## Yard Inventories (# of Cars)

<table>
<thead>
<tr>
<th>Carrier</th>
<th>7 Day Avg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearing (BRC)</td>
<td>4,038</td>
</tr>
<tr>
<td>Blue Island (IHB)</td>
<td>1,477</td>
</tr>
<tr>
<td>IHB Autos (IHB)</td>
<td>373</td>
</tr>
<tr>
<td>Markham (CN)</td>
<td>307</td>
</tr>
<tr>
<td>Kirk (CN)</td>
<td>2,221</td>
</tr>
<tr>
<td>Bensenville (CPRS)</td>
<td>1,050</td>
</tr>
<tr>
<td>Barr (BOCT-CSXT)</td>
<td>1,134</td>
</tr>
<tr>
<td>Calumet (NS)</td>
<td>826</td>
</tr>
<tr>
<td>Proviso (UP)</td>
<td>1,306</td>
</tr>
<tr>
<td>Corwith (BNSF)</td>
<td>703</td>
</tr>
<tr>
<td>Cicero (BNSF)</td>
<td>793</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>14,228</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>20</td>
</tr>
<tr>
<td>Blue Island (IHB)</td>
<td>25</td>
</tr>
<tr>
<td>IHB Autos (IHB)</td>
<td>20</td>
</tr>
<tr>
<td>Markham (CN)</td>
<td>25</td>
</tr>
<tr>
<td>Kirk (CN)</td>
<td>20</td>
</tr>
<tr>
<td>Bensenville (CPRS)</td>
<td>23</td>
</tr>
<tr>
<td>Barr (BOCT-CSXT)</td>
<td>22</td>
</tr>
<tr>
<td>Calumet (NS)</td>
<td><strong>31</strong></td>
</tr>
<tr>
<td>Proviso (UP)</td>
<td><strong>32</strong></td>
</tr>
<tr>
<td>Corwith (BNSF)</td>
<td>22</td>
</tr>
<tr>
<td>Cicero (BNSF)</td>
<td><strong>31</strong></td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>25</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>29,151</td>
</tr>
<tr>
<td>Terminating (I/C)</td>
<td>4,972</td>
</tr>
<tr>
<td><strong>Subtotal I/C</strong></td>
<td><strong>34,123</strong></td>
</tr>
<tr>
<td>Metric</td>
<td>7-Day Avg</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Freight Transit (hrs - Total)</td>
<td>35.5</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>4,531</td>
</tr>
<tr>
<td>Terminating (I/C)</td>
<td>790</td>
</tr>
<tr>
<td><strong>Subtotal I/C</strong></td>
<td><strong>5,321</strong></td>
</tr>
<tr>
<td>Through (no I/C)</td>
<td>471</td>
</tr>
<tr>
<td>Terminating (no I/C)</td>
<td>873</td>
</tr>
<tr>
<td><strong>Subtotal no I/C</strong></td>
<td><strong>1,344</strong></td>
</tr>
<tr>
<td><strong>Actual Total</strong></td>
<td><strong>6,665</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>35.5</td>
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</tbody>
</table>