

## EQUIPMENT NEEDED FOR PURCHASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	PRODUCT	REF #
25	BOX	50'			12788
15	FLAT	60'	70 Ton Trucks, Bulkheads		12995
1	FLAT	60'	100 Ton Trucks, Bulkheads		12996
25	FLAT	85'	110 Ton Trucks		12841
100	GONDOLA	2,200	Side Dump	Aggregate	12815
40	GONDOLA	2,800	110 Ton Trucks, Flat or Mill		12994
130	GONDOLA	4,000	Twin Tub	Coal	12838
60	GONDOLA	4,000+	Steel Bodies, Rotary Dump		12999
300	GONDOLA	4,680	Flat Bottom, 100+ Ton Trucks	Waste	12748
200	GONDOLA	ANY	Mill		12710
ANY	HOPPER	3,000+	Steel Bodies, 110 Ton Trucks		12875
3-4	HOPPER	3,300	Gravity Gates		12702
100	HOPPER	4,000	Steel Bodies		12869
100	HOPPER	4,000	Aluminum Rapid Discharge, 110 Ton Trucks		12880
4-5	LO	3,000	Gravity Gates	Sand	12720
80	LO	3,200	110 Ton Trucks, 2 Pocket		12993
50	LO	3,800+	Gravity Gates		12683
100-200	LO	4,750	3 Pocket, 110 Ton Trucks		12835
100-200	LO	4,750	Trough Hatches, Gravity Gates	Grain	12769
50	LO	5,750	Trough Hatches, 110 Ton Trucks	Grain	12731

## U.S. NATIONALIZATION OF RAILWAYS

One would think the likelihood of such a situation to be highly unlikely. Whether the cause be economic difficulties or other outside forces, it has been considered a number of times.

In the late 1930's railroads were in such poor shape because of the great depression that Franklin D. Roosevelt's administration considered nationalization amongst its options. After it's collapse in 1970, the Penn Central was considered too important to the nation to fail. As recently as the last few years, there was talk of nationalization should the railroads fail to implement Positive Train Control.

However, in 1917 during World War I, it actually did happen. With railroad fortunes already in a downturn due to fixed pricing, increased costs, and demands on outdated equipment, they were hardly ready for a ramped up war effort. Though many railroads attempted to work together, federal regulations, antitrust issues and other forces prevented a truly unified effort.

With the various railroads all trying to promote the war front, duplication of effort became a problem. Congestion was tremendous on the east coast with carloads of cargo remaining untouched and empty cars unavailable in the rest of the country. President Woodrow Wilson appointed then Secretary of the Treasury, William McAdoo to the post of Director General of the Railroads in the newly created U.S. Railroad Administration (USRA). The railroads were separated into West, South and East Divisions.

Standardization became paramount in the newly unified national railway. Duplicate services were eliminated, passenger ticketing was unified and non-essential travel was discouraged. 100,000 new cars and 1,390 steam locomotives were ordered all under USRA design standards at the cost of \$380 million. One of the most popular steam locomotives to come of this was the 2-8-2 Mikado. By 1960 at the end of the steam era, there were more than 9,500 "Mikes" in the railroad system.

The Railroad Control Act was passed in 1918 that would return control the the railroads to private ownership within 21 months of the signing of a peace treaty and compensation for their usage would be awarded. World War I ended in November, 2018 and in 1920 the USRA was disbanded and control of the railroads was returned to their owners.

<http://www.history.com/this-day-in-history/u-s-government-takes-over-control-of-nations-railroads>  
<http://www.bitesizehistory.net/the-us-railroad-administration-1917-1920/>  
<https://transportist.org/2015/10/12/is-it-time-to-talk-about-re-nationalizing-the-railroads/>

Items Highlighted In Italics Designate New Listings

# THE INSIDE TRACK

RAILWAY EQUIPMENT LISTING  
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## EQUIPMENT AVAILABLE FOR LEASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	LAST CONTENTS	REF #
3	111A100W1	20,000	Interior Coils, Non-Insulated, Top & Bottom Unloading	Magnesium Chloride	12808
50	111A100W3	20,000	Exterior Coils, Insulated, 110 Ton Trucks		12873
3	111A100W3	20,000	Exterior Coils, Insulated	Decanted Oil	12807
15-20	111A100W1	20,800			12715
13	111A100W3	21,000	Exterior Coils, Insulated	MDI	12816
20	111A100W3	23,500	Exterior Coils, Insulated	Bio Diesel	12866
15	111A100W3	23,500	Exterior Coils, Insulated, Top & Bottom Unloading	Tar Oil	12746
3	111A100W3	23,800	Exterior Coils, Insulated, Hazmat Equipped	Various	12809
100	111A100W3	25,400	New Cars, Exterior Coils, Insulated		12776
1	111A100W1	26,000	<i>Non-coiled, non-insulated</i>	<i>Crude Oil</i>	<i>12893</i>
16	111A100W1	27,000	<i>Non-coiled, Non-insulated, No Into Service Freight</i>	<i>Petroleum Waste Oil</i>	<i>12990</i>
16	111A100W1	30,000	Non-Coiled, Non-Insulated, Clean or Last Contents	Ethanol	12868
12	117A100W1	30,000	New Cars, 110 Ton Trucks, Top Unloading, Meets all Packing Group requirements, Can be returned well drained if used in ethanol		12774
20	112J340	33,500	Clean with Nitrogen Pad, 2002 Built	Anhydrous Ammonia	12867
90	FLAT	73'	<i>Center Beams with Risers, 110 Ton Trucks</i>	<i>Lumber</i>	<i>12891</i>
23	FLAT	73'	100 Ton Trucks	Logs	12824
6	GONDOLA	65'	Mill, 5' Sides	Steel	12768
75	HOPPER	3,840	Steel, Manual Gates, 110 Ton Trucks		12707
100	HOPPER	4,000	Steel Bodies, Rotary Dump		12877
80-90	LO	4,750	<i>New Paint, New Linings</i>		<i>12883</i>
25	PD	3,915	14.7 PSI	Barite	12837
80	PD	5,125-5,230	110 Ton Trucks, Some w/ Food Grade Linings	Flour	12991

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## EQUIPMENT NEEDED FOR LEASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	PRODUCT	REF #
2	111A100W1	13,000	Lined, Bottom Unloading	Calcium Carbonate	12825
3-4	111A100W2	13,500	Exterior Coils, Insulated, Rubber Lined, Top Unloading Only	Phosporic Acid	12771
3-4	111A100W1	16,500	Lined	Caustic Soda	12663
ANY	107A	17,000		Argon	12688
1-10	111A100W1	20,000	Lining Preferred, Short Term	Ligno Sulfonate	12845
2	111A100W1	20,000	2 Compartments, Top & Bottom Unloading	Lube Oil	12734
1-3	111A100W1	20,000+	2 Compartments, Top & Bottom Unloading	Solvents	12843
2	111A100W3	21,000	Exterior Coils, Insulated, Lined	Urea Liquor	12737
1	111A100W1	23,500	Hazmat Equipped		12698
1-15	111A100W1	23,500		Dicyclopentadiene	12673
6	111A100W3	23,500+	Exterior Coils, Insulated, Lined, Top & Bottom Unloading	Vegetable Oil / Soap Stock	12821
10	111A100W1	25,500	Short Term	Crude Glycerine	12871
2	111A100W1	26,000	Top & Bottom Unloading	Used Oil	12783
5	111A100W1	26,000	Top & Bottom Unloading	Lube Oil	12736
4	111A100W1	30,000	Top & Bottom Unloading, Hazmat Equipped	Ethanol	12780
<b>1</b>	<b>111A100W1</b>	<b>30,000</b>		<b>Lube Oil</b>	<b>13000</b>
3	111A100W1	30,000	Top & Bottom Unloading	Fuel	12728
20	111A100W1	31,800+	110 Ton Trucks	Ethanol	12870
5	FLAT	60'	Steel Decks, Bulkheads		12798
25	FLAT	85'	110 Ton Trucks	Containers	12841
200	GONDOLA	ANY	Mill		12710
100	GONDOLA	2,200	Side Dump	Aggregate	12815
5-10	GONDOLA	2,500	Mill	Iron Ore / Magnetite	12826
ANY	GONDOLA	3,000+	Steel Bodies, 110 Ton Trucks		12875
<b>100</b>	<b>GONDOLA</b>	<b>6,500+</b>	<b>Rotary dump</b>	<b>Woodchip</b>	<b>12997</b>
ANY	HOPPER	3,800			12676
<b>115</b>	<b>HOPPER</b>	<b>4,000</b>	<b>Rapid Discharge</b>	<b>Coal</b>	<b>12887</b>
<b>80</b>	<b>LO</b>	<b>3,200</b>	<b>110 Ton Trucks</b>	<b>Sand</b>	<b>12993</b>
40	LO	4,750	Trough Hatches, Gravity Gates, Lined	Ammonium Nitrate	12694

Items Highlighted In Italics Designate New Listings

## EQUIPMENT NEEDED FOR LEASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	PRODUCT	REF #
50	LO	5,750	Trough Hatches, 110 Ton Trucks	Grain	12731
2	PD	5,000+	Airslide		12876

## EQUIPMENT AVAILABLE FOR SALE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	LAST CONTENTS	REF #
100	111A100W3	25,400	New Cars, Exterior Coils, Insulated, Top & Bottom Unloading		12776
100	111A100W1	30,000		Crude Oil	12717
<b>10</b>	<b>BOX</b>	<b>89'</b>	<b>10,000 Cubic Feet, 75 Ton Trucks</b>		<b>12998</b>
150	FLAT	59' / 89'	Stanchions		12794
<b>90</b>	<b>FLAT</b>	<b>73'</b>	<b>Centerbeams w/ Risers, 110 Ton Trucks</b>	<b>Lumber</b>	<b>12891</b>
23	FLAT	73'	100 Ton Trucks	Logs	12824
61	FLAT	85'			12840
49	GONDOLA	2,800	Mill Gondola, 110 Ton Trucks		12801
34	GONDOLA	4,000	Flat Bottom, Steel Body		12833
800+	GONDOLA	4,000-4,700	Aluminum, Flat Botom	Coal	12846
300+	GONDOLA	4,400	Twin Tub, Aluminum, 110 Ton Trucks	Western Coal	12853
4	GONDOLA	6,592	Two Pocket	Wood Chips	12786
90+	HOPPER	1,970	Longitudinal Gate	Ore	12678
7	HOPPER	2,100	Gravity Gates, 70 Ton Trucks	Ballast	12732
<b>115</b>	<b>HOPPER</b>	<b>4,000</b>	<b>Rapid Discharge</b>	<b>Coal</b>	<b>12887</b>
100+	HOPPER	4,000			12877
120	HOPPER	4,300	Autoflood, Aluminum, 110 Ton Trucks		12879
<b>100</b>	<b>LO</b>	<b>3,200</b>	<b>2 Pocket, 110 Ton Trucks</b>	<b>Sand</b>	<b>12894</b>
<b>250</b>	<b>LO</b>	<b>3,200</b>	<b>2 Pocket, 110 Ton Trucks</b>	<b>Sand</b>	<b>12992</b>
<b>100</b>	<b>LO</b>	<b>3,220</b>	<b>2 Pocket, 110 Ton Trucks</b>	<b>Sand</b>	<b>12989</b>
<b>80-90</b>	<b>LO</b>	<b>4,750</b>	<b>New Paint, New Linings</b>		<b>12883</b>
130	SCRAP	85'	133,000 Light Weight		12680

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