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**Review: Peter Klaus and Stefanie Müller, eds. The Roots of Logistics: A Reader of Classical Contributions to the History and Conceptual Foundations of the Science of Logistics (Berlin: Springer, 2012).**

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Peter Klaus and Stefanie Müller, eds. *The Roots of Logistics: A Reader of Classical Contributions to the History and Conceptual Foundations of the Science of Logistics* (Berlin: Springer, 2012). Cloth and paperback. 427 pp. ISBN-13: 978-3642439186.

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Logistics and transportation management has evolved dramatically over the last 70 years, from an emerging area of interest in the 1940s to the established discipline of supply chain management today. In that time, scholars have produced a rich body of knowledge on the core problems facing professionals in the field. More and more schools are now looking to leverage this knowledge to develop high-quality curriculums for their students. At the same time, business leaders continue to turn to logistics and supply chain scholars for actionable, evidence-based guidance on a range of pressing issues. This situation presents both challenges and opportunities. In order to serve current and future professionals, scholars must be able to distill decades of research into a concise set of management principles while also pursuing innovative research that keeps pace with the rapidly changing times. As argued in this issue, middle-range theorizing represents a promising approach for meeting this dual requirement of exploring new possibilities while exploiting existing disciplinary knowledge.

In this context, *The Roots of Logistics* makes a welcome contribution to the literature. A collection of (oftentimes hard to come by) articles and excerpts, the book is an illuminating primer on the theoretical underpinnings of our discipline. The first three sections of the book focus on theoretical arguments that underpin current thinking on the value that transportation and logistics activities create. They touch briefly on the role of *logistics in warfare* (Jomini and Eccles), and then move on to value creation from the perspective of *business economics* (Morgenstern and Marshall), *marketing* (Weld and Converse), *management* (Drucker), and *transportation systems* (Klaus and Sheffi).

The next four sections focus on the management of transportation and logistics activities in order to maximize their value contribution, highlighting foundational thinking in the areas of *industrial systems and process flows* (Forrester, Ohno, Oliver, and Webber), *network design and capacity planning* (Clarke and Wright, Hax and Meal), and *organizational strategy and management* (Levitt, Coase, Simon, Weick, and Ouchi).

The inclusion of early European, particularly German, thinkers (e.g., Launhardt, Nordsieck, Quesnay, and Voigt) drives home the intellectual depth and breadth of the field. Brief introductions to each section give some useful historical context as well as additional recommended readings. The opening essay by the editors also provides a useful framework for making sense of past, present, and future developments in the field.

While the book does cover much of the intellectual history of logistics and supply chain management, the selections are far more than academic memorabilia. *The Roots of Logistics*

represents a sort of guidebook to the core logic that governs much of the thinking in our discipline. Understanding this logic is critical for both the exploration and exploitation of knowledge implied by middle-range theorizing. Scholars seeking to exploit the current base of knowledge, for instance, should look to these articles for baseline assumptions about relevant variables and relationships. Those interested in pushing the boundaries of knowledge can likewise find discussions that are deeply rooted in logistics thought but nevertheless relevant to such current issues as *risk management* (“Managing Surprise and Discontinuity” by Igor Ansoff), *service supply chains* (“Production-line Approach to Service” by Theodore Levitt), and *green logistics* (“Production, Consumption, and Externalities” by Robert Ayres and Allen Kneese). The book therefore suggests a variety of opportunities for new research.

No book is entirely without drawbacks, however. First, the book’s cover price of \$209 likely limits its readership to a relatively small group of devoted scholars. This is unfortunate, as practitioners and students would benefit from exposure to these articles. The layout and overall presentation likewise do little to enhance the appeal to a nonspecialized audience. Moreover, some arguably foundational concepts in logistics, transportation, and supply chain management receive scant attention. Given the importance of speculation/postponement in logistics thought, for example, foundational articles on this topic by Louis Bucklin, Roy Shapiro, and Walter Zinn would have been welcome. Also absent is Wroe Alderson and Miles Martin’s classic, “Toward a Formal Theory of Transactions and Transvections,” which represents an early example of rigorous theorizing on the movement of goods and information. Such additions might serve as a starting point for revisions to a much hoped-for second edition. Nonetheless, this book does provide a stimulating look at the deep intellectual roots from which current scholars can draw to meet the challenges and opportunities of today.