

ERRATA

PROPHET'S PENNSY

9/14/15

p.5: The location is the Virginia Museum of Transportation, in Roanoke. That is a Virginian EL-C (NH/PC/CR E33) in the background. Both photos probably are taken there, since he is wearing the same clothes in both.

p.31, top photo: The caption implies that the K4sa class was the result of applying the front end throttle to the locomotives. Actually, the five K4sa (#612, 1985, 5405, 5481 and 5484) were reclassified due to the fitting of new cylinders with larger 15-inch diameter piston valves. K4s #5473 also received the front-end throttle at around the same time, but as this locomotive retained the original 12-inch diameter piston valves it remained a K4s. This photo was taken on the New York & Long Branch at Asbury Park, N.J., (M.P. 28.08) rather than on the Freehold Branch. This shows the fan trip arriving at Asbury Park, with the station building is visible in the right background.

p.31, bottom photo: The bridge over the Garden State Parkway is on the Freehold Branch between Allenwood and Allaire State Park.

p.32, top and bottom photos: Both were taken at Englishtown on the Freehold Branch.

p. 71, bottom photo: The GG1 is #4930, not #4938.

p.72, bottom: There is no "straight" that long at Wilmington, on either end. My guess it that the view is eastward, east of Rahway, N.J. That water tank in the background still exists.

p.74, middle photo: Location is most likely **South Amboy**, not *North Philadelphia*.

p.104, top and middle photo caption: The caption, for N6b 980901, stating that the Circle Keystone scheme herald never appeared on cabin cars is not correct. The Circle Keystone scheme did appear briefly on the N8 cabin cars when new, as can be seen in the top photo on p.92. There was also an experimental use of the Circle Keystone on N5 cabin cars with Futura lettering.

p.106 top photo caption: The caption, for N6b 980937, indicates it was renumbered as a CT (Conducting Transportation) cabin from an MW cabin, so it could be used in revenue train service. This photo shows the same row houses as the Metroliner photo on p.135.

p.114, bottom photo: This is Washington, D.C. The view northward from New York Ave., over the Pullman Yard. The cars in the foreground are on the lead to Ivy City, which is off to the right. The PRR main line out of Union Station is just out of sight below the bottom right. The building in the left background is the Sanitary Grocery Company warehouse, which still exists, but the water tower, in this case, is gone. The through truss bridge, carrying T St. over the Pullman Yard is also gone, having been removed when WMATA built the Brentwood Yard for the Metro system. B&O's Metropolitan Subdivision heads up the left side, between the last passenger cars in the yard and the freight cars to their left. It passes under the far left truss of

the bridge. To our knowledge, there never were any such through truss bridges over Sunnyside.

p.135, bottom: The Metroliner is not *south* of Baltimore. The rear of the train is still against the platform. The bridge is Charles St., at the west (timetable south) end of the station building, and the row houses in the upper background face St Paul St., at the east (timetable north) end of the station building. In this view, Mr. Profit is standing a few tracks over from his position in the upper photo on p.130, and a piece of the same bridge is visible above the B&O observation car. In Pete Lerro's Painting for Ken Briers, "That's My Boy!", the view is in the opposite direction, with the same bridge in the upper background.

Photo Credits:

All of the Prophet's slides used in this book were assumed to be his property because those of other photographers were so indicated on the slides and were annotated as such in the photo captions. However, it is possible that some of the images credited to John Prophet in this book may have been from other photographers and not annotated on the slides. We apologize for any errors in not identifying the proper photographers. Specifically, we note as follows:

p.65, bottom photo, of GG1 4817: It's possible that this photo was taken by Tom Gildersleeve.

p.71, top photo, of GG1 4930: It's possible that this photo was taken by Tom Gildersleeve.

p.71, middle photo, of GG1 4936: It's possible that this photo was taken by J. W. Swanberg .

p.74, all photos: It's possible that these photos were taken by Tom Gildersleeve.