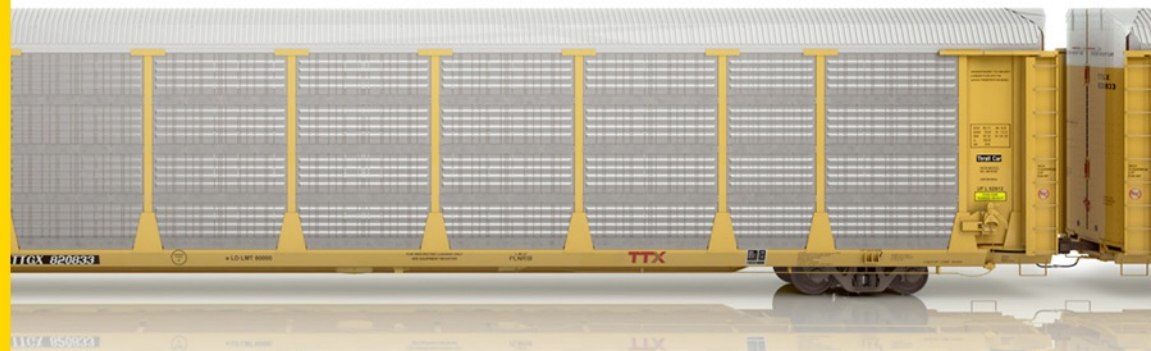




RAILCAR POOLING EXPERTS®





TTX Overview and Equipment Update

Jessica Karcz
June 14, 2024

TTX Introduction



TTX Is:

- A railcar **pooling** company, not a railroad or leasing company
- Owned by North America's leading railroads
- \$1.7 billion in revenue
- Over 2,000 dedicated employees

TTX Provides:

- A low cost, reliable fleet of over 176,000 railcars
- Unique fleet size planning abilities (limited antitrust immunity granted by STB)
- Full railcar maintenance and repair services
- Operational and planning data/information

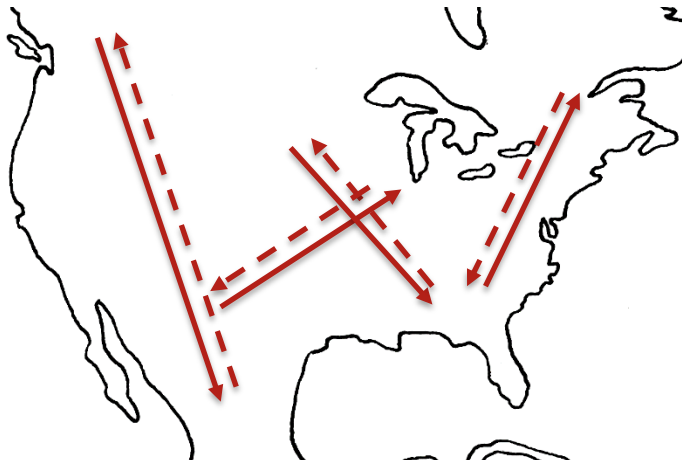
TTX Benefits:

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

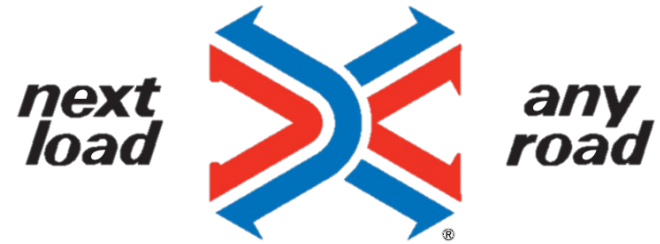
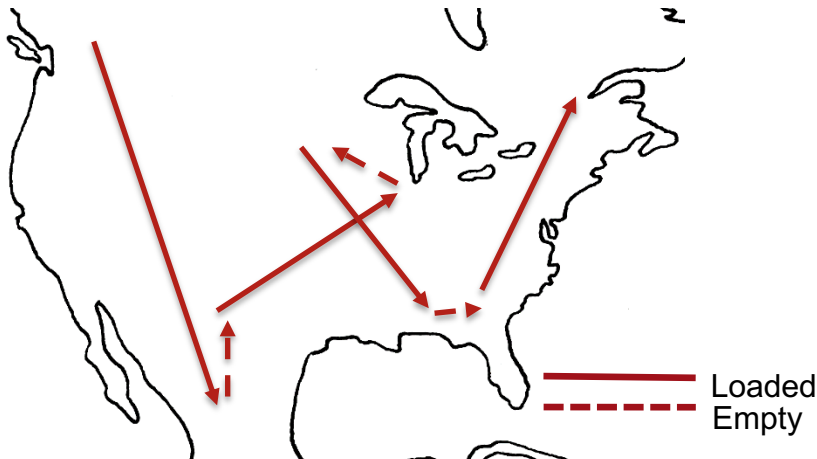


How Pooling Works

Non-Pooled Railcar:



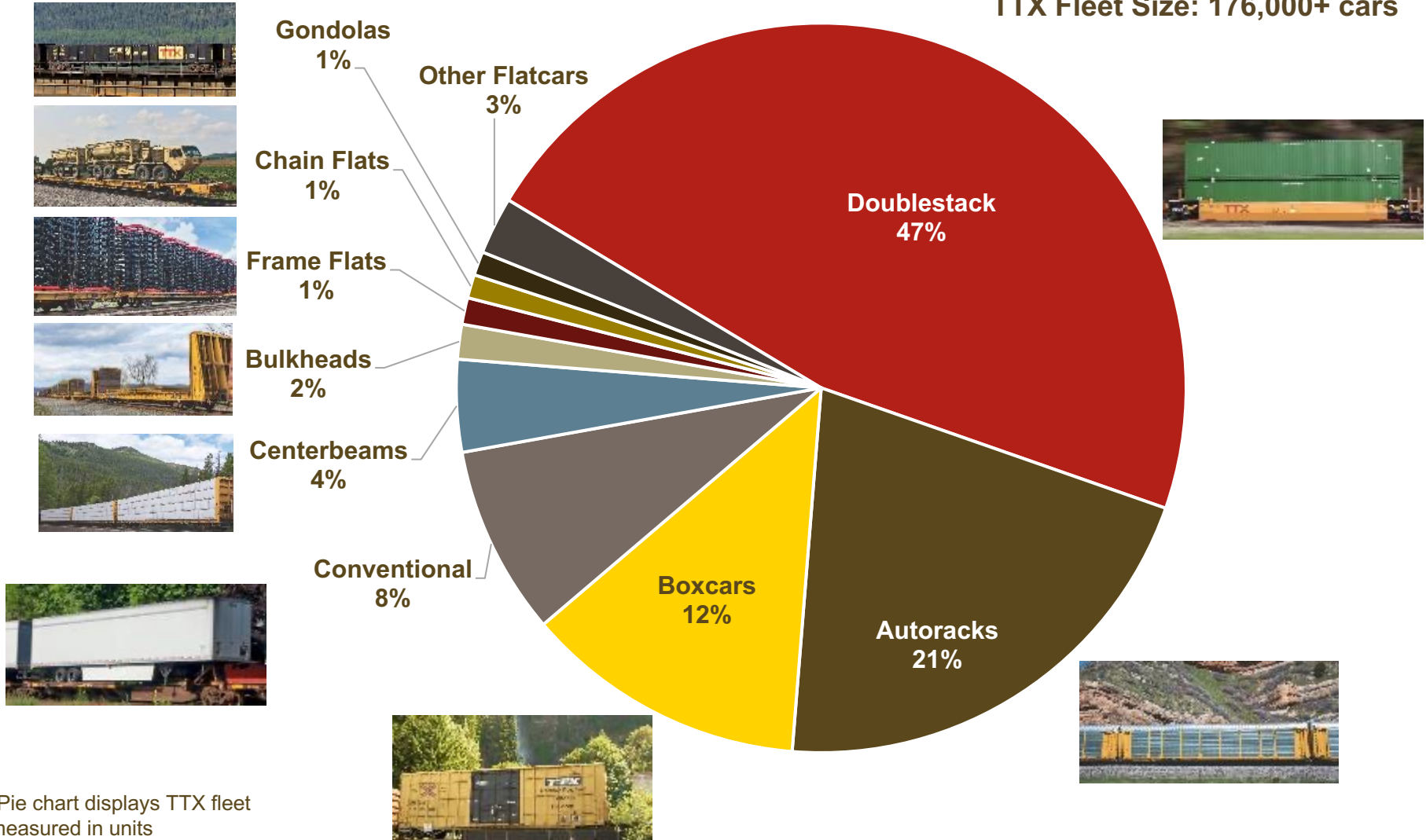
Pooled Railcar:



- » TTX railcars are distributed by each railroad to shippers as if the cars were owned by the railroad
- » Pooled railcars flow from one railroad to another without requiring an empty backhaul to the originating railroad
- » Pooling allows triangulation to minimize network empty flows
- » Standardized, multi-purpose cars are ideal for pooling
- » TTX members may pursue their own car supply strategies – there is no obligation to use TTX equipment

TTX is asset-based with a \$17 billion railcar fleet that serves many markets and customers

TTX Fleet Size: 176,000+ cars



*Pie chart displays TTX fleet measured in units

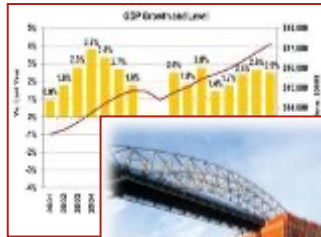


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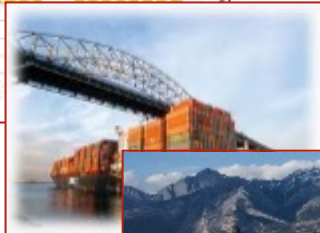
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TTX Planning Process

Inputs



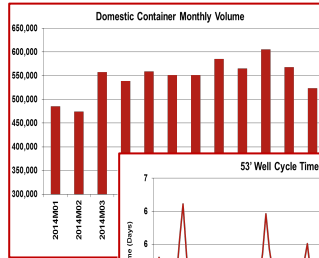
Economic and Market Forecast



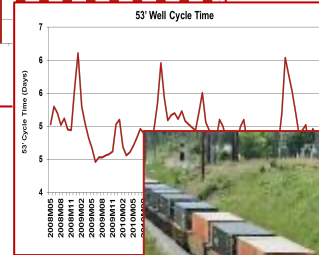
Railroad Strategy



Existing Fleet Capacity (incl. non-TTX)



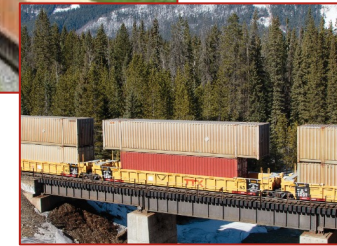
Seasonal Variability



Cycle Times



Car Choice

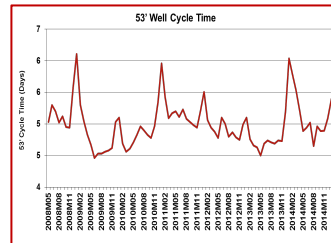


Loading Efficiency

Outputs



Capital Plan



Fleet in Service Plan



Retirement Plan



Conversion and Modification Plan

Reliability is critical and TTX spends \$800+ million per year on fleet maintenance

Regional Shop Operations (RSO)

- » Jacksonville, FL
- » North Augusta, SC
- » Mira Loma, CA
- » Waterford, MI
- » Slaton, TX

Field Maintenance Operations (FMO)

- » ~80 locations across North America

Mobile Repair Operations (MRO)

- » Repair operations located on-site at shipper locations

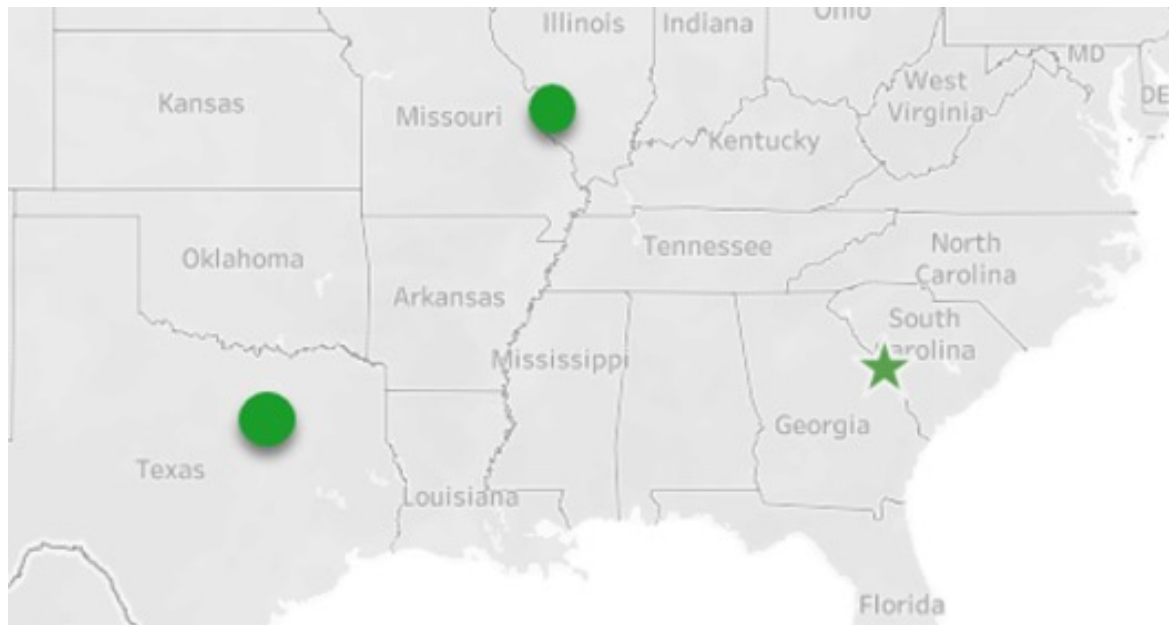
Independent Repair Facilities (IRF)

- » Privately owned repair locations that supplement TTX



TTX Heavy Duty Maintenance Network

- » TTX Repair Shop Operations and Independent Repair Facilities
- » Midwest & Southern regions
- » Expanded shop capacity allows TTX to increase proactive maintenance, and limit out of service time



Heavy Duty Equipment Webpage and Guide



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

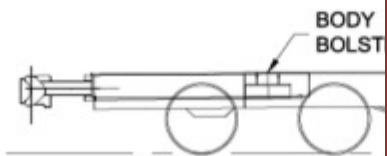
New Appendix in 2024 – Preloading Checklist

APPENDIX B: PRELOADING CHECKLIST

Preloading Checklist: Camber

Camber is measured on flat deck cars and is to be measured at the deck height from the centerline of the car. The measurement should meet the minimum values shown in Table 1 below, once loaded the car should be measured with a stringline measurement with the ends of the string located on the deck in line with the centerline of the car.

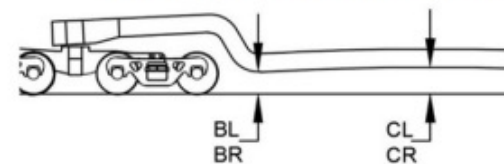
Figure 1: Camber Measurement



Preloading Checklist: Under Car Clearance

Under car clearance is measured on depressed deck cars to ensure FRA rail clearance. The measurement is taken at the center of the depressed deck and at the ends as shown in the diagram below prior to loading.

Figure 2: Under Car Clearance Measurement



Preloading Checklist: Side Bearing Heights

Side bearing heights are to be inspected and meet the ranges in Table 3 utilizing the measurement techniques when loaded.

Heavy Duty Fleet includes Flat Decks (FM) and Depressed Centers (FD)



Types of Heavy Duty Cars

15 Car Types

<u>Car Type</u>	<u>Number of Axles</u>	<u>Number of Cars</u>
47' FD	8	3
25' FD	4	10
25' FD	8	15
38' FD	4	6
32' FD	8	6
32' FD	12	6
27' FD	8	50
50' FM	8	6
45' FM	12	28
55' FM	8	28
48' FM	12	1
60' FM	4	12
70' FM	8	210
53' FM	12	34
89' FM	4	50

- » Loading decks range from 25-ft to 89-ft
- » 4, 8, or 12 axles
- » Load Limits between 213,000 – 744,350 lbs.

TTX Company Headquarters Relocation

- » **1971 – 2024: Chicago, IL**
- » **July 9, 2024: Charlotte, NC**





Car Ordering Process



Railcar Health



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