

sympathy. Lennon's book reminds us how pervasive these figures were in American life, surfacing not only to beg at the backdoor or work the fruit harvest, but also in the latest literary journal.

Normal, Illinois

Michael MATEJKA

RAILS TO THE FRONT: THE ROLE OF RAILWAYS IN WARTIME. By Augustus J. VEENENDAAL and H. Roger GRANT. Zutphen, Netherlands, 7201 JA: Karwansaray Publishers B.V., Marspoorstraat 13, 2017. 250 pp. \$35.10 ([service@karwansaraypublishers.com](mailto:service@karwansaraypublishers.com))

It's noteworthy that there are many more books about railroads in specific wars than there are surveys, like this one, on the topic. Few authors have the courage and even fewer the broad historical background required to marshal en masse the facts and facets attendant to railroading and war generally, not to mention their complex strategic, technological, and geopolitical interactions.

All the more welcome, then, is *Rails to the Front*. Conceived originally to accompany a major museum exhibition in Holland, its lead author thought it worthy of translation and expansion into the book of the present title. H. Roger GRANT signed-on to pen new American-related chapters. Enough of the original exhibition publication remains to give this book a distinctive "you are there" character, enhanced by the generously large, colorful, and expertly captioned illustrations.

There is a danger in works such as this of unintentionally magnifying the role of railroads to a point where—in some wars—they assume an importance greater than they had. That, thankfully, is not the case here; the author's contextualization of railroading in the conflicts discussed—from transporting of British soldiers to Ireland on the Liverpool & Manchester Railway in 1830 to the present-day Iraq War—is ever judicious, often including the *casus belli* of each. Still, this is not so much a work for scholars as it is for general readers, one informed, however, by the best scholarship. Even if veterans of the subject may not learn much new here they cannot help but be impressed with the authors' acumen and the book's layout and design. Without much exaggeration, it can be said that this is a volume capable of holding its own against videogames and the internet.

For surveys such as this one, especially those in which the authors express the hope that readers will pursue additional sources, bibliographies assume a special importance. The authors are to be commended for calling attention to many works that English-speaking readers should be more aware of, for example: Dr. Christian Cénac's *La Voie de 60 militaire de la Guerre de 14-18* and Keith Taylorson's *Narrow Gauge at War*. This reviewer did note some curious omissions, among them: John Westwood's *Railways at War* and Ian Hogg & John Batchelor's *Rail Gun*. Several books originally published in English are cited, unhelpfully, in German translations, e.g., Ron Ziel's *Räder müssen rollen (Steel Rails to Victory: A Photographic History of Railway Operations During WWII)*. But those are quibbles: this is an authoritative

work, engagingly written, attractively designed, and given its nice price, easily recommendable as the go-to work in its field.

St. Louis, Missouri

Gregory P. AMES

SMOKE OVER OKLAHOMA: THE RAILROAD PHOTOGRAPHS OF PRESTON GEORGE. By August J. VEENENDAAL, Jr. Norman 73069: University of Oklahoma Press, 2800 Venture Drive, 2017. 194 pp. index. \$29.95.

Preston George is not a name typically found with well recognized photographers of the railroad landscape—Steinheimer, Shaughnessy, etc. His geographic range was rather more circumscribed, his chronological range more restricted, and his approach more traditional. Nevertheless, his work during the 1930s and especially 1940s in Oklahoma and nearby environs did produce a marvelous photographic documentation of railroading of that era in that geographic region. He favored three-quarter (widge) views, many of them unremarkable, but some of them quite extraordinary. An occasional panorama portrait could prove exceptional as did occasionally exceptional motive power—e.g., elderly if spry 4-4-0s on Quanah, Acme, & Pacific and Katy passenger trains in the late 1940s. As might be expected, George found himself along tracks of Frisco, Santa Fe, Rock Island, Katy, and KCS, but also with brief excursions to short lines and electric roads peppered with infrequent sojourns to main line railroading in Colorado, Kansas, and Wyoming. Included in this volume is a brief history of railroads in Oklahoma and a tasteful biography of George by his daughter.

*Smoke Over Oklahoma* will be greeted enthusiastically by those interested in railroads of the Sooner State and by those captivated by the late steam era.

St. Cloud State University (em.)

Don L. HOFSSOMMER

THE ROUNDHOUSE CAT: OZZIE FINDS A HOME. . By Lorenz SCHRENK. Edina, Mn 55439-2129: Beaver's Pond Press, 7108 Ohms Lane, 2017. 55 pp. \$14.95. To order visit [www.ItaskaBooks.com](http://www.ItaskaBooks.com) or call 800-901-3480.

THE ROUNDHOUSE CAT: OZZIE'S NEW ADVENTURES \$14.95

THE ROUNDHOUSE CAT: OZZIE JOINS THE HOBOES. \$14.95

Animals and railroads? One might immediately think of cattle, sheep, horses, and swine that at one time made up significant portions of freight tonnage. Or, one might think of huge hers of bison that once inhibited transit over early Great Plains rail. Or, Lexingtonians might recall the marvelously delightful "freight elephant" stories told so effectively by the late Jim Larson. Or, one might smile at the memory of Owney, the dog who gained fame as an inveterate traveler across a broad landscape on Railway Post Office cars. Or, if you are Lorenz SCHRENK, you focus on Ozzie, a cat who became a railroad enthusiast.

Schrenk holds degrees from George Washington University and Ohio State University, served in the United States Navy, and is a