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| 1. Record Nr.           | UNINA9910823836403321   |
| Autore                  | Garrison William L. <1924->   |
| Titolo                  | The transportation experience // William L. Garrison and David M. Levinson  |
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| Edizione                | [Second edition.]   |
| Descrizione fisica      | 1 online resource (634 p.)  |
| Altri autori (Persone)  | LevinsonDavid M. <1967->  |
| Disciplina              | 388.0973  |
| Soggetti                | Transportation and state - United States - History<br>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.   |
| Nota di bibliografia    | Includes bibliographical references and index.  |
| 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<br>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 Roads; 3.10 Mail and the Gospel of Speed; 3.11 Fin de Siecle; 3.12 Discussion; 2 Phase I of the Life-cycle; 4 Inventing and Innovating<br>4.1 There Are Multiple Models for Innovation and Invention4.2 Essential Knowledge May Follow Innovation; 4.3 Technology Progresses with Building Blocks; 4.4 Patents May Constrain Innovation; 4.5 Innovation |

Requires an Adequate Design Serving the Right Market Niche; 4.6 Policies May Be Forged to Aid Infant Industries; 4.7 The Potential for Improvements as the Predominant Technology Emerges Is Critical; 4.8 An Innovation Has to Be Consistent with Market (Client) Values; 4.9 For a System to Work, All Components Have to Function Appropriately; 4.10 Innovative People Abound 4.11 Innovations Must Finesse Existing Constraints 4.12 Innovative People Cooperate; 4.13 Excuses for Inaction Abound; 4.14 Innovation Can Be Innovated; 4.15 Transportation Development Is Chancy; 3 Wave Two: 1844-1896; 5 The Modern Maritime Modes Emerge; 5.1 Beginnings; 5.2 Trading Companies; 5.3 A Port in a Storm; 5.4 Cargo Ships; 5.5 Ocean Liners; 5.6 The SS Great Eastern; 5.7 Profile: Marc and Isambard Kingdom Brunel; 6 Railroads Deployed: Learning from Experience; 6.1 Trials and Errors; 6.2 Emulation; 6.3 Learning about Networks: The Legrand Star Plan; 6.4 Learning about Technology 6.5 Learning about Passenger Service Standards 6.6 Learning about Freight Rate-Making; 6.7 Learning about Embedded Policies: The Org Chart; 6.8 Learning about Rules: The Code of Operations; 6.9 Learning about Time: The Rise of the Time Zone; 6.10 Learning about Traveler Information; 6.11 Learning about Right-of-Way: The Conflict between Land for Access and Land for Activity; 6.12 Learning about Alliances; 6.13 Profile: Cornelius Vanderbilt; 6.14 Learning about Finance: The Erie War; 6.15 Comments by Social Critics; 7 Good Roads, Bicycle Mechanics, and Horseless Carriages 7.1 Bicycles as Building Blocks

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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

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| 2. Record Nr.           | UNIORUON00386712  |
| Autore                  | TOLSTOJ, Lev Nikolaevi                                  |
| Titolo                  | Anna Karenina / Leone Tolstoj ; A cura di Nice Contieri |
| Pubbl/distr/stampa      | Roma, : Gherardo Casini Editore, 1957                   |
| Descrizione fisica      | 927 p. ; 21 cm.   |
| Disciplina              | 891.733   |
| Lingua di pubblicazione | Italiano  |
| Formato                 | Materiale a stampa                                      |
| Livello bibliografico   | Monografia  |