

praisal. The biggest drawback for the non-American reader is the fact that the book addresses only American readers, as it is entirely focused on coastal zone management issues in the U.S.A.—a limitation not reflected in the book's title. Thus, some of the chapters dealing with philosophical aspects, policy issues, and managerial tools are not directly applicable to other countries. The same exclusively American focus is present in the examples and case studies, and a more appropriate title might have been, *An Introduction to American Coastal Zone Management*.

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**GEOGRAPHY OF TRANSPORTATION** by Edward J. Taaffe, Howard L. Gauthier, and Morton E. O'Kelly. New Jersey: Prentice Hall, 2nd edition, 1996.

First published in 1973, Taaffe and Gauthier's *Geography of Transportation* became the main textbook in transportation geography courses. Despite a world-wide demand for textbooks in the field, most of the books published since 1973 were not comprehensive enough to provide a full geographical view of the study of transport. A partial and essential contribution was Hanson's 1986 volume on the geography of urban transportation, which complemented the basic textbook.

While the field of transport geography made only slow progress since the mid-1970s, the field of transport planning has already changed a few research paradigms and branched out, especially delving more deeply into transportation logistics, transportation behavior, transport modelling, and transportation policy.

This new second edition of *Geography of Transportation* has doubled in size. Both theoretical and empirical material from the 'pure' transportation field have been added. The pioneering authors, E. Taaffe and H. Gauthier, welcomed aboard a third co-writer, M. O'Kelly, who helped to expand the book which is now divided into three parts.

The first part, entitled 'Introduction to Transportation Geography', includes six chapters. The first two chapters deal with the basic notions of spatial organization, both physical and economic. The remaining four chapters describe several aspects of the U.S. transportation system including its evolution, current organizational and operational trends, and selected dimensions of urban transportation. Characteristics of urban travel behavior are still missing. The second edition of such an important textbook should have also included non-U.S. examples. The over-emphasis of American situations somewhat reduces the general applicability of the book.

The second part provides an introduction to transport analysis. It covers four topics: spatial interaction models (mainly the gravity model), network analysis, allocation models, and a newly introduced model on the urban transport planning system. The discussion of the transport planning model is brief, describing the basic techniques used but supplying very few examples.

The third part introduces selected approaches to transport analysis. It actually includes new material on three previous topics: spatial interaction models, network analysis, and urban transport analysis. The new material added to the book was assembled from the transportation literature and not from geography. Surprisingly though, the last chapter returns to network analysis from a positivistic geographical perspective, analyzing linkages and hub-and-spoke systems. Once again, however, it concentrates solely on the U.S. system.

The increasing use of GIS and GPS systems in both transportation research and application is only mentioned in the final comments. Even though this book is a basic introduction to transport geography, the second edition of the pioneering 1973 text should have included more material on innovations in the field, including navigation systems, smart highways, time-based transportation mapping, GIS and GPS usage, spatial effects of telecommunication, environmental effects of transport systems, and a wider international perspective. Until we have such a text, however, the second edition of *Geography of Transportation* will serve as the main text for those who will not 'shop' elsewhere.

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LANDSCAPE IN AMERICA by George F. Thompson. Austin: University of Texas Press, 1995.

Geography is (also) about landscape, and the sensitivity to landscape is a necessary aspect of the geographer's craft. Yet the term landscape is also used by art historians and cultural historians as well as by painters, poets, planners, and architects. In modern usage, landscape and the representation of landscape seem to blend. This, of course, is no coincidence. When in the 17th century Dutch landscape painting generated the notion of landscape as a pictorial representation of rustic settings, in England the term started to denote painted pictures of the countryside. The German word 'Landschaft', on the other hand, also designates an area or a region. Broadening of the terms' meanings seems to be inevitable. When political analysts refer to changes in the 'political landscape' they do not necessarily mean voting patterns in the countryside. Those committed to semantic clarity may find the metaphoric uses of landscape annoying. Yet the broad use of the term is evidence to its popularity and power. In contemporary use, landscape is not a mere aesthetic object but also a shorthand for an aggregate of elements that constitute a coherent composition.

The study of landscape is embedded into geographical analysis. *Interpretations of Ordinary Landscapes* (David Meining) and *Symbolic Landscapes as Social Formation* (Denis Cosgrove) are prominent examples of relatively recent influential studies that made landscapes their central theme. In his penetrating essays, J.B. Jackson examines the understanding of various aspects and facets of the American vernacu-