

# **Jahrbuch für Wirtschaftsgeschichte (JWG) 2007/1:**

## ***Verkehrsgeschichte auf neuen Wegen/Transport infrastructure and politics***

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## Abstracts, Classifications and Authors

### I. Abhandlungen und Studien

#### **Hans-Liudger Diemel: Verkehrsgeschichte auf neuen Wegen / Transport infrastructure and politics**

##### *Abstract*

The paper introduces and presents main questions of transport history in recent years as a rapidly emerging interdisciplinary research field between economic history, business history, history of technology, cultural history and other social sciences and humanities. For a long time, transport history has been a research field more for enthusiasts than academic historians. But this has changed: with a strong international journal and society, international comparative research projects, intellectual bridges to other social sciences, a growing number of institutions and academic positions, transport history has developed to a vibrating academic field in universities, research institutions, museums and (company) archives.

The development of transport systems and the individualisation of transport are closely connected with concepts of mobility and modernity. How important was the governmental influence in shaping these developments, compared to other factors as consumer preferences, entrepreneurial decisions and technological progress? International comparisons can on the one hand present national, regional and company styles and peculiarities and on the other hand similarities of developments despite of great differences in national transport policies.

JEL-Codes<sup>1</sup>: H54, L78, L91, N73, N74, R40, R41

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#### **Hans-Ulrich Schiedt: Die Entwicklung der Straßeninfrastruktur in der Schweiz zwischen 1740 und 1910 / The development of road infrastructure in Switzerland between 1740 and 1910**

##### *Abstract*

The article gives an overview on road construction in Switzerland from the first chaussees until the times when car traffic reshaped the models of road building. The implementation of the new system of road construction and administration took a long time from the early 18<sup>th</sup> until the early 20<sup>th</sup> century. During the 18<sup>th</sup> century, we can discover similar challenges to develop and extend main roads in many European countries. In the 19<sup>th</sup> century too, we find similar trends in an international comparative perspective. The joint trends can be explained by comparable transport problems, which pushed for better roads. However, different regional conditions and peculiarities gave way to quite different forms of road construction and administration. Especially, the influence of the state varied significantly.

JEL-Codes: H54, L74, N73, O21, O38; Keywords: Switzerland

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1 Siehe JEL-classification unter: [http://www.aeaweb.org/journal/jel\\_class\\_system.html](http://www.aeaweb.org/journal/jel_class_system.html).

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**Gustav Sjöblom: The shift from railways to roads: four propositions about the interwar period in Britain and Germany**

*Abstract*

The purpose of this article is to establish four propositions about the history of motorisation on the basis of the developments in Britain and Germany during the interwar period. The focus is on commercial traffic rather than private motoring and on interurban rather than urban traffic. The first proposition is that while there is no doubt that supply-side technological change was driving the process of motorisation, the breakthrough of motor traffic was the result of a political and cultural success rather than a straightforward consequence of technical progress. The second proposition is that the choice of a motorised society was made in the interwar period, rather than after the Second World War. The third proposition is that for a proper understanding of the growth of road traffic the similarities across European countries are more important than national differences. The fourth proposition is that the contest between railways and roads was to a large extent discursive. In sum, the form and pace of motorisation was a choice made by a multitude of actors by means of widely held ideas of modernity and technology, constrained by supply-side technical change and the limitations of the physical networks, catalysed by self-interest and lobby organisations, and mediated through the government which set the framework for competition in favour of road traffic.

JEL-Codes: H2, H23, H3, H31, H32, H54, L92, O25, N74; Keywords: Britain, Germany

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**Gijs Mom: Diffusion and technological change. Culture, technology and the emergence of a “European car”**

*Abstract*

This contribution investigates the co-evolution of (automotive) technology and user culture as a process that drives the classic diffusion curve, although this is not always recognized among students of diffusion. The concept of co-evolution is based on the assumed existence of a so-called 'dual nature of technology', an insight emanating from the recent 'empirical turn'

in the philosophy of technology. The contribution tries to 'historicise' this concept by investigating the fuzzy relationship between the (technical) properties and (relational) functions in several historical case studies, especially the struggle between automatic and manual transmission, leading to two different car structures as well as two different car cultures, in the US and Europe, respectively.

JEL-Codes: L62, L92, N74, O31, O32, O33

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**Günther Schulz und Volker Ebert: Europäische Binnengüterverkehrspolitik seit 1945. Wege und Hindernisse der Harmonisierung / European Freight transport policy since 1945. Pathways and obstacles for harmonization in Europe**

*Abstract*

The current structural inefficiency of the European inland transport system is the result of a lack of common policy which has existed since the end of World War II. First attempts of regulation within the framework of the UN, the OEEC or the ECSC were not successful, because the different institutions were only vested with insufficient authority. The foundation of the EEC in 1957 did also not improve the situation, even though the introduction of a common transport policy was emphasized in the Treaties of Rome. Numerous recommendations of the Commission for harmonization in the 1960ies and 1970ies failed, as the conflicting interests of international liberalization on the one hand and national market control on the other hand impeded the decision-making of the EEC Council. It was only after the judgment of the ECJ on failure to act in 1985 that new initiatives of the EU regarding the policies of transport and infrastructure showed improvements.

JEL-Codes: H53, L43, L78, N13, N74, O38

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**Stefan Albrecht: Internationale Luftverkehrspolitik in der Zeit des Kalten Krieges von 1944-1965: Das Beispiel Tschechoslowakei / International aviation policy of the CSR during the Cold War, 1944-1965**

*Abstract*

The article tries to answer, in which way the cold war determined the development of civil aviation in Eastern Europe and across the iron curtain. How far did their space of manoeuvre of the “satellites” of the Soviet Union go? By analyzing the civil aviation policy of Czechoslovakia and its national flag carrier, the paper argues that the SU used direct control only in the hottest period of the Cold War, while the national government kept a relative autonomy in other times. For the CSR, the Czechoslovakian airline CSA was important to earn foreign currency, to present an image of a technology orientated nation and to demonstrate international perspectives and ambitions. Thus, CSR had been an early member of the International Civil Aviation Organisation ICAO, while most other socialistic states refused to enter this institution. This peculiarity gave CSA a strong position to gain international importance and outreach within the Eastern block. On the other hand, the CSR tried to behave as an especially obedient satellite to the SU. The tensions between these two aims shaped the development of the Czechoslovakian airline CSA

JEL-Codes: L93, N74, O21, O24, O33, P31, P50; Keywords: Czechoslovakia

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**Paul Erker: Die logistische Revolution. Zur Transformation der Speditionsbranche am Beispiel der Unternehmensgruppe DACHSER / The Logistic Revolution. Some Aspects of the transformation of the forwarding business and the case of the Dachser Group**

*Abstract*

In the midst of the 1980s the transportation and logistic world with the ending of the state-regulated traffic goods market order and the beginning of the liberal market for logistic services underwent a radical change. The logistic revolution with deregulation, globalization, outsourcing and the upheavals in the IT-technology initiated in the traditional small- and middle-sized German transportation and forwarding business a massive consolidation. Dachser, until today an independent family owned company, stands exemplary for the profound metamorphosis from the local haulage contractor to the integrated, company-like

organized and global acting logistics provider. By its early implementation and innovation of its information and communication processes the company was a first mover in the reinventing and renewal of the forwarding business on a new basis. Dachser became also an example for the secular and radical change, that caught all the German enterprises since the 1970s: The transformation to an 'IT-based industry'.

JEL-Codes: L15, L24, L92, N74, O32, R40; Keywords: Dachser

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## II. Diskussion

### **Kim Holger Opel: Die Goldmarkeröffnungsbilanz 1924 im Lichte zeitgenössischer Bilanztheorie / The gold balance sheet 1924 of Franz Haniel & Cie. GmbH in the context of contemporary accounting concepts**

#### *Abstract*

The problematic situation of the Weimarer Republik during its first years was the continuous succession of crises and catastrophes in political, social and economic life. This was highlighted by the hyperinflation of 1923 which caused a lot of problems for the companies in valuing their assets and debts correctly. Their admitted huge gains were in fact insubstantial and therefore damaged them by subsequent payouts. The contemporary accounting concepts were not able to handle this problematic situation and were incapable to give practical help. Hereupon the Weimaran government tried to stabilize the situation by introducing by law the gold balance sheet in December 1923. All companies had to revalue their assets and debts in a (virtual) new currency: the Goldmark. This afforded them to accumulate large-scale disclosed and undisclosed financial reserves, hidden in their balances sheets.

This paper shows the possibilities of the companies. It demonstrates and compares the generation and usage of these reserves, exemplary with two companies in the high-industrialised Ruhr-area: the coal-combine Franz Haniel & Cie. GmbH in Duisburg and the steel-giant Fr. Krupp AG in Essen. Both firms had different strategies and even different success in using these reserves. In this paper the reserve's amount, hideout and utilization can be proven. The Franz Haniel & Cie. GmbH was rather successful and able to build up an efficient distribution network, whereas the Fr. Krupp AG nearly failed and remained on the edge of bankruptcy. Franz Haniel & Cie. survived the big financial crises in 1929 and by these reserves reached a stable position after the Second World War.

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**Ute Pothmann: Wirtschaftsprüfer zwischen betriebswirtschaftlicher Theorie und prüferischer Praxis – eine Fallstudie zur Bilanzprüfung nach der Bankenkrise 1931 / Accountants between economic theory and practical examination - a case study on the balance sheet audit after the banking crisis in 1931**

*Abstract*

As a consequence of the economic crisis and banking crisis in 1931, German stock corporations were under legal obligation to carry out balance sheet audits by the new created professional group of accountants named "Wirtschaftsprüfer". Analysing a balance sheet audit report of the Dresdner Bank of the financial year 1932, the author researches how the audit and trust company Deutsche Revisions- und Treuhand Aktiengesellschaft realized the legal instructions in discussion with the economic auditing-literature making high demands. The accountants examined the report systematically and offered many important information to the supervisory board, while withholding own judgments.

JEL-codes: G21, M41, M42, N2, N24; Keywords: Dresdner Bank, banking crisis 1931, Companies Act 1931, balance sheet audit

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**Sigrid Wadauer: Betteln und Hausieren verboten? Ambulanter Handel im Wien der Zwischenkriegszeit / The ban of begging and peddling? Itinerant trade in Vienna in the interwar period**

*Abstract*

This paper analyses the highly disputed figures, meanings and perceptions of peddling in Vienna during the interwar period. At first sight, census data seem to support the common assumption that itinerant trades became less significant from the late 19th century onwards. However, contradictory to this, contemporary debates and other estimations indicate the existence of a considerable amount of itinerant trades practicing in various forms: peddling could be an activity at the verge of begging, a survival strategy or an officially acknowledged substitute to social welfare. According to the complaints of sedentary trades, however, peddling could also function as economic competition and even pose a threat to other trades. Peddling in this regard was a pejorative term used to distinguish between a variety of sales practices conducted by salesmen, marketers and also sedentary shops. This paper analyses the ambiguities, interrelations and transitions between these ways of finding an income. In order to understand the conflicts surrounding itinerant trades it is equally necessary to take economic, cultural and political aspects into account. We must consider both the peddlers' practices and the position of their critics.

JEL-codes: J15, J14, N34, N44, N74, N94, Keywords: Itinerant trades, peddlers, beggars, economic crisis, Vienna, poverty

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### III. Forschungs- und Literaturberichte

#### **Kirsten Labuske/Sonja Rabus/Martin Uebele: Conference Report: Second Conference on German Cliometrics, Tübingen/Germany June 7-10, 2006**

##### *Abstract*

The Second Conference on German Cliometrics, held in June 2006 in Tuebingen, Germany, covered a wide spectrum of topics as diverse as the biometrical assessment of living standards, a theory that links the idea of purgatory with the disappearance of guilds in late medieval England, the cliometrics (and climacterics) of German academic careers, and an explanation of why exactly Frankfurt became Germany's biggest port after World War II. All contributions to the program revealed a high level of methodological sophistication, ranging from advanced applications of financial and microeconometrics to spectral and factor analysis. New datasets were also presented, including microdata that deconstruct rapid productivity growth in Germany's aircraft industry during World War II, as well as a new benchmark comparison of industrial production in Britain and Germany before World War I.

JEL-codes: N10, N20, N30, N40, N70, J0, J0, Keywords: German Cliometrics, Empirical Economics

*Kirsten Labuske* is writing her PhD thesis at the University of Tübingen and is currently a pre-doctoral fellow of the Marie Curie Research Training Network at the Universitat Pompeu Fabra in Barcelona. Her research concentrates on three themes related to patents and innovations in Germany in the pre-WWI period: Human Capital, International Trade, Foreign Direct Investment, and Migration.

*Sonja Rabus* studied International Relations, Economics and Art History at the University of Konstanz/Germany, the Tongji University in Shanghai/P.R. China, the University of International Business and Economics in Beijing/P.R. China and the University of Tübingen/Germany. After interning with the United Nations Department of Safety and Security in New York City, Sonja is currently focusing on exploring the causes and termination of civil wars.

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*Martin Uebele's* main topic is 19th century's industrialization with an international view. He is currently staying as a Marie Curie Fellow at the University of Warwick in England. When he graduated in economics in 2003 at Humboldt-University of Berlin, his special topics were economic history and econometrics.

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