

and traditional daily life limits the use of many modern technologies. Amish identities, then, conflict with the frenzied shopping upon which Amish tourism thrives.

The distinction between tourist narratives and lived cultures is a staple of tourist studies, and the connections with wider American narratives are useful additions to Amish studies. Trollinger opens new

directions toward understanding the phenomena of Amish tourism.

STEVEN D. RESCHLY is Professor of History at Truman State University. He is the author of *The Amish on the Iowa Prairie, 1840-1910* (2000) and is currently researching rural consumer culture and gender in Lancaster County, Pennsylvania, in the 1930s and 1940s.



### *Railroads and the American People*

By H. Roger Grant

(Bloomington: Indiana University Press, 2012. Pp. ix, 309. Illustrations, index. \$40.00.)

If books were trains, *Railroads and the American People* would be a local. When I hired out as a brakeman at Watsonville Junction in 1979, the best job you could have was the local freight. You worked hard and long, going into industries, seeing people at work, and waiting at depots for the agent's list, saving a go-home-move for overtime at the end, often coinciding with daybreak. You became part of a local community that you got to know, over time, in an intimate way not accessible to people whose jobs did not take them everywhere. In *Railroads and the American People*, Grant offers readers the same local knowledge of the whole country as he explores the ways the railroad intertwined itself with American daily life—a relationship now imperceptible, but, when pointed out, obvious. Read this book slowly, allowing the wealth of detail—which is the book's

great strength—time to sink in. You will find yourself thinking about certain details after hours, each reader resonating with some different aspect of the map Grant creates. Re-reading, some other aspect will surface. Indiana readers might enjoy the citing of the Indianapolis station as the first “true” union station (p. 104).

Grant divides the book into four sections: trains, stations, communities, and legacy. The first section covers the development of passenger service using various slice-of-life vignettes accompanied by photographs. The section on stations examines the history and function of the railroad station. The next section takes this idea further, showing the impact and changes the railroad presence brought to communities: “Irrespective of the scope of railroad operations, residents understood that the rhythms of the railroad often became the rhythms

of their community” (p. 237). Here, Grant discusses standard time, hobos, railfans, derailments as spectacle, and community political interactions with the railroad companies. The legacy section explores the organizations that grew up to study the railroad and their publications. It also gives a broad sweep of the echoes of the railroad presence in American culture.

For me, the imposition of standard time on the nation stood out, as did the layout of towns relative to the depot. Grant also mentions Duffy Littlejohn’s *Hopping Freight Trains in America* (1993)—one of the best descriptions of switching operations ever written—observing that “railroad officials strenuously objected to its publication” (p. 60). Grant also does not shy away from controversial subjects, such as gay cruising in railroad depots and among hobos in the rail yards.

I would have appreciated notes to complement Grant’s voluminous research. For example, which railroad’s

officials objected to the Littlejohn publication? Of course, the inclusion of notes would have likely doubled or tripled the size of the book, so Grant contents himself with suggestions for further reading, a valuable reference in its own right. I also would have wished for literature—in the literary sense—to make its way into the legacy section. I missed the inclusion of modern-day graffiti artists and train rider subculture as well. But you cannot have everything, and Grant’s book leaves you wishing for more.

LINDA GRANT NIEMANN teaches Creative Nonfiction and American Studies at Kennesaw State University in Georgia. A Ph.D. in English from University of California, Berkeley, she authored *Boomer: Railroad Memoirs* (1990), *Railroad Voices* (1998), and *Railroad Noir: the American West at the end of the Twentieth Century* (2010), which chronicle her twenty years as a brakeman on the Southern Pacific Railroad.

