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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

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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