Preface

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This is the eighth issue of *Mobility in History*. It is also the last issue that will appear as a stand-alone journal. While no new versions of the publication will be created in the existing mold, the publication and the types of work it has published over nearly a decade of production are far from disappearing. Elements of the Yearbook will become an essential part of T²M's website, providing a key interface between the organization, its members, and the public. Further, with a strong stable of publications in operation, some articles traditionally found in *Mobility in History* may have landing spots in *Transfers* and *The Journal of Transport History*. Finally, back issues of *Mobility in History* will remain accessible to members in perpetuity, providing a meaningful archive of work.

The journal began at the inception of T²M as an organization. It offered a venue for publications that were not traditional history articles, ground already well covered by the *Journal of Transport History*. And it preceded the interdisciplinary approach of *Transfers*. It found its footing in between these two outlets, serving as a common space for mobility scholars to debate, learn, and develop ideas about the field. Past iterations have mainly offered readers an informative and wide-ranging set of argumentative, state-of-the-field reviews that cut across mobility subjects, geographies, and time periods. From in-depth interviews with leading scholars to polemical dialogues forecasting the direction of the study of mobility, the journal has proved to be a productive tool for scholars. Its flexibility to incorporate new topics, methods, and discussions created an important niche for the publication and served T²M exceptionally well. In more recent issues, mirroring the evolution of its parent organization, the publication has become even more interdisciplinary. Just as T²M now contains scholars of mobility drawn from history, sociology, anthropology, geography, and other disciplines, so has *Mobility in History* widened the scope of its contributors.

Mobility is a subject with countless meanings. Scholars working in mobility studies well know the slipperiness of the term, a trait that makes it both hard

to pin down and essential to so much. The concept transforms depending upon its framing. This adaptability lends mobility an importance and applicability as a theoretical approach that can contribute to many fields. But it also makes it necessary for those of us who study it to be ready to deal with its evolving nature.

Similar to our organizing subject, both T²M and *Mobility in History* have changed a great deal over the years. This evolution has revolved most directly around the growing interdisciplinarity of the organization and the field. Broader conversations and partnerships with scholars from beyond history have enriched the organization by pushing it to consider new subjects, theories, and frames.

To adapt to and serve its diversifying constituency and to remain a leading provider of scholarly mobility content, T²M has transformed its offerings over time. The newly launched website and its slate of publications make the organization more nimble in the face of a changing publication landscape and more responsive to the needs of members.

Mobility in History is a part of those transformations. Yearbook 8 will be published digitally this year. The transition away from a print Yearbook, which began with Yearbook 7, provides a huge cost savings to the organization and allows for the use of color photos and graphics. Starting next year, aspects of *Mobility in History* will be found on T²M's website in the form of shorter state-of-the-field pieces. These digestible, recurring pieces will help build up the website, connect readers to earlier discussions found in the Yearbook archives, and continue the many important conversations that *Mobility in History* has begun over the years. It is also hoped that longer dialogues and important state-of-the-field reviews will find a home in the pages of *Transfers* or *The Journal of Transport History*.

From its start under the guidance of Gijs Mom, to the direction of Peter Norton, and to my tenure as editor, the Yearbook's excellent editorial staffs have assembled dozens of important additions to mobility scholarship. The argumentative reviews were able to draw connections and questions from diverse focuses. The works drew out ideas and conversations that have moved the entire field of mobility studies forward.

This final issue of *Mobility in History* makes it evident how much the publication has accomplished over its eight-year run. The seventeen pieces in this year's issue come from historians, sociologists, anthropologists, and geographers. They cover nearly the entire globe and tie together hundreds of sources that jointly reflect the state of mobility studies.

It is such connections, perhaps, that make *Mobility in History* such a success. In the Yearbook's pages authors have drawn together theories, argued over how best to tie a seminal source to those that emulate it, and debated where the field is going and how we should get there. The connections that *Mobility in History* cultivated will allow its new iteration and its archive to remain required reading for mobility scholars for years to come.

I want to thank the countless people who have made this publication a success since its inception. Its publishers—first, Editions Alphil and for the past five volumes, Berghahn Books—have helped us create a great final product and share it with the world. The editorial staff of the Yearbook tirelessly solicited and helped hone the pieces found within the pages. I want to especially thank those who have worked on my editorial teams—Dhan Zunino Singh, Christiane Katz, Weiqiang Lin, and Kate McDonald. The authors, who came to *Mobility in History* with fresh ideas and innovative arguments, and the referees who helped the authors hone their thoughts. Finally, T²M, an organization that continues to be a leading voice for mobility studies and a group of scholars that supported the journal at every turn.

Enjoy the volume. And join me in watching for the next steps in *Mobility in History's* evolution.

Kyle Shelton

On behalf of the editorial team

Christiane Katz

Weiqiang Lin

Dhan Zunino Singh

Kyle Shelton is the editor in chief of *Mobility in History* and a program manager at the Kinder Institute for Urban Research at Rice University (Houston, Texas). He is an urban and environmental historian and researcher. He received his Ph.D. in history from the University of Texas at Austin in May 2014. His first monograph about the mobility history of Houston is under review.

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Weiqiang Lin is an assistant professor in the Department of Geography at the National University of Singapore and an assistant editor of *Mobility in History*. He graduated from Royal Holloway, University of London with a Ph.D. in geography in 2014. Weiqiang was a recipient of the U.K. Commonwealth Scholarship and a postdoctoral fellowship at the University of Toronto. His research interests lie at the intersection of mobilities and infrastructures, air transport, human migration and transnationalism. He has published in *Environment and Planning A*, *Mobilities*, *Journal of Transport Geography*, *Political Geography*, and *Transactions of the Institute of British Geographers*.

Dhan Zunino Singh is an assistant researcher at the University of Quilmes (Buenos Aires, Argentina) and an associate editor of *Mobility in History*. A sociologist, with a Ph.D. in history (IHR, University of London), Singh works on cultural history of urban mobilities, particularly focused on Buenos Aires.