# Chicago Terminal Weekly Information

**Date:** 11/06/2021 09:14 CT

## Yard Inventories (# of Cars)

<table>
<thead>
<tr>
<th>Carrier</th>
<th>7 Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearing (BRC)</td>
<td>3,517</td>
</tr>
<tr>
<td>Blue Island (IHB)</td>
<td>1,643</td>
</tr>
<tr>
<td>IHB Autos (IHB)</td>
<td>450</td>
</tr>
<tr>
<td>Markham (CN)</td>
<td>254</td>
</tr>
<tr>
<td>Kirk (CN)</td>
<td>2,057</td>
</tr>
<tr>
<td>Bensenville (CPRS)</td>
<td>1,044</td>
</tr>
<tr>
<td>Barr (BOCT-CSXT)</td>
<td>890</td>
</tr>
<tr>
<td>Calumet (NS)</td>
<td>628</td>
</tr>
<tr>
<td>Proviso (UP)</td>
<td>1,146</td>
</tr>
<tr>
<td>Corwith (BNSF)</td>
<td>694</td>
</tr>
<tr>
<td>Cicero (BNSF)</td>
<td>743</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>13,066</strong></td>
</tr>
</tbody>
</table>

## Yard Dwell (Hrs)

<table>
<thead>
<tr>
<th>Carrier</th>
<th>7 Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearing (BRC)</td>
<td>18</td>
</tr>
<tr>
<td>Blue Island (IHB)</td>
<td>24</td>
</tr>
<tr>
<td>IHB Autos (IHB)</td>
<td>24</td>
</tr>
<tr>
<td>Markham (CN)</td>
<td>24</td>
</tr>
<tr>
<td>Kirk (CN)</td>
<td>18</td>
</tr>
<tr>
<td>Bensenville (CPRS)</td>
<td>26</td>
</tr>
<tr>
<td>Barr (BOCT-CSXT)</td>
<td>22</td>
</tr>
<tr>
<td>Calumet (NS)</td>
<td>21</td>
</tr>
<tr>
<td>Proviso (UP)</td>
<td>27</td>
</tr>
<tr>
<td>Corwith (BNSF)</td>
<td>22</td>
</tr>
<tr>
<td>Cicero (BNSF)</td>
<td>25</td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>23</strong></td>
</tr>
</tbody>
</table>

## Terminal Forecast Indicator

<table>
<thead>
<tr>
<th>Cars Enroute</th>
<th>7-Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through (I/C)</td>
<td>27,336</td>
</tr>
<tr>
<td>Terminating (I/C)</td>
<td>4,956</td>
</tr>
<tr>
<td><strong>Subtotal I/C</strong></td>
<td><strong>32,292</strong></td>
</tr>
</tbody>
</table>
### Terminal Historical Indicator

<table>
<thead>
<tr>
<th>Actual Cars Processed</th>
<th>7-Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through (I/C)</td>
<td>4,477</td>
</tr>
<tr>
<td>Terminating (I/C)</td>
<td>838</td>
</tr>
<tr>
<td><strong>Subtotal I/C</strong></td>
<td><strong>5,315</strong></td>
</tr>
<tr>
<td>Through (no I/C)</td>
<td>408</td>
</tr>
<tr>
<td>Terminating (no I/C)</td>
<td>969</td>
</tr>
<tr>
<td><strong>Subtotal no I/C</strong></td>
<td><strong>1,377</strong></td>
</tr>
<tr>
<td><strong>Actual Total</strong></td>
<td><strong>6,692</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interchange Events</th>
<th>7-Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Totals</strong></td>
<td><strong>12,434</strong></td>
</tr>
</tbody>
</table>

* Includes cars that have multiple interchange events in the 24 hour period.

### Freight Transit

<table>
<thead>
<tr>
<th>Metric</th>
<th>7-Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Transit (hrs - Total)</td>
<td>34.2</td>
</tr>
</tbody>
</table>