

T²M TRANSPORT, TRAFFIC & MOBILITY

Newsletter March 2018

Editors:

Robin Kellermann, Dhan Zunino Singh



**International Association for the History of
TRANSPORT, TRAFFIC & MOBILITY**

Contents

- Editorial by Robin Kellermann and Dhan Zunino Singh
- Presidential letter by Mathieu Flonneau
- T²M Conference 2018 CfP
- In the Spotlight: Tarini Bedi
- View from the Canals

- **John Scholes Prize 2018**

- **Latest Journal Articles**

- **Forthcoming Events**

Editorial

Dear readers,

welcome to the March 2018 issue of the T²M newsletter.

A new year begins in our life as association with a new Newsletter editorial team. We are excited with this job as long as we understand that the Newsletter is a tool to communicate “news” but also to keep the association alive through “contents” which stimulate intellectual exchange, particularly about the course of our field of study. What kind of mobility in history are we getting? Gijs Mom, one of our most prominent scholars, has posed this question many times. We believe that the Newsletter can work as a space where we can show what is going on in the field and, even, promote some discussions. We have the chance to meet face to face every year in our conferences and spaces of publications like our journals or MiH blog. The Newsletter, which appears at least three times per year, can be an intermediate space between the conference and the journals where other formats (different from the paper) can be used to communicate our ideas, interests, questions, polemics.

Along with the regular sections "In the Spotlight" and "Views from...", for the future we plan an additional section about polemics or intellectual conversations among mobility scholars. The questions about the role of history in mobility studies as well as what kind of history we are producing are still open and need further discussion. We hope for (and expect) the collaborations of T²M members and other scholars in the wider field of mobility (history) to get involved in these conversations.

So, please feel free to contact us anytime with news items by mailing to newsletter@t2m.org.

The current Newsletter includes the first Presidential letter by Mathieu Flonneau in which he invites us, inspired by latest developments in France, to think about the term “mobility” and its political significance.

Furthermore, an important announcement is included in this issue: the CfP for the next T²M conference in Montreal (October 24-27) “Boom, Bust and What After” in which cities as network hubs will be the central theme.

Moreover, the submission for the John Scholes Prize 2018 is open! Please help us diffusing it and remember that if you are PhD student, you should not miss it.

Trying to refresh our contents, the old "Views from the Street" has received a little twist by including also other spaces of mobility. This time, Dhan Zunino Singh writes about his experience walking in

London Canals. Consequently, for the next newsletters, we would like to explore experiences of mobility in other sites and situations (airports, cycling, driving, waiting, etc.).

In our classic "Spotlight" section we are delighted to introduce Tarini Bedi, a new member of the T²M Executive Committee, who tells us about her trajectory in urban anthropology and how she came across mobility and history studies.

Finally, new issues of the journals related to the T²M -Mobilities, Transfers, and JTH- have been launched recently. They present, as always, very interesting topics, questions, approaches in mobility studies. Also, they show a good number of new scholars in the field. JTH, which from 2018 on will feature three issues(!), presents a special issue on shared-taxis from a social history perspective. Transfers presents a special issue on "Degendering the Driver". These latest special issues show the significance that the car still has for our field and appears responsive to the critical discussions in transport history about the former predominance of railways as the main object of study. In other words, although we have started to study mobility practices instead of transport modes and gone beyond railways, automobility remains predominant. It is in the core of our critics and debates about mobility transition, and that centrality explains by far why it is still focus of our studies. Moreover, both special issues wisely discuss the present and future of the automobile, particularly the tendency of sharing cars and the autonomous driving. Mobilities offers, also through a special issue, an interesting discussion about critical security studies since it is closely related to mobility experiences. In short, we have a good deal of articles to read, learn, and think. Hope you enjoy them.

Have a happy read!

Presidential Letter by Mathieu Flonneau

Dear T²M Members and Friends,

"Mobility, I use your name!"

The famous French poet Paul Eluard, in his verse "The blue earth as an orange" published in 1942, postulated one of his most famous sayings: "Freedom, I write your name!".

In a comparable way and in a different register but not without relationship -because Liberty and Mobility are deeply linked-, this year France will for the first time adopt a strategic legislation at the national level orientated towards mobilities.

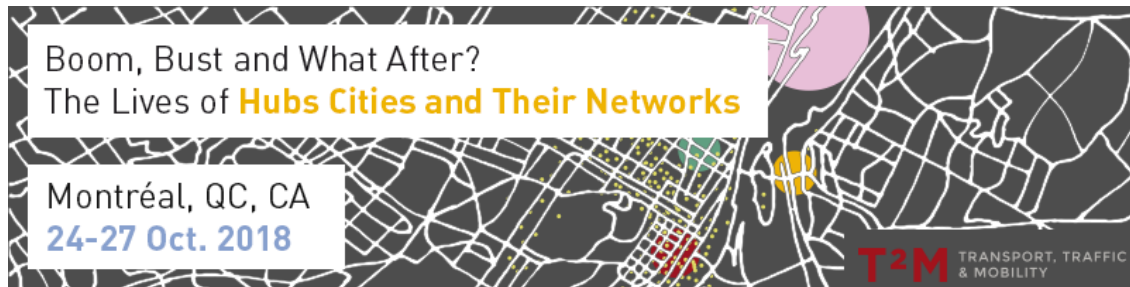
For this reason, the considerations in my first letter as President of T²M are dedicated to the institutional recognition of an essential keyword of our association: MOBILITY and how this pure academical language finally becomes also significant in the public sphere. Represented by the case of France, the word of "transport", which



basically is simply functional and out of necessity, becomes relegated to the linguistic background. After the arrival of a new political power in 2017, which is younger, more dynamic, and less attentive to certain social taboos, France is experiencing a wide public debate and a very open dialogue entitled "The Assises of mobilities". Against the backdrop of an ecological turning point, the mobility transition and difficult reforms (e.g. opening the liberalization of railroads, the environmental challenge for roads and aerial space, the global stakes in the modal split, the rarity of the public spending) the challenges seem to be spectacular.

For an association like T²M, which is made up of amateurs and specialists of the field of mobilities - in plural-, this slight change in the vocabulary is clearly relevant and significant. Finally, we can see it as a form of recognition of the social utility of mobilities studies in the political sphere.

In short, this political and institutional baptism for mobility gives us a symbolic importance which, as new president, I wish to share and contribute to with enthusiasm!



T²M 2018 Annual Conference, Montreal

Hubs are collective meeting points, but they also evoke a specific socio-material nexus of flows throughout history: from Neanderthals to medieval markets, from spice routes to Indigenous gatherings, hubs have provided a common place for people to meet, exchange and continue their journey. Hubs control and direct the flows of people, goods, currencies and so much more. From Wright's Broadacre Plan, Florida's Creative cities to Sassen's Global cities, hubs are an intricate part of our world's structure. Nevertheless, the conditions that gave rise to a mobility hub city, including its location and industry change over time. Technologies and markets change. New routes are established and old ones abandoned. Hub cities rise and fall with the ebb and flow of exchanges. But once the water stops running, the river bed is still present and may be re-purposed. Schumpeter's creative destruction may explain the often surprising renaissance of certain hubs. Moreover, hubs are often called upon to navigate geopolitical

fractures especially when they straddle them.

Despite the border, the daily flow of people, goods, and commodities at the San Diego / Tijuana transnational hub permits the region to grow and be vibrant. Thus, when Presidents build walls and reify borders, it is hubs such as San Diego / Tijuana that must manage the impacts. Such instances become occasions for a range of resistive and subversive strategies that seek to (nominally) smoothen frictions and bridge fractures.

Between geography, engineering, logistics, mathematics, history, economics and so many other disciplines, the study of hubs has a lot to teach about growth and expansion as well as contraction, identity and anonymity, time and wait, seamlessness and connectivity. As mobility scholars, we wish to initiate and encourage the exchange of ideas between disciplines on both the tangible materiality and the ephemeral imaginaries of hubs.

We therefore call for papers on a range of historical and contemporary issues pertaining to mobility, space and the city, including themes such as:

- Relationalities in hubs including hierarchy, centrality and polarization of people, goods, and ideas;
- Changing morphologies of hubs including networks, connections, disconnections, relations, and junctions;
- Meaning and experience in and through hubs: identity of place, non-place, culture of gathering etc.;
- Deceleration and anchoring, speed, time, and flow;
- Indigenous peoples and minorities in and around hub cities;
- Northern issues & climate change in the context of resource hubs;
- Other innovative topics related to the history of transportation & Mobility studies.

Papers may address the conference theme, or other social, cultural, economic, technological, ecological, and political perspectives on the history, present, and future of transport, traffic, and

mobility. This mobility history conference openly aims to bridge research approaches, welcoming proposals from different disciplines dealing with mobility studies (history, sociology, anthropology, geography, economy, planning studies, business history, architecture, design, communication, etc.) We particularly encourage the submission of interdisciplinary panels.

- Abstracts and papers may be submitted in either English or French.
- Abstract length is limited to 300 words.
- Abstracts are due **May 28, 2018**

Your proposal may be submitted at the following site: <http://t2m2018.com>

In the Spotlight: Tarini Bedi

A conversation with our new EC member, Tarini Bedi. Anthropologist, Assistant Professor, University of Illinois at Chicago.



1) How did you become interested in urban mobility? Which lens do you use to look at it?

I came to study urban mobility quite by accident and now feel like everything I did before this accident occurred would have been so much richer had I been looking at my research and my fieldwork through a mobility lens! I am an urban anthropologist and my early research was on women who are part of a militant, right-wing political party in western India. For many years, I moved around with these women on various political and election campaigns across the Western Indian state of Maharashtra. I became acutely aware of the intersections between mobility and gender for these women politicians. This work became my first book, *The Dashing Ladies of Shiv Sena: Political Matronage in Urbanizing India* (SUNY Press 2016). While the book is full of stories of movement of these politically influential women, when I wrote it, I never quite had an appropriate analytical lens to articulate these questions.

While I was doing this research with women who function as local political brokers in urban neighborhoods in the city of Mumbai, their work took us to several urban neighborhoods that had

sprung up around particular kinds of labor and work. A neighborhood made up of taxi drivers and mechanics who had all migrated to Mumbai in the early 20th century to drive public service-vehicles (mostly horse-drawn carriages at the time) was one such neighborhood. Therefore, for my next project I began to conduct research in this neighborhood to trace the mobile lives of these workers for whom taxi driving was a hereditary, family trade. These drivers were also facing all kinds of new challenges as the Indian economy liberalized and as new kinds of taxi models began to circulate in India. It was after I started my fieldwork here in 2011 that I first came across the work of sociologists like John Urry and Mimi Sheller, and many of their collaborators associated with the Center for Mobilities Research (CeMoRe) at Lancaster University. I also began to read the work of geographers like Tim Cresswell who make us think seriously not just about mobility but also about *immobilities* and the politics and power that surrounds questions of movement across the world. I found this work to

be really productive to think with and that is how I came to work in the mobilities paradigm but from a non-Western perspective. A couple of years ago I was fortunate to spend some time as a visiting scholar at CeMoRe where I got a chance to flesh out my rather raw ideas with a truly interdisciplinary group of scholars such as Monika Buscher and Lynne Pearce working across the humanities, social sciences, and design and arts. I have also been fortunate to have the opportunity to collaborate and work with a group of interdisciplinary scholars who are thinking about mobility from the perspective of Asia or what we are calling Asian Mobilities. Many of the pioneers in this field are scholars such as Brenda Yeoh and Wieqiang Lin based at the Asia Research Institute at the National University of Singapore. There are of course many, many others who are doing wonderful work on mobilities. I name just a few here, only to mark the fact that unlike other fields that I am familiar with, the research and thinking on mobilities is driven by an excitement and dynamism that is infectious, generous, and inclusive and therefore has the capacity to draw a lot of younger scholars in. I hope that as leaders of T2M we are able to continue to generate this excitement.

I am very lucky that I am in the discipline of Anthropology where we have the freedom to draw from and collaborate across several disciplines. Therefore, to respond to what particular mobility lens I use, I would say that I see the mobilities lens as a multidisciplinary tool-box of sorts rather than as a singular theory or lens. I delve into this toolbox when I need to and often pull out all kinds of exciting things that can provide me with both methodologies and analytical tools.

2) Your subject of study seems to be, with different peculiarities, a global phenomenon. Which similarities and differences do you find in your case study in comparison with other taxi trades.

Yes, it is absolutely the case worldwide that transport infrastructures and the taxi industry in particular are important sites where contested visions of a modern city play out between transport labor, capital investors, and urban governments and their technocratic representatives. Therefore, a systematic analysis of the labor and professional dimensions of taxi driving and the relationships of motoring labor to broader questions of the labor economy present some urgency today in many parts of the world. The taxi-industry worldwide is where debates over the sharing economy are playing out. In India, global, technology-based firms like UBER and Lyft have entered a taxi market of hereditary, kin-based taxi-cooperatives, taxi-fleets owned by large infrastructure investors, and local Indian models of the sharing economy such as Olacabs. The platform and technology-based sharing economy, personified by firms like UBER are often embraced by consumers and some governments. However, they meet widespread challenges from motoring labor. Recently, taxi-strikes and urban violence brought cities like Mumbai, Paris, and New York to a halt on various occasions. As those of us who work in cities of the global south recognize, these cities are exciting places from which to push the thinking on urban mobility. South Asian cities like Mumbai have become laboratories for thinking about questions of transport and urbanization. Therefore, while my research is based in India, I am trying to use my work to understand mobility dynamics more broadly. Therefore, I use my research to think about two overarching questions. These are (1) when transport systems undergo rapid change how are economic, political, and labor relationships altered? (2) How and to what extent does transport labor, re-position itself within these larger political, economic, and social arrangements? These are particularly important questions not just in India, but worldwide. Insights into the changing conditions of work and livelihood responds to some of the urgent global problems in a world increasingly characterized by income and wealth inequalities.

3) Your background is in anthropology, so how did you intersect it with history? How has a historical perspective or the dialogue with mobility history helped your research work? Which

challenges do you find between anthropology and history?

While working on the research for my book on the taxi industry in Mumbai I realized that I could not understand the dynamics of movement in the taxi trade in the contemporary period without thinking about how these contemporary problems were shaped and came to be. Therefore, the project began to take a genealogical approach to the historiography of Bombay's taxi transport and mobility. Drawing from the provocations of thinkers like Foucault I began to trace the historically contested meanings of taxi transport as part of a politics rooted in present-day practices and problems. In this sense, engaging historically became the natural progression for my work; though of course, I am not trained as a historian and I was a bit at sea about how to go about accessing archives and indeed to think about the kinds of archives that would be useful to me. I think that for anthropologists, historical work is necessary; the mark of the best ethnographic work is to produce research in a deeply rooted and contextual way; if we do not engage with history we are not acknowledging these contexts adequately. I therefore do not see much tension between history and anthropology; though it has taken me some time to recognize how fruitful archival work can be for ethnographers. I think it is the nature of this current mobility project that has taught me the importance of this historical work and I now try my best to encourage my students to take historical work seriously in Anthropology .

4) What is your impression interacting with T²M (considering scholars, journals, and conferences)

T²M is really a terrific organization and I feel that my work and my intellectual life have been greatly enhanced through my engagement with those who are involved with it. For one thing, I love that it is such an international group of scholars. This is really rare and this truly global nature of the organization makes the conferences, and publications really rich. The second thing that I really appreciate is that we are such an interdisciplinary group. Additionally, while we are broad, the organization is small enough that we can have really good conversations at the conferences and at other events which I do not find I can do at the huge conferences that other professional societies host. I have really enjoyed the conferences I have attended and I have come away with many new friends and collaborators each time.



View from the Canals (London, 2017)

by Dhan Zunino Singh

Walking has become desirable as much as fashionable in the context of sustainable mobility policies and mobility studies, respectively. But walking can be pleasant, stressful, or dangerous according to when, how, where, with whom. In the last years, I have become involved in cycling activism, but I must confess that, for me, the best way to get the sense of a place is by walking; one goes slower but, also, I feel I have the chance of stopping and looking at details.

London is for me a walkable city: not only streets and alleys, the embankment, the Barbican Centre, or parks but the canals invite me to walk. They are particularly a great space for walking and rest. This space of circulation for boats is an interesting place where history, water, infrastructure, social groups, distinctive sounds and smells, diverse types of mobilities meet up creating a peculiar rhythm -still urban, of course, but a different kind.

I know London very well as I lived there between 2007 and 2012. In November 2017, I went

back for the first time since I left it. It was an emotional journey, indeed: full of memories and nostalgia and certain anxiety. Taking the canals for a walk was, in fact, a relief and good solution to the multiple options which came to my mind when I arrived. It was a good way to avoid nervousness, for the reasons I will depict below.

I had planned to walk parts of the city which I could not know when I lived there. The first tour I planned was A Clockwork Orange urban stages, but a scripted mobility also caused me anxiety. So, I abandoned any plan. It was the second day there when I took Regent's Canal in Angel as I decided to walk from there to Russell Square. In fact, the canals were in my mind before going to London. In my recent interest in water and cities I came across Iain Sinclair's Lost River of London which triggered my interest in coming back to the canals.

Regent's Canal was familiar to me. The section between St. Pancras and Regent's Park used to be my usual walking when I lived around Russel Sq. I loved Autumn and sunny afternoon for going down the canal, especially when I was stressed with my thesis writing. Walking the canal was relaxing, quiet, old-fashion, and, although it seems to be always the same landscape, it changed. I also recalled the section in Hackney, near Victoria Park, particularly a gasometer beside the canal. Loved how the canal seems to be an extension of the backyards or how alongside the canal you can find a stove that people who live in the boats use for cooking (using public space as a domestic one).

That day I took Regent's Canal from Angel for the first time (between Angel and Hackney it is tunneled). It was a sunny Autumn day, cool and the sun was so bright that the rays reflected in the water -revealing that the canal is not deep. It was about noon, I bought a sandwich and looked for a bench to have a lunch there. Going down to the canal from the street feels like a threshold, one immediately feels the change between the surface and under the ground level. It is, although the landscape is completely different, like taking the Tube: one was descending into another space. Passing under the several bridges (for railways or streets) which cross the canal recalls us that spatial feature. The pipes which cross over the canal alongside the bridges recall me that I am walking through a network of infrastructure, conducts (of water, people, vehicles, electricity).

Boats and ducks moving slowly melodiously assemble with people's walking. I'd like to say that even cyclists participate in this assemblage but, surprisingly (or not), I found cycling as interrupting, almost annoying. This was new for me as I used to bike through the canal or share with cyclists when I walked. But in the last years urban cycling grew in the city and it is very notable. Also, it is the speed of bikers that is notable. Sharing the paths alongside the canal was always "complicated" or, at least, it required a space negotiation to see who passed first under a bridge, for example. It was kind to hear a bell or "excuse me" when they want to pass with the bike, particularly when they are coming from behind. That is why I was surprised not only by speed but the lack of courtesy. The tiny space for sharing our mobility needs certain coordination and politeness. The calm, one of the main characteristic of this space, was broken somehow.

This experience was more terrible in the East side where the canal has become a sort of cyclist shortcut to the Eastern districts. Probably more people who work and study in the central area are living in the gentrified East London -the Olympic District is the epitome of such urban transformation. Gentrification probably is altering the mobility experience alongside the canal: for me this is evident in St. Pancras where the renewal of the area has changed the canal landscape with an interesting but polemic public space -a sort of "terrace"- which, actually, bares or shows up the canal. Such openness, in my opinion, is breaking the harmony of a semi-covered space. The open space can invite people to enjoy the canal but, at the same time, that space is part of a property speculation where new buildings are rising (even the old gasometer has become a high-class residential building).

It is difficult to say to what extent the new buildings and uses of spaces will alter the canal life. I guess it is the calm rhythm and the landscape of the canal what makes it valuable for property market. The slow motion of boats, ducks, and pedestrians remind us that another rhythm - different from speed and stress - are possible in the city. The canals are like a break, a pause, in the frenzy metropolis, but we need to pay attention to the effects of the commodification of slowness.

John Scholes Prize 2018

THE JOURNAL OF TRANSPORT HISTORY



The John Scholes Prize is awarded annually to the writer of a publishable paper based on original research into any aspect of the history of transport and mobility. The prize is intended to recognise budding transport historians. It may be awarded to the writer of one outstanding article, or be divided between two or more entrants. Typically, the prize is awarded for research completed as part of a PhD.

This year we're delighted to announce that the prize will consist of up to €275 AND vouchers up to the value of £150 to be spent on SAGE publications.

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 named after the first Curator of Historical Relics at the British Transport Commission. It is funded jointly by the Transport History Research Trust and SAGE, the publishers of the Journal of Transport History. The prize is administered by the International Association for the History of Transport, Traffic and Mobility (T2M – www.t2m.org).

Eligibility

Entry is limited to researchers who, at the time of submission, are not yet in or have just commenced a permanent / tenured academic (or equivalent) position, and who are just starting to publish research.

Entries

Essays (in English, double-spaced) should not exceed 8,000 words (including footnotes). Sources must be documented fully. Entries must be submitted electronically, to arrive no later than **Tuesday 31 July 2018**.

They must not bear any reference to the author or institutional affiliation. Senior scholars will judge entries against criteria of originality, thoroughness and excellence of argument, source use, composition and illustration. The process is 'double-blind'. The judges will not enter into correspondence.

A cover letter and a one-page CV must demonstrate eligibility for the prize.

Entries for the prize should be sent to the JTH Editor at jth.editor@gmail.com. The subject line of the message must read 'John Scholes Prize entry 2018'. In the body of the message please indicate how you found out about the Prize.

Latest Journal Articles

The Journal of Transport History

Vol. 39, n.1, June 2018

Editorial

On the road, again. Rethinking automobilism
Moraglio, Massimo

Research articles

For a Social History of Shared Taxi Services: Introduction
Hans-Liudger Dienel & Ricahrd Vahrenkamp

Collective Taxis in 1930s Paris: A Contribution to an Archeology of 'Uberization'
Mathieu Flonneau

Solution into Problem: Ukrainian Marshrutka and Romanian Maxi-taxi at the Fall of Planning Paradigms After 1990
Andrey Vozyanov

Filling the Mobility Gaps: Shared Taxi Industry in Kano, Nigeria
Yusuf Madugu

The auto-colectivo: a cultural history of the shared-taxi in Buenos Aires (1928-1933)
Dhan Zunino Singh

Uber, Marshrutkas and socially (dis-)embedded mobilities
Lela Rekhviashvilli & Wladimir Sgibnev

Pioneering flying: the vision and the failure of Australasian Aerial Transport, 1919-

1920

Arun Chandu

Railways Workers in World War II: Towards a Reconciliation in Historiography?

Marie-Noëlle Polino

Book reviews

About the Journal

The Journal of Transport History aims to circulate and promote the best and the widest possible range of peer reviewed analysis and commentary on all facets of transport pasts. It also aims to benchmark and stimulate the craft of researching, curating and writing transport history in all its diversity. The Journal aims to deepen understanding of agency and consequences in transport history. It is concerned to document and explain moments, phases, trends and pivots in transport history. It seeks to challenge received wisdom, to provoke debate, and to open new frontiers of inquiry. The Journal publishes original research papers on all aspects of transport history, without restriction to place or period. Histories of transport infrastructure provision and use, and histories of particular transport types and services, are prominent, but these are tackled from many different points of view and research methodologies. Papers about past mobilities and travel, and planning and policy, are welcome. In addition to research papers, the Journal publishes reviews of academic books in the field of transport history, shorter surveys and speculations, and reviews of transport museums and exhibitions.

Editor: **Massimo Moraglio** (Technische Universität Berlin, Germany)

Email: massimo.moraglio@tu-berlin.de

Publisher Page: <http://journals.sagepub.com/home/jth>

Mobilities



Vol. 13, n.2, 2018

Curated Issue: Old Securities New Mobilities

Introduction

The new mobilities paradigm and critical security studies: exploring common ground

Matthias Leese & Stef Wittendorp

Research articles

Governing circulation through technology within EU border security practice-networks

Georgios Glouftsiotis

Governing electric vehicles: mobilizing electricity to secure automobility

Johannes Kester

Mobilising bodies, narrating security: tourist choreographies at Jerusalem's Holocaust History Museum

Audrey Reeves

Circulations beyond nodes: (in)securities along the pipeline

Peter J. Forman

Mobilising security and logistics through an African port: A controversies approach to infrastructure

Jana Hönke & Ivan Cuesta-Fernandez

Standardizing security: the business case politics of borders

Matthias Leese

Mobilising a theory of kinetic politics

Samid Suliman

About the Journal

Mobilities examines the large-scale movements of people, objects, capital, and information across the world, as well as more local processes of daily transportation, movement through public and private space and the travel of material objects in everyday life. New transportation and digital infrastructures and novel social and cultural practices pose important challenges for coordinating and governing mobilities and for mobility rights and questions of 'access'. These 'mobility' issues have generated new research methods and theories. *Mobilities* publishes original, theoretically-informed research which is international in scope. The journal addresses major topical issues and fosters scholarly debate around the 'mobility' turn.

Editors

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Publisher Page: <http://www.tandfonline.com/toc/rmob20/current>

Transfers

Interdisciplinary Journal of

Mobility studies

Vol. 8, n.1, 2018

Editorial

Dagmar Schäfer

General Article

Translocated Colonial Subjects in Collaboration: Animals and Human Knowledge

Pushkar Sohoni

Special Section on Degendering the Driver

Introduction: Autonomous Driving and the Transformation of Car Cultures

Jutta Weber and Fabian Kröger

From the Auto-mobile to the Driven Subject? Discursive Assertions of Mobility Futures

Katharina Manderscheid

Masculinity and Autonomous Vehicles: A Degendered or Resegregated Future System of Automobility

Dag Balkmar and Ulf Mellström

Media Ecologies of Autonomous Automobility: Gendered and Racial Dimensions of Future Concept Cars

Julia M. Hildebrand and Mimi Sheller

Combustion, Hydraulic, and Other Forms of Masculinity: An Essay Exploring Dominant Values and Representations of the Driver in Driverless Technology

Sarah Redshaw

Comment: Autonomous Vehicles and Gender

Ehren Helmut Pflugfelder

Ideas in Motion

Vistas of Future New Mobility Studies: *Transfers* and Transformations

Georgine Clarsen (with Peter Merriman and Mimi Sheller)

Mobility and Art

Odiolândia (Hateland)

Giselle Beiguelman

Museum Review

Imagining Futures of Energy: Views from Central Asia

Markus S. Schulz

Film Review

Filmmaking at a Crossroads: Ulrike Ottinger's *Johanna d'Arc of Mongolia* Goes off the Rails

Grace An

About the Journal

Transfers: Interdisciplinary Journal of Mobility Studies is a peer-reviewed journal publishing cutting-edge research on the processes, structures and consequences of the movement of people, resources, and commodities. Intellectually rigorous, broadly ranging, and conceptually innovative, the journal combines the empiricism of traditional mobility history with more recent methodological approaches from the social sciences and the humanities. The journal's scholarly essays, book and exhibit reviews, artwork and photography, as well as special features provide a rich variety of perspectives that include: analyses of the past and present experiences of vehicle drivers, passengers, pedestrians, migrants, and refugees; accounts of the arrival and transformation of mobility in different nations and locales; and investigations of the kinetic processes of global capital, technology, chemical and biological substances, images, narratives, sounds, and ideas. Convened around a broad conception of mobility, *Transfers* provides an interdisciplinary platform to explore the ways in which experiences of mobility have been enabled, shaped and mediated across time and through technological advances.

New Chief Editor: **Dagmar Schäfer** (Max Planck Institute for the History of Science)

Publisher Page: <http://journals.berghahnbooks.com/transfers>

Upcoming Events

CfP for 10th Year Anniversary Conference at th Center for Mobilities and Urban Studies (C-MUS) at Aalborg University

Conference theme: *'(Em)Powering Mobilities – Cities/Architectures/Justices'*

Venue and date: Aalborg on **August 29-30 2018**

Deadline for Abstracts: **April 16 2018**

Further information: www.c-mus.aau.dk

CfP for 15th Annual Cycling and Society Symposium

Contributions are welcome from researchers, or those who have undertaken research work, in any aspect of cycling!

Venue and date: **University of the West of England, 6th -7th September 2018**

Deadline for Abstracts: **Friday 15th June 2018** (to be submitted to: cyclingandsociety@gmail.com)

Call for Participants in Interdisciplinary Workshop Reproductive Mobilities: Dialogue, Exchange, and New Research Directions

Venue and date: **August 8-9, 2018 Kelowna, BC, Canada**

Organizers: Sue Frohlick (UBC), Amy Speier (University of Texas, Austin), and Kristin Lozanski (King's University College)

Contact: Andrea Keber, repromob@gmail.com

Call for Workshop Participants: 'Self-driving cars - developing the social-science research agenda'

Venue and date: **30th April 2018, UCL central London**

Further information: ts.catapult.org.uk

Email: stephen.mcconnachie@ts.catapult.org.uk

Two-day-course "Museums in Context and Partnership"

Aim: Over the course of the two days, we will be discussing the role of heritage institutions in our cities and communities, and how museums, galleries and higher education might work together for teaching, research and public engagement purposes. We will be drawing upon expertise from both the culture and heritage industry, and from academic practitioners. The conference will serve as a space for discussion of the benefits and challenges of such initiatives, as well as an ideas exchange on best practice.

Venue and date: **National Railway Museum York, 19 - 20 April 2018**

Contact and Registration: Interested colleagues may register via [Eventbrite](https://www.eventbrite.com), and the conference programme and advice concerning travel and accommodation may also be found on the event listing. For all informal inquiries, please contact Chris Leffler at c.leffler@sheffield.ac.uk.

Our Institutional Members:

Our newest Institutional Member is **The ArtCenter in Pasadena,**

California and its intriguing **Undergraduate and Graduate Programs in Transportation Systems and Design**. [Learn more about the ArtCenter here.](#)



We also thank the **Danish Railway Museum** for their continued support as yearlong T2M institutional member. [Learn more about the Danish Railway Museum here.](#)



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