ordering of recollections under most topics provides a coherent sense of change over time in rural Indiana. Such coherence is lacking in *Voices of American Homemakers*, where there is neither a chronological arrangement nor a regional organization of excerpts within the topical framework. The various sections thus present a jumble of reminiscences that require the reader to determine the significance of geographical and generational differences with little help from the editor. Although clearly less successful than the more cohesive Indiana series, *Voices of American Homemakers* nonetheless serves as an engaging introduction to the valuable data gathered in the national project. It is hoped that other states might eventually produce series like Eleanor Arnold’s fine *Hoosier Homemakers*.

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The fifty-year anniversaries of World War II have sparked all manner of commemoration and memory. Most have focused on those who fought the war in uniform, with some attention to such home front contributors as “Rosie the Riveter.” William M. Tuttle, Jr., brings an overlooked group to the forefront by demonstrating how important the war was to children and how important it remains in the lives of Americans who were children fifty years ago.

“Daddy’s Gone to War” ranges widely, exploring the meaning of absent fathers, working mothers, latchkey children, war games, entertainment, health care, school, racial conflict—all from the perspective of Americans born between 1932 and 1945. Tuttle builds his analysis on a mountain of primary and secondary historical sources (and includes very helpful endnotes), on the scholarly literature in the social sciences, particularly psychology, and on oral history interviews and letters from 2,500 Americans who responded to his call for memories of the war.

The strength of Tuttle’s book is to bring together two issues of great interest—World War II itself and the consequences and memories of it for a particular generation of Americans. Tuttle shows the searing effect of the war in its red, white, and blue patriotism and sacrifice, its sex-role stereotyping, and its nightmares induced by fears of death and separation from fathers. For children of this generation this war lasted until long after 1945 because they faced the Cold War, Vietnam, civil rights, the feminist movement, and
other challenges of the 1960s and beyond with World War II experiences and memories firmly in place. Some home front children remained attached to a good versus evil form of patriotism of the kind displayed in Frank Capra's *Why We Fight* series. Some in their forties and fifties came to see America in terms of decline from the sacrifice and high moral purpose that they identified with the early 1940s. In the 1990s they remember and commemorate the "good war" partly to educate younger Americans in their version of morality and patriotism. Some war children grew to adulthood to become more distrustful of authority, especially during the 1960s, and changed their understanding of World War II. "We were taught," one woman later recalled of her childhood war years, that "to ask questions was to show lack of patriotism. What a crock" (p. 258)!

In sorting out these long-term effects, Tuttle has made a significant contribution not only to understanding what happened fifty years ago but to thinking about what has happened in the fifty years since. "Daddy's Gone to War" brings home the centrality of life cycles, generational change, and memory in American history.

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This well-researched volume examines the American railroad depot in social and architectural terms, aspects which usually go unremarked. After differentiating between depots, which were single buildings, and stations, which were a collection of structures, H. Roger Grant traces depots from their beginnings as existing trackside hotels, stores, or residences to highly specialized buildings developed by individual railroads for their particular needs. As its title indicates, the book deals only with those depots which, in addition to being the community's transportation and social center, served as living quarters for the agent and his family. This comprised about one-fifth of all depots erected in the United States and Canada (p. 1).

As rails extended westward, often preceding settlement, housing for the agent frequently developed into an acute problem. Railroads solved this problem by adding a second story or, less frequently, by expanding the depot at ground level. This type was concentrated most heavily in the Northern Plains States, the Far West, Southwest, and Canadian Prairie Provinces. They were rare in Indiana, Illinois, and Ohio (p. 17). Profusely illustrated from the collection of John P. Vander Maas, a Muscatine, Iowa, business-