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Condit, Carl W. *The Railroad and the City: A Technological and Urbanistic History of Cincinnati*, Columbus: Ohio State University Press, 1977. Pp. xii, 335. Maps, tables, illustrations. \$15.00

Alan F. J. Artibise

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Condit, Carl W. The Railroad and the City: A Technological and Urbanistic History of Cincinnati. Columbus: Ohio State University Press, 1977. Pp. xii, 335. Maps, tables, illustrations. \$15.00.

The evolution of the city with respect to urban circulation may conveniently be traced through three radically unequal periods that Professor Condit designates as, respectively, the horse-and-pedestrian phase, the railroad phase, and the automotive phase. In the second span of this sequence technology became a primary determinant of the particular urban form and growth configuration that characterize the modern industrial city; and the railroad was to play a crucial and decisive role in this development. The very plan and network of the rails, the physical and geographical position of the tracks on the land and in the area, came to dictate the surrounding urban fabric and the pattern of land use. So also did the railway station, which became a very special kind of urbanistic institution, a veritable microcity that mirrored and encapsulated the life of the metropolis around it. The train, too, functioned as a sort of microcity, a mobile equivalent of the terminal that, in moving over the ground, was joined to the city and its suburbs by the station, which connected the entire metropolitan area with the larger milieu. The history of the railroad thus offers another means for comprehending the city through its growth around the new focal points, its arterial system, and through the pattern of movement in, out, and around it.

Americans generally believe that all this belongs irrevocably to the past, but Professor Condit shows, using Cincinnati as a starting point, first, that even if this is the case it is highly questionable whether the present offers any improvement on the past, and second, that the earlier arrangements offer valuable lessons for the future. Condit chose Cincinnati for his study since the city was throughout the period of rail dominance a strategic transfer point between the railroad systems of the Great Lakes and Ohio valley regions on the one hand

and those of the Pocahontas area and the South on the other. The city was the gateway to the south-eastern states, a position of fundamental importance both for its own development and that of the vast area beyond the Ohio. It was the foremost example among cities in its population range of the multi-terminal metropolis, so that the growth and special character of its various parts were strongly affected by the expansion of its railroad pattern. Finally, there was a particular kind of interaction between growth and avenues of commerce arising first from earlier modes of transportation, but more decisively from its unique topography - no American city has been more profoundly shaped by its geological history than has Cincinnati.

The Railroad and the City is an excellent, highly illustrated chapter in the history of railroad technology; a story told in terms of its interaction with the evolution of a particular city.

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Gray, Robert Q. The Labour Aristocracy in Victorian Edinburgh. Oxford: Clarendon Press, 1976. Pp. 220. Tables, maps. £8.00.

Quantitative methods have proven themselves to be a descriptive tool in urban research. However, the real test facing its practitioners in North America is to integrate quantitative methodology with an insightful and provocative theoretical grounding. In pursuing this task, British historians have set a standard that researchers on this side of the ocean will be hard put to equal. John Foster's book on Class Struggle and the Industrial Revolution (1974) and the book under review both have proved that social theory and quantitative research can complement each other.