

# **Pennsylvania Railroad Flat Cars Revenue & Work Equipment, 1881 to 1968 Errata**

**February 17, 2011**

Page 23        FM – There was no mention of the quantity of class FM cars in the text for this class. However, the quantity built as shown in Table 1 is 3,661 making it numerically the largest class of flat cars the PRR had.

Page 42        F30, F30A and Related Classes - The first sentence states "The F30 and its numerous sub-classes (particularly the F30A) were, by far, the most important flat cars in the history of the PRR. Built at the height of the Depression, this car outnumbered all other flats on the PRR by a large margin, ...". It should be pointed out that the class FM was just as big an advance in flat car design in its era as the F30A was in the mid-1930s. It also begs the question - were the F30-types really more important to the PRR in the late era than were the FM cars in their earlier era? The second sentence stating that the F30-types outnumbered all other PRR flats is not incorrect. The total for the class FM was 3,661, compared to only 2,051, for all the F30-types put together (see Table 1). Only in 1955 and beyond did the F30-types far outnumber all the other flat cars.

Page 48        The top photo on page 48 incorrectly states the tractors are Farmalls, actually they are Olivers.

Page 61        The statement that the F34 was a one of a kind style might be misleading as the PRR had three of this class and other roads did have cars of similar design.

Page 65        The F36 center photo states 20 were built in 1940-1941 and 10 built in 1942, while the text says that all 30 were released to the road in December 1940. Entries from the *Official Railway Equipment Register* for 1941, 1942 and 1943 indicate that the caption is correct - 20 were built in 1940-1941 and an additional 10 were built in 1942, the text is in error.

Page 85        Under F44 the final sentence incorrectly refers to these cars as F43 rather than F44.

Page 89        In the last paragraph pertaining to the FD2, the trucks are incorrectly referred to as "4F5-T1". The correct designation is "4F5T1." The middle character is either a hyphen or a number, not both.