

Cities, users and their railways
4th international railway history conference
27th, 28th and 29th of May 2010
Mechelen



On May 5th 1835 commercial railway operations were initiated on the European continent by the opening of the railway section between Brussels and Mechelen. The subsequent expansion of the network during the 19th century introduced a new public space, a new territorial marker: the railway station. In Mechelen the railway station was not only a new building, it also created a new location, a new destination and a new territory with an innovative architecture.

The 19th century stations of major cities were constructed as temples of modernism opening the gate to a new world. Stations strongly affected different aspect of city development: mobility, city planning (including the establishment of unique neighborhoods and social environments), architecture and urban development, etc.

As such stations acquired an identity in a sometimes tense relationship with the city. Moreover, station design was reflected by the establishment of a railroad network. The necessity of rail companies posed new challenges for the cities, not only in terms of urbanization, but also in terms of network construction, network design and architecture.

Railway stations evolved after the Second World War in many countries to non-places or even negative environments. They degraded to necessary, functional, multimodal transit centers. Today, however, this evolution stopped and a new generation of railway stations and railway neighborhoods is born. Stations are rediscovered, and even reinvented. A renewed sensation of station areas is experienced, improving the integration into the urban fabric. This new trend raises several questions: questions about urban planning and mobility, livability, but also about sustainability, heritage and social embedding of urban regeneration in historic sites and neighborhoods.

The Lamot Heritage Center and the International Railway History Association invite about 25 international experts in Mechelen, Belgium from May 28th to May 29th 2010. From a historical perspective and based on concrete case studies, we hope to open the debate and stimulate reflections on the innovation of historical railway environments, railway stations and neighborhoods in relation to actual and future city planning and development.

PRACTICAL INFORMATION

LAMOT
Van Beethovenstraat 8/10 (entrance Haverwerf)
2800 Mechelen
T +32 (0)15 29 49 10
E trein@mechelen.be
W www.lamot-mechelen.be (soon online)

Register online on
www.mechelen.be/railwayconference

The conference registration rate for one day is **25 euro**, inclusive a conference map and lunch.
The conference registration rate for two days is **40 euro**, inclusive a conference map and lunches.
A registration will be confirmed after payment.

CONFERENCE PROGRAMME *(the conference will be held in English)*

18.00 - 20.00 Official opening session

Key note speaker Peter Lyth
Road to nowhere. Why railway stations make us happy and airports make us sick.

Reception

Location: Mechelen city hall, Grote Markt 21, 2800 Mechelen

08.00 - 09.00 Registration

Methodology
09.00 - 09.20 John Dodgson,
Can we find historical evidence on the existence of wider benefits from urban rail projects? The case of the Liverpool Overhead Railway

09.20 - 09.40 Aart Huijg, Carl Koopmans & Piet Rietveld,
Railways and municipality growth: a cliometric approach

09.40 - 10.00 Yusuf Shehu Tijjani,
A comparative study of the impact of railway stations on Kwankwaso and Madobi towns in Kura District of Kano Emirate – 1918 - 1960

10.00 - 10.30 Discussion

Coffee break

Contested identity
11.00 - 11.20 Malte Fuhrmann,
Save Haydarpasa - But why. A train station between nationalist and imperialist appropriation of its legacy

11.20 - 11.40 Lisa Mitchell,
The railway station and new forms of political practice in the history of Indian democracy

11.40 - 12.00 Micheline Nilsen,
Brussels' jonction as the heart valve in the splintered body of Belgium

12.00 - 12.30 Discussion

Lunch break

Urban rail
14.00 - 14.20 David Schley,
The B&O Railroad and the changing use of streets in Baltimore, Maryland 1829-1865

14.20 - 14.40 Massimo Moraglio, Hans Liudger Dienel,
Light rail renaissance in European cities. Urban mobility agenda, city renewals, social participation

14.40 - 15.00 Albert Churella,
Putting a station in its place: 30th street station and its relationship to Philadelphia's urban fabric

15.00 - 15.30 Discussion

Coffee break

Visual identity
16.00 - 16.20 Gordon Hansen,
The experience and image of American elevated railways: rapid transit infrastructure in the urban consciousness

16.20 - 16.40 Roberto Zancan,
Along the rail track. The invention of urban railscapes and a rediscovery of "prosaic" sceneries

16.40 - 17.00 Alex Werner,
From viaducts to Vandalism - the London & Greenwich Railway (1834-1838)

17.00 - 17.30 Discussion



