

anticipates some of the themes in Rølvaag's later writings, such as *Giants in the Earth*, and shows that his style and command of the English language were already well developed at this early stage of his life in America.

Volume 36 of *Norwegian-American Studies* is a welcome addition to the literature on Norwegian American history. We can hope that we do not have to wait for a decade for the next installment in the series.

Railroads and the American People, by H. Roger Grant. Railroads Past & Present. Bloomington: Indiana University Press, 2012. xiv, 307 pp. Illustrations, notes, suggested readings, index. \$40.00 hardcover.

Reviewer Scott E. Randolph is assistant professor of business history and ethics at the University of Redlands. His Ph.D. dissertation (Purdue University, 2009) was "Playing by the Rules: Markets, Manipulation, and the Meaning of Exchange in the American Railway Industry, 1900-1918."

This well-illustrated volume from the prolific H. Roger Grant takes readers on a journey through the intimate relationship that Americans shared with the railway industry during its Golden Era from 1830 through World War II. Concentrating on the Midwest, the Great Plains, and the South, Grant discusses how railroads sat at the center of the American experience by exploring four themes—trains, stations, communities, and legacy—in vivid detail.

Grant's first organizing theme is trains. He ranges widely, always providing memorable stories to illustrate his points. Riding trains is central to this theme. Grant includes debates over Sabbath operations, the history and sociology of hoboing and booming, and an extensive discussion of troop trains and their equipment. He does not neglect the running trades or the reasons why, for many employees, "workin' on the railroad" was a way of life pursued from childhood. Riding trains was utterly normal, but at the same time fraught with the unexpected, as Grant notes in discussing accidents, robberies, fashion shows, and memorials at line side graves.

In the section on stations, Grant takes us inside the social life of the railroad depot. The buildings themselves were sources of civic pride—or effort if residents believed that they deserved better. The station was often the center of community interaction, and station employees often served as the unofficial town aides-de-camp tasked with knowing everything worth knowing. While citizens treated the station as civic space, depots, especially in rural communities, also served as homes for railroad employees, as Grant discusses in some detail.

In the section on communities, Grant covers topics as diverse as town layouts and settlement, the agitation for railroad service, celebrations for first trains, fights over county seats, pleas for better depots, and the peculiarities of "railroad towns." Despite their necessity in the pre-automobile age, railroads also often became the locus of community concerns over safety, sexuality, and civic pride. Grant makes plain how the rhythm of community life revolved around trains, train time, and railroad work.

The final theme, legacy, is handled most briefly. Grant notes how railroad development provided town names across much of the country, and railroad terms became ubiquitous in vernacular English and humor. The largest portion of this section is devoted to a brief history of railroad enthusiasts, industry scholars, and their organizations and museums. Many of the latter are nearly as old as the industry itself. Brief discussions of memorial markers, art, photography, film, and the rails-to-trails movement are offered up as additional evidence for Grant's argument for the centrality of the railroad to the American experience.

As Grant notes in his introduction, this is not a cultural history, but rather a social history. His prose, honed over nearly 40 years, is crisp and lucid. Scholars will find nothing new in the book; like many of the books in Indiana University Press's *Railroads Past & Present* series, its intended audience is the informed, but casual, railroad enthusiast. That audience will find much to enjoy, especially Grant's seemingly endless supply of local anecdotes, culled from newspapers, letters, and official papers. He leans heavily on research he has completed for other projects, as avid readers of his scholarship will quickly note. However, Grant does not ignore relevant recent scholarship. Informed readers familiar with the work of Amy Richter on gender and the railways, Eric Arnesen and Theodore Kornweibel Jr. on race and railroads, and James W. Ely on railroads and the law, among others, will note their influence at appropriate sections in the text. Grant does not include notes, so the casual reader will be largely unaware of the depth of his reading and research.

The book leans toward the nostalgic, and there is little discussion of the often tumultuous and unhappy relationship between railroads and the American people. The fierce struggles over unionization are mentioned only briefly, as are the tirades of the populists. When Grant discusses the American people, he means them individually and amorphously, not their institutions, governments, or organizations. His decision to treat these topics lightly is understandable given the constraints of space and audience, but it does diminish the scope of the book.

As befits a historian who has written widely on Iowa railroads, this volume contains much for readers interested in the state's rich railroad history. For example, the frontispiece image is of a depot in What Cheer, Iowa. The state, with its dense railway network, could not but play a significant part in telling the social history of the railroads and America. The state's major carriers, such as the Rock Island and the Burlington, feature prominently; and its many obscure short-lines, such as the forlorn Iowa and Southwestern Railway, get their due as well. Little of the Iowa material is new, yet the book is still a worthwhile addition to the library of Iowa railroad readers.

Representation and Inequality in Late Nineteenth-Century America: The Politics of Apportionment, by Peter H. Argersinger. New York: Cambridge University Press, 2012. x, 340 pp. Tables, notes, appendix, bibliography, index. \$95.00 hardcover.

Reviewer Mark Wahlgren Summers is professor of history at the University of Kentucky. His books include *Party Games: Getting, Keeping, and Using Power in Gilded Age Politics* (2004).

As Otto von Bismarck would have said, if he had thought of it, "People appalled by watching sausages being made will feel better watching a legislature passing an apportionment measure." Readers certainly will feel that way after reading Peter H. Argersinger's *Representation and Inequality in Late Nineteenth-Century America*. An appealingly appalling chronicle of the major parties' shenanigans in the 1890s, it details how far Democrats and Republicans were willing to twist and bend district lines to thwart the people's will.

Argersinger is not new to the field. Over the years, his articles have shown how much lawmakers' manipulations could distort "the value of the vote," and how election laws could keep third parties off the ballot or cut down the "outs'" totals. Thanks to his work, our understanding of what parties did to tilt the playing field has been tremendously enhanced. *Representation and Inequality* makes a wallop contribution to that understanding for the 1890s.

Concentrating on states in the Midwest—Ohio and Michigan a little and Indiana, Illinois, Wisconsin, and Iowa a lot—Argersinger shows how, as the political equilibrium of the 1880s began to shift toward a Democratic advantage, both parties strove to seal it by redrawing the electoral maps in egregious ways and using the court system as never before to get the results they wanted. Each side seemed to operate on the principle, "Do unto others as you would expect them to do to you—and make it stick." The result was a tumultuous series of legislative