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industry, despite fierce opposition. This upset marked a rare example in American politics of diffuse public interests winning out over powerful economic lobbies. In Braking the Special Interests Dorothy Robyn draws upon firsthand observations of formal proceedings and behind-the-

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scenes maneuverings to illuminate the role of political strategy in the landmark trucking battle. Robyn focuses her analysis on four elements of strategy responsible for the deregulator's victory—elements that are essential, she argues, to any successful policy battle against

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entrenched special interests; the effective use of economic data and analysis to make a strong case for the merits of reform; the formation and management of a diverse lobbying coalition of firms and interest groups; presidential bargaining to gain political leverage; and transition

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schemes to reduce uncertainty and cushion the blow to losers. Drawing on political and economic theory, Braking the Special Interests is an immensely rich and readable study of political strategy and skill, with general insights relevant to current political battles surrounding trade,

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Agriculture, and tax policies. Robyn's
interdisciplinary work will be of great
value to scholars and practitioners of
politics, economics, and public policy.

The Best Transportation System in the

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World focuses on the centrality of government in organizing the nation's transportation industries. As the authors show, over the course of the twentieth century, transportation in the United States was as much a product of hard-fought politics, lobbying, and litigation as it was a

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naturally evolving system of engineering and available technology. For example, in the mid-1950s, President Eisenhower, concerned about a railroad industry in decline, asked Congress to grant railroad executives authority to modify prices and service even as he introduced the

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Deregulation that provided for the national highway system. And as early as the 1960s, presidents across the political spectrum, including Johnson, Nixon, Ford, and Carter, sought broad deregulation of the transportation industry in order to prime the economic pump or, in the 1970s,

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reverse stagflation. At every turn, the
authors contend, political
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considerations served to shape the
businesses and infrastructure that
Americans use to travel.

Canada and the United States
exchange the world's highest level of

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regulation, valued at \$1.4 billion a day. Two-thirds of this trade travels on trucks. Heavy Traffic examines the way in which the regulatory reform of American and Canadian trucking, coupled with free trade, has internationalized this vital industry. Before deregulation, restrictive entry

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rules had fostered two separate national highway transportation markets, and most international traffic had to be exchanged at the border. When the United States deregulated first, the imbalance between its opened market and Canada's still-restricted one produced a surprisingly

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difficult bilateral dispute. American deregulation was motivated by domestic incentives, but the subsequent Canadian deregulation blended domestic incentives with transborder rate comparisons and concerns about trade competitiveness. Daniel Madar shows that deregulation

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created a de facto regime of free trade in trucking services. Removing regulatory barriers has enabled Canadian and American carriers to follow the expansion of transborder traffic that began with the Canada-US Free Trade Agreement and continues with NAFTA. The services available

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with deregulated trucking have also supported sweeping changes in industrial logistics. As transborder traffic has surged, the two countries' carriers -- from billion-dollar corporations to family firms -- have exploited the latitude provided by deregulation. This book is a valuable

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Deregulation to our understanding of the policy processes and economic conditions that led to trucking deregulation. As a study in public policy formation and the international effects of reform, it will be of interest to students and scholars of political economy, international relations, and

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In the past few decades, the field of transportation has changed dramatically. Deregulation and greater reliance on markets and the private sector has helped to reconfigure the transport industries, while the rise of

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intermodal goods and global
commerce has produced efficiencies
of operation and a greater
interdependence among transport
modes. In a

Motoring unmask the forces that
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experience--commercial, aesthetic, cultural, mechanical--as it takes a timely look back at our historically unconditional love of motor travel. Focusing on recreational travel between 1900 and 1960, John A. Jakle and Keith A. Sculle cover dozens of topics related to drivers, cars, and

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highways and explain how they all converge to uphold that illusory notion of release and rejuvenation we call the "open road." Jakle and Sculle have collaborated on five previous books on the history, culture, and landscape of the American road. Here, with an emphasis on the driver's

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perspective, they discuss garages and gas stations, roadside tourist attractions, freeways and toll roads, truck stops, bus travel, the rise of the convenience store, and much more.

All the while, the authors make us think about aspects of driving that are often taken for granted: how, for

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instance, the many lodging and food options along our highways reinforce the connection between driving and "freedom" and how, by enabling greater speeds, highway engineers helped to stoke motorists' "blessed fantasy of flight." Although driving originally celebrated freedom and

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touted a common experience, it has increasingly become a highly regulated, isolated activity. The motive behind America's first embrace of the automobile--individual prerogative--still substantially obscures this reality. "Americans did not have the automobile imposed on

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them," say the authors. Jakle and Sculle ask why some of the early prophetic warnings about our car culture went unheeded and why the arguments of its promoters resonated so persuasively. Today, the automobile is implicated in any number of environmental, even social,

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problems. As the wisdom of our dependence on automobile travel has come into serious question, reassessment of how we first became that way is more important than ever.

First Published in 1999. Routledge is an imprint of Taylor & Francis, an

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A comprehensive general reference on major American interest groups. This encyclopedia provides information on the lobbies and interest groups that dominate modern American politics. It provides descriptions of 13 categories

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political participation of individual citizens - alongside the political advocacy of thousands of organized interests - in order to demonstrate that American democracy is marred by ingrained and persistent class-based inequality.

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