

line runs from Finney to Moody, not from Finney to the Social Gospel.

Bell's approach and sources are mostly traditional. There is a rather unsatisfactory attempt to use psychological theory to explain the appeal of Finney to youth and to women, but there is really little of the new social history here. This is mildly surprising because of her announced intention to consider revivalism in the context of urban growth and mobility. She might, for instance, have been more thorough and creative in the use of data to support her generalizations about the impact of revivals on church membership. Perhaps the most original aspect of the study is its description of the relationships between Philadelphia's Jewish community and revivalists who organized groups and programs to evangelize Jews. Bell argues that the campaigns converted few Jews; rather, the perceived anti-Semitic tone of the evangelistic efforts drew the Jewish community closer together and reinforced its sense of Jewishness. In all, this is a good book which can be read with enjoyment by nonprofessionals and cannot be ignored by those professionally interested in the development of American religion.

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Transportation Innovation and Changing Spatial Patterns in Pittsburgh, 1850-1934. By JOEL A. TARR. (Chicago: Public Works Historical Society, 1978. Pp. 64. Preface, introduction, appendixes, footnotes. \$2.50, paper.)

In this short but important monograph, which the author, professor of history, technology, and urban affairs at Carnegie-Mellon University, offers modestly as an essay, Joel Tarr describes the transportation evolution of Pittsburgh from that of a walking city and a street-car city to that of a motor vehicle city — three stages which characterize transportation innovation in a modern city.

In the first section, Professor Tarr deals in surprising detail with the impacts of the streetcar in various forms — the omnibus and the commuter railroad, the horsecar, the cable car, and the electric street-car — in Pittsburgh from 1850 to 1917. In the second section, he considers the significance of the automobile and motor truck in Pittsburgh and Allegheny County from 1910 to 1934.

The significance of the work lies in the discussion of the impact

that the introduction and expansion of innovative transportation technology had in influencing residential, commercial, central business district, building, highway/thoroughfare, and industrial location patterns.

By 1917, Pittsburgh had radically changed through a series of transportation innovations. While in 1850 the city had a large mixture of land use within the core of the city, the early twentieth century saw far more specialized patterns. The central business district in 1917 had become more important for central office functions than for industries, commercial, or retailing functions. White-collar workers who lived in outlying districts staffed the new offices. Residential housing booms on the urban periphery made possible lower density living conditions. Changes in the housing patterns of industrial workers were still limited, however, in 1917. By 1934, the coming of the automobile and the motor truck to Allegheny County resulted in further substantial changes in population, housing, mode-to-work, and journey-to-work patterns in the area. Underdeveloped areas of the city and the county opened up, migration of firms from the central business district was expedited, and the economy benefited from businesses catering to the motor vehicle.

In the preface to his work, Professor Tarr insists that "a good deal of work still needs to be done on the micro-level; it is quite possible that an analysis of this kind would change some of the conclusions I have reached." While noting this disclaimer, it still can be maintained that this is a seminal work and one richly suggestive for additional research. The speculative activity which apparently occurs in anticipation of a building boom is worthy of a more extensive study as does the author's assessment "that urban decision makers did little to shape the impact of new transportation technology upon the city and county . . ." (p. 38), and that "the pattern . . . of response and reaction to transportation innovation rather than a shaping of its impacts, extends into the present" (p. 39).

Works such as Professor Tarr's, even if presented in nondefinitive terms, are a welcome change to the historical literature on Pittsburgh.

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