

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)!

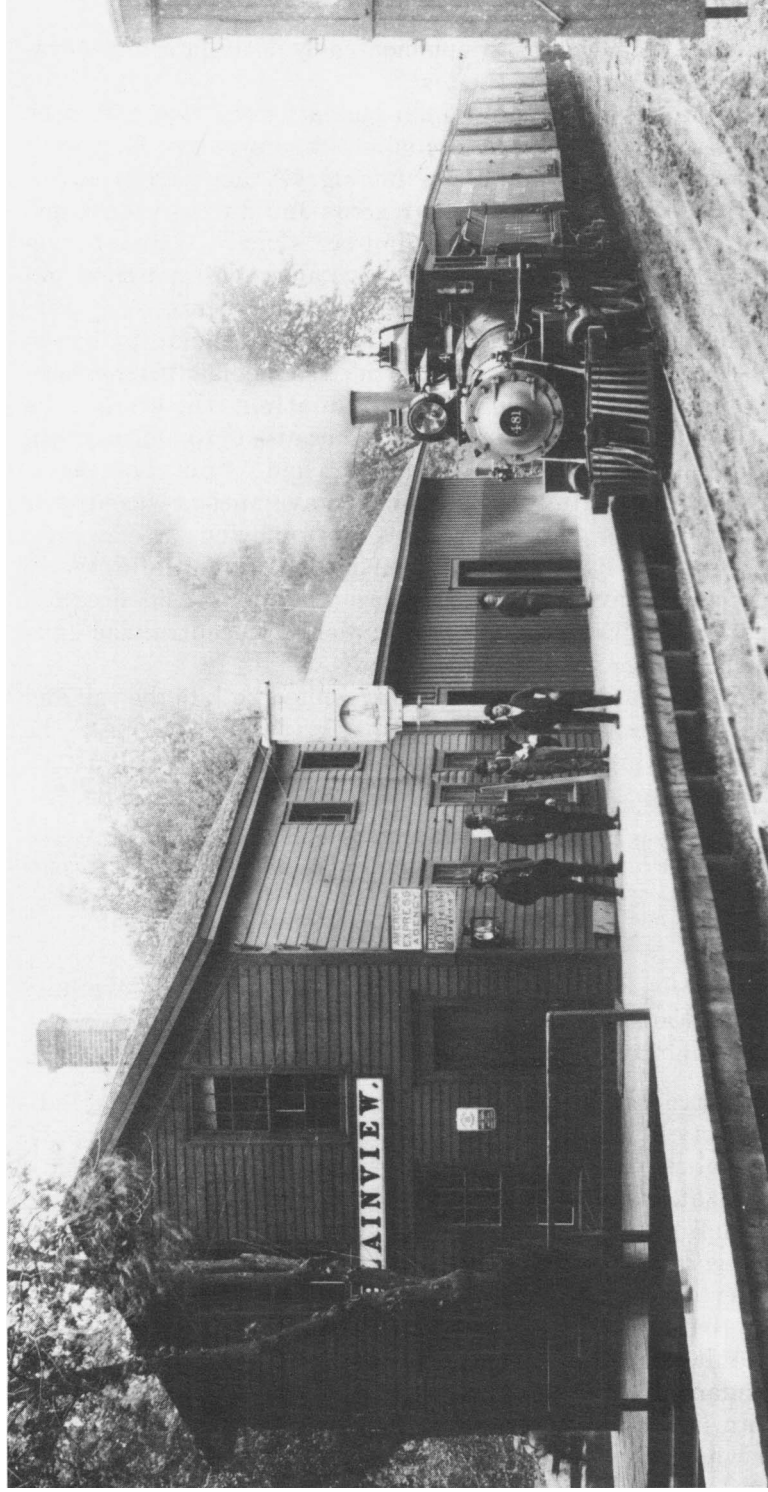
In sorting out these long-term effects, Tuttle has made a significant contribution not only to understanding what happened fifty years ago but to thinking about what has happened in the fifty years since. "*Daddy's Gone to War*" brings home the centrality of life cycles, generational change, and memory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

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Living in the Depot: The Two-Story Railroad Station. By H. Roger Grant. (Iowa City: University of Iowa Press, 1993. Pp. xiv, 131. Illustrations, notes, selected bibliography, index. \$32.95.)

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 track-side 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-



TWO-STORY C&NW STATION ON THE PLAINVIEW RAILROAD BRANCH,
C. 1890, PLAINVIEW, MINNESOTA

man, more than 150 photos, supplemented by floor plans and elevations, graphically illustrate the text.

Most railroads developed standard plans for one, two, and three bedroom units and used these throughout their systems. They were spartan, many lacking water and plumbing; yet they were typical of rural and frontier housing in their areas and during their time. Most were gaunt, stark structures but occasionally Gothic bargeboards or Italianate brackets were seen, along with porches and wide roof overhangs. A few sported attractive dormers.

In addition to solving the agent's housing problem, the live-in depot discouraged burglaries and provided immediate personnel in case of emergencies. It eliminated commuting, which might be unreliable, and lowered insurance rates because of round-the-clock occupancy. Living in the depot, however, had its disadvantages. Danger from fire, train wrecks, and even avalanches was always present, and the roar of passing trains was annoying.

The practice of living in the station declined rapidly after World War II because traveling agents replaced many in residence, and the need for telegraph operators diminished as centralized electronic dispatching expanded.

The book is easy, delightful reading, suited both to the rail and the social historian. It reinforces Grant's credentials as one of the nation's two or three foremost contemporary scholarly rail historians.

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The Draft, 1940–1973. By George Q. Flynn. (Lawrence: University Press of Kansas, 1993. Pp. xiv, 376. Illustrations, tables, notes, bibliographical essay, index. \$45.00.)

Military conscription contradicts basic American ideals of individual liberty but engenders arguments for civic duty. George Q. Flynn advances a sound historical analysis that rejects polemical characterizations of draftees as either citizen-soldiers or cannon fodder. He finds that both proponents and opponents of the draft have exaggerated. The Selective Service System provided adequate manpower to meet the nation's needs through three wars. Its failings were largely political and social, which, Flynn contends, were not the fault of draft procedures themselves but were the product of more fundamental tensions in American life.

Flynn is the biographer of General Lewis B. Hershey, the Hoosier who headed Selective Service from 1941 to 1970, and Hershey figures prominently in this book. Former Indiana Governor Paul McNutt, director of the War Manpower Commission during World War II, receives brief mention. Hershey's system received