Organization and Understanding of Citations in Preparation for a Literature Review

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When creating a literature review you need to be able to find relevant things, yes, but there's a lot of emphasis on understanding what you list and putting it into an order that tells a story or narrative to your reader (me :-)) - Here's my recipe for gathering and synthesizing (understanding and prioritizing/ordering) the good stuff:

1. **IEEE citation** of the information source
2. A **sentence (or less)** describing what the source is about - in your words
   a. *How do I get this info? Read the abstract, or the first page or so of the source, read the conclusion - especially in scholarly items, they're quick to come to the point in these places.*
   b. *It is handy to add bold or color to your description of the article so you can easily refer to it later.*
3. A **quote** directly taken from the source that describes a major point (or the major point)

SAMPLES related to the sustainability of diesel trucks for interstate shipping in the era of Amazon and online shopping for everything (note: I did IEEE style – how did I do?)


Railroads were the major competition for trucking in the early 20th century, and their infrastructure (railroads) still exists in a diminished state

"[In 1931 New York City, trucking...] eventually displaced much of the rail-based freight service."
Due to government policy changes, Europe saw huge growth in passenger cars using diesel, but summarily a great increase in air pollution as well.

"The market share of diesel cars in Western Europe went from less than 14 percent in 1990 to half today, after touching a high of 56 percent in 2011." "In addition to lower respiratory diseases like chronically obstructive pulmonary disease and asthma, particulate matter in the engines’ fumes is associated with heart attacks, lung cancer, and strokes..."

California has nation-leading air quality policies and almost half of the pollution that they target comes from diesel trucks. One proposal is using *caterenary wires* and having a dedicated electric truck corridor (neat!).

"Wringing enough pollution out of trucks and other cargo-moving vehicles to get Southern California's ozone levels down to 70 ppb will require a "paradigm shift" to battery-electric and fuel cell technology, said Scott Samuelsen, an engineering professor who directs the Advanced Power and Energy Program at UC Irvine. The key question, he said, "is how to make an economically viable transition of a freight industry that's evolved with diesel engines.""