

nation's heartland, as its successful competitors did. As Glendinning observes of President Timothy Blackstone in the late 1880s: "After the push to Kansas City, he added virtually no new mileage. Nor did he add new traffic by taking over weaker, troublesome short lines. He was content to dominate the relatively limited territory he controlled and leave to others the pursuit of—in his opinion—unwise and unbridled expansion. Blackstone's railroad became increasingly isolated" (p. 115).

Glendinning nicely blends the strands of national and regional history with those of leadership successes and failures on the Chicago and Alton. The result is an intriguing case study of a railroad that should have done better than it did. *The Chicago and Alton Railroad* offers a good counterpoint to history's fascination with railroad empire builders.

CARLOS A. SCHWANTES is St. Louis Mercantile Library Professor of Transportation and the West at the University of Missouri—St Louis.



From Small Town to Downtown
A History of the Jewett Car Company, 1893-1919

By Lawrence A. Brough and James H. Graebner

(Bloomington: Indiana University Press, 2004. Pp. xi, 254. Illustrations, maps, tables, references, index. \$49.95.)

The Jewett Car Company, established in 1893 in Jewett, Ohio, built cars for interurbans, street railways, and rapid transit lines. Seeking a higher profile, more extensive facilities, and wider markets, the owners moved the company to Newark, Ohio, in 1900. The life of the company mirrored the trajectory of U.S. interurban and street railway systems; it closed up shop in 1919 after several years of rapidly declining production. While many of the cars produced by Jewett were destined for the country's largest cities, Indiana lines were notable among the list of customers.

Those looking for a full-blown history of the company will not find

it here, however. Approximately 80 amply illustrated pages of history (totaling only about 30 pages of text) are followed by some 170 pages of additional photographs, appendices, references, and index. The authors assume that readers know a fair amount about both midwestern interurban history and the history of car building, so the narrative is adequate, but not definitive. It is also uneven. For example, they devote excessive space to a list of inventions patented by William Wright, Jewett Car Company president for most of the life of the firm, while more significant issues, such as an aborted merger of car manu-

facturing companies, are treated sketchily.

The book's main defect is its lack of footnotes or endnotes. In the introduction to the appendices, the authors state, "as any researcher knows, when digging into the distant past, conflicting information is often found, making it nearly impossible to determine the true facts" (p. 101). Unfortunately, they neither clarify how they resolved conflicts nor provide their readers a road map—in the form of appropriate documentation—to find those conflicts and be able to reach their own conclusions. Anyone whose interest is piqued by a particular quotation or statistic receives little guidance about reading or researching further, other than to try to choose likely sources from the extensive bibliography and cover ground presumably already covered by the authors. In addition, where the authors cite specific archival or manuscript collections in the references, they provide no date, series title, box number, or other standard citation details.

It is also unclear what criteria the authors used in deciding which photographs to reproduce in the text and

which to place in the chapter titled "Photo Album." One example of the confusion this causes: The University of Illinois "test car" is described and its exterior illustrated on page 27, but its interior is not pictured until page 97, as part of the "Photo Album." Many other photographs are placed seemingly at random, with no corresponding references in the text.

The primary value of this book, then, is the information in the "Appendix," which is divided into four sections: Table 1, "Roster of Cars Made by the Jewett Car Company"; Table 2, "Surviving Jewett Lot Lists"; Table 3, "Cost Information"; and a fourth titled "Research Data on Cars Manufactured by the Jewett Car Company, 1893-1919." These lists are invaluable to transit aficionados, owners of surviving Jewett cars, and those researching the economic history of car production.

LEIGH DARBEE is executive assistant at the Indiana Rail Road Company, Indianapolis. She worked at the Indiana Historical Society from 1979 to 2004, where she was involved in establishing the Midwest Railroad Research Center.



Chicago Aviation
An Illustrated History

By David M. Young

(De Kalb: Northern Illinois University Press, 2003. Pp. ix, 254. Illustrations, maps, tables, appendices, notes, select bibliography, index. \$39.95.)

David Young puts aviation in its place in his newest illustrated history,

Chicago Aviation. The author uses many of the organizational strategies