

**The University of Florida's SunMUN III**

————— *Specialized Committee* —————

# **All Aboard: The Age of Rails**



**Trey Slaten & Michel Jijon**



## Conference Policies

### Equity Statement

The SunMUN III team is dedicated to creating and maintaining a safe, inclusive, and equitable environment for all delegates, staff members, and advisors. Through collaboration, open-mindedness, and diplomacy, the SunMUN III Secretariat is committed to providing each and every participant with an equitable and positive experience.

To uphold this commitment, all SunMUN III secretariat members, directors, chairs, and staffers have completed training, including University of Florida Model United Nations equity standards training and Meridians Title IX training.

For any questions, comments, or concerns regarding equity, please contact our Chief of Staff, Alonzo Rojas, at [sunmun.fl@gmail.com](mailto:sunmun.fl@gmail.com).

### General Conduct Policies

The SunMUN III team is dedicated to enforcing proper conduct throughout the conference weekend. This includes but is not limited to:

1. Abiding by ALL hotel policies, including maintaining proper volume levels, respecting non-SunMUN III hotel guests, possession/use of illegal substances, underage drinking, etc.
2. Being present at ALL committee sessions. If a delegate must miss a committee session, they must contact their head delegate and their committee director immediately.
3. Delegates are expected to maintain respectful and equitable conduct towards all committee attendees and staff.

### Sexual Misconduct Policy

The SunMUN III team is dedicated to providing a safe environment for all delegates, staff members, and advisors free from discrimination on any grounds and from harassment during the conference including sexual harassment. Sexual harassment is unwelcome conduct of a sexual nature which makes a person feel offended, humiliated and/or intimidated. Sexual harassment can involve one or more incidents and actions constituting harassment may be physical, verbal and non-verbal.

Examples of sexual harassment include but are not limited to:

- Making derogatory or demeaning comments about someone's sexual orientation or gender identity
- Name-calling or using slurs with a gender/sexual connotation
- Making sexual comments about appearance, clothing, or body parts
- Rating a person's looks or sexuality
- Repeatedly asking a person for dates or asking for sex
- Staring in a sexually suggestive manner
- Unwelcome touching, including pinching, patting, rubbing, or purposefully brushing up against a person
- Making inappropriate sexual gestures



- Sharing sexual or lewd anecdotes or jokes
- Sending sexually suggestive communications in any format
- Sharing or displaying sexually inappropriate images or videos in any format
- Attempted or actual sexual assault including rape

SunMUN III will enforce a zero tolerance policy for any form of sexual harassment, and will treat all incidents seriously and promptly investigate all allegations of sexual harassment. Any and all acts of sexual harassment will not be tolerated and may result in delegate excusal from the conference, with no payment refund in addition to mandatory reporting of all occurrences. An anonymous sexual harassment reporting form will be provided at the conference.

### **Photo Policy**

SunMUN III staffers will be present at committee rooms, socials, and other SunMUN III events in order to take photos and videos of the conference weekend. These photos will be used in SunMUN III's closing ceremony, SunMUN III's social media, and possibly promotional material for SunMUN III and future iterations. If you are uncomfortable being photographed and/or recorded, SunMUN III would like to give you the opportunity to opt-out. To do so, please follow this link in order for our photography team to be aware of your situation: [tinyurl.com/sunmunoptout](http://tinyurl.com/sunmunoptout)

### **Dress Code Policy**

All delegates attending SunMUN III are expected to attend committee sessions in Western Business Attire (WBA). WBA is expected due to its role in creating a professional work environment conducive to debate and diplomacy. Examples of WBA are collared, button-down shirts, blouses, blazers, slacks or formal pants, pencil skirts, closed-toe professional shoes, and a tie or bowtie.



## Land Acknowledgment

SunMUN III and the University of Florida Model United Nations team acknowledges that the land we occupy for this conference is the homeland of the Seminole and Miccosukee people. We recognize that the Seminole and Miccosukee peoples, as well as many other tribes, were forced out of their rightful land. The consequences of this brutal removal on the Indigenous communities are still being felt to this day. SunMUN III and the UF Model United Nations team honor the history, perseverance, and strength of the Indigenous people on a national and international scale. As students in the state of Florida, we continue to educate ourselves and reflect on the state's history of colonization and advocate for awareness about Indigenous cultures and issues. During SunMUN III, we ask for everyone to reflect on the effects of colonization while in committee and participating in conference activities this weekend.

For more information on the Seminole people, please refer to the [Seminole Tribe of Florida website](http://semtribe.com).  
*semtribe.com*

For more information on the Miccosukee people, please refer to the [Miccosukee Tribe website](http://miccosukee.com/miccosukee-tribe-history).  
*miccosukee.com/miccosukee-tribe-history*



## Committee Policies

### **Materials & Technology Policy**

Directives and related documents, including press releases and communiqués, in all Crisis style committees will be written on loose leaf paper. Delegates will be able to use paper from their delegate padfolios, which will be distributed before the first committee session. Crisis notes and joint personal directives will be written and sent on paper using a two-pad system. Delegates will be able to write joint personal directives on paper and submit them to the crisis staff when crisis notes are collected. The use of cell phones is strictly prohibited during committee sessions, unless in the event of an emergency. Delegates may not use laptops or other similar technology for any reason during committee sessions, without the express permission of the Chair and/or Crisis Manager.

### **Plagiarism and Pre-Writing**

SunMUN III has a zero-tolerance policy for plagiarism and pre-writing. Plagiarism is considered the passing of other people's work as your own. This includes crediting other delegate's clauses, directives, or ideas as your own. Plagiarism also includes the reuse of clauses submitted at other conferences, or the reuse of clauses on actual UN resolutions. Pre-writing, as defined by the SunMUN III team, includes writing directives, crisis notes, clauses, and other Model UN materials that increase a delegate's standing in awards OUTSIDE of the allotted committee time. SunMUN III has a zero-tolerance policy for both of these activities and encourages delegates to present original ideas that are created within the confines of the conference weekend.

SunMUN III encourages delegates to cooperate with the secretariat if they are accused of plagiarism or prewriting. Our USGs and/or Chief of Staff will conduct a thorough investigation into any claims and make a judgment on the provided evidence.



### Letter from the Directors

Welcome Delegates to SunMUN III and All Aboard: The Age of Rails! Our names are Trey Slaten and Michel Jijon. Trey is a 4th year student at UF majoring in Economics and Data Science with a minor in math. I've been in Model UN since my freshman year of college, during which time I've had the pleasure of chairing the chess committee at last year's SunMUN, competing around the southern circuit, and being the Secretary General of GatorMUN.

Michel Jijon is a 3rd year student at UF. He is currently pursuing a dual major in music and political science. I started Model UN during my freshman year out of desperation to get involved around my campus and to build my argumentative skills. Ever since then, I've traveled around the country competing and had my director debut in GatorMUN XXI with a goofy Spongebob committee. These past two years, I've had the pleasure of brainstorming many arcs and committee ideas with Trey. For this reason, we have decided to lump together our prowess and create this magnum opus!

Our interest in this committee stems from our mutual love of board games and our deep understanding that weaponized trains are sick. All aboard is a work of fiction, deviating from history when William McKinley is not assassinated in 1901. This creates a cascade of events that deeply impact the direction of American society. Fast forward to the year 1960, and the Midwest is fully independent, all technology except trains remain at prohibition levels, and train robberies are some of the largest issues facing our failing nation. As operators for the MUNTRAK corporation, a train company centered on the East Coast of the remains of the United States, delegates are responsible for expanding their personal routes, while ensuring the survival of MUNTRAK against a host of challenges.

Operators will start committee in 1960, each in control of their own individual train routes throughout the Eastern Seaboard. MUNTRAK is in imminent danger of going bankrupt, and delegates will be responsible for collecting resources, will have to consider how to stop train robberies, prop up the remains of the United States, reconnect the East and West Coast via rail, and fight off foreign investors who look to sway your rightfully bought politicians!

Be sure to bring everything you might need to take part in this committee prior to our first committee session. This is an advanced committee with many unique mechanics, so be sure to review the background guide, and in particular the mechanics section, thoroughly. If at any point you need help regarding the committee or the conference as a whole, feel free to ask questions. Some additional useful reading is included in the works cited, and we wholly recommend you check out any articles listed.

Sincerely,

Thomas Slaten and Michel Jijon



## Committee Background

Note: a **tdr**; for each subsection is provided in case a delegate, and I'm sure this would *never* be the case, decides to start reviewing the background guide in the days leading up to the conference. If you're in a rush, these are fine to get the overarching ideas, but you'll miss some specifics that could prove helpful.

### *Initial Deviations (1900-1912)*

This timeline deviates in 1901, during US President William McKinley's speech at the Pan-American Exposition in Buffalo, NY. He narrowly avoids assassination by anarchist Leon Czolgosz<sup>1</sup>, who is apprehended by the local authorities. As a result, Theodore Roosevelt never becomes President. McKinley, who has a more relaxed view on trusts<sup>2</sup>, allows the rail trusts to continue their operations unimpeded. Roosevelt, however, continues to raise the idea of breaking up the rail trusts during his Vice Presidency. This greatly unsettles the rail trusts, who put their money and effort into backing Alton B. Parker against Roosevelt in the 1904 Presidential campaign. As Parker no longer needs to worry about campaign contributions, his Vice Presidential candidate will no longer be Southern millionaire Henry G. Davis, but firebrand William Jennings Bryan, a noted Free Silver advocate famous for his "Cross of Gold" speech<sup>3</sup>. Parker's campaign, which now includes a free silver plank, captures the hearts and minds of voters in the Western states, including notable portions of the Midwest<sup>4</sup>. With newfound support from the West, Midwest, and rail trusts, Parker easily wins the White House in 1904.



*Photo Courtesy of the Library of Congress*

Parker's Presidency has several important implications. His Free Silver plank means that in 1905, the Sherman Silver Purchase Act of 1890 is reinstated<sup>5</sup>, with some notable changes. Parker uses an earlier draft of the bill, which allows for the free and unlimited coinage with silver. The act also gives the President and Treasury

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<sup>1</sup>Hurdle, Fernando Research Guides: William McKinley Assassination: Topics in Chronicling America: Introduction

<sup>2</sup> Gould, Lewis "William McKinley: Domestic Affairs | Miller Center"

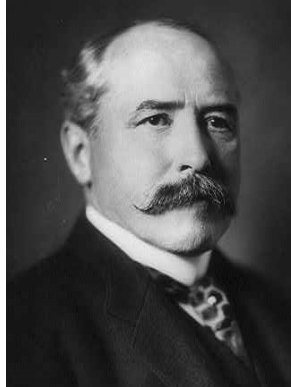
<sup>3</sup> Bryan, Williams Jennings "Bryan's Cross of Gold Speech" Mesmerizing the masses

<sup>4</sup> Roark, James L.; Johnson, Michael P.; Furstenburg, Francois; Cline Cohen, Patricia; Hartmann, Susan M.; Stage, Sarah; Igo, Sarah E. (2020). "Chapter 18 The Gilded Age: 1865–1900". *The American Promise: A History of the United States* ISBN 978-1319208929. OCLC 1096495503.

<sup>5</sup> Allen, Larry (1999). "Sherman Silver Act of 1890 (United States)". *The Encyclopedia of Money* (1st ed.). Santa Barbara, CA: ABC-CLIO. pp. 251–252. ISBN 978-1-57607-037-6.



department the authority to purchase silver above the current market rate and issue silver certificates<sup>6</sup>, similar to the 1934 Silver Purchase Act. This leads to an early switch in the US to Fiat currency, causing higher inflation that benefits farmers and miners, but hurts manufacturers and banks<sup>7</sup>. The average American benefits significantly from these changes, but the US' manufacturing capability is severely diminished. Additionally, Parker's ties to the rail trusts mean they continue to operate without interference from the US government. Other trusts, like oil, steel, and telegraph also benefit from this laissez-faire period. As a result, innovation slows and corporations continue to consolidate.



*Photo Courtesy of the Library of Congress*

In 1906, a new, more efficient power source gets discovered by Evan Poclin and Peter Werfla in the Albuquerque basin. Named "PoWer", these ingots can be smelted to provide twice the power of coal, while emitting almost nothing. However, the Colorado Fuel and Iron company (CF&I), which is owned and operated by John D. Rockefeller, buys out the initial PoWer mine and has Poclin and Werfla sign NDAs to avoid the spread of their revolutionary new power. Though CF&I conducted tests with PoWer, it is deemed to be unprofitable and is relegated to the archives of the company until 1919.

Parker wins re-election in 1908, continuing the status-quo established under his first term. Rail trusts become concerned about the popularity of personal vehicles, like the Model T introduced by Ford Motor Companies in 1908<sup>8</sup>. The trusts successfully lobby to have motor vehicles banned from the streets due to "safety concerns". As a result of trust consolidation, what in our timeline was called the Panic of 1907, becomes the panic of 1911, when F. Augustus Heinze and Charles W. Morse fail to corner the stock of United Copper, leading to a collapse of trust banks<sup>9</sup>. Parker, however, is unable to bail out these banks due to government liquidity being tied up in silver certificates. One man, George B. Cortelyou, proposes the creation of the Federal Reserve as an antidote to the crisis<sup>10</sup>. This proposal temporarily allowed for national banks to issue emergency currency backed by US bonds and securities. This halts the crisis, and Cortelyou is deemed a hero. This popularity, combined with support from the recently bailed out trusts, leads to his election in 1912.

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<sup>6</sup> 3rd United States Congress (June 19, 1934). "[Chapter 674: An Act To authorize the Secretary of the Treasury to purchase silver, issue silver certificates, and for other purposes](#)" (PDF). *The Statutes at Large of the United States of America from March 1933 to June 1934* (PDF). Vol. 48. United States Government Printing Office. pp. 1178–1181. [OCLC 50860124](#). Archived from [the original](#) (PDF) on 2020-08-18.

<sup>7</sup> Trust me, bro. (Historical fiction)

<sup>8</sup>Ford Corporation "The Model T"

<sup>9</sup> Moen and Tallman "The Panic of 1907 | Federal Reserve History"

<sup>10</sup> "Pass currency bill by Aldrich strategy". *The New York Times*. May 31, 1908. p. 1.





**Tldr;** Theodore Roosevelt never becomes President, and the gilded age continues. Trusts continue to have immense power, though manufacturing is harmed due to the implementation of Free Silver policies. Trusts are very important in the political process, and “PoWer” ingots discovered.

### *The Great War and its Consequences (1912-1920)*

The early days of the Cortelyou Presidency see an intense focus on the economic security of the United States. Cortelyou establishes a commission to create the federal reserve<sup>11</sup>. Cortelyou also encourages the newly created reserve to start selling government securities, which frees up cash for trusts and businesses. This prompts massive investments in domestic industry, though this industry is heavily influenced by existing trusts. Following the first successful passenger flight in 1914<sup>12</sup>, the rail trusts lobby Cortelyou to ban air production in the US, again due to “safety concerns”. While successful, the timing is certainly unfortunate.



*Photo Courtesy of the Library of Congress*

The assassination of Archduke Franz Ferdinand by Gavrilo Princip leads to the onset of the Great War, much like in our timeline<sup>13</sup>. However, US industry finds itself heavily leveraged due to previous sales of government securities and the manufacturing decline as a result of President Parker’s Free Silver policies. As a result, the US is unable to supply the UK and France with weapons and investments to the extent seen in our timeline. Without US support, France and the UK struggle to hold their ground, and the Russian’s Brusilov Offensive is unsuccessful in 1916<sup>14</sup>. Thus, the Austro-Hungarian forces are able to hold the Eastern front, slowly pushing to Moscow over the next several years. To make matters worse, the Germans are able to successfully capture Verdun, a vital line in the French Defense, in a curtailed Battle of Verdun<sup>15</sup>. This victory gives Germany the confidence to launch a continued offensive, much like the Spring Offensive of 1918<sup>16</sup>. This offensive sees quick gains, ending in a French defeat following a desperate defense of Paris in March 1917. Here, the French Empire collapses, and the Triple Entente surrenders. At the treaty of Versailles, The Central Powers install puppet monarchs on the thrones of France, Britain, Russia, and Italy. Germany gains territory in Modern day Belarus and Poland from the Russians, as well as territory in Lorraine. The German Empire thus reshapes Europe as a collection of repressive monarchies and puppet governments, with the eyes of expansion now focused across the Atlantic.

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<sup>11</sup> Treasury Department, “George Bruce Cortelyou(1907-1909)”

<sup>12</sup>Sharp, Tim “World’s First Commercial Airline | the Greatest Moments in Flight”

<sup>13</sup> [Remak 1959](#), pp. 137–142.

<sup>14</sup> Buttar, Prit (2017). *Russia's Last Gasp: The Eastern Front 1916-17*. Oxford: Osprey Publishing. pp. 132–134. [ISBN 978-1-4728-2489-9](#).

<sup>15</sup> [Falkenhayn 2004](#), pp. 217–218.

<sup>16</sup> Middlebrook 1983, pp. 30–34.



(Moorhouse, Dan, "The Brusilov Offensive")

With attention in the US diverted away from the war, the trusts lobby Cortelyou to make heavy investments into industry. Thus, in the stead of the US industrial effort in WWI, train routes are significantly expanded as part of Cortelyou's infrastructure initiatives<sup>17</sup>. Likewise, existing trusts are given large swaths of federal land to expand their industrial capacity. As a result, several company towns are founded, notably including CF&I's Sandia Settlement, which operates similarly to the coal mining towns established in the same period<sup>18</sup>. The Sandia Settlement is notable for its work on PoWer ingots, which start to become commercially viable around 1928<sup>19</sup>. This causes a wave of mass migration westward, rather than northward, as part of the Great Migration<sup>20</sup>. Conditions in the town are poor, leading many people in them to dramatically increase their consumption of alcohol<sup>21</sup>. This dramatic increase causes membership of the Women's Christian Temperance Union to surge, and increases the support for Prohibition nationwide<sup>22</sup>. Famed Prohibitionist Wayne Wheeler becomes a household name, and he works closely with the rail and steel trusts to get Prohibition passed. Thanks to these generous contributions, Wheeler successfully lobbies the Cortelyou Administration and Congress to put the 18th Amendment to a vote. The amendment passes with 47 out of 48 state's support, with only Florida voting down the Amendment despite Governor Catts' vehement support<sup>23</sup>. As a result of his prominent role and trust backing, Wayne Wheeler becomes President in 1920.

**Tldr;** George Cortelyou becomes President with the Gilded age still in full force. Kaiser Wilhelm leads Germany to victory in the Great War due to minimal US industrial output. Domestically, trains are expanded significantly, and Prohibition is passed.

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<sup>17</sup> Strachan, Hew: *The First World War*, volume I, Oxford 2003, chapters 10–11

<sup>18</sup> "Lynch, Kentucky | Advisory Council on Historic Preservation"

<sup>19</sup> I made it up

<sup>20</sup> National Archives "The Great Migration (1910-1970)"

<sup>21</sup> "The Mining Industry and Addiction - Substance Abuse Statistics"

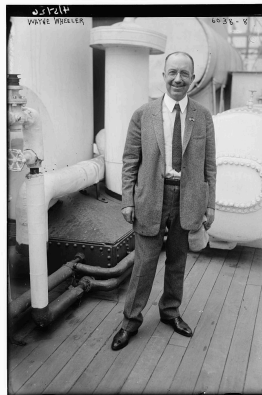
<sup>22</sup> Webb, Holland (1999). "Temperance Movements And Prohibition". *International Social Science Review*. **74** (1/2): 61–69. [ISSN 0278-2308](#). [JSTOR 41882294](#).

<sup>23</sup> "Sidney Johnston Catts - Florida Department of State"



### *Postwar Shakeups (1920-1928)*

Wayne Wheeler inherits a burgeoning economy and a growing criminal underworld led by bootleggers<sup>24</sup>. Thanks to new industrial facilities built on former government land, America's industrial capacity booms, creating conditions quite similar to the Roaring Twenties<sup>25</sup>. However, this prosperity is largely limited to Germany and the US due to imposed reparations on large swaths of Europe. In both the US and Germany, the film, radio, and chemical industries take off massively<sup>26</sup>. In this time of economic prosperity, certain cities are particularly flush. Due to their unique role connecting East and West, cities like Chicago, Kansas City, and Dallas boom, with the goods transported through these cities accounting for the majority of US GDP<sup>27</sup>. However, since the trusts own and operate the rail lines and stations, cities are receiving only a fraction of the income the rail companies are receiving. Discontent, politicians from these cities meet in the first Meeting of Midwestern Organizations (MMO). MMO decides to jointly lobby against the rail trusts, and proposes the creation of a "Bad Business Bureau" (Triple B) Act, which strongly mirrors the Clayton Antitrust Act with the addition of a powerful investigative arm<sup>28</sup>. The Triple B panics Wheeler and the rail trusts, who use their influence to shoot down the vote in overwhelming numbers.



*Photo courtesy of the library of congress*

With an American public deprived of alcohol, a limited number of transportation options, and sky high alcohol prices, bootleggers begin smuggling booze on trains from Canada and Mexico in force<sup>29</sup>. Smuggling via train becomes increasingly popular, as major crime syndicates get in bed with the rail trusts to transfer large quantities of alcohol. This, however, catches the attention of a certain subsection of the criminal underworld: train robbers. By 1922, train robbers realize that one out of every two trains carries illegal alcohol for transportation, making train robbing a very lucrative industry. Consequently, train robbing jumps dramatically in 1923, disrupting a significant number of domestic shipments. Furious, the rail trusts put their full force into influencing the US government. They successfully convince the Wheeler administration to enact the "Train Safety Administration" (TSA) in conjunction with the "Train Militarization Initiative" (TMI). The TSA establishes a branch of the US armed forces dedicated to the defense of domestic trains, while TMI establishes research grants for defense contractors focusing on the weaponization of trains. TMI dramatically shifts the focus of the US defense industry

<sup>24</sup> Funderburg, J. Anne. Bootleggers and Beer Barons of the Prohibition Era.

<sup>25</sup> "Roaring Twenties". *U-S-History.com*

<sup>26</sup> George H. Soule, *Prosperity Decade: From War to Depression: 1917-1929*

<sup>27</sup> Morning Call "Chicago Put the roar in Roaring '20s"

<sup>28</sup> Pub.L.63-212

<sup>29</sup> "\$10,000 Rum Hijacker Plot Revealed Here," *The Seattle Daily Times*, September 24, 1925, p. 1; Doug Welch, "Snakes In Whiskey,"



from personal arms to train defense, with most major defense contractors now working with rail trusts to create train cannons, turrets, and other defensive features<sup>30</sup>.



*Photo Courtesy of the museum of the Slovak National Uprising*

Although trains become increasingly weaponized, this does not stop train robbers, who enter into a prolonged arms race, sourcing weapons from European suppliers. There are two factors which makes train robbers particularly difficult to catch during this period. First, they have mobile camps, which allow them to escape into the desert<sup>31</sup>. Second, they have an increased organization and cunning not seen in earlier criminal syndicates. An additional problem is that the public generally supports train robbers. During this period, train robbers do daring heists that capture the public's imagination. Old Bill Hilly, for instance, is a pioneer made famous for his Dallas to Phoenix raid that netted \$2,500,000. The Russeaux brothers focus on trains out of Louisiana, notable for their use of alligators to distract guards, and for filming their escapades. Betsy White becomes a household name after using marionettes to seduce the conductor before tying him up with her marionette string. These early train robbers inspire a generation, and are the subject of countless Hollywood movies<sup>32</sup>.

Wheeler's demonstrated loyalty to the rail trusts are enough for them to fund his second Presidential campaign. The MMO, as a result of both Wheeler's dealings with rail trusts and the choice of Great Northern Railway President Ralph Budd, put up their own candidate for the 1924 election<sup>33</sup>. However, another political party, the "Much More Alcohol" (MMA) Party, also puts up a candidate with the goal of overturning Prohibition. However, the divided opposition, confusion among voters over whether to vote MMA or MMO, and Wheeler's substantial war chest means Wheeler and his party win by a landslide, taking 80% of seats in the House and winning 501 out of 531 electoral votes<sup>34</sup>. Defeated, the MMA fall into relative obscurity, while the MMO become increasingly radicalized against the corrupt Wheeler Administration. The MMO's concerns are heightened when President Wheeler dies of a kidney disease in 1927. Ralph Budd replaces Wheeler for the remainder of his Presidential term, and runs for President in the 1928 election. With no centralized opposition, the Budd Administration wins handily in 1932, but does not quite reach the success of the 1924 campaign.

**Tldr;** Prohibition is implemented, the Roaring Twenties occurs at a lower level than in our timeline, but it lasts for longer. Organized crime starts smuggling alcohol on trains, bribing conductors and engineers regularly.

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<sup>30</sup> Zaloga, Steven J, *Armoured Trains* p. 7.

<sup>31</sup> Yuskavitch, James; . *Outlaw Tales of Oregon: True Stories of Oregon's Most Infamous Robbers, Rustlers, and Bandits*. p. 4

<sup>32</sup>Gulf Times "Why Great Train Robbery Still Fascinates"

<sup>33</sup>American Experience "Ralph Budd"

<sup>34</sup> "1924 Electoral College Results"



Military technology stagnates, focusing largely on trains. Train robbers and train companies get into an arms race, resulting in a rise in popularity of Western and train robbery movies. Midwestern states are increasingly unhappy since they aren't seeing train income.

### *The Golden Age of Trains (1928-1936)*

As a former railway executive, President Budd is extremely friendly with big business. With a supermajority in both chambers of Congress, Budd steams ahead with rail-friendly initiatives<sup>35</sup>. In particular, he creates the "I Like Trains" Act, which combines elements of the 1965 High-Speed Ground Transportation Act and the 1970 Rail Passenger Services Act, and significantly increases government investment into rail expansion<sup>36,37</sup>. This important law allows for the consolidation of rail trusts into Amtrak, a non-governmentally controlled rail operator that has exclusive rights to railways in the United States. This state-granted monopoly allows for swift expansion and the implementation of Poelin-Werfla power. After decades of experimentation, and with the consolidation of rail companies, PoWer becomes a viable power source, with deposits located primarily in the Albuquerque basin, parts of California, Wyoming, and Missouri, with smaller sources scattered throughout Alabama, Ohio, and West Virginia. Massive mines and processing plants spring up around the country, and are all in some way integrated into Amtrak's corporate hierarchy<sup>38</sup>. As a result, by 1932, all trains are at least partially powered by PoWer ingots.

Due in part to the success of the Amtrak corporation, train robbery and alcohol smuggling remains a key issue. Major crime syndicates, like the Calzone crime family, the Bluey gang, and, of course, the Five Guys, now have to keep track of only one schedule, with the same conductors almost guaranteed on each line<sup>39,40,41</sup>. This makes it much easier to bribe and smuggle alcohol, as Amtrak's consolidation streamlines the smuggling process. Smuggling explodes during this period, with almost every train carrying illegal alcohol. Thus, train robbing becomes a much more reliable venture, which encourages even more train robbers to pop up. Famous train robbers of the day become working class heroes, with the most famous among them being Will Cipher, from Gravity Talls, Oregon. Will is famous for his triangle calling card, which he leaves after each train robbery. He also publishes a series of opinion pieces in the San Francisco Examiner calling for the destruction of monopolies and redistribution of Amtrak wealth to the workers, along with numerous psychological critiques on the effectiveness of most prolific robber of roughly \$100 million other goods.



*Photo Courtesy of Strobrudge & Co., 1896*

<sup>35</sup> "Supermajority"

<sup>36</sup> Pub.L.89-220

<sup>37</sup> Pub.L.91-518

<sup>38</sup>"What is Vertical Integration"

<sup>39</sup>FBI "Al Capone"

<sup>40</sup>"Purple Gang | Detroit Historical Society"

<sup>41</sup> Martin, Roland "Five Families | American Crime Syndicate", Five Guys "<https://www.fiveguys.com/>"

<sup>42</sup>Cipher "Bill Cipher"



While the TSA had aimed to curtail train robbers, they are incredibly ineffective<sup>43</sup>. Years of investment into armored train technology, canons, and other train weaponry have resulted in some deterrence, and in some rare cases, utility in stopping robbers, but have failed to stem the crisis. Accordingly, Amtrak seeks to partner with crime families to protect their trains, promising to turn a blind eye to any smuggling aboard Mafia protected trains. This partnership works for a time, but the sheer number of trains with smuggled alcohol prevents the Mafia from being able to protect every train. Thus, Amtrak seeks assistance from President Budd to expand the TSA. Budd's administration quickly passes the 1934 "Will of America Train Safety Administration Proliferation"(WATSAP). Now, the TSA is an official branch of the US military, and can draw upon the national guard for high-risk routes. Moreover, as a result, the TSA budget triples, and they change regulations for what is allowed for train weaponry. Each train can now be equipped with front-mounted dual 240 mm howitzer cannons, machine gun nests atop every car, and grenade launchers located beneath every toilet<sup>44</sup>. Trains now feature special armored cars, with reinforced 3 inch thick steel walls and doors, and a lock system which requires the engineer and conductor to unlock simultaneously.

Amtrak's consolidation and militarization stokes tensions in the Midwest, particularly among MMO members. Previously, some major rail trusts were based out of the Midwest, so there were benefits for local Midwest economies. Now that Amtrak has consolidated and moved their headquarters to the east coast, the Midwest is getting nothing despite their cities being key hubs. This disparity leads more and more midwesterners to support the MMO, and leads the MMO to seriously consider secession. The MMO started a paramilitary organization, World of midWesterners (WOW), with the aim of defending the Midwest should states secede. After failing to break up Amtrak in 1936, the MMO meets in secret with delegates from Texas, New Mexico, Oklahoma, Kansas, Missouri, Illinois, Iowa, Nebraska, Minnesota, Wisconsin, North Dakota, Wisconsin and South Dakota. All delegates agree that drastic action is necessary, and vote to leave the United States. They need a foolproof strategy, which they find in a plan called Operation Culvers. On the morning of March 13th, 1936, WOW troops are stationed throughout major train hubs in the Midwest and along the borders of Midwestern states with explosives. In one fell swoop, WOW destroys tracks leading into the Midwest and overtakes Amtrak trains within MMO's borders, which comprises roughly 40% of Amtrak's total trains. Thus, MMO officially declares war.

**Tldr;** Train routes massively expand, as do train warfare capabilities. A few large hubs become exponentially wealthier than the rest of the nation, particularly those in the Midwest. Chicago, Kansas City, and Dallas hold roughly 25% of US wealth passing through on any given day. However, due to the trusts owning the tracks and trains, very little of the money remains in these cities. They come together to meet and discuss plans for war, which they enact. Prohibition remains, as do train robbers.

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<sup>43</sup>U.S. Government Publishing Office"- Ten Years after 9/11"

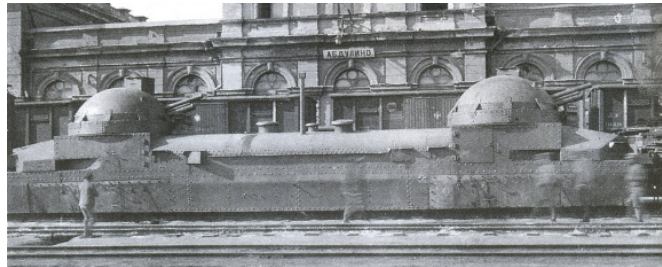
<sup>44</sup>"Steel Behemoths: Armoured Trains and Their Role during WWII"



### *A Midwestern Affair (1936-1952)*

The morning of March 13th, 1936, marks the dawn of a new chapter in American history, one filled with the smoke and steam of train warfare. With Operation Culvers a stunning success, the Midwest has cleaved the United States in twain. Chaos reigns in Washington, D.C., as the federal government scrambles to respond. With President Budd's administration overwhelmed by the sudden loss of infrastructure and the strategic advantage held by the Midwest, Congress moves to appoint a military leader with the experience and resolve necessary to guide the nation through the crisis. They found General Smedley Butler, a decorated Marine Corps officer with a reputation for taking decisive action<sup>45</sup>. On March 15th, 1936, Butler gets sworn in as the head of the provisional government, effectively sidelining President Budd.

Under Butler's command, the United States quickly begins to nationalize what remains of the rail infrastructure outside the Midwest. Already heavily armored and outfitted with the best weaponry available, trains become the theater of combat. Both sides have armored behemoths bristling with weapons. Howitzers are mounted on flatcars, machine gun emplacements are set up in every caboose, and the newly formed Amtrak Militia is trained in the art of railway combat. Meanwhile, the Midwest, driven by necessity and a fierce determination to maintain its autonomy, rapidly adapts its own railways. Chicago, Kansas City, and Dallas, the triad of Midwestern power, coordinate their efforts to refit and arm their trains. Their initial sabotage of border railways proved key as they built up their defenses, and their existing rail stock is enough to prevent US incursions<sup>46</sup>.



*Photo courtesy of Landships.info*

The war between the United States and the Midwestern Confederation slowly devolves into a series of brutal train battles. In the wide-open plains of Kansas, armored trains clash in titanic struggles. The battles of Wichita, Fort Wayne, and Fayetteville prove particularly costly. Despite the intense fighting, neither side can gain a decisive advantage. The Midwest's control of key rail hubs and its continuous railway sabotage allow it to resist the larger, better-equipped forces of the United States. While the Midwest tries to carve out further territorial claims, the sheer industrial capacity of the East, coupled with the strategic acumen of General Butler, ensures that the Midwest can not expand beyond its borders.

By 1950, both sides are exhausted. The constant strain of maintaining and repairing rail networks, coupled with the loss of life and resources, has brought the war to a stalemate. In the cities of the East and the West, rationing is imposed, and the once-booming economy grinds to a halt. In the Midwest, entire towns are conscripted to support the war effort, decimating much of their population. It is against this backdrop that negotiations begin. Representatives from the Midwest and the United States meet in neutral territory, deep within the Rocky Mountains,

<sup>45</sup> Hans Schmidt, *Maverick Marine: General Smedley D. Butler and the Contradictions of American Military History* p. 7

<sup>46</sup> Armstrong, "My source is"



to discuss a possible ceasefire. After months of delicate diplomacy, the Treaty of Pikes Peak is signed on April 9th, 1952, bringing an end to active hostilities.

The war ends with a white peace. The Midwest is allowed to retain control over its railways and maintain its original borders, with the addition of the upper peninsula of Michigan. Both sides agree to a demilitarized zone along the borders, where no military trains could operate. The Midwest also commits to disbanding WOW, though many of its members will go on to form local militias and security forces within the region. Despite the cessation of open warfare, the years following the Treaty of Pikes Peak are marked by a tense and uneasy peace. Both sides continue to invest heavily in rail technology, and the arms race that had begun during the war shows no signs of slowing down. The United States develops new, more advanced train weaponry, while the Midwest focuses on further refining its industrial capacity and improving its defensive capabilities.

As the world enters the 1950s, the conflict between the United States and the Midwestern Confederation seems to have settled into a cold war of sorts, with each side eyeing the other warily across the demilitarized zones. The railways, once the great unifier of the nation, have now become the fault lines along which the country is divided. The stage is set for a new era of tension, one where the clash of steel and steam could erupt into full-scale war at any moment.

**Tldr;** The Midwestern states, led by a coalition of Chicago, Kansas City, and Dallas, seize all trains in their territory from the rail trusts, and effectively split East and West. With the sudden surprise operation, the US was left in shambles. As cars, planes, and boats are woefully unprepared for combat, the two sides started encouraging in elaborate train combat. Fighting is tense on the borders, with railways destroyed and built, and the US and Midwest nationalizing all train services so that they can directly invest in train technology. After years of fighting, a white peace is reached.

### *Reconstruction (1952-1960)*

The Treaty of Pikes Peak brought an end to open hostilities between the United States and the Midwestern Confederation, but it did little to heal the deep wounds left by nearly two decades of warfare. As the dust settles and the smoke clears, the United States faces the daunting task of rebuilding its fractured economy and society. The war has left the country heavily in debt, with its infrastructure in ruins and a populace weary from years of conflict. First on the docket for President Butler is a transition from a wartime economy to one focused on consumer goods. Factories that had once churned out armored trains and their weapons now struggle to retool for peacetime production. Butler, desperate to stimulate the economy, makes the controversial decision to abolish the free silver standard, opting instead to print more currency. This move helps solve the growing debt crisis, but also leads to inflation which exacerbates the already dire economic situation for the average American.

Prohibition, still in effect, adds another layer of complexity to the recovery effort. When all trains were diverted to the war effort, it became impossible to smuggle alcohol into the US in large quantities, which halted the black market for alcohol. The US populace, who had gone years without alcohol, had such a demand for it that illegal alcohol sales skyrocketed to twice the pre-war level. Now, the black market for alcohol has become an integral part of the economy, particularly in the border regions where federal control is weakest. In these areas, trains laden with illicit liquor become prime targets for robberies, further complicating efforts to restore order. An even further problem is the Midwest's decision to repeal Prohibition during the war. Now, distilleries in the Midwest are prime





sources of alcohol for US gangs, who cut several deals to try and smuggle alcohol across the DMZ. This only inflames tensions with the US, whose population surprisingly still supports Prohibition<sup>47</sup>.

In 1954, President Smedley Butler, whose decisive leadership had helped the nation survive the war, announces his resignation. His health had deteriorated, and the strain of holding together a divided nation had taken its toll. In his place, the nation turns to another war hero: General Douglas MacArthur. Charismatic and widely respected, MacArthur is seen as the man who could guide the country through its troubled times<sup>48</sup>. MacArthur's presidency is marked by a blend of strong military presence and attempts at national reconciliation. He seeks to unify the nation by promoting the idea of a "New Frontier," where the vast expanses of the American West and South would be revitalized with rail initiatives. However, his efforts are hampered by the lingering division between the East and West, and the ever-present shadow of the Midwest.



*Photo Courtesy of the Library of Congress*

One of MacArthur's most ambitious projects is the retooling of Amtrak, aimed at restoring and unifying the fractured rail networks. The idea is to create a single, cohesive system which minimally utilized the Midwest that can serve as the backbone of the country's recovery. However, the reality of a nation split in half proves too great an obstacle. Negotiations with Canada and Mexico fall through, with both countries reluctant to anger their other neighbor. The Midwest's control over key rail hubs renders many of MacArthur's plans unworkable. Despite significant investment, Amtrak struggles to maintain operations, and by 1958, it is clear that the project is a failure.

As Amtrak flounders, an old threat re-emerges: train robberies, particularly in the Southern United States. With the federal government stretched thin and law enforcement focused on maintaining order in the more densely populated regions, the South becomes a hotbed of criminal activity. Bands of robbers, many of whom are veterans of the war, turn to the railways as their targets. These robberies become increasingly brazen, with entire trains being hijacked and looted. In response, local militias and private security forces begin to form, particularly in the Southern and Western states. These groups, often operating with little oversight, become a law unto themselves, further eroding federal authority in these regions. The lines between criminal and vigilante blur, leading to a cycle of violence that will only grow in the coming years. Throughout the US, vigilantes commandeer trains to serve as mobile headquarters, further harming the cohesion of Amtrak.

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<sup>47</sup>Lambert, Laura "Stockholm Syndrome"

<sup>48</sup> Anders, Roger M. "The Atomic Bomb and the Korean War: Gordon Dean and the Issue of Civilian Control"



Meanwhile, in the Midwest, the Confederation continues to build up its military, using the post-war years to fortify its defenses and develop new technologies. The revitalized rail industry becomes the backbone of the region's military strategy. The Midwest's leaders, still wary of a renewed conflict with the United States, pour resources into ensuring their autonomy and security. This military buildup does not go unnoticed in the United States. Reports of new, heavily armored trains and rumors of advanced weaponry being developed in Midwestern factories fuel a growing sense of unease. MacArthur, aware of the fragile peace, seeks to avoid direct confrontation, but his efforts are often hampered by hawkish elements within his administration and the military, who see the Midwest's actions as a direct threat<sup>49</sup>.

By the end of the 1950s, the United States and the Midwestern Confederation have settled into a tense and uneasy peace, reminiscent of the early days of the Cold War. Both sides continue to arm themselves, their eyes constantly on the demilitarized zones that now mark the fault lines of the nation. The railways, once the symbol of American unity and progress, have become the very battleground of its division. As the 1960s approached, the question on everyone's mind is not if war will break out again, but when. The stage is set for a new era of conflict, one where the clash of steel and steam could erupt at any moment, plunging the nation once more into the fires of war.

**Tldr;** After years of wartime economy, there is a transition back into a consumer goods driven economy. The US is heavily in debt to its allies as a result of the war, and free silver is abolished. Prohibition is still around! The US attempts a nationalized train company, but is ultimately unsuccessful due to being split in half. Train robberies become more and more rampant, particularly in the Southern United States. Midwestern states continue to build up their military, leaving many in the US worried.

### *Modern(ish) Day (1960)*

President MacArthur steps down, with Vice President Richard Nixon replacing him<sup>50</sup>. One of Nixon's first acts is to separate Amtrak into two independent parts: MUNtrak in the East and Bestrail in the West, named to appeal to Western voters with whom he was very unpopular<sup>51</sup>. Publicly, these companies are to be private corporations without government involvement. However, the Nixon Administration holds a large sway over both corporations, since the government maintains ownership of the track. Thus, both corporations will have to play nice with the government, lest their rail rights be stripped. Nixon is also concerned about the growing shortages of major resources, including PoWer, steel, and precious metals. Thus, Nixon decides to grant these companies rights to only certain parts of the existing US rail network, with expansion opportunities present if rail operators give the government resources in low supply. Similarly, with the Nixon administration worried about a war with the Midwest, both Bestrail and MUNtrak are required to keep their trains armored to US DOD standards, essentially requiring the same trains be manufactured that were used in the war. Nixon also changed the default calendar the United States uses, setting his Birthday as the year 1969, because it was a nice number. Thus the calendar is now adjusted, and the year 1960 is 2028

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<sup>49</sup> Hickey, Donald R. (April 2014). "["War Hawks': Using Newspapers to Trace a Phrase, 1792-1812"](#)". 725-740.

<sup>50</sup> [Aitken, Jonathan](#) (1996). *Nixon: A Life*

<sup>51</sup> [Trende, Sean](#) "Did JFK Lose the Popular Vote?"



*Photo Courtesy of the Library of Congress*

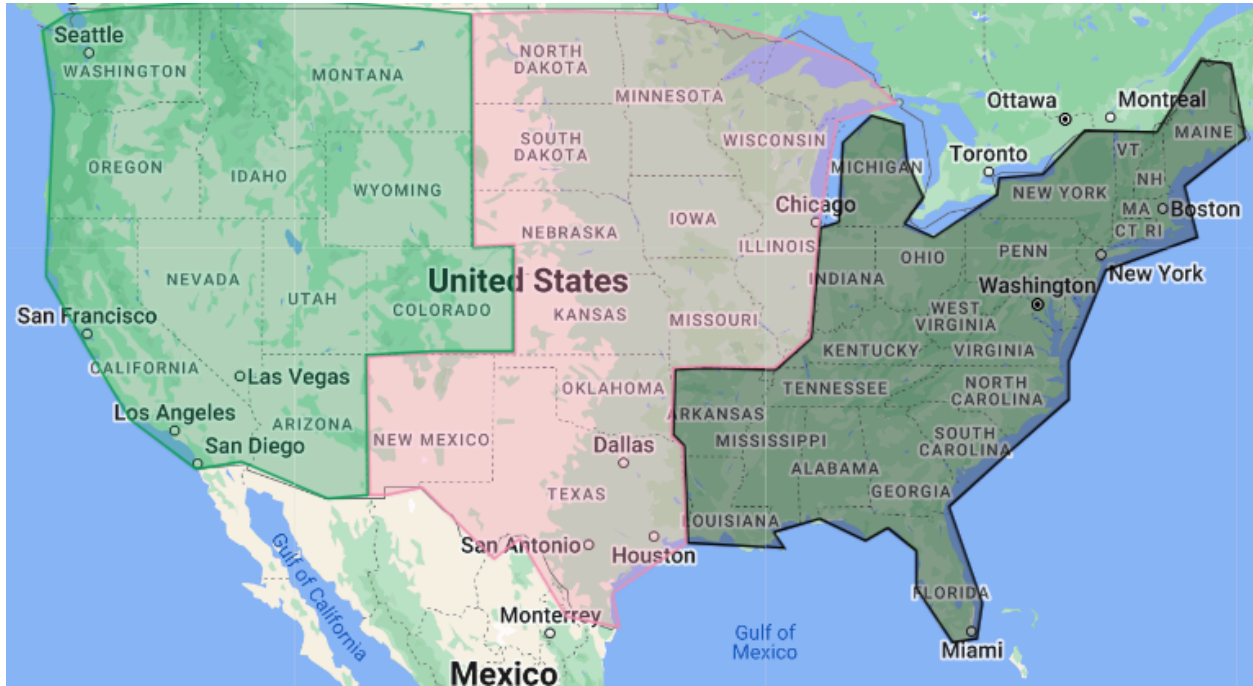
Going into the first MUNtrak operator's meeting, several things are unclear. Operators are currently under no obligation to share resources with each other, only having to give MUNtrak 10% of all revenue. Criminal operations are looking to smuggle more and more alcohol on trains, which is becoming increasingly difficult to hide, or more accurately bribe, from the authorities. Train robbing disrupts the vast majority of train routes in the US, presenting serious security and logistical concerns. With an economy in recession, there are fewer riders than in years past, and they're not all able to get to their destinations due to cut rail services. Rogue vigilante groups have started engaging in train attacks, calling the smuggling of alcohol "against the train Gods' will". The stock is holding, but is underperforming Bestrail, who is thriving out in the West. This first meeting will need to address these and several other crises, and the US waits with bated breath to see what the future of rail looks like.

**Tldr;** At the turn of the 60's, the US creates two train companies, MUNtrak in the East and Bestrail in the West. These companies are taking over after years of centralized management, finally connecting cities together for consumer, rather than wartime purposes. Worries about Midwestern incursions remain, and so all trains are required to have wartime capabilities, which does help against the ongoing issue of train robberies. Alcohol smuggling is especially common near the border due to continuous Prohibition.

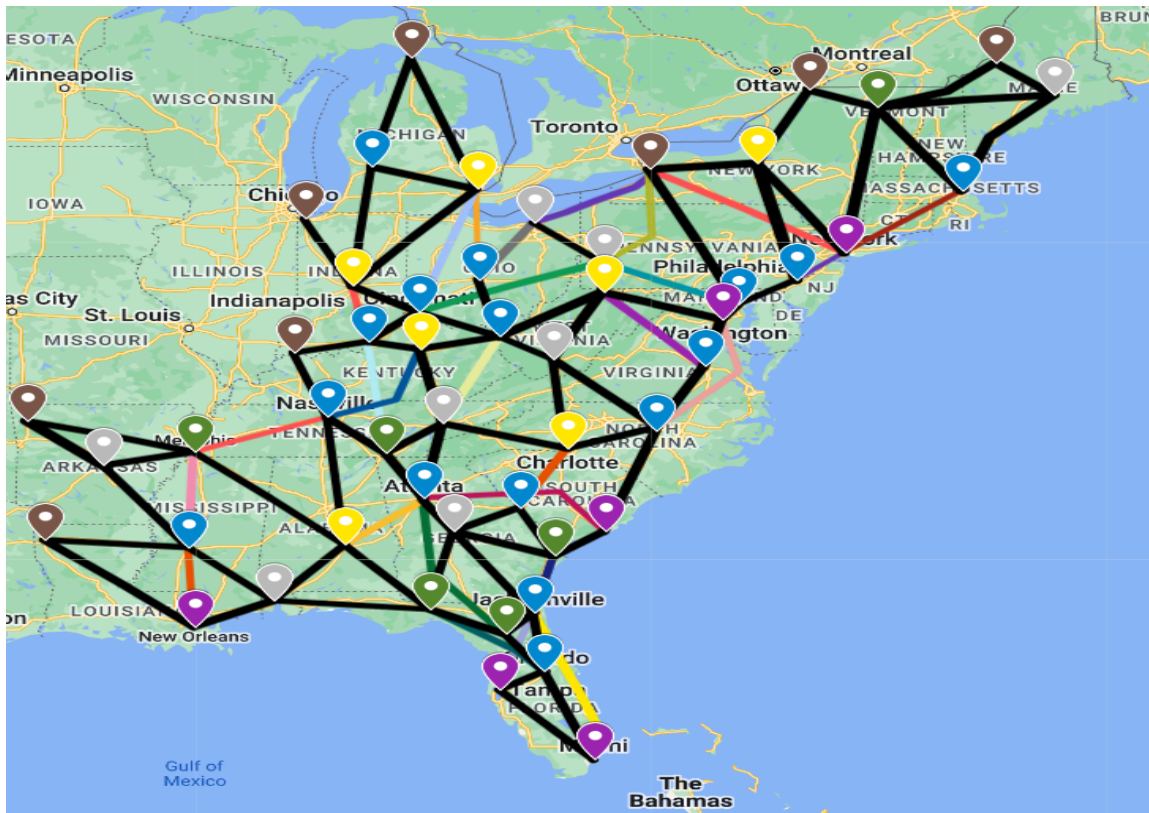


Maps of the United States - Interactive Map can be [found here](#).

Political Borders



Eastern Train Routes





## MunTrak Bylaws

### Article I: Purpose and Structure

1. **Purpose:** Muntrak is established as a cooperative network of individual operators who manage and maintain their routes independently. The primary goal of Muntrak is to provide efficient and effective transportation services while fostering collaboration among its operators.
2. **Structure:** Muntrak is composed of individual operators, each with full autonomy over their routes, subject to the bylaws outlined herein. The organization operates under a shared governance model, with a central executive team overseeing the corporation's strategic vision and financial management.

### Article II: Executive Positions

1. **President:** The President shall act as the chief executive officer of Muntrak, responsible for overall leadership, strategy, and representation of the corporation in external affairs.
2. **Vice President:** The Vice President shall assist the President and assume the President's duties in their absence. The Vice President shall also oversee special projects as designated by the President.
3. **Chief Financial Officer (CFO):** The CFO is responsible for managing Muntrak's financial operations, including budgeting, accounting, and financial reporting. The CFO shall also oversee the collection and distribution of the revenue share from individual operators.
4. **Chief Technology Officer (CTO):** The CTO is responsible for overseeing Muntrak's technological infrastructure, ensuring the smooth operation of systems that support the operators' routes. The CTO shall also lead initiatives to enhance technological integration and innovation within Muntrak.
5. **Chief Operating Officer (COO):** The COO is responsible for the day-to-day operations of Muntrak, coordinating with individual operators to ensure operational efficiency and compliance with the bylaws. The COO shall also manage the logistics of operator meetings.

### Article III: Revenue Sharing

1. **Revenue Sharing Requirement:** All individual operators within Muntrak are required to contribute 10% of their gross revenue to the central Muntrak corporation. This contribution supports the corporation's operational expenses, technological development, and strategic initiatives.
2. **Collection of Revenue:** The CFO shall oversee the collection of revenue from individual operators on a quarterly basis. Operators are expected to report their gross revenue accurately and in a timely manner.

### Article IV: Operator Meetings

1. **Quarterly Meetings:** Muntrak shall hold operator meetings quarterly. The purpose of these meetings is to establish the company's vision for the upcoming quarter, review and discuss quarterly earnings, and address any operational or strategic issues.
2. **Meeting Procedures:** The COO shall organize and lead the meetings, ensuring all operators have the opportunity to contribute. The President shall present the strategic vision, and the CFO shall report on the financial performance.



### Article V: Amendment of Bylaws

1. **Amendment Process:** These bylaws may be amended by a two-thirds majority vote of the operators present at a quarterly meeting. Proposed amendments must be submitted in writing to the President at least two weeks prior to the meeting.



### Mechanics

**There are several special mechanics, which will be described below. These are crucial for you to understand the committee.**

#### How a committee session will look

Each committee session will start with a 30 minute “Operator’s Meeting”, which is described below. Afterwards, the committee session will operate like a traditional crisis committee. There will be directives and backroom notes in a 2 pad system on what is (hopefully) a 30 minute cycle. Like crisis, there will be JPDs, however JPDs can only be used for the following purposes:

1. Trading resources
2. Joint route expansion, where multiple parties pool resources and share new routes
3. Open rail agreements, where multiple parties agree to the mutual use of each other’s railways
4. Train duels, where individuals set a duel for the next operator’s meeting over a dispute with tangible implications

Each committee session is the equivalent of one fiscal quarter. Committee will start in the first ever operators meeting of Muntrak Quarter 2 of 1960, meaning April, May, and June, soon after the founding of Muntrak.

### Operator’s Meetings

Operator’s meetings are public meetings, much like modern shareholder meetings. However, there are some key differences. During this period, no backroom notes of any kind will be written or turned in. These meetings will start with a resolution of grievances, where operators will be given the opportunity to conduct any duels they have pre-arranged. Duel requirements are described in the “Duels” section. Once concluded, the CEO of Amtrak will provide a “state of the company” address, where earnings reports are revealed, challenges for the upcoming quarter are listed, and the company’s quarterly vision is discussed. Operators are responsible for approving a quarterly company vision, which will guide the company over the course of the quarter (committee session). Specific goals will need to be outlined, with many goals suggested by powerful individuals that the operators should strive to meet, lest there be consequences.

Besides the quarterly vision, operators will be able to make changes to high-level company policy, such as the company by-laws, earnings requirements, communal resource allocations, and company leadership. The operators meeting is the only chance to change these policies. Company Bylaws are listed in the “Company Bylaws” section.

### Resource Accumulation

There are three resources operators are concerned with: PoWer, Steel, and Precious metals. Operators accrue these resources at the beginning of each committee session, based on their character background and rail connections. A running tally of resources will be kept by the backroom staff, and operators will be given their total at the beginning of each quarter (committee session). Each operator will have either direct access to a resource, or access to international markets. This is indicated in their position background, and by the following tokens:



PoWer - 

Steel - 

Precious Metals - 

International Markets - 

If given direct access to a resource, operators will receive 5 of that resource per committee session. If given access to international markets, operators will be able to choose any combination of 4 resources. For example, operators could choose to receive 2 steel and 2 power, 2 precious metals, 1 steel, and 1 power, and so on and so forth.

Operators can increase the amount of resources they gain in two ways. Firstly, operators can upgrade their existing resource source. This will cost 1 of every resource to do, and will only happen once per quarter (committee session). Upgrades become more expensive over time, with the second upgrade requiring 2 of each resource, and the third requiring 3 of each resource. Upgrading gives the following benefits:

If upgrading a PoWer, Steel, or Precious Metals source, operators will gain an additional 3 of that resource during the next quarter.

If upgrading an international market, operators will gain an additional 2 resources during the next quarter.

Secondly, operators can expand their rail network to reach additional resource sources. These resource sources can be found on the comprehensive rail map, and will operate exactly the same as resource sources operators start with. Additionally, operators can trade resources, or choose to pool them, via JPDs.

### Route Expansion

Route expansion is a key way for operators to gain power, resources, and influence. To expand to a route, an operator or group of operators must be adjacent to that route. An operator owning the Orlando to Tampa line can't expand to the Burlington to Bangor route, but can expand to the Orlando to Gainesville route, for example. Operator's may agree to mutual rail agreements with fellow operators that allow multiple operators the use of the same line. While this would allow expansion along more routes, it may degrade route quality and customer satisfaction if too many trains are operating on the same routes. These agreements need to be made via JPDs. Route expansion costs can be found on the interactive map linked in the maps section by clicking on each route. Alternatively, a list of all available route costs can be [found here](#).

Route expansion will occur via notes and/or JPDs. There is no need to write a separate note or give backstory when expanding your route. Writing legibly and clearly "I will be using x resources to expand to x route" at the bottom of your note more than suffices, so long as operators make this goal very visible and explicit on their notepad. In the event that two operators expand to the same route at the same time, a duel will automatically commence for control of that rail line. The winning operator will receive the rail line, while the losing operator will have all but 1 spent resource returned.





### Train combat

There are two types of train combat: duels and battles. Duels involve one-on-one fights between operators who remotely control their trains, and will fight in a similar manner to a Pokemon battle. Speed determines which side goes first, Armor determines the hit points of each train, and Weapons determine the attacking power of each train. Duels are fought until one side yields, or the train is incapacitated. If dueling for purposes other than contested expansion, operators will need to have 1 resource to use for repairs in the event their train loses.

Operators can upgrade trains as follows, with upgrades applying to the entirety of their train fleet.

Level	Speed	Armor	Weapons
2	1 PoWer	1 Steel	1 Precious Metal
3	2 PoWer	2 Steel	2 Precious Metal
4	3 PoWer	3 Steel	3 Precious Metal
5	4 PoWer	4 Steel	4 Precious Metal

Large scale battles will involve war games, which operators may choose to enter into later in the committee. This will be similar to how other committees war game, with some additional train and upgrade related mechanics which will be revealed if and when battles start.



## List of Positions

**Crawdad McGillicuddy Jr.** - New Orleans, LA to Jackson, MS



Crawdad McGillicuddy Jr. is the son of famed shrimpmen Crawdad McGillicuddy, and heir to the McGillicuddy Fish Company empire. After a tragic jetski accident in the Gulf, his father had an emergency operation to replace his left ventricle with a crawdad. Unfortunately, he has little time left, meaning Junior might be taking over the family business. He operates the line from New Orleans, LA to Jackson, MS, which gives him access to international markets. However, this line has seen decreasing passenger ridership due to train robbers, something which will have to be addressed for McGillicuddy to expand.

**Pip Pippinpaddleopsicopolis** - Columbus, OH to Detroit, MI



Pip Pippinpaddleopsicopolis is a first generation Ottoman Empire immigrant who moved with his family from Piraeus. Pip was a renowned rower, paddling all over Copolis, even briefly competing for the Ottoman Olympic rowing team. However, when the Sultan's son took up an interest in rowing, the Pippinpaddleopsicopolises, were forced to leave the country. After several difficult years, his brother took over and now operates a PoWer processing plant he built from the ground up. He'll want to use this to his advantage to expand his rail empire.

**Yi Ha** - Nashville, TN to Memphis, TN



Yi Ha was originally Wan Xia, distant heir to the Qing empire. He severed all connections to his homeland and family when he moved to Nashville to pursue his dream of becoming a country music star, where he adopted the stage name "Yi Ha". Yi saw moderate success, and was approached by moonshiners who saw his tour as an opportunity to smuggle shine. Now, Yi operates the Nashville to Memphis line, which sees decent passenger ridership.

**Bestin Yahd** - Boston to NY



Bestin Yahd, from Boston Yard, is like Boston: hard. Growing up, Bestin stole and parked cars, while pretending to be a valet, winding up in Juvie for his crimes. There, he made connections with the future criminal underworld, and worked for them when he got out. While they've bankrolled his operation of Boston to NY, which features a massive passenger ridership, Bestin has to keep his associates happy... or else.

**Creeme Chiese**- Philadelphia to NY



Creeme Chiese, of Italian and Jewish descent, grew up in NY to Moss "The Mozz" Chiese. The Mozz carved out a nice bagel business, eventually following his idol, Andrew Carnegie's lead and vertically integrating to becoming a bagel and cream cheese supplier. Creeme, the sole heir to Moss Chiese, has been funded by her father to operate Philadelphia to NY as an industrial route in an attempt to further cut costs. Will she be able to strike out a name for herself, perhaps using international markets to expand?

**Reginald Crabs**- Pittsburgh to Baltimore



Reginald Crabs grew up in the Maryland countryside with his family, all doctors. The Crabs encompassed all fields of medicine, from podiatry to urology. Reginald followed in his family's footsteps, and became a renowned Ear, Nose, and Throat Doctor. Reginald met his partner, Weginald, at a routine checkup. After hearing Weginald's



heart beat, Reginald knew Weginald was where his heart belonged, and they fell in love. Weginald's steel empire will certainly be of use to Reginald as he looks to expand his passenger rail line from Pittsburgh to Baltimore.

**Andrew Johnson V** - Raleigh to DC



Andrew Johnson V, the great great grandson of President Andrew Johnson, comes from old money. His family retired from the politics game to become educators, becoming professors at Duke and Wake Forest. Andrew wanted to strike out a life of his own, and became an artist. Andrew found some success at anime conventions, where his Naruto x Sasuke posters carried his booths. His family was not happy, and threatened to cut him off unless he agreed to operate the passenger line from Raleigh to DC. Will Andrew be able to foray his yaoi art success into a train empire?

**Alice Capone** - Jacksonville to Miami



Alice Capone was snubbed by a clown at her 4th birthday party, a day she won't soon forget. Since that day she's channeled her anger into finding that clown, leading her into a life of crime working with the Medellin cartel in a desperate attempt to find the betrayer. While the clown has yet to be found, Alice showed promise with her business acumen, quickly becoming one of the largest Medellin distributors in Miami. Now, she controls the Miami to Jacksonville industrial train route to try and expand her empire.

**Jared Jello** - Louisville to Indianapolis



Jared Jello bounced around as a child, moving from place to place with his family. Jared loved one treat more than any other: mellow yellow. He loved it so much that Jared became a mechanical engineer to work at the mellow yellow factory in Indianapolis. Once there, Jared thrived, eventually becoming overseer of Mellow Yellow's Fellows: a group of senior engineers. However, his love for the yellow mellowed, leading him to leave the company and become a lead locomotive engineer. With his technical know-how, he's decided to operate the industrial line between Frankfurt and Indianapolis, where he hopes to rekindle that childlike spirit.

**Delio de lio** - Atlanta to Charleston



Delio De Lio is the love child of famed rapper Coolio. Delio was sent overseas by his father to a British Boarding school, and given the fake name Delio De Lio because, according to Coolio, it "sounded European". Delio thrived in boarding school, and eventually graduated from Oxford with an MBA. He returned to the United States and settled in Atlanta, where he started a coolant company: Lio enterprises. Delio found immediate success, and is now in charge of the passenger route from Atlanta to Charleston. His international connections should serve him well when dealing with international markets.

**Sir Vice McRack** - Gainesville to Atlanta



Sir Vice McRack is a Scotsman through and through. Vice enlisted in the Royal Regiment of Scotland when he was 18, seeing combat as a volunteer in the Midwestern Wars. There, he displayed tremendous bravery when he ran through an active battlefield, through mud, barbed wire, and seven attack kittens to save his regiments only copy of Braveheart, for which he was knighted. After the war, Vice became a famed spokesman for an exotic animal company before going to the University of Florida to become a professor of Scottish literature. Vice still has ties to the exotic animal trade, and is heavily involved in Florida's NIL dealings. He's hoping operating the passenger route between Gainesville and Atlanta will help him increase personal fame.

**Heather-Ray Splay** - Montgomery to Atlanta





Heather-Ray Splay will never forget that fateful day in May where, during play, she found one of, nay, the largest source of PoWer ingots in her backyard. Since then she's yearned for the mines, and after 20 long years is finally taking them over from her father. As a PoWer baron, Heather-Ray found it natural to get into train operations, where she hopes her line from Montgomery to Atlanta will expand her PoWer company.



**Beau Billiam Bawomp**- Savannah to Jacksonville

Beau Billiam Bawomp believed in all sorts of urban legends as a child. Beau would hunt in the woods around Savannah, looking for Bigfoot, Glawackus, and the Jackalope. While he was a bit of a dope, learning to hunt these animals gave him insights into how guns were made, which led to founding an arms company: Beau's Big Booms (BBB). His arms company has a hefty warchest, but has seen profits fall after the conclusion of the Midwestern war. Beau hopes to expand to new markets with his new cargo route between Savannah and Jacksonville.



**Andrew Warhole** - Cincinnati to Pittsburgh

Andrew Warhole grew up the son of two rich artists, the worst kind. His parents sent him to an expensive Montessori school, gave him an all-vegan diet cooked by a private chef, and bought him gifts extremely regularly. He could never forgive his parents for being so supportive. So, he fled from his parents house when he was 18 and worked at a steel mill. For years, he worked the line, becoming close with the plants owner, Mr. Steele. Andrew cared for Mr. Steele in his final days, and before Steele's death, stole Steele's will. After Steele died, Andrew claimed ownership of the plant, and Steele's wealth. Now, Andrew operates the Cincinnati to Pittsburgh industrial line, where he hopes to steal some market share.



**Brent Lentson**, son of Lent Brentson- Richmond to Morgantown

Brent Lentson, son of Lent Brentson, grew up an Amish boy with a love for basketball. When he wasn't chopping trees he was dropping threes. Though he didn't covet, he did get buckets. The cows he did wrangle before he broke some fool's ankles. During his rumspringa, he was picked up by the Charlotte Hornets, and he never looked back. After a long 20 year career, the "Amish Giannis" retired, and invested in Richmond's power industry. Now, he looks to revitalize the Richmond to Morgantown passenger route.



**Halle Blueberry** - Cleveland to Columbus

Halle Blueberry started her acting career as Violet Beauregard in Willy Wonka and the chocolate factory as a child. Her career continued on an upward trajectory, voicing a character in the smurfs before becoming Stitch from Lilo and Stitch. Her career continued as a star in Avatar and Avatar: The Way of Water. She's even been in the Blue Man group as the first and only Blue Woman. While her success was nothing to be scoffed at, she was feeling a little blue. What she had always wanted was to become a ruthless businesswoman. So, she decided to take a step back from Hollywood to start a steel plant, and operate the Cleveland to Columbus industrial route.



**Gideon Glampers**- Louisville to Chattanooga

Gideon glampers always hated camping. Whenever his father took him camping, Gideon complained incessantly that he couldn't play his games. He resented his father for taking him camping. It ended in a heated debate around



the campfire, where Gideon used his ax to do what he knew needed to be done: build a semi-permanent log cabin structure. There he imprisoned his father for forcing him to camp. After creating a popular series “Gideon Glamps with imprisoned dad”, he started his own glamping business where frustrated teens and tweens could imprison their fathers while they did anything else besides camp. Now, Gideon operates a successful glamping business that is incredibly popular with teens, and hopes to expand his business by operating the passenger route from Louisville to Chattanooga.



### **Bob Builder** - Augusta to Charlotte

Bob Builder grew up in a house with one motto: “No we can’t”. His parents instilled this motto to his very core, meaning he gave up on his first love, his beanie baby collection, and his high school degree. However, he also gave up on the housing market in 2007, making him a multimillionaire. Then, Bob gave up on building his own rail system, deciding instead to operate MUNtrak’s Augusta to Charlotte route, with access to international markets.



### **Syd Ness**- Buffalo to Cleveland

Syd Ness has been extraordinarily happy since birth, despite being born in Ohio. Syd competed in several Bob Ross inspired “Happy Little Tree” pageants, coming 2nd in the Midwest before being named the happiest little guy in the United States’. Syd Ness then became a spokesman for Buffalo Wild Wings, excitedly shouting “Buffalo gives you wings!” Before having his campaign shut down by Red Bull. After Red Bull sued BWB into oblivion, Syd bought the rights and became the sole owner and proprietor. Now, he operates the Buffalo to Cleveland passenger line, hoping to rebuild this storied wing spot.



### **Maximilian von Funkhausersberg** - Memphis to Jackson

Maximilian von Funkhausersberg is a sixth cousin of Kaiser Wilhelm VI. Growing up in Hamburg, von Funkhausersberg had always been fond of the American South, particularly after reading *Brokeback Mountain*. So much so that for college he decided to go to MIT: the Mississippi Institute of Technology. Maximilian settled down in Jackson, but wasn’t able to find a good job because he went to the “worse” MIT. Now, using his portion of the German imperial coffers, he operates the Memphis to Jackson passenger route, one of the largest in the Southern US.



### **Billy Mays of the Tampa Bay Rays** - Tampa to Jacksonville

Billy Mays, of the Tampa Bay Rays, had a depressing childhood in the city of Tampa. Growing up, his own mother wasn’t present for his birth. For his early childhood, his parents forced to stay for hours in his family’s balcony garden as a scarecrow. One fateful day, a strong gust of wind blew Billy into the bay, where he sustained some major injuries after landing on a manta ray. Billy miraculously survived, though his parents didn’t realize anything had happened. Even worse, his insurance refused to reimburse his stay, which was accidentally coded (in the ICD-10 format) as T63.633. So, Billy did what any red-blooded American would do: sue everyone involved. He won his case against the apartment complex and his family, and was given enough money to start his own MLB franchise: the Tampa Bay Rays. After years of success, Billy Mays is now investing into the passenger route from Tampa to Jacksonville.



### **Ertz Mckertz** - Orlando to Tallahassee

Ertz Mckertz grew up in Orlando, and worked as Walt Disney’s favorite yogurt boy. Ertz would source different yogurts from the wilds of Orlando, finding the greatest greek, the most incredible icelandic, and killer kefir. In his darkest moments, he even sourced frozen yogurt, including his favorite flavor: the limited edition Nathan for you poop flavor. When Walt died, he gave Ertz exclusive yogurt rights inside of the parks and company, something Ertz used to his advantage. During the great Frozen Yogurt boom of 1997, Ertz made millions. Knowing how



seasonal the market was, Ertz decided now was the time to invest in trains. He now operates the large Orlando to Tallahassee route, filled with tourists.

### **Heather Etch-a-Sketcher** - Buffalo to Pittsburgh

Heather Etch-a-sketcher has only faded memories of her childhood. Almost as if they were shaken out of her... Regardless, her earliest memory is as a nepotism hire at hasbro, where her father, Larry Sorry, got her a job as senior VP of game development. There, she developed one of the best games known to humanity: ticket to ride. This saw her skyrocket up the Hasbro corporate ladder, eventually becoming CFO. Now, Heather decided to take her game to the real world, and open a ticket to ride themed Lexington to Pittsburgh passenger line.

### **Mary Marie Marey** - Lexington to Nashville

Mary's Mother couldn't decide on a name for her daughter. She had three names in mind: Susie, Cassandra, and Bert, and flipped a coin until a name was chosen. However, each time the coin was flipped it landed on its side, which Mary's mother took as a sign of Satan. Thus, she was named Mary Marie Marey to attempt to ward off Satan's influence. This was not effective, as Mary grew up to become the head of the Satanist church of Lexington. There, she gained connections with local Satanists who collectively own and operate a PoWER mine. With her groups' funds, she decided to start operating the Cincanniti to Nashville line, in the hopes of expanding Satanism in the US.

### **Cole N. Gin** - Knoxville to Huntington

Cole grew up in Southern Alabama, dreaming of becoming a football player. He showed promise in high school, but was drafted during the Midwestern War before he had a shot to play in college. There, he sustained a life altering injury. On a routine mission guarding a cargo train, a trigger happy hunter fired his crossbow off-target, ending up with an arrow in Cole's knee. Cole was sent home due to his injury, and was never able to run again. Cole ended up as a spokesman for the wounded in weird ways warrior project, rallying veterans like him around the country. Through his activism, he was able to gather enough funds to operate the Knoxville to Huntington lines, which exclusively employs veterans.

### **Brenda "Big Spenda" Lenda** - Detroit to Cincinnati

Brenda "Big Spenda" Lenda loved working for Amscot. After getting a job there as a teenager she steadily rose through the ranks. Once she reached a corporate position, she was able to bring her brilliant ideas to work. Ideas like increasing interest rates, partnering with Klarna for immediate cash loans, and hiring bounty hunters to break debtors' kneecaps. These wildly successful programs led her to become AmsCEO, where she then acquired AmSteelCot since they had a similar name. After acquiring multiple other businesses, she set her sights on the Detroit to Cincinnati line, where she hopes she can lend more money and expand her steel exports.

### **Awkwardfina** - Buffalo to NY

Awkwardfina dreamed of becoming an interpretive dancer specializing in kitchen appliances. After a tragic blender dance gone wrong, Awkwardfina was forced to stop her dance career prematurely. However, she was able to start her own dance studio: Awkwardfina Dance company. There, she started a reality tv show that gained international acclaim: Dance Dads, a show about the fathers of dancers who dreamed of making it big. While no one else made it big, Awkwardfina sure did. Her show ran its course, leading Awkwardfina to end her business and start operating the Buffalo to NY line.



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