

Garvey and his separatist teachings. Her story of segregation is not a new one, and by simply listing the sins of the past she does not help readers understand those of the present or future. Nasaw's linking of schools with broader social, economic, and cultural patterns is a more fruitful approach. Both books are important, however.

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*The Country Railroad Station in America.* By H. Roger Grant and Charles W. Bohi. (Boulder: Pruett Publishing Company, 1978. Pp. 183. Illustrations, essay on sources, index. \$22.50.)

Earlier in this century hundreds of small town and rural railroad depots served Indiana. Many Hoosiers can recall the small, well-painted—brown, gray or boxcar-red according to company policy—station at the end of main street. The warp and woof of the society of that earlier age was well served by such stations. With its mail and express service, less than carload-lot freight, telegraph office, and full complement of freight and passenger trains, the early twentieth-century depot was a major focal point of contact with the outside world. Today probably no single community facility provides the variety of important services associated with the railroad station of yesterday. Fifty years ago some 80,000 stations served the nation. Many of these depots have since been closed, some have been torn down, and a few remain as antique shops, restaurants, or tourist centers. Today's Amtrak operates only over one tenth of the nation's rail system, and only 500 stations are listed in the Amtrak timetable.

*The Country Railroad Station in America* reviews both the rich past of rural and small town depots as well as their present low status. Both authors are longtime photographers and students of railroad lore as well as history teachers. About one third of the volume is text, with the remainder consisting of over 300 pictures and floor plans of past and present country depots. Two thirds of the pictures are from the authors' collections; the remainder come from a variety of sources. Many of the photographs of half a century ago reveal vibrant depot activity, while more recent pictures frequently show only vacant, unpainted buildings. Some railroads used two or more standard building designs to fit the needs and size of the community concerned. Many stations included modest living quar-

ters for the agent, often located on the second floor. The stations pictured range from New England to California, with several located in Canada. There is a heavy concentration on the states of Ohio, Illinois, Iowa, and Nebraska. The only Indiana depots shown are those located in Argos, Fulton, Grabill, Kempton, Knox, Laketon, Shelbyville, and Wanatah.

The text and pictures are well supplemented by a brief essay on sources and a full index. Both the railroad buff and the student of railroad history will find much of interest in this survey of one aspect of twentieth-century American railroading.

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*Which Side Are You On? The Harlan County Coal Miners, 1931-39.* By John W. Hevener. (Urbana: University of Illinois Press, 1978. Pp. xiv, 216. Notes, illustrations, bibliography, index. \$10.95.)

John W. Hevener has written an important, interesting, and at times exciting history of mine organizing in Harlan County, Kentucky, in the 1930s. He has explored the relationship between the economically backward and relatively uncompetitive position of the Harlan County mine operators and their intense hostility to unionization. He has also explored the relationship between the social dislocation of migrants moving into Harlan County and the violence in the county. Hevener argues that the inclination of the community toward violence combined with the extreme deprivation that visited itself upon the miners during the early years of the Depression set the stage for the violent conflict between the autocratic coal operators, desperate not to lose their wage advantage, and the miners, desperate to gain a decent wage.

In this conflict both sides brought all the resources they could muster to the battle. Hevener shows the economic power of the operators and the political power they maintained through control of the local Republican party machine. When the miners attempted to unionize, the coal operators used the power of their local offices and their control over the deputy sheriffs and mine guards to break strikes. When necessary they could gain the support of the state capital. Their power was used to jail and intimidate union organizers, to disrupt union rallies, to stop picketing, to prevent outside union aid from reaching the county, and to provide a shield for vigilante violence. The miners in turn attempted to use community solidarity and outside sympathy in their struggle against the coal