Six research papers and ten book reviews make up this issue of *The Journal of Transport History*. As in the past, we have a great diversity of topics and approaches, so we can feed the different trends in the field. More remarkably, many if not all of the papers aim to open or discuss themes (both new and old) in an innovative way, bridging disciplines and concepts.

The first paper, by Peter Andersson (*The Walking-Stick in the Nineteenth-Century City: Conflicting Ideals of Urban Walking*) presents one aspect of the culture of walking and how Victorian men had to compromise between ostentation and sobriety. Building on the growth of attention on the history of walking, Andersson traces the evolution from ceremonial rods (and shepherds’ canes) to the male exhibition of walking sticks in European urban environments. The second paper also tackles the urban environment, this time focusing on Vienna. In the research paper entitled *On the Vienna Corso: Changing Street Use and Street Design around the Vienna State Opera House 1860–1949*, Carmen Gruber, Kathrin Raminger, Takeru Shibayama and Manuela Winder present their initial attempt to develop a new methodology for analysing urban space and assessing the diachronic changes. Taking advantage of historical photographs and using a new software, they have tested and refined a computerized methodology, showing the great role played by transport regimes in shaping the city.

Kristina Lilja and Jan Ottosson offer the reconstruction of the Swedish civil aviation after the Great War (*The Risk of Pioneering: Private Interests, State and the Launching of Civil Aviation in Sweden. The Case of SLA 1918–23*). Despite the efforts and the enthusiasm of many industrialists and pioneers, Swedish aviation had a troubled start. It was only in the mid-1920s, when the State developed a different policy, that Sweden could develop proper civil aviation.

Nicholas Stanley-Price also discusses aviation, but focusing on the Emirates (*Flying to the Emirates: the end of BOAC’s service to Dubai and Sharjah in 1947*). Although Dubai is today one of the main aviation hubs worldwide, Stanley-Price offers good arguments to show how Dubai’s aviation node shadowed the crisis of the British Empire, making it clear that growth did not follow a linear trend, but rather a bumpy trajectory.

Hugo Pereira and Bruno Navarro in their paper on *The implementation and development of narrow gauge railways in Portugal as a case of knowledge transfer (c. 1850–c. 1910)* reconsider the history of narrow gauge railway, addressing its
introduction in mainland Portugal and in the overseas domains. Focusing on the system builders, it is evident that the building of railways in Portugal and in its colonies had different goals and expectations, but still many elements in common.

Finally, James Miller in his ‘Media and Mobility: Two Fields, One Subject’ addresses the need to rethink media and transport (or, better, mobility) advocating a greater collaboration between media studies and mobility studies. This can lead Media scholars to better appraise how media have different degrees of mobility; and vice versa, how mobility practices embed and rely upon media technologies and uses.

A last note about the Editorial Board. While new scholars are stepping onto the board, six of them have reached the end of their shift, and are consequently leaving. JTH is very grateful to Guillaume de Syon, Hans-Liudger Dienel, Mathieu Flonneau, Michele Merger, Corinne Mulley and Thomas Zeller, who served as EB members in the past years and heartily supported JTH!

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