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TTX Equipment Update

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TTX Company Overview



TTX Is:

- A railcar **pooling** company, not a railroad or leasing company
- Owned by North America's leading railroads
- \$1.8 billion in revenue
- Over 2,000 dedicated employees



TTX Provides:

- A low cost, reliable fleet of over 177,000 railcars
- Unique fleet size planning abilities (limited antitrust immunity granted by STB)
- Full railcar maintenance and repair services
- Operational and planning data/information

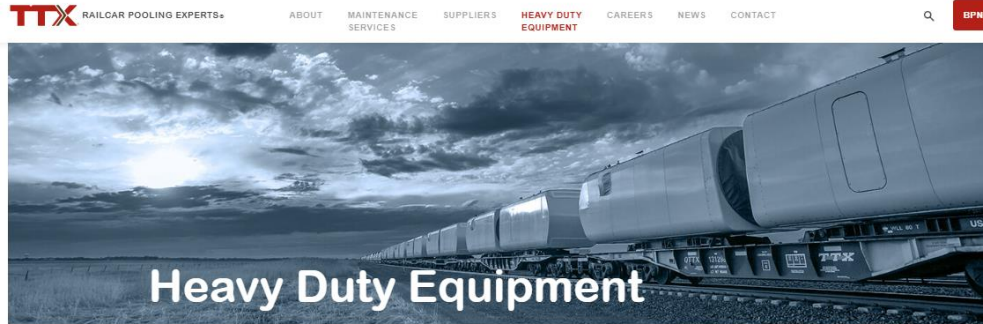


TTX Benefits:

- Reduced empty miles
- Less switching
- Capital outlay avoidance
- Risk mitigation
- Fleet standardization



Heavy Duty Equipment Webpage: Equipment Guide and Who to Contact



Heavy Duty Flatcars

TTX owns a large array of heavy-duty flat-deck and depressed-deck cars, all specifically designed for extra-heavy shipments, and in the case of the depressed cars, designed to provide additional clearance for oversize loads. In fact, TTX provides nearly 20 different types of heavy-duty cars, with capacity ranging from 100 to 370 tons. Created for the transportation of heavy machinery, shipments tend to concentrate in power generating equipment, such as boilers, turbines (including wind energy hubs and nacelles), electrical transformers, pressure vessels, and shipments that frequently require special handling and train operations.

For General Specifications of Heavy Duty equipment in the TTX fleet, please refer to the TTX Heavy Duty Equipment Guide.

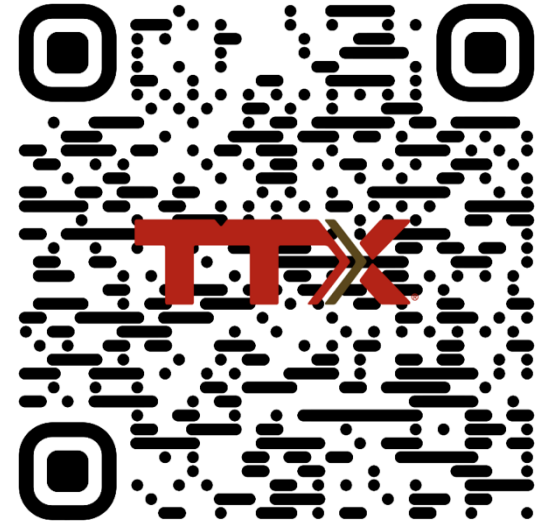
[Download the TTX Heavy Duty Equipment Guide](#)

For Car Specific information, please contact TTX directly:

Heavy Duty
HeavyDuty@ttx.com

General Equipment
GeneralEquipment@ttx.com

TTX Engineering
EngHelp@ttx.com



State of Equipment Demand





Current State of Railcar Demand

- » 15 car types in the Heavy Duty Fleet
- » Waitlist on 14
- » Lead time varies from 2-6 months
- » Planning for the future: Please share equipment needs and short to long-term demand outlook information as possible with the serving Class I and/or TTX

Maintenance Update



2026 TTX Heavy Duty Maintenance Update

- » TTX Repair Shop Operations and contracted Independent Repair Facilities
- » Midwest and Southern regions
- » Preventative maintenance program remains a focus and commitment
- » 14% of the Heavy Duty fleet went through shop in 2025



Maximizing Fleet Utilization (Things That Affect Railcar Availability)



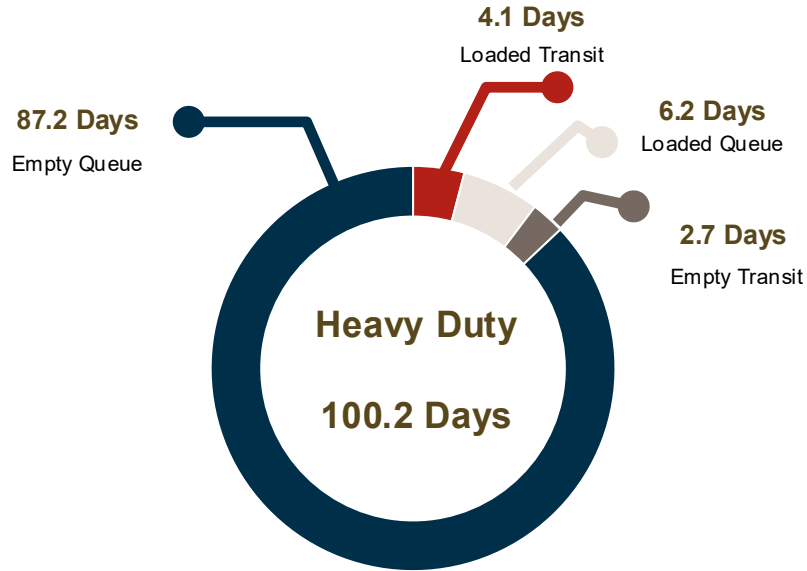
Cycle Components



- Loaded Transit
- Loaded Queue
- Empty Transit
- Empty Queue

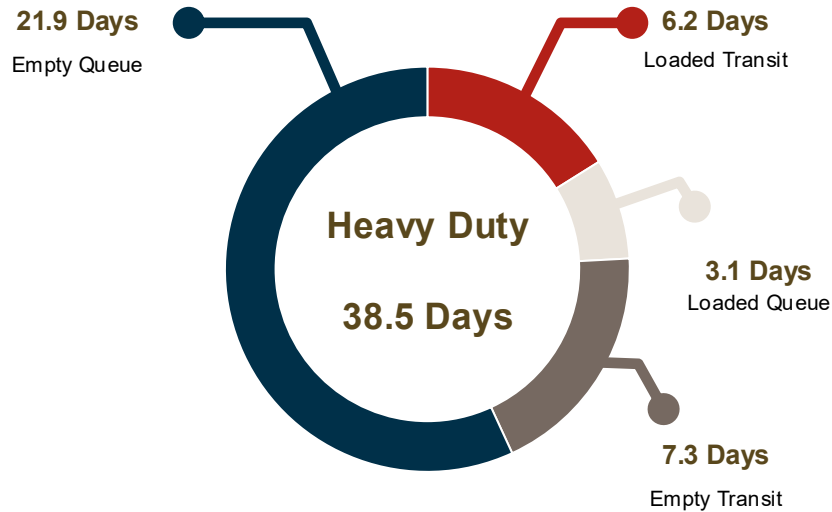
- » Key fleet operation metric
- » Cycles include empty and loaded segments
- » Measure the time (and miles) for each segment
- » Transit time starts at a reported Release, Pull or Departure event
- » Queue time includes Terminal and Customer time (Arrival at Destination, Constructive/Actual Placement)

Long Cycle, High Queue Days



- » Transit time starts at a Release, Pull or Departure
- » Queue time includes Terminal and Customer time (Arrival at Destination, Constructive/Actual Placement)
- » 100 Railcars with Cycle times of 100.2 days would carry 364 loads per year
- » A decrease in cycle time of 10 days (90.2) would carry an additional 40 loads

Decreased Queue Days



» 100 Railcars with cycle times of 38.5 would carry 948 loads per year

More ways you can help improve car availability

- » Prompt communication!
 - » When railcars are ready for release
 - » Load date changes
- » Prompt and *clean* railcar upon release
- » Thorough pre-load and post-load inspections. Attention to signs of potential mechanical or load bearing issues can decrease out of service time for bad orders.
- » Follow car owner instructions and open top loading rules when securing loads (There's a right and wrong place to weld!)
- » Submit car orders that are firm, and communicate changes promptly to avoid a false demand picture for the network

Help us grow the TTX photo album of hi-wide moves.
Submit your photos for potential entry in the TTX calendar!
(www.ttx.com/photography/)



Thank you!



