their *polkupyörät* rush through with slight fresh air vibrancy. Surprisingly, these fast moving objects running ahead me, the slowly going pedestrian, do not depress me. Instead, they underline the variety of mobility modes available. Moving is easy in Helsinki. And everyone is a subject to move.

Transitive Helsinki is not only internally transitive – it is transit between other, outer places as well. For many Russians (and me as well) this city is a transfer point on the way from Russia to other European countries. Helsinki Central Railway Station and *Vantaa* airport are connected by bus lines, but it is not the kind of trip you would have every day: among clutches, backpacks, cases, bags on wheels people are either headed to destinations much further than the bus goes or accompanying those who are soon to take off into the sky. Spacious, minimalistic, lounge-like and wi-fi equipped airport halls manifest the art of non-place – I had never enjoyed being in the middle of nowhere as much: it is a very friendly nowhere-ness. Notwithstanding coming to or coming through Helsinki it always encourages people to talk and plan their future trips. Here the mobility makes you dream of more mobility.

Andrey Vozyanov
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In the Spotlight



Images by Arnaud Costechareyre

Etienne Faugier PhD

Laval University (Quebec) & Lyon 2 University (Lyon)

T²M members may be familiar with some of your ideas from this newsletter, however, can you tell us more about you?

I'm French, but I was born in Sri Lanka, Colombo ; so in a way, we can tell that mobility is in my blood! I was raised in a small area in the south-east of France called – Ardèche – surrounded by nature, but close to the Alps, the Mediterranean and cities such as Lyon, and Grenoble for example. As a child, we used to travel a lot with my family in a camper van. I spent most of my education in Lyon.

You have been a member of T²M for quite some time, how did you come to the transport and mobility studies?

After my Bachelors Degree in 2005, I very much wanted and needed to go abroad. I applied to go to Vancouver, but the university prioritised students that had learnt a foreign language. I was persistent and contacted the person in charge of travel project at the University several times; one day, I got a call from her saying that there were some places available at Laval University; I said yes... without consulting my supervisor. Finally, I got together a project about the linguistic minorities in Quebec Province. Once there, I met most of the history professors in the department and one said to me : "If you want to work on your subject, find some documentation; if it doesn't work, I can supervise you on another subject, the sociocultural impacts of motor car in Quebec city". That's how I got a taste of transport and mobility.

I could have stopped there, but when I got back to France my French supervisor introduced me to the French specialist of sociocultural studies of the automobile, Mathieu Flonneau. Thanks to his kindness, he introduced me to the transport and mobility community in France with the seminar “From transport history to mobility history” held in Paris, and abroad with the T²M conference. I couldn’t be more grateful to him.

What do you study?

During my Masters degree, I first studied the introduction and the impacts of motor car in Quebec city between 1919 and 1939. Then, when I got back I wanted to continue working on transport history. But my supervisor had to let me go, because he had a new position in the University. I was welcomed into Rural Studies, I made the best of it and tried to study the introduction and impacts of automobilism in the Rhone department between 1900 and 1939. Because of my academic journey, I constructed a project to study France and Quebec province during my PhD. My dissertation is titled “The Economy of Speed: Automobilism and its Stakes in the Rhone region and the Quebec area (1919-1961).

You just had your PhD (his defence was held 22nd March), what are you now going to do?

That’s the question everybody asks me !! That’s funny because, I just arrived from a five years marathon and already, people are interested to know what comes next. This is indicative of the state of society in which we are a society of speed and acceleration cycling endlessly towards where we tend to go. I have to find some way to publish my dissertation, to publish some articles and to be more visible in the scientific community. And, also, perhaps, I could try to take some vacation: it’s hard to choose a vacation without thinking mobility: that could be itself be a great subject for research...

What did you read recently?

Of course, I read my dissertation several times to prepare my defence, a hard exercise. But, I am also interested to read about speed, so I’m reading Gilles Finchelstein, *La dictature de l’urgence* (the dictatorship of the emergency). On another subject, I’m also reading a novel *Cloud Atlas* written by David Mitchell. I like to read different kinds of literature.



Image by Mathieu Flonneau

Photo 3: At the Automobile Workshops during the Global Automobile Exposition, Paris, 2012

How do you think you bring something new to research and the T²M association?

My dissertation is about studying rural areas. That's one way to bring a new approach to the studies about urban transportation and mobility. Another way to see it is I am interested in analyzing all types of motorized vehicles – automobilism – such as motor car, truck, tractor, bus and motorcycle. Finally, my dissertation was an international study as it compared the Rhone department and the Quebec region.

These specificities bring a new way to help the association. I also help in any way I can editing the newsletter with Claudine and Arnaud. I'm always eager to help when I can. I hope that in the years to come, I'll be able to take more challenge in the association.



Photo 4: At Guyancourt Center, trying the new electric Renault

(source : Mathieu FLONNEAU)

News

History of accidents and industrial risks, France-Great Britain, end XVII-end XIX century

April 2013, 12th, EHESS, 2012-2013

96 boulevard Raspail, salle de réunion de l'Institut d'étude de l'Islam et des sociétés du monde musulman (IISMM-EHESS), 1er étage, 9 h 00 à 11 h 00

Mike Esbester (University of Portsmouth), " 'I cannot say that the pay they receive is adequate to the risk and danger they encounter': British railway workers and safety after c.1850"

New seminar on the recent history of French public transport (2013-2015)

The AHICF, the French association of railway history, opens a new seminar with the title "Réinventer les transports en commun en France : bilan de quarante années de tramways, TCSP, transports guidés". Its purpose is to address the recent history of French public transport, mainly the wave of modern trams which is one of the main urban phenomenon of the last decades in the national frame. But international transfers are also concerned, because this model has been developed as a national product and promoted in foreign cities.

This seminar will cross actors of the last 40 years and scholars. Session will be organized twice a semester, from 2013 to 2015, according the following provisional program :

Session 1 (3 April 2013): The Cavaillé competition and the birth of the French standard tramway. The first projects in Nantes and Grenoble.

Session 2 (12 June 2013): Overground or underground. The cases of Strasbourg and Toulouse.

Year 2013-2014 : The tramway as an urban project

Session 3: From the transport project to the urban project : town planning and transport

Session 4: Political project and social stakes : the example of the T1 in the Parisian area

Session 5: The problem of professions and the creation of a professional culture (architects, engineers, landscape gardeners and municipal technical offices)

Session 6: The territorial effects of the tramway : land price and commercial stakes (homogenization and diversification)

Year 2014-2015 : Mobility after 40 years of tramway

Session 7: Rail or tyres : come back and terminology

Session 8: Political time and time of projects

Session 9: Drivers : statutes and social conflicts

Session 10: The French model of tramway : creation and transfers

This seminar is organized with the laboratory UMR n° 3329 CNRS/ MCC 'AUSSEY'.

Contact and registration : seminaire_tramway@ahicf.com

Journal of Transport History

The next edition of the *Journal of Transport History* 34 .1 **June 2013** carries seven papers:

Editorial

Papers

Political transitions, value change and motorisation in 1970s Portugal *M. Luísa Sousa and Rafael Marques*

From transport's Golden Ages to an age of tourism: L. T. C. Rolt, waterway revival and railway preservation in Britain, 1944-54 *Joseph Boughey*

Multimodal dreamin': California transportation planning, 1967-1977 *Alex Karner*

Exhibitions and museums reviews

Cobb & Co. Museum, Toowoomba, Queensland, Australia *Jeff Powell*

Viewing Norway from the road, 1773-2020, Oslo, Norway *Andrew Piper*

Yunnan railway museums and exhibits, China *Stéphanie Ponsavady*

Visions of Empire: the Quest for a Railroad across America, 1840-1880 *Peter Boldgett*

Plus 15 book reviews.

In keeping with standard practice, each paper sent to the JTH is peer-reviewed before being accepted for publication. Referees selected for their professional expertise scrutinise papers for their contribution to intellectual debate, for rigorous and lucid argumentation (including contextualization and evidence), and for appropriate and high-quality prose, illustration and citation.

The JTH also publishes occasional reviews of museums and exhibitions, and regular book reviews.

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 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
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

Volume 3 • Issue 1 • Spring 2013

Editorial

Gijs Mom, Georgine Clarsen, Peter Merriman, Cotten Seiler, Mimi Sheller, and Heike Weber

Papers

A Theory of Migration, *Tim Cresswell*

Subversive Mobilities: The Copenhagen Riots, 1900–1919, *Mikkel Thelle*

Uncertain Mobilities: A View from the Past, *Colin G. Pooley*

Reshaping Empire: Airline Travelers and Colonial Encounters in the 1930s, *Chandra D. Bhimull*

Special Section: Media and Mobility

“Traffic” – On the Historical Alignment of Media and Mobility, *Dorit Müller and Heike Weber*

Mobilizing Transport: Media, Actor-worlds, and Infrastructures, *Gabriele Schabacher*

The “Ambulant in-between”: Media Histories of Mobile Communication, *Regine Buschauer*

“All Transportation is Local”: Mobile-Digital-Networked-Technologies and Networked Orientations, *Joseph F. Turcotte and M. Len Ball*

The Tyranny of Time and Space – Weakened but not Vanquished: Comment on the Special Section on Media and Mobility, *Patricia L. Mokhtarian*

Ideas in Motion

Mobility: Geographies, Histories, Sociologies, *Peter Merriman, Rhys Jones, Tim Cresswell, Colin Divall, Gijs Mom, Mimi Sheller, and John Urry*

Mobility and Art Review

Particles, *Daito Manabe and Motoi Ishibashi*

Museum Review

History as Epic: A Visit to the National Museum of Air and Space in Chile, *Rodrigo Booth*

Film Review

No Brakes, *Sunny Stalter-Pace*

11 Book Reviews

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

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, Cotten Seiler and Georgine Clarsen, Editors, *Transfers*

Conference and Workshop Reports

**Histoire des réseaux, des transports et des mobilités en Île-de-France
Networks, Transport and Mobility in the Ile-de-France Region: a long-term History
Conference organized as a part of the celebration of the 175th anniversary of railways in
France, Paris, 22-24 November, 2012**

With the support of SNCF, Bombardier Transport, Alstom Transport, RFF, the Île-de-France regional Council, the City of Paris

The western part of the railway network around Paris, and first of all the now suburban line from Paris to Saint-Germain, which was opened on August 24, 1837, are considered in France not only as the birthplace, but also as the main field where was led the trial of the new railway system. The 175th anniversary of the first passenger train journey in the capital region, celebrated at a time when new public transport networks are conceived and designed (i.e. the “grand Paris” railway lines), was considered as a key opportunity to compare approaches and discuss this case study of the history of transport and mobility as seen by AHICF (French Railway historical society), the Federation of historical and archaeological societies of Paris and Ile-de-France, the History Committee of the City of Paris and the research group P2M "Past Present Mobility."

The conference was opened to academics as well as scholars involved into the dynamic and spirited movement of “learned” societies. The audience was numerous and the debate often passionate, which duly brought into focus the essential contribution made by so-called amateur research to our field of study.

The programme combined case studies of places, cities and routes, history of different modes and intermodal practices; comparisons between networks, urban planning and urban forms, seen in their economic, social and political dimension; finally, the uses and users of transport and specific regional mobility. The proceedings are committed to the care of the editorial board of the Federation of historical and archaeological societies of Paris and Ile-de-France which publishes annually an excellent set of collected papers.

Website: www.ahicf.com with online podcast of the whole conference and associated events.

Call for Papers

WUNDERKINO 3: VISIONS OF TRAVEL AND MOBILITY

14th Annual Northeast Historic Film Summer Symposium

July 25-27 2013 Bucksport, Maine

Wunderkino (“wonder-cinema”) are moving images that ignite our curiosity and engagement and help us to rethink questions of creativity, complexity, rarity and the multiple uses and understandings of amateur and non-commercial films.

Since the beginning of the 20th century, the rise of amateur film coincided with a proliferation of mass tourism, travel and mobility. On their journeys away from home, amateur filmmakers recorded the transformative forces of modern travel—theme parks, motels, resorts, tourist attractions, transportation technologies, highways—and the people and cultures that collide along the way. The organizers of 2013 Northeast Historic Film (NHF) Summer Symposium invite proposals featuring studies of amateur and non-theatrical films that examine travel and mobility. “Wunderkino 3: Visions of Travel and Mobility” focuses on understanding how amateur and non-theatrical films offer insight into modern mobility and culture, the production and performance of heritage and history, and the transformation of regions, communities, and people as they become the sites and sights of the amateur films, travelogues, and educational films. This year’s theme is an effort to draw upon the wide range of approaches that scholars, artists, filmmakers, and archivists bring to the study and use of amateur and non-theatrical film. We encourage (and expect) participants to incorporate examples of interesting moving images as part of their presentations. NHF houses a 125-seat cinema with 35mm, 16mm, videotape, and DVD projection.

Please send 250-500 word abstracts outlining your paper ideas and a brief cv via e-mail to: symposium@wunderkino.org

We are happy to discuss your presentation ideas with you in advance of a formal submission. The Symposium Program Committee will begin reviewing proposals on **April 20, 2013** and will finalize the program by May 10, 2013.

WORKING ON GLOBALISATION: Work and Transport in Global History after 1945

Berlin, October 25-27, 2013

Globalisation is hard work. Global flows do not ‘just exist’, they have to be set in motion – goods, people and information have to be carried from one end of the globe to the other. The aim of this workshop is to contribute to the agenda of the emerging field of global history by investigating entanglements and connections through the lens of the transport work that is required to make them happen. By bringing together histories of work and transport in a global perspective, we aim to shed light on the interplay between the global and the local; agency and structure; flows and boundaries.

Papers will explore some or all of the following questions within a triangle constituted by the notions of globalisation, transport, and work:

- How does the history of transport work contribute to our understanding of globalisation –in particular, global processes of integration, disintegration and reconfiguration? In particular, in which ways was work required to make globalisation happen, and how did globalisation in turn affect the practice of work?
- In which ways can a history of transport work make the limits as well as the flows of globalisation more visible?
- How does a focus on work affect our understanding of the history of transport and globalisation? Scholarship on transport work has focused heavily either on technology or on the politics of labour, for example in histories of railway and dockworkers’ unions. In which ways can the study of experiences and processes of work expand our knowledge of transport history and globalisation?
- In which ways does global transport labour history lead us to reexamine specific post-1945 moments and periods as they are commonly defined: for example decolonisation, nationalism, the cold war, socialism and post-socialism?

Interested scholars should submit an abstract of their proposed paper (c. 500 words) by April 21 to n.p.petersson@shu.ac.uk. Successful applicants will be notified by early May.

6th Tensions of Europe Conference

Democracy and Technology; Europe under Tensions XIXth - XXIst Century

19 September - 21 September 2013

Paris, France

The sixth Tensions of Europe Conference will take place in Paris. The conference deals with places and periods where and when democracy and technology intersected and interacted, inside or outside projects and institutions, discourses and practices, procedures and objects, from the 19th century to present times. Between assessment and instrumentalization, how democracy dealt with the social, economic and cultural challenges of technology? How technology, democratic regimes and ideas impacted mutually? The conference has two particular focusses: tracking transnational dynamics at European scale, historicizing recent claims for a 'technical democracy', through which it is expected that the making of democracy and technology are weaved together.

Keep an eye out for the call for papers.

Conferences of interest

Mobilities and Mobilisations in History

The Australian Historical Association 32nd Annual Conference

University of Wollongong, Sydney, Australia

8-10 July 2013

For those looking for some interesting mobility related activity in Australia in July this year please put the annual conference for the Australian Historical Association on your must do list! This year their conference has a strong mobilities theme. Keynote speakers include Professor Tony Ballantyne from the University of Otago speaking on 'Unsettling the settlers: Colonial mobility as a problem and a problematic' and Professor Matt Matsuda from Rutgers University presenting 'Ocean, motion, emotion: Mobilities and mobilizations in History'. Georgine Clarsen is

The conference also includes a special session organised by The Australian Women's History Network Symposium is called "Women in Motion". The session will include papers on women's participation in and gendered perspectives on migration, transnational lives, boundary crossing, regional mobilities and emotion.

The International Railway History Association (IRHA) 5th International Congress

Instituto Italiano de Cultura, Santiago de Chile, Chile

12-13 September, 2013.

For the first time IRHA-AIHF-AIHC has organized its congress outside the European continent. Latin America is one of the regions where the railway system developed rapidly in the nineteenth century. Latin American specialization in trade and export by using the railway system became the primary means for transporting and extracting raw materials and intermediate products from the interior to the ports of the Atlantic, Pacific and the Caribbean sea, going to European or USA markets. Railways continued throughout the twentieth century playing a central role in Latin America's economy and society. However the intense use of the railway system was not accompanied by a process of improving the railway network at the end of the century. This led to the loss of profitability and capacity of railway life.

The liberalization process practised by the policy makers in the region gave way in many countries to the reduction of the railway system progressively. Since then the railways have become a secondary mode of transportation, being residual in the transport system in many countries of Latin America. The purpose of the IRHA conference is to debate from a historical point of view the railway system's contribution for the whole region and also individual countries.

The conference will be in Spanish and English with simultaneous translations.

Publications of interest to members

Staging Mobilities By Ole B. Jensen *Published* 21st February 2013 by Routledge – 228 pages

In recent years, the social sciences have taken a ‘mobilities turn’. There has been a developing realisation that mobilities do not ‘just happen’. Mobilities are carefully and meticulously designed, planned and staged (from above). However, they are equally importantly acted out,

performed and lived as people are ‘staging themselves’ (from below). Staging mobilities is a dynamic process between ‘being staged’ (for example, being stopped at traffic lights) and the ‘mobile staging’ of interacting individuals (negotiating a passage on the pavement).

Staging Mobilities is about the fact that mobility is more than movement between point A and B. It explores how the movement of people, goods, information, and signs influences human understandings of self, other and the built environment. Moving towards a new understanding of the relationship between movement, interaction and environments, the book asks: *what are the physical, social, technical, and cultural conditions to the staging of contemporary urban mobilities?*

Jensen argues that we need to understand the contemporary city as an assemblage of circulating people, goods, information and signs in relational networks creating the ‘meaning of movement’. The book will be of interest to students and scholars of sociology, urban studies, mobility studies, architecture and cultural studies.

Mr. Jensen is Professor of Urban Theory at Aalborg University, Denmark. His main research interests are mobilities and urban studies. He is the co-author of *Making European Space* (with Tim Richardson, Routledge) and has published extensively on mobility research in the journals *Mobilities*, *Culture and Space*, and *Urban Studies*.

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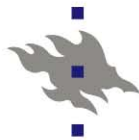
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