

## Errata: *The TTX Story* by James D. Panza, Richard W. Dawson, and Ronald P. Sellberg

### Volume 1

<u>Page</u>	<u>Correction</u>									
41	The person second from left in the lower photo is Jack Wightman, Trailer Train's General Manager at the time, not Ed Martin, its first employee. The other men are identified correctly.									
85	Although he had previously worked for Norm Reichert elsewhere, Bob Zimmerman came to Trailer Train before him and recommended to Curt Buford that he hire Reichert to replace John Brennan.									
103	Greg Rosval works for CP, not CN.									
189	The car number groups from 157411 to 158226 under "BSF11X (Cont.)" are repeated to the right.									
201	The hyphen should be removed from "There-fore". (right column, Line 5).									
201	The hyphen should be removed from "sus-pensions". (right column, Paragraph 2, Line 2).									
202	The hyphen should be removed from "opti-mization". (left column, Line 2)									
207	3 <sup>rd</sup> paragraph, Line 7: delete the word "an" in "that reporting mark was also to be used for <i>an</i> 89-ft. flatcars".									
213	The photo caption should refer to "NTTX 110025", not " <i>110025 NTTX</i> ".									
229	In Table 9-7, the line separating series 355000-355199 and 553000-553159 should be printed in bold to separate Trinity's 3-unit cars from 5-unit cars.									
251	In Table 9-10, the column heading "Closest Truck" should read, "Closest Truck Spacing".									
259	In Table 9-11, The last sentence of Note (5) should end with "...were articulated or drawbar-connected."									
276	In Table 9-14, the totals at the bottom of the columns under "Quantity" should read as follows:									
	<table><tbody><tr><td>Total Owned</td><td>40,229</td><td>43,759</td></tr><tr><td>Leased</td><td>1,087</td><td>1,087</td></tr><tr><td>Grand Total</td><td>41,316</td><td>44,846</td></tr></tbody></table>	Total Owned	40,229	43,759	Leased	1,087	1,087	Grand Total	41,316	44,846
Total Owned	40,229	43,759								
Leased	1,087	1,087								
Grand Total	41,316	44,846								
299	In the fifth description of RTTX cars, "foiur-unit" should be "four-unit"									

## Volume 2

<u>Page</u>	<u>Correction</u>
10	The top left photo caption should indicate a Whitehead & Kales rack, not Darby.
11	The top right photo caption should indicate a Darby rack, not Whitehead & Kales.
22	The top photo caption should indicate a rack from Darby's rack order.
39	Photo credit for ETTX 850009 should read, ( <i>Paragon photo, TTX collection</i> ).
116	Photo caption for OTTX 92770 should read, "OTTX 92770, F60GH, illustrates the Type E/F coupler..." (not the Type E coupler).
220	The upper photo caption should refer to TBOX 662196, XGH61, not XGOH61.
223	In the caption for the lower photo, the 2 <sup>nd</sup> sentence should read, "Built by FreightCar America, it, like most recent TBOX cars, has horizontal stiffeners applied...". The present wording implies that most recent TBOX cars were built by FreightCar America.
233	In the second paragraph, "DR&GW" should be "D&RGW" (two places).
256	In the 2 <sup>nd</sup> paragraph, Line 1, there should be a comma between "...years required to bring the car to 65 years total life" and "the number of forces...".
265	The next-to-last row of the 1 <sup>st</sup> column of Table 14-2 should end with "Twin-45/Triple-28", not "Twin-45/Triple-2".
294	In Note 79, "is" should be deleted from "...trucks are <i>is</i> defined in...".

8/14/2018