1. Record Nr. UNINA9910790711903321 Garrison William L. <1924-> Autore Titolo The transportation experience / / William L. Garrison and David M. Levinson Pubbl/distr/stampa New York:,: Oxford University Press,, 2014 ©2014 **ISBN** 0-19-939583-7 0-19-938952-7 Edizione [Second edition.] Descrizione fisica 1 online resource (634 p.) LevinsonDavid M. <1967-> Altri autori (Persone) Disciplina 388.0973 Soggetti Transportation and state - United States - History Transportation and state - Great Britain - History Lingua di pubblicazione Inglese **Formato** Materiale a stampa Livello bibliografico Monografia Note generali Description based upon print version of record. Includes bibliographical references and index. Nota di bibliografia Nota di contenuto Cover; The Transportation Experience; Copyright; Contents; List of Figures; List of Tables; 1 Wave One: 1790-1851; 1 Rivers of Steam; 1.1 Steam Boats and Stream Boats; 1.2 The Steam Engine; 1.3 Bridgewater; 1.4 Erie and Emulation: Canals in the United States; 1.5 France in America: The US Army Corps of Engineers; 1.5.1 OHIO-MISSISSIPPI RIVER SYSTEM: 1.5.2 KENTUCKY RIVER: 1.5.3 TENN-TOM: 1.6 Discussion: 2 Design by Design: The Birth of the Railway: 2.1 Plateways to Railways; 2.2 Profile: Richard Trevithick; 2.3 Profile: George Stephenson: 2.4 Stretching the State of the Art 2.5 Design by Design2.6 Defining the Railway; 2.7 Discussion; 3 Incentivizing Investment: Roads through the Turnpike Era; 3.1 Steam Cars; 3.2 From Trails to Roads; 3.3 The Corvee; 3.3.1 THE CORVEE IN ENGLAND: 3.3.2 THE HEART OF MIDLOTHIAN: 3.3.3 THE CORVEE IN FRANCE; 3.3.4 THE BEGAR IN SOUTH ASIA; 3.3.5 THE CORVEE IN JAPAN; 3.4 Profile: John Loudon McAdam; 3.5 Profile: Thomas Telford; 3.6 Stagecoach: 3.7 Turnpike Trusts: 3.8 Turnpike Companies: 3.9 Plank

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## Sommario/riassunto

The Transportation Experience explores the historical evolution of transportation modes and technologies. The book traces how systems are innovated, planned and adapted, deployed and expanded, and reach maturity, where they may either be maintained in a polished obsolesce often propped up by subsidies, be displaced by competitors, or be reorganized and renewed. An array of examples supports the idea that modern policies are built from past experiences. William Garrison and David Levinson assert that the planning (and control) of nonlinear, unstable processes is today's central transportation p