

# T<sup>2</sup>M

International Association for the History of Transport, Traffic and Mobility



Photo 1: The renewal of tourism? national road 7, France. Drawing by Thierry Dubois

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## Editorial

The end of the summer is upon us. September is here!  
Holidays are over. So the question is: what did you do this summer? Where did you go?  
Did you travel or did you invent your holidays at home?

More interesting, did you see some change in mobility as some pointed it...

After the boom in GPS technology that saw GPS equipped vehicles becoming the norm, it appears fair to say that now it is the explosion of smartphones and tablet devices that are shaping our experience of mobility and tourism. People buy train tickets through their phones; some enterprises develop smartphone applications to help people in their search for vacations or tourism and phones also help hotels to sell services. Additionally, the speed and ease of getting electronic tourist information is threatening the future relevance of paper travel guides and travelogues. What might be the impact on our travel experience if these changes in the production of information and communication? As the travel experience encompasses not only the period of travel but also the anticipatory experience of planning, and the recounting of our trip to others on our return, will the travel experience be poorer the more we rely on blogs, facebook, twitter, etc? What will happen if expectations for global travel are disrupted by the realities of globalisation – as seen by the way our financial markets are linked, the interlink between oil dependence and international politics, and the extreme weather events that have no regard to our travel itineraries.

In this newsletter you won't find the answers to these questions but we would welcome collecting your thoughts in articles, conference reports and book reviews. What can we draw on from the past to help understand these current day dilemmas? Are we doomed to repeat the same mistakes?

Ahead of our annual T2M conference we bring you a special In the Spotlight interview – focused on the T<sup>2</sup>M conference committee. You get to know Finish and Russian organisers of the T<sup>2</sup>M annual conference. You also can take a glance of Berlin and its bike written by Arnaud Passalacqua. As always, you can read several announcement and news that concern transport, traffic and mobility.

Finally we encourage you to send us news, reports and articles for the next issue to [newsletter@t2m.org](mailto:newsletter@t2m.org). Deadline for copy is **Monday 25 November 2013**

Étienne Faugier  
Claudine Moutou  
Arnaud Passalacqua

## President's Page

Dear colleagues,  
August 2013

I use the title of our forthcoming annual conference in Kouvola and St. Petersburg “Transport and Borders” for a programmatic suggestion to transcend more actively our disciplinary borders in the field of transport and mobility studies.

In our mission statement of T<sup>2</sup>M and at our annual conferences, we regularly emphasise the importance of interdisciplinarity in mobility studies. However, our association still keeps and even reinforces disciplinary boundaries of historical sciences when we look at the program of past conferences, the papers of our journal and partly of our yearbook. The same – by the way – seems to be true for Cosmopolitanities, for the Pan-American Mobilities Network, the Swiss Network for Mobility Studies and other organisations in the field. All these associations and networks underline a strong demand to stimulate education and research on transport and mobility in its most general sense, but at the same time keep the fractional division in organizational terms, not at least because of the large number of independent networks and associations.

I have the feeling that we could do much better in serving our field and in generating more new academic positions for mobility studies if we join our disciplinary forces in an organisational way come to more integrative institutional cooperation and joint institutions in our field. I

would like to suggest to discuss about institutional cooperation and merger at our annual meeting in Finland and Russia, which we can pursue and carry forward at the following annual conference in Philadelphia 2014. Transport and borders: we should use the wonderful thematic focus of our annual conference to reflect on our disciplinary borders at T<sup>2</sup>M. I am very much looking forward to discuss new forms of integration and problem orientated mobility studies in Kouvola and St. Petersburg.



One more word on our conference, which is the first meeting in Northern and Eastern Europe.

We have attracted more Scandinavian and Russian scholars than ever. The conference is a great chance to learn about transport and mobility studies in our host countries and to see a flourishing transport university. I invite you to register if you have not done so far. Do not forget to apply for a Russian visa if necessary. It is quick and simple.

Have a safe trip to Kouvola and St. Petersburg, yours  
Hans Dienel

## View from the street

Many T2M members know Berlin for the Deutsches Technikmuseum, where the 2011 conference was organized. They probably noticed the main mobility centers of the city, the new railway station Hauptbahnhof or the ex-airport Tempelhof, now transformed into a huge green park, where Berliners play and rest, where planes used to take off and land a few years before.

But, I'm not sure that all visitors have paid attention to one of the much impressive mobility systems of the city : the bike. Whereas some cities are very proud of their bike sharing systems, from Paris to Washington and recently New York, and some others are world-known references of bike friendly cities, such as Amsterdam and Copenhagen, Berlin gives the example of a city where bikes are of common use and seemingly totally inscribed in practices. You can find there every types of bikes for every uses.



**Photo 2:**

**Photo 3**

Of course, the width of streets is probably one of the factors explaining the development of bike paths. On the main avenues car traffic can be massive, but bikes have a almost systematic access to a reserved space. When the path is on the pavement, pedestrians have to be really cautious. If not, as it happens in the Netherlands, a bike bell will remind them that public space does not mean confusion !



**Photo 4**

**Photo 5**

But Berlin is also characterized by the peaceful atmosphere of many districts, even in the central area, where car traffic is very low. There, bikes seem to be the natural way of moving, with or without bike paths. Practices that can only be strengthened by the easy access to public transport for bikes. Even on peak hours, when you see people make place in order to let a bike access on the U-Bahn or S-Bahn. For those who choose to let their bikes before traveling with public transport, overcrowded bike parkings are provided near the stations.



**Photo 6:**

Despite a well-known low birth rate in Germany, Berlin is also striking for its child friendly infrastructures. Not only parks, but many aspects of the city suit really well to children. And bike system is very representative of this general spirit. The question is not to know if you can or not run your bike with your child, as it could be in some (archaic ! ) countries like France, but how you will do that and where your child will seat on the bike : on a rear-mounted seat, on the bike frame in front of you, or on a bike trailer ? You can also run a Dutch-style cargo bike, providing a comfortable seat for two children (or more ? ). But moving with children is not only a problem of vehicles. You have to park it and, as expected, the city is adapted to your needs : small bike racks offer children to park their bikes in front of Kindergarten and other specialized shops. Mobility habits is also a question of education !



**Photo 7**

**Photo 8**

**Photo 9**

A consequence of this picture of Berlin as a bike friendly city is the weakness of scooters and motorbikes in the urban landscape. The first ones, which have highly developed in cities like Paris during the last 10 years, are nearly absent of the streets of the German capital city. But, to be true, you can cross some big motorbikes, even if BMW is a Bavarian manufacturer !

**Photo 10**

## In the Spotlight: T<sup>2</sup>M conference committee

**This newsletter's spotlight interview sheds light on the people (and organizations) behind the next T<sup>2</sup>M conference. From Finland we hear from Heli Mäki, Jenni Korjus, Anu Kilpinen, Juan Cubilla from REILA/University of Helsinki and Joonas Nikkanen a trainee at REILA from the University of Tampere. From Russia we hear from Igor Kiselev, Elena Afanasyeva and Pauline Polukhina at the Petersburg State Transport University (PSTU).**



**Photo 11: Heli Mäki, Igor Kiselev, Elena Afanasyeva and Pauline Polukhina**

### **Tell us a little about you and your organisation**

The team in Finland work at the Centre for Railway Culture (REILIA). REILA is a project coordinated by the Palmenia Centre for Continuing Education, which is part of the University of Helsinki. REILA is funded by the European Regional Development Fund of the EU, the regional Council of Kymenlaakso and City of Kouvola. The topmost priorities of REILIA are the organizing and executing of research on railway culture in Finland and increase public awareness of the importance of the railways in society.

The team in Russia work at the Petersburg State Transport University (PSTU). PSTU was founded in 1809 by Emperor Alexander I and was the first transport university in Russia. Igor Kiselev is the Vice-Rector for Culture, Engineer of Railway Transport and is a Doctor of Historical Science. Igor is also the Deputy Editor of the Journal "Transport of Russian Federation" which is published by PSTU and is devoted to topical problems of transport in the country. Elena Afanasyeva, PhD is the Vice-Rector for International Relations and Head of Foreign Languages Department. Pauline Polukhina is the local project coordinator for the 11th T<sup>2</sup>M conference and section head of the International Relations Department of PSTU.

### **A special feature of your T<sup>2</sup>M conference is the train trip between Kouvola and St Petersburg. How important is the history of railways in Finland and in Russia?**

In a sparsely inhabited country like Finland, the importance of railways has been particularly emphasized. Even though Finland is a country with thousands of lakes, there never was that sort of commercial canal network that was characteristic of Central Europe. There for, the economic significance of the railway was crucial for interior Finland. The Finnish inland towns were, apart from a few exceptions, not as economically vibrant as the port towns. The railway significantly improved the competitive position of inland towns.

However, there are no long traditions of railway history research in Finland. One cannot study transport history in any faculty, but sometimes universities offer special courses on this subject. Transport history is usually related in subject of for example economics, social studies and geography.

Railway transport in Russia traditionally was and continues to be the most important component of life of the country. The biggest part of transportations, both passenger and cargo are made by means of railway transport. Railway construction was one of the most crucial events in the history of Russia; it gave a stimulus to industry and mobility development in the country.

The history of railways in Russia is very rich and challenging. Everything is connected with transport, the history of transport, its construction, and its provision of mobility. Our specialists in transport and mobility have great experience and obviously they can make a significant contribution to T<sup>2</sup>M.

**Are there students working on transport and mobility? If yes, what are they working on? Any specific theme relative to Finland? to Russia?**

At Petersburg State Transport University, yes. PSTU is the one of the largest engineering schools of the city: more than 14,000 students. The university has 10 faculties, the Institute of advanced training and further occupational training; several research centres. During two centuries of its existence more than 100 000 engineers graduated from the University. The largest part of them work in the transport sector. Today's students of the Petersburg State Transport University are increasingly interested in the future of transport. Many of them focus on up-to-date railway construction and technologies. Also transport economics has been gaining popularity among young researchers.

The Palmenia Centre for Continuing Education has no students working on transport and mobility on a permanent basis though Palmenia and REILIA sometimes offer traineeships for students working on transport history related topics. It does design and provide tailored programmes as well as research and development services to meet the needs of business life and the public sector. The unit at Kouvola offers education for personnel in the educational sector and its focus is on promotion of intercultural, multilingual communication.

**How do you think we can capture the interest of a new generation of mobility researchers?**

Capturing the interest of a new generation of mobility researchers can be achieved in a number of ways. Universities should offer more special courses on transport history and mobility. From the perspective of REILA, more collaboration is needed between transport museums and businesses related to transport and mobility. Mapping, collecting and documenting relevant archive materials would also help make it more accessible but also capture more interest from young researchers.

Language has been a major barrier. Unfortunately Russian scholars do not participate as much in international scientific life because of their limited knowledge of English. Developing links between T<sup>2</sup>M and universities in Russia and Asian countries could help capture the interest of a new generation of researchers, and in doing so help raise fluency in English. Direct cooperation, such as the organization of internships, training and special grants can help develop these international links.

**What have been some of the highlights of working on this upcoming conference?**

There are many highlights, and more to come. We were happy to receive so many abstracts for our conference and the number of abstracts from Russia has been a pleasant surprise.

One of the reasons we organized this twin T<sup>2</sup>M conference was to help link T<sup>2</sup>M conference participants with Russian researchers. This goal looks like it will be fulfilled. Conference participants can look forward to seeing how interesting and rich the history of transport is in Russia as well as in Finland.

There have been some challenges, for example trying to make contact with the right people in government. But there have been more highlights. For example, selecting students for the grants! We had many talented students applying for the conference.

Of course, the other highlight for our local Finnish-Russian conference organization team is to welcome you all to Kouvola and St. Petersburg. We look forward to seeing you soon!



## *Journal of Transport History*

Starting with the June 2013 edition, there are minor changes to the JTH publishing format that make it more compatible with on-line indexing, searching and downloading: Abstracts and Keywords are now at the head of each paper; Author Biographies are at the end of each paper.

A parallel change is taking place toward electronic submissions and manuscript management using the ScholarOne platform.

### Deadlines:

5 August 2013: expressions of interest in a projected Special Issue of the JTH on Histories of Transport and Environment.

The JTH invites scholarly contributions that examine the historical relationship between transport and mobility and the natural environment for a proposed Special Issue of the Journal scheduled for December 2014 (vol 35 [2]). Contributions may be substantial library- and archive-based research essays of 8,000 words (including endnotes and Abstract), or shorter pieces (1,500 words) for the Journal's 'Surveys & Speculations' and its 'Exhibitions & Museum Reviews' sections.

The Special Issue will be guest edited Thomas Zeller, author of 'Driving Germany: the Landscape of the German Autobahn, 1930-1970' (2007).

Details available from the T2M and the Manchester University Press webpages, or from the JTH Editor at [jth.editorial\(at\)gmail.com](mailto:jth.editorial@gmail.com)

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

The home-page of the Journal contains links to 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](mailto:jth.editorial@gmail.com)  
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Address all queries and submissions to the Editor, Gordon Pirie, at [jth.editorial@gmail.com](mailto:jth.editorial@gmail.com).

Gordon Pirie  
Editor, *Journal of Transport History*

# Transfers

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## Editorial

*Gijs Mom, Georgine Clarsen, Liz Millward, Dorit Müller, Mimi Sheller, Heike Weber*

## Papers

The Mobilization of Weimar Radio: Actuality, Microphone, Radio-film

*Brian Hanrahan*

Frontiers of Visibility: On Diving Mobility in Underwater Films (1920s to 1970s)

*Franziska Torma*

Cowboys, Icebergs, and “Outlaws”: The Paradoxes and Possibilities of the Francophone Belgian Road Movie

*Michael Gott*

No Longer a Phone: The Cellphone as an Enabler of Augmented Reality

*Galit Wellner*

Mobile Exceptionalism? Passenger Transport in Interwar Germany

*Christopher Kopper*

## Ideas in Motion

Moralizing Mobility? Persuasive Technologies and the Ethics of Mobility

*Andreas Spahn*

## Mobility and Art Review

Labmovel, 2012

*Gisela Domschke and Lucas Bambozzi*

## Museum Review

Museums, Mobility and Material Culture: A Review of Manawatū Journeys

*Kirstie Ross*

## Film Review

Street View: A Corrective to The City From Above in *The Pruitt-Igoe Myth*

*Joe Bengé*

## 11 Book Reviews

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

Library Recommendation form: [http://journals.berghahnbooks.com/trans/trans\\_lib.pdf](http://journals.berghahnbooks.com/trans/trans_lib.pdf)

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T2M member reduced rate (print): €35.00 (normally €59.00)

Student rate (print) €15.00

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

## Conference and Workshop Reports

### Report on the Differential Mobilities Conference

The Pan-American Mobilities Network held its 4th Annual Conference, “Differential Mobilities: Movement and Mediation in Networked Societies” from the 8<sup>th</sup>-11<sup>th</sup> May, 2013, hosted by the Mobile Media Lab in the Communication Studies department of Concordia University in Montreal. Conference Chair Kim Sawchuk and all of her team did a wonderful job organizing not only a full schedule of excellent panels, but also art installations, experiences of mobile locative art, excellent social media coverage (coordinated by Gillian Sonin and Magdalena Olszanowski, who also took many photographs, see @mmlMTL on Twitter and Instagram), recorded interviews with up to 60 participants for the “What is Mobilities (WIM)” project (coordinated by David Madden, see <http://www.mobilities.ca/WIM/>), excellent food and a great finale dance party. It was also inspiring to see such careful attention given to accessibility issues at all venues and simultaneous sign-language for all keynote talks.

The theme ‘differential mobilities’ was deployed to describe dynamics of power and account for the systemic differences within infrastructures, body practices, and mobility regimes that create uneven forms of access. The conference was especially strong in its coverage of mobile media in various forms and discussions of disability, ablism, and access issues. Other specific topics of interest included mobile art, energy, race and mobility, temporalities, visibilities, soundings, biomobilities, transport and transit, activism, mobile methods, privacy, corporealities, and matters of justice. One very interesting historical project was a mobile locative audio walk to rediscover the “lost rivers” beneath the streets of Montreal (learn more about the project here: <http://virtualdaylighting.mobilities.ca/>) through “virtual daylighting” using the “Lost Rivers” app.

The international roster of keynote speakers included: Darin Barney (McGill University, Montreal, Quebec); Gisele Beiguelman (University of São Paulo, Brazil); Micha Cárdenas (University of San Diego, California); Vera Chouinard (McMaster University, Hamilton, Ontario); Gerard Goggin (University of Sydney, Australia); Ole B. Jensen (Aalborg University, Denmark); Jason Lewis and Skawennati Fragnito (Concordia University, Montreal, Quebec); and Danielle Peers and Lindsay Eales (University of Alberta, Edmonton, Alberta), who performed a most amazing performance/talk that combined theory, acting, film, music, dance and a brilliant introduction to (dis)abilities studies. More information on the conference program can be found at <http://mobilities.ca/pamnet-4/>.

The Pan-American Mobilities Network is growing stronger each year, and in 2014 plans to co-sponsor the T2M conference scheduled to be hosted at Drexel University in Philadelphia, USA. The network’s next annual conference will likely be held for the first time in South America in the Fall of 2014. Although the organization does not have an executive body or formal membership anyone interested in mobilities (whether you are inside or outside of the Americas) is invited to join our Google group called “Pan-American Mobilities Network”. You can get news and updates on the conferences there, as well as post news items of your own.

. By Mimi Sheller

## Call for Papers

### **Victorian Transport: AVSA Annual Conference 2014 (10-12 July 2014, Hong Kong)**

Deadline for Abstracts: 30 November 2013.

The Victorian Age is one of mobility and of transportation: goods, people and money were transported within Great Britain, across Europe, and to the far reaches of Empire. Ideas – whether economic, political, educational, religious or philosophical – were imported and exported. And far from being unemotional, the Victorians were also regularly 'transported' by emotions which doctors, scientists and psychologists tried to theorise. This conference seeks to redefine the parameters of transport through inter-disciplinary approaches to material, metaphorical and metaphysical journeys during the Victorian era. Papers on global crossings are particularly welcome.

Abstracts of up to 300 words, together with your biodata (ca. 100-150 words), should be sent to: [avs2014@hku.hk](mailto:avs2014@hku.hk)

## Our Institutional Members



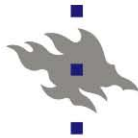
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