and is attributed in the text to, for instance, a contemporary newspaper, magazine, or journal. But the lack of additional accompanying information makes it difficult to follow up. Following on from this, throughout the book there is much more material, which is quoted, but which lacks a citation.

At 366 pages, this well-presented book represents good value for money. It also offers something quite rare – a business history covering all Big Four companies, and pre and post grouping companies as well. Altogether, *Luxury Railway Travel* will prove to be a useful book for those interested in this area, and especially for those wishing to get a quick overview or hear stories from various “Golden Ages”. Indeed, the book is an ideal primer for anyone wanting to get to grips with or get an overview of various railways’ innovations with regards to luxury. Ultimately the book does demonstrate that British luxury rail travel was “not just the domain of the Pullman Company”, but those seeking a more diligent engagement with this area will find little that is new here.

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Katalin Tóth, “I love Budapest. I bike Budapest?” Urbaner Radverkehr in der Ungarischen Hauptstadt, 1980–2014 [“I love Budapest. I bike Budapest?” Urban Bicycle Traffic in the Hungarian Capital, 1980–2014] (Göttingen: Vandenhoeck & Ruprecht, 2019); 264 pp., €49.99, ISBN 978-3525310724.

**Reviewed by:** Tonio Weicker, Leibniz-Institute for Regional Geography, Leipzig, Germany

Katalin Tóth’s monograph provides unique insights into the development of urban bicycle traffic in Budapest over the last four decades. The author combines successfully different perspectives on bicycle traffic through a transdisciplinary approach, well-informed by different subjects such as Science and Technology Studies, Cultural Studies, History and Mobility Studies. Especially for the latter, the thesis offers a reasonable research framework, which greatly contributes to bridging a research gap of contemporary mobility studies, addressing the experience of post-socialist Eastern European countries and their historical experience of a period of transition.

The work follows a chronological structure, while the individual chapters discuss with differing emphasis some of the author’s main fields of interest, such as urban transport policies, spatial (re)distribution and infrastructure planning processes, the development of interest groups and legal representative bodies, as well
as the continuously shifting image of bicycle usage as a fluid sociocultural performance. After a short but concise introduction describing the research topic and an attentive self-positioning of the researcher in the field, the book begins the analytical part with a review of bicycle policies and practices in Budapest during the 1980s. Tóth observes an interesting parallel between developments in the public and expert discourses of the time on both sides of the Iron Curtain. The oil crisis and further political uncertainties of the 1970s had pushed political elites to rethink their urban transport policies, which opened the way for cautious development of bicycle infrastructure, although under a clear maxim of prioritising car traffic flows in Budapest. Intriguingly, the author shows how the technocratic language of transport planners and researchers helped to find a common language beyond ideological barriers with western colleagues, which increased the exchange of ideas between urban planners, and had a partial impact on the local infrastructure developments during the 1980s.

In a next part, the analysis moves onto the bicycle traffic policies in Budapest during the 1990s and the pioneering cycling advocacy organisation in the city. This section pays particular attention to the entanglements of cycling advocates and environmental movements in Hungary during the 1990s, which were able to influence the political discourse and developed an early form of extra-parliamentary political participation. This is a valuable observation that most likely could be expanded to many other contexts in early post-Soviet countries and refreshingly contradicts the widespread assumption of the weak status of civil society status them during that period. The following chapters explain in detail the development of a Critical Mass movement in Budapest and discuss the changing perception in urban bicycle usage from a leisure activity to an everyday means of transport. The author convincingly argues that bicycle advocacy movements were able to transform cycling into being emancipatory and a progressive form of protest against the manifold deficiencies in local transport policies and beyond. This, according to Tóth, laid the groundwork in Budapest society of a complex reinterpretation process based on politicisation of cycling infrastructure and practice, as well as a certain living style, which would soon later be supported by creative industry. This also gradually led to the development of institutions to support cycling.

Chapters VI and VII focus on contemporary bicycle traffic policies, including an analysis of a predicted shift in cultural performances, attribution processes and everyday practices among cyclists. Tóth illustrates this through examining tales of cycling in art, as well as how cycling has been appropriated in the creative culture industries by fashion start-ups, city image campaigns and museum advertisements. In this final part, Tóth offers a comprehensive analysis which brings together personal narratives of stakeholders, political decision-making and the multifaceted cultural revaluation processes in the city. This is largely achieved through a multi-layered methodological framework, innovatively combining qualitative methods of anthropological research with established methods of document analysis, which are comprehensively synthesised into a detailed analysis of the cycling discourse in the Hungarian capital.
There is, however, to some extent unfortunate shift in the methodological approach between the first analytical chapters, which provide a historical review combined with a well-researched investigation of knowledge exchange among urban planners and transport politicians in the 1980s and 1990s, and the second more anthropological section. Whilst this is understandable as the available data sources may differ in the exploration of a subject over 40 years, the monograph could have benefited from a unitary research framework throughout. On the one hand, the historical analysis in the first part misses promising details about the production of cultural signifiers among bicycle performances in the 1980s and 1990s. On the other hand, the latter part would have potentially benefited from an additional focus on the exchange and distribution of international/European knowledge regimes, not only in the cultural sphere but in academic debates on urban planning and political negotiation, as well as in the build-up of interest groups and social movements.

Nevertheless, the study comprises a detailed, well-researched and noteworthy analysis of urban cycling policy developments and their sociocultural embeddedness. It invites scholars to expand the research on urban mobility in Eastern Europe, which can potentially contribute new insights due to the unique historical development of these countries. Of particular note is the impact and experience of the unleashing of market liberalisation in the urban space, and the manifold confrontations regarding social inequalities, which remain too often neglected. Tóth underlines the relevance of a careful analysis of urban policy negotiations in a diachronically as well as synchronically complex manner, while at the same time succeeding to provide a well written and enjoyable read for a widespread public interested in contemporary Eastern European Studies, Urban or Mobility Studies, transport and mobility history, as well as the growing field of cycling research.

Dejan Petkov, *Tramway Renaissance in Western Europe: A Socio-technical Analysis* (Wiesbaden: Springer VS, 2020); 368 pp., €67.59, ISBN 978-3658288785.

**Reviewed by:** Kevin D. Tennent, University of York, UK

The global resurgence in popularity of tramway technology will probably come to be considered one of the defining features of the broad period from c. 1980–2020 in transport history, at least until Coronavirus seemed to spoil the party by making proximity unfashionable. This tramway, or light rail, comeback has not been without its difficulties or controversies, and arguably may not quite have fulfilled the potential once claimed of it by boosters. Petkov’s contemporary history of this phenomenon, based on his PhD thesis at Technische Universität Darmstadt provides a theoretically grounded perspective drawing on rich case analysis to tell the