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in infrastructure,

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and speed-correct...

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1930's in Color! -

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Intolerable City: Must
It Keep On

Growing." New York
native Lewis Mumford
was a thirty-year-old
literary editor and
architecture critic in
1926 when he
published this piece
for Harper's, a
seminal work in his
long career as the
critic-philosopher of
the modern American

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city. "The mouths of
our great cities," he
declaimed, "are
gigantic hoppers" that
devour the human
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leisure, and
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The book contains 50
essays and
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on London life just
before the war to
reveal a different view
of the capital's past.

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city, in modernist

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total and challenging

work of art. _Robert

Hughes, American

Visions: The Epic

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Prepare to view New

York City "in

modernist eyes." But

first we must

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Sandwiched between
the giddy 1920's and
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disparity in the
lifestyles of the
common man and
those considered

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Municipal Services
and Employees in the
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considers the roles
played by local
institutions and
particular processes
that shaped the urban
fabric. It rediscovers

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and maps the constituent dynamics of cities since the beginning of the nineteenth century, and demonstrates how patterns evolved in the way services and locations were organized; how urban transformation was underpinned by structural

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development, and
how the municipal
workforce became an
integral part of the
agencies of change.
Municipal Services
and Employees in the
Modern City suggests
that municipal
experiences are
central to the
development of urban
studies. Its focus of
analysis ranges

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across Europe and
the Americas from
high-ranking
bureaucrats to
firefighters, engineers
to accountants, and
town clerks to public
servants. Each essay
provides detailed
information on how
change was
formulated or resisted
within the
administrative

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Apparatus, offering insight into a sector of the 'white-collar' class and the degree of commitment to public values often at times of social and political upheaval. They explore the course of relationships between local and central government, and the shifting bounds of municipal

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interventionism over a broad period; whilst incorporating a social history approach to interpret the day-to-day responsibilities and routine of administration.

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Britain and its impact on British leisure. The term 'roadhouse' was used in varied ways in the 1930s, from small roadside tearooms to enormous establishments on the outskirts of major cities. These roadhouses were an important component in the transformation of leisure in the 1930s

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Modern City and beyond, reflecting the increased levels of social and physical mobility brought about by new technologies, suburbanisation and the influence of American culture.

Roadhouses attracted wealthy Londoners excited by the prospect of a high-speed run into the countryside. During

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the day, they offered family activities such as tennis, archery, horse riding and swimming. At night, they provided all the fun of the West End with dancing, classy restaurants, cabaret, swimsuit parades and dance demonstrations, subverting the licensing laws to

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provide all-night drinking. Rumours abounded of prostitution and transgressive behaviour in the car park. Roadhouses formed part of an imaginary America in suburban Britain that was promoted by the popularity of American movies, music and fiction,

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providing a pastiche
of the American
country club. While
much work has been
done on the Soho
nightclubs of the
1930s, the roadhouse
has been largely
ignored. Michael John
Law and David
Gutzke fill this gap in
the literature by
providing a
comprehensive

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analysis of the
roadhouse's cultural
meaning,

demonstrating how its

Americanisation was

interpreted for British

consumers. This

original and engaging

study will be

fascinating reading for

all scholars of 20th-

century British cultural

history.

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In 'European Cities in the Modern Era, 1850/80-1914', Friedrich Lenger offers an account of Europe's major cities in a period crucial for the development of much of their present shape and infrastructure.

The supposed
rationality of the urban

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planning of the
Modern Movement
encompassed a
variety of attitudes
towards history,
technology and
culture, from the
vision of Berlin as an
American metropolis,
through the dispute
between the urbanists
and disurbanists in
the Soviet Union to
the technocratic and

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austere vision of Le
Corbusier. After the
Second World War,
architects attempted
to reconcile these
utopian visions to the
practical problems of
constructing - or
reconstructing - urban
environments, from
Piero Bottoni at the
Quartiere Triennale 8
in Milan in 1951 to
Lucio Costa at Bras'lia

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Modern City in 1957. In the 1970s,

the collapse of
Modernism brought
about universal
condemnation of
Modern urbanism;
urban planning, and
rationality itself, were
thrown into doubt.

However, such a
wholesale
condemnation hides
the complex realities
underlying these

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Modern City. The contributors define some of the theoretical foundations of Modern urban planning, and reassess the successes and the failures of the built results. The book ends with contrasting views of the inheritance of Modern

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Modernism in the
United States and the
Netherlands.

A study of the distinctive brand of modernism that emerged in late 19th century Germany and remained influential throughout the inter-war years and beyond, illustrating through a series of in-

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Modern City
depth analyses of key buildings and urban spaces how bourgeois modernism shaped the infrastructure of social and political life in the early twentieth century and transformed the physical environment of German cities.

1890-1930 was a

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formative period in the evolution of the modern town planning movement. It was a time when the relationship between social development and the physical environment, in all its complexities, was being explored, and when the prospect of future change could run ahead of the

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problems of
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implementation. This study highlights the richness and variety of European responses to modernisation by offering a comparative approach to exploring these themes in cities in Britain, France, Germany, Spain and Central Europe. Of key importance in the

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Development of

European cities

during this period was

the first world war,

which accelerated

technological changes

at the same time as

inspiring both

nostalgia for the past

and a desire to create

new ways of urban

living. For large

provincial cities that

had grown in the 19th

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century, imagining a new future was the greatest challenge.

What kind of understanding was necessary to promote effective new developments? How could these be implemented in the face of economic, social and political change? Who made the decisions?

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Answers to these questions must be drawn from a number of directions: from the political and administrative structures of nation-states; from the economic and social history of Europe; from the growth of new professional expertise in dealing with urban problems

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and the international
exchange of ideas;
from the specific
histories of cities; and
from the actions of
individuals who were
ultimately responsible
for creating new
possibilities.

In 1938: Modern
Britain, Michael John
Law demonstrates
that our

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Modern City
Understanding of life
in Britain just before
the Second World
War has been
overshadowed by its
dramatic political
events. 1938 was the
last year of normality,
and Law shows
through a series of
case studies that in
many ways life in that
year was far more
modern than might

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By considering topics as diverse as the opening of a new type of pub, the launch of several new magazines, the emergence of push-button radios and large screen televisions sets, and the building of a huge office block, he reveals a Britain, both

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Modern and intrigued
by its own modernity,
that was stopped in its
tracks by war and the
austerity that
followed. For some,
life in Britain was as
consumerist, secular,
Americanized and
modern as it would
become for many in
the late 1950s and
early 1960s.

Presenting a fresh

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perspective on an important year in British social history, illuminated by six engaging case studies, this is a key study for students and scholars of 20th-century Britain.

A comprehensive new survey tracing the global history of urbanism and urban

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design from the industrial revolution to the present. Written with an international perspective that encourages cross-cultural comparisons, leading architectural and urban historian Eric Mumford presents a comprehensive survey of urbanism and urban design

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since the industrial revolution. Beginning in the second half of the 19th century, technical, social, and economic developments set cities and the world's population on a course of massive expansion. Mumford recounts how key figures in design responded to these

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changing
circumstances with
both practicable
proposals and
theoretical
frameworks,
ultimately creating
what are now
mainstream ideas
about how urban
environments should
be designed, as well
as creating the field
called "urbanism." He

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then traces the complex outcomes of approaches that emerged in European, American, and Asian cities. This erudite and insightful book addresses the modernization of the traditional city, including mass transit and sanitary sewer systems, building legislation, and model

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tenement and regional planning approaches. It also examines the urban design concepts of groups such as CIAM (International Congresses of Modern Architecture) and Team 10, and their adherents and critics, including those of the Congress for the New Urbanism, as

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well as efforts toward
ecological urbanism.

Highlighting built as
well as unbuilt
projects, Mumford
offers a sweeping
guide to the history of
designers' efforts to
shape cities.

According to Orwell,
the North was 'a
strange country.' In an
industrial landscape,

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its inhabitants seem to inhabit a bleak world caught in the gaze of 1930s realism. Such stereotypes have been tenacious. This book challenges these stereotypes, establishing the strategic and mobile nature of 'the North' and the effects of literary realism.

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