

From the Midwest to Florida by Rail Volume 2 - Errata

p.15: Delete the paragraph: "NYC was initially involved in discussions with a number of other railroads concerning the establishment of fast Chicago-Miami all-coach services in 1940, but withdrew and took no action." (It was replaced by the previous paragraph, but inadvertently left in.)

p.26, Switching Partners, third paragraph: "When ACL purchased Plant System in ~~1900~~..." Should be 1902."

p.38, second column: "Until now, most ~~of~~ seasonal winter Florida traffic..."

p.50, 1904 Monon sleeper: "For the 1903-04 season, beginning January 11, 1904, the *Special* no longer offered a PL Pittsburgh sleeper, and the MC-CH&D Detroit sleeper was still operating on a tri-weekly basis. The Monon St. Augustine-Chicago sleeper, usually on *Florida Limited*, was handled on the *Special* ~~this season only northbound, and only with Saturday departures.~~" Should read "**northbound weekdays only; on Sundays the car remained on the *Florida Limited*.**" (Monon sleeper information on p.35 (*Florida Limited*) is correct.)

p.50: "For the 1903-04 season, beginning January 11, 1904, the *Special* no longer offered a PL Pittsburgh sleeper, and the MC-CH&D Detroit sleeper was still operating on a tri-weekly basis. The Monon St. Augustine-Chicago sleeper, usually on *Florida Limited*, was handled on the *Special* this season only northbound, and only with Saturday departures.

The train was advertised as an all-Pullman Cincinnati-St. Augustine train, having new Pullman equipment, including section-2DR sleepers, a library-observation car, ~~electric lighted coaches~~, and a diner." The train did not have coaches at this time. It received them in 1909 (as mentioned).

p.58: "The train *Royal Palm* ~~replaced~~ **descended from** *Cincinnati & Florida Limited* of 1892,..." *Royal Palm* replaced *Florida Limited*, which was a descendent of *Cincinnati & Florida Limited*. The *Palm* did not replace *Cincinnati & Florida Limited*.

p.66, second column: Delete the last sentence ("~~Sleepers were available for occupancy at 10 p.m. the previous evening in Miami and Palm Beach.~~") of the paragraph under "South of Jacksonville." A similar sentence appears ten lines previous.

p.78, second column, "1927-28 Multiple Royal Palms," second paragraph: "In addition to the changes, both *Palms* were switched to the Valdosta route year ~~route~~ **round**, where they remained through mid-1933."

p.87: The top photo should not appear here. *Royal Palm de Luxe* never carried lightweight equipment.

p.95, second column, bottom paragraph: "The 1935-36 winter season *Royal Palm* had a slight change in its northbound schedule, leaving Jacksonville at the same time as before, but arriving in Jacksonville **Cincinnati** 50 minutes earlier."

p.104 photo: The locomotive is an SR Ts-1, not a ~~Ps-4~~.

p.138, both captions: "St. Petersburg" should have been italicized.

p.152, first column, first paragraph: "Due to USRA restrictions in running seasonal trains, *Ohio Special* did not operate during 1917-18 ~~and 1919-20~~ 1918-19. Another seasonal, *Florida Special*, ran until the

spring of 1919, when it was permanently discontinued. ~~The 1919-20 season saw only Royal Palm operate. The 1920-21 season brought the return of the Ohio Special and the inauguration of a new seasonal train, Florida Express. The latter ran for only one season.~~ **The 1919-20 season saw *Ohio Special's* return. The 1920-21 season saw the inauguration of a new seasonal train, *Florida Express*, which ran for only one season. Its overall schedule would be reintroduced in the 1921-22 season as the Cincinnati-St. Petersburg *Suwanee River Special*, running via Hampton, Fla. and SAL." *Ohio Special* operated during the 1919-20 season.**

p.163, first column, first paragraph: "...the *Ponce*, so the combination made operational and economic sense. The *Ponce* took the *Special's* Chicago-Charleston, Cincinnati-Goldsboro and St. ~~Louisville~~ **Louis-Asheville** sleepers..."

p.200, first column, second paragraph: "Ashville" should be **Asheville**.

p.204, second column, second paragraph, two locations: "Ashville" should be **Asheville**.

p.209, second column, second paragraph: "For a number of months in 1958-59, *Official Guide* timetable entries referred to these trains as ~~*Skyland*~~ ***Skyline Special***."

p.210, second column, end of first full paragraph: "On SR, regularly-assigned Sunbeam SR steam power cylinder ~~heads~~ **housings** were adorned with bright red sunbursts."

p.245, first column, first paragraph: There were two (not one) MP-involved Florida car lines that one season, the Kansas City-Miami car cited plus a Kansas City-Jacksonville sleeper via *The Seminole*. (*The Seminole* and *Floridan* sections mention them.)

p.280, bottom right image: This shows a through Kansas City-St. Petersburg sleeper, not covered in the text due to the February 1938 *Official Guide* used for research. This issue does not list this car.

p.286 caption: "~~boxpet~~" should be "**boxpok**."

p.292, first column, first paragraph: "Brunswick" has an errant hyphen.

p.327, second column, bottom paragraph: "In winter 1945, SR started referring to SR 40 and ~~49~~ **39** as *The Sunnyland*, after years of unnamed operation."

p.329, added comment: SR 40/39 became SR 30/29 in mid-1948.

p.345, upper photo caption: The photo is **early 1930s**, not ~~late 1920s~~. At this time, "...the deluxe winter season trains that ran between Chicago and **Jacksonville Miami**"

p.348, caption: The photo should be dated late 1920s. The *Gulf Stream Express* only operated in 1929.

p.355, first column, bottom of the third paragraph: "Jacksonville-West Palm Beach via Daytona Beach... ..20 miles west, located on the SCL (~~ex-SAL~~) Jacksonville-Orlando...." Should be **ex-ACL**.

p.363, bottom photo caption: The caption says this is the ~~first~~ run of the Midwest Auto-Train, but the photo shows a combination of Amtrak and Auto-Train equipment, and was taken in **1976-77**, not ~~May 24, 1974~~.

p.366, map: I have neglected to show *South Wind/Floridian* route changes in Florida and dates when the train was split in Jacksonville versus in Auburndale, as follows:
Split in Auburndale 5/1/71 - 4/28/73, split in Jacksonville 4/29/73 - 4/24/76, split in Auburndale 4/25/76 - 5/14/76, and split in Jacksonville 5/15/76 - 10/1/79.

p.413, center photo caption: "City of ~~Selma~~" should be "City of **Salina**."

p.474, second column: *Official Guide of the Railways*, an average of two issues per year, 1874-~~1964~~ 1971.