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The Train Stops Here: New Mexico's Railway Legacy (review)

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well as indigenous ideas and local practices, on the alabado texts. Such a conclusion might also elaborate on Steele's contention that these songs are "a . . . cultural DNA, a spiritual, social, and psychological genetic code that directs people's lives. Singing them was a major force in keeping New Mexico in the Spanish empire, in the Roman Catholic church, and in the cultural realm of Spain and New Spain" (p. 4). That said, this is an invaluable resource and the collection will undoubtedly be significant for historians of religion and culture in nineteenth- and twentieth-century New Mexico.

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KRISTIN DUTCHER MANN

The Train Stops Here: New Mexico's Railway Legacy. By Marci L. Riskin. (Albuquerque: University of New Mexico Press, 2005. Pp. 156. Acknowledgments, photographs, maps, appendices, glossary, bibliography, index. ISBN 082333060. \$39.95, cloth. ISBN 082633309. \$24.95, paper.)

Like other Western states, New Mexico was formed and shaped by the railroads (and it continues to be, as any driver along Interstate 10, passing and being passed by freight trains, can testify). *The Train Stops Here* is a brief introduction to New Mexico's railroad infrastructure—the fruit of competition among the Santa Fe, Denver and Rio Grande, and Southern Pacific systems—followed by a catalogue of the surprisingly large number of railway structures still standing in New Mexico. A specialist in adapting and reusing historic structures, Riskin clearly intends her book to motivate New Mexico communities to restore and find uses for the many railway depots that still dot the state.

Riskin's introduction provides an overview of the various kinds of railcars that ran on New Mexico's iron roads, and of the steam, and later diesel, engines, that pulled them. She explains how track was built and unbuilt, enabling the reader to spot the signs of former railway lines in existing sloped berms and roadbeds. Focusing on the Santa Fe system, she details each of the remaining railway depots—and each community of any size along the railway line seemed to have one. While most of them were built according to a set of prefabricated plans, many of them have architectural eccentricities. The boom-and-bust nature of the New Mexico economy, and the failure to find water in some places, meant that some were deserted earlier than others and thus still wear the earliest Santa Fe railroad paint schemes.

In addition to chronicling the appearance of the depots, from their Coffeyville, Kansas, brick patios to their freight doors and paint jobs, Riskin discusses the way in which these buildings have been reused by their local communities. Despite their architectural distinctiveness, only a few depots, like those in Chama, Las Cruces, Columbus, and Hatch, have been recycled as museums. In a testament to the propensity of rural New Mexicans to reuse and make do, many depots and buildings have been moved from their original sites and become private homes. Although few communities have found good uses for their depots, and many are falling apart, the reaction in Clovis to the attempt by railroad officials to remove a beloved "Santa Fe—Be Safe" sign shows that many consider these historic odds

and ends to be inseparable parts of the ambience.

It is clear from Riskin's description that the railroads helped determine the shape of New Mexico settlement, by choosing some towns for depots and ignoring others. The railroads brought tourists to Santa Fe and to Navajo country, causing New Mexico culture to grow in sympathy with tourists' expectations. When silver mining boomed, railroad companies built spurs to the mines, permanently affecting the landscape. Riskin covers this material, but completely leaves out the human side of the equation: the stories of the railroad workers, the ranchers affected by the railroads, the railroad passengers, and the Harvey Girls are left for other, more comprehensive works. *The Train Stops Here* thus does not stand alone as a history of the railroad industry in New Mexico, but will find its audience among historic preservationists, public historians, and railroad buffs wishing to track down the physical signs of New Mexico's age of diesel and steam.

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All Aboard for Santa Fe: Railway Promotion of the Southwest, 1890s to 1930s. By Victoria E. Dye. (Albuquerque: University of New Mexico Press, 2005. Pp. 176. Acknowledgments, illustrations, appendices, graphs, notes, bibliography, index. ISBN 0826336574. \$24.95, cloth.)

In *All Aboard for Santa Fe*, Victoria Dye cogently highlights the central role played by the Atchison, Topeka, and Santa Fe Railway (AT&SF) in developing tourism in the Santa Fe area and creating a "Santa Fe Mystique," premised on the regional distinctiveness of its Indian and Hispanic cultures. Arriving in Santa Fe in February 1880, the railroad promptly endeavored to market the region's unique offerings, which included a healthy desert climate—ideal for visitors with respiratory ailments—as well as a birds-eye view of the "docile" Pueblo and Navajo cultures, seemingly frozen in time for eastern tourists to observe and enjoy. Dye establishes the close ties between the AT&SF and the Fred Harvey Company, the exclusive chain of restaurants and hotels that operated along the railway's route. Evidence of the reciprocal relationship between the AT&SF and the Harvey Company is their joint support of two successful tourist ventures: the La Fonda Hotel and Indian Detours, a motor-tour company that extended the Santa Fe experience from the train's platform into the heart of the Southwest.

According to Dye, the AT&SF not only drew upon an existing Santa Fe culture in its marketing campaign, but also fostered the development of the Santa Fe-motif by its support for Indian artisans, the incipient art community, the Santa Fe Fiesta, and the city's unique architecture and cuisine. The railway also played an important role in developing the city of Albuquerque, which was located directly on the railway's main line (Santa Fe was situated on an eighteen-mile spur). The Albuquerque marketing strategy stressed the city's growth potential as an industrial and commercial hub, while Santa Fe remained "quaint," a historic anachronism and homage to the region's rich cultural past. The strength of Dye's analysis stems from her ability to draw on the wealth of promotional material produced by the AT&SF and its affiliated companies. Further, her study includes numerous