

Editorial

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This issue is the last of volume 2. With this, we have reached a milestone in our fledgling history and a threshold to the last volume in our series of three in which we have strived, and still strive, to get all the important elements of a good journal in place. According to our original plans our priorities were to establish top-quality submissions, a splendid pool of knowledgeable and rigorous but generous transdisciplinary referees, efficient refereeing procedures, satisfactory rejection rates, timely manuscript production, and a subscriber base that crosses disciplinary boundaries. Although quantitatively not yet up to standard, our readership is variegated and adventurous enough to appreciate our desire to “rethink mobility” and dedicate printed space to “mobility writ large.” Before we begin to produce volume 3 (2012) this September, our editorial team will retreat, evaluate, and look each other in the eyes to determine what we can do better.

This year we published one translation of a previously published article and sixteen new articles (compared to fourteen in 2011). Of these new articles all except one have a historical focus. One was on airports, three on roads, one on road safety, four on bicycles (the non-historical essay being one of these). In this issue we have two articles on the emergence of the car and three on cultural appropriation. The two car articles are the last that stem from the three workshops organized in 2008 and 2009 by the Dutch Ministry of Traffic and Water Management (last year merged with the environmental and planning ministry into the Ministry of Infrastructure and Environment). Those workshops also fed into the two special sections published in previous volumes, one on road construction history and the other on the struggle between rail and road. These articles combine two disciplines that have hitherto been far apart indeed. Clearly part of the traditional mobility history discourse, they form the basis for an extensive debate on the usefulness of history writing for current-day policymaking and planning. We will continue to solicit scholarship along these lines in the coming issues of *Transfers*, and are grateful to the Ministry for their support of this endeavor. We invite and encourage transport experts to write about the historical dimensions of their work and send us their submissions.

Looking back to our beginnings, of the thirty articles we published in the first two years, about half could have been found in a more traditional transport journal, although our intention to bring much scholarship on cycling (seven articles, nearly one quarter of the total) must not go

unnoticed. Of the other half, six articles (one fifth) explicitly investigated the borders of the transport and mobility realm and helped us realize our mission to “rethink mobility”: Heike Weber’s piece on mobility and media history; Phillip Vannini and Jonathan Taggart’s anthropology of insular off-grid living; Kudzai Matereke’s investigation of the cosmopolitanism discourse in relation to travel and mobility and the three parts of the special section on cultural appropriation in this issue. We need more such border-crossing scholarship! The same plea can be made for more work dealing with art, film, and mobility—we would like to publish more than the two we ran. Five articles investigated different aspects of mobile practices from a planning and design point of view—we need more experimenting with the relationship between history and current-day policymaking! Two other articles addressed topics one would be hard-pressed to find in other transport journals: Nduka Otiono’s analysis of brain drain from Nigeria, and Deborah Breen’s analysis of the life and afterlife of cargo ships, including their dismantling by salvage workers on the coast of Bangladesh. We need more submissions on sustainability and environmental issues, topics and approaches that do not yet seem to be very popular among transport and mobility scholars.

In this issue we bring you Peter Cox’s analysis of bicycle path policy in the U.K. titled “‘A Denial of Our Boasted Civilisation’: Cyclists’ Views on Conflicts over Road Use in Britain, 1926–1935.” Both Craig Horner and Donald Weber investigate the very beginnings of North-Western European automobilism in their articles “‘Modest Motoring’ and the Emergence of Automobility in the United Kingdom” and “The Morality of Motoring: The Emergence of the Automobile in Belgium, 1895–1940” respectively. Horner brings a new dimension to the historiography of early automobile practices by questioning the emphasis on elite macho touring during the early years, while Weber shows how a small country next to another small country (The Netherlands) nonetheless developed quite a distinctive car culture, more akin to the French culture than the Dutch/German one in the north.

Our Special Section in this issue addresses an unusual topic for a mobility journal. Introduced by Christian Huck, who organized a workshop on this topic at his university in Kiel, and commented upon by Carsten Schinko, the three articles here deal with “cultural appropriation”: of, respectively, literary genres, stories, and sausages. All contributors highlight the will to localize as a powerful driver of mobilization. Christian Huck’s “Travelling Detectives: Twofold Mobility in the Appropriation of Crime Fiction in Interwar Germany” analyses what happens in the transfer of the Anglo-American action/detective dime novel genre to the context of mid-century Germany. Frederike Felcht’s “‘Constantly in Motion’: Appropriation and Hans Christian Andersen’s Texts” recounts the highly mobile career of

Hans Christian Andersen, paying specific attention to the role of mobility in both his stories and the formation of his literary persona. As for the sausages, they are covered by Margrit Schulte Beerbühl's "Migration, Transfer and Appropriation: German Pork Butchers in Britain," which adds, in addition to a historical analysis, a focus on the highly mobile and transferable nature of food; we hope that other contributors might follow this direction. This Special Section is closed by an extensive comment by Carsten Schinko, who investigates the broader dimensions of the concept of "appropriation" further.

We have our usual contributions in our Art, Museum and Film review sections, and this time our Ideas in Motion section is dedicated to the state of the art of Chinese mobility history. We are pleased to announce that in the next issues we will publish more work from East-Asian scholars on this topic.

We will use our last lines to say good-bye to our book review editor, Rudi Volti, who has established this crucial part of our portfolio during the last two years. He has made publishers aware of our existence and in the process made sure that more than sixty colleagues sent in their reviews in on time. We are grateful for Rudi's path-breaking work and in the same vein would like to welcome the new book review editor, Liz Millward, from the University of Manitoba. She will lead a team of adjunct book review editors who we will announce and introduce in our next issue, and is already busy preparing reviews that will be even more sharply focused on each book's usefulness for our mission of 'rethinking mobility'. Our revised book review philosophy can be found at this journal's webpage.

As always, we wish you a pleasant read!