

tory, *Urban Capitalists* should find a wider audience. Thoroughly researched and capably written, it is a valuable addition to the growing, but still sparse, body of literature on regional economic history in the United States. Like Diane Lindstrom's work on Philadelphia, this study shows clearly the importance of developments at the regional level. Even such a worthy book has faults, however. At times the study lacks focus, as the author wanders back and forth between his analyses of business and urban developments. Still more seriously, Folsom tells his story in too much of a vacuum; he fails to relate his findings closely enough to those of other historians. His description of the urban network of the Lackawanna Valley in chapter six might, for instance, have benefited from some comparison to the findings of Allan Pred and Gunther Barth. Nonetheless, *Urban Capitalists* is a valuable work in the promising field of regional history. Folsom's major conclusion that "superb entrepreneurship" (p. 145) more than geographic factors led to the rise of Scranton and Bethlehem also has a certain timeliness, as business leaders and politicians today are establishing "enterprise zones" in an attempt to rebuild decaying cities across America.

Department of History
Ohio State University
Columbus, Ohio

MANSEL G. BLACKFORD

Energy Transition and the Local Community: A Theory of Society Applied to Hazelton, Pennsylvania. By DAN ROSE. (Philadelphia: University of Pennsylvania Press, 1981. Pp. xx, 189. Preface, acknowledgments, appendix, bibliography, index. \$21.50.)

This slim volume provides an "ethnographic" study of Hazelton, Pennsylvania. Author Dan Rose seeks to describe how this community, once dependent upon the now largely exhausted anthracite industry, responded to the challenges caused by catastrophic economic dislocation. Indeed, this Appalachian metropolis did so with considerable success. By the mid-1970s the greater Hazelton area boasted a richly diversified business base with few people on the unemployment rolls. Coal was no longer king and few complained.

Understandably, Rose reviews with care the historical background of Hazelton. The place boomed in the late nineteenth and early twentieth centuries when the national demand for hard coal seemed almost insatiable. But from the 1920s on this form of energy

lost out steadily to oil, especially for home heating. Obviously, a community heavily dependent on a dying industry faced enormous problems. Yet, Hazeltonians did not surrender; they responded imaginatively. Through creation of a self-help development organization, CAN DO (Community Area New Development Organization), town fathers attracted outside investors beginning in the mid-1950s. While the CAN DO group initially achieved mixed success, two decades later the local economy prospered. Boosters argued cogently that their region offered much — plentiful water, good transportation (particularly after completion of the interstate highway network), and an excellent labor force. The latter was conservative and willing to work hard.

By the 1970s, then, the Hazelton financial base depended largely on petroleum, and, of course, was vulnerable to the difficulties associated with this increasingly expensive fuel source. Rose, in fact, contends that the Hazelton transfer from one energy to another casts light on future conditions. As he suggests, "[The study's] relevance is that, with the decline of inexpensive petroleum, much of the world faces an ecological transition of unprecedented proportions. It may help us to anticipate and to make communities more adaptive."

The Hazelton, Pennsylvania, case study is provocative and generally well argued. Yet, the work is marred by excessive jargon, disjointed organization, uninspired prose, and some poor graphics. Actually, Rose's research might have been presented in better fashion as an article rather than a monograph. Also, the quality of bookmaking is substandard; the University of Pennsylvania Press needs to contact another printer.

Department of History
University of Akron
Akron, Ohio

H. ROGER GRANT

The Search for Safety: A History of Railroad Signals and the People Who Made Them. By MARY BRIGNANO and HAX McCULLOUGH. (Pittsburgh: Union Switch and Signal Division, American Standard, Inc., 1981. Pp. vii, 199. Dedication, preface, acknowledgments, bibliography. \$20.00.)

One of the great drawbacks to early railroad transportation was its considerable danger. Many people were appalled at the "unnatural" speeds at which the trains traveled. Their worst fears were fed by