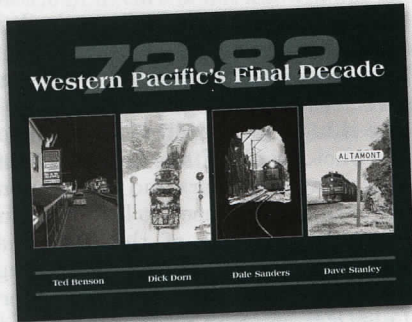


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pictures here, and the book makes for a very fascinating read as well.

The PRR facilities in Cleveland are covered in great detail in this chapter. One thing I never knew that PRR was considering abandoning Union Station in the early 1950s and building a new station of its own several blocks east. The whole story, including an artist's sketch of the proposed new station, is included here. It's stuff like this that makes this book well worth the purchase price.

Chapter 5 covers the Akron Branch, and we wrap up with a nice pocket sleeve full of very useful foldout maps that help put a lot of the key locations into full context.

This really is a very solid effort, and Dave Messer has done us a great service by continuing his work covering PRR in such great detail. You could spend hours just poring over the photographs, and the captions read like little stories at times. I found myself making notes and referring to maps and timetables over and over again; that's a solid sign of a book loaded to the brim with useful information.

This book is an outstanding value, and I look forward to the next volume in the series. It's definitely a job well-done!

— FRANK GARON

Dining à la Pullman: The History of Pullman Dining Service, 1866-1968 by Terence Mulligan, Peter Tilp, and Karl Zimmermann; Garbely Publishing Company, P.O. Box 2318, Branchville, NJ 07826; sales@garbelypublishing.com; (801) 896-6PCO (4726); <http://store.garbelypublishing.com/pullman/>. Softbound, 172 pages, heavily illustrated with color and black & white photos. \$60.00 plus \$3.27 shipping (USA).



Every now and then you come across a book that is so good and so well-written that it makes you want to read it from cover to cover right on the spot. This is one of those books. In fact, I'd consider it a contender for "best railfan book of 2019." And I don't say that lightly.

The cover of the book tells us that its subject matter is "The History of Pullman Dining Service, 1866 to 1968." That one sentence is so seemingly dull, isn't it?

And yet, when you open the book and start reading, the pages spring to life. The only way I can really tell you about this book is that it is written in such a vivid, interesting, and fascinating style that it pulls you right in as if on some sort of exciting new adventure. It's the railroad equivalent of the Tom Swift and Hardy Boys books we used to read as kids — once you pick up this book you will not put it down.

When Rudy Garbely of Garbely Publishing first told me he was coming out with this title I was kind of ambivalent.

It didn't really sound like something I'd be personally interested in reading or reviewing. I'm not really what you would call a "foodie." Give me a good pizza pie and a Dr Pepper, and I'm good to go — never mind sitting down for a five-course meal. I honestly didn't think I could relate to the subject matter. But how wrong I was.

The sign of an exceptionally well-written book is you become enthused about the subject matter, even if you had no particular interest in it beforehand. How could I not be fascinated by the story told between these covers?

We start out with a wonderful introduction to the three authors by Karl Zimmermann himself, which really helped set the tone for the entire book. Then we get into the actual history of Pullman dining.

The next chapter treats us to the story of *Lotos Club* which Peter Tilp purchased and restored to working order. This part of the book was nothing short of wonderful, as it takes you back to a time and place in history when train travel was the way to go. It's a very entertaining story with, as you'll see, a sad ending.

My favorite part of the book comes next, the interviews that Tilp made from 1971 to 1994 with several retired Pullman chefs and waiters. These were guys who worked during the years 1930–1956, and the stories they tell are absolutely priceless. I'm a firm believer that employees are the most important part of any railroad story. We should be so grateful to Tilp for recording these interviews, since they cover such an important part of railroading that has vanished. There's just page after page of entertaining reading, and you can tell how much pride these men took in their work.

The book finishes with some popular recipes from some mid-20th century Pullman chefs. I have to say the veal cutlet with tomato sauce and noodles definitely made my mouth water. And if you weren't hungry before you read this chapter, you certainly will be afterward. Photos of the meals, along with menus, help set the tone for the close of what I feel is an exceptional book.

I'd like to thank the authors and the publisher for taking a chance on a book like this. There is so much railroad history still to be learned, so much to be documented and preserved. It is only through the efforts of good people like these that we are exposed to this kind of outstanding material.

My greatest wish is that you pick up a copy. I'm willing to bet you will love it. It is well-written and entertaining, and it covers a very interesting part of railroading that is often overlooked and yet deserves to be documented. ■

— FRANK GARON