

wife, Becky Brown, including Karl's many notable awards and his influential thirty-year teaching career at Indiana University. Karl's national reputation for training contemporary ceramic educators and artists makes this chapter the most far-reaching in its significance for collectors and historians.

In her third chapter, McKimmie details the history of the Brown County Hills Pottery from 1959 to its close in 1969 under the ownership of Carolyn Ondreicka. The author continues her detailed accounts of the lives of the pottery's personnel and traces the similarities and differences in the features of the work of Brown County Hills Pottery and that of the earlier Brown County Pottery.

Collectors of folk pottery and readers interested in pottery craft should be amply satisfied by the detailed personal histories and identification of the ware production of these three concerns. Historians will find the information on Karl Martz and Becky Brown enlightening, due to their contribution to contemporary ceramic arts and to Karl's teaching career, which followed the national trend of expanding the knowledge of ceramic history, techniques, and methods.

MARK S. RICHARDSON is senior faculty of ceramics at the Herron School of Art and Design, Indianapolis, Indiana.



A Most Magnificent Machine America Adopts the Railroad, 1825-1862

By Craig Miner

(Lawrence: University Press of Kansas, 2010. Pp. xvi, 325. Illustrations, notes, bibliography, index. \$34.95.)

In *A Most Magnificent Machine*, the late Craig Miner, of Wichita State University, provides a marvelous addition to the literature on railroads and American national development. Miner's final book is an impressive capstone in his career.

This study benefits from the latest technologies of information retrieval in its effort to explore afresh the history of a two-hundred-year-old technology. Miner's research in newspapers and journals yields a

wealth of first-hand observations on early American railroads and their first four decades of technological and social evolution. Even close students of the subject will find new and interesting contemporary voices expressing thoughts on evolving railroad technology and assessing its current and future impact on the developing nation. Through its apt quotations, the book provides readers with a "you are there" experience.

Initially, as Miner makes clear, American observers regarded railroads mainly as curiosities; only gradually did a generation of tinkerers and users discover their full potential. The decades of the 1830s and 1840s were years characterized by technological experiment, false starts, and nearly as many failures as successes—but failure enabled designers and manufacturers to learn and to build upon their knowledge. While Miner does not focus on early developments in Indiana, such as the first train that steamed north out of the town of Madison, his book provides invaluable context for studying the state's growing networks of rail lines.

Existing literature on the early years of American railroads is extensive and of high quality, but no one before Miner has searched systematically through such a large body of historical literature. The challenge for scholars is becoming less a matter of finding relevant primary sources than of not being overwhelmed by the mass of easily accessible information. The *American Railroad Journal*, the

starting point for anyone seriously interested in early railroad history, and a variety of other rail publications, including *Trains* and *Classic Trains*, magazines oriented to fans but containing solid history, have become available online and in DVD format. Finally, the Open Library offers historical documents from distinguished American and Canadian research libraries, easily downloadable and without charge.

In short, *A Most Magnificent Machine* makes a significant contribution to the history of American railroads. It showcases the latest research technology and effectively demonstrates its usefulness. I cannot imagine a serious student of American history during the first half of the nineteenth century being unfamiliar with *A Most Magnificent Machine* or with its research methodology.

CARLOS SCITWANTES is St. Louis Mercantile Library Endowed Professor in Transportation Studies at the University of Missouri-St. Louis Department of History.



A Savage Conflict

The Decisive Role of Guerrillas in the American Civil War

By Daniel E. Sutherland

(Chapel Hill: University of North Carolina Press, 2009. Pp. xvi, 435. Illustrations, maps, notes, bibliography, index. \$35.00.)

Daniel E. Sutherland's *A Savage Conflict*, an impressive new study of the impact of guerrilla warfare on the course of the American Civil War,

accomplishes several things. First, the book calls the roll of the innumerable Confederate regional and local irregular forces—identified by such terms