ON DIFFERENT TRACKS
Designing Railway Regulation in Britain and Germany

Martin Lodge

PRAEGER
Westport, Connecticut
London
Contents

<table>
<thead>
<tr>
<th>Acknowledgments</th>
<th>vii</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbreviations</td>
<td>ix</td>
</tr>
</tbody>
</table>

Introduction 1

PART I  The Institutional Argument 13

1  Isomorphism in Regulatory Choice 15

PART II  Regulatory Change after the First World War 31

2  Institutional Weakness and Domain Orientation in Britain 33

3  Minimum Insulation and Persistence in Germany 52

PART III  The Age of Public Ownership 73

4  The “Socialization of Transport” and the Search for Efficiency in Britain 75

5  Choosing between Domestic “Paths” in West Germany 95
<table>
<thead>
<tr>
<th>PART IV</th>
<th>Regulatory Reform and Forms of Privatization</th>
<th>117</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>&quot;Regulation by Competition&quot; as Switchman</td>
<td>121</td>
</tr>
<tr>
<td></td>
<td>for the Traffic of Regulatory Design Ideas in Britain</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Domain-Oriented Isomorphism and Institutional Compromise in Germany</td>
<td>143</td>
</tr>
</tbody>
</table>

Conclusion

Epilogue

Appendix

Bibliography

Index