



RAILWAY EQUIPMENT LISTING
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EQUIPMENT AVAILABLE FOR LEASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	LAST CONTENTS	REF #
2	111A100W3	23,500	Exterior coils, insulated,	Clean	13913
50	AAR 211	28,000+	286 GRL, exterior coils, low tare weight	Non-hazardous biofuels	13918
75	112J340W	33,500	Short term or 1-2 years	LPG	13922
25	GONDOLA	4,320	286 GRL, aluminum flat bottoms		13925
20	HOPPER	4,000	263 GRL	Salt	13935
15	LO	4,750	Trough hatches, gravity gates, 263 GRL		13919
9	LO	4,750	Trough hatches, gravity gates, 263 GRL	Salt	13936
20	LO	4,750	Trough hatches, gravity gates, 268 GRL	Salt	13937
35	LO	5,150	3 compartments, trough hatches, gravity gates, 286 GRL	Malt	13908
24	LO	5,800	263 GRL, east coast	Plastic pellets	13934
1	LO	5,820	286 GRL, 65,200 tare weight	Plastic pellets	13930

EQUIPMENT NEEDED FOR LEASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	PRODUCT	REF #
25	111A100W3	23,500	Exterior coils, insulated, 286 or 263 GRL	Any	13915
2	111A100W3	23,500	Exterior coils, insulated, 263 GRL, must be in food service	Vegetable oil	13929
5	111A100W3	23,500+	Exterior coils, insulated, lined or lineable, needs vapor valve	Glycerine	13909
50	Hopper	3,280	286 GRL, steel bodies	Any	13917
50	HOPPER	4,000	286 GRL, 220,000 minimum load capacity	Aggregate	13928

EQUIPMENT AVAILABLE FOR SALE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	LAST CONTENTS	REF #
18	Box	5,300	70 Ton, single center plug doors		13920
25	Hopper	4,000	Steel bodies, 286 GRL	Coal	13914
40	Hopper		Rapid discharge, aluminum bodies		13921
2	LO	5,250	ACF Center Flow, captive service / storage	Plastic Pellets	13910

EQUIPMENT NEEDED FOR PURCHASE

# OF CARS	DOT / CLASS	CAPACITY	COMMENTS	PRODUCT	REF #
Any	111A100W3	23,500	Exterior coils, insulated, 263 or 286 GRL		13926
50	111A100W3	25,500	Exterior coils, insulated	Various	13933
25	111A100W3 or 117A100W3	25,500 - 25,500	Exterior coils, insulated, 263 or 286 GRL	Any	13915
Any	111A100W3 or 117J100W	25,500	286 GRL		13927
1-2	112J340W	33,500	10 years of remaining life	Propane	13931
1	112J340W	33,500	Storage use	Propane	13932
3	HOPPER	4,000+	286 GRL, aluminum or steel bodies	Slate aggregate	13924
2	HOPPER	6,000+	286 GRL preferred	Wood chip	13923
20	LO	5,800	Minimum of 10 years remaining life	Plastic pellets	13916

RETURN FROM HAITUS!

It's been a while since we've been able to share railroad related information and history in this section. We kind of left you hanging with the Great Bend Tunnel and, unfortunately, that will have to wait until next issue. This issue is intended to reacquaint you with "The Inside Track" and TransMatrix.

"The Inside Track" provides information on railcars that are available or are needed. It is broken into 4 sections, *available for lease, needed for lease, available for sale and needed for purchase*. For every section, each line designates the number of cars, the dot classification or car type, the capacity, information on the car, the last contents or product and the reference number. From issue to issue, new listings will appear in bold and the color of the section title. Currently all listings are new.

TransMatrix has undergone some changes as well. For starters, we moved. It was only next door but, believe us, it is way easier to say it. Over 25 years in the same location led to a lot of pre-digitized stuff to go through. We also went through the process of upgrading our antiquated systems, as is evident by the new look of our publication.

Besides assisting companies and individuals with leasing, buying or selling railcars, TransMatrix also provides several railcar services.

From an ownership perspective, our services include filing of property taxes on your railcars. Annual property taxes are required in most states if your railroad cars traveled through them. We also offer complete management of your railcar fleet including getting them repaired or, if required, on lease.

If you're a company or individual who is responsible for some portion of maintenance on railcars or need some guidance with an issue, we can assist in many ways, including reviewing your maintenance bill to be sure the charges are your responsibility or providing some guidance in resolving various railroad issues.

Finally, we're planning to dip our toes into the social media arena. From topics of railcar ownership to discussions of more serious issues which affect the operation of the railroads or our industry.