

1891 departure Indiana finally realized "university status and academic maturity" (p. 263). Clark interestingly details the new channels into which students and student life were swept in the late nineteenth century; but he deals with this period of great educational ferment too briefly, and occasionally the hurried account falters. Perhaps more of the book should have been devoted to the later years.

The editor sometimes fails the author (note inconsistencies in student numbers, pp. 73, 75; salaries, pp. 67, 75; and in the handling of Bryan's name, for example), but Clark himself is judicious and possesses a gift for the adroit phrase. Readable and basically well balanced, the book shows that Indiana University, an early public institution of higher learning in the Ohio Valley, was only chronologically a pioneer. Its greatest days lie ahead when this volume closes, and readers must await its sequel to follow that development.

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Ghost Railroads of Indiana. By Elmer G. Sulzer. (Indianapolis: Vane A. Jones Co., 1970. Pp. 267. Maps, illustrations, generalized bibliography, appendices. \$15.00.)

Introducing Elmer G. Sulzer's *Ghost Railroads of Indiana* is much like introducing an eccentric friend. Its worth is obvious to anyone who shares Sulzer's interest and has an affinity for his style; others, more inclined toward monographic conciseness, may wonder just what the author set out to do. *Ghost Railroads of Indiana* is a combination of railroad buffmanship and astute historical research. It could be produced only by a person who has had a lifelong fascination with railroads and, at the same time, possesses the scholarly ingenuity to dig for facts in the most remote places.

On first glance this is a picture book; in fact, it does contain approximately 300 photographs—locomotives of many vintages, rolling stock of all descriptions, tracks, stations, water towers, bridges, wrecks, and, of course, railroaders. Also reproduced on its pages are maps, timetables, tickets, passes, stock certificates, dining car menus, and (in the appendix) charts containing significant data on locomotives and track mileage.

But it is the text itself, sandwiched between the illustrative material which gives the book its authoritative tone. The following excerpt, chronicling the steps in one of many rail consolidations, exemplifies the factual detail in which the book abounds:

"On September 10, 1901, the Eel River Railroad was deeded to the Logansport & Toledo Railroad which had been organized in the interest of the Pennsylvania. Shortly thereafter, the L&T secured trackage rights over the Wabash between Butler and Toledo, Ohio,

and freight and passenger trains were run through from Logansport to Toledo without change of crew.

"Through a consolidation effective January 1, 1905, the Logansport & Toledo became a part of the Vandalia Railroad. Through a further consolidation in 1916, the Vandalia became a part of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad; and by an agreement dated September 28, 1955, the PCC&StL was merged into the Philadelphia, Baltimore & Washington Railroad. All of these organizations were proprietary companies of the Pennsylvania Railroad" (p. 152).

Much of the text, on the other hand, is anecdotal. Sulzer tells about elaborate entrepreneurial schemes (p. 34), pitched battles between rival rail crews (p. 84), and awesome train accidents (p. 108). Of course it is the "abandoned" railroads that he deals with, but with over a thousand miles of abandoned main line mileage in the state of Indiana (as of January, 1969) from which to launch his presentation, there is no dearth of information—assuming that someone with Sulzer's persistence cares to go after it.

The book's ten chapters deal with railroads which are representative of, or at least identifiable with, most areas of Indiana, e.g., "The Old Coal Road" in the northeastern part of the state, "The Old Midland" through central Indiana, the "Arnica" line in the Fort Wayne region, the several branches of the old "Madison," and the various lines terminating at Evansville. Anyone who has tried to decipher the intricate rail pattern in the southwestern part of the state will be impressed with Chapter 10, "Old Bituminous Carriers." The research that went into this chapter alone had to be prodigious.

Ghost Railroads is not the definitive history of Indiana's rail transportation, but whoever ultimately writes this history will surely get some free rides on the "trackage" that Sulzer has uncovered. Meanwhile, buffs of all ages are going to get a lot of enjoyment out of Sulzer's 267 page excursion.

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Edward Charles Elliott, Educator. By Frank K. Burrin. (Lafayette: Purdue University Studies, 1970. Pp. xv, 187. Notes, pictures, selected bibliography of Elliott's works, index. \$5.50.)

Edward Charles Elliott was president of Purdue University from 1922 to 1945. During these twenty-three years he steered the school through its greatest years of expansion in size, prestige, and service, and it was inevitable that his retirement would offer the occasion for comparisons. Generally speaking, student enrollments increased from approximately 3,200 to 8,600; administrative, instructional, and