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Autore	Garrison William L. <1924->
Titolo	The transportation experience // William L. Garrison and David M. Levinson
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Altri autori (Persone)	LevinsonDavid M. <1967->
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Livello bibliografico	Monografia
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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 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 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.	UNISA996395263803316
Titolo	New-England's ensigne [[electronic resource] ] : it being the account of cruelty, the professors pride, and the articles of their faith; signified in characters written in blood, wickedly begun, barbarously continued, and inhumanly finished (so far as they have gone) by the present power of darkness possest in the priests and rulers in New-England, ... This being an account of the sufferings sustained by us in New-England, (with the Dutch) the most part of it in these two last yeers, 1657, 1658. With a letter to Iohn Indicot, and Iohn Norton, Governor, and chief priest of Boston, and another to the town of Boston. Also, the several late conditions of a friend upon the Road-Iland, before, in, and after distraction; with some quæries unto all sorts of people, who want that which we have, &c. // VVritten at sea, by us whom the vvicked in scorn calls Quakers, in the second month of the yeer 1659. This being a confirmation of so much as Francis Howgill truly published in his book titled, The Popish inquisition newly erected in New-England, &c
Pubbl/distr/stampa	London, : printed by T.L. for G. Calvert, at the Black-Spread-Eagle, neer the west-end of Pauls, 1659
Descrizione fisica	[2], 120, [2] p
Altri autori (Persone)	NortonHumphrey <fl. 1655-1659.> RousJohn <d. 1695.> CopelandJohn <17th cent.>
Soggetti	Society of Friends - New England Persecution - New England
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Relates the sufferings of the Quakers in New England. Attributed to Humphrey Norton, John Rous and John Copeland. cf. Smith, J. Friends' books. Signed: Humphrey Norton, John Rous, John Copeland, Robert Hodgshone, William Newland, Henry Howland, Edward Rawson, Christopher Holder, William Shattuck, Katherine Scot. Reproduction of original in the British Library.

