A Travel Companion for HiSoNistas



RE 7 Hamburg → Flensburg

FROM Hamburg Hbf **VIA** Hamburg Dammtor • Elmshorn • Neumünster • Nortorf • Rendsburg • Owschlag • Schleswig • Jübek • Tarp **TO** Flensburg

Europa-Universität Flensburg

HiSoN
The Historical Sociolinguistics Network



TIP REGARDING THE TRAIN

The train to Flensburg is the RE 7. In Hamburg, it is sometimes standing at the very end of the platform (look for the big letters: rather sections E and F). As the platform is slightly curved, the train is not always visible from the middle of the platform. So please check as it might already be there.

When boarding the RE 7 please make sure to be in the right coach. The RE 7 usually consists of two parts, the first going to Flensburg and the last going to Kiel. Please board the coaches to Flensburg. Where the coaches are going to should be displayed on the sides as well as in the coaches. If you for some reason end up in the wrong coaches don't worry – you have the chance to change in Neumünster, where the train will be split. If you are worried, you can ask people already in the train when you board if that train section is going to Kiel or Flensburg (half will know and the other half will suddenly realize they are in the wrong section). And if you should end up in Kiel don't worry either, as there are trains going from Kiel to Flensburg as well, though this will take longer.

There are also Inter-City-trains going to Flensburg in the morning and late afternoon. However, they are only five minutes faster. If you take one of them, you can still use this travel companion, but the trains are not stopping in every place mentioned here.

HAMBURG HBF

['hambʊɪ̯ç]



Your journey starts in Hamburg, one of Germany's biggest cities. Historically, it consists of two parts. The »Altstadt« (›old town‹), which was a village in the 9th century and an important place for the Christianisation of the north, and the »Neustadt« (›new town‹), which was a trading port founded in 1188 and equipped with extensive rights and privileges by the Kaiser of the Holy Roman Empire. Those are said to be the foundations for the rise of Hamburg as an influential Hanseatic city, which grew into one of the biggest trading ports in Europe today. For the self-perception of Hamburg, the free and strong influence of the senate from Hanseatic times is still important today. As a merchant's city, Hamburg hosted and was visited by a vast assortment of people from all over the world throughout the centuries. It is estimated for example, that in 1600 approximately one quarter of



the Hamburg population were migrants from the southern Low Countries alone. But the tolerance of these immigrants came with some conditions. Whereas it was allowed for baptised Sephardic Jews to settle within the city, Ashkenazic Jews had to settle in Altona, which didn't belong to Hamburg in the 17th century. Also, Catholics were not allowed to worship in Hamburg for two hundred years (!) following the Reformation.

On your way to Hamburg Dammtor, you will see the Binnenalster with the great fountain to your left (in the direction of travel) and the Außenalster, which is a beloved sailing area, to your right.



HAMBURG DAMMTOR

['hambʊɪ̯ç 'damˌtoːɐ̯]





The station Hamburg Dammtor was built in 1866 when the railways of (then Danish) Altona and Hamburg finally got connected after railways from Altona to Kiel and from Hamburg to Berlin had been running for approximately twenty years. The building you see today is from 1903. Its name is derived from one of the city gates in the old fortifications which were built by Dutch engineers in the 17th century. After the fortification was demolished in the early 19th century, the newly generated free space was used to build parks and the railway. Prior to then, the city actually never expanded much beyond this point, which is why the inner city of Hamburg is quite densely covered with buildings and all the historic sights are not far from each other.

Right after your train leaves the station, you will see the university of Hamburg on your right-hand side. Compared to the long and proud history of the Free and Hanseatic City of Hamburg, it is a rather young university, founded in 1919. It is connected to the democratic rising in the Weimar Republic but traces its roots back some 300 years earlier to an »Akademisches Gymnasium« (Academic Highschool).

Shortly after, you will pass (but not stop at) the station »Sternschanze«, also once a fortification construction, nowadays known as a multicultural, alternative quarter, popular among students and hipsters.

5 to 10 minutes later, you cross the modern state border, and we welcome you to Schleswig-Holstein! And what better place, to host a HiSoN-Summer School? The name Schleswig-Holstein already kind of gives it away: Two former dutchies united, but their history is much more complicated and diverse than that: They were pop-



ulated by Jutes, Slavs, Saxons, and Frisians after the Migration Period (ca. 375–568 CE), with other peoples like the Romani and the Jewish in the course of their history, and were later governed by the Dukes of Schleswig-Holstein-Gottorf and/or by the Danish king – where Schleswig belonged to the Kingdom of Denmark, but Holstein to the Holy Roman Empire, even when ruled by the Danish king. Later it was governed by the Prussians (and – briefly – even by the Austrians!). After a referendum in 1920 the northern half of Schleswig became Danish, whereas the rest stayed German. Other smaller counties like the county of Holstein-Pinneberg, or the city of Lübeck, which used to be an independent constituent state up until 1937, were incorporated. After World War II, Schleswig-Holstein was part of the British occupation zone.



Today, Schleswig-Holstein recognizes three minority languages – Danish, North Frisian, and Romanes – and with Low German also one regional language. But historically speaking, other languages should be mentioned as well, at least South Jutish (Sønderjysk), Yiddish, Dutch, French, the Flensburg Dialect Petuh, and Missingsch, a hybrid language between Low and High German. No wonder, that the question of identity and national belonging became critical here especially in the long 19th century and from then on was more and more connected to language choice. This question of minority language and identity can also be investigated among migrants from North Frisia in the US, which is currently the project of a dissertation written at the Europa-Universität Flensburg (EUF).

Your train will probably not stop in Pinneberg, which is the official district capital of the district of the same name, but we just mention it here because the island of Heligoland, much further northwest, belongs to this district for administrative-pragmatic reasons. And Heligoland does indeed deserve to be mentioned. In its history, it was Danish, German, and British, before it was finally traded off to the Germans (in 1890) for the then colonised Zanzibar. But first and foremost, it was Frisian and one of the many North Frisian Dialects – Halunder – is still spoken there. More on the North Frisian language later on.

Back to the mainland, now. Because shortly, you will be arriving at…

ELMSHORN

[ɛlmsˈhoɐ̯n]

Elmshorn used to be a very industrialized city in the 19th century, famous for making leather. Nowadays its most famous product is Kölln Haferflocken, one of Germany's most popular brands of oat flakes, though most Germans probably think that they are produced in Cologne (Köln) because of the company's name. A classic case of folk etymology? Historically, Elmshorn was also one of the few places in Schleswig-Holstein, where Jews were allowed to settle before their legal emancipation in the 19th century. Others were Altona, Glückstadt, Rendsburg, Kiel, Lübeck, Schleswig, Segeberg and Friedrichstadt. Friedrichstadt, Glückstadt and Altona, however, had a special role, es those three towns became sanctuaries for all kind of different denominations. Friedrichstadt was home to Remonstrants, Mennonites, Catholics and German Jews, (as well as Lutherans), but also to all kinds of smaller denominations like Polish Brothers, Swedish Separatists, Quakers, Jehovah's Witnesses, and others. Friedrichstadt was also the only town in Schleswig and Holstein primarily built in 1621 to provide refuge for one group, here the Remonstrants, a Calvinistic split-off persecuted in the Netherlands. As they had a very liberal position towards other religions and it was of political and economic use for Friedrich III, they also allowed the other denominations to settle there, but the Dutch Remonstrants (and Mennonites) governed the town quite independently for several generations. Linguistically, it was thus a Dutch foundation in a mostly Low German country with Low German, High German, Yiddish, and maybe even West Frisian speakers pouring in quite early on, praying in Dutch, High German, Latin, and Hebrew well into the 19th century. The multilingualism of this town is currently being investigated in a PhD-project at the EUF (talk to Jan Niklas to find out more).



The next stop of your train will be Neumünster. The trains will be split there, with one half going to Flensburg, the other half going to Kiel. Though we highly recommend, you make sure to stay on the train to Flensburg, if you were to accidentally take the train to Kiel, you would pass Bordesholm, where a long time ago, a culturally very important monastery was to be found, before it was closed in the course of the Reformation and torn down in the 19th century. Here was the original place, where the famous Bordesholm Altar by woodcarver Hans Brüggemann was erected in the 16th century, now to be seen in the Schleswig Cathedral. And here the »Bordesholmer Marienklage«, a mystery play from the 15th century in Middle Low German was first performed. A new, scientific edition of this important work was compiled in cooperation of the EUF and the university of Kiel and is about to be published shortly.

NEUMÜNSTER

[nɔɪˈmʏnstɐ]

In the Early Middle Ages, the area around Neumünster was a border region between Holsteiners, Danes to the north, and Slavs to the east. To strengthen the Christian faith in the region, in 1127, the Bishop of Bremen ordered a ›new monastery‹ be built here – hence Neumünster. Not much later, Wagrien, the Slavonic region to the east, saw settlers coming in from Westphalia, Frisia, the Netherlands, and Holstein. The settlers lived among each other and the Slavonic population, but probably kept their home language for several generations, before Low German took over.

Low German used to be the general language of this area. The southern part of Schleswig was Germanized beginning in the 13th century, creating mixed language areas with *Sønderjysk*. Low German replaced Latin as a written language in official records such as those of the church, or in administrative things, but also in poetry, more and more in the Middle Ages – especially during the time of the Hanseatic league. With the decline of the Hanseatic league, Reformation and strengthening of the courts in the Holy German Empire in the 16th century, High German became the new written language, but Low German was still used as a spoken language even in the higher classes of society in Northern Germany for much longer and experienced a *renaissance* of sorts as a literary language in the 19th century. Especially in rural areas, some still speak it today, but it is being replaced more and more by High German.



Today, Neumünster is one of the biggest cities in Schleswig-Holstein, in the public eye very much shaped by modern migration, though the share of non-German residents was only slightly higher when compared to Kiel in 2021 (13.5 vs. 12.5 %), but indeed much higher than the state's average (8.9 %).

The next stop of your train will be…

NORTORF

['nɔʁˌtɔʁf]

Nortorf is home to a record museum, as the company TELDEC produced music records here between 1948 and 1989. Its predecessor Telefunken was, by the way, the producing company of the (in)famous »Lautdenkmal reichdeutscher Mundarten«, a collection of over 300 records with speech-samples of dialects of the Third



Reich, presented to Hitler as a present in 1937. Telefunken has an ambivalent history, as it produced quite a lot of propaganda records in those years but had also a rather liberal program for entertainment music with jazz artists such as Django Reinhardt and Teddy Stauffer. Hitler himself is said to have been not highly amused by the present, as it was in strong contrast to his strive toward a more and more uniform German nation. Because of the political dimension of the project, modern linguistics, on the other hand, was long hesitant to include the recordings in research.

The geography of the landscape, you are travelling through, is the *geest*, a rather sandy stretch of land going all the way from Hamburg to Denmark. Geest can also be found in other parts of Northern Germany, as well as in the Netherlands and Flanders. Most of these areas are ice age relicts and are often covered in heath. More towards the east, you'll find the rather hilly »Schleswig-Holsteinisches Hügelland«. In the west, which you will pass on your way from Flensburg to Amrum, are the marsh lands, consisting of sediments washed ashore and are not much above sea level. In contrast to the geest, the marsh is rather fertile and is used for agriculture and livestock. The typical (northern) German cow is black and white, a breed called »Holstein«. The geest on the other hand is thus less populated. But you might see livestock nowadays anyway.

After several minutes, you might notice, that your train is slowly but steadily ascending. The reason is the crossing of the Kiel Canal, which connects the North Sea with the Baltic Sea (hence its German name »Nord-Ostsee-Kanal«) and which was built from 1887 to 1895. When the canal was opened by German Kaiser Wilhelm II, it was called the »Kaiser-Wilhelm-Kanal«, named after his grandfather, who happened to have the same name as him. It is one of the busiest artificial water routes in the world. There was an older canal, connecting the Seas in the 18th century and maybe an even older shortcut, but more about that later. You will cross

the canal in Rendsburg. As Rendsburg is directly at the canal and they didn't want to be skipped by the railway, the train is going to descend in a large spiral around the city, called »Rendsburger Schleife«, to reach the station. So, you will have two spectacular views: a bird's eye view over the canal, where it should not take a lot of luck to spot a huge containership or a small sailing boat below, and of Rendsburg from above.

RENDSBURG

['ʁɛnt͡sˌbʊɪ̯ç]





When leaving the station of Rendsburg, you will see the Obereider, a small marina to your right, and then shortly after that (also on your right) close to the rails you will see the mosque of Rendsburg, combining north German brick architecture with oriental style elements.

Rendsburg long stood under Danish rule but was briefly occupied by the Swedish during the Thirty Years War. As one of the most important Danish garrison towns it also saw Spanish auxiliary forces in 1808 and was besieged by Swedish and Russian troops in the Napoleonic wars. Rendsburg is also on the historic border of Schleswig and Holstein. You are thus now in the old Duchy of Schleswig.

From Rendsburg on, you are more or less following the old »Ochsenweg«, going from Viborg in Denmark to Wedel in Holstein. The route itself probably dates back to the Bronze Age, but the name is more likely derived from the 14th or 15th century cattle drove that follows the same route. At this time, it was also complemented by a second route in the west, going via Ribe in Denmark all the way down to Husum. On this second route, there was once upon a time a small country inn with the name »Peterskrug«. The route was also used by seminarians who studied at the teacher seminar in Tondern in the 19th century. A couple of those seminarians presented a guest book to the innkeeper at the Peterskrug in 1834. They and other travellers filled the pages over the course of the next ca. 50 years with songs, verses, quotes, toasts and little stories of their journey. Entries in High German can be found next to Danish, Frisian, Low German, Latin, and French texts. The better educated seminarians also liked to correct or comment on the entries of sailors and cattle drovers. A scientific edition of this

book, called »Ranzelberger Gästebuch«, with more on the historic context is currently underway at the EUF in cooperation with the Nordfriisk Instituut (for more about this, talk to Sam or Momme).

OWSCHLAG

['o:fʃla:k]



From Owschlag it is not far to Schleswig and on your way, you will be quite close to the historical site of Haithabu, just south of Schleswig, which was one of the biggest Danish trading ports in the Early Middle Ages. It owes its importance to its location: perfectly situated to connect the Cimbrian Peninsula with the southern Baltic Sea, between Denmark, German-Franconia, and the Slavonic tribes of the Obotrites in the southeast. It had access to the sea via the Schlei, a long and thus protected inlet, and to travel on land through its closeness to the »Heerweg«, the merchant's route later called »Ochsenweg«, mentioned above. The Vikings, who founded Haithabu, may have even used the port as a shortcut to the North Sea, letting oxen drag their boats from the Schlei to the Treene 16 km via land and going then via the Treene and the Eider to the North Sea – but the factualness of this is disputed. After several wars of damage and plundering in the 11th century, it was not rebuilt, as the inhabitants moved to Schleswig on the other side of the Schlei. Haithabu was also the easternmost point of a huge fortification closing the isthmus between the Schlei and the Treene since at least the 9th century, called the »Danewerk« (Danevirke). It became a symbol of Danish nationalism in the 19th century and was reactivated in the First Schleswig War (1848–1851) between Denmark and the German-minded people of Schleswig and Holstein.







SCHLESWIG

['ʃle:svɪç]

Schleswig is the former capital of the Duchy of Schleswig, one of the seven ancient diocesan towns of the Kingdom of Denmark, and home to Gottorf Castle, which was the ancestral seat of the Dukes of Schleswig-Holstein-Gottorf. Especially Duke Friedrich III in the 17th century was one of the most renowned dukes of the Duchy. He not only founded Friedrichstadt (in the south western part of the Duchy near the North Sea) as a refuge for religious migrants, but he was also known for financing expeditions to Moscow and Isfahan to initiate trade relations. He instructed the building of a giant, movable globe with a map of the world on the outside and a planetarium on the inside. It was said to be the eight Wonders of the World in its time. A reconstruction of the globe, which was burnt in St. Peterburg in the 18th century, is on display in a newly erected Globe House in the baroque garden also built under Friedrich III. He and King Christian V commissioned the mapping of Schleswig and Holstein by Johannes Mejer, whose maps were published in 1652 together with a detailed description of the country by Caspar Danckwerth. Schleswig's beautiful cathedral houses the aforementioned Bordesholm Altar and Schleswig is still home to the state archive. It is a pity, that the train station is outside of the town (actually on a hill called ›Friedrichsberg‹, but that's all you will find there from Duke Friedrich III today), so you won't really see a lot of the beautiful old town. But, nonetheless, your travel goes on!



JÜBEK

['jy:be:k]

East of Jübek lies the picturesque landscape of Anglia. It is a most interesting area linguistically, as it has the social peculiarity that farmers with estates belonged to the highest social classes in the 18th and 19th century and thus Low German, instead of High German, was the prestige variety, whereas Sønderjysk was seen as characteristic of the lower classes. During the enlightenment, there was an attempt

to strengthen High German here, which was met with some resistance, but it weakened the position of Sønderjysk, as Low German lost some of the prestige it had had, but was still preferred over Sønderjysk. Ideologically it was strengthen again in the national discussions in the 19th century. Whereas the classification of Sønderjysk had caused some problems before, it was now given by some as the reason, why Anglia ought to be Danish. But schooling had already introduced High German to a level that the implementation of Standard Danish in its place failed in general. It was more successful after World War II, when the Danish-minded parts of the population looked more toward Denmark and the Danish minority achieved legal institutional equality. But this equality did not revive Sønderjysk, as the measures were solely directed towards Standard Danish.

You might notice from so much discussion of Danish, that you are fast approaching the German-Danish border region, which was (and to some degree still is) a special linguistic hotspot, with Standard Danish and Standard German fighting as symbols of national identity in the 19th century, omitting the local varieties of Low German, Sønderjysk and North Frisian. A DFG-project (German Research Foundation) aiming to visibilize the often invisible or invisibilized multilingualism in the Duchy of Schleswig just started at the EUF (talk to Sam if you want to know more).



TARP
['ta:p]

Tarp is your last stop before reaching your destination, Flensburg. We'll skip details on the few things, that are to be said about this place – its proximity to the »Ochsen-« or »Heerweg« brought some merchants in times of peace and soldiers in times of war, fittingly today, it is home to a garrison of the German air force since the 1950s and used to have the northernmost German mega-disco before it got closed for fire safety reasons 2014 – and encourage you, to read the information on Flensburg now, so that you are well informed before meeting the others for the-bus and ferry to Amrum.



FLENSBURG

['flɛnsbʊɪ̯ç]

Flensburg was an old and important trading port for the Baltic Sea. It saw a first boom due to herring fishing in the Middle Ages and a second in the 18th and 19th centuries, when it processed sugar from Danish colonies to rum. Most German drivers know it involuntarily today as it is also home to the Kraftfahrt-Bundesamt, the Federal Office that registers the penalty points for traffic offences. Flensburg used to have a very distinct urban dialect especially in the 19th century called Petuh. As a town right at the German-Danish border, it is home to a couple of related institutions, such as the Danish Central Library and the European Centre for Minority Issues. The location at the border is also one reason, that the university here is embellishing its profile as a »Europa-Universität« (European University). This university is also home to the Institute for Frisian Studies and Minority Research, which is organizing this summer school.

From Flensburg, you will have transport to the North Frisian Island of Amrum. It is thus a good time now, to talk about the North Frisian Language. North Frisian consists of several dialects, which are divided in two larger groups: Mainland North Frisian and Island North Frisian, which are the result of two separate settlement movements in the 7th and 11th centuries. The island dialects are called Söl'ring (on the Island of Sylt), Fering (on the Island of Föhr), Öömrang (on the Island of Amrum) and Halunder (on the Island of Heligoland). On the mainland, the dialects are all called Frasch, Fräisch, Freesch or Freesk, depending on the five to six dialects there. In general, North Frisian is being used less and less, while Low, but especially High German is being used more and more. The shift is stronger on the mainland than on the islands. It is claimed, that up to 8,000 people still speak North Frisian, but this number has not been re-evaluated for decades. Most children, speaking North



Frisian today, grow up with German as their first language, with North Frisian following shortly after. Only children on the west side of the island of Föhr still use North Frisian as their L1. How modern speakers of North Frisian use their language in social media and how their language changes due to language contact with German are the topics of two dissertations currently being researched at the EUF (for more information on the latter talk to Meike, who we will meet on our excursion). Before you reach Flensburg and meet up with the others for transportation to Amrum, here are some of the most basic expressions in Öömrang, the Frisian of the island of Amrum:



Öömrang	IPA	English
gudai	gʊˈdaɪ̯	hello
adjis	aˈjiːs	goodbye
ik san […]	ɪk ˈsan	I am [*your name*]
Hoker beest?	ˈhɔkɐ ˈbeːst	Who are you?
sünhaid	ˈsʏn̩haːɪ̯d	cheers
Leet at di smeek!	leːt at dɪ ˈsmeːk	Enjoy your meal!
At iidjen wiar böös gud!	at ˈiːɟn̩ viɐ̯ bøːs ˈgʊd	The food was very tasty.
Ik maad at ei.	ɪk ˈmɑːd at aɪ̯	I didn’t like it.
Ik mei hal en kofe haa.	ɪk ˈmai ˈhal an ˈkɔfe hɑː	I’d like a coffee.
Ik mei hal en biar haa.	ɪk ˈmai ˈhal an biɐ̯ hɑː	I’d like a beer.
Ik mei rocht hal üüb Oomram wees.	ɪk ˈmai ʁɔxt ˈhal yːb ˈɔːmʁam veːs	I enjoy being on Amrum.
Ik san heer am tu werkin.	ɪk san hiɐ̯ am tʊ ˈvɛɐ̯kn̩	I am here to work.



Öömrang	IPA	English
Huar gungt at tu a strun?	huəʁ gʊŋt at tu a stʁʊn	Which way is the beach?
Wel wi noch auer tu a strun?	vɛl vɪ nɔx aʊ̯ʁ tu a stʁʊn	Shall we go to the beach?
Hü skal’t weder daalang wees? As’t warem enooch am tu baadin?	ˌhʏ ˈskal.t ˈvɛdɐ ˈdɑːlaŋ ˌveːz ˈas.t ˈvaʁəm ˈɛnˌɔːx ˌam ˌtʊ ˈbɑːdn̩	What is the weather supposed to be like today? Is it warm enough to go swimming?
Ik liaw nooch, man ik fersjük hir at best faan ring dooten tu maagin. At weder anert ham a hiale tidj.	ɪk liɐ̯w nɔːx man ˈɪk fɐˈʃyk hiʁ at ˈbɛst fɑːn ʁɪŋ ˈdɔːtn̩ tʊ ˈmɑːgn̩ at ˈvɛdɐ ˈanɛɐ̯t ham a ˈhiɐ̯lə tiːɟ	I think so, but I’m just trying to make the best use of bad data here. The weather keeps changing all the time.
at best faan ring dooten maage	at ˈbɛst fɑːn ʁɪŋ ˈdɔːtn̩ ˈmɑːgə	making the best use of bad data
halanta	ˈhalanta	Our local interpretation of the HiSoN-Summer-School classic Fantouzo: Instead of mixing ouzo with Fanta, try a local schnaps called ›Strandhafer‹ (which translates to ›halem‹ in Öömrang) mixed with Fanta.



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