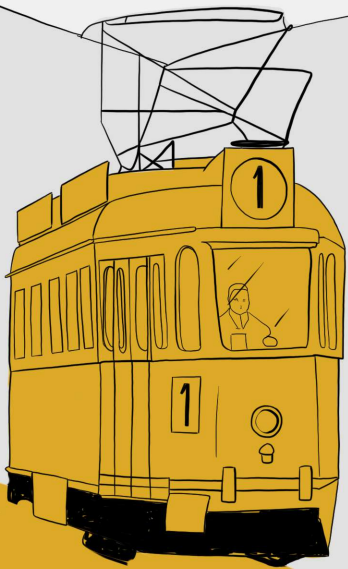


# LINES

moving with stories of public transport in Turku



A GeoGraphic Narrative

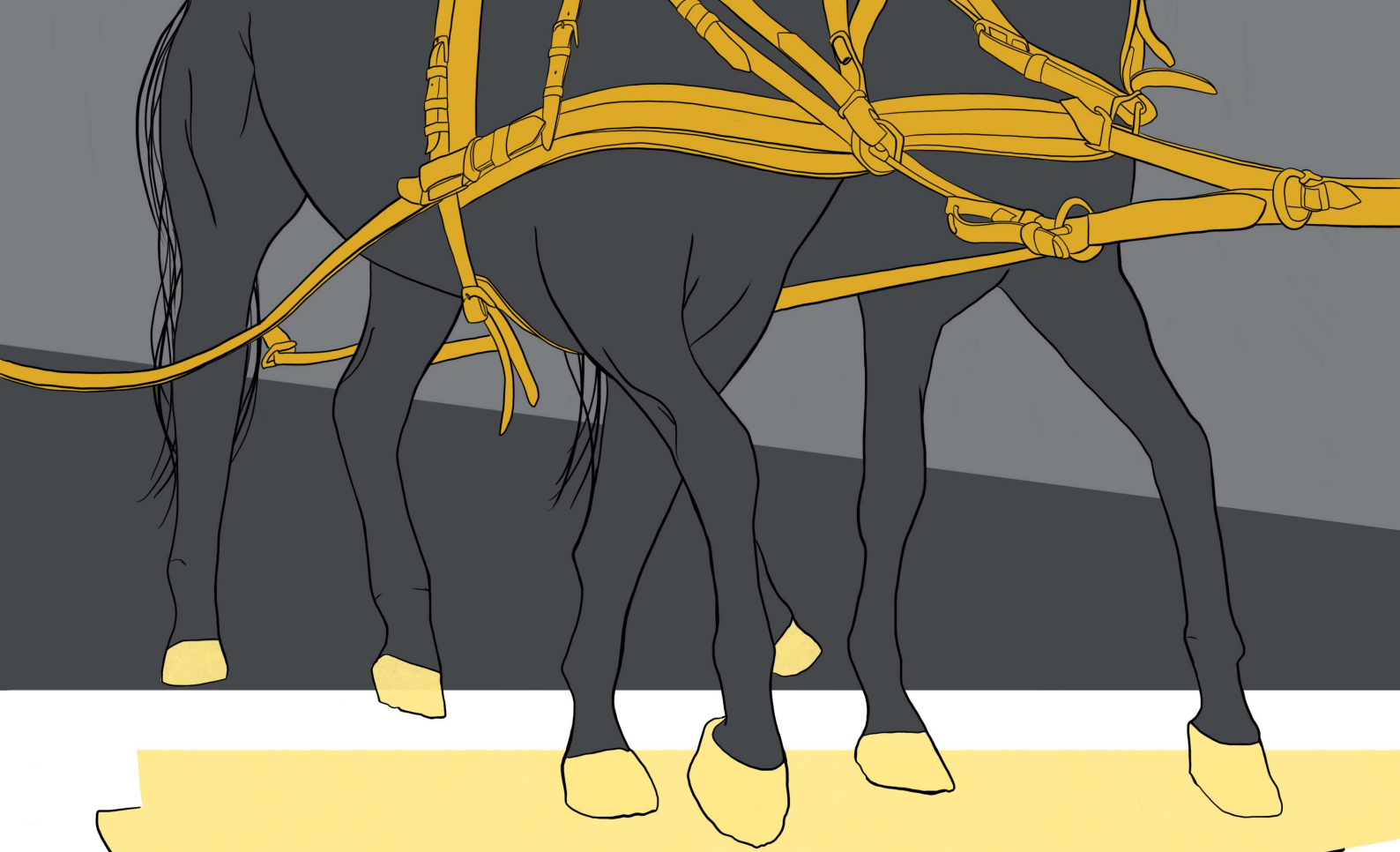
by

GIADA PETERLE



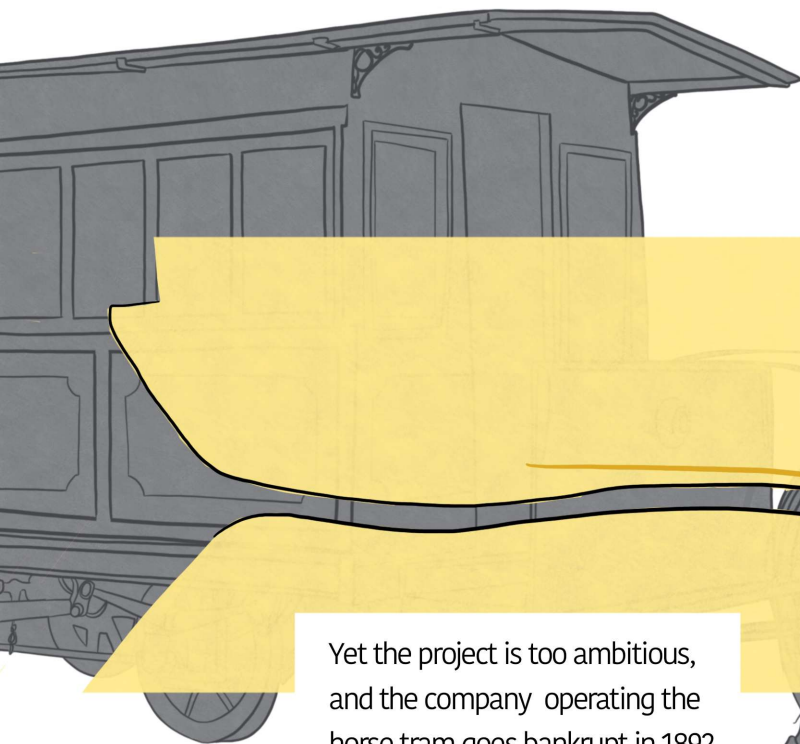
**PUTSPACE**

Public Transport as Public Space in European Cities: Narrating, Experiencing, Contesting

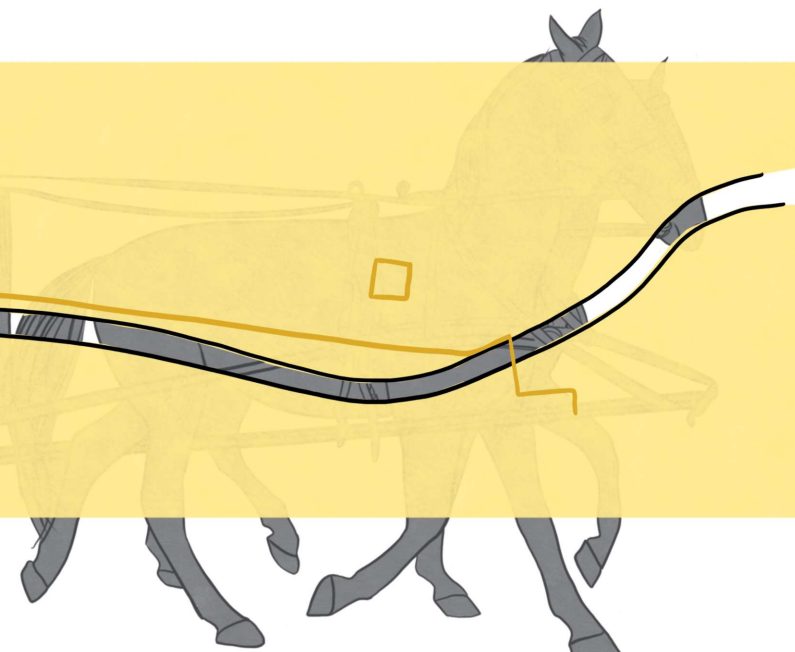


1890, Turku, Finland.

The horse tram appears for the first time in the bustling streets of the city.



Yet the project is too ambitious, and the company operating the horse tram goes bankrupt in 1892.



1880. A first experimental electric tramway operates in St. Petersburg.

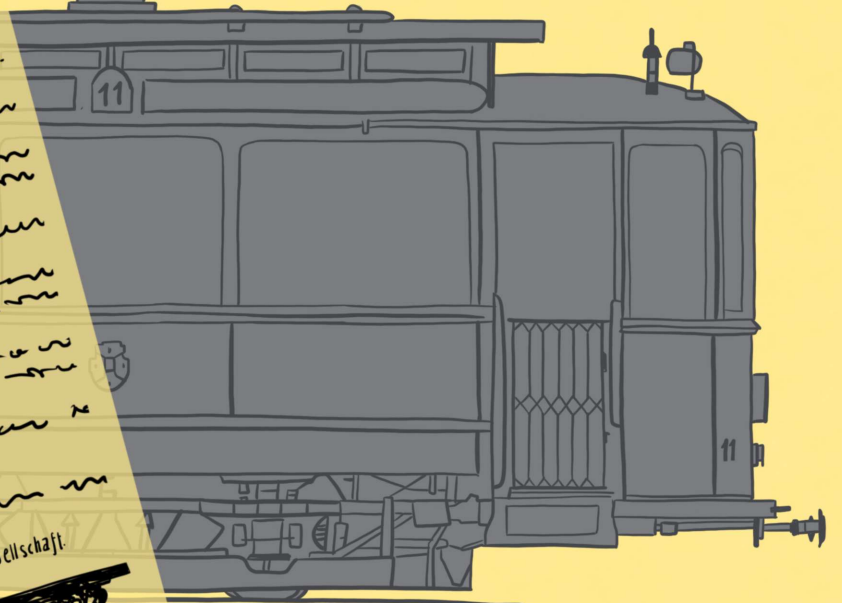
One year later the first successful commercial electric tramway in Europe opens in what's now Berlin.

# Raitiotieliikenne

avataan tiistaina tämän kuun 22 päivänä.

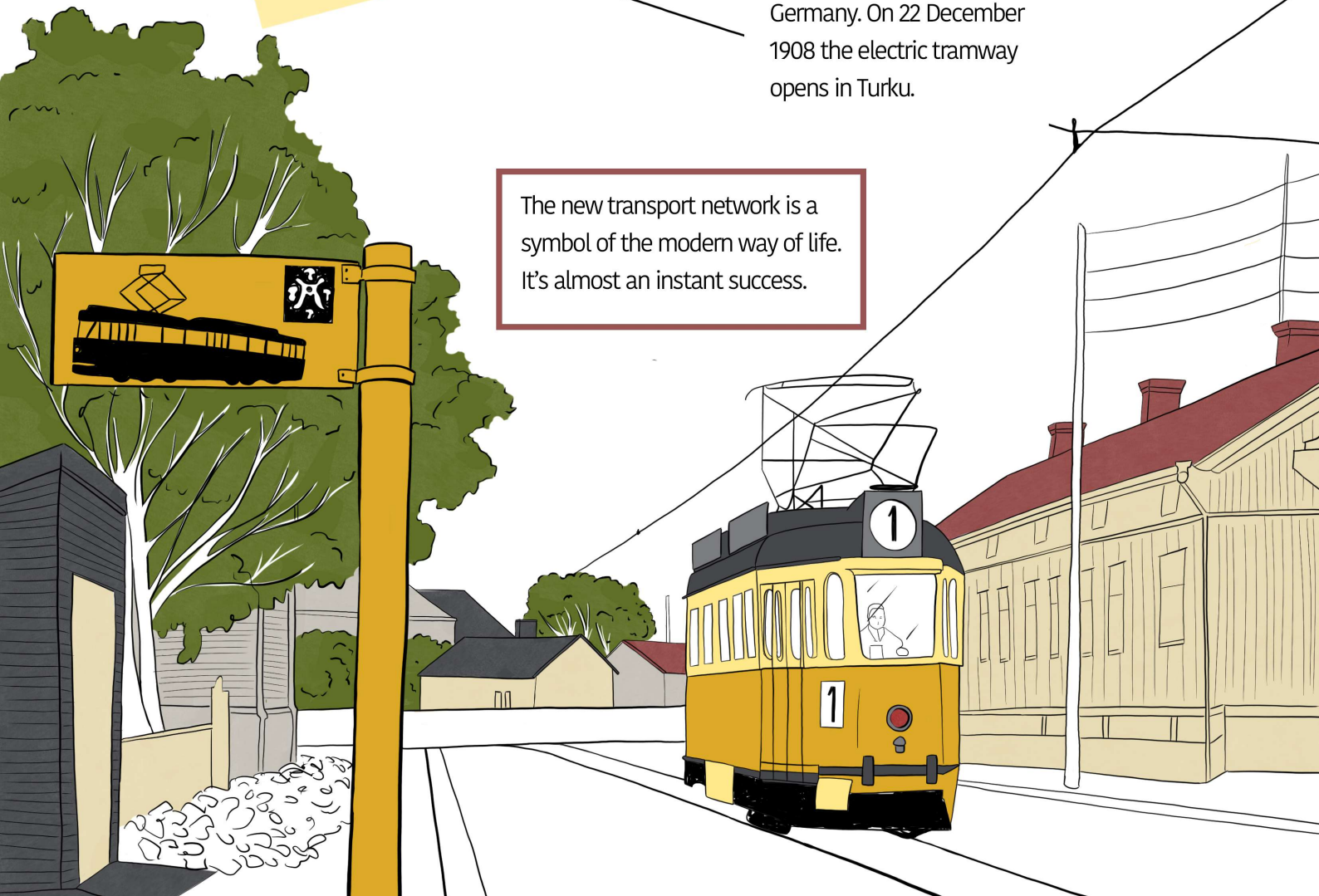
*[Handwritten text in Finnish, partially illegible]*

Sähköteimi Abo Aktiengesellschaft.

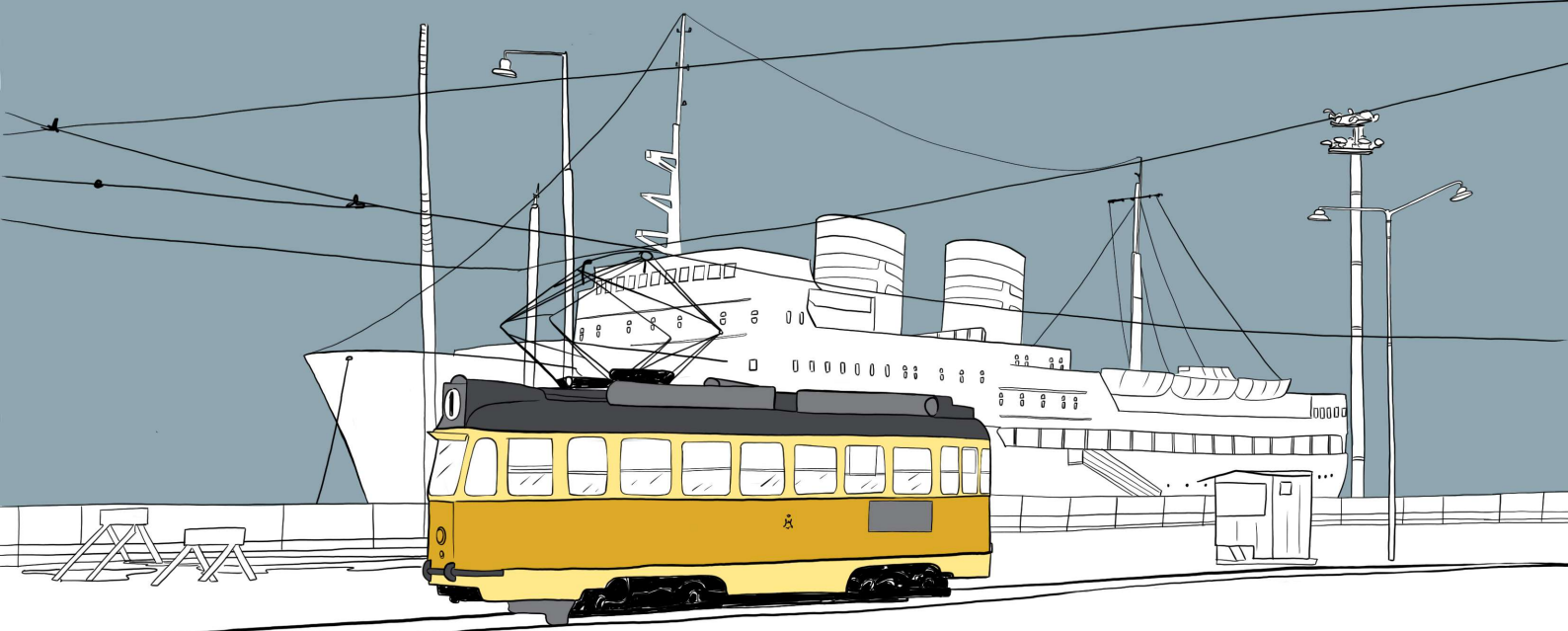


Soon Finland looks at the examples of Sweden and Germany. On 22 December 1908 the electric tramway opens in Turku.

The new transport network is a symbol of the modern way of life. It's almost an instant success.



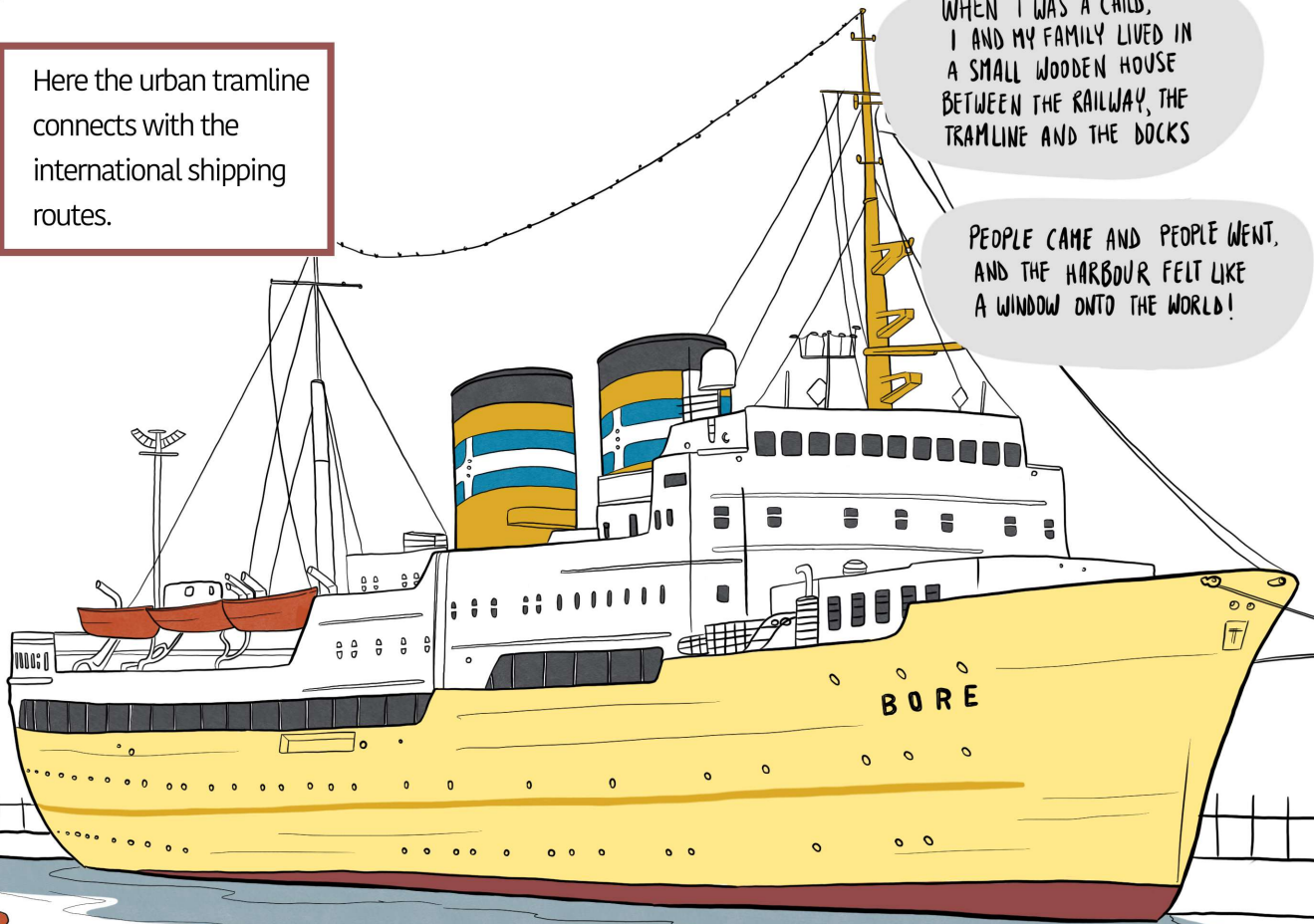
At the beginning, one route draws a figure-of-eight across the city centre and the other moves back and forth from the city centre to the harbour.



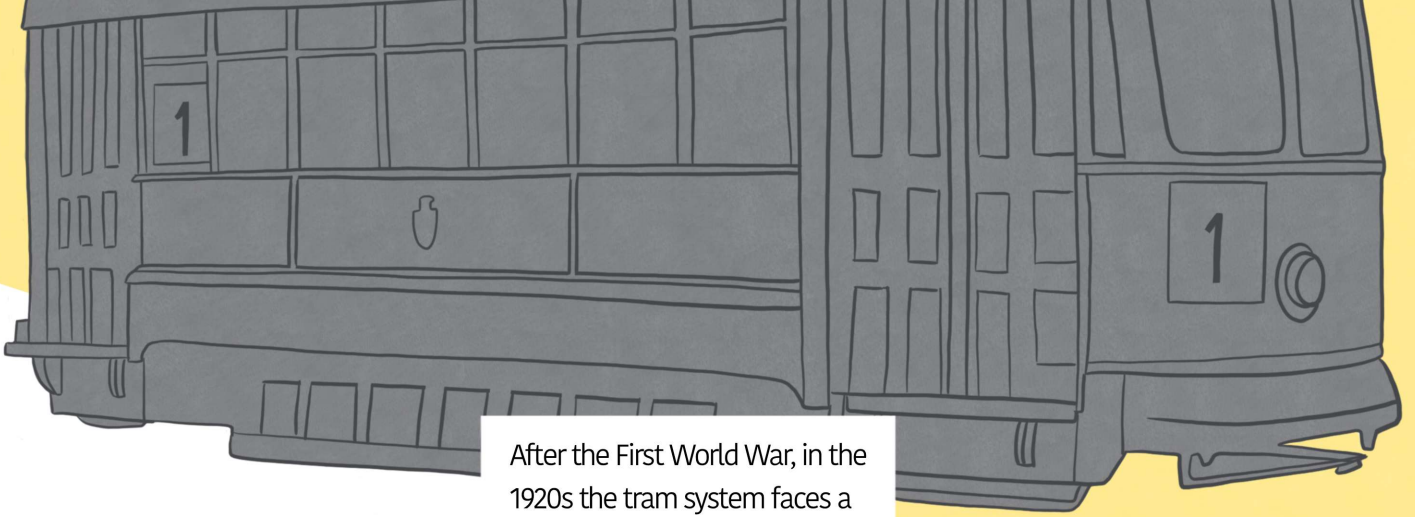
Here the urban tramline connects with the international shipping routes.

WHEN I WAS A CHILD, I AND MY FAMILY LIVED IN A SMALL WOODEN HOUSE BETWEEN THE RAILWAY, THE TRAMLINE AND THE DOCKS

PEOPLE CAME AND PEOPLE WENT, AND THE HARBOUR FELT LIKE A WINDOW ONTO THE WORLD!



The end of the line is a node of linguistic and cultural encounters, beyond commercial and transportation interchange.



After the First World War, in the 1920s the tram system faces a crisis that ends in the 30s.

AS A YOUNG GIRL, IT WAS AN ADVENTURE FOR ME TO TAKE THE TRAM TO THE CITY CENTRE

I REMEMBER WAITING FOR IT, AT THE EDGE OF THE ROAD

LINNANKATU IS A LONG, STRAIGHT STREET

At that time the tramway has become part of Turku's daily life. People use it to move from the urban outskirts, across the city - to go to work, to the market, to the cathedral.

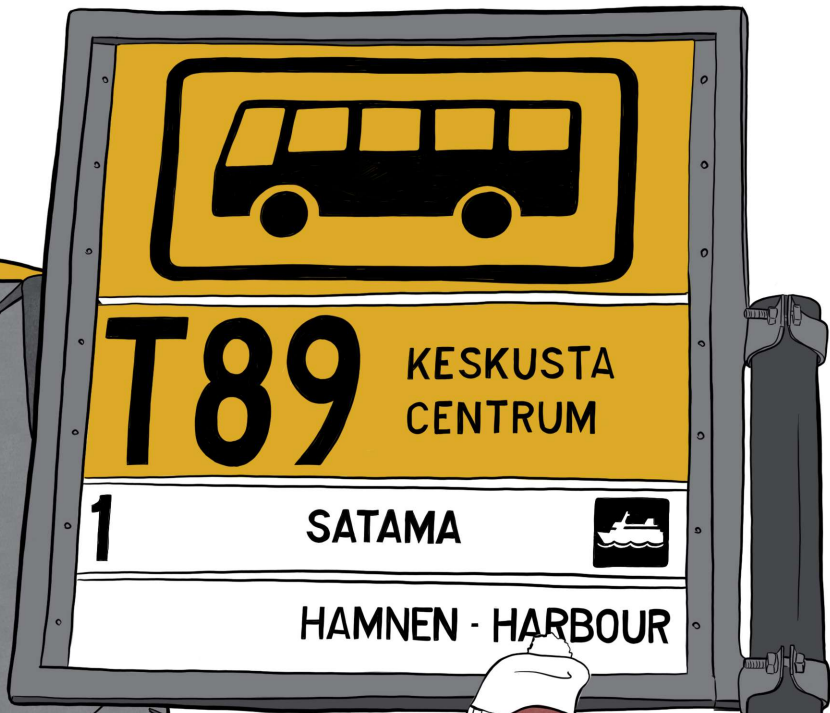


BUT EVEN IF YOU WEREN'T LOOKING DOWN THE ROAD IN THE APPROACHING TRAM'S DIRECTION

IT WAS SO NOISY THAT YOU COULD HEAR IT COMING AND BRAKING

Today, some of the yellow buses still follow former tram routes.

Bus number 1 still goes from the harbour through the city centre but continues all the way to the airport.



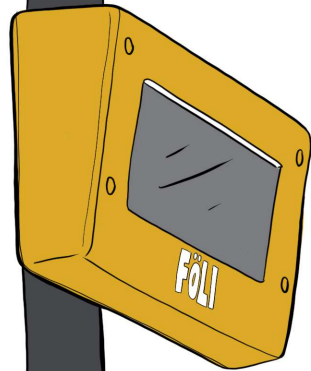
I WAS ONLY 5 YEARS OLD WHEN I TOOK THE TRAM ALONE FOR THE FIRST TIME

THEN I HAD TO COME BACK HOME WITH A FRIEND, WHO LIVED CLOSE TO ME

MY MUM TAUGHT ME WHERE TO GET OFF TO GO TO THE GYM FOR MY FAIRY TALES GYMNASTICS CLASS

I FELT SO LIBERATED AND GROWN-UP. BUT THE TRAM WAS ACTUALLY A SAFE SPACE

MAYBE IT'S BECAUSE YOU WERE NEVER REALLY ALONE





AT THAT TIME YOU ENTERED THE YELLOW WAGON FROM THE BACK DOOR

I REMEMBER THERE WAS ALWAYS A CONDUCTRESS SITTING NEAR THE ENTRANCE



WHEREAS DRIVERS WERE ALWAYS MEN, OFTEN YOUNG, CONDUCTORS WERE USUALLY WOMEN. OFTEN MIDDLE-AGED

## Lines. Moving With Stories of Public Transport in Turku

is an original research project written and drawn

by **Giada Peterle**

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# PUTSPACE

Public Transport as Public Space in European Cities: Narrating, Experiencing, Contesting

[www.putspace.eu](http://www.putspace.eu)



# HERA

Humanities in the European Research Area



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Abo Akademi



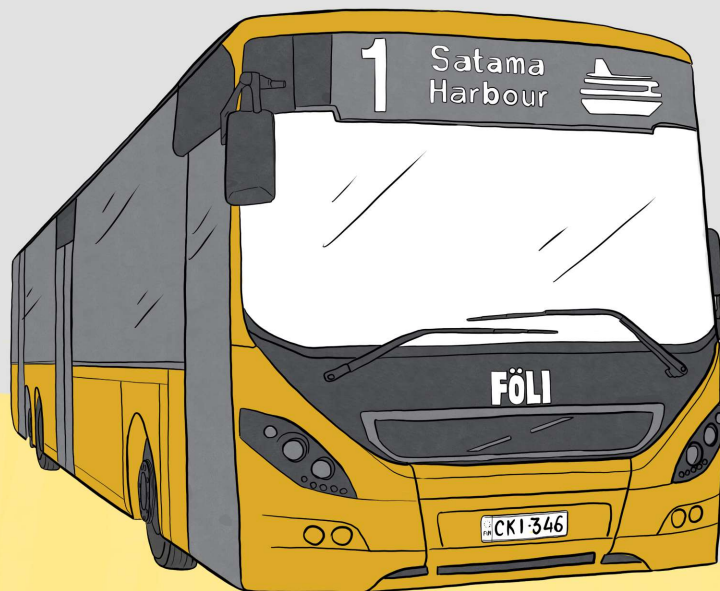
TALLINN UNIVERSITY



Leibniz-Institut für Länderkunde



UNIVERSITÉ LIBRE DE BRUXELLES



to be continued...