

published), its attention to every facet of the campaign, its elaborate reference features (22 maps, 82 photographs, 2 detailed appendices, a 38-page bibliography, and a useful index), and its usually solid conclusions. It will doubtless stand for many years as the last word on this aspect of the Petersburg campaign.

NORTH TEXAS STATE UNIVERSITY

RICHARD LOWE

The Atlanta Papers, compiled by Sydney C. Kerksis, biographical sketches of the authors by Lee A. Wallace, Jr., indexed by Margie Riddle Bearss. Dayton, Ohio: Morningside Bookshop, 1980. pp. 907. Photographs, index, maps, supplementary reading. \$35.00.

This volume is a compilation of twenty-nine personal narratives by Federal participants in the campaign for Atlanta in 1864, plus an account of the action at Gilgal Church by Sydney C. Kerksis who compiled and edited the collection. Most of the papers originally appeared in publications of the Military Order of the Loyal Legion of the United States, a veterans organization founded in 1865 which yet survives in Philadelphia. Others came from northern state historical societies and posts of the Grand Army of the Republic. Until this compilation and reprint by Morningside Bookshop these materials were rare and obscure.

Most general readers would probably care not at all if these papers remained rare and obscure. Scholars and Civil War "buffs," however, should much appreciate *The Atlanta Papers*. Only relatively recently have the western campaigns in the Civil War begun to receive a parity of scholarly attention with those in Virginia. And as Kerksis notes in his introduction, there still exists no full-scale, modern study of the campaign for Atlanta. These reminiscences provide some of the pieces for the larger mosaic. The authors range in rank from enlisted men to a major general. They treat topics as broad as grand strategy and as narrow as a single engagement. *The Atlanta Papers* is an interesting and valuable collection.

UNIVERSITY OF GEORGIA

EMORY M. THOMAS

The Milwaukee Road East: America's Resourceful Railroad, by Patrick C. Dorin. Seattle: Superior Publishing Co., 1978. pp. 175. \$14.95.

About once a year for the past decade or so another of Patrick Dorin's books on an American railroad, produced for Superior Publishing Co., appears on the market. Dorin, a school administrator in a small town

north of Minneapolis-St. Paul, is a professed railfan or as the standard jacket blurb has it, "the rail bug still has a tight hold on him." No surprise there since Dorin's books are clearly aimed at the large rail-hobbyist market.

With little variation his railroad books adhere to a formula of long standing: first an abbreviated "history" section, followed by extensive coverage of passenger trains, lesser sections on freight operations and finally, other odds and ends that apparently don't fit well elsewhere. Actually, the text is quite short, the bulk of each book being filled with hundreds of black and white photos of locomotives, passenger, freight, and utility cars belonging to the railroad being featured in that volume. A sprinkling of mechanical drawings, passenger timetables and reprinted maps round out this apparently successful stereotype.

Milwaukee Road East is a recent entry in this series, intended as a companion volume to one on the Milwaukee's Pacific Coast extension. It is, in the author's own words, "a pictorial review of the trains, traffic and passenger travel on the lines east of Harlowton, Montana."

The book's best chapters, four in number, are those concerning Milwaukee passenger service, covering the Hiawatha streamliners, the lesser-known "name" trains (such as the Pioneer Limited), service in suburban Chicago, and the Amtrak years. A number of these trains served Iowa, notably the "Arrow" and the "Midwest Hiawatha." The diesel-electric rail cars (the "Galloping Goose" of my youth) receive considerable attention, enough that one wonders why they weren't accorded a chapter of their own. In fairness it should also be noted that the Hiawatha chapter falls short of Jim Scribbins' coverage in *The Hiawatha Story* while the story of Chicago suburban service is an unabashed rehash from Dorin's own *Commuter Railroads*.

The freight service chapters are downright disappointing. The main section contains only a page and a half of text, that on Lake Superior iron ore traffic is another rewrite (Dorin's first book for Superior covered the subject thoroughly), while the coal train and freight yards sections read like handouts from the railroad's public relations department. Surely the movement of coal unit trains from Montana to Wisconsin using Milwaukee equipment but traveling chiefly over Burlington Northern tracks is worth more than a nine-line paragraph!

Publication of the book on the eve of the Milwaukee's plunge into bankruptcy and subsequent abandonment of more than half of its pre-1979 trackage would suggest it might have value as an historic benchmark of sorts. To a certain extent this is true; one section presents maps showing changes in operating divisions from 1959 through 1976 while a system-wide construction map graces the contents page. But to look for

information on the hundreds of track miles no longer being traveled by Milwaukee rolling stock in Iowa, the Dakotas and the other states once served by the company, is sadly disappointing.

The book, then, is a pictorial review of Milwaukee rolling stock of recent years with an abbreviated text and virtually no analysis of the company's history or operations with the possible exception of post-war passenger service. For the died-in-the-wool rail enthusiast this will be more than enough reason to warrant adding it to a library; for the serious rail historian or the general reader there may be other, more useful, alternatives.

NORTH DAKOTA HUMANITIES COUNCIL

FRANK E. VYZRALEK

Book Notices

From Gotch to Gable: A History of Wrestling in Iowa, by Mike Chapman. (Iowa City: The University of Iowa, 1981. pp. 368, illustrations, charts, \$17.50 cloth.)

The author, a sports writer for the Cedar Rapids *Gazette*, is widely recognized as a wrestling historian, with two previous books on the subject. The book itself contains everything the most ardent wrestling fan would want to know about the sport that has put Iowa on the map nationally. Iowa hosted the first NCAA meet, and is the only state to have had four different schools win the NCAA title. Beginning with Frank Gotch, a Humboldt native, at the turn of the century and going through the career of Waterloo's Dan Gable (the present wrestling coach at the University of Iowa), this volume will astound the reader with the names and records of the all-time greats in amateur wrestling. Full of photographs; lists of state, national, and international events; place winners; and champions, plus lots of personal anecdotes, every wrestling fan in Iowa and the nation will consider this book the "encyclopedia" of the sport.

Indians of the Pacific Northwest: A History, by Robert H. Ruby and John A. Brown. (Norman: University of Oklahoma Press, 1981. pp. 283, illustrations, maps, notes, bibliography, index, \$24.95 cloth.)

This is national history on a grand scale—blending the relationships between Native Americans and the whites who expanded their settlements from the East to the Pacific Northwest. This is the first composite

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