

ican Bar Association. The increase and use of presidential powers through contemporary times will be discussed in future volumes.

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*Burlington Route: A History of the Burlington Lines*, by Richard C. Overton. Second Printing. Lincoln: University of Nebraska Press, 1976. \$8.95, paper.

If there is a dean of railroad historians, it is Richard C. Overton. He has written three books with varying themes but all have proved to be models for emulation by other writers of transportation history. One of his books, *Burlington Route: A History of the Burlington Lines*, happily has been recently reprinted by the University of Nebraska Press.

The Burlington Route—more formerly styled the Chicago, Burlington & Quincy Railroad—grew from modest beginnings in Illinois to a system which had over 11,000 miles of trackage in fourteen states. Included were important satellites—the Colorado & Southern, Fort Worth & Denver, and Wichita Valley companies. Collectively these roads were known for their competitiveness, topnotch managements, efficiency of operations, fine passenger trains, and profitability. By 1901 control of the properties had passed to the Hill interests and in 1970 the CB&Q and its allied companies became integral parts of the new Burlington Northern.

In *Burlington Route*, Overton uses a chronological-topical format that assesses: expansion; plant and equipment; train service; wages and labor relations; financial results; patterns of traffic; material costs and taxes; managerial changes; rates and regulation; income; and competition. Iowans will be especially interested in those sections devoted to colonization and agricultural development.

Overton writes in a pleasant, forthright fashion; the book reads well. He places the CB&Q system in proper local, regional, and even national perspective. Moreover, he has covered all aspects of the Burlington Lines' history in surprising detail. The book has only one liability: it does not deal with the company's history—except in a cursory way—after 1949 (the CB&Q's centennial year). Thus it cries out for a sequel to cover the years from 1949 to the merger in 1970. Who better to write it than Richard C. Overton?

Meanwhile we have his fine *Burlington Route*. It will be especially valued by rail buffs, by the more serious scholars of railroad history, and by professors who will want to adopt it for their courses in transportation history, business history, and economic history.

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