THE
WOODSIDE
CONSULTING
GROUP

Keystone West Passenger Train Study

Volume 1 of 2

Prepared For:

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PennDot

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I. Introduction

A. The Keystone West Passenger Train Study

The Woodside Consulting Group, Inc. ("Woodside") was retained by Norfolk Southern Corporation ("NS") on behalf of PennDot in December 2003 to conduct the Keystone West Passenger Train Study. Woodside's brochure, which outlines our credentials, is contained in Attachment R.

The stated objectives of the Keystone West Passenger Train Study were to:

- Inaugurate Harrisburg-Altoona-Pittsburgh local passenger service that is transparent to current and future (up to a five-year planning horizon, for purposes of this analysis) freight train operations. "Transparency" is defined as a condition where passenger train operations do not interfere with freight train operations, and vice versa;

- Determine the impacts of the proposed passenger service on NS freight service; and

- Identify and estimate the costs of specific NS infrastructure improvements required to mitigate those impacts.

The additional Amtrak passenger train service to be operated in the Harrisburg-Altoona-Pittsburgh Corridor was defined as follows:

- Frequency -- two round trips per day (in addition to passenger trains operating on the Corridor as of April 1, 2002);
- Schedules, originating and terminating times, and stations to be served -- as determined by Amtrak and/or PennDot; and
- Maximum authorized passenger train speeds as currently authorized by NS in the Corridor.

The Keystone West Passenger Study was conducted with consideration of the following standards that have been established by NS for passenger trains operating in the Harrisburg-Altoona-Pittsburgh Corridor:

- Utilization of equipment that conforms to FRA standards, particularly with respect to crashworthiness and ability to withstand impact;
- No delay to freight trains and no deterioration in level of freight service as a result of the presence of passenger trains;

- Each mode paying its own way;

- Improved infrastructure to allow for growth in freight movements, while accommodating two additional daily passenger train round trips;

- Periodic review to determine if additional infrastructure improvements are needed due to changes in freight or passenger markets or traffic patterns;

- Indemnity at a level mutually agreed upon by NS and the operator of passenger rail services; and

- Compensation for use of assets, with the passenger service paying appropriate access fees to use NS track and right-of-way.

In accordance with contractual requirements, the Keystone West Passenger Train Study was performed using the Rail Traffic Controller ("RTC") Model. This computer simulation model is widely used throughout the North American railroad industry, and is generally recognized as the best tool currently available for evaluating railroad line capacity.

Woodside's conduct of the Keystone West Passenger Train Study consisted of the following primary tasks:

- Review of past studies and reports for useful information;
- Collection of NS operating timetables and track charts;
- In-field review of NS dispatcher records at Harrisburg and Pittsburgh;
- In-field interviews with Harrisburg Division and Pittsburgh Division officers;
- In-field inspections with NS Division operations personnel;
- With the approval of the Harrisburg and Pittsburgh Division Superintendents, the selection of a seven-day Study Period: Sunday, December 7, 2003 - Saturday, December 13, 2003;
- Collection of NS train and yard movement data for the selected Study Period; and

- Analyses of the effects of the proposed additional Amtrak passenger train service on NS freight service, both without and with additions to NS's infrastructure.

We note that the Study Period of December 2003 does not reflect NS's reported growth in volume in 2004, of which intermodal traffic has reportedly grown by more than 20% from year 2003 levels.

B. Three Scenarios

The Keystone West Passenger Study consisted of the following three scenarios:

- Scenario No. 1: Current Operations Case
- Scenario No. 2: Added Amtrak Trains Case
- Scenario No. 3: Added Amtrak Trains and NS Infrastructure Case

The primary purpose of Scenario No. 1, the Current Operations Case, was to confirm and validate that the RTC Model provided reasonable representations of both the existing physical railroad network and the NS train operations in the Harrisburg-Altoona-Pittsburgh Corridor.

In Scenario No. 2, the Added Amtrak Trains Case, additional Amtrak passenger trains, consisting of two daily round trips, and faster Amtrak train schedules were superimposed on NS's current operations in the Corridor. The objective was to determine the effects on NS's operations of adding the new Amtrak trains without making any infrastructure improvements.

In Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, additional NS infrastructure was proposed in an attempt to mitigate the impacts on current NS freight train and Amtrak train operations in the Corridor that were projected to result from the addition of the two daily Amtrak round trips and the faster Amtrak train schedules.

C. NS Routes In The Corridor

NS's passenger train routes in the Pittsburgh-Altoona-Harrisburg Corridor, the location of current and proposed Amtrak train operations, consist of essentially two main tracks from Pittsburgh to Altoona and two main tracks from Altoona to Harrisburg. Usually, both main tracks are equipped with CTC, and crossovers are located relatively frequently at intervals of about 10-15 miles throughout the length of the Corridor. The current and proposed Amtrak trains would operate only on NS's Pittsburgh Line, which extends between and serves the Amtrak station located in downtown Pittsburgh and the Amtrak station located at CP-Harris in Harrisburg.

In the most mountainous territory in the Corridor, between Johnstown (CP-C) and Altoona (Alto), NS's Pittsburgh Line consists generally of triple track with only the middle track equipped with CTC. The Sang Hollow Extension, a third track near Johnstown between CP-Conpit and CP-C, is located on a different right-of-way.

Two parallel NS routes provide additional main line capacity between Pittsburgh and CP-Conpit. The southerly route, the Monongahela Line/Port Perry Branch, lies between a connection with the Pittsburgh Line at CP-Bell (about 15 miles east of NS's Conway Yard) and a connection via the Port Perry Branch with the Pittsburgh Line at Wilmerding (CP-Wing). It provides a parallel route that is used primarily by double stack intermodal trains that cannot be operated over the Pittsburgh Line due to clearance limitations The northerly route, the Conemaugh Line, lies between CP-Penn (about twenty miles east of Conway Yard) and CP-Conpit (about fifteen miles west of Johnstown), and is used primarily for eastbound loaded coal trains and for some eastbound merchandise trains. Thus, between Pittsburgh and CP-Conpit, these two parallel routes (the Monongahela Line/Port Perry Branch and the Conemaugh Line) provide two, and sometimes three, tracks of additional capacity for NS's train operations in the Pittsburgh-Altoona-Harrisburg Corridor.

Attachment A-1 is a schematic diagram of the RTC Model railroad network developed for this Study, and identifies the several rail corridors comprising the network. Definitions of the RTC Model's output terms are contained in Attachment A-2.

For purposes of the Keystone West Passenger Train Study, we defined the following three NS corridors for detailed analyses:

- Pittsburgh Line: CP-Capitol (HP 111.3) to CP-West Conway (PC 24.5);
- Monongahela Line: CP-Bell (ML 0.0) to CP-16 (ML 16.1) junction with the Port Perry Branch; and
- Port Perry Branch: CP-Wing (JP 0.0) at the Pittsburgh Line junction to CP-16 (JP 2.9) at the Monongahela Line junction (JP 2.9).

This Report provides the results for Scenarios Nos. 1, 2, and 3 in accordance with the above corridor definitions. In reviewing the results by corridor, however, we suggest that the following factors be considered:

- Most trains operated in more than one corridor. For that reason, it is impossible to either total or average all of the corridor performance measurements. Overall performance can be assessed only at the network levels for each of the three scenarios.

- The corridor train counts and performance measures include all trains that traversed any part of that corridor, which may be very short distances in some instances.

- Corridor delay ratios are not necessarily the same (or inverse) rank order as corridor average speeds.

- Analysis of the stringline charts in addition to the statistical results is essential to understanding the train performance in any corridor.

II. Findings

A. Current Operations in The Corridor

NS's Harrisburg-Altoona-Pittsburgh Corridor is one of the heaviest density lines in NS's system network. Daily train counts averaged 104 trains during the seven-day Study Period, with higher volumes on peak days and lower volumes on off-peak days.

NS operates a wide mix of Amtrak, intermodal, merchandise, and coal trains having varying train schedule priorities with differing maximum authorized speeds. Most loaded NS freight trains are long and heavy, extending up to two miles in length with maximum tonnages approaching 20,000 tons per train. The challenge in this partially mountainous corridor is to dispatch and operate on schedule the entire mix of high speed and high priority passenger trains at maximum speeds of up to 79 mph, long, relatively heavy intermodal trains (NS's highest priority freight trains) at maximum speeds of 60 mph, and a range of heavy merchandise and loaded coal trains operating as slowly as 10 mph on heavy grades.

B. Proposed Additional Infrastructure

Scenario No. 2, the "Added Amtrak Trains Case," simulates railroad operations in the Harrisburg-Altoona-Pittsburgh Corridor with the addition of the two proposed daily Amtrak train round trips as well as faster Amtrak schedules. These proposed new Amtrak train schedules, as well as adjustments to existing train schedules, were prepared by Amtrak and PennDot and are contained in Attachment B.

After analyzing the critical locations of Amtrak train conflicts, as shown by the results of the RTC Model in Scenario No. 2, we conceived the following four infrastructure improvements that appeared likely to mitigate the most adverse effects of the proposed new and modified Amtrak train schedules:

- Addition of a new track inside the Pittsburgh Amtrak station that would permit freight trains to bypass Amtrak trains that were loading or unloading passengers, at an estimated cost of $3.2 million (see Attachment N);

- Double tracking the Port Perry Branch in order to create a full double track bypass route around the Pittsburgh Amtrak station and the Pittsburgh Line, extending from a point north and west of downtown Pittsburgh, at CP Bell, to the junction of the Monongahela and Pittsburgh Lines, at CP Wing, at an estimated cost of $28.1 million (see Attachment O);

- Addition of a fourth main track on the heavy grade between CP-C at Johnstown and CP-MO near Cresson in order to provide two tracks for fast Amtrak and intermodal trains and two tracks for slower merchandise and coal trains, at an estimated cost of $66.5 million (see Attachment P); and

- Construction of an additional main track between CP-Harris at the Harrisburg Amtrak station and CP-Rockville in the Harrisburg Terminal that would permit Amtrak trains to bypass the congestion at both Harrisburg Yard and the Harrisburg fueling facility, at an estimated cost of $13.1 million (see Attachment Q).

The total cost of these four infrastructure improvements is estimated at $110.9 million. Attachments N, O, P, and Q provide more detailed discussions of each infrastructure improvement as well as detailed explanations of the cost estimates.

In Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, we modified the RTC Model network in order to reflect the recommended infrastructure improvements. The results of the RTC Model show that the additional infrastructure in Scenario No. 3 was generally successful in mitigating the negative impacts of the additional new and modified Amtrak train schedules in Scenarios Nos. 2 and 3. Stated differently, with the additional NS infrastructure, the network performance in Scenario No. 3 was about equal to the network performance in Scenario No. 1, the Current Operations Case.

Attachment M provides a "Comparison of Network Statistics" for Scenarios Nos. 1, 2, and 3. As shown, for all trains in the aggregate, and for NS's non-expedited Freight trains viewed separately, average speeds were higher and meet-pass delay percents and

delay per 100 train miles were lower in Scenario No. 3 versus both Scenarios Nos. 1 and 2. For NS's Expedited Freight trains, average speeds were comparable in Scenario No. 3 and Scenario No. 1, despite increases in the meet-pass delay percent and in minutes of delay per 100 train miles. For Amtrak trains, average speeds increased in Scenario No. 3 as compared with Scenario No. 1, despite increases in the meet-pass delay percent and minutes of delay per 100 train miles.

C. Passenger Stations, Pittsburgh-Harrisburg

Amtrak trains operating in the Harrisburg-Altoona-Pittsburgh Corridor serve nine stations, including Harrisburg and Pittsburgh. A photographic study of these passenger stations is contained in Attachment C.

As shown by the photographs in Attachment C, six of the passenger stations are served only from NS's Main Track No. 2, and the Pittsburgh Amtrak station is served only from Main Track No. 1. Both the Harrisburg passenger station, which is not located on NS's main tracks, and the Greensburg station can be served from both Main Tracks Nos. 1 and 2.

In general, NS operates its trains in accordance with the right-hand running rule; i.e., west of Harrisburg eastbound trains operate on Main Track No. 1 and westbound trains operate on Main Track No. 2. Thus, to permit passenger loading and unloading at the six stations that are located on Main Track No. 2 (i.e., Latrobe, Johnstown, Altoona,

Tyrone, Huntingdon, and Lewistown), eastbound Amtrak trains must be crossed over and operated against the general right-hand rule flow of traffic over portions of their routes. We found that, in order to serve the six stations that are located on Main Track No. 2, eastbound Amtrak trains usually must operate against the right-hand rule flow of traffic between Latrobe and CP-C at Johnstown, between CP-Slope at Altoona and CP-Hunt at Huntingdon, and between CP-Long at Lewistown and CP-Mifflin. Such crisscrossing Amtrak train movements cause interference with the smooth flow of train movements and result in train delays, as well as in slower speeds while either Amtrak or NS freight trains navigate through the crossovers.

To minimize delays to all trains while serving passenger stations in the heavy density Harrisburg-Altoona-Pittsburgh Corridor, we recommend that all stations should be made accessible via ADA-compliant pedestrian overpasses or tunnels from both NS Main Tracks No. 1 and No. 2. A photograph of a typical ADA-compliant passenger overpass, at Bayshore, California, in the San Francisco-San Jose commuter service corridor, is shown in Photo No. 19 on page 10 of Attachment C.

III. Conclusions and Recommendations

Based on our analyses, it is our conclusion that NS does not have available sufficient capacity to permit it to handle additional Amtrak trains as the highest priority trains to be operated in the Corridor without degrading the performance of its freight trains between Harrisburg and Pittsburgh, unless the additional infrastructure that we have recommended is added. With the additional infrastructure improvements that we have recommended, at an estimated cost of $110.9 million, the effects on NS's freight train operations of operating the proposed new and modified Amtrak train schedules can be mitigated in the aggregate, although adverse effects remain for some NS freight trains.

Assuming the additional NS infrastructure that we have recommended were added, it is our opinion that the NS freight train operations on the Pittsburgh Line, Monongahela Line, and the Port Perry Branch would not be adversely affected by the operation of the additional and higher speed Amtrak trains. As a review of the stringline charts will show, NS operations on the Monongahela Line would be improved as double-tracking of the Port Perry Branch would reduce delays at CP-16 and at CP-Wing, and the addition of a fourth track on NS's heavy grade between CP-C and CP-MO would improve train movements between those points. Moreover, the addition of the proposed Amtrak "bypass track" in the Harrisburg Terminal improves the fluidity of train movements in that location, even though trains moving between Enola Yard and CP-Capitol or CP-Paxton may still be delayed because of engineering restrictions that

prevent extension of the proposed bypass track from CP-Rockville across the Rockville Bridge to the entrance to Enola Yard at CP-Mary.

As we see it, there are two alternatives for operating additional Amtrak trains with faster schedules with "transparency" in the Harrisburg-Altoona-Pittsburgh Corridor. The first is to add to NS's infrastructure, most likely through the construction of additional main tracks at critical locations in the Corridor, as we have recommended.

An alternative approach would be to reduce the maximum authorized speeds, train schedules, and train priorities of Amtrak trains to levels that are equal to NS's highest priority intermodal freight trains. From our analyses of the RTC Model results, we would expect such an approach to reduce the increment of additional track capacity required by the Amtrak trains, thereby permitting them to "fit" more readily into the NS train flows moving through the Harrisburg-Altoona-Pittsburg Corridor. Although we have not modeled such a change in Amtrak train speeds, schedules and priorities, we recommend this approach for consideration by both PennDot and NS.

Whichever alternative approach is selected, we recommend that all the affected parties (i.e., Amtrak, PennDot, NS, and the cities where the stations of Latrobe, Johnstown, Altoona, Tyrone, Huntingdon, and Lewistown are located) plan for and construct ADA-compliant passenger overpasses or underpasses that would make both Main Tracks No. 1 and No. 2 available for the loading and unloading of passenger trains.

IV. Scenario No. 1: Current Operations Case

A. Scenario No. 1, Scenario Description

The primary purpose of Scenario No. 1, the Current Operations Case, was to confirm and validate that the RTC Model provided reasonable representations of both the existing physical railroad network and the NS train operations in the Harrisburg-Altoona-Pittsburgh Corridor.

Calibration and validation of the Scenario No. 1 Current Operations Case involved the following three steps:

- Validation of the simulated physical railroad network;
- Calibration of the train and yard data files; and
- Calibration and validation of the Scenario No. 1 results, through multiple simulation runs of the RTC Model.

Validation of the simulated physical railroad network that we defined for Scenario No. 1 involved the following tasks:

- Review of the simulated physical railroad network, as defined in the RTC Model, against NS timetables and track charts;

- Integration of curve and grade data provided by NS with elevation data derived from USGS topographic maps;

- In-field inspections and resolution of issues concerning the definition of the simulated physical railroad network; and

- Discussion with NS operations personnel of issues at selected locations in order to accurately reflect in the RTC Model simulated network the actual physical rail network in the Study Area.

As a result of this process, it is our opinion that the simulated railroad network defined in the RTC Model reflects with reasonable accuracy the actual physical railroad network in the Study Area.

Detailed train data files were provided to us by NS. From these data, a composite train file was constructed for use in the RTC Model through the following steps:

- Correction of numerous incomplete and/or inaccurate train data records; and

- Creation of a yard and local train file based on dispatcher train sheet data, yard and local train schedules, and interviews with local NS operations personnel.

Calibration and validation of the RTC Model results for the Scenario No. 1 Current Operations Case involved the following principal tasks:

- Resolution of the numerous definitional issues raised by the RTC Model, (e.g., inadequate locomotive power, unreasonable train lengths and/or train weights, insufficient siding lengths to accommodate trains, and inadequate times remaining on-duty for designated crews to operate trains to their termini);

- Assurance, through comparison with the original NS train file documents, that all trains and yard assignments were included in the train file used in the RTC Model;

- Adjustment of the RTC Model's simulated train times to actual train times reported in NS's data base by including, as appropriate, dwell times for work enroute, yard delays, and, so long as congestion enroute was not observed, actual departure times at intermediate stations;

- Adjustment of simulated passing times to better replicate (within about 15 minutes) actual train times at selected key NS network locations;

- Ensurance, through review of the stringline charts and use of the RTC Model's animation capability, that all trains and yard assignments were properly routed over the RTC Model network;

- Production and review of numerous (30 or more) RTC Model simulation runs for the Scenario No. 1 Current Operations Case as adjustments were made to ensure the reasonableness of the RTC Model's results; and

- Detailed review, adjustment, and re-review of the realism and accuracy of the RTC Model stringline diagrams and statistical results for the Scenario No. 1 Current Operations Case network as a whole, as well as for each of the three corridors defined above.

As a result of this exhaustive and iterative process, it is our opinion that the Scenario No. 1 Current Operations Case RTC Model results that are provided in this Report are a reasonably accurate portrayal of train operations over NS's rail network between Harrisburg and Pittsburgh during the seven-day Study Period.

The RTC Model successfully dispatched all trains in the Harrisburg-Altoona-Pittsburgh Corridor in Scenario No. 1. Although a large number of different runs of the RTC Model were required to produce the RTC Model simulation results that replicate actual NS operations during the Study Period, all train conflicts were successfully resolved as part of the calibration and validation process. It is our opinion that the difficulty we experienced in conforming the RTC Model's results to NS's actual operations provides unspoken testimony as to the complexity of NS's train operations in the Harrisburg-Altoona-Pittsburgh Corridor and the limitations of that network's track capacity to handle high volumes of trains of varying types, weights, and speeds.

B. Scenario No. 1, Network Results

Scenario No. 1, the Current Operations Case, includes an RTC Model rail network consisting of 1,006 track miles, 6,470 links, 3,152 nodes and a train file of 898 trains. This is a large number of trains, amounting to about one-half of the total trains considered in the Chicago Rail Improvements Study of November 2003. All of these Scenario No. 1 trains were successfully dispatched by the RTC Model, with conflicts resolved as part of the calibration and validation process.

Of the total of 898 trains, the RTC Model measured the performance only of the 732 trains that completed their runs over the RTC network within the simulated seven-day study period (i.e., 12:00 a.m. on Sunday, December 7, 2003, and 11:59 p.m. on

Saturday, December 13, 2003). The remaining 166 trains started and/or completed their runs outside the study period.

Table 1 below summarizes all trains in the Current Operations Case and the numbers that either are included in or excluded from both the RTC measurements the output reports contained in the Attachments:

Table 1
Summary of Trains In Scenario No. 1, Current Operations Case

	Total	Measured in RTC	Not Included In Output Reports
Amtrak Trains	54	42	12
Freight Trains	844	690	154
Totals	898	732	166

The remainder of this discussion of the network results and corresponding analyses of Scenario No. 1, the Current Operations Case, is based on the performance statistics for only those Amtrak and freight trains that were measured by the RTC Model.

The 732 measured Amtrak and NS freight trains are categorized by train type in Table 2 below:

Table 2 Train Count of Measured Trains By Train Type Scenario No. 1, Current Operations Case	
Amtrak	42
Premium Intermodal	69
Intermodal	123
Triple Crown	18
Multi-level	24
Auto Parts	6
General Merchandise	199
Foreign Merchandise	10
Coal	139
Unit	10
Locals	85
Work Trains	7
Total	732

Table 3 below summarizes the total network performance for the Scenario No. 1

Amtrak and freight trains by train type over the seven-day study period:

Table 3 Summary of Train Performance By Train Type Scenario No. 1, Current Operations Case			
Train Type	**Number of Trains**	**Average Speed (mph)**	**Meet-Pass Delay Percent**
Amtrak	42	37.8	0.3
Premium Intermodal	69	32.7	1.9
Intermodal	123	27.9	2.0
Triple Crown	18	34.6	1.3
Multi-level	24	26.8	3.0
Auto Parts	6	31.1	3.5
General Merchandise	199	21.7	3.4
Foreign Merchandise	10	5.8	2.8
Coal	139	18.8	4.2
Unit	10	22.9	2.7
Locals	85	11.8	5.9
Work Trains	7	23.5	11.9
Totals/Average	732	24.3	2.9

As shown above, the composite average speed for all Amtrak and freight trains was 24.3 mph and the composite average Meet-Pass Delay Percent was 2.9%. For the 110,504 train miles operated during the seven-day study period, the Average Delay per 100 Train Miles was 5.33 minutes.

Table 4 below provides a similar summary of train performance by category of train for Scenario 1, the Current Operations Case, with train types aggregated into the three categories of Amtrak, Expedited Freight (intermodal, multi-level, and auto parts), and Other Freight trains:

Table 4
Summary of Train Performance By Train Category
Scenario No. 1, Current Operations Case

Train Category	Number of Trains	Average Speed (mph)	Meet-Pass Delay Percent	Minutes of True Delay Per 100 Train Miles
Amtrak	42	37.8	0.3	0.3
Expedited Freight	240	29.9	2.1	3.4
Other Freight	450	19.4	4.0	8.2
Totals/Average	732	24.3	2.9	5.3

As can be calculated from Attachment D, Total Delay Time (the sum of the Total Dwell plus Waiting on Schedule plus Switch Delay plus True Delay times) for all trains in Scenario No. 1, the Current Operations Case, equaled 52 days, 5 hours, and 43 minutes. This amounted to about 27.5 percent of the Total Elapsed Time for all train

movements across the RTC network. Total Delay Time includes holding trains in yards because of a lack of yard capacity, holding trains out of yards, holding trains for crews and/or power, and delays for work enroute. In contrast, True Delay, which is the delay only from meets and passes, is a significantly lesser 7.8 percent of Total Delay and 2.2 percent of Total Elapsed Time for Scenario No.1, the Current Operations Case.

C. Scenario No. 1, Results By Corridor

Current Operations Case output reports for the three corridors most relevant to the Keystone West Passenger Train Study that were described earlier in this Report are provided in the Attachments. The schematic diagram of the RTC Model network included in Attachment A-1 shows these three corridors and others that were defined in the RTC Model by distinct color codes for the geographic limits of each corridor. Copies of the Scenario No. 1, Current Operations Case, Summary Statistics and Train Statistics for each of the three corridors are included in Attachment E, and stringline charts for each corridor are contained in Attachment F. Because of the complexity of train operations in the Harrisburg Terminal, enlarged stringline charts for the portion of the Pittsburgh Line corridor between CP-Capitol and CP-Banks are included as Attachment F-4.

Performance measurements for each corridor are summarized in Table 5 below:

Table 5 Corridor Performance Measurements Scenario No. 1, Current Operations Case				
Corridor Name	**Train Count**	**Average Speed (mph)**	**Meet-Pass Delay Percent**	**Minutes of True Delay Per 100 Train Miles**
Pittsburgh Line	728	29.5	2.9	4.7
Monongahela Line	303	15.2	10.3	25.3
Port Perry Branch	185	7.1	3.0	14.2

V. Scenario No. 2: Added Amtrak Trains Case

A. Scenario No. 2, Scenario Description

In Scenario No. 2, the Added Amtrak Trains Case, additional Amtrak passenger trains, consisting of two daily round trips, and some schedule modifications to the existing Amtrak passenger trains were superimposed on NS's current operations in the Corridor. The "Proposed Amtrak Train Schedules," provided to us by Amtrak, are shown in Attachment B.

In Scenario No. 2, the physical railroad network was assumed to be identical to that of Scenario No. 1. The RTC Model was then used to identify the impacts on NS's freight trains of the additional and faster Amtrak trains in Scenario No. 2 and those results were compared with Scenario No. 1.

B. Scenario No. 2, Network Results

Scenario No. 2, the Added Amtrak Trains Case, had 760 measured trains in the seven-day study period, an increase of 28 Amtrak trains (four per day) from the 732 measured trains in Scenario No. 1. A Summary Report for the Scenario No. 2 entire network is in Attachment G. Table 6 below summarizes the Scenario No. 2 total network performance by train type. The 760 measured Amtrak and NS freight trains had a composite average speed of 24.9 mph and a composite average Meet-Pass Delay of 3.3%, as shown in Table 6:

Table 6 Summary of Train Performance By Train Type Scenario No. 2, Added Amtrak Trains Case			
Train Type	**Number of Trains**	**Average Speed (mph)**	**Meet-Pass Delay Percent**
Amtrak	70	41.2	0.4
Premium Intermodal	69	32.4	2.2
Intermodal	123	27.6	3.0
Triple Crown	18	34.5	1.4
Multi-level	24	26.5	4.0
Auto Parts	6	31.3	2.4
General Merchandise	199	21.6	3.9
Foreign Merchandise	10	5.8	3.9
Coal	139	18.7	4.5
Unit	10	23.1	1.5
Locals	85	11.7	5.3
Work Trains	7	22.9	15.5
Totals/Average	760	24.9	3.3

For the 117,498 train miles operated during the seven-day study period, the Average Delay per 100 Train Miles was 5.78 minutes.

Table 7 below provides a similar summary of Train Performance By Category of Train for Scenario No. 2, the Added Amtrak Trains Case, using Amtrak, Expedited Freight (intermodal, multi-level, and auto parts), and Other Freight trains as the train categories:

Table 7 Summary of Train Performance By Train Category Scenario No. 2, Added Amtrak Trains Case				
Train Category	**Number of Trains**	**Average Speed (mph)**	**Meet-Pass Delay Percent**	**Minutes of True Delay Per 100 Train Miles**
Amtrak	70	41.2	0.4	0.4
Expedited Freight	240	29.7	2.7	4.4
Other Freight	450	19.3	4.3	8.8
Totals/Average	760	24.9	3.3	5.8

As can be calculated from Attachment G, Total Delay Time equaled 54 days, 3 hours, and 22 minutes. This amounted to about 27.5 percent of the Total Elapsed Time for Scenario No. 2, the Added Amtrak Trains Case, the same percentage as for Scenario No. 1, the Current Operations Case. In contrast, True Delay was 8.7 percent of Total Delay and 2.4 percent of Total Elapsed Time. Both of these percentages were higher in Scenario No. 2, the Added Amtrak Trains Case, than in Scenario No. 1, the Current Operations Case.

C. Scenario No. 2, Results By Corridor

Summary Statistics and Train Statistics for the three relevant corridors in Scenario No. 2, the Added Amtrak Trains Case, are included in Attachment H. Stringline charts for each Corridor are contained in Attachment I, including enlarged stringlines for that portion of the Pittsburgh Line between CP-Capitol and CP-Banks.

The Scenario No. 2 performance measurements for each of the three corridors are summarized in Table 8, below:

Table 8
Corridor Performance Measurements
Scenario No. 2, Added Amtrak Trains Case

Corridor Name	Train Count	Average Speed (mph)	Meet-Pass Delay Percent	Minutes of True Delay Per 100 Train Miles
Pittsburgh Line	756	30.1	3.3	5.4
Monongahela Line	303	15.2	10.5	25.7
Port Perry Branch	185	7.2	2.3	10.6

D. Comparison of Results, Scenarios No. 1 Versus No. 2

Table 9 below compares the total network freight train performance for Scenario No. 2, the Added Amtrak Trains Case, with Scenario No. 1, the Current Operations Case, for the seven-day study period:

Table 9 Summary of Train Performance By Train Type Comparison of Results, Scenarios No. 1 Versus No. 2				
Train Type	Average Speed (mph)		Meet-Pass Delay Percent	
	No. 1	No. 2	No. 1	No. 2
Amtrak	**37.8**	**41.2**	**0.3**	**0.4**
Premium Intermodal	32.7	32.4	1.9	2.2
Intermodal	27.9	27.6	2.0	3.0
Triple Crown	34.6	34.5	1.3	1.4
Multi-level	26.8	26.5	3.0	4.0
Auto Parts	31.1	31.3	3.5	2.4
Average, Expedited	**29.9**	**29.7**	**2.1**	**2.7**
General Merchandise	21.7	21.6	3.4	3.9
Foreign Merchandise	5.8	5.8	2.8	3.9
Coal	18.8	18.7	4.2	4.5
Unit	22.9	23.1	2.7	1.5
Locals	11.8	11.7	5.9	5.3
Work Trains	23.5	22.9	11.9	15.5
Average, Other Freight	**19.4**	**19.3**	**4.0**	**4.3**
Average, All Trains	**24.3**	**24.9**	**2.9**	**3.3**

As shown above, the performance of Amtrak trains improved from Scenario No. 1 to Scenario No. 2, consistent with the faster schedules in Scenario No. 2. Average speed for Amtrak trains increased significantly from 37.8 mph to 41.2 mph, with little change in their Meet-Pass Delay Percent. However, performance of both NS's Expedited Freight trains and Other Freight trains deteriorated somewhat in the face of the larger number of faster Amtrak trains, as Expedited Freight and Other Freight train speeds decreased from 29.9 mph to 29.7 mph and from 19.4 mph to 19.3 mph, respectively, because of increased meet-pass delays. Similarly, Average Delay per 100 Train Miles for Expedited Freight

trains and Other Freight trains increased from 3.40 minutes to 4.44 minutes, and from 8.19 minutes to 8.83 minutes, respectively, from Scenario No. 1, the Current Operations Case, to Scenario No. 2, the Added Amtrak Trains Case. In the aggregate, NS's freight trains experienced an increase of 14 hours and 31 minutes of meet-pass train delay because of the increased number of faster moving Amtrak trains.

The summary performance measurements for each corridor are compared for Scenario No. 1, the Current Operations Case, versus Scenario No. 2, the Added Amtrak Trains Case, in Table 10 below:

Table 10
Corridor Performance Measurements
Comparison of Results, Scenarios No. 1 Versus No. 2

Corridor Name	Train Count		Meet-Pass Delay Percent		Minutes of True Delay Per 100 Miles	
	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2
Pittsburgh Line	728	756	2.9	3.3	4.7	5.4
Monongahela Line	303	303	10.3	10.5	25.3	25.7
Port Perry Branch	185	185	3.0	2.3	14.2	10.6

Based on our analyses of the results of Scenarios Nos. 1 and 2, it is our opinion that train operations on the Pittsburgh Line would be adversely affected by the additional and higher speed Amtrak trains. However, there are no adverse impacts on either the Monongahela Line or the Port Perry Branch shown by our analyses.

VI. Scenario No. 3: Added Amtrak Trains and NS Infrastructure Case

A. Scenario No. 3, Scenario Description

In Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, additional NS infrastructure was proposed in an attempt to mitigate the impacts on current NS freight train and Amtrak train operations in the Corridor that were projected to result from the addition of two daily Amtrak round trips. As a result, the RTC Model rail network increased to 1,037 track miles, 6,768 links, and 3,152 nodes. The train file remained the same as in Scenario No. 2, with 760 measured trains in the seven-day study period.

In Scenario No. 3, we proposed and evaluated (using the RTC Model) the following four infrastructure improvements that have been described earlier in this Report:

- A new third main track between CP-Harris and CP-Rockville through the Harrisburg Terminal;
- A new fourth main track between CP-C, near Johnstown, and CP-MO, near Cresson;

- A new second main track on the Port Perry Branch between Wilmerding (CP-Wing) and NS's Monongahela Line at CP-16, a point north of Duquesne in the Pittsburgh area; and

- A new "Bypass Track" through the Pittsburgh Amtrak station.

B. Scenario No. 3, Network Results

A Summary Report of the results for Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, is in Attachment J. Table 11 below summarizes the Scenario No. 3 total network performance by train type over the seven-day study period. The 760 measured Amtrak and NS freight trains had a composite average speed of 25.2 mph and a composite average Meet-Pass Delay of 2.7%, as shown in Table 11:

Table 11
Summary of Train Performance By Train Type
Scenario No. 3, Added Amtrak Trains and NS Infrastructure Case

Train Type	Number of Trains	Average Speed (mph)	Meet-Pass Delay Percent
Amtrak	70	41.1	0.5
Premium Intermodal	69	32.9	1.7
Intermodal	123	28.2	2.8
Triple Crown	18	31.3	1.0
Multi-level	24	27.3	2.1
Auto Parts	6	31.1	4.1
General Merchandise	199	21.8	3.5
Foreign Merchandise	10	5.8	3.5
Coal	139	19.2	3.0
Unit	10	23.1	1.3
Locals	85	11.8	5.1
Work Trains	7	25.9	9.4
Totals/Average	760	25.2	2.7

For the 117,557 train miles operated during the seven-day study period, the Average Delay per 100 Train Miles was 4.75 minutes.

Table 12 below provides a similar summary of Scenario No. 3 train performance by train category:

Table 12
Summary of Train Performance By Train Category
Scenario No. 3, Added Amtrak Trains and NS Infrastructure Case

Train Category	Number of Trains	Average Speed (mph)	Meet-Pass Delay Percent	Minutes of True Delay Per 100 Train Miles
Amtrak	70	41.1	0.5	0.6
Expedited Freight	240	29.9	2.3	3.7
Other Freight	450	19.6	3.5	7.1
Totals/Average	760	25.2	2.7	4.7

As can be calculated from Attachment J, Total Delay Time equaled 53 days, 6 hours, and 42 minutes. This amounted to about 27.3 percent of the Total Elapsed Time for Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case. In contrast, True Delay was 7.3 percent of Total Delay and 2.0 percent of Total Elapsed Time. Both of these percentages were lower than in Scenario No. 2, the Added Amtrak Trains Case, and Scenario No. 1, the Current Operations Case.

C. Scenario No. 3, Results By Corridor

Summary Statistics and Train Statistics for the three relevant corridors in Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, are included in Attachment K. Stringline charts for each Corridor are contained in Attachment L, including enlarged stringlines for that portion of the Pittsburgh Line between CP-Capitol and CP-Banks.

The Scenario No. 3 performance measurements for each of the three corridors are summarized in Table 13 below:

Table 13
Corridor Performance Measurements
Scenario No. 3, Added Amtrak Trains and NS Infrastructure Case

Corridor Name	Train Count	Average Speed (mph)	Meet-Pass Delay Percent	Minutes of True Delay Per 100 Train Miles
Pittsburgh Line	756	30.2	2.5	4.1
Monongahela Line	303	16.8	3.6	8.7
Port Perry Branch	184	7.2	2.0	9.3

D. Comparison of Results, Scenarios No. 1 Versus No. 3

Table 14 below compares the total network freight train performance for Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, with Scenario No. 1, the Current Operations Case, for the seven-day study period:

Table 14 Summary of Train Performance By Train Type Comparison of Results, Scenarios No. 1 Versus No. 3				
Train Type	Average Speed (mph)		Meet-Pass Delay Percent	
	No. 1	No. 3	No. 1	No. 3
Amtrak	**37.8**	**41.1**	**0.3**	**0.5**
Premium Intermodal	32.7	32.9	1.9	1.7
Intermodal	27.9	28.2	2.0	2.8
Triple Crown	34.6	31.3	1.3	1.0
Multi-level	26.8	27.3	3.0	2.1
Auto Parts	31.1	31.1	3.5	4.1
Average, Expedited	**29.9**	**29.9**	**2.1**	**2.3**
General Merchandise	21.7	21.8	3.4	3.5
Foreign Merchandise	5.8	5.8	2.8	3.5
Coal	18.8	19.2	4.2	3.0
Unit	22.9	23.1	2.7	1.3
Locals	11.8	11.8	5.9	5.1
Work Trains	23.5	25.9	11.9	9.4
Average, Other Freight	**19.4**	**19.6**	**4.0**	**3.5**
Average, All Trains	**24.3**	**25.2**	**2.9**	**2.7**

As shown above, the performance of Amtrak trains in Scenario No. 3 improved compared with Scenario No. 1, as their average speed increased significantly from 37.8 mph to 41.1 mph with little change in their Meet-Pass Delay Percent. Again, this is consistent with the faster Amtrak schedules in Scenario No. 3. Performance of NS's Expedited Freight trains was basically unchanged in the aggregate, even though the average speeds of most types of trains increased. Similarly, the performance of NS's Other Freight trains improved, as aggregate train speeds increased from 19.4 mph to 19.6 mph, and no train type experienced slower average speeds.

As shown by Attachment M, Average True Delay per 100 Train Miles for Expedited Freight trains increased from 3.40 minutes to 3.69 minutes in Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, but decreased for Other Freight trains from 8.19 minutes to 7.15 minutes, from Scenario No. 1, the Current Operations Case. In Scenario No. 3, compared with Scenario No. 1, NS's freight trains in the aggregate experienced a reduction of 5 hours and 55 minutes of meet-pass train delay because of the added infrastructure, despite the larger number of faster moving Amtrak trains.

The summary performance measurements for each corridor are compared for Scenario No. 1, the Current Operations Case, versus Scenario No. 3, the Added Amtrak Trains and NS Infrastructure Case, in Table 15 below:

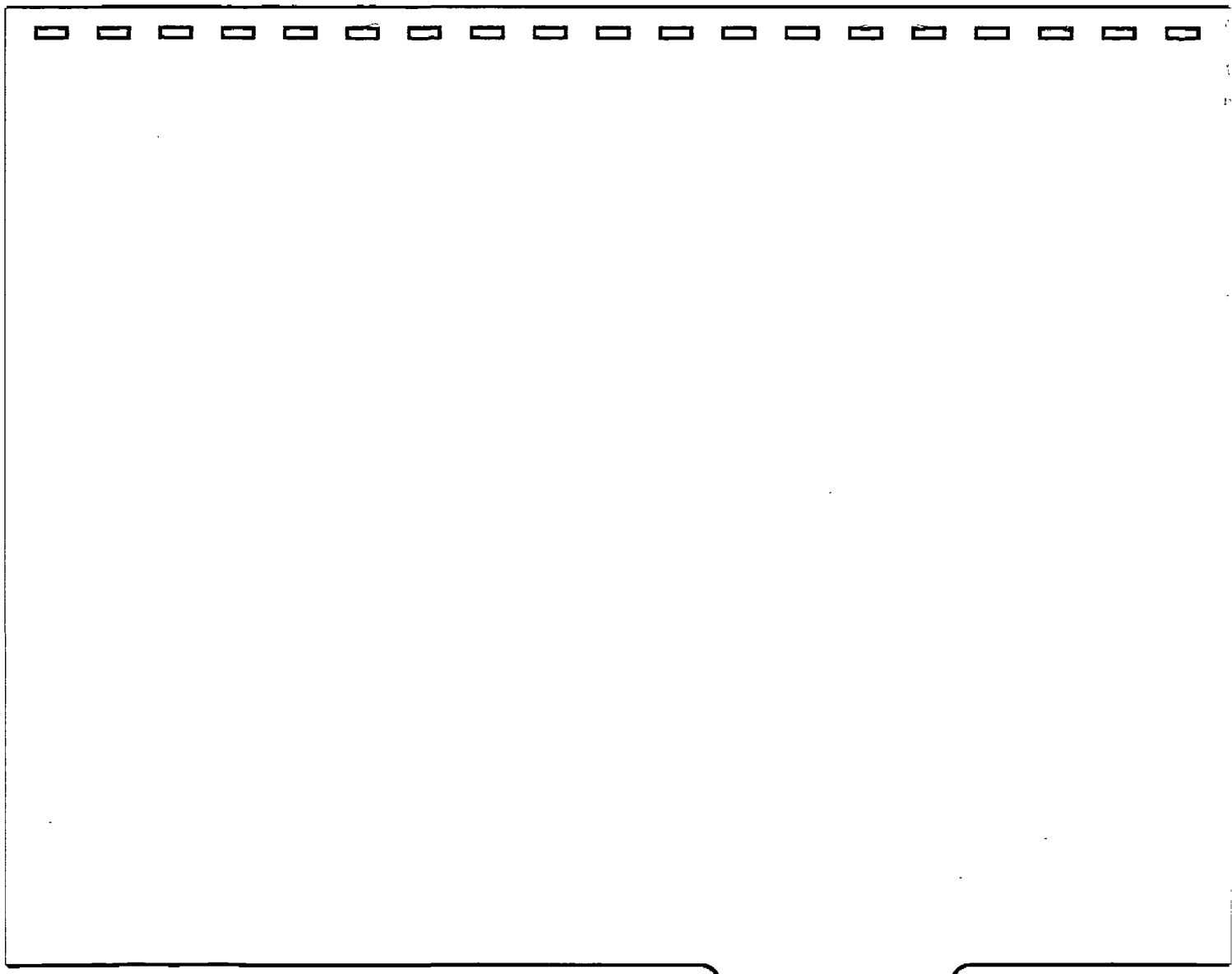
Table 15
Corridor Performance Measurements
Comparison of Results, Scenarios No. 1 Versus No. 3

Corridor Name	Train Count		Meet-Pass Delay Percent		Minutes of True Delay Per 100 Miles	
	No. 1	No. 3	No. 1	No. 3	No. 1	No. 3
Pittsburgh Line	728	756	2.9	2.5	4.7	4.1
Monongahela Line	303	303	10.3	3.6	25.3	8.7
Port Perry Branch	185	184	3.0	2.0	14.2	9.3

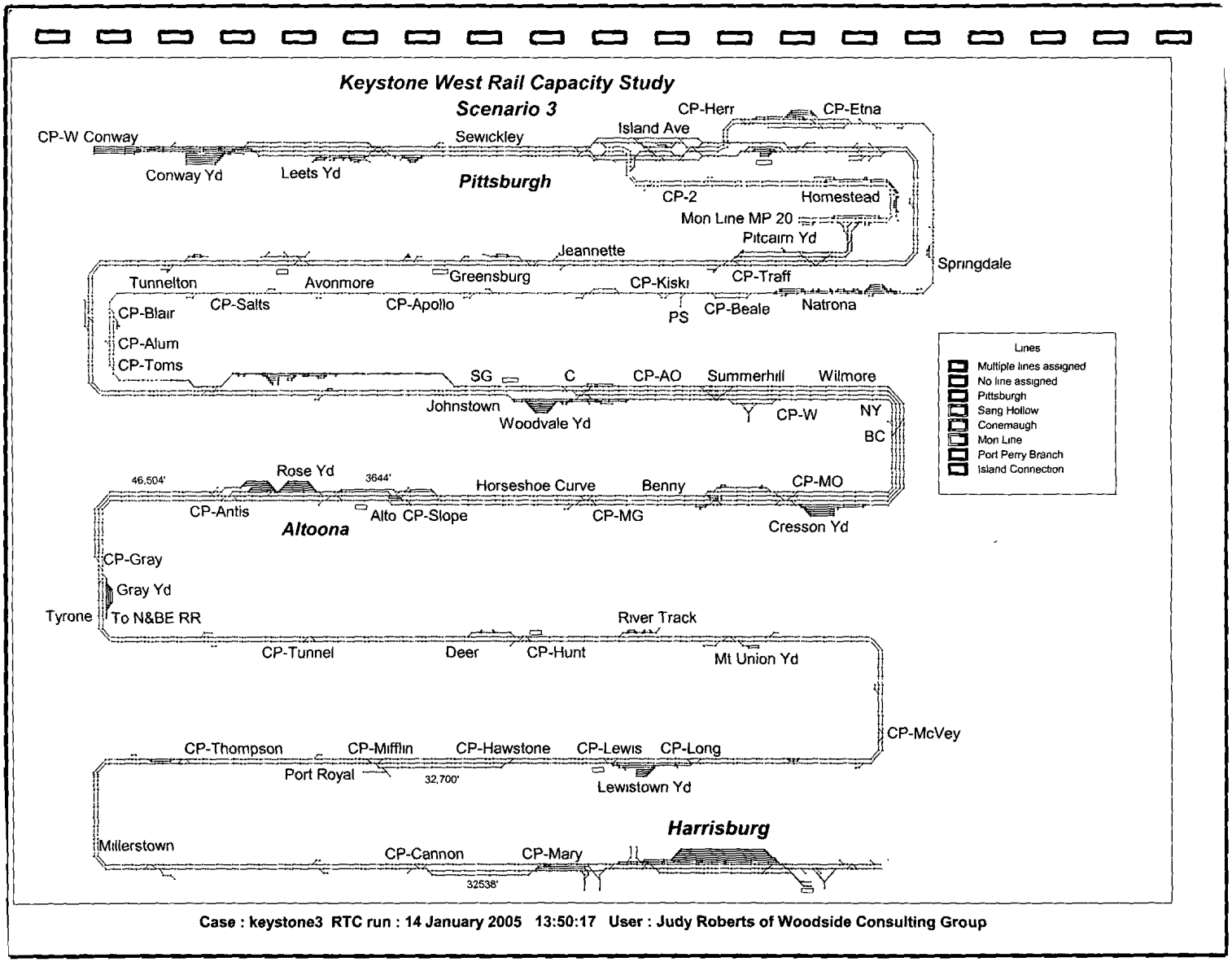
Based on our analyses of the results of Scenarios No. 1 and 3, it is our opinion that, assuming the additional NS infrastructure that we have recommended were added,

NS freight train operations on the Pittsburgh Line, Monongahela Line, and the Port Perry Branch would not be adversely affected by the operation of the additional and higher speed Amtrak trains. As a review of the stringline charts will show, NS operations on the Monongahela Line would be improved, as double-tracking of the Port Perry Branch would reduce delays at CP-16 and at CP-Wing, and the addition of a fourth track on NS's heavy grade between CP-C and CP-MO would improve train movements between those points. Moreover, the addition of the Amtrak bypass track in Harrisburg Terminal would improve the fluidity of train movements in that location, even though trains moving between Enola Yard and CP-Capitol or CP-Paxton may still be delayed because engineering restrictions prevent extension of the bypass-track from CP-Rockville across the Rockville Bridge to the entrance of Enola Yard at CP-Mary.

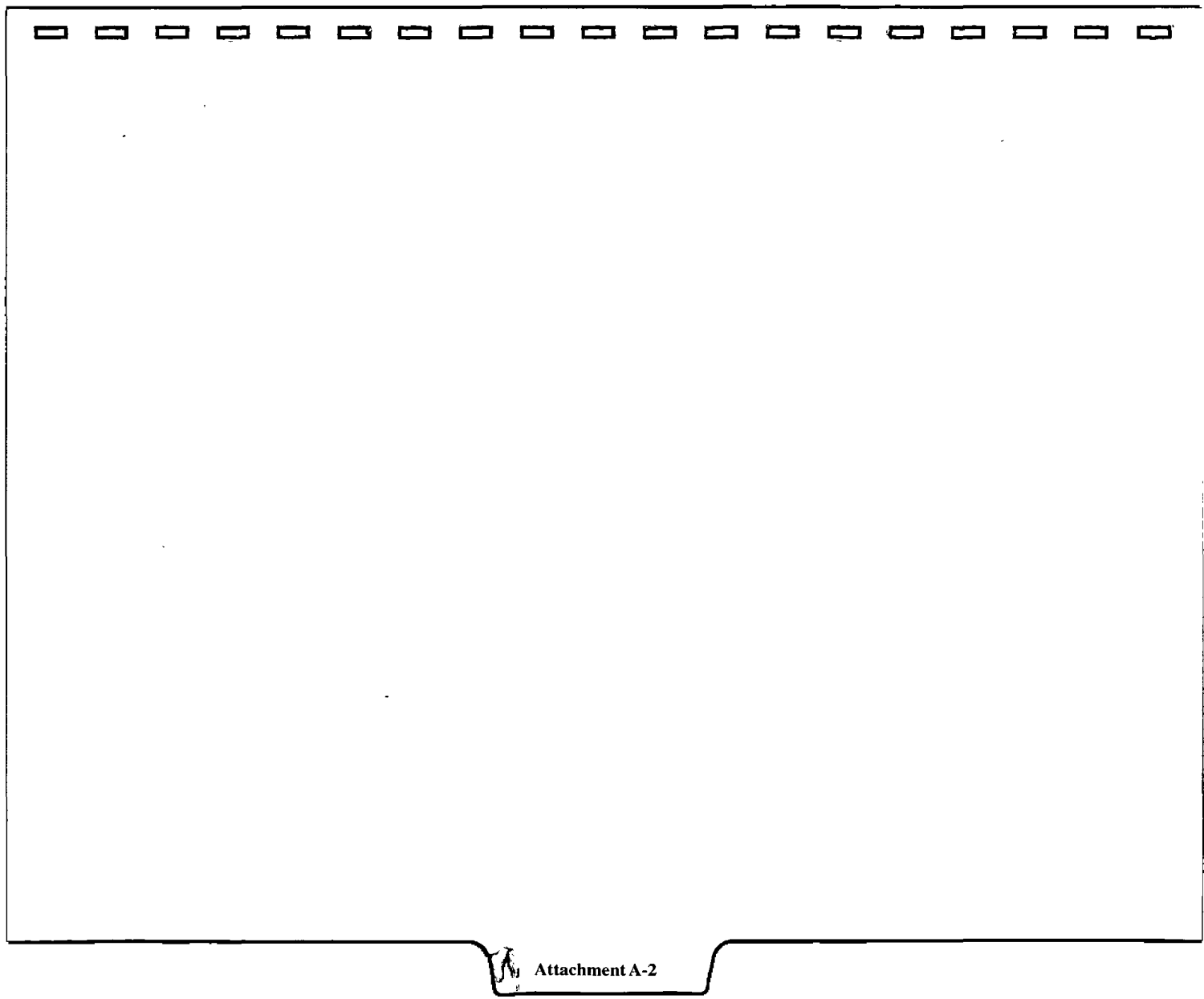
Attachment A



Attachment A-1



Case : keystone3 RTC run : 14 January 2005 13:50:17 User : Judy Roberts of Woodside Consulting Group



Attachment A-2

Attachment P

Definition of RTC Model Output Terms

The terms in the RTC output reports are defined as follows:

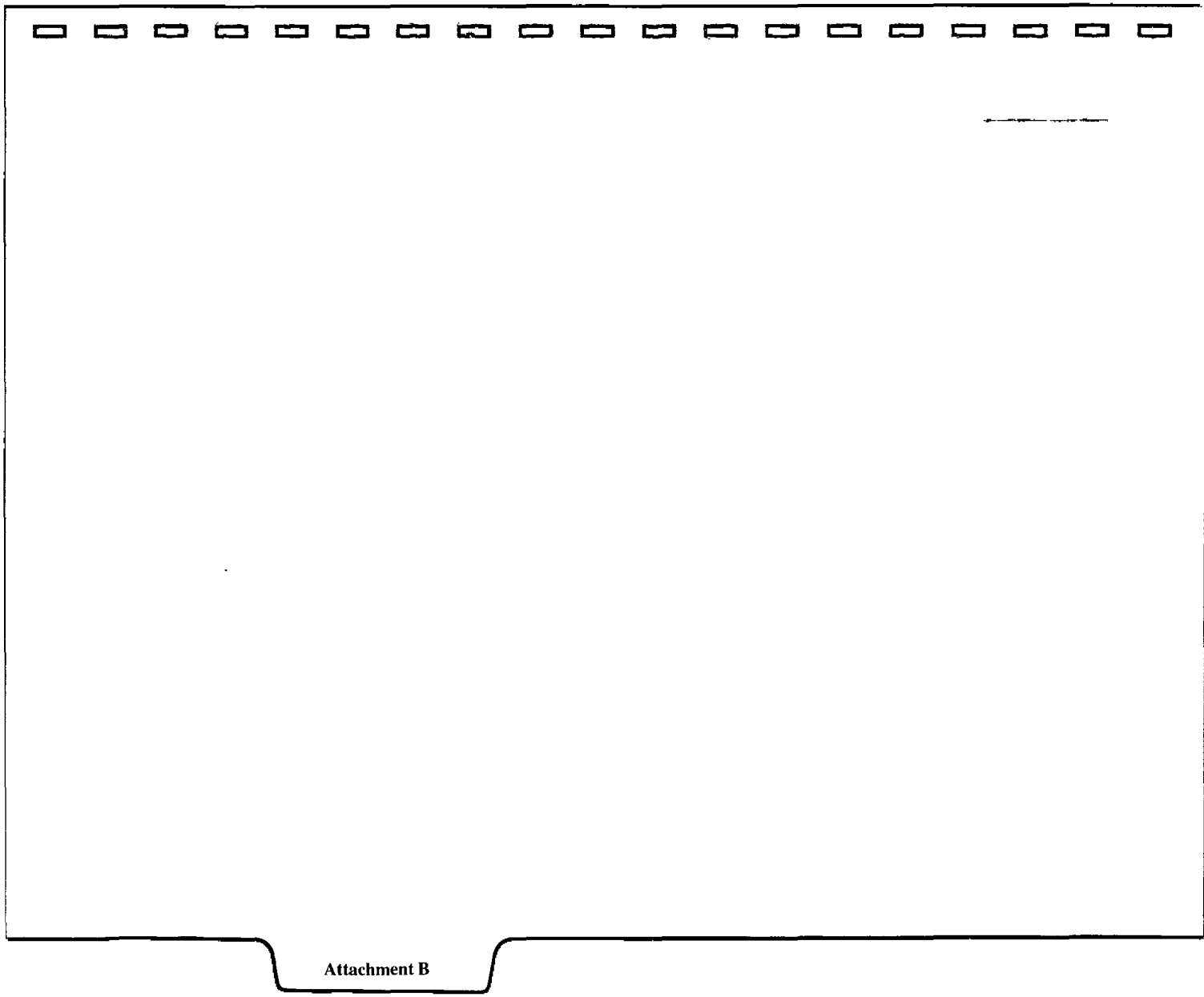
Run Time Train Count:	The number of trains that completed their trip within the 7 day (168 hours) simulation Study Period.
Average Speed with Dwell Time:	Average speed calculated form the time the train is offered for movement at the initial location, until it completes its RTC movement. Any intermediate dwell time or waiting on schedule time is figured into the average speed; any initial terminal delay within a yard is not, but if a train were ready to depart at an initial yard, and was then held or delayed because of congestion, that delay is included.
Meet-Pass Delay Percent:	100 times True Delay Time divided by (Total Elapsed Run Time minus True Delay Time minus Total Dwell Time minus Wait on Schedule Time).
Total Dwell Time:	Time spend stopped at an intermediate point, usually calculated by RTC when a specific length of stop is input. The Model will protect the desired duration of the stop regardless of whether the train is early or late on a schedule, if the train has a schedule.
Wait on Schedule Time:	Time spent stopped at an intermediate point, usually calculated by RTC when a specific departure time is entered. That is, RTC computes whatever time elapsed from arrival to the specified departure time, after having completed its minimum dwell time.
Stop Delay or True Delay Time:	This is actual meet/pass delay accumulated from conflicts between trains on-line. True Delay includes the acceleration and deceleration time required to make a meet or pass, but Stop Delay includes only the time actually spent at 0 speed. In calculating performance over Corridors, where only a portion of a train's run is measured, RTC cannot compile True Delay- - it requires the entire train run to do this. Hence, the separate definition.
Entry Delay:	Time held out of the network that is included in delay times.
Total Elapsed Time:	The sum of Run, Dwell, Wait on Schedule, and True Delay times.
Total Train Miles:	RTC train miles for the relevant lines, line segments, or Corridors.
Delay Minutes per 100 Train Miles:	A delay ratio that divides True Delay by train miles.

Attachment P

Definition of RTC Model Output Terms

The following additional term appears in the detailed statistics by Corridor that are included in Attachment F:

Simulated Run Time:	Ideal Run time plus True Delay. Simulated Run time includes Dwell and Waiting on Schedule times.



Attachment B

KEYSTONE WEST PROJECT
Test Schedule - Version 2

	Read Down								*Read Up*				
30 *Fr CHI* Daily	**42** Daily	**40** *Fr CHI* Daily	**44** New Daily	**46** Daily		**Mile**	**Station**		**45** New Daily	**47** (607) Daily	**43** (2hr later) Daily	**41** *To CHI* Daily	**29** *To CHI* Daily
4 41A	7.30A	10.00A	2 00P	5 30P	Lv	444	**PITTSBURGH, PA**	Ar	11 00A	2:00P	6:00P	10:30P	12 58A
	8:11A	10 43A	2.41P	6 11P	"	413	Greensburg, PA	"	10 12A	12 52P	4:52P	9:28P	
	8 21A	10:54A	2 51P	6:21P	"	403	Latrobe, PA	"	10 01A	12 41P	4:41P	9 16P	
	9 04A	11:37A	3 34P	7 04P	"	366	Johnstown, PA	"	9.21A	12:01P	4:01P	8.35P	
	9:59A	12 38P	4.29P	7 59P	"	327	Altoona, PA	"	8 26A	11 06A	3.06P	7:35P	
	10:15A		4 45P	8:15P	"	313	Tyrone, PA	"	8 08A	10 48A	2:48P		
	10:42A	1.20P	5 12P	8 42P	"	293	Huntington, PA	"	7.42A	10:22A	2:22P	6:50P	
	11:19A	1:59P	5 49P	9 19P	"	256	Lewistown, PA	"	7 06A	9.46A	1:46P	6:11P	
	12.55P	3:35P	7 25P	10 55P	Ar	195	**HARRISBURG, PA**	Lv	6 00A	8:40A	12:40P	5:05P	
	1 00P	3 56P	7 30P		Lv	195	**HARRISBURG, PA**	Ar		8 30A	12 30P	4:53P	
			7 41P		"	185	Middletown, PA	"					
	1:18P	4:14P	7 50P		"	177	Elizabethtown, PA	"		8:06A	12 06P		
			7 57P		"	171	Mount Joy, PA	"					
	1 38P	4 43P	8 11P		"	159	Lancaster, PA	"		7 48A	11:48A	4:15P	
	1:59P		8.31P		"	133	Parkesburg, PA	"					
			8 37P		"	129	Coatesville, PA	"					
	2 08P		8 42P		"	123	Downingtown, PA	"		7 16A	11:16A		
	2:13P		8:47P		"	117	Exton, PA	"					
	2:22P	5 34P	8 56P		"	110	Paoli, PA	"		7 05A	11 05A	3:24P	
	2:35P		9 10P		"	99	Ardmore, PA	"					
	2:50P	5.55P	9:25P		Ar	91	**PHILADELPHIA, PA**	Lv		6:40A	10:40A	2:55P	
	3 10P	6:05P	9 55P		Lv	91	**PHILADELPHIA, PA**	Ar			10:20A	2:25P	
	3.38P	7:10P	10 23P		"	58	Trenton, NJ	"			9 52A	1:46P	
	3:46P		10 30P		"	49	Princeton Jct., NJ	"			9:44A		
					"	33	New Brunswick, NJ	"					
	4:03P				"	25	Metropark, NJ	"					
						12	Newark Airport, NJ	"					
	4:15P	7:48P	10 59P		"	10	Newark, NJ	"			9:17A	1:06P	
	4:35P	8:10P	11:20P		Ar	0	**NEW YORK, NY**	Lv			9 00A	12 45P	

Source: Amtrak Planning- ajg

Drew's Ver 3 Test Schedules 123003.xls: 1/12/04

Attachment C

Attachment C

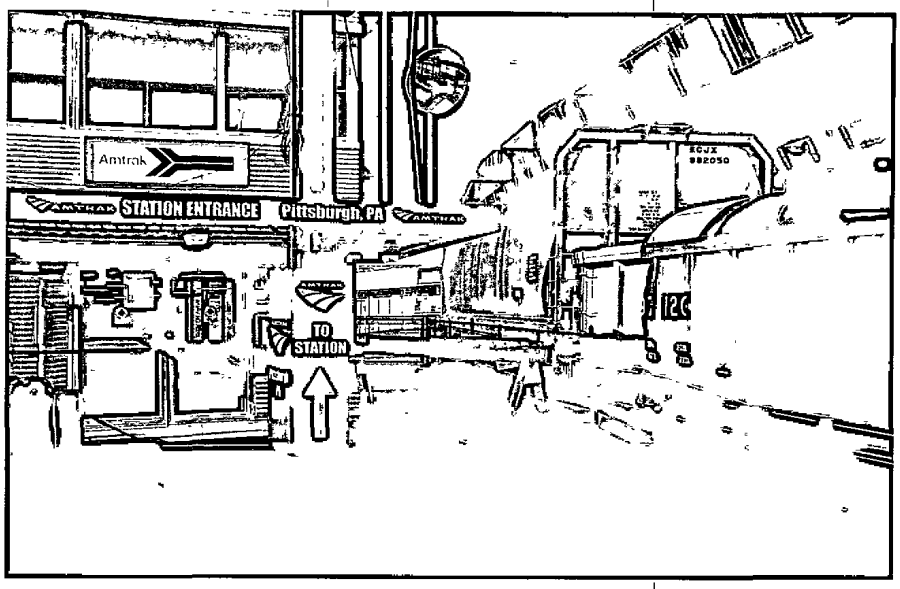
Photographic Study of

Passenger Stations, Pittsburgh-Harrisburg, PA

Photographs Taken

May 3-7, 2004
October 4-8, 2004

THE
WOODSIDE
CONSULTING
GROUP

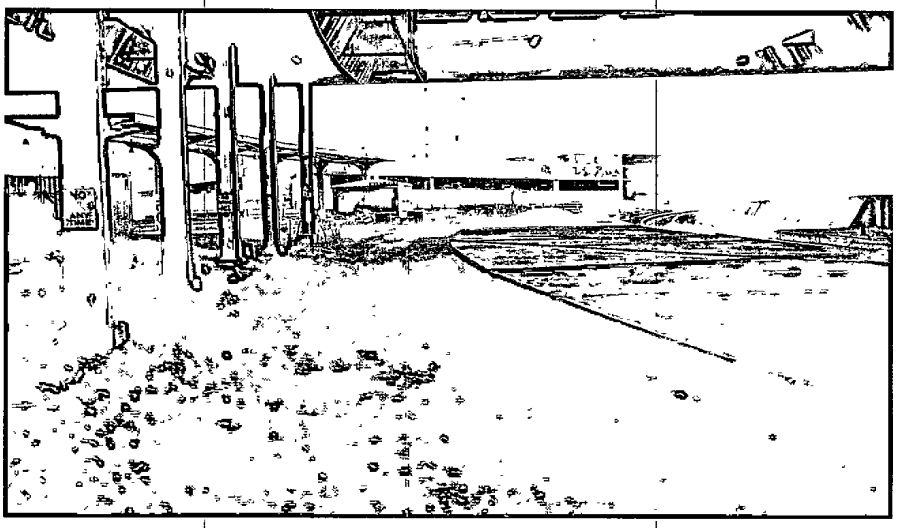


No 1. At the Pittsburgh Amtrak Station, facing west from the passenger platform adjacent to Track No. 1. This platform is used for all Amtrak trains. The freight train is westbound.

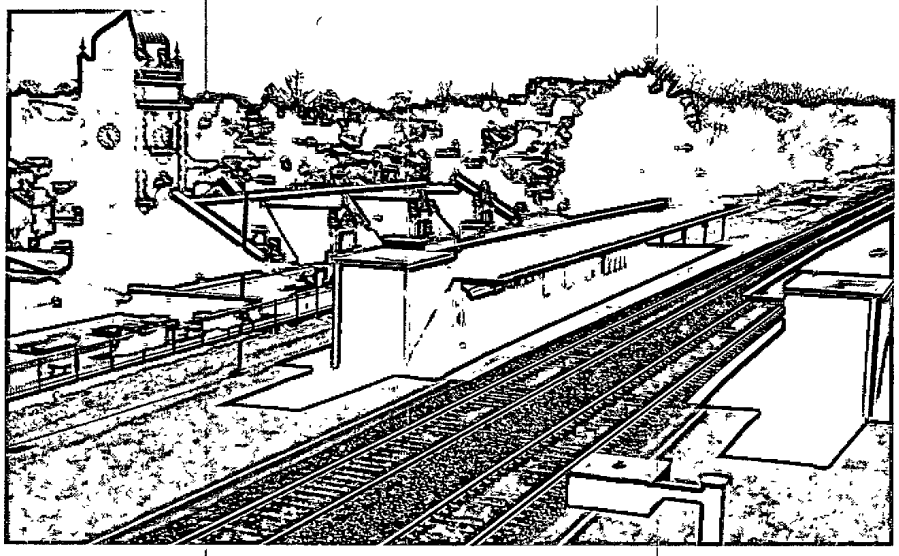
No. 2. At the Pittsburgh Amtrak Station, facing east from the passenger platform adjacent to Track No. 1. The two stub-ended tracks on the right of the photo appear infrequently used, except for business cars.

204297

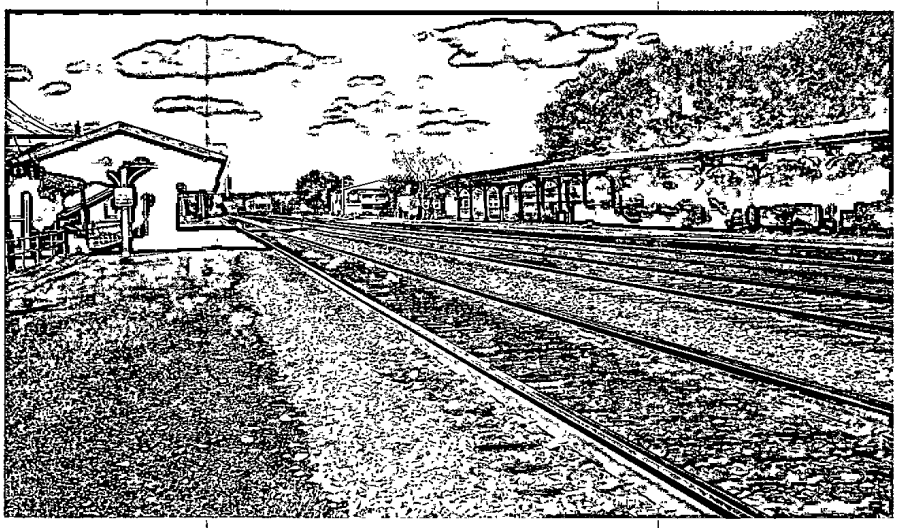
No. 3. At the Pittsburgh Amtrak Station, facing east adjacent to Track No. 2. This station platform can be reached only by crossing Track No. 1, and it is not used.



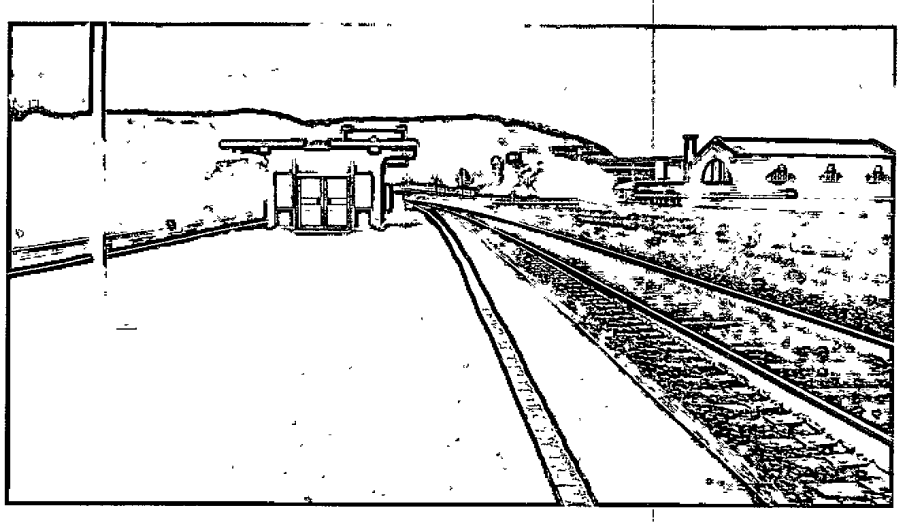
No. 4. At the Pittsburgh Amtrak Station, facing west toward West Pitt. Note the empty "slot" in the photo that was formerly occupied by a station track or main track.



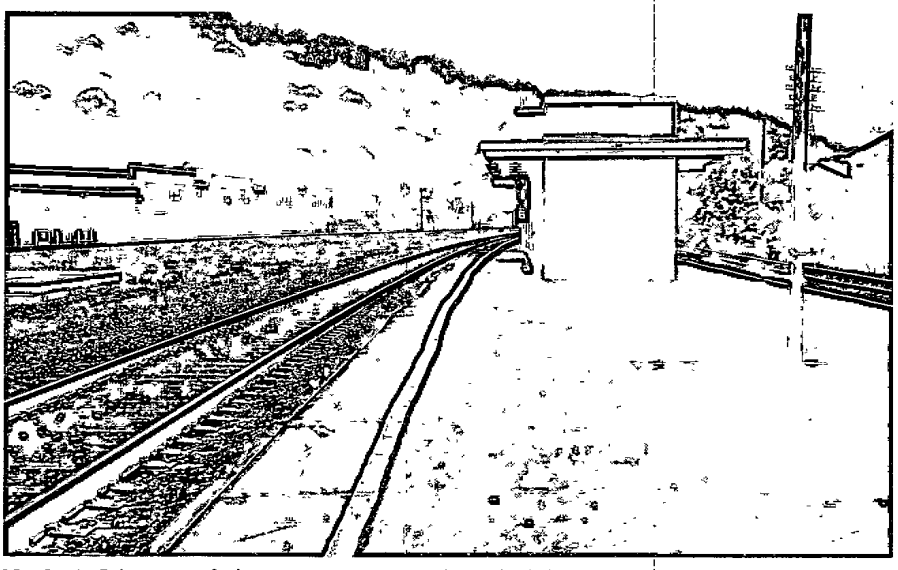
No. 5. At Greensburg, facing west. This station can load and unload passengers from both main tracks.



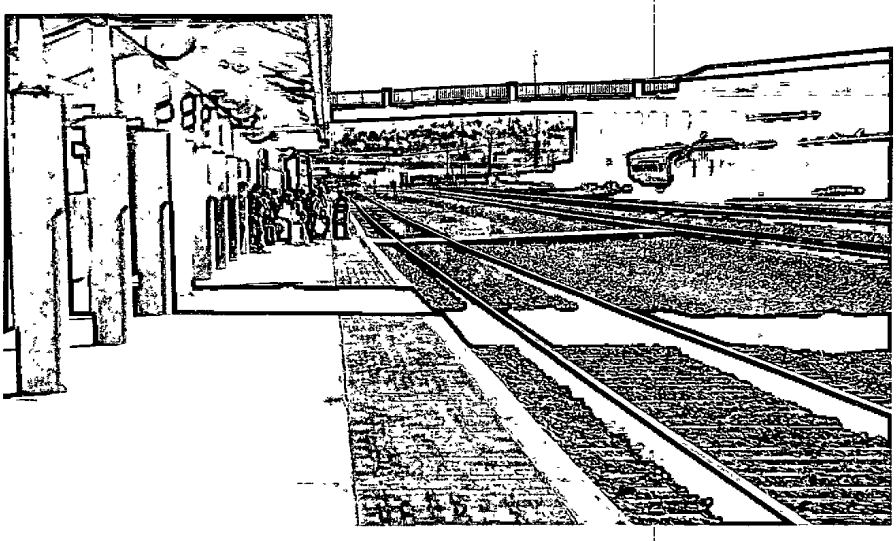
No. 6. At Latrobe, facing east. This station loads and unloads passengers only from the platform on the left of the photo adjacent to Track No. 2. The platform on the right is in poor condition, and the track adjacent to it is used to hold freight cars.



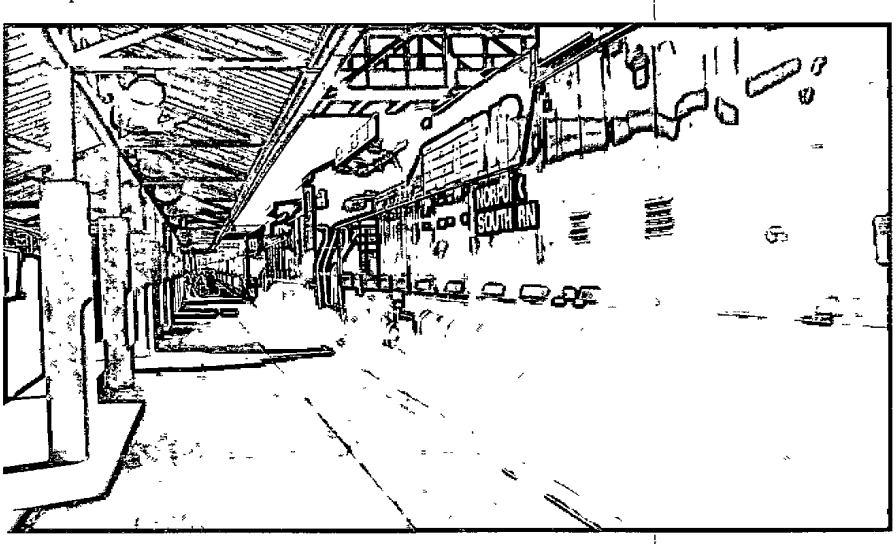
No. 7. At Johnstown, facing east. Track No. 3, the Sang Hollow Extension, is on the left and Track No. 2 is in the middle of the photo. Note that Track No. 1 does not reach the station platform.



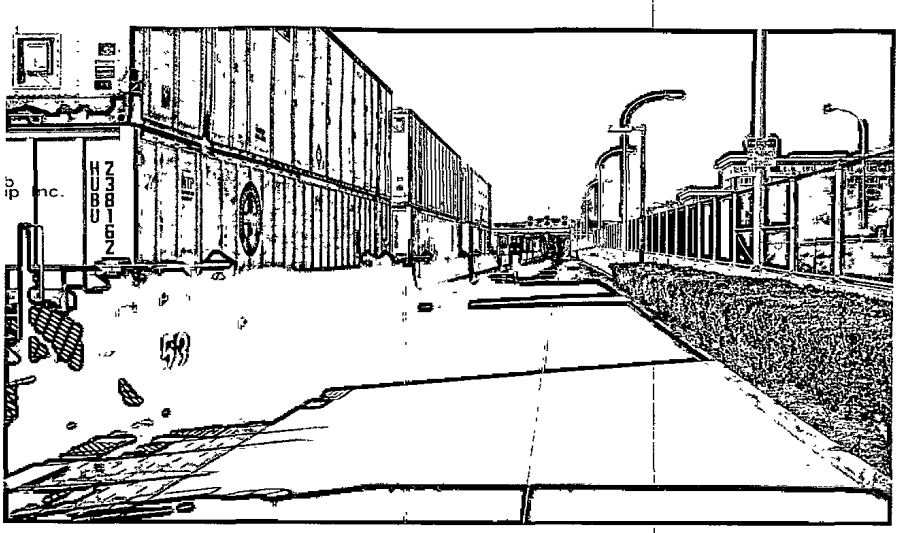
No. 8. At Johnstown, facing west. Track No. 1 is on the left, Track No. 2 is in the middle, and Track No. 3 is on the right of the photo. The nearest crossover between Tracks Nos. 1 and 2 is 15 miles west at CP-Conpit.



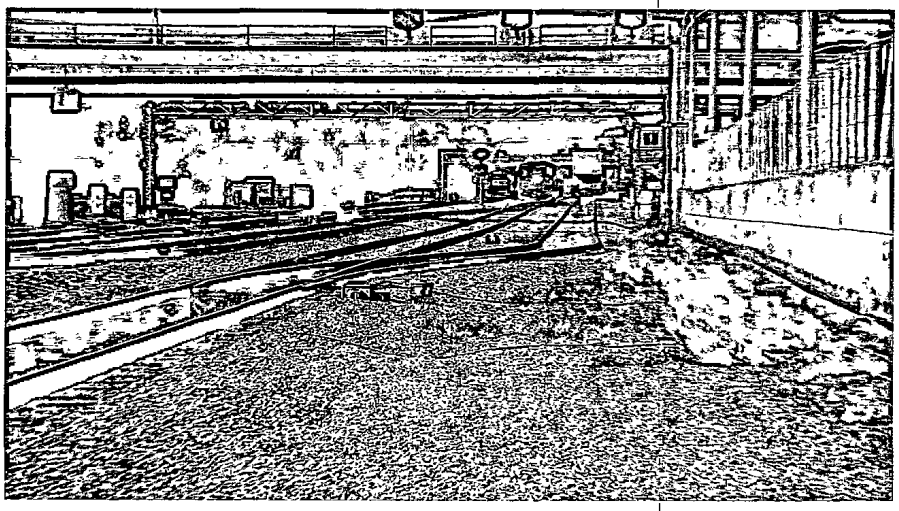
No. 9. At Altoona, facing east. Despite the pedestrian overpass shown in the photo, this station can load and unload passengers only from Track No. 2, which is adjacent to the station platform.



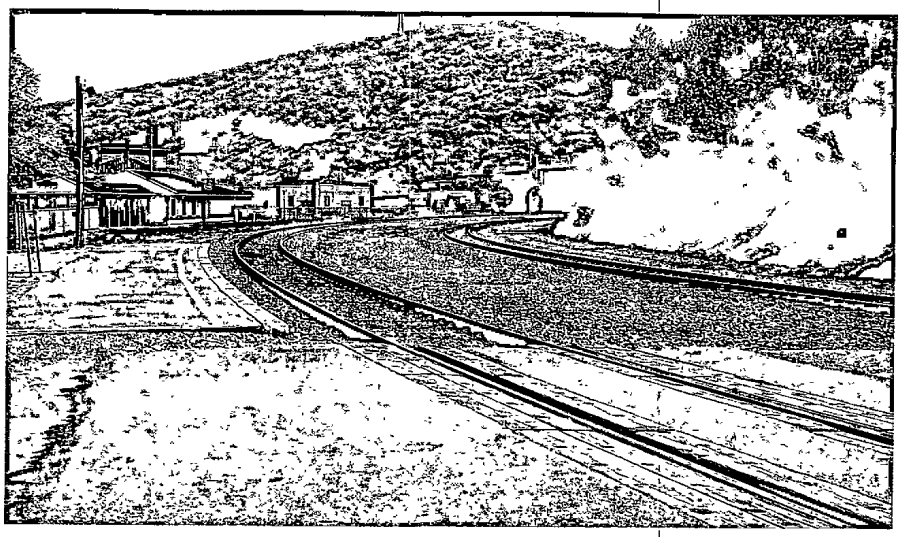
No. 10. At Altoona, facing east. A westbound doublestack train is passing the station platform, and will head into Track No. 3, where helpers will be added.



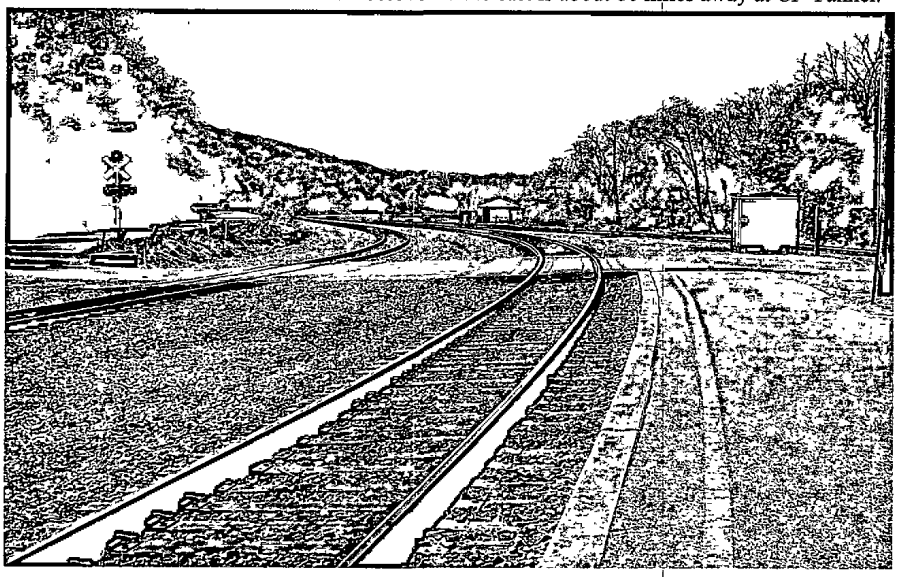
No. 11. At Altoona, facing west. The westbound doublestack container train is now moving through the switch from Track No. 2 to Track No. 3, beyond the west end of the station platform.



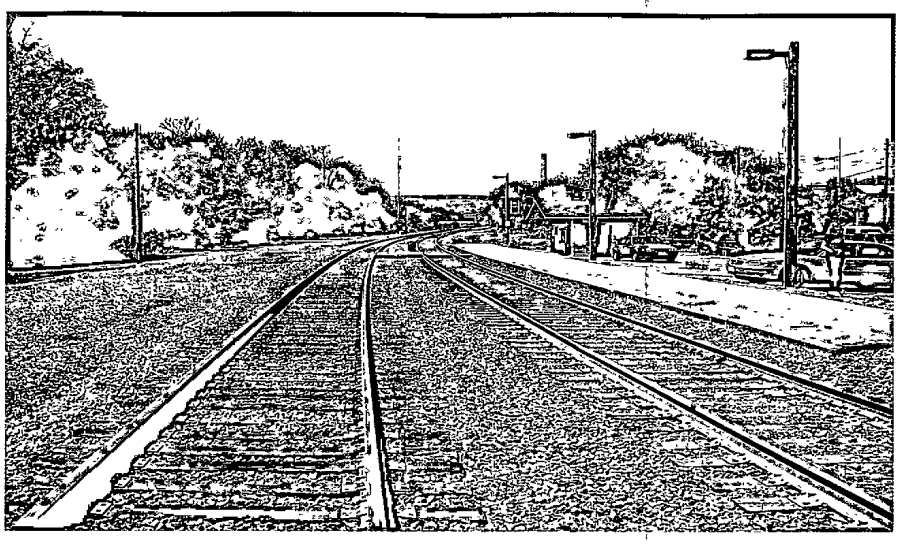
No. 12. At Altoona, facing west. The last car of the westbound doublestack container train is now on Track No. 3, adjacent to Alto Tower. The eastbound Amtrak train can now move into the Altoona station platform on Track No. 2, behind the camera. An eastbound loaded coal train is behind the signal mast on Track No. 1.



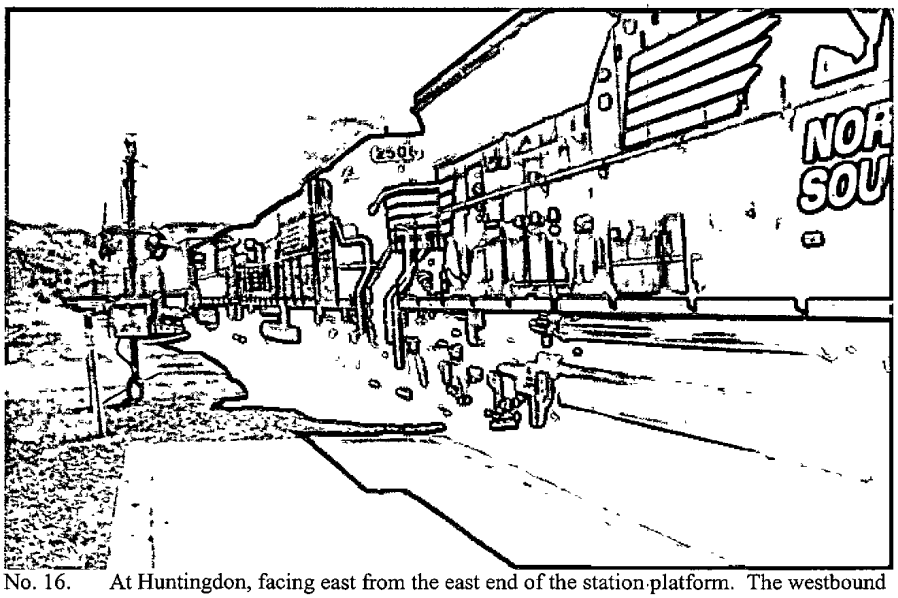
No. 13. At Tyrone, facing east. The short station platform to the left of the photo is adjacent to Track No. 2. The next crossover to the east is about 10 miles away at CP-Tunnel.



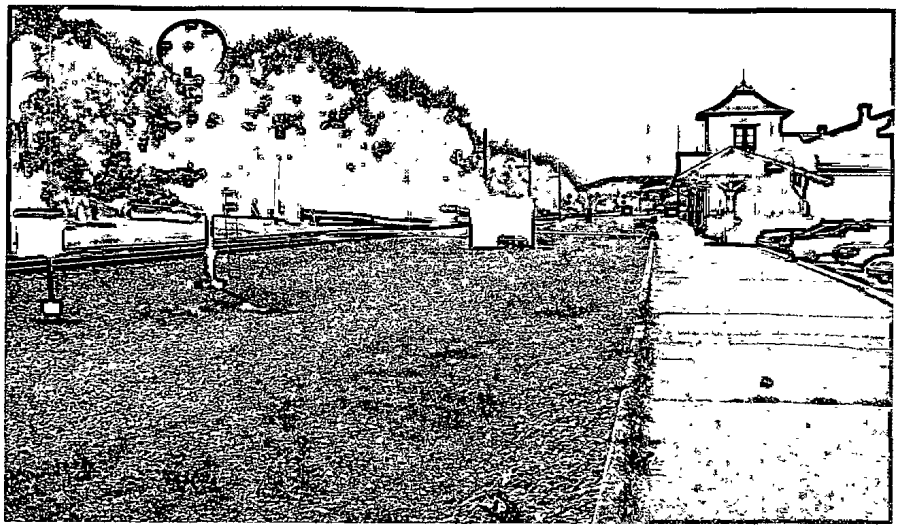
No. 14. At Tyrone, facing west from the station platform. The track to the right is the NBER Railroad, which connects at CP-Gray, about one mile to the west.



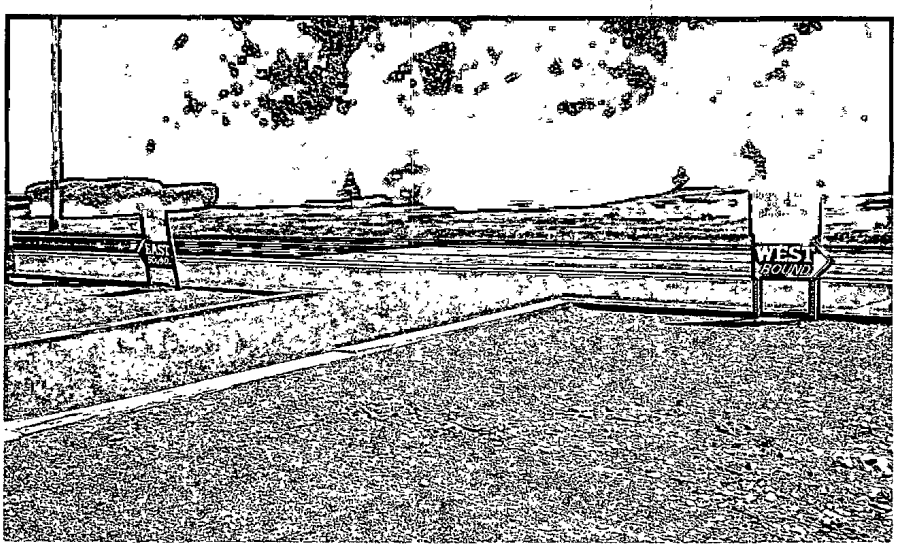
No. 15. At Huntingdon, facing west. The station platform is adjacent to Track No. 2, and is located between crossovers.



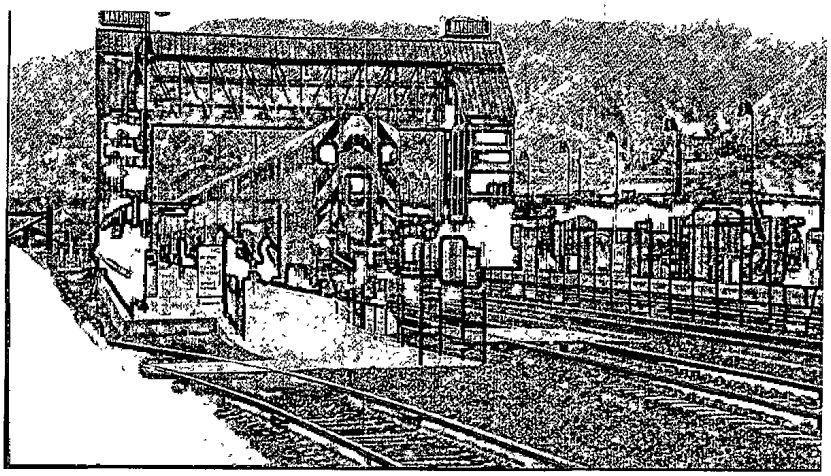
No. 16. At Huntingdon, facing east from the east end of the station platform. The westbound Trail Van train is operating at speed on Track No. 2.



No. 17. At Lewistown, facing west. Track No. 2 is closest to the station platform.



No. 18. At Lewistown, facing generally east. As the signs demonstrate, Amtrak trains are loaded and unloaded only from Track No. 2, which is adjacent to the station platform.



No. 19. A typical ADA-compliant passenger overpass at Bayshore, CA, located in the San Francisco-San Jose commuter service corridor.

Attachment D

Statistics reflect data from entire network RTC Version 2 60 L32E 12 January 2005 17 56 08 Page 1

Case: keystone Keystone West Rail Capacity Study Elapsed execution time 40·24 (HH.MM SS)

Simulation start time Sa 00 00 Duration 9·00 00 (DD:HH MM) Warm-up exclusion 1 00 00 (DD HH:MM) Cool-down period 1.00 00 (DD HH MM)

Net conflicts = 3,543 (624M + 2,919P) Gross conflicts = 5,260 (979M + 4,281P) Meet-pass difficulty = 33 (on a scale of 0 to 100) Dispatched trains = 898 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH:MM	Wait on Schedule DD HH·MM	Switch Delay DD HH:MM	True* Delay DD HH MM	Total Run time DD·HH MM	Entry* Delay DD HH MM	Total Elapsed DD.HH·MM	Train Miles	OTP*
Amtrak	42	37 843	0 25	1 04 35	17:04	0	0 23	8 11.50	0	8 11·50	7714 1	-----
Premium Intermodal	69	32 680	1 89	1 34	2:22:50	0	9 04	23 09·40	0:45	23 10 25	18355 4	-----
Intermodal	123	27 910	2 04	1 20 54	5·04·06	0	13 24	34 21·32	1:21	34 22 54	23376 1	-----
Triple Crown	18	34.566	1 34	0.01	9 44	0	1:45	5 22 21	0.47	5·23:08	4920 5	-----
Multi-level	24	26 818	2 98	5 05	1 08 00	0	4 28	7.23 02	0.36	7 23 39	5123 4	-----
Automotive parts	6	31 088	3 51	3 10	3 39	0	1 29	2·02 35	0	2.02 35	1572 7	-----
General Merchandise	199	21.653	3.43	4 04·15	10 14 40	0 22	1 06 50	53 06 10	5 34	53:11 44	27676.5	-----
Foreign Merchandise	10	5 796	2 84	0·50	12 19	0	0 21	1 02 20	0	1·02 20	152.7	-----
Coal	139	18.784	4 16	2 22·28	6.16 49	8·15	21 39	32 00·15	4·57	32 05 13	14431.2	-----
Unit	10	22 930	2.65	3 40	1·00:47	0	2 07	4 14·31	0 06	4 14 37	2534.2	-----
Local	85	11 768	5 95	1:14 45	4 23:35	13 06	10 39	14 10 33	1·46	14 12 19	4078 2	-----
Work Train	7	23 501	11 91	5 32	1 13	0 09	1.51	1 00 11	0	1 00 11	568 6	-----
All train types	732	24 334	2 95	12 14 53	34·14 51	21 55	4 02 04	189·05 05	15.55	189 21·01	110503.7	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD·HH MM	Wait on Schedule DD.HH MM	Switch Delay DD.HH MM	True* Delay DD.HH MM	Total Run time DD HH MM	Entry* Delay DD HH MM	Total Elapsed DD HH·MM	Train Miles	Delay per 100 Train Miles	OTP*
Passenger	42	37 843	0 25	1 04 35	17 04	0	0·23	8 11 50	0	8 11 50	7714 1	0 30	-----
Trail Van	240	29 917	2 07	2 06 46	10 00:21	0	1 06.11	74 07 12	3 30	74 10.43	53348 2	3 40	-----
Freight	450	19 358	3 96	9 03 32	23 21:25	21.55	2.19 29	106 10:02	12 24	106·22 27	49441.4	8 19	-----
All groups	732	24.334	2 95	12 14·53	34 14 51	21·55	4 02 04	189 05·05	15 55	189 21 01	110503 7	5.33	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time; it is only the time spent at speed 0

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late
All others are on time

Warm-up train count = 87 Cool-down train count = 79 Total number of candidate run-time trains excluded from statistics = 166

Case Keystone Keystone West Rail Capacity Study RTC version 2 60 L32E 12 January 2005 17 56 08 Page 1

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	Gallons	T	Trai
1	29W03TC307-08	41 18	30 11	59 32	59 35	0 08%	16 01	26 88%	1 29	2 49%		0 03	0 08%		0	29 901		0.167	0 12	0 0	?	Amtr
2	29W03TC308-09	44 70	33 13	54 10	54 09	-0 03%	14 01	25 88%	2 34	4 74%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
3	29W03TC309-10	43 21	30 13	59 25	59 33	-0 06%	18 02	30 28%	2 33	4 28%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
4	29W03TC310-11	40 73	30 89	58 08	58 05	-0 09%	14 02	24 16%	5 02	8 67%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
5	29W03TC311-12	41 29	32 93	54 32	54 29	-0 05%	11 02	20 25%	2 00	3 67%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
6	29W03TC312-13	47 55	47 52	37 44	37 45	0 04%	0 01	0 04%	0 38	1 68%		0 01	0 04%		0	29 901		0 056	0 04	0 0	?	Amtr
7	29W03TC313-14	31 93	31 92	56 12	56 12	0 00%	0 01	0 03%	18 45	33 36%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
8	30E02TB307-08	35 54	24 07	1 11 37	1 11 18	-0 42%	23 01	32 27%	2 09	3 01%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
9	30E02TB308-09	25 83	19 18	1 29 45	1 29 28	-0 32%	23 01	25 73%	20 21	22 75%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
10	30E02TB309-10	35 99	24 28	1 10 59	1 10 42	-0 40%	23 01	32 56%	2 08	3 02%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
11	30E02TB310-11	34 11	23 40	1 14 00	1 13 20	-0 90%	23 01	31 39%	4 04	5 55%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
12	30E02TB311-12	35 04	23 84	1 12 15	1 12 00	-0 35%	23 01	31 97%	3 47	5 25%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
13	30E02TB312-13	36 87	24 67	1 09 04	1 09 34	0 72%	23 01	33 09%	0	0 00%		0 30	0 72%		0	28 606		1 748	1 09	0 0	?	Amtr
14	30E02TB313-14	36 69	18 50	1 33 03	1 32 48	-0 27%	46 01	49 59%	1 36	1 69%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
15	40E04TB307-08	42 32	39 25	6 53 05	6 53 12	0 03%	30 03	7 27%	51 28	12 46%		0 07	0 03%		0	270 268		0 043	0 04	0 0	?	Amtr
16	40E04TB308-09	43 34	40 11	6 44 24	6 44 16	-0 03%	30 04	7 44%	40 06	9 92%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
17	40E04TB309-10	39 86	37 11	7 16 58	7 16 57	0 00%	30 05	6 88%	1 35 44	21 91%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
18	40E04TB310-11	42 27	39 19	6 57 52	6 53 44	-0 99%	30 06	7 28%	44 01	10.64%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
19	40E04TB311-12	41 92	38 89	6 56 58	6 56 57	0 00%	30 05	7 22%	1 15 05	18 01%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
20	40E04TB312-13	43 80	40 50	6 34 44	6 40 21	1 42%	30 05	7 51%	30 36	7 64%		0 5 37	1 40%		0	270 268		2 078	1 68	0 0	?	Amtr
21	40E04TB313-14	39 21	36 55	7 20 34	7 23 39	0 70%	30 04	6 78%	1 16 39	17 28%		0 3 05	0 69%		0	270 268		1 141	0 92	0 0	?	Amtr
22	41W05TC107-08	44 66	40 46	6 44 42	6 44 43	0 00%	38 05	9 41%	42 35	10 52%		0 0 01	0 00%		0	272 912		0 006	0 01	0 0	?	Amtr
23	41W05TC108-09	44 15	40 04	6 48 30	6 48 57	0 11%	38 05	9 31%	0 32	0 13%		0 27	0 11%		0	272 912		0 165	0 12	0 0	?	Amtr
24	41W05TC109-10	43 30	39 34	6 54 33	6 56 16	0 41%	38 05	9 15%	0	0 00%		1 43	0 41%		0	272 912		0 629	0 46	0 0	?	Amtr
25	41W05TC110-11	42 90	39 01	6 59 03	6 59 47	0 17%	38 05	9 07%	0 19	0 08%		0 44	0 17%		0	272 912		0 269	0 19	0 0	?	Amtr
26	41W05TC111-12	41 21	37 61	7 15 22	7 15 26	0 02%	38 05	8 75%	27 34	6 33%		0 04	0 02%		0	272 912		0 024	0 02	0 0	?	Amtr
27	41W05TC112-13	44 63	40 43	6 44 51	6 44 59	0 03%	38 05	9 40%	0	0 00%		0 08	0 03%		0	272 912		0 049	0 04	0 0	?	Amtr
28	41W05TC113-14	44 67	40 46	6 44 39	6 44 41	0 01%	38 05	9 41%	13 37	3 36%		0 02	0 01%		0	272 912		0 012	0 01	0 0	?	Amtr
29	42E06TC207-08	51 64	39 52	6 28 05	6 28 06	0 00%	1 31 04	23 46%	6 42	1 73%		0 01	0 00%		0	255 655		0 007	0 01	0 0	?	Amtr
30	42E06TC208-09	48 58	37 70	6 46 48	6 46 51	0 01%	1 31 04	22 38%	28 13	6 94%		0 03	0 01%		0	255 655		0 020	0 02	0 0	?	Amtr
31	42E06TC209-10	50 78	39 02	6 26 20	6 33 08	1 76%	1 31 04	23 16%	0 57	0 24%		0 48	1 73%		0	255 655		2 660	2 31	0 0	?	Amtr
32	42E06TC210-11	52 74	40 17	6 21 54	6 21 53	0 00%	1 31 03	23 84%	1 04	0 28%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
33	42E06TC211-12	48 37	37 58	6 48 11	6 48 13	0 01%	1 31 04	22 31%	21 07	5 17%		0 02	0 01%		0	255 655		0 013	0 01	0 0	?	Amtr
34	42E06TC212-13	46 64	36 53	6 59 57	6 59 58	0 00%	1 31 04	21 68%	36 43	8 74%		0 01	0 00%		0	255 655		0 007	0 01	0 0	?	Amtr
35	42E06TC213-14	50 04	38 56	6 35 11	6 37 36	0 61%	1 31 04	22 90%	0	0 00%		0 25	0 61%		0	255 655		0 345	0 79	0 0	?	Amtr
36	43W07TC107-08	43 17	37 74	6 29 40	6 29 51	0 05%	49 04	12 59%	57 20	14 71%		0 11	0 05%		0	245 205		0 075	0 06	0 0	?	Amtr
37	43W07TC108-09	44 37	38 63	6 19 32	6 19 39	0 03%	49 04	12 92%	55 31	14 62%		0 07	0 03%		0	244 459		0 048	0 04	0 0	?	Amtr
38	43W07TC109-10	47 20	40 76	5 59 47	5 59 50	0 01%	49 04	13 64%	32 48	9 12%		0 03	0 01%		0	244 459		0 020	0 02	0 0	?	Amtr
39	43W07TC110-11	37 50	33 32	7 19 51	7 20 14	0 09%	49 04	11 15%	1 49 57	24.98%		0 23	0 09%		0	244 459		0 157	0 14	0 0	?	Amtr
40	43W07TC111-12	48 03	41 38	5 54 04	5 54 27	0 11%	49 04	13 84%	11 24	3 22%		0 23	0 11%		0	244 459		0 157	0 13	0 0	?	Amtr
41	43W07TC112-13	45 29	39 33	6 12 38	6 12 54	0 07%	49 03	13 15%	40 35	10.98%		0 16	0 07%		0	244 459		0 109	0 09	0 0	?	Amtr
42	43W07TC113-14	42 53	37 24	6 35 08	6 35 02	-0 01%	49 04	12 42%	56 30	14 30%		0	0 00%		0	245 205		0 090	0 00	0 0	?	Amtr
43	APE12NC206-08	31 29	29 53	8 48 43	8 52 48	0 77%	30 05	5 65%	43 21	8 14%		0 4 05	0 77%		0	262 206		1 557	0 90	1246 6	?	Auto
44	APE12NC208-10	31 54	29 20	8 58 42	8 58 53	0 03%	40 01	7 43%	59 29	11 04%		0 11	0 03%		0	262 256	0 050	0 070	0 04	1528 6	?	Auto
45	APE12NC209-11	35 14	32 93	7 57 32	7 57 46	0 05%	30 02	6 29%	42 37	9 92%		0 14	0 05%		0	262 206		0 089	0 06	919 1	?	Auto
46	APE12NC210-12	31 65	29 85	8 46 57	8 47 10	0 04%	30 02	5 70%	49 41	9 42%		0 13	0 04%		0	262 256	0 050	0 083	0 05	1237 0	?	Auto
47	APE12NC211-13	35 73	33 45	7 47 12	7 50 20	0 67%	30 04	6 39%	24 27	5 20%		0 38	0 67%		0	262 206		1 195	0 76	983 9	?	Auto
48	APE12NC212-14	34 24	32 13	6 47 14	8 08 23	19 93%	30 00	6 14%	0	0 00%		0 1 21 09	16 62%		0	261 567		31 025	21 51	982 7	?	Auto
49	CBE523G210-12	30 64	21 42	1 38 58	1 39 42	0 74%	30 00	30 09%	0	0.00%		0 44	0 74%		0	35 593	0 025	2 060	1 06	196 5	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Train* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
50 CEE547C209-10	27 03	19 59	1 48 57	1 48 57	0 00%	30 00	27 54%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	174 5	?	Coal
51 CEE561C209-11	19 61	15 37	2 18 57	2 18 49	-0 10%	30 01	21 62%	32 01	23 06%	0	0	0 00%	0	35 568			0 000	0 00	227 5	?	Coal
52 CEE571C210-11	29 73	20 97	1 41 47	1 41 47	0 00%	30 00	29 47%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	260 7	?	Coal
53 CEE571C211-12	28 80	20 50	1 44 06	1 44 06	0 00%	30 00	28 82%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	231 2	?	Coal
54 CEE575C209-10	23 00	17 38	1 55 17	2 02 48	6 52%	30 01	24 44%	11 15	9 18%	0	7 31	6 12%	3 42	35 568			21 133	10 16	173 7	?	Coal
55 CEE581C208-09	27 26	19 71	1 48 28	1 48 18	-0 15%	30 01	27 72%	2 59	2 75%	0	0	0 00%	0	35 568			0 000	0 00	221 3	?	Coal
56 CEE581C209-10	22 59	17 15	2 04 34	2 04 28	-0 08%	30 01	24 12%	18 49	15 12%	0	0	0 00%	0	35 568			0 000	0 00	270 9	?	Coal
57 CEE581C213-14	15 89	12 99	2 44 21	2 44 18	-0 03%	30 01	18 29%	59 30	36 21%	0	0	0 00%	0	35 568			0 000	0 00	257 0	?	Coal
58 CEE583C210-11	29 28	20 74	1 38 53	1 42 53	4 05%	30 00	29 16%	0	0 00%	0	4 00	3 89%	4 00	35 568			11 246	5 81	237 4	?	Coal
59 CEE585C207-08	23 07	17 42	2 02 38	2 02 32	-0 08%	30 01	24 50%	16 53	13 78%	0	0	0 00%	0	35 568			0 000	0 00	230 6	?	Coal
60 CEE587C512-13	28 65	20 43	1 41 31	1 44 36	3 04%	30 00	28 68%	0	0 00%	0	3 05	2 95%	2 47	35 618	0 050		8 657	4 31	250 1	?	Coal
61 CEE597C506-08	25 03	18 51	1 46 49	1 55 17	7 93%	30 01	26 04%	0	0 00%	0	8 28	7 34%	10 55	35 568			23 804	11 02	230 3	?	Coal
62 CEE597C510-11	28 15	19 14	1 33 45	1 33 45	0 00%	30 00	32 00%	0	0 00%	0	0	0 00%	0	29 906			0 000	0 00	208 9	?	Coal
63 CEE597C513-14	28 39	19 25	1 33 12	1 33 12	0 00%	30 00	32 19%	0	0 00%	0	0	0 00%	0	29 906			0 000	0 00	193 0	?	Coal
64 CEE635H909-10	8 44	8 03	20 22	20 22	0 00%	1 00	4 91%	0	0 00%	0	0	0 00%	0	2 725			0 000	0 00	12 2	?	Coal
65 CEE683H110-13	13 97	13 60	37 37	37 24	-0 58%	1 00	2 67%	0	0 00%	0	0	0 00%	0	8 476			0 000	0 00	63 3	?	Coal
66 CEE683H112-13	9 07	8 91	37 55	57 04	50 51%	1 00	1 75%	0	0 00%	0	19 09	33 56%	19 09	8 476			225 932	51 87	46 0	?	Coal
67 CEE685H406-08	6 92	5 07	1 11 38	1 52 08	56 54%	30 01	26 77%	0	0 00%	0	40 30	36 12%	50 34	9 466			427 847	97 32	65 3	?	Coal
68 CEE693C209-10	25 72	18 89	1 42 08	1 52 59	10 62%	30 00	26 55%	0	0 00%	0	10 51	9 60%	10 51	35 568			30 505	15 04	140 4	?	Coal
69 CEE801H110-11	13 88	13 51	37 39	37 39	0 00%	1 00	2 66%	0	0 00%	0	0	0 00%	0	8 476			0 000	0 00	49 8	?	Coal
70 CEW501C108-09	19 24	16 48	14 25 37	14 36 47	1 29%	2 06 04	14 38%	4 25 03	30 23%	0	11 10	1 27%	0 49	240 771	0 222		4 638	2 35	2136 7	?	Coal
71 CEW507C109-11	35 10	35 10	6 51 35	6 51 20	-0 06%	0 01	0 00%	0	0 00%	0	0	0 00%	0	240 623			0 000	0 00	2165 2	?	Coal
72 CEW507C111-13	33 42	33 42	7 04 41	7 11 52	1 69%	0 01	0 00%	0	0 00%	0	7 11	1 66%	0	240 573	-0 050		2 986	1 69	2362 7	?	Coal
73 CEW507H409-10	16 18	16 18	35 06	35 06	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	45 2	?	Coal
74 CEW509C108-09	25 23	25 23	9 30 23	9 30 24	0 00%	0 06	0 02%	1 48 59	19 11%	0	0 01	0 00%	0	239 827			0 007	0 00	2007 6	?	Coal
75 CEW509C113-14	20 86	20 86	10 57 20	11 32 01	5 28%	0 04	0 01%	2 52 48	24 97%	0	34 41	5 01%	0	240 573			14 417	7 16	1855 4	?	Coal
76 CEW511C108-11	37 22	32 39	3 48 05	3 51 08	1 34%	30 02	12 99%	0	0 00%	0	3 03	1 32%	0	124 765	0 025		2 445	1 54	763 7	?	Coal
77 CEW511C210-11	27 25	24 20	4 28 11	4 28 17	0 04%	30 01	11 19%	51 53	19 34%	0	0 06	0 04%	0	108 214			0 092	0 05	528 5	?	Coal
78 CEW515C105-08	29 02	29 02	7 31 06	8 02 12	6 89%	0 01	0 00%	0	0 00%	0	31 06	6 45%	28 14	233 207	-0 050		13 336	6 89	1775 3	?	Coal
79 CEW515C109-11	33 78	31 51	7 16 32	7 26 14	2 22%	30 01	6 73%	3 41	0 83%	0	9 42	2 17%	0	234 358	0 025		4 139	2 41	1795 0	?	Coal
80 CEW515C112-14	24 32	24 31	5 10 46	5 22 06	3 65%	0 03	0 02%	0	0 00%	0	11 20	3 52%	40 48	130 521			8 683	3 65	1061 5	?	Coal
81 CEW515C212-13	18 10	18 10	13 06 56	13 15 17	1 06%	0 03	0 01%	4 26 52	33 56%	0	8 21	1 05%	1 17 31	239 934			3 480	1 61	1896 8	?	Coal
82 CEW515H009-10	14 54	14 54	39 04	39 04	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	47 9	?	Coal
83 CEW519C211-13	25 41	22 16	3 54 25	3 54 35	0 00%	30 00	12 75%	0	0 00%	30 18W	0	0 00%	0	86 641			0 000	0 00	509 7	?	Coal
84 CEW519C406-08	24 94	21 60	3 58 17	3 58 25	0 06%	30 01	12 59%	0	0 00%	30 53W	0 08	0 06%	0	86 641			0 154	0 06	479 4	?	Coal
85 CEW5339911-13	9 12	3 41	47 56	47 56	0 00%	30 00	62 59%	0	0 00%	0	0	0 00%	0	2 725			0 000	0 00	9 8	?	Coal
86 CEW533C109-10	23 02	23 02	10 07 37	10 08 01	0 07%	0 05	0 01%	2 43 19	26 86%	0	8 24	0 01%	15 27	231 259			0 171	0 09	1724 1	?	Coal
87 CEW533C111-14	17 28	17 28	13 09 02	13 13 24	3 09%	0 03	0 01%	6 27 26	47 68%	0	24 22	3 00%	0	234 275			10 401	6 07	1375 0	?	Coal
88 CEW537C207-09	26 62	26 61	4 05 34	4 05 33	-0 01%	0 02	0 01%	40 03	16 31%	0	0	0 00%	0	108 910			0 000	0 00	760 8	?	Coal
89 CEW537C212-14	10 96	5 79	21 09 21	21 12 39	0 26%	10 00 02	47 15%	6 42 32	31 63%	0	3 18	0 26%	0	122 821			2 687	1 24	1170 6	?	Coal
90 CEW537H907-08	16 13	9 91	1 16 16	1 16 16	0 00%	30 00	39 34%	0	0 00%	0	0	0 00%	0	12 595			0 000	0 00	136 8	?	Coal
91 CEW537H909-11	32 17	10 05	23 12 31	23 16 17	0 27%	16 00 02	68 76%	12 48	0 92%	0	3 46	0 27%	0	233 882			1 610	0 90	1987 2	?	Coal
92 CEW537H913-14	31 06	31 06	3 49 43	3 55 37	2 57%	0	0 00%	0	0 00%	0	5 54	2 50%	5 54	121 984			4 837	2 57	879 3	?	Coal
93 CEW539C108-10	30 52	30 51	7 27 11	7 40 32	2 99%	0 04	0 01%	14 13	3 09%	0	13 21	2 90%	19 27	234 218	0 810		5 700	3 08	1495 3	?	Coal
94 CEW541C110-11	36 61	32 10	3 44 39	4 03 56	8 58%	30 00	12 30%	0	0 00%	0	19 17	7 91%	0	130 521			14 774	9 91	1003 2	?	Coal
95 CEW541C210-12	29 00	25 57	3 49 46	4 13 46	10 45%	30 01	11 83%	0	0 00%	0	24 00	9 46%	0	108 164			22 189	12 02	676 8	?	Coal
96 CEW563C209-10	23 66	23 47	2 04 53	2 05 14	0 28%	1 01	0 81%	26 14	20 95%	0	0 21	0 28%	0	48 991			0 714	0 36	329 9	?	Coal
97 CEW563C211-13	28 00	18 02	1 24 09	1 24 09	0 02%	30 00	35 65%	0	0 00%	0	0	0 00%	0	25 267			0 000	0 00	131 3	?	Coal
98 CEW563C212-13	28 03	27 77	54 35	54 35	0 00%	0 30	0 92%	0	0 00%	0	0	0 00%	0	25 267			0 000	0 00	124.7	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay *	O Gallons	T	Trai
99 CSW563C406-08	15 28	11 36	2 03 08	2 03 08	0 00%	30 00	24 36%	0	0 00%	24 32W	0	0 00%	0	23 724			0 000	0 00	138 5	?	Coal
100 CSW563C407-10	14 20	10 93	2 03 08	2 10 16	5 79%	30 00	23 03%	0	0 00%	23 56W	7 08	5 48%	0	23 724			30 068	7 66	135 6	?	Coal
101 CSW563C410-11	15 22	11 52	2 03 32	2 03 32	0 00%	30 00	24 28%	0	0 00%	24 14W	0	0 00%	0	23 724			0 000	0 00	134 0	?	Coal
102 CSW563C411-14	14 97	11 38	2 05 07	2 05 07	0 00%	30 00	23 98%	0	0 00%	23 47W	0	0 00%	0	23 724			0 000	0 00	129 8	?	Coal
103 CSW563C412-14	14 90	11 34	2 05 32	2 05 32	0 00%	30 00	23 90%	0	0 00%	23 46W	0	0 00%	0	23 724			0 000	0 00	129 7	?	Coal
104 CSW563C413-14	13 25	10 36	2 08 20	2 17 19	7 00%	30 00	21 85%	0	0 00%	26 00W	8 59	6 54%	8 59	23 699			37 906	9 14	132 7	?	Coal
105 CSW565C207-08	31 74	26 43	2 59 31	2 59 35	0 04%	30 02	16 72%	2 57	1 64%	0	0 04	0 04%	0	79 101			0 084	0 05	407 7	?	Coal
106 CSW565C209-11	25 73	9 23	7 58 39	8 34 27	7 48%	5 30 01	64 15%	0	0 00%	0	35 48	6 96%	25 00	79 101			45 259	24 09	491 2	?	Coal
107 CSW565C211-13	29 58	29 40	2 39 43	2 41 26	1 07%	1 01	0 63%	13 10	7 54%	0	1 43	1 06%	0	79 101			2 170	1 17	436 6	?	Coal
108 CSW567C108-11	32 58	30 68	8 20 03	8 35 14	3 04%	30 03	5 83%	23 30	4 56%	0	15 11	2 95%	0	263 418			5 764	3 40	1492 9	?	Coal
109 CSW567H308-10	10 61	10 61	34 43	53 32	54 20%	0	0 00%	0	0 00%	0	18 49	35 15%	4 16	9 466			198 782	54 20	39 3	?	Coal
110 CSW591C108-10	27 94	27 83	8 20 38	8 37 13	3 31%	0 03	0 01%	48 03	9 29%	0	16 35	3 21%	0	239 934			6 912	3 66	1814 4	?	Coal
111 CSW591H013-14	7 29	4 41	1 04 41	1 15 52	17 29%	30 00	39 54%	0	0 00%	0	11 11	14 74%	6 01	5 576	-0 025		200 562	32 24	38 3	?	Coal
112 CSW593C108-10	29 62	29 62	7 18 54	8 06 02	10 74%	0 01	0 00%	30 10	6 21%	0	47 08	9 70%	0	239 934			19 644	11 53	1833 5	?	Coal
113 CSW613C108-09	31 87	30 04	8 41 56	8 42 19	0 07%	30 04	5 76%	59 03	11 31%	0	0 23	0 07%	0	261 490			0 147	0 09	1853 8	?	Coal
114 CSW643C211-13	13 73	11 24	2 22 10	2 45 47	16 61%	30 00	18 10%	0	0 00%	0	23 37	14 25%	14 50	31 063			76 028	21 05	329 8	?	Coal
115 CSW643H911-12	14 17	8 70	1 15 56	1 20 20	5 79%	31 01	38 61%	3 00	3 73%	0	4 24	5 48%	0	11 649			37 771	10 50	114 4	?	Coal
116 CSWY63C408-10	15 30	11 56	2 02 48	2 02 48	0 00%	30 00	24 43%	0	0 00%	23 46W	0	0 00%	0	23 663			0 000	0.00	131 8	?	Coal
117 CLE500C211-13	23 66	23 29	11 57 17	11 57 26	0 02%	11 02	1 54%	3 24 07	28 45%	0	0 09	0 02%	0	278 529	0 050		0 054	0 03	4135 7	?	Coal
118 CLE500C408-09	15 31	15 31	18 02 20	18 02 20	0 00%	0 04	0 01%	8 29 42	47 09%	20 39W	0	0 00%	0	276 088			0 000	0.00	3550 2	?	Coal
119 CLE500H405-08	12 30	7 45	1 16 12	1 16 12	0 00%	30 01	39 39%	2 00	2 62%	0	0	0 00%	9 36	9 466			0 000	0 00	197 1	?	Coal
120 CLE500M408-10	19 60	18 94	29 59	29 59	0 00%	1 00	3 34%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	143 2	?	Coal
121 CLE506C110-12	18 67	18 66	30 26	30 26	0 00%	0 01	0 05%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	148 8	?	Coal
122 CLE506C210-11	17 20	17 20	16 02 20	16 02 47	0 05%	0 04	0 01%	6 42 17	41 78%	0	0 27	0 05%	0	275 965	0 050		0 163	0 08	3926 1	?	Coal
123 CLE506C407-08	17 13	17 13	16 35 46	16 35 35	-0 02%	0 05	0 01%	6 26 37	38 83%	0	0	0 00%	0	284 277	0 050		0 000	0 00	3890 4	?	Coal
124 CLE506C412-13	17 62	17 62	15 52 51	16 06 07	1 39%	0 06	0 01%	6 16 17	38 95%	0	13 16	1 37%	0	283 679			4 677	2 30	3522 2	?	Coal
125 CLE508C412-13	16 63	16 62	16 49 52	17 03 04	1 31%	0 05	0 01%	6 50 08	40 09%	0	13 12	1 29%	15 28	283 457	-0 222		4 657	2 20	6449 3	?	Coal
126 CLE508H401-09	8 32	4 03	58 28	58 07	-0 60%	30 00	51 62%	0	0 00%	0	0	0 00%	0	3 900	0 050		0 000	0 00	163 2	?	Coal
127 CLE510C412-13	24 82	24 45	10 47 56	11 17 07	4 50%	10 02	1 48%	1 50 51	16 37%	0	29 11	4 31%	0	275 965	-0 148		10 575	5 54	4013 9	?	Coal
128 CLE514C408-09	16 96	16 96	16 16 12	16 16 23	0 02%	0 05	0 01%	5 30 15	33 82%	0	0 11	0 02%	1 10 04	275 965	0 050		0 066	0 03	6053 9	?	Coal
129 CLE514C409-11	20 93	18 41	8 13 36	8 19 10	1 13%	1 00 01	12 02%	2 05 14	25 09%	0	5 34	1 12%	0	153 186	0 025		3 634	1 81	4265 5	?	Coal
130 CLE514C411-13	24 33	24 33	11 16 15	11 20 27	0 62%	0 02	0 00%	1 46 16	15 62%	0	4 12	0 62%	0	275 915			1 522	0 74	4506 3	?	Coal
131 CLE518C409-10	15 67	14 35	4 11 29	5 58 17	42 47%	30 00	8 37%	0	0 00%	30 52W	1 46 48	29 81%	10 06	85 717			124 596	68 22	1172 5	?	Coal
132 CLE518C413-14	20 39	18 22	4 11 55	4 42 14	12 03%	30 00	10 63%	0	0 00%	30 52W	20 19	10 74%	0	85 717			35 368	13 66	1166 3	?	Coal
133 CLE524C409-10	22 57	13 69	2 21 20	2 32 32	7 92%	1 00 00	39 34%	0	0 00%	0	11 12	7 34%	11 12	34 805			32 179	13 77	461 7	?	Coal
134 CLE526C410-11	20 76	16 94	15 23 43	16 17 22	5 81%	3 00 01	18 42%	2 01 02	12 38%	23 48W	53 39	5 49%	0	275 915			19 444	8 62	3701 6	?	Coal
135 CLE532C407-08	17 85	16 86	9 05 41	9 04 54	-0 14%	30 02	5 51%	2 44 39	30 22%	0	0	0 00%	0	153 156			0 000	0 00	2790 0	?	Coal
136 CLE532H911-12	9 66	9 66	16 56	16 56	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	2 725			0 000	0 00	21 7	?	Coal
137 CLE534C411-12	15 44	15 44	17 50 00	18 22 11	3 01%	0 05	0 01%	4 53 38	26 64%	0	32 11	2 92%	13 54	283 654	0 173		11 346	4 15	6257 7	?	Coal
138 CLE536C409-10	17 58	15 77	9 41 55	9 42 47	0 15%	1 00 02	19 30%	1 36 38	16 58%	0	0 52	0 15%	0	153 186	0 025		0 566	0 20	3082 5	?	Coal
139 CLE536C410-11	22 13	21 84	12 40 23	12 40 21	0 00%	10 04	1 32%	3 26 59	27 22%	0	0	0 00%	0	276 750	0 050		0 000	0 00	4530 5	?	Coal
140 CLE536C411-13	16 23	15 97	10 21 45	10 22 05	0 05%	10 02	1 61%	2 09 12	20 77%	0	0 20	0 05%	18 17	165 577	0 050		0 201	0 07	3163 7	?	Coal
141 CLE536C413-14	26 69	22 73	6 34 39	6 44 16	2 44%	1 00 01	14 85%	0	0 00%	0	9 37	2 38%	9 49	153 161			6 279	2 87	3080 2	?	Coal
142 CLE538C413-14	19 82	18 81	13 55 33	13 55 30	-0 01%	0 04	0 01%	4 52 13	34 98%	0	0	0 00%	0	275 915			0 000	0 00	4141 7	?	Coal
143 CLE540C412-13	15 63	15 49	17 52 09	18 18 01	2 41%	10 03	0 92%	6 41 12	36 54%	0	25 52	2 36%	0	283 457	-0 222		9 125	3 91	4978 8	?	Coal
144 CLE562C206-08	25 87	25 87	1 00 46	1 00 46	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	26 202			0 000	0 00	364 7	?	Coal
145 CLE562C207-08	25 87	25 87	1 00 46	1 00 46	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	26 202			0.000	0 00	364 7	?	Coal
146 CLE562C409-10	14 22	14 22	3 08 22	3 22 53	7 71%	0 01	0 01%	1 20 36	39 71%	0	14 31	7 16%	0	48 067			30 201	13 47	641 9	?	Coal
147 CLE562C410-11	5 25	5 25	9 09 36	9 09 14	-0 07%	0 01	0 00%	5 54 32	64 55%	23 56W	0	0 00%	19 03	48 067			0 000	0 00	533 3	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed With Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay % of Run Time	Delay Origin & Entry Delay DD HH MM SS	Total Train Delay % of Run Time	Ideal* Train Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
149 CLE562C411-12	13 03	13 03	3 22 44	3 41 25	9 22%	0 01	0 01%	0	0 00%	0	18 41	8 44%	0	48 067		38 869	9 22	543 3	?	Coal
149 CLE562C412-13	14 25	8 63	2 32 02	2 32 02	0 00%	1 00 00	39 47%	0	0 00%	23 45W	0	0 00%	0	21 865		0 000	0.00	203 2	?	Coal
150 CLE562C413-14	10 84	10 84	4 26 26	4 26 07	-0 12%	0 01	0 01%	1 54 44	43 11%	25 03W	0	0 00%	0	48 067		0 000	0 00	641 5	?	Coal
151 CLE564C409-10	16 69	14 31	4 57 36	7 00 42	41 36%	1 00 01	14 27%	0	0 00%	0	2 03 06	29 26%	0	100 315		122 713	51 81	1213 7	?	Coal
152 CLE564C411-12	22 75	18 55	5 24 31	5 24 31	0 00%	1 00 00	18 49%	0	0 00%	0	0 00	0 00%	0	100 315		0 000	0 00	1444 2	?	Coal
153 CLE564C412-13	21 17	17 48	4 48 11	5 44 20	19 48%	1 00 00	17 42%	0	0 00%	0	56 09	16 31%	11 00	100 315		55 974	24 61	1142 6	?	Coal
154 CLE566C409-10	18 87	18 87	14 36 57	14 37 06	0 02%	0 01	0 00%	4 53 14	33 43%	0	0 09	0 02%	0	275 915		0 054	0 03	4521 2	?	Coal
155 CLE566C413-14	20 70	20 44	13 30 33	13 30 05	-0 06%	10 03	1 24%	4 09 47	30 83%	0	0	0 00%	0	275 965	0 050	0 000	0 00	3993 2	?	Coal
156 CLE568H409-10	18 39	17 81	31 53	31 53	0 00%	1 00	3 14%	0	0 00%	0	0	0 00%	0	9 466		0 000	0 00	124 3	?	Coal
157 CLE576H105-08	10 84	10 35	24 15	22 19	-7 97%	1 00	4 48%	0	0 00%	0	0	0 00%	0	3 850		0 000	0 00	118 8	?	Coal
158 CLE590C411-12	19 28	19 28	14 18 32	14 18 44	0 02%	0 04	0 01%	5 55 30	41 40%	0	0 12	0 02%	0	275 965	0 050	0 072	0 04	6223 2	?	Coal
159 CLE592C411-12	22 97	22 97	11 57 28	12 01 04	0 50%	0 03	0 01%	2 45 25	22 94%	0	3 36	0 50%	0	276 088	0 173	1 304	0 65	5939 0	?	Coal
160 CLE594C408-09	15 49	15 49	17 33 27	17 48 42	1 45%	0 05	0 01%	8 42 24	48 90%	0	15 15	1 43%	12 17	275 965	0.050	5 526	2 87	3626 9	?	Coal
161 CLE626H409-10	7 53	7 42	1 09 35	1 09 29	-0 14%	1 01	1 46%	17 06	24 61%	0	0	0 00%	0	8 589		0 000	0 00	123 3	?	Coal
162 CLW540C110-11	22 00	21 95	7 05 20	7 07 31	0 51%	1 02	0 24%	2 10 19	30 48%	0	2 11	0 51%	16 43	156 409		1 396	0 74	2055 6	?	Coal
163 CLW642C109-10	31 55	27 98	4 24 56	4 25 02	0 06%	30 01	11 33%	16 48	6 34%	0	0 06	0 04%	4 15	123 579		0 081	0 05	1181 7	?	Coal
164 CLE808C207-09	22 65	21 76	12 47 52	12 47 45	-0 02%	30 05	3 92%	2 04 06	16 16%	0	0	0 00%	0	278 430	-0 222	0 000	0 00	3360 1	?	Coal
165 CLW522C413-14	17 61	17 61	2 15 29	2 15 53	0 30%	0.01	0 01%	56 58	41 92%	0	0 24	0 29%	0	39 872		1 003	0 51	409 8	?	Coal
166 CLW528C410-11	31 73	31 73	1 15 24	1 15 24	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	357 2	?	Coal
167 CLW544C413-14	15 19	15 18	2 37 33	2 37 33	0 00%	0 01	0 01%	1 45	1 11%	0	0	0 00%	35 18	39 872		0 000	0 00	449 5	?	Coal
168 CLW560C412-13	11 79	11 79	3 22 54	3 22 54	0 00%	0 01	0 01%	58 23	28 77%	0	0	0 00%	8 02	39 872		0 000	0 00	466 9	?	Coal
169 CLW570C408-09	26 70	26 70	1 23 32	1 23 32	0 00%	0 01	0 02%	0	0 00%	0	0	0 00%	0	39 872		0.000	0 00	420 1	?	Coal
170 CLW571C410-11	24 23	19 05	1 49 36	1 49 36	0 00%	30 00	27 37%	0	0 00%	0	0	0 00%	0	34 805		0 000	0 00	299 8	?	Coal
171 CLW574C412-13	24 71	24 70	1 37 41	1 36 51	-0 85%	0 02	0 03%	5 42	3 89%	0	0	0 00%	0	39 872		0 000	0 00	478 2	?	Coal
172 CLW580C407-08	33.77	33 77	1 10 50	1 10 50	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	583 3	?	Coal
173 CLW580C411-13	17 00	17 00	2 20 39	2 20 44	0 06%	0 01	0 01%	5 18	3 77%	0	0 05	0 06%	0	39 872		0 209	0 06	470 3	?	Coal
174 CLW580C412-13	12 92	12 92	3 06 02	3 05 14	-0 43%	0 01	0 01%	1 16 26	41 26%	0	0	0 00%	0	39 872		0 000	0 00	480 0	?	Coal
175 CLW596C408-10	30 19	30 19	1 19 15	1 19 15	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	406 5	?	Coal
176 CLW596C412-13	15 51	15 51	2 34 08	2 34 15	0 08%	0 01	0 01%	53 33	34 72%	0	0 07	0 08%	5 40	39 872		0 293	0 12	448 2	?	Coal
177 CLW62NC212-13	27 33	27 33	3 22 17	3 21 39	-0 31%	0 01	0 01%	30 48	15 27%	0	0	0 00%	0	91 835		0 000	0 00	753 6	?	Coal
178 CLW682H107-09	7 93	7 93	43 40	1 04 07	46 83%	0 01	0 03%	0	0 00%	0	20 27	31 89%	4 16	8 476		241 269	46 85	82 2	?	Coal
179 CLW682H108-09	7 89	7 89	43 05	1 04 28	49 63%	0 01	0 03%	0	0 00%	0	21 23	33 17%	0	8 476		252 281	49 65	100 5	?	Coal
180 CLW682M111-12	13 81	13 81	36 49	36 49	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 476		0 000	0 00	72 4	?	Coal
181 CLW682M112-13	7 78	7 12	1 03 24	1 11 24	12 62%	6 00	8 40%	0	0 00%	0	8 00	11 20%	8 19	8 476		94 384	13 94	63 2	?	Coal
182 CLW692C407-08	21 65	21 64	1 45 42	1 50 32	4 57%	0 01	0 02%	30 38	27 71%	0	4 50	4 37%	0	39 872		12 122	6 44	190 6	?	Coal
183 CLW692C408-09	18 03	14 32	2 25 45	2 25 50	0 06%	30 00	20 57%	0	0 00%	13 55W	0 05	0 06%	0	34 805		0 239	0 07	167 6	?	Coal
184 CLW692C410-11	34 18	34 18	1 09 59	1 09 59	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0.000	0 00	304 5	?	Coal
185 CLW692C412-13	20 95	20 95	1 27 02	1 54 12	31 21%	0 01	0 01%	0	0 00%	0	27 10	23 79%	0	39 872		68 135	31 22	336 5	?	Coal
186 CLW840H107-13	3 23	3 23	53 41	2 37 31	193 42%	0	0 00%	0	0 00%	0	1 43 50	65 92%	1 43 50	8 476		1225 028	193 42	94 2	?	Coal
187 CLWY62C413-14	9 43	9 43	4 11 35	4 56 46	17 96%	0 03	0 02%	0	0 00%	1 11 51W	45 11	15 23%	0	46 654		96 848	17 96	350 0	?	Coal
188 FOWKC31C207-08	6 82	6 58	2 19 20	2 19 13	-0 06%	5 00	3 59%	1 25 33	61 45%	0	0	0 00%	0	15 267		0 000	0 00	44 7	?	Fore
189 FOWKC31C208-09	3 47	3 40	4 29 12	4 29 13	0 01%	5 00	1 86%	3 36 29	80 41%	0	0 01	0 01%	0	15 267		0 109	0 03	65 6	?	Fore
190 FOWKC31C209-10	8 39	8 02	1 54 18	1 54 13	-0 07%	5 00	4 38%	1 00 26	52 91%	0	0	0 00%	0	15 267		0 000	0 00	40 1	?	Fore
191 FOWKC31C211-12	5 53	5 37	2 47 18	2 50 32	1 93%	5 00	2 93%	1 53 26	66 52%	0	3.14	1 90%	0	15 267		21 179	6 52	49 8	?	Fore
192 FOWKC31C212-13	6 35	6 14	2 28 57	2 29 13	0 18%	5 00	3 35%	1 36 54	64 54%	0	0.16	0 18%	0	15 267		1 747	0 57	38 5	?	Fore
193 FOWKC32C207-08	8 28	7 93	1 56 34	1 55 35	-0 84%	5 00	4 33%	1 00 34	52 40%	0	0	0 00%	0	15 267		0 000	0 00	25 7	?	Fore
194 FOWKC32C208-09	2 58	2 54	5 42 53	6 00 44	5 21%	5 00	1 39%	0	0 00%	0	17 51	4 95%	0	15 267		116 918	5 28	46 1	?	Fore
195 FOWKC32C209-10	14 42	13 37	1 08 21	1 09 31	0 24%	5 00	7 30%	16 42	24 37%	0	0 10	0 24%	0	15 267		1 092	0 36	24 3	?	Fore
196 FOWKC32C210-11	9 79	9 30	1 38 22	1 38 32	0 17%	5 00	5 07%	46 44	47 43%	0	0 10	0 17%	0	15 267		1 092	0 36	29 4	?	Fore

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD:HH:MM:SS	Simulated Run Time DD:HH:MM:SS	Sim Delta % of Ideal	Total Dwell* DD:HH:MM:SS	Dwell % of Run Time	Wait on* Schedule DD:HH:MM:SS	Wait on Sched % of Run Time	Switch Delay DD:HH:MM:SS	True* Delay DD:HH:MM:SS	Delay % of Run Time	Origin & Entry Delay DD:HH:MM:SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
197 FOWKG32CZ11-12	10.23	9.69	1:34:23	1:34:32	0.16%	5:00	5.29%	42:47	45.26%	0	0:09	0.16%	0	15.267			0.983	0.32	29.7	?	Fore
198 GME041CZ08-09	32.10	28.58	4:34:12	4:33:35	-0.22%	30:01	10.97%	6:41	2.44%	0	0	0.00%	0	130.320			0.000	0.00	96.9	?	Gene
199 GME052C108-10	18.81	17.54	7:22:22	7:25:48	0.78%	30:02	6.74%	3:21:12	45.13%	0	3:26	0.77%	0	130.320			2.625	1.63	150.2	?	Gene
200 GME052H413-14	29.30	27.86	20:23	20:23	0.00%	1:00	4.91%	0	0.00%	0	0	0.00%	0	9.466			0.000	0.00	20.7	?	Gene
201 GME054H213-14	31.47	31.44	18:04	18:04	0.00%	0:01	0.09%	0	0.00%	0	0	0.00%	0	9.466			0.000	0.00	8.9	?	Gene
202 GME10AC207-08	29.54	28.00	9:33:44	9:37:14	0.61%	30:04	5.21%	1:12:39	12.59%	0	3:30	0.61%	0	269.371	-0.222		1.299	0.74	2776.4	?	Gene
203 GME10AC208-09	23.98	23.01	12:16:23	12:25:51	1.29%	30:04	4.03%	2:43:16	21.85%	0	9:28	1.27%	0	286.070			3.309	1.74	2257.2	?	Gene
204 GME10AC209-10	19.40	18.76	15:05:57	15:14:43	0.97%	30:07	3.29%	29:35	3.23%	0	8:46	0.96%	17:15	286.045			3.065	1.04	3637.0	?	Gene
205 GME10AC210-11	23.56	22.33	12:36:30	12:48:38	1.60%	40:03	5.21%	2:50:19	22.16%	0	12:08	1.58%	0	286.095			4.241	2.22	3895.8	?	Gene
206 GME10AC211-12	26.16	24.57	10:58:27	10:58:09	-0.05%	40:03	6.09%	1:37:31	14.82%	0	0	0.00%	0	269.470			0.000	0.00	1849.9	?	Gene
207 GME10AC212-13	24.81	23.45	12:12:16	12:11:56	-0.05%	40:02	5.47%	1:39:03	13.53%	0	0	0.00%	9:08	286.095			0.000	0.00	2010.9	?	Gene
208 GME10AC213-14	35.87	33.63	7:59:13	7:59:39	0.09%	30:02	6.26%	21:23	4.46%	0	0:26	0.09%	0	268.831			0.161	0.10	1846.0	?	Gene
209 GME10GC207-08	31.36	29.58	7:32:15	8:49:48	17.13%	30:02	5.67%	13:10	2.49%	0	1:17:30	14.63%	0	261.190			29.672	19.94	2012.0	?	Gene
210 GME10GC208-09	15.51	14.31	19:27:26	19:27:34	0.01%	1:30:06	7.72%	2:40:57	13.75%	0	0:08	0.01%	0	278.454			0.048	0.01	3879.0	?	Gene
211 GME10GC209-10	16.89	16.39	17:00:11	17:00:10	0.00%	30:04	2.95%	8:11:39	48.19%	0	0	0.00%	0	278.652	0.198		0.000	0.00	3605.3	?	Gene
212 GME10GC210-11	11.87	9.69	1:03:09:15	1:03:09:28	0.01%	5:00:01	18.41%	14:41:50	54.12%	0	0:13	0.01%	0	263.034	1.205		0.082	0.05	2650.9	?	Gene
213 GME10GC211-12	15.77	15.31	17:06:59	17:07:10	0.02%	30:03	2.93%	7:53:52	46.13%	0	0:11	0.02%	0	262.052	0.173		0.070	0.04	2754.3	?	Gene
214 GME10GC212-13	19.07	18.43	15:06:15	15:06:31	0.03%	30:03	3.31%	4:36:51	30.54%	0	0:16	0.03%	0	278.504	0.050		0.096	0.04	3332.1	?	Gene
215 GME10GC213-14	18.27	17.66	14:45:36	14:51:40	0.69%	30:03	3.37%	6:29:14	43.65%	0	6:04	0.68%	0	262.397	0.075		2.312	1.30	2053.6	?	Gene
216 GME10NC207-08	29.43	24.40	11:27:29	11:43:41	2.36%	2:00:04	17.06%	48:27	6.89%	0	16:12	2.30%	0	286.218			5.660	3.12	3461.5	?	Gene
217 GME10NC208-09	24.68	23.65	12:06:27	12:05:38	-0.11%	30:04	4.14%	2:31:34	20.89%	0	0	0.00%	0	286.070	0.050		0.000	0.00	3438.5	?	Gene
218 GME10NC209-10	31.17	29.47	8:46:33	9:08:32	4.17%	30:00	5.47%	0	0.00%	0	21:59	4.01%	0	269.395			8.160	4.43	4412.0	?	Gene
219 GME10NC210-11	24.81	23.72	11:16:28	11:21:26	0.73%	30:03	4.41%	2:25:27	21.34%	0	4:57	0.73%	0	269.395			1.637	0.99	4099.1	?	Gene
220 GME10NC211-12	22.53	21.63	11:45:29	12:28:27	6.09%	30:02	4.01%	2:47:28	22.38%	0	42:58	5.74%	0	269.772			15.927	8.46	4397.2	?	Gene
221 GME10NC212-13	23.99	22.64	11:44:47	11:53:50	1.28%	40:01	5.61%	3:25:08	28.74%	0	9:03	1.27%	0	269.395			3.359	1.97	3709.7	?	Gene
222 GME10NC213-14	20.40	18.43	15:28:30	15:31:27	0.32%	1:30:02	9.67%	4:57:18	31.92%	0	2:57	0.32%	0	286.045	0.025		1.031	0.55	3559.0	?	Gene
223 GME11R8909-10	6.27	6.26	18:35	26:06	40.45%	0:01	0.06%	0	0.00%	0	7:31	28.80%	7:31	2.725			275.841	40.48	12.2	?	Gene
224 GME11R9911-12	9.07	9.06	18:03	18:03	0.00%	0:01	0.09%	0	0.00%	0	0	0.00%	0	2.725			0.000	0.00	7.9	?	Gene
225 GME11RH106-08	11.63	6.90	1:05:54	1:13:44	11.89%	30:00	40.68%	0	0.00%	0	7:50	10.62%	7:50	8.476			92.418	21.92	68.6	?	Gene
226 GME11RH107-09	4.66	3.65	1:26:33	2:19:12	60.83%	30:00	21.55%	0	0.00%	0	52:39	37.82%	52:38	8.476			621.166	93.10	63.9	?	Gene
227 GME11RH108-09	9.95	6.27	1:21:28	1:21:08	-0.41%	30:01	37.00%	1:55	2.36%	0	0	0.00%	12:12	8.476			0.000	0.00	74.4	?	Gene
228 GME11RH109-10	14.31	14.31	35:33	35:33	0.00%	0:01	0.05%	0	0.00%	0	0	0.00%	0	8.476			0.000	0.00	58.3	?	Gene
229 GME11RH110-11	7.34	7.34	36:32	1:09:18	89.69%	0:01	0.02%	0	0.00%	0	32:46	47.28%	32:46	8.476			386.582	89.73	95.3	?	Gene
230 GME11RH111-12	7.02	6.53	1:12:03	1:13:25	1.90%	1:01	1.38%	0	0.00%	0	1:22	1.86%	32:50	8.476			16.124	1.92	95.1	?	Gene
231 GME11RH112-13	14.05	13.67	37:12	37:12	0.00%	1:00	2.69%	0	0.00%	0	0	0.00%	0	8.476			0.000	0.00	81.5	?	Gene
232 GME11RH113-14	14.03	13.65	37:15	37:15	0.00%	1:00	2.68%	0	0.00%	0	0	0.00%	0	8.476			0.000	0.00	65.6	?	Gene
233 GME12GC207-08	24.29	23.21	11:16:44	11:16:53	0.02%	30:05	4.44%	2:44:42	24.33%	0	0:09	0.02%	0	261.879			0.057	0.03	2014.8	?	Gene
234 GME12GC208-09	32.50	30.59	8:32:06	8:32:19	0.04%	30:07	5.88%	44:18	8.65%	0	0:13	0.04%	0	261.190			0.083	0.05	1307.6	?	Gene
235 GME12GC209-10	27.35	26.74	9:45:56	9:46:08	0.03%	13:06	2.23%	2:06:33	21.59%	0	0:12	0.03%	0	261.190			0.077	0.04	2678.6	?	Gene
236 GME12GC210-11	31.99	29.86	8:37:59	8:45:35	1.47%	35:02	6.67%	24:15	4.61%	0	7:36	1.45%	0	261.567			2.906	1.66	1798.6	?	Gene
237 GME12GC211-12	30.75	29.64	8:40:00	8:48:39	1.66%	19:04	3.61%	0	0.00%	0	8:39	1.64%	4:41	261.190			3.312	1.73	1944.3	?	Gene
238 GME12GC212-13	26.12	24.88	10:26:03	10:31:32	0.88%	30:04	4.76%	2:42:59	25.81%	0	5:29	0.87%	0	261.879	0.050		2.094	1.27	2456.5	?	Gene
239 GME12GC213-14	29.08	27.55	9:20:03	9:28:52	1.57%	30:01	5.28%	17:55	3.15%	0	8:49	1.55%	1:41:17	261.190			3.376	1.72	1378.3	?	Gene
240 GME12R8906-08	2.65	1.78	49:50	1:31:39	87.68%	30:00	32.73%	0	0.00%	0	42:49	46.72%	42:49	2.725			1571.254	227.35	19.7	?	Gene
241 GME12R9907-09	4.37	2.43	48:53	1:07:24	37.88%	30:00	44.51%	0	0.00%	0	18:31	27.47%	18:31	2.725			679.511	98.06	18.7	?	Gene
242 GME12R9908-10	9.02	8.55	19:07	19:07	0.00%	1:00	5.23%	0	0.00%	0	0	0.00%	0	2.725			0.000	0.00	11.0	?	Gene
243 GME12R9909-11	8.78	5.14	31:50	31:50	0.00%	13:13	41.52%	0	0.00%	0	0	0.00%	0	2.725			0.000	0.00	14.5	?	Gene
244 GME12R9910-12	6.07	4.05	52:16	40:25	25.26%	13:30	33.40%	0	0.00%	0	8:09	20.16%	8:09	2.725			299.083	43.43	18.6	?	Gene
245 GME12R9911-13	9.00	5.16	31:40	31:40	0.00%	13:30	42.63%	0	0.00%	0	0	0.00%	0	2.725			0.000	0.00	12.6	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Sntry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta 100-Train Miles	Delay per Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
246 GME12R9912-14	8 74	8 29	19 43	19 43	0 00%	1 00	5 07%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	16 4	? Gene
247 GME12T9907-08	8 55	3 33	49 08	49 08	0 00%	30 00	61 06%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	19 5	? Gene
248 GME12T9909-11	4 05	3 95	19 33	41 21	111 51%	1 00	2 42%	0	0 00%		0	21 48	52 72%	0	2 725		800 000	117 52	9 9	? Gene
249 GME12T9910-11	6 65	6 39	25 35	25 35	0 00%	1 00	3 91%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	11 8	? Gene
250 GME12T9911-13	8 67	8 24	19 51	19 51	0 00%	1 00	5 04%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	8.0	? Gene
251 GME12T9912-13	8 85	8 39	19 28	19 28	0 00%	1 00	5 13%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	8 1	? Gene
252 GME14GC106-08	30 96	29 59	9 05 07	9 04 57	-0 03%	24 05	4 42%	55 44	10 23%		0	0	0 00%	0	268 756		0 000	0 00	1892 7	? Gene
253 GME14GC207-08	27 50	26 41	10 10 30	10 10 29	0 00%	24 05	3 94%	1 52 02	18 35%		0	0	0 00%	0	268 756		0 000	0 00	3467 9	? Gene
254 GME14GC208-09	22 20	21 49	12 19 07	12 32 05	1 75%	24 07	3 21%	2 41 54	21 53%		0	12 59	1 72%	0	269 395		4 813	2 34	3544 4	? Gene
255 GME14GC209-10	20 96	19 92	13 32 06	13 31 55	-0 02%	40 05	4 94%	2 53 32	21 37%		0	0	0 00%	11 34	269 593		0 000	0 00	3085 5	? Gene
256 GME14GC210-11	27 96	26 58	10 08 27	10 08 11	-0 04%	30 03	4 94%	1 55 48	19 04%		0	0	0 00%	0	269 420		0 000	0 00	4075 9	? Gene
257 GME14GC211-12	26 33	24 91	10 47 32	10 47 31	0 00%	35 05	5 42%	39 06	6 04%		0	0	0 00%	0	268 781		0 000	0 00	3459 0	? Gene
258 GME14GC212-13	27 95	26 35	10 12 42	10 12 06	-0 10%	35 05	5 73%	2 26 04	23 86%		0	0	0 00%	0	268 781		0 000	0 00	2095 6	? Gene
259 GME16GC207-08	27 59	23 92	10 59 30	10 59 27	-0 01%	1 30 04	13 66%	1 36 48	14 68%		0	0	0 00%	0	261 829		0 000	0 00	3914 8	? Gene
260 GME16GC208-09	24 52	23 48	11 50 46	11 51 45	0 14%	30 04	4 22%	2 28 14	20 83%		0	0 59	0 14%	0	278 529	0 075	0 353	0 18	4119 0	? Gene
261 GME16GC209-10	18 51	17 72	15 42 33	15 42 43	0 02%	40 03	4 25%	5 06 08	32 47%		0	0 10	0 02%	0	278 479	0 025	0 960	0 03	4429 7	? Gene
262 GME16GC210-11	22 26	21 14	12 48 21	13 10 33	2 89%	40 02	5 06%	3 03 34	23 22%		0	22 12	2 81%	0	278 504	0 050	7 971	4 08	6213 9	? Gene
263 GME16GC211-12	26.03	24 50	11 21 38	11 21 55	0 04%	40 02	5 87%	2 26 42	21 51%		0	0 17	0 04%	0	278 504	0 050	0 102	0 06	2681 2	? Gene
264 GME16GC212-13	24 02	22 71	12 15 32	12 15 44	0 03%	40 02	5 44%	2 52 57	23 51%		0	0 12	0 03%	0	278 454		0 972	0 04	4031 1	? Gene
265 GME16GC213-14	22 43	14 72	18 54 54	18 55 08	0 02%	6 30 03	34 36%	3 18 56	17 53%		22 53W	0 14	0 02%	0	278 504	0 050	0 084	0 04	3130 7	? Gene
266 GME18GC207-08	24 10	23 07	11 41 56	11 41 49	-0 02%	30 05	4 29%	2 59 59	25 65%		0	0	0 00%	0	269 822	0 050	0 000	0 00	1870 4	? Gene
267 GME18GC208-09	19 90	19 19	14 04 04	14 03 27	-0 07%	30 05	3 57%	4 36 07	32 74%		0	0	0 00%	0	269 822	0 050	0 000	0 00	4100 9	? Gene
268 GME18GC209-10	13 74	13 40	20 08 22	20 08 27	0 01%	30 03	2 69%	11 18 53	56 18%		0	0 05	0 01%	0	269 822	0 050	0 031	0 02	4467 9	? Gene
269 GME18GC210-11	23 48	22 26	12 51 16	12 51 00	-0 03%	40 03	5 19%	2 57 35	23 03%		0	0	0 00%	3 40	286 020		0 000	0 00	4303 8	? Gene
270 GME18GC211-12	23 10	21 92	13 02 49	13 04 53	0 26%	40 02	5 10%	3 32 47	27 11%		0	2 04	0 26%	0	286 766	0 746	0 721	0 39	3101 4	? Gene
271 GME18GC212-13	25 18	24 06	11 10 14	11 12 57	0 41%	30 01	4 46%	2 15 05	20 07%		0	2 43	0 40%	0	269 822	0 050	1 007	0 54	1750 7	? Gene
272 GME18GC213-14	24 54	23 47	11 30 31	11 31 00	0 07%	30 03	4 35%	3 27 51	30 08%		0	0 29	0 07%	0	270 340	0 175	0 179	0 11	1913 6	? Gene
273 GME30JNA09-10	9 05	9 04	57 16	57 00	-0 47%	0 02	0 06%	12 17	21 35%		0	0	0 00%	0	8 589		0 000	0 00	46 9	? Gene
274 GME30JHA11-12	11 62	11 37	48 47	45 20	-7 07%	1 00	2 21%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	47 2	? Gene
275 GME33AH407-08	7 78	5 52	1 42 37	1 42 59	0 36%	30 01	29 15%	7 48	7 57%		0	0 22	0 36%	30 21	9 466		3 874	0 57	121 1	? Gene
276 GME33AH408-09	17 88	9 19	1 01 46	1 01 47	0 03%	30 01	48 59%	0	0 00%		0	0 01	0 03%	0	9 466		0 176	0 05	91 9	? Gene
277 GME33AH409-10	22 27	21 43	26 30	26 30	0 00%	1 00	3 77%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	58 7	? Gene
278 GME33AH410-11	18 68	18 09	31 24	31 24	0 00%	1 00	3 18%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	85 3	? Gene
279 GME33AH411-12	23 09	22 19	25 36	25 36	0 00%	1 00	3 91%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	49 3	? Gene
280 GME33AH412-13	20 87	20 13	28 13	28 13	0 00%	1 00	3 54%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	61 0	? Gene
281 GME33AH413-14	12 70	12 42	33 01	45 43	38 47%	1 00	2 19%	0	0 00%		0	12 42	27 78%	12 42	9 466		134 164	39 67	98 8	? Gene
282 GME37QH107-08	14 40	7 79	1 05 19	1 05 19	0 00%	30 00	45 93%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	74 7	? Gene
283 GME37QH108-09	8 35	5 59	1 05 58	1 30 55	37 82%	30 00	33 00%	0	0 00%		0	24 57	27 44%	0	8 476		294 361	69 37	93 6	? Gene
284 GME37QH110-11	15 03	14 60	34 50	34 50	0 00%	1 00	2 87%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	54 7	? Gene
285 GME37QH111-12	14 17	13 79	36 53	36 53	0 00%	1 00	2 71%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	65 9	? Gene
286 GME37QH112-13	13 79	13 43	37 52	37 52	0 00%	1 00	2 64%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	74 5	? Gene
287 GME37QH113-14	14 22	13 83	36 46	36 46	0 00%	1 00	2 72%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	86 1	? Gene
288 GME37QH409-10	15 58	15 11	33 39	33 39	0 00%	1 00	2 97%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	75 6	? Gene
289 GME54WC209-11	30 46	28 39	9 42 26	9 48 59	1 12%	40 03	6 80%	50 06	8 51%		0	6-33	1 11%	0	278 652		2 351	1 33	2560 5	? Gene
290 GME63WC208-09	18.71	15 83	6 29 45	6 29 48	0 01%	1 00 02	15 40%	1 19 03	20 28%		0	0 03	0 01%	7 48	102 854		0 049	0 02	429 6	? Gene
291 GMEH2WH909-10	9 51	8 09	20 13	20 13	0 00%	1 00	4 95%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	6 3	? Gene
292 GMEH2WH910-11	9 03	8 56	19 06	19 06	0 00%	1 00	5 24%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	18 0	? Gene
293 GMEH2WH911-11	8 59	8 16	20 02	20 02	0 00%	1 00	4 99%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	10 1	? Gene
294 GMEH2WH912-13	3 55	3 47	20 28	47 06	130 13%	1 00	2 12%	0	0 00%		0	26 38	56 55%	26·38	2 725		977 370	136 82	4 5	? Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed With Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
295 GWEH2WH913-14	9 13	8 65	18 54	18 54	0 00%	1 00	5 29%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	9 5	?	Gene
296 GWEH2WH914-14	9 29	8 79	18 36	18 36	0 00%	1 00	5 38%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	7 8	?	Gene
297 GWEH3WH911-12	8 05	7 67	21 19	21 19	0 00%	1 00	4 69%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	9 1	?	Gene
298 GWW11AH408-08	25 92	24 73	10 40 52	10 54 17	2 09%	30 04	4 60%	2 41 22	24 66%	0	13 25	2 05%	0	269 668		4 975	2 99	1990 0	?	Gene
299 GWW11AH409-09	27 69	26 34	10 17 05	10 16 01	-0 17%	30 04	4 88%	2 01 12	19 67%	0	0	0 00%	0	270 414		0 000	0 00	1340 8	?	Gene
300 GWW11AH410-10	27 96	26 58	9 54 50	10 08 46	2 34%	30 06	4 94%	1 58 31	19 47%	0	13 56	2 29%	0	269 668		5 167	3 12	1196 0	?	Gene
301 GWW11AH411-11	26 26	25 04	10 47 48	10 47 50	0 01%	30 03	4 64%	2 27 13	22 72%	0	0 02	0 01%	0	270 414		0 012	0 01	2492 4	?	Gene
302 GWW11AH412-12	22 93	22 00	12 01 45	12 17 33	2 19%	30 07	4 08%	3 29 59	28 47%	0	15 48	2 14%	0	270 414		5 843	3 28	2903 6	?	Gene
303 GWW11AH413-13	18 78	18 15	14 33 27	14 57 22	2 74%	30 01	3 34%	5 55 03	39 57%	0	23 55	2 67%	4 28	271 471	1 180	8 810	4 90	3232 5	?	Gene
304 GWW11AH414-14	20 43	19 67	13 37 35	13 44 56	0 30%	30 04	3 64%	4 32 30	33 03%	0	7 21	0 89%	0	270 414		2 718	1 43	3205 7	?	Gene
305 GWW11GC107-08	31 91	24 70	10 38 04	10 37 37	-0 07%	2 24 04	22 59%	7 20	1 15%	0	0	0 00%	0	262 522		0 000	0 00	1892 9	?	Gene
306 GWW11GC108-09	21 10	20 28	12 50 29	12 55 21	0 63%	30 06	3 88%	4 17 12	33 17%	0	4 52	0 63%	0	262 105	-0 222	1 857	1 01	2282 2	?	Gene
307 GWW11GC109-11	24 83	23 71	10 32 14	11 03 17	4 91%	30 02	4 53%	1 29 11	13 45%	0	31 03	4 68%	31 07	262 105	-0 222	11 846	6 05	2903 0	?	Gene
308 GWW11GC110-12	25 72	24 51	10 34 29	10 41 45	1 15%	30 02	4 68%	1 07 10	10 47%	0	7 16	1 13%	16 01	262 179	0 050	2 772	1 35	2462 4	?	Gene
309 GWW11GC111-13	30 78	29 07	9 03 06	9 01 48	-0 24%	30 03	5 55%	51 58	9 59%	0	0	0 00%	0	262 522		0 000	0 00	1736 6	?	Gene
310 GWW11GC112-13	25 20	19 57	13 27 34	13 26 06	-0 18%	3 00 02	22 33%	2 37 49	19 58%	0	0	0 00%	0	262 925	-0 123	0 000	0 00	1328 8	?	Gene
311 GWW11KH507-08	33 01	29 95	8 41 46	9 00 36	3 61%	50 03	9 26%	20 50	3 85%	0	18 50	3 48%	0	269 888		6 978	4 18	1707 9	?	Gene
312 GWW11KH508-09	24 11	23 08	11 43 39	11 43 39	0 00%	30 05	4 28%	3 40 45	31 37%	0	0	0 00%	0	270 634		0 000	0 00	1862 2	?	Gene
313 GWW11KH509-10	28 47	27 05	10 00 35	10 00 31	-0 01%	30 06	5 01%	1 17 55	12 97%	0	0	0 00%	0	270 684		0 000	0 00	1570 1	?	Gene
314 GWW11KH510-11	25 58	24 43	10 22 53	11 03 55	6 59%	30 03	4 93%	1 53 55	17 16%	0	41 02	6 18%	0	270 291	0 050	15 181	8 57	3424 8	?	Gene
315 GWW11KH511-12	18 95	18 31	14 41 27	14 45 46	0 49%	30 02	3 39%	5 51 47	39 72%	0	4 16	0 49%	3 06	270 241		1 597	0 86	3359 7	?	Gene
316 GWW11KH512-13	20 07	19 35	13 51 53	13 58 20	0 78%	30 03	3 58%	4 28 28	33 22%	0	6 27	0 77%	0	270 414		2 385	1 23	3196 8	?	Gene
317 GWW11KH513-14	25 73	24 56	10 54 04	11 00 37	1 00%	30 05	4 55%	1 10 30	10 67%	0	6 33	0 99%	0	270 414		2 422	1 18	3294 5	?	Gene
318 GWW11R9907-08	3 02	3 02	17 43	54 03	205 08%	0	0 00%	0	0 00%	0	36 20	67 22%	36 20	2 725		1333 333	205 08	9 3	?	Gene
319 GWW11R9908-09	4 35	4 35	17 10	37 34	118 83%	0	0 00%	0	0 00%	0	20 24	54 30%	20 24	2 725		748 624	118 83	6 0	?	Gene
320 GWW11R9910-11	3 52	3 45	19 27	47 23	143 62%	1 00	2 11%	0	0 00%	0	27 56	58 95%	27 56	2 725		1025 076	151 40	13 5	?	Gene
321 GWW11R9912-13	9 60	9 60	17 02	17 02	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	10 0	?	Gene
322 GWW11R9913-14	8 17	8 17	17 03	20 01	17 40%	0	0 00%	0	0 00%	0	2 58	14 82%	2 58	2 725		108 869	17 40	12 6	?	Gene
323 GWW12RN107-09	7 69	4 03	1 57 02	2 06 07	7 76%	1 00 00	47 57%	0	0 00%	0	9 05	7 20%	9 01	8 476		107 165	15 93	53 3	?	Gene
324 GWW12RH108-10	14 43	14 43	34 57	35 14	0 81%	0	0 00%	0	0 00%	0	0 17	0 80%	0	8 476		3 343	0 81	53 5	?	Gene
325 GWW12RH109-10	13 97	13 97	32 26	36 25	12 28%	0	0 00%	0	0 00%	0	3 59	10 94%	3 59	8 476		46 995	12 28	56 1	?	Gene
326 GWW12RH110-11	11 55	11 55	33 32	44 03	31 36%	0	0 00%	0	0 00%	0	10 31	23 87%	1 52	8 476		124 076	31 36	51 3	?	Gene
327 GWW12RH111-13	14 83	14 83	34 18	34 18	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 476		0 000	0 00	67 7	?	Gene
328 GWW12RH112-13	5 84	5 84	56 49	1 27 03	53 21%	0	0 00%	0	0 00%	0	30 14	34 73%	0	8 476		356 693	53 21	63 4	?	Gene
329 GWW12RH113-14	7 94	7 94	53 10	1 04 04	20 30%	0	0 00%	0	0 00%	0	10 54	17 01%	10 54	8 476		128 598	20 50	56 1	?	Gene
330 GWW13GC106-08	29 73	28 14	8 29 49	9 20 56	10 03%	30 03	5 36%	19 22	3 45%	0	51 07	9 11%	0	263 048	0 197	19 432	11 10	2447 5	?	Gene
331 GWW13GC108-10	22 14	21 21	12 23 46	12 23 40	-0 01%	31 03	4 18%	3 18 10	26 65%	0	0	0 00%	8 28	262 925	0 050	0 000	0 00	3155 7	?	Gene
332 GWW13GC109-11	35 00	32 74	8 00 35	8 00 33	-0 01%	31 00	6 45%	0	0 00%	0	0	0 00%	0	262 236		0 000	0 00	1914 7	?	Gene
333 GWW13GC110-12	26 87	25 52	10 14 05	10 18 07	0 66%	31 04	5 03%	1 36 31	15 61%	0	4 02	0 65%	0	262 925		1 534	0 83	3008 0	?	Gene
334 GWW13GC111-13	23 01	22 04	11 56 28	11 56 07	-0 05%	30 05	4 20%	2 54 31	24 37%	0	0	0.00%	0	263 048		0 000	0 00	2481 4	?	Gene
335 GWW13GC112-14	30 93	29 21	8 44 14	8 59 59	3 00%	30 01	5 56%	2 25	0 45%	0	15 45	2 92%	0	262 925		5 990	3 20	1847 4	?	Gene
336 GWW13T9906-08	9 73	9 73	16 48	16 48	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	7 7	?	Gene
337 GWW13T9907-09	4 02	4 02	16 55	40 43	140 69%	0	0 00%	0	0 00%	0	23 48	58 45%	23 48	2 725		873 394	140 69	11 8	?	Gene
338 GWW13T9908-09	3 10	3 10	16 53	52 49	212 83%	0	0 00%	0	0 00%	0	35 56	68 03%	35 56	2 725		1318 654	212 83	10 6	?	Gene
339 GWW13T9909-10	8 76	8 31	19 40	19 40	0 00%	1 00	5 08%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	7 6	?	Gene
340 GWW13T9910-11	8 78	8 33	19 37	19 37	0 00%	1 00	5 10%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	6 8	?	Gene
341 GWW13T9911-13	6 95	6 95	16 58	23 31	38 61%	0	0 00%	0	0 00%	0	6 33	27 85%	6 33	2 725		240 367	38 61	4 2	?	Gene
342 GWW13T9912-14	6 88	6 88	17 08	23 46	38 72%	0	0 00%	0	0 00%	0	6 38	27 91%	6 38	2 725		243 425	38 72	6 4	?	Gene
343 GWW15GC110-11	20 19	19 44	13 36 07	13 38 11	0 01%	30 05	3 71%	4 04 53	30 23%	0	0 04	0 01%	4 37	262 556	0 050	0 025	0 01	3155 4	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100 Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
344	GMW15GC111-12	23 60	22 26	11 07 20	11 47 27	6 01%	40 03	5 66%	2 42 35	22 98%		0	40 07	5 67%	0	262 482		15 284	8.63	2494 9	?	Gene
345	GMW15GC112-13	30 33	28 67	9 08 59	9 08 41	-0 05%	30 06	5 49%	15 12	2 77%		0	0	0 00%	0	262 179		0 000	0 00	1580 2	?	Gene
346	GMW15GC113-14	29 28	27 73	9 07 39	9 28 55	3 88%	30 06	5 29%	34 27	6 06%		0	21 16	3 74%	0	262 925	0 050	8 088	4 40	2718 6	?	Gene
347	GMW15TH513-14	9 52	5 15	1 05 18	1 05 18	0 00%	30 00	45 94%	0	0 00%		0	0	0 00%	0	5 601		0 000	0 00	44 2	?	Gene
348	GMW17GC108-10	20 57	19 09	13 45 47	13 50 16	0 54%	1 00 02	7 23%	4 57 48	35 87%		0	4 29	0 54%	19 16	264 117	0 025	1 697	0 96	2750 6	?	Gene
349	GMW17GC109-11	23 78	22 79	11 36 24	11 54 39	2 62%	30 01	4 20%	4 11 17	35 16%		0	18 15	2 55%	0	271 446	1 032	6 723	4 40	594 9	?	Gene
350	GMW17GC110-12	25 48	23 97	11 06 54	11 16 49	1 49%	40 01	5 91%	1 58 54	17 57%		0	9 55	1 47%	0	270 439	0 025	3 667	1 95	3276 0	?	Gene
351	GMW17GC111-12	25 11	23 64	11 24 41	11 24 25	-0 04%	40 04	5 85%	2 44 04	23 97%		0	0	0 00%	28 16	269 668		0 000	0 00	1443 9	?	Gene
352	GMW17GC112-13	23 89	22 88	11 21 01	11 47 18	3 86%	30 05	4 25%	1 31 12	12 89%		0	26 17	3 72%	21 08	269 668		9 747	4 70	2210 2	?	Gene
353	GMW17GC113-14	27 50	16 31	16 32 25	16 32 20	-0 01%	6 46 04	40 72%	57 00	5 74%		0	0	0 00%	0	269 668		0 000	0 00	619 2	?	Gene
354	GMW17GH408-09	9 52	5 15	1 05 18	1 05 18	0 00%	30 00	45 94%	0	0 00%		0	0	0 00%	0	5 601		0 000	0 00	32 6	?	Gene
355	GMW18GC106-08	27 77	22 95	11 49 51	12 00 04	1 44%	2 05 01	17 36%	1 12 49	10 11%		0	10 13	1 42%	0	275 382	0 050	3 710	2 00	3904 1	?	Gene
356	GMW18GC107-08	27 96	25 28	10 26 26	10 26 17	-0 02%	1 00 05	9 59%	1 29 45	14 33%		0	0	0 00%	0	263 845		0 000	0 00	3091 2	?	Gene
357	GMW18GC108-09	26 49	25 25	10 25 27	10 40 47	2 45%	30 05	4 69%	1 27 10	13 60%		0	15 20	2 39%	0	269 668		5 686	3 02	1362 7	?	Gene
358	GMW18GC109-10	26 14	23 44	10 34 25	11 17 07	6 73%	1 10 03	10 35%	6 31	0 96%		0	42 42	6 31%	10 19	264 494	0 075	16 144	7 65	1337 6	?	Gene
359	GMW19GC110-11	25 41	22 84	11 12 28	11 33 04	3 06%	1 10 03	10 11%	1 41 21	14 62%		0	20 36	2 97%	0	263 870	-0 172	7 807	4 11	1897 1	?	Gene
360	GMW19GC111-12	28 41	25 25	8 56 12	10 28 11	17 15%	1 10 00	11 14%	0	0 00%		0	1 31 59	14 64%	17 18	264 346	0 050	34 797	19 73	2205 3	?	Gene
361	GMW19GC112-13	29 60	28 06	9 15 54	9 36 41	3 74%	30 07	5 22%	0	0 00%		0	20 47	3 60%	0	269 668		7 707	3 95	1775 8	?	Gene
362	GMW19GC113-14	25 21	22 47	11 33 23	12 16 50	6 27%	1 20 05	10 87%	44 01	5 97%		0	43 27	5 90%	0	275 947	0 615	15 746	7 63	3333 3	?	Gene
363	GMW19GH409-10	11 69	5 66	1 05 04	58 06	-10 71%	30 00	51 64%	0	0 00%		0	0	0 00%	0	5 476	-0 075	0 000	0 00	23 2	?	Gene
364	GMW19GH507-08	4 38	3 14	1 09 06	1 46 07	53 57%	30 00	28 27%	0	0 00%		0	37 01	34 88%	13 04	5 531		666 847	94 67	176 2	?	Gene
365	GMW31JHA08-09	18 50	18 50	27 51	27 51	0 00%	0	0 00%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	21 7	?	Gene
366	GMW31JHA09-10	16 77	16 77	30 44	30 44	0 00%	0	0 00%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	31 3	?	Gene
367	GMW31JHA10-11	6 18	6 19	1 23 31	1 23 15	-0 32%	0 01	0 02%	18 53	22 68%		0	0	0 00%	0	8 589		0 000	0 00	64 6	?	Gene
368	GMW31JHA12-13	9 06	4 82	1 47 03	1 46 52	-0 17%	50 00	46 79%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	68 7	?	Gene
369	GMW34AH507-08	4 34	4 34	38 02	2 10 55	244 22%	0	0 00%	0	0 00%		0	1 32 53	70 95%	0	9 466		981 231	244 22	66 9	?	Gene
370	GMW34AH508-09	10 40	10 39	38 32	54 39	41 83%	0 01	0 03%	0	0 00%		0	16 07	29 49%	0	9 466		170 258	41 84	59 8	?	Gene
371	GMW34AH509-10	8 15	8 15	32 24	1 09 41	115 07%	0	0 00%	0	0 00%		0	37 17	53 50%	0	9 466		393 866	115 07	59 9	?	Gene
372	GMW34AH510-11	18 22	18 22	31 10	31 10	0 00%	0	0 00%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	29 0	?	Gene
373	GMW34AH511-12	12 66	12 66	35 02	44 52	28 07%	0	0 00%	0	0 00%		0	9 50	21 92%	2 31	9 466		103 981	28 07	51 5	?	Gene
374	GMW34AH512-13	4 54	3 44	1 42 03	2 45 10	61 85%	40 00	24 22%	0	0 00%		0	1 03 07	38 21%	5 42	9 466		666 772	101 72	59 9	?	Gene
375	GMW34AH513-14	9 62	5 73	1 39 01	1 39 04	0 05%	40 00	40 38%	0	0 00%		0	0 03	0 05%	0	9 466		0 528	0 08	39 6	?	Gene
376	GMW38QH107-08	11 92	11 92	30 13	47 38	57 64%	0	0 00%	0	0 00%		0	17 25	36 56%	9 00	9 466		183 992	57 64	31 5	?	Gene
377	GMW38QH108-09	6 81	6 72	35 39	1 15 40	112 25%	1 00	1 32%	0	0 00%		0	40 01	52 89%	0	8 476		472 117	115 49	58 1	?	Gene
378	GMW38QH109-10	15 74	15 27	33 18	33 18	0 00%	1 00	3 00%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	42 4	?	Gene
379	GMW38QH110-11	9 33	9 16	39 53	55 30	39 16%	1 00	1 80%	0	0 00%		0	15 37	28 14%	15 42	8 476		184 246	40 16	64 1	?	Gene
380	GMW38QH111-12	1 89	1 88	4 29 44	4 30 23	0 24%	1 01	0 38%	3 32 25	78 56%		0	0 39	0 24%	0	8 476		7 669	1 15	126 9	?	Gene
381	GMW38QH112-13	8 96	2 28	3 44 22	3 42 47	-0 71%	2 46 00	74 51%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	111 9	?	Gene
382	GMW5339909-09	2 80	2 80	17 47	38 22	228 21%	0	0 00%	0	0 00%		0	40 35	69 53%	40 35	2 725		1489 297	228 21	17 6	?	Gene
383	GMW642H909-11	13 23	13 23	38 57	38 57	0 00%	0	0 00%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	116 4	?	Gene
384	GMW840H105-12	13 43	13 08	38 52	38 52	0 00%	1 00	2 57%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	87 1	?	Gene
385	GMW934C108-09	22 79	21 86	12 14 46	12 19 37	0 66%	30 07	4 07%	4 16 06	34 63%		0	4 51	0 66%	0	269 504	0 025	1 800	1 08	508 7	?	Gene
386	GMW935C107-08	28 17	26 76	10 01 21	10 03 02	0 28%	30 06	4 99%	2 07 12	21 09%		0	1 41	0 28%	0	269 986		0 626	0 38	1151 2	?	Gene
387	GMW960C107-09	38 69	33 69	3 51 16	3 52 28	0 52%	30 02	12 92%	2 36	1 12%		0	1 12	0 52%	0	130 521		0 919	0 60	113 6	?	Gene
388	GMW961C107-08	37 65	37 63	7 04 46	7 17 46	3 06%	0 04	0 02%	0	0 00%		0	13 00	2 97%	0	274 669		4 733	3 06	1417 7	?	Gene
389	GMW963H408-09	9 03	5 00	1 07 13	1 07 13	0 00%	30 00	44 63%	0	0 00%		0	0	0 00%	0	5 601		0 000	0 00	23 5	?	Gene
390	GMW994C108-09	38 36	35 80	7 21 31	7 30 55	2 13%	30 04	6 67%	0	0 00%		0	9 24	2 08%	4 02	269 068	0 025	3 494	2 28	337 1	?	Gene
391	GMWH3WH907-08	8 12	8 12	20 08	20 08	0 00%	0	0 00%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	6 1	?	Gene
392	GMWH3WH909-10	9 21	7 82	20 55	20 55	0 00%	1 00	4 78%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	3 1	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative O Delay $	O Gallons	T	Trai
393 GMWH3WH910-11	6 19	5 97	18 58	27 24	44 46%	1 00	3 65%	0	0 00%	0	9 26	30 78%	8 26	2 725		309 480	46 94	10 0	?	Gene	
394 GMWH3WH912-13	8 01	8 01	17 03	20 25	19 75%	0	0 00%	0	0 00%	0	3 22	16 49%	3 22	2 725		123 547	19 75	12 9	?	Gene	
395 GMWH3WH913-14	7 84	7 84	17 04	20 52	22 27%	0	0 00%	0	0 00%	0	3 48	18 21%	3 48	2 725		139 450	22 27	4 4	?	Gene	
396 GMWH5G210-11	27 46	22 93	5 44 38	6 03 39	5 52%	1 00 00	16 50%	0	0 00%	0	19 01	5 23%	7 49	138 950	-0 222	13 686	6 68	1654 2	?	Gene	
397 HPEC8SC208-09	31 45	27 18	3 05 25	3 41 16	19 33%	36 00	13 56%	0	0 00%	0	35 51	16 20%	0	100 246		35 762	23 07	112 0	?	Loca	
398 HPEC8SC208-09	35 93	31 25	3 44 58	3 50 09	2 30%	36 00	13 03%	0	0 00%	0	5 11	2 25%	0	119 572	0 746	4 324	2 66	124 7	?	Loca	
399 HPEC9JC208-10	36 79	31 87	3 43 44	3 44 18	0 25%	36 00	13 37%	0	0 00%	0	0 34	0 25%	0	119 126		0 476	0 29	123 0	?	Loca	
400 IME20AC208-10	30 75	26 68	10 05 56	10 05 50	-0 02%	1 20 03	13 21%	37 31	6 19%	0	0	0 00%	0	269 425		0 000	0 00	1783 4	?	Inte	
401 IME20AC209-11	29 85	26 87	9 58 36	10 01 41	0 52%	1 00 06	9 99%	1 54 21	19 01%	0	3 05	0 51%	0	269 425		1 144	0 73	1241 5	?	Inte	
402 IME20AC210-12	37 59	36 31	7 25 31	7 25 09	-0 08%	15 04	3 38%	22 51	5 13%	0	0	0 00%	0	269 425		0 000	0 00	656 1	?	Inte	
403 IME20AC211-14	33 01	29 40	9 10 39	9 09 39	-0 18%	1 00 04	10 93%	15 29	2 82%	0	0	0 00%	0	269 350	-0 075	0 000	0 00	1353 5	?	Inte	
404 IME20AC212-14	32 26	28 80	9 21 16	9 21 13	-0 01%	1 00 05	10 71%	50 05	8 92%	0	0	0 00%	0	269 425		0 000	0 00	1420 6	?	Inte	
405 IME20GC207-08	26 65	26 65	10 16 42	10 16 43	0 00%	0 04	0 01%	1 49 27	17 75%	0	0 01	0 00%	0	273 539		0 006	0 00	2145 8	?	Inte	
406 IME20GC208-09	29 20	29 19	9 21 49	9 21 44	-0 01%	0 04	0 01%	1 27 48	15 63%	0	0	0 00%	0	273 300		0 000	0 00	1639 4	?	Inte	
407 IME20GC209-10	33 07	33 06	8 09 24	8 09 22	-0 01%	0 03	0 01%	13 16	2 71%	0	0	0 00%	0	269 670		0 000	0 00	1715 0	?	Inte	
408 IME20GC210-11	38 02	38 02	7 05 06	7 05 37	0 12%	0 04	0 02%	10 29	2 46%	0	0 31	0 12%	0	269 670		0 192	0 12	1290 7	?	Inte	
409 IME20GC211-12	34 35	34 34	7 51 10	7 51 10	0 00%	0 04	0 01%	1 17 49	16 52%	0	0	0 00%	0	269 670		0 000	0 00	740 8	?	Inte	
410 IME20GC212-13	38 12	38 12	7 04 31	7 04 29	-0 01%	0 04	0 02%	26 42	6 29%	0	0	0 00%	0	269 670		0 000	0 00	1187 0	?	Inte	
411 IME20QC206-08	26 96	26 96	10 09 44	10 10 04	0 05%	0 06	0 02%	2 16 24	22 36%	0	0 20	0 05%	0	274 112	0 173	0 122	0 07	2594 3	?	Inte	
412 IME20QC207-09	18 53	18 12	14 58 24	15 06 54	0 95%	10 05	1 11%	6 13 07	41 14%	0	8 30	0 94%	0	273 939		3 103	1 65	2207 5	?	Inte	
413 IME20QC208-10	27 56	27 56	10 00 24	9 56 29	-0 65%	0 05	0 01%	1 38 18	16 48%	0	0	0 00%	0	273 939		0 000	0 00	2266 7	?	Inte	
414 IME20QC209-11	24 09	24 09	11 21 52	11 20 47	-0 16%	0 02	0 00%	2 43 01	23 95%	0	0	0 00%	0	273 300		0 000	0 00	2882 2	?	Inte	
415 IME20QC210-12	23 24	23 24	11 45 23	11 45 38	0 04%	0 02	0 00%	3 48 25	32 37%	0	0 15	0 04%	3 39	273 300		0 091	0.05	2182 0	?	Inte	
416 IME20QC211-13	28 63	28 63	9 31 36	9 32 45	0 20%	0 04	0 01%	1 31 29	15 97%	0	1 09	0 20%	0	273 300		0 421	0 24	2422 8	?	Inte	
417 IME20QC212-14	32 06	32 06	7 59 47	8 31 30	6 61%	0 02	0 01%	4 01	0 79%	0	31 43	6 20%	0	273 300		11 605	6 67	2368 2	?	Inte	
418 IME20RC206-08	33 42	33 41	8 12 43	8 12 43	0 00%	0 05	0 02%	41 35	8 44%	0	0	0 00%	0	274 382		0 000	0 00	1458 7	?	Inte	
419 IME20RC207-09	34 69	34 68	7 28 16	7 52 51	5 48%	0 05	0 02%	0 41	0 14%	0	24 35	5 20%	3 22	273 300		8 995	5 49	1140 9	?	Inte	
420 IME20RC208-10	39 56	39 56	6 54 37	6 54 30	-0 03%	0 01	0 00%	10 30	2 53%	0	0	0 00%	0	273 300		0 000	0 00	2173 2	?	Inte	
421 IME20RC209-11	32 70	32 70	7 07 42	8 21 26	17 24%	0 02	0 01%	0 42	0 14%	0	1 13 44	14 70%	6 41	273 300		26 979	17 27	1888 5	?	Inte	
422 IME20RC210-12	34 96	34 96	6 45 58	7 49 01	15 53%	0 01	0 00%	0	0 00%	0	1 03 03	13 44%	1 21	273 300		23 070	15 83	1234 7	?	Inte	
423 IME20RC211-13	39 42	38 42	6 51 42	7 06 50	3 68%	0 01	0 00%	10 30	2 46%	0	15 08	3 55%	0	273 300		5 537	3 77	1615 6	?	Inte	
424 IME20RC212-14	38 03	38 03	7 10 40	7 11 14	0 13%	0 02	0 01%	5 24	1 25%	0	0 34	0 13%	0	273 300		0 207	0 13	1463 0	?	Inte	
425 IME20TC205-08	31 12	31 12	8 46 49	8 46 58	0 03%	0 05	0 02%	1 07 31	12 81%	0	0 09	0 03%	0	273 300		0 055	0 03	2195 6	?	Inte	
426 IME20TC208-11	33 51	33 51	8 09 34	8 09 23	-0 04%	0 05	0 02%	10 38	2 17%	0	0	0 00%	0	273 300		0 000	0 00	2478 3	?	Inte	
427 IME20TC209-12	36 69	36 68	7 00 15	7 27 00	6 37%	0 01	0 00%	3 15	0 73%	0	26 45	5 98%	0	273 300		9 788	6 42	1204 3	?	Inte	
428 IME20TC210-13	26 42	26 41	10 20 29	10 20 50	0 06%	0 03	0 01%	2 29 35	24 09%	0	0 21	0 06%	0	273 300		0 128	0 07	1289 1	?	Inte	
429 IME20TC211-14	34 65	34 65	7 53 21	7 53 15	-0 02%	0 02	0 01%	37 02	7 83%	0	0	0 00%	0	273 300		0 000	0 00	1623 9	?	Inte	
430 IME228H108-09	8 84	3 47	49 25	49 25	0 00%	30 00	60 71%	0	0 00%	0	0	0 00%	0	2 860		0 000	0 00	19 3	?	Inte	
431 IME228H110-11	6 60	3 06	49 23	56 00	13 40%	30 00	53 57%	0	0 00%	0	6 37	11 82%	6 37	2 860		231 352	34 14	26 0	?	Inte	
432 IME228H111-12	8 72	3 45	49 41	49 41	0 00%	30 00	60 38%	0	0 00%	0	0	0 00%	0	2 860		0 000	0 00	18 3	?	Inte	
433 IME228H112-13	8 29	3 38	50 42	50 42	0 00%	30 00	59 17%	0	0 00%	0	0	0 00%	0	2 860		0 000	0 00	16 0	?	Inte	
434 IME228H113-14	6 87	3 12	49 27	54 58	11 16%	30 00	54 58%	0	0 00%	0	5 31	10 04%	5 31	2 860		192 890	28 36	24 1	?	Inte	
435 IME22MH209-10	6 92	3 67	48 02	1 03 49	32 86%	30 00	47 01%	0	0 00%	0	15 47	24 73%	15 47	3 900		404 701	87 52	23 8	?	Inte	
436 IME22MM211-11	11 74	4 69	49 56	49 56	0 00%	30 00	60 08%	0	0 00%	0	0	0 00%	0	3 900		0 000	0 00	26 2	?	Inte	
437 IME22MW212-12	17 48	5 39	47 17	43 23	-8 23%	30 00	69 15%	0	0 00%	0	0	0 00%	0	3 900		0 000	0 00	18 3	?	Inte	
438 IME22NH213-13	16 71	5 32	44 00	44 00	0 00%	30 00	68 18%	0	0 00%	0	0	0 00%	0	3 900		0 000	0 00	19 6	?	Inte	
439 IME222H412-13	18 02	5 30	47 30	42 30	-10 53%	30 00	70 59%	0	0 00%	0	0	0 00%	0	3 755	-0 145	0 000	0 00	21 5	?	Inte	
440 IME24VC207-09	34 08	34 08	8 01 34	8 01 11	-0 08%	0 04	0 01%	40 58	8 51%	0	0	0 00%	0	273 300		0 000	0 00	1122 3	?	Inte	
441 IME24VC208-10	18 21	18 21	14 51 14	15 00 23	1 03%	0 04	0 01%	7 12 24	48 02%	0	9 09	1 02%	0	273 300		3 348	1 99	1347 0	?	Inte	

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay	Delay % of Entry Delay DD HH MM SS	Origin & Run Time	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	Gallons	T	Trai
442 1ME24VC209-11	23 68	23 68	11 31 58	11 32 27	0 07%	0 04	0 01%	3 21 11	29 05%	0	0 29	0 07%	0	273 300			0 177	0 10	1789 7	?	Inte
443 1ME24VC210-12	22 40	22 40	12 12 29	12 11 59	-0 07%	0 02	0 00%	4 28 37	36 70%	0	0	0 00%	0	273 300			0 000	0 00	1263 3	?	Inte
444 1ME24VC211-13	26 46	26 46	10 19 56	10 19 42	-0 04%	0 05	0 01%	1 33 43	15 12%	0	0	0 00%	31 00	273 300			0 000	0 00	2138 5	?	Inte
445 1ME24VC212-14	22 29	22 14	12 24 08	12 20 39	-0 47%	5 02	0 68%	4 36 14	37 30%	0	0	0 00%	0	273 300			0 000	0 00	2026 5	?	Inte
446 1ME24ZC207-08	37 92	37 91	7 12 28	7 12 31	0 01%	0 04	0 02%	13 29	3 12%	0	0 03	0 01%	0	273.300			0 018	0 01	1237 2	?	Inte
447 1ME24ZC208-09	37 46	37 46	7 17 36	7 17 47	0 04%	0 05	0 02%	7 06	1 62%	0	0 11	0 04%	0	273 300			0 067	0 04	1470 5	?	Inte
448 1ME24ZC209-10	36 33	36 33	7 11 49	7 31 25	4 54%	0 01	0 00%	10 10	2 25%	0	19 36	4 34%	0	273 300			7 172	4 65	1791 4	?	Inte
449 1ME24ZC210-11	32 97	32 96	8 16 27	8 17 29	0 21%	0 04	0 01%	42 11	8 48%	0	1 02	0 21%	0	273 300			0 378	0 23	1241 2	?	Inte
450 1ME24ZC211-12	35 67	35 67	7 40 27	7 39 44	-0 16%	0 04	0 01%	20 46	4 52%	0	0	0 00%	0	273 300			0 000	0 00	2286 7	?	Inte
451 1ME24ZC212-13	32 57	32 57	8 20 38	8 23 29	0 57%	0 04	0 01%	35 19	10 99%	0	2 51	0 57%	0	273 300			1 043	0 64	2279 0	?	Inte
452 1ME24ZC213-14	38 50	38 50	6 45 58	7 05 55	4 91%	0 02	0 01%	5 30	1 29%	0	19 57	4 68%	0	273 300			7 300	4 98	1690 4	?	Inte
453 1ME14VH407-10	12 88	4 86	48 10	48 10	0 00%	30 00	62 28%	0	0 00%	0	0	0 00%	0	3 900			0 000	0 00	20 8	?	Inte
454 1MW21AC110-11	34 81	34 80	7 41 28	7 52 53	2 47%	0 03	0 01%	21 25	4 53%	0	11 25	2 41%	0	274 300			4 162	2 59	1513 1	?	Inte
455 1MW21AC111-12	33 23	33 23	8 15 20	8 15 17	-0 01%	0 02	0 01%	1 12 20	14 60%	0	0	0 00%	0	274 300			0 000	0 00	1218 9	?	Inte
456 1MW21GC107-09	25 63	25 62	10 38 02	10 44 04	0 95%	0 05	0 01%	2 54 59	27 17%	0	6 02	0 94%	0	275 046			2 194	1 30	1874 4	?	Inte
457 1MW21GC109-11	36 87	34 50	7 38 08	7 47 15	1 99%	30 01	6 42%	0	0 00%	0	9 07	1 95%	3 30	268 674			3 393	2 13	2973 3	?	Inte
458 1MW21GC110-12	20 91	16 03	17 09 02	17 08 57	-0 01%	4 00 04	23 33%	4 13 13	24 61%	0	0	0 00%	0	274 915			0 000	0 00	2601 0	?	Inte
459 1MW21GC111-13	17 27	17 27	15 50 14	15 52 56	0 28%	0 06	0 01%	7 32 56	47 53%	0	2 42	0 28%	0	274 300			0 984	0 54	2397.7	?	Inte
460 1MW21GC112-14	26 58	25 36	10 40 11	10 52 17	1 89%	30 06	4 61%	1 31 04	13 96%	0	12 06	1 86%	0	275 661			4 389	2 33	2411 0	?	Inte
461 1MW21GH509-10	9 49	5 12	1 05 05	1 05 05	0 00%	30 00	46 09%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	36 3	?	Inte
462 1MW21GH510-11	8 08	4 70	1 11 12	1 11 34	0 51%	30 00	41 92%	0	0 00%	0	0 22	0 51%	0	5 601	0 050		0 346	0 89	36 7	?	Inte
463 1MW21GH512-13	9 80	5 22	1 05 57	1 04 09	-2 73%	30 00	46 77%	0	0 00%	0	0	0 00%	0	5 576	-0 025		0 000	0 00	43 5	?	Inte
464 1MW21RH508-10	9 62	5 18	1 04 56	1 04 56	0 00%	30 00	46 20%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	33 0	?	Inte
465 1MW21RH512-14	6 83	4 24	1 03 22	1 19 14	21 21%	30 00	37 56%	0	0 00%	0	13 52	17 50%	6 38	5 601			247 575	39 21	45 8	?	Inte
466 1MW21TC107-08	38 47	38 46	7 07 22	7 07 18	-0 02%	0 06	0 02%	27 18	6 39%	0	0	0 00%	0	273 923			0 000	0 00	710 2	?	Inte
467 1MW21TC109-10	28 62	28 61	9 23 36	9 36 45	2 33%	0 06	0 02%	1 55 00	19 94%	0	13 09	2 28%	0	275 046			4 781	2 93	1793 4	?	Inte
468 1MW21TC110-11	24 24	24 24	11 30 41	11 20 48	0 02%	0 02	0 00%	2 24 50	21 27%	0	0 07	0 02%	0	275 046			0 042	0 02	2828 9	?	Inte
469 1MW21TC111-12	33 80	33 80	8 08 28	8 08 15	-0 04%	0 02	0 01%	3 37	0 74%	0	0	0 00%	0	275 046			0 000	0 00	1940 2	?	Inte
470 1MW21TC112-13	30 18	30 18	9 04 35	9 05 25	0 15%	0 06	0 02%	1 14 50	13 72%	0	0 50	0 15%	0	274 300			0 304	0 18	2569 1	?	Inte
471 1MW21TC113-14	21 07	21 07	13 01 09	13 01 07	0 00%	0 05	0 01%	5 06 34	39 25%	0	0	0 00%	0	274 300			0 000	0 00	2149 7	?	Inte
472 1MW227C108-11	34 91	32 79	7 34 36	9 13 01	3 88%	30 00	6 08%	0	0 00%	0	18 25	3 74%	0	269 420			6 836	4 14	1729 7	?	Inte
473 1MW227C109-12	34 88	32 75	8 13 33	8 13 32	0 00%	30 02	6 09%	1 10 35	14 30%	0	0	0 00%	0	269 420			0 000	0 00	1033 4	?	Inte
474 1MW227C110-14	29 18	29 18	9 02 46	9 24 04	3 92%	0 05	0 01%	43 28	7 71%	0	21 18	3 78%	0	274 300			7 765	4 27	1777 8	?	Inte
475 1MW227H108-10	8 80	4 48	1 01 06	1 01 06	0 00%	30 00	49 10%	0	0 00%	0	0	0 00%	0	4 561			0 000	0 00	14 2	?	Inte
476 1MW227H109-11	8 70	4 45	1 01 28	1 01 28	0 00%	30 00	48 81%	0	0 00%	0	0	0 00%	0	4 561			0 000	0 00	12 2	?	Inte
477 1MW227H111-13	6 81	3 93	1 00 46	1 10 49	16 54%	30 00	42 36%	0	0 00%	0	10 03	14 19%	10 03	4 636			216 782	32 67	17 4	?	Inte
478 1MW227H112-14	8 63	4 46	1 02 07	1 02 04	-0 08%	30 00	48 34%	0	0 00%	0	0	0 00%	0	4 611	-0 025		0 000	0 00	14 7	?	Inte
479 1MW23MC108-10	22 29	22 29	12 20 27	12 20 26	0 00%	0 03	0 01%	5 31 53	44 82%	0	0	0 00%	0	275 046			0 000	0 00	668 8	?	Inte
480 1MW23MC109-11	37 13	34 73	7 45 36	7 45 29	-0 03%	30 02	6 45%	11 55	2 56%	0	0	0 00%	0	269 445	0 025		0 000	0 00	1696 8	?	Inte
481 1MW23MC110-12	39 84	37 09	7 11 40	7 15 55	0 59%	30 03	6 89%	16 16	3 73%	0	4 15	0 97%	0	269 470	0 050		1 577	1 10	791 5	?	Inte
482 1MW23MC111-13	20 20	20 20	13 03 28	13 37 02	4 28%	0 06	0 01%	5 29 47	40 36%	0	33 34	4 12%	0	275 046			12 204	7 40	1174 0	?	Inte
483 1MW23MC112-14	38 57	38 57	6 40 09	7 07 51	6 92%	0	0 00%	0	0 00%	0	27 42	6 47%	0	275 046			10 071	6 92	985 4	?	Inte
484 1MW23MH512-13	8 54	4 84	1 06 00	1 09 22	5 10%	30 00	43 25%	0	0 00%	0	3 22	4 85%	0	5 601			60 108	9 35	44 7	?	Inte
485 1MW23MH510-11	9 29	5 06	1 05 50	1 05 50	0 00%	30 00	45 57%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	23 2	?	Inte
486 1MW23WC106-08	36 01	36 00	7 27 55	7 27 44	-0 04%	0 05	0 02%	23 40	5 29%	0	0	0 00%	0	268 674			0 000	0 00	2148 3	?	Inte
487 1MW23WC108-10	28 23	17 65	15 34 00	15 33 55	-0 01%	5 50 04	37 48%	2 11 25	14 07%	0	0	0 00%	0	274 669			0 000	0 00	1470.8	?	Inte
488 1MW23WC109-11	33 15	31 23	7 10 42	8 37 41	20 20%	30 00	5 80%	0	0 00%	0	1 26 59	16 80%	0	269 420			32 285	21 71	2260 4	?	Inte
489 1MW23WC110-12	37 71	35 24	7 20 57	7 37 29	3 75%	30 00	6 56%	0	0 00%	0	16 32	3 61%	3 40	268 674			6 154	4 02	2103 8	?	Inte
490 1MW23WC111-13	19 86	19 86	13 50 01	13 51 01	0 12%	0 05	0 01%	5 33 58	40 19%	0	1 00	0 12%	1 27	275 046			0 364	0 20	1748 0	?	Inte

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	G Gallons	T	Trai
491 IMW23WC112-14	32 56	32 56	8 25 37	8 26 48	0 23%	0 01	0 00%	14 28	2 85%	0	1 11	0 23%	0	275 046			0 430	0 24	1611 8	?	Inte
492 IMW23WH008-09	9 63	9 67	1 08 34	1 08 46	0 29%	30 00	43 63%	0	0 00%	0	0 12	0 29%	0	5 576	-0 025		3 587	0 52	34 4	?	Inte
493 IMW23WH010-11	9 70	5 14	1 04 39	1 03 53	-1 19%	30 00	46 96%	0	0 00%	0	0	0 00%	0	5 476	-0 075		0 000	0 00	46 3	?	Inte
494 IMW23WH012-13	7 83	4 61	1 05 11	1 12.54	11 84%	30 00	41 15%	0	0 00%	0	7 43	10 59%	0	5 601			137 773	21 93	37 3	?	Inte
495 IMW23WH013-14	5 00	3 46	1 05 22	1 37 13	48 73%	30 00	30 86%	0	0 00%	0	31 51	32 76%	17-25	5 601			568 648	90 06	32 1	?	Inte
496 IMW23ZC107-08	34 40	34 40	7 59 42	7 59 43	0 00%	0 03	0 01%	1 00 37	12 64%	0	0 01	0 00%	0	275 046			0 006	0 00	1368 2	?	Inte
497 IMW23ZC108-09	39 61	39 60	6 54 24	6 56 44	0 56%	0 05	0 02%	1 19	0 32%	0	2 20	0 56%	0	275 046			0 848	0 56	917 4	?	Inte
498 IMW23ZC109-10	37 85	35 36	7 35 22	7 37 13	0 41%	30 04	6 58%	0	0 00%	0	1 51	0 40%	9 12	269 470			0 687	0 43	1689 8	?	Inte
499 IMW23ZC110-11	37 19	34 79	7 44 43	7 44 43	0 00%	30 02	6 46%	23 03	4 96%	0	0	0 00%	0	269 420			0 000	0 00	1751 9	?	Inte
500 IMW23ZC111-12	33 42	31 47	8 34 57	8 34 58	0 00%	30 03	5 84%	21 38	4 20%	0	0 01	0 00%	0	270 109			0 006	0 00	1557 1	?	Inte
501 IMW23ZC112-13	34 32	34 31	8 01 07	8 01 00	-0 02%	0 05	0 02%	2 45	0 57%	0	0	0 00%	0	275 046			0 000	0 00	2293 9	?	Inte
502 IMW23ZC113-14	29 94	27 91	9 51 17	9 51 18	0 00%	40 04	6 78%	1 00 15	10 19%	0	0 01	0 00%	0	275 046			0 006	0 00	1597 1	?	Inte
503 IMW25KC108-10	27 99	19 89	13 49 36	13 49 41	0 01%	4 00 04	28 93%	2 15 19	16 31%	0	0 05	0 01%	0	275 046			0 030	0 02	1686 2	?	Inte
504 IMW25KC109-11	31 19	29 48	9 08 28	9 08 24	-0 01%	30 03	5 48%	1 33 00	16 96%	0	0	0 00%	2 16	269 470	0 050		0 000	0 00	1657 7	?	Inte
505 IMW25KC110-12	36 09	33 82	7 55 29	7 57 59	0 53%	30 04	6 29%	35 02	7 33%	0	2 30	0 52%	0	269 420			0 928	0 61	1477 6	?	Inte
506 IMW25KC111-13	19 10	19 09	14 22 04	14 21 56	-0 02%	0 06	0 01%	6 35 30	45 88%	0	0	0 00%	0	274 300			0 000	0 00	1539 5	?	Inte
507 IMW25KC112-14	33 28	33 28	7 05 19	8 15 52	16 59%	0	0 00%	0	0 00%	0	1 10 33	14 23%	0	275 046			25 650	16 59	1809 6	?	Inte
508 IMW25KH510-11	9 24	5 05	1 06 36	1 06 13	-0 58%	30 00	45 31%	0	0 00%	0	0	0 00%	0	5 576	0 025		0 000	0 00	20 7	?	Inte
509 IMW25KH512-13	9 99	5 22	1 05 54	1 02 54	-4 55%	30 00	47 69%	0	0 00%	0	0	0 00%	0	5 476	-0 125		0 000	0 00	45 8	?	Inte
510 IMW25VH508-09	8 59	4 86	1 09 08	1 09 08	0 00%	30 00	43 39%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	7 9	?	Inte
511 IMW25VH509-10	9 24	5 04	1 06 02	1 06 02	0 00%	30 00	45 43%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	19 6	?	Inte
512 IMW25VH510-11	7 90	4 61	1 12 11	1 12 11	0 00%	30 00	41 56%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	8 2	?	Inte
513 IMW25VH511-12	7 86	4 60	1 04 29	1 12 23	12 25%	30 00	41 45%	0	0 00%	0	7 54	10 91%	0	5 551			142 317	22 91	15 8	?	Inte
514 IMW25VH512-13	9 70	5 20	1 04 39	1 04 39	0 00%	30 00	46 40%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	18 9	?	Inte
515 IMW25VH513-14	7 88	4 62	1 07 55	1 12 27	6 67%	30 00	41 41%	0	0 00%	0	4 32	6 26%	0	5 576	-0 025		81 301	11 96	15 3	?	Inte
516 IMW25WH009-10	10 00	5 26	1 03 18	1 03 18	0 00%	30 00	47 39%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	7 8	?	Inte
517 IMW25WH010-11	10 03	5 27	1 03 13	1 03 13	0 00%	30 00	47 46%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	7 7	?	Inte
518 IMW25WH011-12	10 10	5 29	1 02 59	1 02 59	0 00%	30 00	47 63%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	7 8	?	Inte
519 IMW25WH012-13	4 36	3 14	1 05 16	1 46 43	63 51%	30 00	28 11%	0	0 00%	0	41 27	38 84%	0	5 576	-0 025		743 364	117 53	15 5	?	Inte
520 IMW26SC109-10	41 79	41 79	6 34 33	6 34 23	-0 04%	0 03	0 01%	7 58	2 02%	0	0	0 00%	0	274 669			0 000	0 00	1041 4	?	Inte
521 IMW11TC108-09	37 47	37 46	7 20 58	7 19 57	-0 23%	0 05	0 02%	1 03	0 24%	0	0	0 00%	0	274 669			0 000	0 00	1390 3	?	Inte
522 IMW13MC108-09	30 38	30 37	8 55 04	9 03 20	1 54%	0 03	0 01%	1 38 19	18 10%	0	8 16	1 52%	0	275 046			3 006	1 89	1766 9	?	Inte
523 LOE052H213-14	19 31	15 61	26 37	26 08	-1 82%	5 00	19 13%	0	0 00%	0	0	0 00%	0	6 800			0 000	0 00	15 6	?	Loca
524 LOE24KC207-08	17 58	14 32	5 14 51	5 23 48	2 84%	1 00 05	18 56%	54 05	16 70%	18 40W	8 57	2 76%	2 42	77 270			11 593	4 46	151 1	?	Loca
525 LOE24KC208-09	20 19	16 02	4 50 17	4 50 35	0 10%	1 00 04	20 67%	37 13	12 81%	15 28W	0 18	0 10%	0	77 564	0 294		0 387	0 16	154 9	?	Loca
526 LOE24KC209-10	14 28	12 06	4 40 36	6 26 15	37 65%	1-00 04	15 55%	0	0 00%	29 43W	1 45 39	27 35%	0	77 647			136 064	47 91	263 5	?	Loca
527 LOE24KC210-11	19 71	17 48	4 17 02	4 25 18	3 22%	30 03	11 33%	0	0 00%	38 12W	8 16	3 12%	0	77 270			10 698	3 64	305 5	?	Loca
528 LOE24KC211-12	17 27	15 54	4 31 48	4 59 58	10 36%	30 03	10 02%	23 42	7 90%	27 43W	28 10	9 38%	0	77 672	0 025		36 264	12 92	222 8	?	Loca
529 LOE24KC212-13	17 76	15 92	4 42 09	4 51 09	3 19%	30 02	10 32%	27 13	9 35%	25 25W	9 00	3 09%	4 03	77 270			11 647	4 00	198 1	?	Loca
530 LOE24KC213-14	12 73	10 22	5 55 47	7 35 54	28 14%	1 30 01	19 74%	45 53	10 06%	30 39W	1 40 07	21 96%	0	77 647			128 938	45 53	229 3	?	Loca
531 LOE522C409e-10	35 78	23 83	1 29 49	1 29 49	0 00%	30 00	33 40%	0	0 00%	0	0	0 00%	0	35 668			0 000	0 00	35 1	?	Loca
532 LOE522C409b-10	24 93	18 36	1 46 37	1 53 45	6 69%	30 00	26 37%	0	0 00%	0	7 08	6 27%	0	34 805			70 495	9 31	377 5	?	Loca
533 LOEC22C507-08	6 73	6 73	5 54 34	5 54 25	-0 04%	0 02	0 01%	4 16 43	72 43%	0	0	0 00%	0	39 735			0 000	0 00	182 7	?	Loca
534 LOEC22C508-09	18 22	18 22	2 11 06	2 10 53	-0 17%	0 02	0 03%	34 29	26 35%	0	0	0 00%	0	39 735			0 000	0 00	146 8	?	Loca
535 LOEC22C509-10	27 12	27 11	1 21 35	1 27 56	7 78%	0 01	0 02%	8 03	9 15%	0	6 21	7 22%	0	39 735			15 981	8 64	243 8	?	Loca
536 LOEC22C510-11	19 72	19 72	1 49 48	2 00 54	10 11%	0 01	0 01%	35 58	29 75%	0	11 06	9 18%	0	39 735			27 935	15 04	275 1	?	Loca
537 LOEC22C511-12	28 77	28 76	1 23 00	1 22 53	-0 14%	0 01	0 02%	0 59	1 19%	0	0	0 00%	0	39 735			0 000	0 00	366 9	?	Loca
538 LOEC22C512-13	27 99	27 98	1 19 22	1 25 12	7 35%	0 01	0 02%	0	0.00%	0	5 50	6 85%	0	39 735			14 681	7 35	275 3	?	Loca
539 LOEC22C513-14	33 05	33 04	1 12 20	1 12 09	-0 25%	0 01	0 02%	1 08	1 57%	0	0	0 00%	0	39 735			0 000	0 00	199 5	?	Loca

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH.MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
540 LOEC35C206-08	27 11	19 64	1 40 40	1 48 50	8 11%	30 00	27 57%		0	0 00%	0	8 10	7 50%	0	35 618	0 050	22 928	11 56	250 3	?	Loca
541 LOSC35C207-10	32 00	22 07	1 36 43	1 36 42	-0 02%	30 01	31 04%	4 52	5 03%		0		0 00%	0	35 568		0 000	0 00	63 0	?	Loca
542 LOEC35C407a-09	5 89	5 89	5 55 57	5 54 42	-0 35%	0 01	0 00%	4 13 40	71 52%	5 03W	0		0 00%	0	34 805		0 000	0 00	58 6	?	Loca
543 LOEC35C407b-09	28 95	20 57	1 38 39	1 43 48	5 22%	30 02	28 93%		0	0 00%	0	5 09	4 96%	2·42	35 593	0 025	14 469	7 51	108 6	?	Loca
544 LOSC39C206a-08	19 77	15 47	2 17 55	2 18 02	0 08%	30 01	21 75%	23 22	18.38%		0	0 07	0 08%	0	35 593	0 025	0 328	0 14	236 6	?	Loca
545 LOEC39C206b-08	12 41	10 53	3 18 27	3 18 22	-0 04%	30 02	15 14%	36 40	18 48%	19 08W	0		0 00%	0	34 805		0 000	0 00	195 5	?	Loca
546 LOEC38C207a-08	25 15	18 58	1 54 51	1 54 55	0 06%	30 01	26 12%	21 58	19 12%		0	0 04	0 06%	0	35 593	0 025	0 187	0 11	98 1	?	Loca
547 LOEC38C207b-09	16 00	13 01	2 40 41	2 40 34	-0 07%	30 02	18 70%	25 48	16 07%	8 33W	0		0 00%	0	34 805		0 000	0 00	88 6	?	Loca
548 LOEC38C208a-09	15 71	12 86	2 46 16	2 45 53	-0 23%	30 01	18 10%	2 26	1 47%		0		0 00%	1.04·22	35 568		0 000	0 00	155 1	?	Loca
549 LOSC38C208b-10	16 70	13 47	2 35 13	2 35 05	-0 09%	30 02	19 37%	12 15	7 90%	10 49W	0		0 00%	0	34 805		0 000	0 00	124 8	?	Loca
550 LOEC38C209a-11	22 44	17 06	2 05 29	2 05 06	-0 31%	30 01	23 99%	25 46	20 60%		0		0 00%	0	35 568		0 000	0 00	154 4	?	Loca
551 LOSC38C209b-11	15 23	12 50	2 47 02	2 47 06	0 04%	30 01	17 96%	1 06 09	39 59%		0	0 04	0 04%	0	34 805		0 192	0 09	131 0	?	Loca
552 LOEC38C210a-11	26 78	19 45	1 49 59	1 49 43	-0 24%	30 01	27 36%	4 44	4 31%		0		0 00%	3 23	35 568		0 000	0 00	161 8	?	Loca
553 LOEC38C210b-12	21 84	16 62	2 02 52	2 05 40	2 28%	30 02	23 90%	5 01	3 99%		0	2 48	2 23%	0	34 805		8 045	3 19	142 1	?	Loca
554 LOEC38C211a-13	28 09	26 68	1 20 11	1 20 00	-0 23%	4 01	5 02%	6 40	8 33%		0		0 00%	0	35 568		0 000	0 00	144 3	?	Loca
555 LOFC38C211b-13	14 25	11 83	1 59 09	2 56 34	48 19%	30 02	17 01%	2 42	1 53%		0	57 25	32 52%	0	34 805		184 967	66 44	134 3	?	Loca
556 LOEC38C212a-13	25 63	18 84	1 53 31	1 53 16	-0 22%	30 01	26 50%	13 25	11 85%		0		0 00%	0	35 568		0 000	0 00	149 5	?	Loca
557 LOEC38C212b-14	14 58	12 06	2 53 25	2 53 13	-0 12%	30 02	17 34%	1 08 57	39 81%		0		0 00%	0	34 805		0 000	0 00	142 8	?	Loca
558 LOEC38C213a-14	21 12	16 28	1 43 40	2 11 03	26 41%	30 01	22 90%		0	0 00%	0	27 23	20 90%	8 58	35 568		76 989	37 18	249 4	?	Loca
559 LOEC42C108-09	6 14	5 87	11 10 09	11 10 23	0 03%	30 02	4 48%	8 17 13	74 17%	15 56W	0 14		0 03%	0	65 538		0 536	0 16	169 7	?	Loca
560 LOEC42C109-10	22 68	21 20	7 28 39	7 39 02	2 31%	30 02	6 54%	2 42 03	35 30%	0	10 23		2 26%	0	162 170		6 403	4 05	422 1	?	Loca
561 LOEC42C110-11	8 37	7 87	8 19 39	8 19 40	0 00%	30 02	6 01%	5 16 39	63 37%	18 04W	0 01		0 00%	0	65 538		0 025	0 01	228 0	?	Loca
562 LOEC42C111-12	7 81	7 37	8 53 16	8 53 33	0 05%	30 02	5 63%	5 43 49	64 44%	15 24W	0 17		0 05%	0	65 538		0 432	0 18	333 0	?	Loca
563 LOEC42C112-13	7 17	6 79	9 38 50	9 38 45	-0 01%	30 02	5 19%	6 36 35	68 52%	20 08W	0		0 00%	0	65 538		0 000	0 00	252 0	?	Loca
564 LOEC44C207a-08	23 98	17 94	1 59 08	1 59 08	0 00%	30 01	25 20%	22 11	18 62%		0		0 00%	0	35 618	0 050	0 000	0 00	115 0	?	Loca
565 LOEC44C207b-08	25 30	18 55	1 44 06	1 52 34	8 13%	30 02	26 68%		0	0 00%	0	8 28	7 52%	5 26	34 805		24 326	11 43	88 7	?	Loca
566 LOEC44C209a-10	24 91	18 46	1 49 13	1 55 47	6 01%	30 00	25 91%		0	0 00%	0	6 34	5 67%	6 18	35 618	0 050	18 436	8 29	270 8	?	Loca
567 LOEC44C209b-10	19 84	15 44	2 15 06	2 15 17	0 14%	30 02	22 20%	4 34	3 39%		0	0 11	0 14%	0	34 805		0 527	0 18	230 5	?	Loca
568 LOEC46C208-09	10 85	10 23	8 35 20	8 42 14	1 34%	30 02	5 75%	4 48 22	55 22%		0	6 54	1 32%	0	89 030		7 750	3 50	631 8	?	Loca
569 LOEC46C209-10	13 49	12 54	7 06 13	7 06 03	-0 04%	30 03	7 05%	2 41 55	38 00%		0		0 00%	0	89 030		0 000	0 00	368 8	?	Loca
570 LOEC46C210-11	10 79	10 18	8 45 03	8 44 57	-0 02%	30 03	5 72%	5 04 39	58 03%		0		0 00%	0	89 030		0 000	0 00	565 6	?	Loca
571 LOEC46C211-12	14 06	13 03	6 50 00	6 49 55	-0 02%	30 03	7 33%	2 52 00	41 96%		0		0 00%	0	89 030		0 000	0 00	495 9	?	Loca
572 LOEC46C212-13	13 46	12 51	7 01 49	7 06 55	1 21%	30 03	7 04%	2 54 18	40 83%		0	5 06	1 19%	0	89 030		5 728	2 35	528 5	?	Loca
573 LOEC7EC207-08	7 46	6 80	11 22 25	11 21 49	-0 09%	1 00 02	8 80%	4 10 18	36 71%	54 10W	0		0 00%	1 22 48	37 295	0 025	0 000	0 00	1158 5	?	Loca
574 LOEH20H207a-08	10 51	10 51	23 14	39 43	70 95%	0 01	0 04%		0	0 00%	0	16 29	41 50%	16 29	6 956		236 966	71 00	55 2	?	Loca
575 LOEH20H207b-08	1 03	1 03	7 43 28	7 43 08	-0 07%	0 01	0 00%	6 49 33	88 43%		0		0 00%	0	7 956		0 000	0 00	94 4	?	Loca
576 LOEH2WH907-08	7 38	7 06	19 01	23 09	21 74%	1 00	4 32%		0	0 00%	0	4 08	17 85%	4 08	2 725		151 682	22 94	8 7	?	Loca
577 LOEH2WH908-09	7 04	6 75	19 01	24 13	27 34%	1 00	4 13%		0	0 00%	0	5 12	21 47%	5 12	2 725		190 826	28 86	9 1	?	Loca
578 LOEH68H409-10	9 26	9 26	36 14	36 14	0 00%	0 01	0 05%		0	0 00%	0		0 00%	0	5 591		0 000	0 00	15 7	?	Loca
579 LOEHH14H40-08	6 30	6 01	1 48 23	1 47 48	-0 54%	5 00	4 64%	43 04	39 95%		0		0 00%	0	10 802		0 000	0 00	65 7	?	Loca
580 LOEX24M407-08	3 73	3 57	1 54 39	1 54 20	-0 28%	5 00	4 37%	1 28 02	77 00%		0		0 00%	0	6 803		0 000	0 00	8 3	?	Loca
581 LOW052N211-12	11 38	4 94	2 33 23	2 39 04	3 71%	1 30 00	56 58%		0	0 00%	0	5 41	3 57%	0	13 102		43 378	8 97	53 6	?	Loca
582 LOW936C210-11	37 49	33 82	3 29 48	3 34 49	2 39%	21 01	9 78%	9 36	4 47%		0	5 01	2 34%	0	121 097	0 746	4 143	2 80	101 4	?	Loca
583 LOWC07C406-08	23 35	23 35	1 29 43	1 29 27	-0 30%	0 02	0 04%	19 04	21 32%		0		0 00%	0	34 805		0 000	0 00	141 3	?	Loca
584 LOWC07C409-10	13 60	13 60	1 59 31	2 33 35	28 50%	0 02	0 02%		0	0 00%	0	34 04	22 18%	13 19	34 805		97 879	28 51	221 5	?	Loca
585 LOWC28C207-08	6 58	5 84	8 51 39	8 53 31	0 35%	1 00 04	11 26%	3 52 53	43 65%	17 31W	1 52		0 35%	0	51 943		3 594	0 78	195 5	?	Loca
586 LOWC28C208-09	6 32	5 64	9 11 14	9 12 54	0 30%	1 00 04	10 86%	5 03 33	54 90%	13 34W	1 40		0 30%	0	51 943		3 209	0 89	278 3	?	Loca
587 LOWC28C209-10	11 52	9 42	5 13 42	5 30 41	5 41%	1 00 04	18 16%	8 08	2 46%	49 26W	16 59		5 14%	0	51 943		32 696	6 92	266 6	?	Loca
588 LOWC28C210-11	9 94	8 34	6 14 19	6 13 31	-0 21%	1 00 04	16 08%	1 38 23	26 34%	51 46W	0		0 00%	0	51 943		0 000	0 00	392 1	?	Loca

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
589 LOWC28C211-12	6 39	5 68	9 07 54	9 07 34	-0 00%	1 00 04	10 97%	4 28 40	49 07%		51 28W	0	0 00%	0	51 943		0 000	0 00	457 2	?	Loca
590 LOWC32C407-08	16 00	16 00	2 28 46	2 29 31	0 53%	0 02	0 02%		32 53	21 95%	15 38W	0 47	0 52%	0	39 872		1 965	0 68	163 2	?	Loca
591 LOWC32C409-10	17 46	17 46	2 17 10	2 17 03	-0 09%	0 02	0 02%		19 55	14 53%	17 42W	0	0 00%	0	39 872		0 000	0 00	185 5	?	Loca
592 LOWC32C410-11	16 48	16 48	2 25 17	2 25 11	-0 07%	0 02	0 02%		18 04	12 44%	21 21W	0	0 00%	0	39 872		0 000	0 00	265 5	?	Loca
593 LOWC32C411-12	9 28	9 28	4 17 57	4 17 55	-0 01%	0 02	0 01%		2 22 06	55 10%	16 56W	0	0 00%	0	39 872		0 000	0 00	189 2	?	Loca
594 LOWC32C412-13	13 34	13 33	2 30 38	2 59 25	19 11%	0 01	0 01%		0	0 00%	18 17W	28 47	16 04%	28 27	39 872		72 189	19 11	234.6	?	Loca
595 LOWC32C413-14	16 00	15 99	2 29 37	2 29 36	-0 01%	0 02	0 02%	26 41	17 84%		16 39W	0	0 00%	0	39 872		0 000	0 00	145 3	?	Loca
596 LOWC39C208-09	8 28	7 15	7 20 22	7 19 47	-0 13%	1 00 01	13 65%	3 27 45	47 24%		18 06W	0	0 00%	0	52 402		0 000	0 00	202 4	?	Loca
597 LOWC39C209-10	12 31	9 95	5 13 08	5 13 05	-0 02%	1 00 04	19 19%	28 23	9 07%		51 05W	0	0 00%	0	51 918		0 000	0 00	338 1	?	Loca
598 LOWC39C210-11	9 23	7 85	6 40 00	6 40 35	0 15%	1 00 03	14 99%	2 59 07	44 71%		15 45W	0 35	0 15%	0	52 402		1 113	0 36	184 9	?	Loca
599 LOWC39C211-12	6 97	6 15	8 31 11	8 31 09	-0 01%	1 00 03	11 75%	4 30 33	52 93%		21 36W	0	0 00%	0	52 402		0 000	0 00	280 0	?	Loca
600 LOWC39C212-13	11 60	9 50	5 30 53	5 31 03	0 05%	1 00 03	18 14%	1 45 24	31 84%		16 22W	0 10	0 05%	0	52 402		0 318	0 10	210 7	?	Loca
601 LOWC39C213-14	5 10	4 65	11 16 07	11 16 20	0 03%	1 00 03	8 88%	7 47 10	69 07%		12 41W	0 13	0 03%	0	52 402		0 413	0 15	149 4	?	Loca
602 LOWH68R411a-12	17 41	17 41	32 37	32 37	0 00%	0	0 00%		0	0 00%		0	0 00%	0	9 466		0 000	0 00	63 1	?	Loca
603 LOWH68R411b-12	9 37	9 22	28 09	1 01 36	118 83%	1 00	1 62%		0	0 00%		0	33 27	54 30%	24 57	9 466		353 370	123 20	100 2	?	Loca
604 LOW114H107-08	5 76	3 53	1 04 28	1 17 36	20 23%	30 00	38 71%		0	0 00%		0	13 02	16 82%	13 02	4 561		285 756	37 81	15 9	?	Loca
605 MLE18NC207-08	29 32	29 31	9 06 08	9 06 06	-0 01%	0 07	0 02%	1 39 50	18 28%			0	0	0 00%	0	266 766		0 000	0 00	1680 9	?	Mult
606 MLE18NC208-09	17 02	17 02	16 06 47	16 06 32	-0 03%	0 03	0 01%	7 41 44	47 77%			0	0	0 00%	0	274 112	0 173	0 000	0 00	1911 4	?	Mult
607 MLE18NC209-10	24 64	24 64	10 29 38	10 48 52	3 05%	0 04	0 01%	2 54 36	26 91%			0	19 14	2 36%	0	266 423	0 074	7 219	4 23	1548 4	?	Mult
608 MLE18NC210-11	29 68	29 09	9 21 00	9 20 52	-0 02%	30 04	5 36%	1 35 12	16 97%			0	0	0 00%	0	262 599		0 000	0 00	1488 8	?	Mult
609 MLE18NC211-12	31 17	31 17	7 22 41	8 31 33	15 56%	0 01	0 00%	3 38	0 71%			0	1 08 52	13 46%	0	265 734		25 916	15 68	977 7	?	Mult
610 MLE18NC212-13	33 32	33 31	7 58 33	7 58 41	0 03%	0 06	0 02%	1 19 11	16 54%			0	0 08	0 03%	0	265 734		0 050	8 02	1180 3	?	Mult
611 MLE18NC213-14	36 55	36 55	7 15 34	7 16 15	0 16%	0 02	0 01%		0	0 00%		0	0 41	0 16%	0	265 734		0 257	0 16	2038 4	?	Mult
612 MLE18NH409-11	14 53	14 17	29 14	40 05	37 12%	1 00	2 49%		0	0 00%		0	10 51	27 07%	0	9 466		114 621	38 43	51 2	?	Mult
613 MLE18NH410-11	20 74	20 01	28 23	28 23	0 00%	1 00	3 52%		0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	43 3	?	Mult
614 MLE18NH411-12	22 06	21 23	26 45	26 45	0 00%	1 00	3 74%		0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	39 1	?	Mult
615 MLE18NH411Z-12	16 55	16 08	27 00	35 13	30 80%	1 00	2 83%		0	0 00%		0	8 19	23 55%	7 31	9 466		87 858	31 99	29 6	?	Mult
616 MLW11JC106-08	28 02	26 64	10 03 00	10 10 46	1 29%	30 03	4 92%	1 56 27	19 07%			0	7 46	1 27%	0	271 161		2 864	1 70	1132 1	?	Mult
617 MLW11JC109-10	28 23	26 92	9 52 27	10 02 17	1 66%	30 04	4 99%	58 31	9 72%			0	9 50	1 63%	0	265 233		3 652	1 95	1193 3	?	Mult
618 MLW11JC110-11	24 45	23 39	11 32 47	11 32 49	0 00%	30 05	4 34%	3 00 28	26 05%			0	0 02	0 00%	0	270 045		0 012	0 01	2029 9	?	Mult
619 MLW11JC111-12	29 51	27 98	9 16 07	9 39 08	4 13%	30 05	5 19%	29 19	5 06%			0	22 59	3 97%	9 31	270 045		8 511	4 63	2039 5	?	Mult
620 MLW11JC113-14	25 13	24 01	11 16 08	11 16 18	0 02%	30 04	4 45%	2 23 21	21 20%			0	0 10	0 02%	0	270 668		0 062	0 03	1255 4	?	Mult
621 MLW11JH513-13	9 48	5 12	1 05 30	1 05 17	-0 33%	30 80	45 85%		0	0 00%		0	0	0 00%	0	5 576	-0 050	0 000	0 00	16 8	?	Mult
622 MLW13NC106-08	28 71	28 71	8 42 39	9 20 52	7 31%	0 05	0 01%	1 31 56	16 39%			0	38 13	6 81%	0	268 335		14 242	8 87	1114 6	?	Mult
623 MLW13NC107-09	35 28	35 28	7 29 42	7 35 16	1 24%	0 05	0 02%	0	0 00%			0	5 34	1 22%	6 18	267 680		2 080	1 24	1695 3	?	Mult
624 MLW13NC108-10	27 68	26 29	9 42 21	10 01 09	3 23%	30 03	5 00%	37 38	6 26%			0	18 48	3 13%	0	263 425	0 197	7 137	3 65	1660 2	?	Mult
625 MLW13NC109-11	29 41	27 85	8 49 14	9 28 03	7 33%	30 04	5 29%	20 11	3 55%			0	38 49	6 83%	0	263 695		14 720	8 10	1489 1	?	Mult
626 MLW13NC110-12	36 11	33 78	7 32 40	7 45 04	2 74%	30 00	6 45%		0	0 00%		0	12 24	2 67%	8 15	261 867		4 735	2 93	1605 9	?	Mult
627 MLW13NC111-13	24 65	24 65	10 48 00	10 53 10	0 80%	0 03	0 01%	2 27 57	22 65%			0	5 10	0 79%	4 51	268 369		1 925	1 03	2288 7	?	Mult
628 MLW13NC112-14	24 65	24 65	10 53 04	10 53 18	0 04%	0 04	0 01%	3 00 48	27 67%			0	0 14	0 04%	0	268 369		0 087	0 05	2233 8	?	Mult
629 PIE20EC207-08	37 57	37 56	7 16 25	7 16 00	-0 10%	0 06	0 02%	16 44	3 84%			0	0	0 00%	0	272 923		0 000	0 00	2123 9	?	Prem
630 PIE20EC208-09	33 57	33 56	8 08 06	8 07 57	-0 03%	0 07	0 02%	1 23 54	17 19%			0	0	0.00%	0	272 923		0 000	0 00	1633 0	?	Prem
631 PIE20EC209-10	33 53	33 53	8 01 05	8 08 24	1 52%	0 03	0 01%	18 51	3 86%			0	7 19	1 50%	0	272 923		2 681	1 58	2104 0	?	Prem
632 PIE20EC210-11	36 45	36 45	7 29 18	7 29 17	0 00%	0 05	0 02%	38 11	8 50%			0	0	0 00%	0	272 923		0 000	0 00	1663 3	?	Prem
633 PIE20EC211-12	35 70	35 69	7 38 52	7 38 46	-0 02%	0 04	0 01%	1 02 32	13 63%			0	0	0 00%	0	272 923		0 000	0 00	1545 4	?	Prem
634 PIE20EC212-13	35 68	35 67	7 37 07	7 39 41	0 56%	0 03	0 01%	34 04	7 41%			0	2 34	0 56%	0	273 300		0 939	0 61	1998 8	?	Prem
635 PIE20EC213-14	31 47	31 46	8 41 59	8 41 10	-0 16%	0 04	0 01%	1 27 45	16 84%			0	0	0 00%	0	273 300		0 000	0 00	1430 1	?	Prem
636 PIE20KC207-08	34 92	34 91	7 49 54	7 49 40	-0 05%	0 06	0 02%	41 18	8 79%			0	0	0 00%	0	273 300		0 000	0 00	2613 1	?	Prem
637 PIE20KC208-09	39 01	39 00	6 48 50	6 59 54	2 71%	0 06	0 02%	4 56	1 17%			0	11 04	2 64%	0	272 923		4 055	2 74	1171 5	?	Prem

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	G Gallons	T	Trai
638 PIE20KC209-10	35 76	35 75	7 39 04	7 38 42	-0 08%	0 05	0 02%	30 01	6 54%		0	0	0 00%	0	273 300		0 000	0 00	1621 6	?	Prem
639 PIE20KC210-11	33 57	33 57	8 07 56	8 07 52	-0 01%	0 04	0 01%	1 02 40	12 85%		0	0	0 00%	0	272 923		0 000	0 00	1435 8	?	Prem
640 PIE20KC211-12	35 77	35 77	7 38 32	7 38 26	-0 02%	0 03	0 01%	50 43	11 06%		0	0	0 00%	0	273 300		0 000	0 00	1718 5	?	Prem
641 PIE20KC212-13	36 66	36 66	7 18 33	7 27 18	2 00%	0 02	0 01%	10 25	2 33%		0	8 45	1 96%	0	273 300		3 202	2 04	2018 6	?	Prem
642 PIE20KC213-14	33 97	33 96	8 03 16	8 02 49	-0 09%	0 03	0 01%	16 19	3 38%		0	0	0 00%	0	273 300		0 000	0 00	1702 1	?	Prem
643 PIE20WC206-08	37 59	37 59	7 13 27	7 15 41	0 05%	0 05	0 02%	14 05	3 23%		0	0 14	0 05%	0	272 923		0 085	0 06	1380 9	?	Prem
644 PIE20WC207-09	36 44	36 43	7 29 20	7 29 32	0 04%	0 06	0 02%	16 42	3 71%		0	0 12	0 04%	4 56	272 923		0 073	0 05	1545 6	?	Prem
645 PIE20WC208-10	34 27	34 27	7 57 49	7 57 34	0 02%	0 04	0 01%	21 23	4 47%		0	0 05	0 02%	0	272 923		0 031	0 02	1241 3	?	Prem
646 PIE20WC209-11	24 58	24 58	10 59 29	11 06 12	1 02%	0 05	0 01%	3 46 57	34 07%		0	6 43	1 01%	0	272 923		2 461	1 55	876 8	?	Prem
647 PIE20WC214-14	32 92	32 91	8 18 35	8 18 14	-0 07%	0 05	0 02%	37 36	7 55%		0	0	0 00%	0	273 300		0 000	0 00	1475 3	?	Prem
648 PIE22WC206-08	26 89	26 89	10 06 27	10 09 48	0 55%	0 05	0 01%	2 12 33	21 74%		0	3 21	0 53%	0	273 300		1 226	0 71	2333 4	?	Prem
649 PIE22WC207-09	31 24	31 23	8 45 06	8 45 02	-0 01%	0 06	0 02%	1 25 42	16 32%		0	0	0 00%	0	273 300		0 000	0 00	2178 3	?	Prem
650 PIE22WC208-10	29 59	29 58	9 14 44	9 14 21	-0 07%	0 07	0 02%	1 24 20	15 21%		0	0	0 00%	25 44	273 300		0 000	0 00	2310 4	?	Prem
651 PIE22WC209-11	31 83	31 82	8 35 36	9 35 18	-0 06%	0 05	0 02%	1 11 36	13 89%		0	0	0 00%	0	273 300		0 000	0 00	2094 4	?	Prem
652 PIE22WC210-12	32 82	32 82	8 19 52	8 19 39	-0 04%	0 03	0 01%	1 31 58	18 41%		0	0	0 00%	0	273 300		0 000	0 00	2063 2	?	Prem
653 PIE22WC211-13	30 67	30 66	8 55 14	8 54 47	-0 08%	0 03	0 01%	1 44 09	19 48%		0	0	0 00%	0	273 300		0 000	0 00	2173 0	?	Prem
654 PIE22WC212-14	29 95	29 95	9 06 45	9 26 25	3 60%	0 03	0 01%	1 55 29	20 39%		0	19 40	3 47%	0	273 300		7 136	4 56	2344 5	?	Prem
655 PIE24MC207-08	37 62	37 61	7 09 27	7 15 24	1 39%	0 06	0 02%	16 08	3 71%		0	5 57	1 37%	0	272 923		2 180	1 44	1743 2	?	Prem
656 PIE24MC208-09	36 86	36 85	7 01 24	7 24 23	5 45%	0 06	0 02%	19 29	4 38%		0	22 59	5 17%	0	272 923		8 421	5 72	1537 2	?	Prem
657 PIE24MC209-10	38 29	38 29	7 00 32	7 08 10	1 82%	0 04	0 02%	19 35	4 57%		0	7 38	1 78%	0	273 217		2 794	1 90	1791 2	?	Prem
658 PIE24MC210-11	37 29	37 28	7 19 20	7 19 12	-0 03%	0 04	0 02%	58 48	13 39%		0	0	0 00%	0	272 923		0 000	0 00	1170 8	?	Prem
659 PIE24MC211-12	39 68	39 68	6 52 51	6 52 43	-0 03%	0 02	0 01%	31 49	7 71%		0	0	0 00%	0	272.923		0 000	0 00	1377 6	?	Prem
660 PIE24MC212-13	35 51	35 51	7 24 16	7 41 11	3 81%	0 03	0 01%	23 17	5 48%		0	16 55	3 67%	0	272 923		6 198	4 04	1704 9	?	Prem
661 PIE24MC213-14	34 21	34 20	7 59 16	7 58 47	-0 10%	0 03	0 01%	38 08	7 96%		0	0	0 00%	0	272 923		0 000	0 00	1733 4	?	Prem
662 PIE10EC213-14	35 93	35 92	7 36 22	7 35 54	-0 10%	0 05	0 02%	43 16	9 49%		0	0	0 00%	0	272 923		0 000	0 00	1705 2	?	Prem
663 PIW21EC109-10	35 77	35 77	7 40 50	7 40 46	-0 01%	0 03	0 01%	1 07 04	14 56%		0	0	0 00%	0	274 669		0 000	0 00	1410 8	?	Prem
664 PIW21EC110-11	32 43	32 43	8 43 47	8 28 55	26 04%	0 02	0 01%	0	0 00%		0	1 45 08	20 66%	0	275 046		38 224	26 04	1622 6	?	Prem
665 PIW21EC111-12	36 03	36 03	7 37 30	7 37 25	-0 02%	0 02	0 01%	46 08	10 09%		0	0	0 00%	0	274 669		0 000	0 00	1496 4	?	Prem
666 PIW21EC112-13	32 17	32 17	8 32 31	8 32 21	-0 03%	0 02	0 01%	1 45 46	20 64%		0	0	0 00%	0	274 669		0 000	0 00	1630 6	?	Prem
667 PIW21EC113-14	32 03	32 03	8 34 59	8 34 33	-0 08%	0 03	0 01%	1 33 50	18 24%		0	0	0 00%	0	274 669		0 000	0 00	1966 3	?	Prem
668 PIW21MC107-08	38 45	38 44	6 54 46	7 08 11	2 23%	0 06	0 02%	0	0 00%		0	13 25	3 13%	0	274 300		4 891	3 24	874 5	?	Prem
669 PIW21MC108-09	36 25	36 25	7 23 04	7 34 39	2 61%	0 05	0 02%	26 39	5 86%		0	11 35	2 55%	0	274 669		4 217	2 78	2627 5	?	Prem
670 PIW21MC109-10	34 47	34 47	7 58 58	7 58 44	-0 05%	0 02	0 01%	28 21	5 92%		0	0	0 00%	0	275 046		0 000	0 00	1368 3	?	Prem
671 PIW21MC110-11	32 93	32 93	6 44 39	8 21 09	23 85%	0	0 00%	0	0 00%		0	1 36 30	19 26%	0	275.046		35 085	23 85	1716 1	?	Prem
672 PIW21MC111-12	39 33	39 33	6 35 30	6 59 37	5 04%	0 01	0 00%	0	0 00%		0	20 07	4 79%	0	275 046		7 314	5 04	1494 1	?	Prem
673 PIW21MC112-13	37 43	37 43	6 50 12	7 20 17	7 33%	0	0 00%	0	0 00%		0	30 05	6 83%	0	274.669		10 953	7 33	2167 2	?	Prem
674 PIW21MC113-14	34 80	34 80	7 10 03	7 34 09	10 25%	0	0 00%	0	0 00%		0	44 04	9 29%	0	275 046		16 022	10 25	2391 9	?	Prem
675 PIW21QC107-09	25 85	25 85	10 36 18	10 38 30	0 03%	0 06	0 02%	2 34 42	24 23%		0	0 12	0 03%	0	275 046		0 073	0 04	2551 3	?	Prem
676 PIW21QC108-10	18 16	18 16	15 06 51	15 08 37	0 19%	0 05	0 01%	7 06 39	46 96%		0	1 46	0 19%	0	275 046		0 642	0 37	2216 6	?	Prem
677 PIW21QC109-11	26 72	26 72	10 17 36	10 17 41	0 01%	0 03	0 01%	2 11 06	21 22%		0	0 05	0 01%	0	275 046		0 030	0 02	2272 7	?	Prem
678 PIW21QC110-12	32 67	30 80	8 44 55	8 44 53	-0 01%	30 02	5 72%	22 45	4 33%		0	0	0 00%	0	269 470		0 000	0 00	2333 2	?	Prem
679 PIW21QC111-13	25 55	25 55	10 45 14	10 45 59	0 12%	0 07	0 02%	2.16 31	21 13%		0	0 45	0 12%	0	275 046		0 273	0 15	3944 6	?	Prem
680 PIW21QC112-14	27 46	27 46	9 55 03	10 00 55	0 99%	0 01	0 00%	1 27 56	14 63%		0	5 52	0 98%	0	274 996		2 133	1 16	4132 3	?	Prem
681 PIW21QW412-13	5 49	3 60	1 05 05	1 31 11	40 10%	30 00	32 90%	0	0 00%		0	26 06	28 62%	2 56	5 601		465 988	74 39	51 5	?	Prem
682 PIW21QW413-14	5 99	3 90	1 09 33	1 26 08	23 84%	30 01	34 85%	0	0 00%		0	16 35	19 25%	10 46	5 601		296 078	41 95	46 9	?	Prem
683 PIW21WC107-08	34 98	34 97	7 50 07	7 49 58	-0 03%	0 03	0 01%	56 28	12 02%		0	0	0 00%	0	273 923		0 000	0 00	2423 8	?	Prem
684 PIW21WC108-09	33 31	33 31	8 15 10	8 14 47	-0 08%	0 06	0 02%	1 32 42	18 74%		0	0	0 00%	0	274 669		0 000	0 00	1918 8	?	Prem
685 PIW21WC109-10	37 62	37 61	7 15 43	7 18 47	0 70%	0 04	0 02%	14 36	3 33%		0	3 04	0 70%	0	275 046		1 115	0 73	1687 0	?	Prem
686 PIW21WC110-11	35 05	35 05	7 50 52	7 50 53	0 00%	0 03	0 01%	28 15	6 00%		0	0 01	0 00%	0	275 046		0 006	0 00	2084 1	?	Prem

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH.MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
687 PIW21WC111-12	31 47	31 47	8 42 55	8 42 57	0 01%	0 03	0 01%	1 20 16	15 35%		0	0 02	0 01%	0	274 300		0 012	0 01	1573 8	?	Prem
688 PIW21WC112-13	30 89	30 88	8 11 49	8 54 20	6 64%	0 01	0 02%	20 03	3 75%		0	42 31	7 96%	0	275.046		15 458	9 01	2616 8	?	Prem
689 PIW21WC113-14	34 09	34 08	8 03 39	8 03 31	-0 03%	0 02	0 01%	35 12	7 28%		0	0	0 00%	0	274 669		0 000	0 00	2559 8	?	Prem
690 PIW21ZC107-08	36 38	36 37	7 32 34	7 32 31	-0 01%	0 05	0 02%	45 55	10 15%		0	0	0 00%	0	274 300		0 000	0 00	1813.5	?	Prem
691 PIW21ZC108-09	32 89	32 89	8 20 33	8 20 26	-0 02%	0 06	0 02%	1 16 50	15 35%		0	0	0 00%	0	274 300		0 000	0 00	1143 7	?	Prem
692 PIW21ZC109-10	33 26	33 26	8 14 59	8 14 54	-0 02%	0 05	0 02%	1 42 35	20 73%		0	0	0 00%	0	274 300		0 000	0 00	1166 3	?	Prem
693 PIW21ZC110-12	31 40	31 39	8 38 32	8 44 16	1 11%	0 03	0 01%	1 21 56	15 63%		0	5 44	1 09%	0	274 300		2 090	1 31	2153 4	?	Prem
694 PIW21ZC111-12	31 24	31 23	8 47 04	8 46 58	-0 02%	0 04	0 01%	1 55 38	21 94%		0	0	0 00%	0	274 300		0 000	0 00	1434 8	?	Prem
695 PIW21ZC112-13	29 48	29 47	9 11 29	9 18 27	1 26%	0 05	0 01%	2 22 41	25 55%		0	6 58	1 25%	0	274 300		2 540	1 70	1405 9	?	Prem
696 PIW21ZC113-14	32 66	32 66	8 23 20	8 23 15	-0 02%	0 05	0 02%	1 38 16	19 53%		0	0	0 00%	0	273 923		0 000	0 00	1770 5	?	Prem
697 PIW11ZC111-12	30 20	30 20	9 04 54	9 04 56	0 01%	0 03	0 01%	1 58 02	21 66%		0	0 02	0 01%	0 52	274 300		0 012	0 01	1589 7	?	Prem
698 TCE262C206-08	35 46	35 46	7 33 52	7 41 51	1 76%	0 06	0 02%	32 13	6 98%		0	7 59	1 73%	0	272 923		2 925	1 89	2019 5	?	Trip
699 TCE262C208-10	30 92	30 91	8 42 32	8 49 43	1 37%	0 03	0 01%	1 08 21	12 90%		0	7 11	1 36%	0	272 923		2 632	1 58	1938 0	?	Trip
700 TCE262C209-11	32 01	32 01	8 31 47	8 31 36	-0 04%	0 05	0 02%	1 08 09	13 32%		0	0	0 00%	0	272 923		0 000	0 00	1807 8	?	Trip
701 TCE262C210-12	31 26	31 26	8 43 59	8 43 55	-0 01%	0 05	0 02%	39 03	7 45%		0	0	0 00%	0	272 923		0 000	0 00	2150 8	?	Trip
702 TCE262C211-13	33 02	33 02	7 17 18	8 15 58	13 42%	0 02	0 01%		0 00%		0	58 40	11 83%	47 43	272 923		21 496	13 42	2251 5	?	Trip
703 TCE262C212-14	34 87	34 86	7 49 48	7 49 41	-0 02%	0 04	0 01%	19-04	4 06%		0	0	0 00%	0	272 923		0 000	0 00	1742 4	?	Trip
704 TCE28AC208-09	33 81	33 80	7 54 19	8 04 28	2 14%	0 04	0 01%	54 05	11 16%		0	10 09	2 10%	0	272 923		3 719	2 42	2214 7	?	Trip
705 TCE162C207-08	38 59	38 58	7 05 50	7 05 47	-0 01%	0 06	0 02%	13 39	3 21%		0	0	0 00%	0	273 760		0 000	0 00	727 6	?	Trip
706 TCE162C210-12	29 53	29 52	9 16 02	9 14 40	-0 25%	0 04	0 01%	2 07 05	22 91%		0	0	0 00%	0	272 923		0 000	0 00	743 2	?	Trip
707 TCE162C211-13	33 45	33 45	8 01 44	8 09 37	1 64%	0 05	0 02%	24 14	4 95%		0	7 53	1 61%	0	272 923		2 888	1 72	950 7	?	Trip
708 TCE162C212-14	35 66	35 66	7 32 52	7 39 15	1 41%	0 01	0 00%	10 00	2 18%		0	6 23	1 39%	0	272 923		2 339	1 44	989 6	?	Trip
709 TCW261C107-08	39 18	39 18	6 51 51	6 59 31	1 86%	0 05	0 02%	0 47	0 19%		0	7 40	1 83%	0	273 923		2 799	1 87	1579 3	?	Trip
710 TCW261C108-09	36 07	36 07	7 35 53	7 35 42	-0 04%	0 06	0 02%	11 52	2 60%		0	0	0 00%	0	273 923		0 000	0 00	2526 0	?	Trip
711 TCW261C109-10	34 48	34 47	7 56 44	7 56 46	0 01%	0 05	0 02%	39 44	8 33%		0	0 02	0 01%	0	273 923		0 012	0 01	2336 1	?	Trap
712 TCW261C110-11	35 32	35 31	7 45 26	7 45 26	0 00%	0 04	0 01%	31 47	6 83%		0	0	0 00%	0	273 923		0 000	0 00	2345 8	?	Trip
713 TCW261C111-12	38 21	38 20	7 10 14	7 10 12	-0 01%	0 04	0 02%	13 26	3 12%		0	0	0 00%	0	273 923		0 000	0 00	2287 1	?	Trip
714 TCW261C112-13	37 32	37 31	7 20 35	7 20 30	-0 02%	0 05	0 02%	10 18	2 34%		0	0	0 00%	0	273 923		0 000	0 00	2398 4	?	Trip
715 TCW261C113-14	36 82	36 81	7 26 25	7 26 27	0 01%	0 05	0 02%	20 23	4 57%		0	0 02	0 01%	0	273 923		0 012	0 01	2320 9	?	Trip
716 UEL693C213-14	30 04	21 12	1 41 03	1 41 03	0 00%	30 00	29 69%		0 00%		0	0	0 00%	0	35 568		0 000	0 00	252 2	?	Unit
717 ULE54VC207-09	19 12	18 50	15 24 46	15 28 00	0 35%	30 06	3 24%			5 50 47	37 80%		0	3 12	0 34%	0	286 070	0 050	1 119	0 59	4190 3	?	Unit
718 ULE54WC413-14	25 25	24 16	10 19 42	11 34 12	12 02%	30 03	4 33%			1 39 21	14 31%		0	1 14 30	10 73%	0	279 487	0 615	26 656	15 19	3471 2	?	Unit
719 ULE614C211-14	25 26	24 16	11 13 31	11 31 35	2 68%	30 03	4 35%			2 17 49	19 93%		0	18 04	2 61%	0	278 594	0 050	6 487	3 57	4214 8	?	Unit
720 ULE828E211-14	22 64	21 47	12 57 48	12 57 58	0 02%	40 04	5 15%			3 42 26	28 59%		0	0 10	0 02%	0	278 430	-0 024	0 060	0 03	4402 2	?	Unit
721 ULW67ZC107-08	22 12	22 12	12 27 13	12 27 07	-0 01%	0 09	0 02%			3 34 35	28 72%		0		0 00%	0	275 382		0 000	0 00	3768 7	?	Unit
722 ULW67ZC110-11	25 36	25 36	10 50 44	10 50 36	-0 02%	0 04	0 01%			43 56	6 75%		0		0 00%	0	274 955		0 000	0 00	3612 0	?	Unit
723 ULW67ZC113-14	27 58	27 57	9 53 46	9 59 06	0 90%	0 04	0 01%			1 31 01	15 19%		0	5 20	0 89%	6 01	275 332		1 937	1 06	3823 4	?	Unit
724 ULW69JC107-08	27 82	25 65	10 18 13	10 44 03	4 18%	50 06	7 78%			1 14 35	11 58%		0	25 50	4 01%	0	275 382	0 050	9 381	5 23	2998 3	?	Unit
725 ULW69JC110-11	20 96	20 70	13 17 37	13 17 37	0 00%	10 02	1 26%			4 13 11	31 74%		0		0 00%	0	275 137	0 148	0 000	0 00	2760 8	?	Unit
726 WOE904C210-13	37 71	29 61	4 32 50	4 39 12	2 33%	1 00 00	21 49%			0	0 00%		0	6 22	2 28%	0	137 782		4 621	2 93	88 2	?	Work
727 WOE955C110-11	42 46	36 67	3 31 09	3 40 01	4 20%	30 01	13 54%			0	0 00%		4 54W	8 52	4 03%	0	134 451		6 595	4 90	103 6	?	Work
728 WOE960C107-09	27 17	20 54	6 07 41	6 09 10	0 40%	1 30 01	24 38%			1 06 46	18 09%		0	1 29	0 40%	0	126 395	0 025	1 174	0 70	126 0	?	Work
729 WOE960C109-10	34.93	24 70	4 56 24	5 07 26	3 66%	1 30 00	29 27%			0	0 00%		0	10 52	3 53%	0	126 571	0 201	8 585	5 26	58 2	?	Work
730 WOE960C210-11	10 74	7 46	1 53 05	3 16 48	74 03%	1 00 00	30 49%			0	0 00%		4 56W	1 23 43	42 54%	0	24 479		341 994	157 71	30 4	?	Work
731 WOE960H410-11	26 96	25 72	22 10	22 05	-0 38%	1 01	4 60%			3 34	16 15%		0		0 00%	0	9 466		0 000	0 00	10 2	?	Work
732 WOE962H407-10	10 14	9 96	57 03	57 02	-0 03%	1 01	1 78%			3 08	5 49%		0	0	0 00%	0	9 466		0 000	0 00	16 7	?	Work
			185 04 29 34	189 05 05 56	2 17%	12 14 53 23	6 67%		34 14 51 39		18 30%		21 55 32	4 03 04 41	2 16%	1 12 30 56	110503 696		10 100	5 325	2 96	834046 0	

* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete, or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) IDEAL RUN TIME assumes all switches and signals are lined and there is no opposing traffic
It does include minimum dwell and the associated acceleration and deceleration with these stops
It does not include switch or signal reset times. In territory where a train uses manual switches (that need to be lined in reverse position) the trainman walk time and switch reset times will not be in the ideal run time but they are in the simulated run times

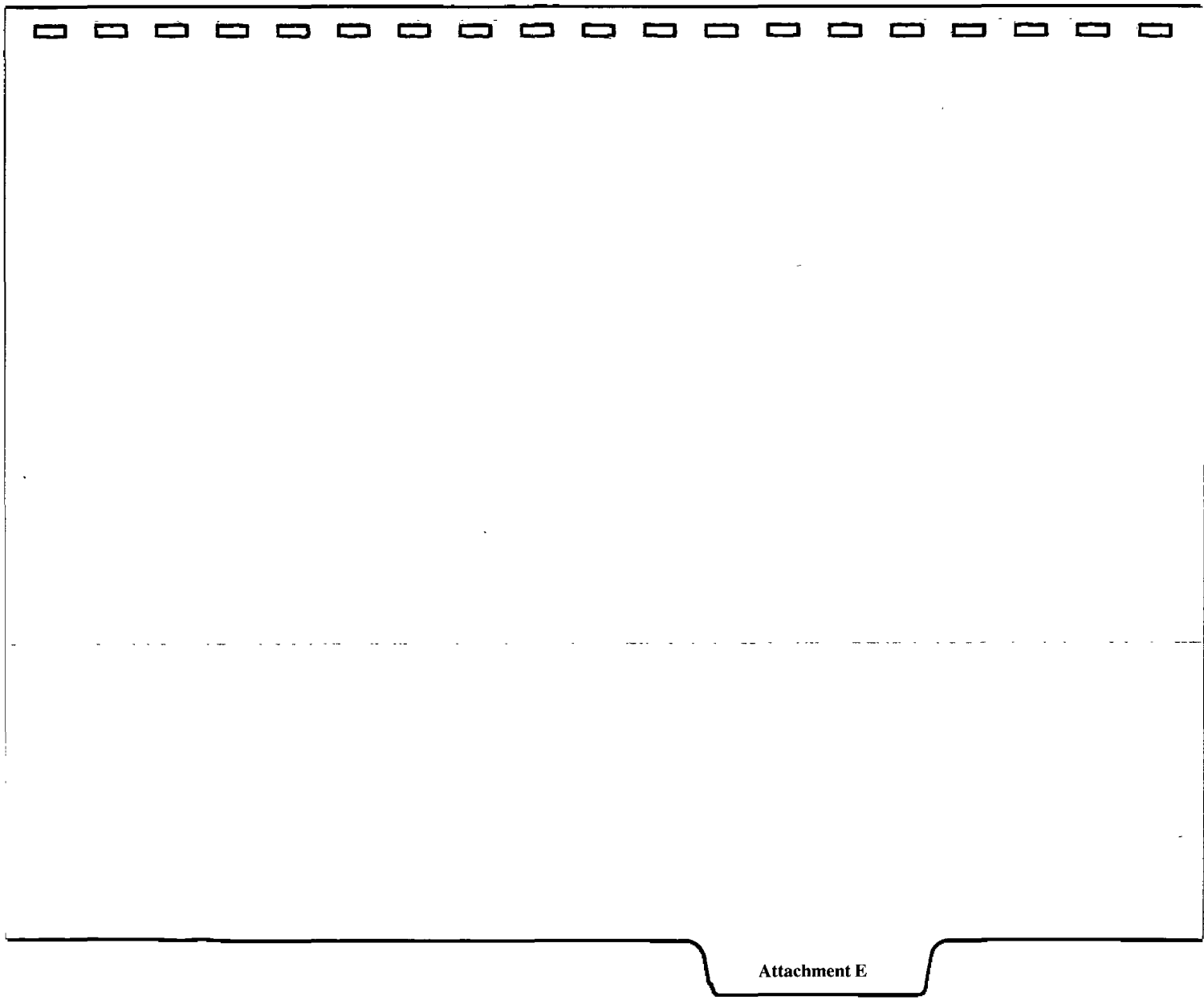
(3) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location
This time is protected, no matter how late a train is on its schedule

(4) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time. This time is not counted as delay

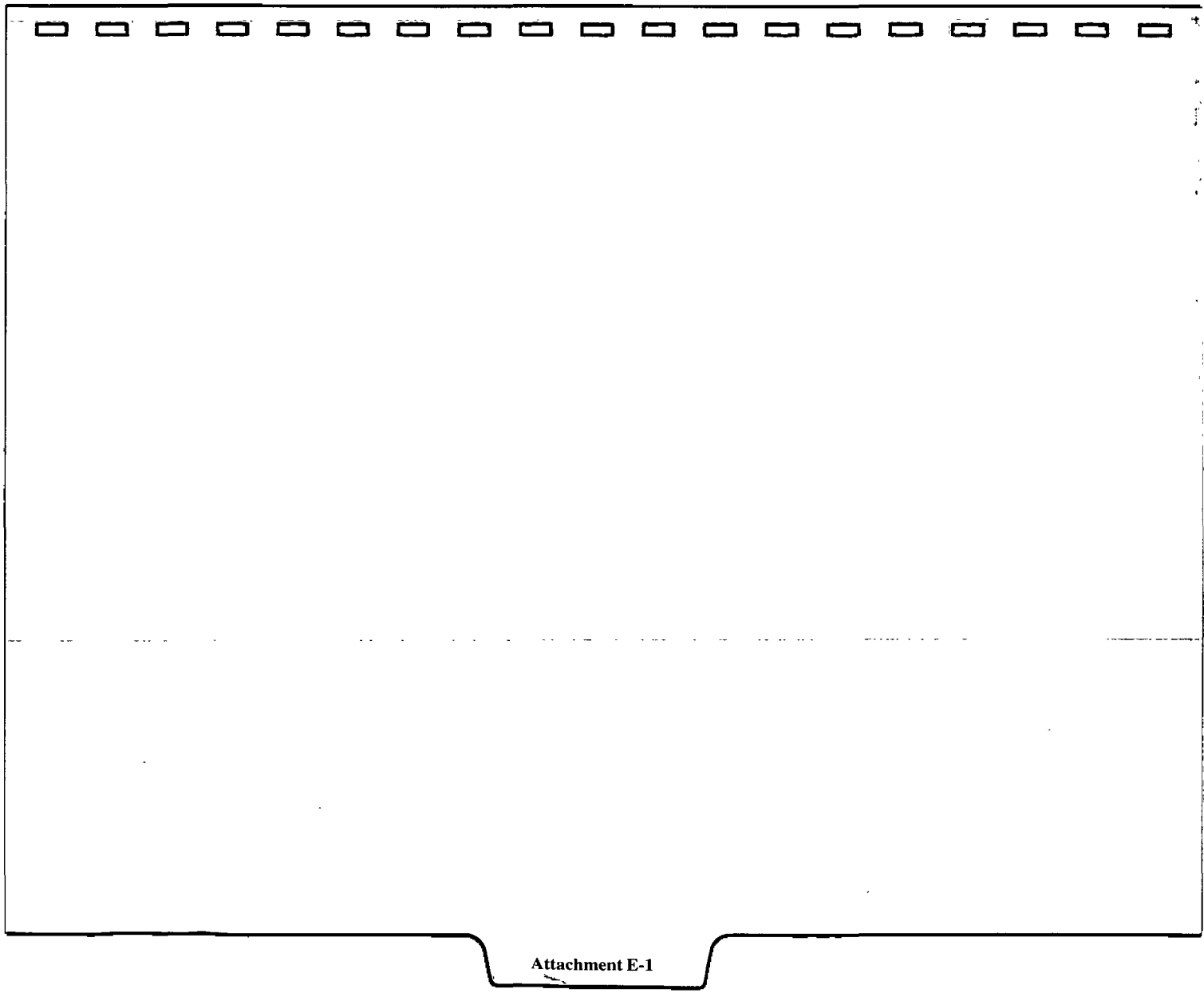
(5) TRUE DELAY measures acceleration and deceleration time associated with conflict resolution and stops for lining manual switches. TRUE DELAY = SIMULATED RUN TIME - IDEAL RUN TIME
Both components of difference contain dwell and/or time waiting on schedule

(6) MEET-PASS DELAY % is the percent of time that a train is delayed en route for meets and passes
Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

(7) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance



Attachment E



Attachment E-1

Case: keystone Keystone West Rail Capacity Study Elapsed execution time 40:24 (HH:MM SS)

Simulation start time: Sa 00 00 Duration 9 00.00 (DD.HH MM) Warm-up exclusion: 1 00 00 (DD HH.MM) Cool-down period: 1:00 00 (DD HH.MM)

Net conflicts = 3,543 (624M + 2,919P) Gross conflicts = 5,260 (979M + 4,281P) Meet-pass difficulty = 33 (on a scale of 0 to 100) Dispatched trains = 898 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD:HH MM	Wait on Schedule DD HH MM	Switch Delay DD:HH MM	Stop* Delay DD HH:MM	Total Run time DD.HH MM	Entry* Delay DD HH MM	Total Elapsed DD HH MM	Train Miles	OTP*
Amtrak	42	37 909	0 29	1 04 35	17 04	0	0 27	8 11 03	0	8 11:03	7698 0	-----
Premium Intermodal	69	34.704	1 11	1 33	2 07:49	0	4 57	21 04:02	0:45	21 04 48	17631 6	-----
Intermodal	123	33 821	1 61	1 05 43	1:17:33	0	9 02	26 15:49	1 21	26 17 10	21639 4	-----
Triple Crown	18	34 884	1 26	0 01	9 44	0	1.38	5 20 52	0 47	5.21.39	4914 2	-----
Multi-level	24	31.914	1 95	5 04	12:29	0	2 31	6 04 32	0 36	6 05:09	4740 7	-----
Automotive parts	6	34 637	1 87	3 00	2 14	0	0 40	1:17 31	0	1 17:31	1438 2	-----
General Merchandise	199	27 675	3 67	2 19 34	2 21:44	0	1 03 55	38 08:50	5:34	38 14 24	25484 7	-----
Foreign Merchandise	10	5 762	64 66	0 50	12:19	0	5 08	1 02 14	0	1 02:14	151.2	-----
Coal	135	24 963	3 66	1:13:44	1:19 26	0	11:31	16:18 58	4:57	16 23.56	10059 6	-----
Unit	10	29 488	3.44	2 30	5 44	0	2 06	2 23 28	0 06	2 23:34	2107 9	-----
Local	85	12 440	10 14	1 12 59	3 21:29	5 17	11 27	10 13:09	1 46	10:14 56	3149.4	-----
Work Train	7	26 157	4 96	5 32	1:13	0 04	0:40	21:10	0	21 10	553 9	-----
All train types	728	29 478	2 86	9 03.10	15 04 52	5:22	3 06 08 140 17:45		15 55 141:09.41		99568.7	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD HH MM	Switch Delay DD HH MM	Stop* Delay DD HH MM	Total Run time DD HH MM	Entry* Delay DD HH MM	Total Elapsed DD HH.MM	Train Miles	Delay per 100 Train Miles	OTP*
Passenger	42	37 909	0 29	1 04 35	17 04	0	0 27	8:11:03	0	8 11 03	7698 0	0 36	-----
Trail Van	240	34 057	1 45	1 15 24	5:01 51	0	18 50	61 14 48	3:30	61 18:19	50364 0	2.24	-----
Freight	446	24.475	4 62	6 07 11	9 09 57	5 22	2 10 50	70 15 53	12 24	71 04:17	41506 6	8 51	-----
All groups	728	29.478	2 86	9 03:10	15 04 52	5 22	3:06 08 140 17 45		15 55 141:09.41		99568 7	4 71	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times.

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time, it is only the time spent at speed 0.

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance. Trains arriving later than their requested arrival time less a type-specific threshold time are considered late
All others are on time

Warm-up train count = 87 Cool-down train count = 79 Total number of candidate run-time trains excluded from statistics = 166

Pittsburgh line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM:SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
1 29W03TC307-08	41.18	30.11	59:35	16:01	26.88%	1:29	2.49%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
2 29W03TC308-09	44.70	33.13	54:09	14:01	25.88%	2:34	4.74%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
3 29W03TC309-10	43.21	30.13	59:33	18:02	30.28%	2:23	4.28%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
4 29W03TC310-11	40.73	30.89	58:05	14:02	24.16%	5:02	8.67%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
5 29W03TC311-12	41.29	32.93	54:29	11:02	20.25%	2:00	3.67%	0	0:52	1.59%	0	29.901	2.898	2.14	Amtrak
6 29W03TC312-13	47.55	47.52	37:45	0:01	0.04%	0:38	1.68%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
7 29W03TC313-14	31.93	31.92	56:12	0:01	0.03%	18:45	33.36%	0	0	0.00%	0	29.901	0.000	0.00	Amtrak
8 30S02TB307-08	35.54	24.07	1 11:19	23:01	32.27%	2:09	3.01%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
9 30B02TB308-09	26.83	19.18	1 29:28	23:01	25.73%	20:31	22.75%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
10 30S02TB309-10	35.99	24.28	1 10:42	23:01	32.56%	2:08	3.02%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
11 30S02TB310-11	34.11	23.40	1 13:20	23:01	31.39%	4:04	5.55%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
12 30S02TB311-12	35.04	23.84	1 12:00	23:01	31.97%	3:47	5.25%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
13 30S02TB312-13	36.87	24.67	1 09:34	23:01	33.09%	0	0.00%	0	0:01	0.02%	0	28.606	0.058	0.04	Amtrak
14 30S02TB313-14	36.69	18.50	1 32:48	46:01	49.59%	1:34	1.69%	0	0	0.00%	0	28.606	0.000	0.00	Amtrak
15 40S04TB307-08	42.38	39.39	6:51:14	30:03	7.31%	51:28	12.52%	0	0	0.00%	0	269.268	0.000	0.00	Amtrak
16 40S04TB308-09	42.41	40.16	6:42:17	30:04	7.47%	40:06	9.97%	0	0	0.00%	0	269.268	0.000	0.00	Amtrak
17 40S04TB309-10	39.90	37.14	7:15:02	30:05	6.92%	1:35:44	22.01%	0	0	0.00%	0	269.268	0.000	0.00	Amtrak
18 40S04TB310-11	42.33	39.24	6:51:45	30:06	7.31%	44:01	10.69%	0	0	0.00%	0	269.268	0.000	0.00	Amtrak
19 40S04TB311-12	41.97	38.93	6:55:02	30:05	7.25%	1:15:05	18.09%	0	0	0.00%	0	269.268	0.000	0.00	Amtrak
20 40S04TB312-13	43.86	40.55	6:38:24	30:05	7.55%	30:36	7.68%	0	3:40	0.92%	0	269.268	1.362	1.10	Amtrak
21 40S04TB313-14	39.25	36.58	7:21:42	30:04	6.83%	1:16:39	17.35%	0	0:01	0.00%	0	269.268	0.006	0.00	Amtrak
22 41W05TC107-08	44.72	40.58	6:44:03	38:05	9.43%	42:35	10.54%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
23 41W05TC108-09	44.44	40.28	6:46:20	38:05	9.37%	0:32	0.13%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
24 41W05TC109-10	43.60	39.58	6:53:29	38:05	9.21%	0	0.00%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
25 41W05TC110-11	43.18	39.24	6:57:05	38:05	9.13%	0:19	0.08%	0	0:13	0.05%	0	272.762	0.079	0.06	Amtrak
26 41W05TC111-12	41.46	33.81	7:13:49	38:05	8.80%	27:34	6.37%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
27 41W05TC112-13	44.92	40.67	6:42:26	38:05	9.46%	0	0.00%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
28 41W05TC113-14	44.91	40.66	6:42:29	38:05	9.46%	13:37	3.38%	0	0	0.00%	0	272.762	0.000	0.00	Amtrak
29 42S06TC207-08	51.76	39.56	6:26:14	1:31:04	23.58%	6:42	1.73%	0	0	0.00%	0	254.655	0.000	0.00	Amtrak
30 42S06TC208-09	48.68	37.73	6:44:58	1:31:04	22.49%	28:13	6.97%	0	0	0.00%	0	254.655	0.000	0.00	Amtrak
31 42S06TC209-10	50.90	39.05	6:31:14	1:31:04	23.28%	0:57	0.24%	0	6:20	1.62%	0	254.655	2.487	2.16	Amtrak
32 42S06TC210-11	52.88	40.21	6:20:00	1:31:03	23.96%	1:04	0.28%	0	0	0.00%	0	254.655	0.000	0.00	Amtrak
33 42S06TC211-12	48.46	37.60	6:46:20	1:31:04	22.41%	21:07	5.20%	0	0:56	0.23%	0	254.655	0.367	0.32	Amtrak
34 42S06TC212-13	46.72	36.55	6:58:05	1:31:04	21.78%	36:43	8.78%	0	0	0.00%	0	254.655	0.000	0.00	Amtrak
35 42S06TC213-14	50.15	38.61	6:35:43	1:31:04	22.01%	0	0.00%	0	2:09	0.54%	0	254.655	0.844	0.71	Amtrak
36 43W07TC107-08	43.21	37.77	6:29:19	49:04	12.60%	57:20	14.73%	0	0	0.00%	0	245.055	0.000	0.00	Amtrak
37 43W07TC108-09	44.41	38.66	6:19:09	49:04	12.94%	55:31	14.64%	0	0	0.00%	0	244.309	0.000	0.00	Amtrak
38 43W07TC109-10	47.24	40.79	5:59:20	49:04	13.65%	12:48	5.13%	0	0:15	0.07%	0	244.309	0.102	0.09	Amtrak
39 43W07TC110-11	37.53	33.34	7:19:41	49:04	11.16%	1:49:57	25.01%	0	0	0.00%	0	244.309	0.000	0.00	Amtrak
40 43W07TC111-12	48.09	41.42	5:53:54	49:04	13.86%	11:24	3.22%	0	8:47	2.48%	0	244.309	3.595	3.09	Amtrak
41 43W07TC112-13	45.34	39.37	6:12:21	49:03	13.17%	40:35	10.90%	0	4:13	1.13%	0	244.309	1.726	1.51	Amtrak
42 43W07TC113-14	42.56	37.27	6:34:30	49:04	12.44%	56:30	14.32%	0	0	0.00%	0	245.055	0.000	0.00	Amtrak
43 APE12NC206-08	33.65	31.46	7:26:58	30:04	6.58%	35:19	8.39%	0	12:11	2.67%	0	239.422	5.089	3.24	Automotive parts
44 APE12NC208-10	37.85	35.08	6:49:32	30:01	7.33%	15:08	3.70%	0	0	0.00%	0	239.422	0.000	0.00	Automotive parts
45 APE12NC209-11	38.82	35.91	6:40:04	30:01	7.50%	40:38	10.16%	0	2:37	0.65%	0	239.422	1.093	0.80	Automotive parts
46 APE12NC210-12	36.68	34.07	7:01:38	30:01	7.12%	34:59	8.30%	0	0:57	0.23%	0	239.422	0.397	0.27	Automotive parts
47 APE12NC211-13	42.15	38.74	6:10:50	30:02	8.10%	5:18	1.43%	0	0:01	0.00%	0	239.422	0.007	0.00	Automotive parts
48 APE12NC212-14	35.96	33.46	7:12:20	30:00	6.94%	0	0.00%	0	24:14	5.61%	0	241.108	10.051	6.41	Automotive parts
49 CBS23C216-13	33.47	16.40	58:49	30:00	51.01%	0	0.00%	0	0	0.00%	0	16.077	0.000	0.00	Coal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell+ DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
50 CEES47C209-10	26 40	14 49	1 06 29	30 00	45 12%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
51 CEES61C209-11	14 40	9 94	1 36 55	30 01	30 97%	32 01	33 04%	0	0	0 00%	0	16 052	0 000	0 00	Coal
52 CEES71C210-11	22 18	16 07	59 56	30 00	50 06%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
53 CEES71C211-12	29 60	15 40	1 02 32	30 00	47 97%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
54 CEES75C209-10	23 55	13 58	1 10 55	30 01	42 33%	11 15	15 86%	0	3 42	5 29%	3 42	16 052	23 050	14 26	Coal
55 CEES81C208-09	26 24	14 44	1 06 43	30 01	44 99%	2 59	4 47%	0	0	0 00%	0	16 052	0 000	0 00	Coal
56 CEES81C209-10	18 50	11 73	1 22 05	30 01	36 57%	18 49	22 92%	0	0	0 00%	0	16 052	0 000	0 00	Coal
57 CEES81C213-14	10 47	7 90	2 01 59	30 01	24 61%	59 30	48 78%	0	0	0 00%	0	16 052	0 000	0 00	Coal
58 CEES83C210-11	24 21	16 56	58 09	30 00	51 59%	0	0 00%	0	4 00	6 88%	4 00	16 052	24 919	16 56	Coal
59 CEES85C207-08	18 90	11 90	1 20 58	30 01	37 07%	16 53	20 85%	0	0	0 00%	0	16 052	0 000	0 00	Coal
60 CEES87C512-13	32 20	16 10	1 00 00	30 00	50 00%	0	0 00%	0	2 47	4 64%	2 47	16 102	17 286	10 23	Coal
61 CEES97CS06-08	29 50	15 37	1 02 40	30 01	47 90%	0	0 00%	0	10 55	17 42%	10 55	16 052	68 008	50 23	Coal
62 CEES97C510-11	28 46	12 01	51 55	30 00	57 78%	0	0 00%	0	0	0 00%	0	10 390	0 000	0 00	Coal
63 CEES97C513-14	28 73	12 06	51 42	30 00	58 03%	0	0 00%	0	0	0 00%	0	10 390	0 000	0 00	Coal
64 CEES635H909-10	8 44	8 03	20 22	1 00	4 91%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	Coal
65 CEES683H110-13	17 69	16 89	22 07	1 00	4 52%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	Coal
66 CEES683H112-13	17 47	16 69	22 23	1 00	4 47%	0	0 00%	0	19 09	85 55%	19 09	6 226	307 581	857 46	Coal
67 CEES685H406-08	18 00	9 23	1 01 34	30 01	48 75%	0	0 00%	0	8 03	13 08%	50 34	9 466	85 041	34 26	Coal
68 CEES693C209-10	30 89	15 74	1 01 11	30 00	49 03%	0	0 00%	0	10 51	17 73%	10 51	16 052	67 593	53 35	Coal
69 CEES801H110-11	17 92	17 10	21 51	1 00	4 58%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	Coal
70 CEW501C108-09	34 97	34 97	6 31 05	0 03	0 01%	0	0 00%	0	0	0 00%	0 49	227 912	0 000	0 00	Coal
71 CEW507C109-11	37 31	37 31	6 12 32	0	0 00%	0	0 00%	0	0	0 00%	0	231 632	0 000	0 00	Coal
72 CEW507C111-13	35 57	35 57	6 30 46	0	0 00%	0	0 00%	0	5 39	1 45%	0	231 632	2 439	1 47	Coal
73 CEW507H409-10	20 12	20 12	23 16	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Coal
74 CEW509C108-09	30 29	30 29	7 29 38	0 04	0 01%	1 03 04	14 03%	0	0	0 00%	0	226 965	0 000	0 00	Coal
75 CEW509C113-14	30 72	30 72	7 24 45	0 02	0 01%	0 27	0 10%	0	36 26	8 19%	0	227 711	16 000	8 93	Coal
76 CEW511C108-11	39 45	33 98	3 36 34	30 02	13 87%	0	0 00%	0	0	0 00%	0	122 640	0 000	0 00	Coal
77 CEW511C210-11	28 00	24 61	4 07 33	30 01	12 13%	51 53	20 96%	0	0	0 00%	0	101 523	0 000	0 00	Coal
78 CEW515C105-08	33 89	33 89	6 37 05	0	0 00%	0	0 00%	0	1 38	0 41%	25 14	224 266	0 726	0 41	Coal
79 CEW515C109-11	34 87	32 39	7 01 45	30 01	7 12%	3 41	0 87%	0	2 51	0 68%	0	227 667	1 252	0 74	Coal
80 CEW515C113-14	35 74	35 74	3 29 06	0 02	0 02%	0	0 00%	0	0	0 00%	40 48	124 550	0 000	0 00	Coal
81 CEW515C212-13	34 27	34 27	6 41 55	0 02	0 01%	0	0 00%	0	2 36	0 65%	1 17 31	229 572	1 133	0 65	Coal
82 CEW515H009-10	17 05	17 05	26 16	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Coal
83 CEW519C211-13	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
84 CEW519C406-08	19 51	1 93	33 18	30 00	90 09%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
85 CEW533991-13	8 16	1 21	35 20	30 00	84 91%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	Coal
86 CEW533C109-10	32 48	32 48	6 54 28	0 04	0 02%	22 05	5 33%	0	19 39	4 74%	15 27	224 346	8 759	5 27	Coal
87 CEW533C111-14	31 80	31 80	7 05 12	0 02	0 01%	45 05	10 59%	0	10 29	2 46%	0	225 534	4 568	2 83	Coal
88 CEW537C207-09	27 62	27 61	3 42 13	0 02	0 02%	40 03	18 02%	0	0	0 00%	0	102 269	0 000	0 00	Coal
89 CEW537C212-14	30 18	30 18	3 44 33	0 02	0 01%	4 02	1 80%	0	0	0 00%	0	112 936	0 000	0 00	Coal
90 CEW537H907-08	24 88	10 69	52 36	30 00	57 03%	0	0 00%	0	0	0 00%	0	9 373	0 000	0 00	Coal
91 CEW537H909-11	33 93	33 93	6 37 42	0 02	0 01%	12 48	3 22%	0	6 24	1 61%	0	224 891	2 846	1 69	Coal
92 CEW537H913-14	34 35	34 35	3 19 50	0	0 00%	0	0 00%	0	0	0 00%	5 54	114 421	0 000	0 00	Coal
93 CEW539C108-10	34 93	34 93	6 23 51	0 03	0 01%	5 40	1 48%	0	7 24	1 93%	19 27	223 434	3 312	2 00	Coal
94 CEW541C110-11	38 41	33 42	3 50 40	30 00	13 01%	0	0 00%	0	3 30	1 52%	0	128 471	2 724	1 78	Coal
95 CEW541C210-12	30 27	26 34	3 51 14	30 01	12 98%	0	0 00%	0	4 54	2 12%	0	101 523	4 826	2 50	Coal
96 CEW563C209-10	20 33	15 45	4 10	1 00	24 00%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
97 CEW563C406-08	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
98 CEW563C407-10	19 51	1 93	33 18	30 00	90 09%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM:SS	Total Dwell* DD HH:MM:SS	Dwell % of Run Time	Wait on Schedule DD HH:MM:SS	Wait on Sched % of Run Time	Switch Delay DD HH:MM:SS	Stop* Delay DD HH:MM:SS	Delay % of Run Time	Entry Hold DD HH:MM:SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
99 CSW563C410-11	19.51	1.95	33:18	30:00	90.09%	0	0.00%	0	0	0.00%	0	1.073	0.000	0.00	Coal
100 CSW563C411-14	18.66	1.92	33:27	30:00	89.69%	0	0.00%	0	0	0.00%	0	1.073	0.000	0.00	Coal
101 CSW563C412-14	18.66	1.92	33:27	30:00	89.69%	0	0.00%	0	0	0.00%	0	1.073	0.000	0.00	Coal
102 CSW563C413-14	19.61	1.93	33:17	30:00	90.16%	0	0.00%	0	0	0.00%	8.59	1.073	0.000	0.00	Coal
103 CSW565C207-05	34.40	27.80	2:36:28	30:02	19.19%	2.57	1.89%	0	0:31	0.33%	0	92.485	0.713	0.42	Coal
104 CSW565C209-11	33.24	9.35	7:44:56	5:30:01	70.98%	0	0.00%	0	4:20	0.93%	25.00	72.485	5.978	3.32	Coal
105 CSW565C211-13	31.90	31.66	2:17:22	1:01	0.74%	12.10	8.86%	0	0	0.00%	0	72.485	0.000	0.00	Coal
106 CSW567C108-11	35.86	33.55	7:47:06	30:02	6.43%	0	0.00%	0	0:33	0.12%	0	261.193	0.211	0.13	Coal
107 CSW567H308-10	12.19	12.19	36:44	0	0.00%	0	0.00%	0	8:32	23.23%	4.16	7.466	114.296	30.26	Coal
108 CSW591C108-10	32.97	32.97	6:57:27	0:02	0.01%	0:33	0.13%	0	14:50	3.55%	0	229.397	6.456	3.69	Coal
109 CSW591H013-14	7.25	2.34	44:19	30:00	67.69%	0	0.00%	0	3:18	7.45%	6.01	1.730	196.751	29.95	Coal
110 CSW591C108-10	30.28	30.28	7:42:20	0:01	0.00%	30:10	6.53%	0	38:55	8.42%	0	233.318	16.680	9.90	Coal
111 CSW615C108-09	31.87	30.04	8:43:19	35:04	5.76%	59:03	11.31%	0	0	0.00%	0	261.490	0.000	0.00	Coal
112 CSW643C213-13	16.17	12.64	2:17:18	30:00	21.85%	0	0.00%	0	6:19	4.84%	14.50	28.919	22.995	6.61	Coal
113 CSW643H911-12	15.99	8.58	1:06:56	31:01	46.34%	3:00	4.48%	0	4:43	7.05%	0	9.574	49.265	16.73	Coal
114 CSW763C408-10	19.81	2.85	35:02	30:00	85.63%	0	0.00%	0	0	0.00%	0	1.662	0.000	0.00	Coal
115 CLE500C211-13	27.88	27.82	7:08:12	1:02	0.24%	1:30:06	21.04%	0	0	0.00%	0	198.510	0.000	0.00	Coal
116 CLE500C408-09	27.43	27.43	6:35:05	0:02	0.01%	1:03:15	16.01%	0	11:14	2.84%	0	180.594	6.220	3.50	Coal
117 CLE500H405-08	15.53	8.51	1:06:36	30:01	45.07%	2:00	3.00%	0	9:36	14.41%	9:36	9.466	101.416	38.43	Coal
118 CLE500H408-10	19.60	18.94	29:59	1:00	3.34%	0	0.00%	0	0	0.00%	0	9.466	0.000	0.00	Coal
119 CLE506C110-12	18.67	18.66	30:26	0:01	0.05%	0	0.00%	0	0	0.00%	0	9.466	0.000	0.00	Coal
120 CLE506C210-11	29.06	29.06	6:12:26	0:02	0.01%	19:25	5.21%	0	10:18	2.77%	0	180.393	5.710	3.01	Coal
121 CLE506C407-08	20.93	20.93	9:06:38	0:03	0.01%	3:01:06	33.13%	0	6:51	1.25%	0	190.705	1.592	1.91	Coal
122 CLE506C412-13	17.31	17.31	10:59:05	0:04	0.01%	4:19:40	39.40%	0	19:46	3.00%	0	190.160	10.395	5.21	Coal
123 CLE508C412-13	31.89	31.89	5:52:44	0:02	0.01%	6:32	1.85%	0	7:10	2.03%	15.28	187.489	3.822	2.11	Coal
124 CLE508H401-09	8.75	4.04	55:45	30:00	53.81%	0	0.00%	0	0	0.00%	0	3.755	0.000	0.00	Coal
125 CLE510C412-13	27.68	27.68	6:31:01	0:01	0.00%	32:27	8.30%	0	17:33	4.49%	0	180.393	9.729	5.15	Coal
126 CLE514C408-09	25.05	25.05	7:12:09	0:02	0.01%	1:11:20	16.51%	0	0	0.00%	1:10:04	180.393	0.000	0.00	Coal
127 CLE514C409-11	14.01	11.35	5:15:31	1:00:01	19.02%	2:05:14	39.69%	0	0:02	0.01%	0	59.664	0.056	0.03	Coal
128 CLE514C411-13	24.64	24.64	7:19:19	0:01	0.00%	1:09:30	15.82%	0	6:33	1.49%	0	180.393	3.631	1.80	Coal
129 CLE518C409-10	16.98	2.12	34:17	30:00	87.51%	0	0.00%	0	0	0.00%	10.06	1.212	0.000	0.00	Coal
130 CLE518C413-14	16.98	2.12	34:17	30:00	87.51%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
131 CLE524C409-10	25.42	10.61	1:42:58	1:00:00	58.27%	0	0.00%	0	0	0.00%	11.12	18.203	0.000	0.00	Coal
132 CLE526C410-11	26.85	26.85	6:43:07	0	0.00%	0	0.00%	0	50:47	12.60%	0	180.393	28.151	14.41	Coal
133 CLE532C407-08	19.03	16.41	3:38:07	30:01	13.76%	26:31	12.16%	0	0	0.00%	0	59.664	0.000	0.00	Coal
134 CLE532H911-12	9.66	9.66	16:56	0	0.00%	0	0.00%	0	0	0.00%	0	2.725	0.000	0.00	Coal
135 CLE534C411-13	29.36	29.36	6:20:35	0:02	0.01%	40:41	10.69%	0	10:07	2.66%	13.54	186.214	5.433	3.07	Coal
136 CLE536C409-10	18.49	14.12	4:13:36	1:00:01	23.67%	31:09	12.28%	0	0	0.00%	0	59.664	0.000	0.00	Coal
137 CLE536C410-11	24.88	24.87	7:21:56	0:02	0.01%	1:36:39	21.87%	0	0	0.00%	0	183.218	0.000	0.00	Coal
138 CLE536C411-13	16.75	16.75	4:07:14	0:01	0.01%	0	0.00%	0	34:45	14.06%	18.17	69.012	50.354	16.36	Coal
139 CLE536C412-14	24.32	17.27	3:27:14	1:00:01	28.96%	0	0.00%	0	0	0.00%	9.49	59.664	0.000	0.00	Coal
140 CLE538C413-14	22.24	22.24	8:06:41	0:02	0.01%	2:30:37	30.95%	0	3:56	0.81%	0	180.393	2.180	1.18	Coal
141 CLE540C412-13	18.09	18.09	10:30:37	0:02	0.01%	2:18:47	22.01%	0	2:06:01	19.98%	0	190.160	66.269	34.45	Coal
142 CLE562C409-10	17.66	17.66	4:07	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
143 CLE562C410-11	9.17	9.17	7:56	0	0.00%	0	0.00%	0	0	0.00%	19.03	1.212	0.000	0.00	Coal
144 CLE562C411-12	17.45	17.45	4:10	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
145 CLE562C412-13	17.38	1.13	1:04:11	1:00:00	93.48%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
146 CLE562C413-14	19.57	19.57	3:43	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
147 CLE564C409-10	8.99	4.09	1:50:07	1:00:00	54.49%	0	0.00%	0	14:35	13.24%	0	7.507	194.263	41.04	Coal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD:HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148 CLE564C411-12	14 22	4 91	1 31 40	1 00 00	65 45%		0 00%	0	0	0 00%	0	7 507	0 000	0 00	Coal
149 CLE564C412-13	15 29	5 06	1 29 27	1 00 00	67 05%		0 00%	0	0	0 00%	11 00	7 507	0 000	0 00	Coal
150 CLE566C409-10	15 97	15 97	11 17 43	0 01	0 00%	4 53 14	43 27%	0	2 22	0 35%	0	180 393	1 312	0 62	Coal
151 CLE566C413-14	25 03	25 03	7 12 28	0 02	0 01%	1 28 29	20 46%	0	0	0 00%	0	180 393	0 000	0 00	Coal
152 CLE568H409-10	18 39	17 81	31 53	1 00	3 14%		0 00%	0	0	0 00%	0	9 466	0 000	0 00	Coal
153 CLE576H105-08	11 65	11 08	20 20	1 00	4 92%		0 00%	0	0	0 00%	0	3 755	0 000	0 00	Coal
154 CLE590C411-12	30 29	30 29	5 57 19	0 02	0 01%	54 51	15 25%	0	2 50	0 79%	0	180 393	1 571	0 95	Coal
155 CLE592C411-12	28 66	28 66	6 18 05	0 02	0 01%	53 11	14 07%	0	11 18	2 99%	0	180 594	6 257	3 60	Coal
156 CLE594C408-09	29 35	29 35	6 09 46	0 03	0 01%	35 14	9 55%	0	14 48	4 01%	12 17	180 393	8 204	4 64	Coal
157 CLE636H409-10	7 53	7 42	1 09 29	1 01	1 46%	17 06	24 61%	0	0	0 00%	0	8 589	0 000	0 00	Coal
158 CLE640C110-11	34 52	34 39	4 29 07	1 01	0 38%	0	0 00%	0	4 57	1 84%	15 42	154 234	3 209	1 88	Coal
159 CLE642C109-10	33 12	28 43	4 20 47	30 01	11 51%	16 48	6 44%	0	0	0 00%	4 15	123 554	0 000	0 00	Coal
160 CLE808C207-09	21 61	20 50	9 41:38	30 03	5 17%	1 53 21	19 49%	0	96 46	9 76%	0	198 686	28 571	14 66	Coal
161 CLW522C413-14	33 33	33 33	41 53	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
162 CLW528C410-11	36 23	36 23	38 32	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
163 CLW544C413-14	31 34	31 34	44 33	0	0 00%	0	0 00%	0	0	0 00%	35 18	23 269	0 000	0 00	Coal
164 CLW560C412-13	31 09	31 09	44 54	0	0 00%	0	0 00%	0	0	0 00%	8 02	23 269	0 000	0 00	Coal
165 CLW570C408-09	32 32	32 31	43 13	0 01	0 04%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
166 CLW571C410-11	25 56	15 02	1 12 44	30 00	41 25%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Coal
167 CLW574C412-13	31 13	31 13	44 51	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
168 CLW580C407-08	39 42	39 42	35 25	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
169 CLW580C411-13	31 21	31 21	44 44	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
170 CLW580C412-13	30 87	30 87	45 14	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
171 CLW596C408-10	33 97	33 97	41 06	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
172 CLW596C412-13	32 28	32 28	43 15	0	0 00%	0	0 00%	0	0	0 00%	5 40	23 269	0 000	0 00	Coal
173 CLW62NC212-13	27 32	27 32	3 21 39	0 01	0 01%	30 48	15 27%	0	0	0 00%	0	91 810	0 000	0 00	Coal
174 CLW682H107-09	8 17	8 17	47 12	0:01	0 04%	0	0 00%	0	4 00	8 47%	4 16	6 426	62 247	9 26	Coal
175 CLW682H108-09	7 45	7 44	55 48	0 01	0 03%	0	0 00%	0	16 37	32 08%	0	6 426	258 585	47 25	Coal
176 CLW682H111-13	16 17	16 17	23:51	0	0 00%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	Coal
177 CLW682H112-13	9 61	9 61	16 16	0	0 00%	0	0 00%	0	0	0 00%	8 19	2 605	0 000	0 00	Coal
178 CLW692C407-08	39 35	39 35	35 29	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
179 CLW692C408-09	28 90	16 11	1 07 47	30 00	44 26%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Coal
180 CLW692C410-11	40 10	40 10	34 49	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
181 CLW692C412-13	27 35	27 35	51 03	0	0 00%	0	0 00%	0	5 48	11 36%	0	23 269	24 926	12 82	Coal
182 CLW840H107-13	9 72	9 72	16 05	0	0 00%	0	0 00%	0	0	0 00%	1 43 50	2 605	0 000	0 00	Coal
183 CLWY62C413-14	19 17	19 17	7 09	0	0 00%	0	0 00%	0	0	0 00%	0	2 255	0 000	0 00	Coal
184 FOWKC31C207-08	6 78	6 54	2 18 43	5 00	3 60%	1 25 33	61 67%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
185 FOWKC31C208-09	3 44	3 38	4 28 43	5 00	1 86%	3 36 29	80 56%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
186 FOWKC31C209-10	8 34	7 98	1 53 43	5 00	4 40%	1 00 26	53 14%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
187 FOWKC31C211-12	5 50	5 33	2 50 02	5 00	2 94%	1 53 26	66 71%	0	2 46	1 83%	0	15 117	18 302	5 67	Foreign Merchandise
188 FOWKC31C212-13	6 31	6 10	2 28 43	5 00	3 36%	1 26 54	65 16%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
189 FOWKC32C207-08	8 26	7 90	1 54 51	5 00	4 35%	1 00 34	52 74%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
190 FOWKC32C208-09	2 56	2 52	5 52 59	5 00	1 39%	0	0 00%	0	5 05 18	84 81%	0	15 117	2019 581	614 49	Foreign Merchandise
191 FOWKC32C209-10	14 45	13 38	1 07 47	5:00	7 38%	16 42	24 64%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
192 FOWKC32C210-11	9 77	9 27	1 37 48	5 00	5 11%	46 44	47 78%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
193 FOWKC32C211-12	10 21	9 67	1 33 48	5 00	5 33%	42 47	45 61%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
194 GMS04LC208-09	31 10	28 58	4 33 35	30 01	10 97%	6 41	2 44%	0	3 45	1 37%	0	130 295	2 878	1 61	General Merchandise
195 GMS052C108-10	18 80	17 54	7 25 48	30 02	6 74%	3 21 12	45 13%	0	2 07	0 47%	0	139 295	1 425	1 00	General Merchandise
196 GMS052H413-14	29 30	27 86	20 23	1 00	4 91%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
197 GME05SH213-14	31 47	31 44	18 04	0 01	0 09%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
198 GME10AC207-08	34 76	33 63	8 11 24	30 03	6 12%	0	0 00%	0	19 03	3 88%	0	267 371	7 128	4 31	General Merchandise
199 GME10AC208-09	29 97	27 95	7 26 33	30 03	6 73%	20 00	4 48%	0	6 22	1 43%	0	208 951	3 060	1 63	General Merchandise
200 GME10AC209-10	22 33	21 19	9 49 11	30 05	5 11%	19 52	3 37%	0	26 10	4 44%	17 15	208 076	12 576	5 10	General Merchandise
201 GME10AC210-11	25 87	24 35	8 32 46	30 02	5 86%	1 21 49	15 96%	0	7 55	1 54%	0	208 126	3 804	2 01	General Merchandise
202 GME10AC211-12	31 62	29 85	8 56 55	30 03	5 60%	0	0 00%	0	9 04	1 69%	0	267 145	3 394	1 82	General Merchandise
203 GME10AC212-13	26 84	25 22	8 15 13	30 01	6 06%	57 36	11 63%	0	1 16 02	15 35%	9 05	208 126	36 532	22 93	General Merchandise
204 GME10AC213-14	35 87	33 63	7 59 39	30 02	6 26%	21 23	4 46%	0	0	0 00%	0	268 831	0 000	0 00	General Merchandise
205 GME10GC207-08	31 97	30 11	8 36 25	30 02	5 82%	13 10	2 55%	0	31 01	6 01%	0	259 190	11 967	7 01	General Merchandise
206 GME10GC208-09	22 48	21 27	9 19 47	30 05	5 37%	1 57 24	25 97%	0	12 43	2 27%	0	198 485	6 497	3 18	General Merchandise
207 GME10GC209-10	20 91	19 86	10 00 08	30 03	5 01%	3 56 13	39 36%	0	0	0 00%	0	198 686	0 000	0 00	General Merchandise
208 GME10GC210-11	16 96	13 07	19 37 52	4 30 01	22 92%	8 20 15	42 47%	0	3 48	0 32%	0	256 662	1 481	0 94	General Merchandise
209 GME10GC211-12	26 97	25 63	10 03 26	30 03	4 98%	1 17 22	12 82%	0	14 33	2 41%	0	257 730	5 645	3 02	General Merchandise
210 GME10GC212-13	31 95	29 57	6 42 48	30 01	7 45%	17 06	4 25%	0	13 35	3 37%	0	198 485	6 844	3 97	General Merchandise
211 GME10GC213-14	31 61	29 78	8 40 09	30 02	5 77%	58 44	11 29%	0	21 23	4 11%	0	258 172	8 283	5 22	General Merchandise
212 GME10NC207-08	30 50	28 42	7 19 41	30 03	6 83%	29 25	6 69%	0	14 04	3 20%	0	208 252	6 755	3 84	General Merchandise
213 GME10NC208-09	29 74	27 75	7 29 48	30 02	6 68%	35 10	7 82%	0	5 38	1 25%	0	208 051	2 708	1 49	General Merchandise
214 GME10NC209-10	31 79	30 01	8 54 02	30 00	5 62%	0	0 00%	0	19 20	3 62%	0	267 070	7 239	3 99	General Merchandise
215 GME10NC210-11	30 33	28 70	9 18 22	30 02	5 38%	37 16	6 67%	0	2 23	0 43%	0	267 070	0 892	0 49	General Merchandise
216 GME10NC211-12	30 78	28 99	8 35 22	30 01	5 82%	0	0 00%	0	26 49	5 20%	0	268 988	10 770	5 85	General Merchandise
217 GME10NC212-13	33 81	31 80	8 23 58	30 01	5 96%	16 54	3 35%	0	7 09	1 42%	0	267 070	2 677	1 59	General Merchandise
218 GME10NC213-14	30 74	28 63	7 16 08	30 01	6 88%	20 31	4 70%	0	6 20	1 45%	0	208 076	3 044	1 67	General Merchandise
219 GME11RB909-10	7 19	7 17	6 04	0 01	0 27%	0	0 00%	0	7 31	123 90%	7 31	0 725	1036 782	0 00	General Merchandise
220 GME11RB911-12	7 86	7 84	5 33	0 01	0 30%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
221 GME11RH106-08	16 03	7 37	50 43	30 00	59 15%	0	0 00%	0	0	0 00%	7 50	6 226	0 000	0 00	General Merchandise
222 GME11RH107-09	8 60	3 89	54 49	30 00	54 73%	0	0 00%	0	52 38	96 02%	52 38	3 555	1480 544	0 00	General Merchandise
223 GME11RH108-09	15 29	6 86	54 27	30 01	55 13%	1 55	3 52%	0	0	0 00%	12 12	6 226	0 000	0 00	General Merchandise
224 GME11RH109-10	18 09	18 08	20 45	0 01	0 08%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
225 GME11RH110-11	17 21	17 20	21 43	0 01	0 08%	0	0 00%	0	25 10	115 89%	32 46	6 226	404 219	0 00	General Merchandise
226 GME11RH111-12	15 07	14 48	25 48	1 01	3 94%	0	0 00%	0	32 50	127 26%	32 50	6 226	527 358	0 00	General Merchandise
227 GME11RH112-13	17 55	16 76	22 17	1 00	4 49%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
228 GME11RH113-14	17 96	17 14	21 48	1 00	4 59%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
229 GME12GC207-08	25 17	24 00	10 43 50	30 04	4 67%	2 36 37	24 33%	0	0	0 00%	0	257 504	0 000	0 00	General Merchandise
230 GME12GC208-09	33 17	33 17	8 18 56	30 07	6 04%	44 18	8 88%	0	0 27	0 05%	0	259 190	0 174	0 11	General Merchandise
231 GME12GC209-10	27 79	27 15	9 32 46	13 06	2 39%	2 06 33	22 09%	0	0	0 00%	0	259 190	0 000	0 00	General Merchandise
232 GME12GC210-11	33 46	30 95	7 47 26	25 02	7 49%	24 15	5 19%	0	8 40	1 65%	0	241 108	3 595	2 17	General Merchandise
233 GME12GC211-12	31 59	30 41	8 31 21	19 04	3 73%	0	0 00%	0	25 01	4 89%	4 41	259 190	9 652	5 35	General Merchandise
234 GME12GC212-13	33 22	31 20	8 15 08	30 03	6 07%	55 29	11 21%	0	1 44	0 33%	0	257 504	0 673	0 42	General Merchandise
235 GME12GC213-14	36 61	34 20	7:34 46	30 01	6 60%	17 55	3 94%	0	1 41 17	22 27%	1 41 17	259 190	39 077	33 15	General Merchandise
236 GME12R9906-08	8 68	3 35	48 50	30 00	61 43%	0	0 00%	0	0	0 00%	42 49	2 725	0 000	0 00	General Merchandise
237 GME12R9907-09	8 66	3 34	48 53	30 00	61 37%	0	0 00%	0	0	0 00%	18 31	2 725	0 000	0 00	General Merchandise
238 GME12R9908-10	9 02	8 55	19 07	1 00	5 23%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
239 GME12R9909-11	8 78	5 14	31 50	13:13	41 52%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
240 GME12R9910-12	8 71	5 07	32 16	13 30	41 84%	0	0 00%	0	0	0 00%	8 09	2 725	0 000	0 00	General Merchandise
241 GME12R9911-13	9 00	5 16	31 40	13 30	42 63%	0	0 00%	0	0	0 00%	0	2 726	0 000	0 00	General Merchandise
242 GME12R9912-14	8 74	8 29	19 43	1 00	5 07%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
243 GME12T9907-08	8 55	3 33	49 08	30 00	61 06%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
244 GME12T9909-11	4 05	1 95	41 31	1 00	2 42%	0	0 00%	0	20 09	48 73%	0	2 725	739 450	99 75	General Merchandise
245 GME12T9910-11	6 65	6 39	25 38	1 00	3 93%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD:HH MM:SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
246 GME12ST9911-13	9 57	8 24	19 51	1 00	5 04%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
247 GME12ST9912-13	8 85	8 19	19 29	1 00	5 13%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
248 GME14GC105-08	30 96	29 59	9 04 57	24 05	4 42%	55 44	10 23%	0	0	0 00%	0	268 756	0 000	0 00	General Merchandise
249 GME14GC207-08	27 50	26 41	19 10 29	24 05	3 94%	1 52 02	18 35%	0	8 45	1 43%	0	268 756	3 256	1 88	General Merchandise
250 GME14GC208-09	23 60	22 79	11 43 13	24 05	3 43%	2 07:15	18 10%	0	0 01	0 00%	0	267 070	0 006	0 00	General Merchandise
251 GME14GC209-10	28 07	26 65	9 52 57	30 04	5 07%	17 48	3 00%	0	21 58	3 70%	11 34	263 325	8 342	4 20	General Merchandise
252 GME14GC210-11	33 03	31 10	8 35 13	30 02	5 83%	37 35	7 29%	0	0	0 00%	0	267 095	0 000	0 00	General Merchandise
253 GME14GC211-12	26 33	24 91	10 47 31	35 05	5 42%	39 06	6 04%	0	0	0 00%	0	268 781	0 000	0 00	General Merchandise
254 GME14GC212-13	27 95	26 35	10 12 06	35 05	5 73%	2 26 04	23 86%	0	0	0 00%	0	268 781	0 000	0 00	General Merchandise
255 GME16GC207-08	29 68	28 06	9 10 33	30 04	5 46%	1 14 41	13 57%	0	0	0 00%	0	257 504	0 000	0 00	General Merchandise
256 GME16GC208-09	28 41	26 51	7 29 13	30 03	6 69%	56 05	12 48%	0	0	0 00%	0	198 510	0 000	0 00	General Merchandise
257 GME16GC209-10	26 90	25 19	7 52 50	30 02	6 35%	1 04 13	13 58%	0	0 01	0 00%	0	198 510	0 008	0 00	General Merchandise
258 GME16GC210-11	28 79	26 84	7 23 43	30 01	6 76%	15 16	3 44%	0	17 55	4 04%	0	198 485	9 027	4 71	General Merchandise
259 GME16GC211-12	36 02	32 02	6 00 39	30 01	8 32%	0	0 00%	0	5 49	1 61%	0	198 485	2 931	1 79	General Merchandise
260 GME16GC212-13	28 10	26 24	7 33 47	30 02	6 62%	1 03 21	13 96%	0	0 01	0 00%	0	198 485	0 008	0 00	General Merchandise
261 GME18GC213-14	30 02	27 91	7 06 42	30 02	7 04%	58 35	13 73%	0	0	0 00%	0	198 485	0 000	0 00	General Merchandise
262 GME18GC207-08	33 64	31 51	7 54 11	30 03	6 34%	21 57	5 05%	0	3 57	0 83%	0	248 988	1 566	0 95	General Merchandise
263 GME18GC208-09	24 76	23 59	10 33 19	30 04	4 75%	2 12 55	20 99%	0	27 37	4 36%	0	248 988	11 092	6 24	General Merchandise
264 GME18GC209-10	33 64	31 51	7 54 06	30 02	6 33%	12 09	2 56%	0	0	0 00%	0	248 988	0 000	0 00	General Merchandise
265 GME18GC210-11	29 73	27 74	7 29 56	30 02	6 66%	31 25	6 98%	0	3 40	0 81%	3 40	208 051	1 762	0 95	General Merchandise
266 GME18GC211-12	33 80	31 27	6 40 39	30 01	7 49%	0	0 00%	0	0	0 00%	0	208 797	0 000	0 00	General Merchandise
267 GME18GC212-13	33 53	31 43	7 55 30	30 00	6 31%	0	0 00%	0	10:45	2 26%	0	248 988	4 317	2 47	General Merchandise
268 GME18GC213-14	38 59	35 82	6 58 09	30 01	7 18%	0	0 00%	0	0	0 00%	0	249 656	0 000	0 00	General Merchandise
269 GME36JHA09-10	9 55	9 04	57 00	0 02	0 06%	12 17	21 55%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
270 GME36JHA11-12	11 62	11 37	45 20	1 00	2 21%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
271 GME33AH407-08	13 33	7 82	1 12 38	30 01	41 33%	7 48	10 74%	0	30 21	41 79%	30 21	9 466	320 621	679 48	General Merchandise
272 GME33AH408-09	17 88	9 19	1 01 47	30 01	48 58%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
273 GME33AH409-10	22 27	21 43	26 30	1 00	3 77%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
274 GME33AH410-11	18 68	18 09	31 24	1 00	3 18%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
275 GME33AH411-12	33 09	32 19	25 36	1 00	3 91%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
276 GME33AH412-13	20 87	20 13	28 13	1 00	3 54%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
277 GME33AH413-14	17 74	17 20	33 01	1 00	3 03%	0	0 00%	0	0	0 00%	12 42	9 466	0 000	0 00	General Merchandise
278 GME37QH107-08	18 24	7 40	50 29	30 00	59 42%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
279 GME37QH108-09	8 11	4 91	1 16 06	30 00	39 44%	0	0 00%	0	22 21	29 38%	0	6 226	358 978	94 24	General Merchandise
280 GME37QH110-11	20 01	18 99	19 40	1 00	5 08%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
281 GME37QH111-12	17 55	16 76	22 17	1 00	4 49%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
282 GME37QH112-13	16 96	16 21	23 03	1 00	4 34%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
283 GME37QH113-14	17 73	16 93	22 04	1 00	4 53%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
284 GME37QH409-10	23 20	21 85	17 06	1 00	5 85%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
285 GME54NC209-11	34 07	31 37	6 19 59	30 02	7 90%	19 05	5 02%	0	2 52	0 75%	0	198 686	1 443	0 87	General Merchandise
286 GME63NC208-09	8 92	6 61	3 52 14	1 00 02	25 85%	1 19 03	34 04%	0	26 50	11 55%	7 48	25 599	104 422	40 46	General Merchandise
287 GMEH2WH909-10	8 51	8 09	20 13	1 00	4 95%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
288 GMEH2WH910-11	9 03	8 56	19 06	1 00	5 24%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
289 GMEH2WH911-11	8 59	8 16	20 02	1 00	4 99%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
290 GMEH2WH912-13	8 40	7 99	20 28	1 00	4 93%	0	0 00%	0	0	0 00%	26 38	2 725	0 000	0 00	General Merchandise
291 GMEH2WH913-14	9 13	8 65	18 54	1 00	5 39%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
292 GMEH2WH914-14	9 29	8 79	18 36	1 00	5 38%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
293 GMEH2WH911-12	6 66	5 77	7 32	1 00	13 27%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
294 GMW11AH408-08	35 89	33 63	7 57 00	30 03	6 30%	5 38	1 18%	0	1 15	0 26%	0	267 371	0 468	0 28	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD:HH:MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet+ Pass Delay %	Train Type
295	GMW11AH409-09	35 50	33 30	8 03 09	30 03	6 22%	4 22	0 90%	0	1:00	0 21%	0	268 117	0 373	0 22	General Merchandise
296	GMW11AH410-10	30 76	29 08	9 11 24	30 05	5 45%	1 17:59	16 14%	0	12 30	2 27%	0	267 371	4 675	2 90	General Merchandise
297	GMW11AH411-11	35 30	33 12	8 06 42	30 02	6 18%	0 47	0 16%	0	3 46	0 78%	0	268 117	1 405	0 83	General Merchandise
298	GMW11AH412-12	34 07	32 03	8 22 14	30 06	5 99%	5 58	1 19%	0	0	0 00%	0	268 117	0 000	0 00	General Merchandise
299	GMW11AH413-13	33 52	31 54	8 28 05	30 00	5 90%	0	0 00%	0	11 13	2 21%	4 28	267 074	4 200	2 40	General Merchandise
300	GMW11AH414-14	31 70	29 92	8 57 35	30 03	5 59%	9 12	1 71%	0	18:08	3 37%	0	268 117	6 763	3 78	General Merchandise
301	GMW11GC107-08	32 63	27 76	9 22 59	1 24 04	14 93%	7:20	1 30%	0	0	0 00%	0	260 967	0 000	0 00	General Merchandise
302	GMW11GC108-09	34 67	32 49	8 00 06	30 05	6 27%	0	0 00%	0	0	0 00%	0	260 005	0 000	0 00	General Merchandise
303	GMW11GC109-11	31 37	29 59	8 47 17	30 01	5 69%	0	0 00%	0	24:51	4 71%	31 07	260 005	9 558	5 26	General Merchandise
304	GMW11GC110-12	30 47	28 78	9 01 34	30 01	5 54%	0	0 00%	0	2 02	0 38%	16 01	259 804	0 783	0 40	General Merchandise
305	GMW11GC111-13	35 06	32 85	7 55 45	30 02	6 31%	0 45	0 16%	0	0	0 00%	0	260 447	0 000	0 00	General Merchandise
306	GMW11GC112-13	33 58	31 54	8 15 35	30 02	6 06%	14 29	2 92%	0	0	0 00%	0	260 550	0 000	0 00	General Merchandise
307	GMW11KH507-08	33 73	31 73	8:26 24	30 03	5 93%	20 50	4 11%	0	12 02	2 38%	0	267 813	4 491	2 71	General Merchandise
308	GMW11KH508-09	35 53	33 32	8 03 34	30:04	6 22%	16 19	3 37%	0	0	0 00%	0	268 559	0 000	0 00	General Merchandise
309	GMW11KH509-10	32 47	30 61	8 46 25	30 05	5 71%	28 51	5 48%	0	11 52	2 25%	0	268 559	4 419	2 60	General Merchandise
310	GMW11KH510-11	31 84	30 05	8 54 53	30 02	5 61%	3 07	0 58%	0	32 04	6 00%	0	267 916	11 969	6 83	General Merchandise
311	GMW11KH511-12	27 22	25 91	10 26 28	30 01	4 84%	1 44 54	16 91%	0	1 32	0 25%	3 06	267 916	0 572	0 32	General Merchandise
312	GMW11KH512-13	31 28	29 56	9 04 18	30 02	5 52%	0 32	0 10%	0	0 01	0 00%	0	268 117	0 006	0 00	General Merchandise
313	GMW11KH513-14	29 39	27 86	9 37 22	30 04	5 21%	9 41	1 68%	0	45 37	7 90%	0	268 117	17 014	9 27	General Merchandise
314	GMW11R9907-08	9 35	9 35	4 39	0	0 00%	0	0 00%	0	22 59	494 27%	36 20	0 725	3170 115	0 00	General Merchandise
315	GMW11R9908-09	9 60	9 60	4 32	0	0 00%	0	0 00%	0	0	0 00%	20 24	0 725	0 000	0 00	General Merchandise
316	GMW11R9910-11	7 37	6 30	6 54	1 00	14 49%	0	0 00%	0	11 30	166 67%	27 56	0 725	1586 207	0 00	General Merchandise
317	GMW11R9912-13	9 70	9 70	4 29	0	0 00%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
318	GMW11R9913-14	9 78	9 78	4 27	0	0 00%	0	0 00%	0	2 58	66 67%	2 58	0 725	409 195	200 00	General Merchandise
319	GMW12RH107-09	9 47	9 47	15 52	0	0 00%	0	0 00%	0	0	0 00%	9 01	2 505	0 000	0 00	General Merchandise
320	GMW12RH108-10	17 37	17 37	22 12	0	0 00%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
321	GMW12RH109-10	20 13	20 13	19 09	0	0 00%	0	0 00%	0	0	0 00%	3 59	6 426	0 000	0 00	General Merchandise
322	GMW12RH110-11	13 18	13 18	29 15	0	0 00%	0	0 00%	0	0 58	3 30%	1 52	6 426	15 043	3 42	General Merchandise
323	GMW12RH111-13	18 39	18 39	20 58	0	0 00%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
324	GMW12RH112-13	5 20	5 20	1 14 09	0	0 00%	0	0 00%	0	29 33	39 85%	0	6 426	459 851	66 26	General Merchandise
325	GMW12RH113-14	9 71	9 71	15 29	0	0 00%	0	0 00%	0	0	0 00%	10 54	2 505	0 000	0 00	General Merchandise
326	GMW13GC106-08	33 94	31 86	8 11 00	30 02	6 12%	0 46	0 16%	0	4 25	0 90%	0	260 751	1 694	0 97	General Merchandise
327	GMW13GC108-10	25 76	24 51	10 37 52	31 02	4 87%	1 57 38	18 44%	0	0 01	0 00%	8:28	260 550	0 006	0 00	General Merchandise
328	GMW13GC109-11	35 00	33 74	8 00 33	31 00	6 45%	0	0 00%	0	0	0 00%	0	262 236	0 000	0 00	General Merchandise
329	GMW13GC110-12	32 97	30 94	8 25 12	31 03	6 15%	14 21	2 84%	0	0	0 00%	0	260 550	0 000	0 00	General Merchandise
330	GMW13GC111-13	32 02	30 16	8 38 40	30 04	5 80%	11 16	2 17%	0	0	0 00%	0	260 751	0 000	0 00	General Merchandise
331	GMW13GC112-14	31 85	30 01	8 40 54	30 00	5 76%	0	0 00%	0	13 41	2 62%	0	260 550	5 282	3 87	General Merchandise
332	GMW13T9906-08	9 85	9 85	4 25	0	0 00%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
333	GMW13T9907-09	9 74	9 74	4 28	0	0 00%	0	0 00%	0	23 48	532 84%	23 48	0 725	3282 759	0 00	General Merchandise
334	GMW13T9908-09	9 85	9 85	4 25	0	0 00%	0	0 00%	0	35 56	811 58%	35 56	0 725	4956 322	0 00	General Merchandise
335	GMW13T9909-10	7 09	6 10	7 08	1 00	14 02%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
336	GMW13T9910-11	7 06	6 07	7 10	1 00	13 98%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
337	GMW13T9911-13	9 78	9 78	4 27	0	0 00%	0	0 00%	0	6 33	147 19%	0 725	903 448	0 00	General Merchandise
338	GMW13T9912-14	9 46	9 46	4 36	0	0 00%	0	0 00%	0	6 38	146 20%	6 38	0 725	914 943	0 00	General Merchandise
339	GMW15GC112-11	25 89	24 57	9 50 10	30 03	5 09%	1:36 45	16 29%	0	6 54	1 17%	4 37	241 722	2 855	1 51	General Merchandise
340	GMW15GC113-12	34 38	32 10	7 32 14	30 02	6 64%	16 05	3 56%	0	0 16	0 06%	0	241 923	0 110	0 07	General Merchandise
341	GMW15GC112-13	31 12	29 36	8 50 58	30 05	5 67%	15 12	2 86%	0	9 15	1 74%	0	259 804	3 560	1 94	General Merchandise
342	GMW15GC113-14	32 04	30 18	8 38 03	30 05	5 83%	1 12	0 23%	0	18 39	3 57%	0	260 550	7 094	3 95	General Merchandise
343	GMW15TR513-14	11 30	2 65	39 11	30 00	76 56%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
344 GMW17GC108-10	36 04	31 67	8 15 46	1 00 01	12 11%	0	0 00%	0	1 49	0 37%	19 16	261 720	0 694	0 42	General Merchandise
345 GMW17GC109-11	39 40	36 69	7 16 44	30 00	6 97%	0	0 00%	0	9 31	2 18%	0	267 074	3 563	2 40	General Merchandise
346 GMW17GC110-12	31 80	30 02	8 55 56	30 01	5 60%	3 49	0 71%	0	36 58	6 90%	0	268 117	13 786	7 95	General Merchandise
347 GMW17GC111-12	35 00	32 84	8 08 27	30 04	6 16%	21 55	4 49%	0	0 02	0 01%	28 16	267 371	0 012	0 01	General Merchandise
348 GMW17GC112-13	28 44	26 98	9 45 49	30 03	5 13%	33 40	5 75%	0	24 08	4 13%	21 08	263 450	9 160	4 85	General Merchandise
349 GMW17GC113-14	29 29	27 74	9 29 46	30 04	5 28%	57 00	10 00%	0	1 12 40	12 75%	0	263 450	27 583	17 72	General Merchandise
350 GMW17GH408-09	13 51	2 75	37 41	30 00	79 61%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise
351 GMW19GC106-08	29 61	27 23	9 21 20	45 01	8 02%	1 12 45	12 97%	0	2 54	0 52%	0	254 798	1 138	0 66	General Merchandise
352 GMW19GC107-08	32 55	28 95	9 02 31	1:00 04	11 07%	21 09	3 90%	0	0	0 00%	0	261 720	0 000	0 00	General Merchandise
353 GMW19GC108 09	31 44	29 67	8 52 47	30 03	5 64%	26 15	4 93%	0	19 58	3 75%	0	263 450	7 579	4 37	General Merchandise
354 GMW19GC109-10	31 03	27 52	8 51 12	1 00 02	11 30%	6 31	1 23%	0	12 31	2 36%	10 19	243 638	5 137	2 77	General Merchandise
355 GMW19GC110-11	31 71	28 28	9 15 20	1 00 03	10 81%	20 25	3 68%	0	0	0 00%	0	261 720	0 000	0 00	General Merchandise
356 GMW19GC111-12	32 37	28 57	8 31 12	1 00 00	11 74%	0	0 00%	0	4 19	0 84%	17 18	243 437	1 773	0 97	General Merchandise
357 GMW19GC112-13	33 15	31 18	8 26 53	30 05	5 93%	0	0 00%	0	0	0 00%	0	263 450	0 000	0 00	General Merchandise
358 GMW19GC113-14	26 87	26 87	9 19 44	0 04	0 01%	44 01	7 86%	0	57 10	10 21%	0	250 643	22 808	12 47	General Merchandise
359 GMW19GH409-10	11 69	5 66	58 06	30 00	51 64%	0	0 00%	0	0	0 00%	0	5 476	0 000	0 00	General Merchandise
360 GMW19GH507-08	3 01	1 61	1 04 32	30 00	46 49%	0	0 00%	0	4 09	6 43%	13 04	1 730	239 884	13 66	General Merchandise
361 GMW31JHA08-09	18 50	18 50	27 51	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
362 GMW31JHA09-10	16 77	16 77	30 44	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
363 GMW31JHA10-11	8 51	8 51	33 38	0	0 00%	0	0 00%	0	2 17	6 79%	0	4 768	47 859	7 26	General Merchandise
364 GMW31JHA12-13	9 55	9 55	29 58	0	0 00%	0	0 00%	0	0	0 00%	0	4 768	0 000	0 00	General Merchandise
365 GMW34AH507-08	3 78	3 78	1 58 31	0	0 00%	0	0 00%	0	1 29 08	75 21%	0	7 466	1193 857	303 35	General Merchandise
366 GMW34AH508-09	10 64	10 64	42 07	0 01	0 04%	0	0 00%	0	12 00	28 49%	0	7 466	160 729	39 87	General Merchandise
367 GMW34AH509-10	7 96	7 96	56 16	0	0 00%	0	0 00%	0	34 40	61 61%	0	7 466	464 327	160 49	General Merchandise
368 GMW34AH510-11	24 41	24 41	18 21	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	General Merchandise
369 GMW34AH511-12	15 07	15 07	29 44	0	0 00%	0	0 00%	0	4 18	14 46%	2 31	7 466	57 594	16 91	General Merchandise
370 GMW34AH512-13	9 84	9 84	21 37	0	0 00%	0	0 00%	0	0	0 00%	5 42	3 545	0 000	0 00	General Merchandise
371 GMW34AH513-14	11 02	11 02	19 18	0	0 00%	0	0 00%	0	0	0 00%	0	3 545	0 000	0 00	General Merchandise
372 GMW38QH107-08	17 53	17 53	25 33	0	0 00%	0	0 00%	0	4 46	18 66%	9 00	7 466	63 845	22 94	General Merchandise
373 GMW38QH108-09	6 36	6 24	1 01 47	1 00	1 62%	0	0 00%	0	36 03	58 35%	0	6 426	561 002	145 75	General Merchandise
374 GMW38QH109-10	20 84	19 77	19 38	1 00	5 13%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
375 GMW38QH110-11	15 76	15 14	25 28	1 00	3 93%	0	0 00%	0	0	0 00%	15 42	6 426	0 000	0 00	General Merchandise
376 GMW38QH111-12	8 61	8 17	19 41	1 00	5 08%	0	0 00%	0	0	0 00%	0	3 680	0 000	0 00	General Merchandise
377 GMW38QH112-13	9 42	9 42	15 57	0	0 00%	0	0 00%	0	0	0 00%	0	2 505	0 000	0 00	General Merchandise
378 GMW5339909-09	9 06	9 06	4 48	0	0 00%	0	0 00%	0	40 35	845 49%	40 35	0 725	5597 701	0 00	General Merchandise
379 GMX642H909-11	13 23	13 23	38 57	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
380 GMX868H105-12	16 30	15 64	24 39	1 00	4 06%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
381 GMX934C108-09	29 82	28 24	9:27 51	30 06	5 30%	1 41 44	17 93%	0	6 43	1 18%	0	267 329	2 513	1 56	General Merchandise
382 GMX935C107-08	36 79	34 41	7 44 53	30 05	6 47%	7 30	1 51%	0	0	0 00%	0	266 586	0 000	0 00	General Merchandise
383 GMX960C107-09	42 22	36 25	3 32 17	30 02	14 13%	2 36	1 22%	0	1 06	0 52%	0	128 471	0 856	0 61	General Merchandise
384 GMX961C107-08	37 65	37 45	7:17 46	0 04	0 01%	0	0 00%	0	18 27	4 21%	0	274 669	6 717	4 40	General Merchandise
385 GMW963H408-09	21 40	2 98	34 51	30 00	86 88%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise
386 GMW994C108-09	38 77	36 16	7 26 24	30 04	6 74%	0	0 00%	0	4 28	1 00%	4 02	269 015	1 660	1 08	General Merchandise
387 GMWH3WH907-08	8 64	8 64	5 02	0	0 00%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
388 GMWH3WH909-10	8 73	7 27	5 59	1 00	16 71%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
389 GMWH3WW910-11	8 39	7 04	6 11	1 00	16 17%	0	0 00%	0	8 26	136 39%	8 26	0 725	1163 218	0 00	General Merchandise
390 GMWH3WW912-13	9 63	9 63	4 31	0	0 00%	0	0 00%	0	3 22	74 54%	3 22	0 725	464 368	232 75	General Merchandise
391 GMWH3WH913-14	11 35	11 35	3 50	0	0 00%	0	0 00%	0	3 48	99 13%	3 48	0 725	524 138	11400 00	General Merchandise
392 GMWMSG210-11	28 26	23 48	5 54 57	1 00 00	16 90%	0	0 00%	0	0 01	0 00%	7 49	138 900	0 012	0 01	General Merchandise

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
393 HPSC8EC208-09	33 24	28 42	3 37 07	30 00	14 48%	0	0 00%	0	10 07	4 85%	0	98 131	10 310	6 06	Local
394 HPSC8ZC208-09	37 94	32 68	3 36 12	30 00	13 88%	0	0 00%	0	0	0 00%	0	117 747	0 000	0 00	Local
395 HPSC9JC208-10	38 85	33 32	3 30 42	30 00	14 24%	0	0 00%	0	0	0 00%	0	117 001	0 000	0 00	Local
396 IME20AC208-10	32 60	27 72	8 54 53	1 20 00	16 97%	37 31	7 01%	0	3 55	0 74%	0	247 140	1 592	0 95	Intermodal
397 IME20AC209-11	32 70	28 87	8 33 34	1 00 04	11 70%	1 39 22	19 35%	0	3 09	0 61%	0	247 140	1 275	0 90	Intermodal
398 IME20AC210-12	40 95	39 31	6 17 12	15 03	3 99%	22 26	5 95%	0	0	0 00%	0	247 140	0 000	0 00	Intermodal
399 IME20AC211-14	35 62	31 13	7 56 24	1 00 03	12 60%	14:55	3 13%	0	0	0 00%	0	247 140	0 000	0 00	Intermodal
400 IME20AC212-14	35 86	31 31	7 53 37	1 00 04	12 68%	50 05	10 57%	0	0	0 00%	0	247 140	0 000	0 00	Intermodal
401 IME20GC207-08	30 26	30 26	8 22 02	0 03	0 01%	1 15 28	15 03%	0	8 31	1 70%	0	253 155	3 364	2 04	Intermodal
402 IME20GC208-09	38 48	38 47	8 21 47	0 03	0 01%	1 26 21	17 21%	0	8 38	1 72%	0	254 841	3 388	2 12	Intermodal
403 IME20GC209-10	34 64	34 64	7 15 08	0 03	0 01%	13 16	3 05%	0	18 18	4 21%	0	251 211	7 285	4 54	Intermodal
404 IME20GC210-11	40 67	40 67	6 10 39	0 03	0 01%	10 29	2 83%	0	0	0 00%	0	251 211	0 000	0 00	Intermodal
405 IME20GC211-12	36 55	36 54	6 52 27	0 04	0 02%	1 17 49	18 87%	0	2 24	0 58%	0	251 211	0 955	0 72	Intermodal
406 IME20GC212-13	39 68	39 67	6 19 57	0 04	0 02%	26 42	7 03%	0	0	0 00%	0	251 211	0 000	0 00	Intermodal
407 IME20QC206-08	36 63	36 62	6 55 01	0 04	0 02%	9 32	2 30%	0	0	0 00%	0	253 356	0 000	0 00	Intermodal
408 IME20QC207-09	30 99	30 99	8 02 31	0 04	0 01%	1 00 47	12 60%	0	13 15	2 75%	0	249 209	5 317	3 34	Intermodal
409 IME20QC208-10	35 54	35 54	7 00 47	0 04	0 02%	11 04	2 63%	0	0	0 00%	0	249 209	0 000	0 00	Intermodal
410 IME20QC209-11	33 79	33 79	7 25 32	0 01	0 00%	8 06	1 82%	0	0 01	0 00%	0	250 895	0 007	0 00	Intermodal
411 IME20QC210-12	38 16	38 16	6 24 32	0 01	0 00%	1 55	0 49%	0	0	0 00%	3 39	250 895	0 000	0 00	Intermodal
412 IME20QC211-13	29 83	29 83	8 27 13	0 04	0 01%	1 31 29	18 04%	0	0	0 00%	0	252 170	0 000	0 00	Intermodal
413 IME20QC212-14	33 02	33 02	7 42 04	0 02	0 01%	4 01	0 87%	0	16 54	3 65%	0	254 841	6 632	3 82	Intermodal
414 IME20RC206-08	35 72	35 71	7 06 23	0 04	0 02%	36 31	8 56%	0	0	0 00%	0	253 798	0 000	0 00	Intermodal
415 IME20RC207-09	36 18	36 17	7 02 43	0 05	0 02%	0 41	0 16%	0	29 22	6 95%	3 22	254 841	11 524	7 48	Intermodal
416 IME20RC208-10	41 73	41 73	6 06 25	0 01	0 00%	10 30	2 87%	0	0	0 00%	0	254 841	0 000	0 00	Intermodal
417 IME20RC209-11	35 18	35 18	7 14 38	0 01	0 00%	0	0 00%	0	16 26	3 78%	6 41	254 841	6 448	3 93	Intermodal
418 IME20RC210-12	38 06	38 06	6 41 43	0 01	0 00%	0	0 00%	0	21 27	5 14%	1 21	254 841	8 417	5 64	Intermodal
419 IME20RC211-13	40 16	40 16	6 20 43	0 01	0 00%	10 30	2 76%	0	5 44	1 51%	0	254 841	2 250	1 57	Intermodal
420 IME20RC212-14	39 74	39 74	6 24 45	0 02	0 01%	5 24	1 40%	0	0	0 00%	0	254 841	0 000	0 00	Intermodal
421 IME20TC205-08	32 24	32 03	7 57 23	0 05	0 02%	1 07 31	14 14%	0	6 59	1 46%	0	254 841	2 740	1 73	Intermodal
422 IME20TC208-11	36 43	35 43	7 11 26	0 04	0 02%	6 44	1 56%	0	0 01	0 00%	0	254 841	0 007	0 00	Intermodal
423 IME20TC209-12	38 22	38 22	6 40 07	0 01	0 00%	3 15	0 81%	0	2 26	0 61%	0	354 845	0 955	0 62	Intermodal
424 IME20TC210-13	35 46	35 46	7 04 33	0 02	0 01%	27 17	6 43%	0	14 25	3 40%	0	250 895	5 746	3 77	Intermodal
425 IME20TC211-14	35 81	35 81	7 07 02	0 02	0 01%	37 02	8 67%	0	0	0 00%	0	254 841	0 000	0 00	Intermodal
426 IME22SH108-09	10 30	0 94	33 00	30 00	90 91%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
427 IME22SH110-11	10 19	0 94	33 03	30 00	90 82%	0	0 00%	0	0	0 00%	6 37	0 515	0 000	0 00	Intermodal
428 IME22SH111-12	10 24	0 94	33 01	30 00	90 86%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
429 IME22SH112-13	9 81	0 93	33 09	30 00	90 50%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
430 IME22SH113-14	10 30	0 94	33 00	30 00	90 91%	0	0 00%	0	0	0 00%	5 31	0 515	0 000	0 00	Intermodal
431 IME22MH209-10	13 82	4 87	46 18	30 00	64 79%	0	0 00%	0	0	0 00%	15 47	3 755	0 000	0 00	Intermodal
432 IME22MH211-11	12 56	4 70	47 56	30 00	62 59%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
433 IME22MH212-12	19 23	5 40	41 43	30 00	71 91%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
434 IME22MH213-13	18 17	5 31	42 24	30 00	70 75%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
435 IME22ZH412-13	18 02	5 30	42 30	30 00	70 59%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
436 IME24VC207-09	35 20	35 20	7:14 25	0 04	0 02%	40 58	9 43%	0	6 22	1 47%	0	254 841	2 498	1 65	Intermodal
437 IME24VC208-10	31 79	31 79	7 53 31	0 03	0 01%	1 27 43	18 52%	0	0 01	0 00%	0	250 695	0 007	0 00	Intermodal
438 IME24VC209-11	24 32	24 32	10 19 00	0 03	0 01%	3 21 11	32 50%	0	0 01	0 00%	0	250 695	0 007	0 00	Intermodal
439 IME24VC210-13	37 77	37 77	6 38 36	0 01	0 00%	5 24	1 35%	0	21:04	5 29%	0	250 895	8 397	5 66	Intermodal
440 IME24VC211-13	35 14	35 13	7 08 29	0 04	0 02%	7 59	1 86%	0	14 55	3 48%	31 00	250 895	5 945	3 68	Intermodal
441 IME24VC212-14	37 91	37 44	6:42 04	5 01	1 25%	10 23	2 58%	0	3 28	0 86%	0	250 895	1 382	0 90	Intermodal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times Train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Entry Hold DD HH:MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
442 IMB24ZC207-08	40 12	40 11	6 21 10	0 04	0 02%	13:29	3 54%	0	3:01	0 79%	0	254 841	1 184	0 83	Intermodal
443 IMB24ZC208-09	39 38	39 37	6 28 21	0 04	0 02%	7 05	1 83%	0	9:41	1 45%	0	254 841	3 800	3 61	Intermodal
444 IMB34ZC209-10	38 09	38 08	6:41 29	0 01	0 00%	10 10	2 53%	0	1 29	0 37%	0	254 841	0 582	0 38	Intermodal
445 IMB24ZC210-11	34 73	34 72	7 20 21	0 03	0 01%	38 11	8 67%	0	9 48	2 23%	0	254 841	3 846	2 50	Intermodal
446 IMB24ZC211-12	37 20	37 20	6 51 05	0 04	0 02%	20 46	5 05%	0	0	0 00%	0	254 841	0 000	0 00	Intermodal
447 IMB24ZC212-13	33 67	33 67	7 34 09	0 04	0 01%	55 19	12 18%	0	0 36	0 13%	0	254 841	0 235	0 15	Intermodal
448 IMB24ZC213-14	40 29	40 29	6 19 31	0 02	0 01%	5 30	1 45%	0	0:19	0 08%	0	254 841	0 124	0 08	Intermodal
449 IMB14VM407-10	13 78	4 86	46 21	30 00	64 72%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
450 IMW21AC110-11	36 51	36 51	7 00 27	0 02	0 01%	21 25	5 09%	0	5 49	1 38%	0	255 841	2 274	1 48	Intermodal
451 IMW21AC111-12	35 75	35 75	7 09:21	0 01	0 00%	51 49	12 07%	0	9 07	2 12%	0	255 841	3 563	2 47	Intermodal
452 IMW21GC107-09	38 18	38 17	6 37 09	0 04	0 02%	5 29	1 38%	0	0 01	0 00%	0	252 666	0 007	0 00	Intermodal
453 IMW21GC109-11	39 05	36 22	6 54 28	30 01	7 24%	0	0 00%	0	7 09	1 73%	3 30	250 190	2 858	1 90	Intermodal
454 IMW21GC110-12	28 75	28 75	8 43 40	0 02	0 01%	1 25 59	16 64%	0	0 01	0 00%	0	250 435	0 007	0 00	Intermodal
455 IMW21GC111-13	34 86	34 85	7 13 43	0 04	0 02%	16 05	3 71%	0	9 26	2 18%	0	251 920	3 758	2 32	Intermodal
456 IMW21GC113-14	33 85	33 84	7 25 18	0 04	0 01%	7 05	1 59%	0	4 10	0 94%	0	251 181	1 659	0 96	Intermodal
457 IMW21GH509-10	11 60	2 66	38 57	30 00	77 92%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
458 IMW21GH510-11	10 95	2 63	39 29	30 00	75 98%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
459 IMW21GH512-13	11 91	2 68	38 43	30 00	77 49%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
460 IMW21RH508-10	11 49	2 66	39 02	30 00	76 86%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
461 IMW21RH513-14	6 41	2 25	46:12	30 00	64 94%	0	0 00%	0	5 12	11 26%	6 36	1 730	300 578	47 27	Intermodal
462 IMW21TC107-08	38 47	38 46	7 07 18	0 06	0 02%	27 18	6 39%	0	3 07	0 73%	0	273 923	1 138	0 79	Intermodal
463 IMW21TC109-10	29 86	29 86	8 35 37	0 05	0 02%	1 55 00	22 30%	0	0 01	0 00%	0	256 587	0 006	0 00	Intermodal
464 IMW21TC110-11	24 34	24 34	10 33 28	0 01	0 00%	2 24 50	22 90%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
465 IMW21TC111-12	35 44	35 44	7 14 23	0 02	0 01%	3 37	0 83%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
466 IMW21TC113-13	31 13	31 12	8 13 12	0 05	0 02%	1 14 50	15 17%	0	0	0 00%	0	255 841	0 000	0 00	Intermodal
467 IMW21TC113-14	37 13	37 12	6 49 10	0 03	0 01%	4 03	0 99%	0	7 48	1 91%	0	253 170	3 061	1 96	Intermodal
468 IMW22TC108-11	36 39	33 93	7 33 46	30 00	6 76%	0	0 00%	0	5 57	1 34%	0	250 936	2 371	1 46	Intermodal
469 IMW22TC109-12	37 59	34 97	7 10 30	30 01	6 97%	51 59	12 08%	0	0	0 00%	0	250 936	0 000	0 00	Intermodal
470 IMW22TC110-14	30 93	30 93	8 16 18	0 04	0 01%	43 28	8 76%	0	35 10	7 08%	0	255 841	13 746	8 42	Intermodal
471 IMW22TH108-10	9 90	1 21	34 11	30 00	87 76%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
472 IMW22TH109-11	9 90	1 21	34 11	30 00	87 76%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
473 IMW22TH111-13	9 94	1 21	34 10	30 00	87 80%	0	0 00%	0	0	0 00%	10:03	0 690	0 000	0 00	Intermodal
474 IMW22TH112-14	9 85	1 21	34 12	30 00	87 72%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
475 IMW23MC108-10	41 55	41 54	6 05 10	0 01	0 00%	21 52	5 39%	0	1 46	0 48%	0	252 841	0 699	0 52	Intermodal
476 IMW23MC109-11	39 70	36 79	6 49 17	30 01	7 33%	6 24	1 56%	0	0	0 00%	0	250 936	0 000	0 00	Intermodal
477 IMW23MC110-12	43 25	39 82	6 18 09	30 02	7 94%	5 22	1 42%	0	0 03	0 01%	0	250 936	0 020	0 01	Intermodal
478 IMW23MC111-13	36 74	36 73	6 52 44	0:04	0 02%	0 31	0 13%	0	18 48	4 58%	0	252 666	7 441	4 78	Intermodal
479 IMW23MC112-14	40 40	40 40	6 21 03	0	0 00%	0	0 00%	0	8:12	2 15%	0	256 587	3 196	2 20	Intermodal
480 IMW23MH512-13	8 37	2 45	42 24	30 00	70 75%	0	0 00%	0	0 58	2 28%	0	1 730	55 877	8 45	Intermodal
481 IMW22MH510-11	13 14	2 74	37 54	30 00	79 16%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
482 IMW23MC106-08	37 84	37 83	6 36 47	0 04	0 02%	23 34	5 94%	0	0	0 00%	0	250 190	0 000	0 00	Intermodal
483 IMW23MC108-10	37 14	37 13	7 17 29	0 04	0 02%	14 40	3 35%	0	4 22	1 00%	0	270 748	1 613	1 04	Intermodal
484 IMW23MC109-11	39 04	36 22	6 55 41	30 00	7 22%	0	0 00%	0	14 27	3 48%	0	250 936	5 758	3 69	Intermodal
485 IMW23MC110-12	39 96	36 98	6 45 53	30 00	7 39%	0	0 00%	0	1 18	0 32%	3 40	250 190	0 530	0 35	Intermodal
486 IMW23MC111-13	35 37	35 36	7 08 43	0 03	0 01%	13 59	3 34%	0	8 04	1 88%	1 27	252 666	3 193	1 98	Intermodal
487 IMW23MC112-14	33 67	33 67	7 37 12	0 01	0 00%	14 28	3 16%	0	34 49	7 62%	0	256 587	13 569	8 54	Intermodal
488 IMW23MH008-09	11 77	2 67	38 49	30 00	77 29%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
489 IMW23MH010-11	11 14	2 64	39 19	30:00	76 30%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
490 IMW23MH012-13	6 43	2 25	46 08	30 00	65 03%	0	0 00%	0	5 46	12 50%	0	1 730	333 333	55 63	Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Entry Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
491 IMW23WH013-14	4 30	1 92	54 10	30 00	55 38%	0	0 00%	0	14 44	27 20%	17 25	1 730	651 638	156 18	Intermodal
492 IMW23ZC107-08	35 75	35 75	7 10 40	0 02	0 01%	1 00 37	14 08%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
493 IMW23ZC108-09	41 59	41 58	6 10 13	0 04	0 02%	1 19	0 36%	0	1 56	0 53%	0	256 587	0 763	0 53	Intermodal
494 IMW23ZC109-10	40 83	37 76	6 38 46	30 01	7 54%	0	0 00%	0	0	0 00%	9:12	250 936	0 000	0 00	Intermodal
495 IMW23ZC110-11	39 46	36 58	6 51 35	30 01	7 29%	16:21	3 97%	0	7 43	1 87%	0	250 936	3 975	2 16	Intermodal
496 IMW23ZC111-12	38 33	35 50	7 01 14	30 01	7 13%	0	0 00%	0	0	0 00%	0	249 250	0 000	0 00	Intermodal
497 IMW23ZC112-13	36 39	36 39	7 03 06	0 04	0 02%	1 11	0 28%	0	3 02	0 72%	0	256 587	1 182	0 72	Intermodal
498 IMW23ZC113-14	33 52	33 52	7 32 17	0 03	0 01%	38 28	8 50%	0	1 30	0 33%	0	252 666	0 594	0 36	Intermodal
499 IMW25KC108-10	34 74	34 74	7:16 23	0 03	0 01%	57 37	13 20%	0	0 01	0 00%	0	252 666	0 007	0 00	Intermodal
500 IMW25KC109-11	40 17	37 19	6 44 52	30 02	7 42%	7 07	1 76%	0	0 01	0 00%	2 16	250 936	0 007	0 00	Intermodal
501 IMW25KC110-12	37 36	34 77	7 13:04	30 01	6 94%	35 02	8 09%	0	6 13	1 44%	0	250 936	2 477	1 72	Intermodal
502 IMW25KC111-13	38 51	38 51	6 32 31	0 04	0 02%	6 40	1 70%	0	1 54	0 48%	0	251 920	0 754	0 49	Intermodal
503 IMW25KC112-14	35 16	35 16	7 17 54	0	0 00%	0	0 00%	0	21 10	4 83%	0	256 587	8 249	5 08	Intermodal
504 IMW25KH510-11	10 98	2 63	39 27	30 00	76 05%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
505 IMW25KH512-13	11 68	2 67	38 53	30 00	77 15%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
506 IMW25VH508-09	21 04	2 97	34 56	30 00	85 88%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
507 IMW25VN509-10	11 24	2 65	39 14	30 00	76 47%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
508 IMW25VH510-11	22 24	2 99	34 40	30 00	86 54%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
509 IMW25VN511-12	6 51	2 53	46:27	30 00	64 59%	0	0 00%	0	6 21	13 67%	0	1 730	367 052	62 87	Intermodal
510 IMW25VH512-13	16 26	2 85	36 23	30 00	82 46%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
511 IMW25VH513-14	8 11	2 43	42 48	30 00	70 09%	0	0 00%	0	2 38	6 15%	0	1 730	152 216	25 90	Intermodal
512 IMW25WH009-10	16 88	2 87	36 09	30 00	82 99%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
513 IMW25WH010-11	17 25	2 88	36 01	30 00	83 29%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
514 IMW25WH011-12	17 06	2 88	36 05	30 00	83 14%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
515 IMW25WH012-13	2 17	1 33	1 17 56	30 00	38 49%	0	0 00%	0	41 08	52 78%	0	1 730	2377 649	604 90	Intermodal
516 IMW26SC109-10	41 79	41 79	6 34 23	0 03	0 01%	7 58	2 02%	0	0 02	0 01%	0	274 669	0 012	0 01	Intermodal
517 IMW11TC108-09	37 47	37 46	7 19 57	0 05	0 02%	1 03	0 24%	0	0	0 00%	0	274 669	0 000	0 00	Intermodal
518 IMW13MC108-09	31 90	31 89	8 02 42	0 02	0 01%	1 34 32	19 58%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
519 LOSS52H213-14	25 35	25 35	12 59	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
520 LOS24KC207-08	17 76	14 44	5 21 06	1 00 05	18 71%	54 05	16 84%	18 40W	11 34	3 60%	2:42	77 270	14 969	5 92	Local
521 LOS24KC208-09	20 19	16 02	4 52 35	1 00 04	20 67%	37:13	12 61%	19 28W	0	0 00%	0	77 564	0 000	0 00	Local
522 LOS24KC209-10	14 64	11 74	5 02 33	1 00 03	19 85%	0	0 00%	29 43W	1 01:56	20 47%	0	59 188	104 638	34 30	Local
523 LOS24KC210-11	19 71	17 48	4 25 18	30 03	11 33%	0	0 00%	38 12W	7 25	2 80%	0	77 270	9 598	3 26	Local
524 LOS24KC211-12	16 55	14 52	4 04 44	35 03	12 27%	23 42	9 68%	27 43W	20 09	8 23%	0	59 213	34 030	11 79	Local
525 LOS24KC212-13	18 04	16 15	4 47 06	30 02	10 46%	27 13	9 48%	25 25W	26 02	9 07%	4 03	77 270	33 691	12 77	Local
526 LOS24KC213-14	13 19	9 88	5 59 18	1 30 00	25 05%	45 53	12 77%	30 39W	1 16 49	21 38%	0	59 186	129 784	52 40	Local
527 LOS522C409a-10	44 97	18 80	51 33	30 00	58 20%	0	0 00%	0	0	0 00%	0	16 152	0 000	0 00	Local
528 LOS522C409b-10	23 18	14 16	1 17 07	30 00	38 90%	0	0 00%	0	3 01	3 91%	0	18 202	16 573	6 84	Local
529 LOSC22C507-08	24 11	24 10	50 20	0 01	0 03%	0	0 00%	0	12 06	24 04%	0	20 219	59 845	31 66	Local
530 LOSC22C508-09	24 39	24 38	49 46	0 01	0 03%	0	0 00%	0	5 43	11 49%	0	20 219	28 274	12 99	Local
531 LOSC22C509-10	28 85	28 84	41 04	0 01	0 04%	8 03	19 34%	0	0	0 00%	0	20 219	0 000	0 00	Local
532 LOSC22C510-11	17 31	17 30	1 10 07	0 01	0 02%	35 58	51 30%	0	0	0 00%	0	20 219	0 000	0 00	Local
533 LOSC22C511-12	30 24	30 23	40 08	0 01	0 04%	0 59	2 45%	0	0	0 00%	0	20 219	0 000	0 00	Local
534 LOSC22C512-13	26 69	26 68	45 28	0 01	0 04%	0	0 00%	0	4 14	9 31%	0	20 219	20 937	10 27	Local
535 LOSC22C513-14	36 36	36 34	33 23	0 01	0 05%	1:08	3 39%	0	0	0 00%	0	20 219	0 000	0 00	Local
536 LOSC35C206-08	27 21	14 75	1 05 30	30 00	45 80%	0	0 00%	0	0	0 00%	0	16 102	0 000	0 00	Local
537 LOSC35C207-10	33 23	16 32	59 00	30 01	50 88%	4 52	8 25%	0	0	0 00%	0	16 052	0 000	0 00	Local
538 LOSC35C407a-09	28 77	28 77	37 58	0	0 00%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
539 LOSC35C407b-09	29 85	15 47	1 02 21	30 02	48 17%	0	0 00%	0	3 03	4 89%	2 42	16 077	18 971	10 42	Local

Pittsburgh Dwell times include time spent at inicial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD:HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
540 LOEC38C206a-08	14 45	9 97	1 16 45	30 01	31 02%	25 22	26 22%	0	9:12	0 21%	0	16 077	1 244	0 49	Local
541 LOEC38C206b-08	25 18	14 89	1 13 22	30 00	40 89%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
542 LOEC38C207a-08	20 43	12 49	1 17 14	30 01	38 86%	21 58	28 44%	0	0	0 00%	0	16 077	0 000	0 00	Local
543 LOEC38C207b-09	30 71	16 66	1 05 34	30 00	45 75%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
544 LOEC38C208a-09	29 32	15 32	1 02 52	30 01	47 75%	2 26	3 87%	0	1 04 22	102 39%	1 04 22	16 052	400 988	0 00	Local
545 LOEC38C208b-10	28 68	16 04	1 08 05	30 00	44 06%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
546 LOEC38C209a-11	17 10	11 15	1 26 21	30 01	34 76%	25 46	29 94%	0	0	0 00%	0	16 052	0 000	0 00	Local
547 LOEC38C209b-11	28 66	16 04	1 08:06	30 00	44 05%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
548 LOEC38C210a-11	25 89	14 33	1 07 13	30 01	44 66%	4 44	7 04%	0	3:23	5 03%	3 23	16 052	21 077	11 63	Local
549 LOEC38C210b-12	26 21	15 24	1 11 40	30 00	41 86%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
550 LOEC38C211a-13	25 82	23 31	41 19	4 01	9 72%	6 40	16 14%	0	0	0 00%	0	16 052	0 000	0 00	Local
551 LOEC38C211b-13	17 71	11 91	1 31 41	30 00	32 72%	0	0 00%	0	18 10	19 81%	0	18 202	99 806	41 75	Local
552 LOEC38C212a-13	21 78	13 97	1:14 14	30 01	40 44%	13 25	18 07%	0	0	0 00%	0	16 052	0 000	0 00	Local
553 LOEC38C212b-14	28 58	16 01	1 08 13	30 00	43 98%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
554 LOEC38C213a-14	29 20	15 29	1 03 00	30 01	47 65%	0	0 00%	0	8 58	14 23%	8 58	16 052	55 860	37 34	Local
555 LOEC42C108-09	6 06	5 79	10 56 32	30 02	4 57%	8 17 13	75 73%	15 56M	0	0 00%	0	63 313	0 000	0 00	Local
556 LOEC42C109-10	23 12	21 56	7 25 07	30 02	6 75%	2 42 03	36 41%	0	12 57	2 91%	0	159 845	8 097	5 39	Local
557 LOEC42C110-11	8 34	7 82	8 05 38	30 02	6 18%	5 16 39	65 20%	18 04W	0	0 00%	0	63 313	0 000	0 00	Local
558 LOEC42C111-12	7 77	7 32	8 38 44	30 02	5 79%	5 43 49	66 28%	19 24W	0	0 00%	0	63 313	0 000	0 00	Local
559 LOEC42C112-13	7 10	6 73	9 24 49	30 02	5 32%	6 36 35	70 21%	20 08W	0	0 00%	0	63 313	0 000	0 00	Local
560 LOEC44C207a-08	18 95	11 93	1 21 00	30 01	37 06%	23 11	27 39%	0	0	0 00%	0	16 102	0 000	0 00	Local
561 LOEC44C207b-08	27 23	15 58	1 10 06	30 00	42 80%	0	0 00%	0	0	0 00%	5 26	18 202	0 000	0 00	Local
562 LOEC44C209a-10	26 59	14 56	1 06 20	30 00	45 23%	0	0 00%	0	6 18	9 50%	6 18	16 102	39 126	20 98	Local
563 LOEC44C209b-10	24 12	14 51	1 15 17	30 00	39 85%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
564 LOEC46C208-09	10 85	10 23	8 42 14	30 02	5 75%	4 48 22	55 22%	0	0 14	0 04%	0	89 030	0 262	0 11	Local
565 LOEC46C209-10	13 49	12 54	7 06 03	30 03	7 05%	2 41:55	38 00%	0	56 15	13 20%	0	89 030	63 181	31 63	Local
566 LOEC46C210-11	10 79	10 18	8 44 57	30 03	5 72%	5 04 39	58 03%	0	0	0 00%	0	89 030	0 000	0 00	Local
567 LOEC46C211-12	14 06	13 03	6 49 55	30 03	7 33%	2 52 00	41 96%	0	17 46	4 24%	0	89 030	19 993	9 37	Local
568 LOEC46C212-13	13 46	12 51	7 06 55	30 03	7 04%	2 54 18	40 83%	0	27 23	6 41%	0	89 030	30 757	14 03	Local
569 LOFC7EC207-08	8 60	7 74	9 55 01	1 00 02	10 02%	4 10 18	43 79%	54 10W	0	0 00%	1 22 48	77 295	0 000	0 00	Local
570 LOEH20H207a-08	17 98	17 96	23 14	0 01	0 07%	0	0 00%	0	16 29	70 95%	16 29	6 956	236 966	244 80	Local
571 LOEH20H207b-08	9 60	9 60	12 43	0	0 00%	0	0 00%	0	0	0 00%	0	2 035	0 000	0 00	Local
572 LOEH2WH907-08	9 07	8 60	19 01	1 00	5 26%	0	0 00%	0	4 08	21 74%	4 08	2 725	151 682	29 77	Local
573 LOEH2WH908-09	9 07	8 60	19 01	1 00	5 26%	0	0 00%	0	0	0 00%	5 12	2 725	0 000	0 00	Local
574 LOEH6RH409-10	8 60	8 59	12 20	0 01	0 14%	0	0 00%	0	0	0 00%	0	1 765	0 000	0 00	Local
575 LOEHH14H40-08	14 93	14 93	22 03	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
576 LOEX24H407-08	25 88	25 88	12 43	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
577 LOW05JH211-12	16 23	16 23	20 17	0	0 00%	0	0 00%	0	6 02	29 75%	0	5 485	109 997	42 34	Local
578 LOW936C210-11	39 46	35 35	3 21 56	21:01	10 41%	9 36	4 75%	0	0	0 00%	0	118 978	0 000	0 00	Local
579 LOWC07C406-08	30 81	30 61	35 27	0	0 00%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
580 LOWC07C409-10	15 58	15 58	1 10 05	0	0 00%	0	0 00%	0	24 12	34 53%	13:19	18 202	132 952	52 74	Local
581 LOWC28C207-08	6 38	5 56	7 47 18	1 00 04	12 85%	3 52 53	49 84%	0	1 22 48	17 72%	0	43 308	191 189	90 44	Local
582 LOWC28C208 09	6 02	5 28	8 11 55	1 00 04	12 21%	5 03 33	61 71%	0	25 40	5 22%	0	43 308	59 265	25 01	Local
583 LOWC28C209-10	15 64	11 48	3 46 15	1 00 04	26 55%	8 08	3 59%	0	31 43	14 03%	0	43 308	73 312	25 14	Local
584 LOWC28C210-11	12 63	9 77	4 25 50	1 00 04	23 60%	1 38 23	37 01%	0	0	0 00%	0	43 308	0 000	0 00	Local
585 LOWC28C211-12	6 83	5 90	7 20 43	1 00 04	13 63%	4 26 40	60 96%	0	0	0 00%	0	43 308	0 000	0 00	Local
586 LOWC32C407-08	41 66	41 66	33 31	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
587 LOWC32C409-10	42 24	42 24	33 03	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
588 LOWC32C410-11	38 59	38 59	36 11	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
589 LOWC32C411-12	42 41	42 41	32 55	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
590 LOWC32C412-13	37 68	37 68	37 03	0	0 00%	0	0 00%	0	0	0 00%	28 27	23 269	0 000	0 00	Local
591 LOWC32C413-14	42 83	42 83	32 36	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
592 LOWC39C208-09	8 53	7 13	6 04 36	1 00 01	16 46%	3 27 45	56 98%	0	1 12	0 33%	0	43 308	2 771	1 25	Local
593 LOWC39C209 10	17 65	12 54	3 17 17	1 00 04	28 98%	28 23	13 69%	0	6 06	2 94%	0	43 308	14 085	5 41	Local
594 LOWC39C210-11	9 64	7 89	5 29 30	1 00 03	18 22%	2 59 07	54 36%	0	0	0 00%	0	43 308	0 000	0 00	Local
595 LOWC39C211-12	7 06	6 06	7 08 54	1 00 03	14 00%	4 30 33	62 88%	0	0 01	0 00%	0	43 308	0 038	0 02	Local
596 LOWC39C212-13	13 13	10 07	4:17 57	1 00:03	22 28%	1 45 24	40 86%	0	0	0 00%	0	43 308	0 000	0 00	Local
597 LOWC39C213-14	4 69	4 23	10 14 05	1 00 03	9 78%	7 47 10	76 08%	0	0	0 00%	0	43 308	0 000	0 00	Local
598 LOWH68H411a-12	22 19	22 19	20 11	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Local
599 LOWH68H411b-12	15 93	15 50	36 39	1 00	2 73%	0	0 00%	0	30 57	84 45%	24 57	9 466	326 960	658 51	Local
600 LOWI14H107-08	10 48	1 22	33 57	30 00	88 37%	0	0 00%	0	0	0 00%	13 02	0 690	0 000	0 00	Local
601 MLS18NC207-08	33 60	33 59	7 16 16	0:06	0 02%	1 02 17	14 28%	0	0	0 00%	0	244 232	0 000	0 00	Multi-level
602 MLS18NC208-09	20 47	20 47	12 22 32	0 02	0 00%	4 55 36	39 51%	0	1 31	0 20%	0	253 356	0 599	0 34	Multi-level
603 MLS18NC209-10	36 09	36 09	6 44 59	0 02	0 01%	10 21	2 56%	0	0 10	0 04%	0	243 589	0 068	0 04	Multi-level
604 MLS18NC210-11	37 88	35 11	6 50 15	30 02	7 32%	16 34	4 04%	0	8 09	1 99%	0	240 065	3 395	2 29	Multi-level
605 MLS18NC211-12	35 98	35 98	6 49 01	0 01	0 00%	3 38	0 89%	0	9 45	2 38%	0	245 275	3 975	2 46	Multi-level
606 MLS18NC212-13	35 20	35 19	6 58 13	0 05	0 02%	1 17 19	18 49%	0	0	0 00%	0	245 275	0 000	0 00	Multi-level
607 MLS18NC213-14	39 21	39 20	6 15 24	0 02	0 01%	0	0 00%	0	3 54	1 04%	0	245 275	1 590	1 05	Multi-level
608 MLS18NH409-11	14 53	14 17	40 05	1 00	2 49%	0	0 00%	0	7 31	18 75%	0	9 466	79 407	23 81	Multi-level
609 MLS18NH410-11	20 74	20 01	28 23	1 00	3 52%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Multi-level
610 MLS18NH411-12	22 06	21 23	26 45	1 00	3 74%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Multi-level
611 MLS18NH4112-12	21 19	20 43	27 48	1 00	3 60%	0	0 00%	0	0	0 00%	7 31	9 466	0 000	0 00	Multi-level
612 MLW11JC106-08	37 62	34 97	7 05 14	30 01	7 06%	13 11	3 10%	0	4 30	1 06%	0	247 806	1 816	1 19	Multi-level
613 MLW11JC109-10	30 31	28 56	8 41 11	30 02	5 77%	58 31	11 23%	0	38 55	7 47%	0	248 103	15 686	9 88	Multi-level
614 MLW11JC110-11	34 11	31 92	7 48 34	30 03	6 41%	20 55	4 46%	0	21 44	4 64%	0	249 289	8 718	5 49	Multi-level
615 MLW11JC111-12	33 27	31 19	7 59 36	30 04	6 27%	29 19	6 11%	0	5 30	1 15%	9 31	249 289	2 206	1 33	Multi-level
616 MLW11JC112-14	30 50	28 74	8 41 31	30 03	5 76%	54 17	10 41%	0	24 47	4 75%	0	249 834	9 820	6 01	Multi-level
617 MLW11JH513-13	12 76	2 72	38 08	30 00	78 67%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Multi-level
618 MLW13NC106-08	31 83	31 83	8 21 55	0 04	0 01%	47 05	9 38%	0	6 54	1 37%	0	266 260	2 591	1 54	Multi-level
619 MLW13NC107-09	37 39	37 38	6 39 59	0 04	0 02%	0	0 00%	0	0	0 00%	6 18	249 221	0 000	0 00	Multi-level
620 MLW13NC108-10	33 05	30 94	7 50 35	30 01	6 38%	0	0 00%	0	11 54	2 53%	0	242 669	4 904	3 78	Multi-level
621 MLW13NC109-11	33 77	31 57	7 42 03	30 03	6 50%	0	0 00%	0	2 22	0 51%	0	243 111	0 973	0 55	Multi-level
622 MLW13NC110-12	38 26	35 56	6 50 42	30 00	7 30%	0	0 00%	0	0 01	0 00%	8 15	243 408	0 007	0 00	Multi-level
623 MLW13NC111-13	34 50	34 49	7 10 34	0 02	0 01%	0	0 00%	0	3 39	0 85%	4 51	247 535	1 475	0 86	Multi-level
624 MLW13NC112-14	34 07	32 06	7 43 13	0 03	0 01%	1 00 15	13 91%	0	0 06	0 02%	0	247 535	0 040	0 01	Multi-level
625 PIE20EC207-08	37 57	37 56	7 16 00	0 06	0 02%	16 44	3 84%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
626 PIE20EC208-09	33 57	33 56	8 07 57	0 07	0 02%	1 23 54	17 19%	0	0 01	0 00%	0	272 923	0 004	0 00	Premium Intermodal
627 PIE20EC209-10	33 53	33 53	8 08 24	0 03	0 01%	18 51	4 86%	0	3 06	0 63%	0	272 923	1 136	0 66	Premium Intermodal
628 PIE20EC210-11	36 45	36 45	7 29 17	0 05	0 02%	38 11	8 50%	0	1 18	0 29%	0	272 923	0 476	0 32	Premium Intermodal
629 PIE20EC211-12	35 70	35 69	7 38 46	0 04	0 01%	1 02 32	13 63%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
630 PIE20EC212-13	37 64	37 63	6 46 17	0 03	0 01%	34 04	8 38%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
631 PIE20EC213-14	32 92	32 92	7 44 29	0 04	0 01%	1 27:45	18 89%	0	0 01	0 00%	0	254 841	0 007	0 00	Premium Intermodal
632 PIE20KC207-08	36 80	36 79	6 55 36	0 05	0 02%	39 16	9 45%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
633 PIE20KC208-09	39 01	39 00	6 59 54	0 06	0 02%	4 56	1 17%	0	2 57	0 70%	0	272 923	1 081	0 72	Premium Intermodal
634 PIE20KC209-10	37 89	37 88	6 43 41	0 05	0 02%	30 01	7 44%	0	10 28	2 59%	0	254 841	4 107	2 88	Premium Intermodal
635 PIE20KC210-11	33 57	33 57	8 07 52	0 04	0 01%	1 02 40	12 85%	0	10 00	2 05%	0	272 923	3 664	2 41	Premium Intermodal
636 PIE20KC211-12	37 08	37 08	6:52 22	0 03	0 01%	50 43	12 30%	0	2 07	0 51%	0	254 841	0 831	0 59	Premium Intermodal
637 PIE20KC212-13	40 17	40 17	6 20 38	0 02	0 01%	10 35	2 74%	0	0 01	0 00%	0	254 841	0 007	0 00	Premium Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
638 PIS20KC213-14	38 03	38 03	6 42 05	0:03	0 01%	16 19	4 05%	0	13 45	3 42%	0	254 841	5 296	3 79	Premium Intermodal
639 PIS20MC206-08	37 59	37 59	7 15 41	0 05	0 02%	14 05	3 23%	0	4:47	1 10%	0	272 923	1 753	1 18	Premium Intermodal
640 PIS20MC207-09	36 84	36 83	7 24 36	0 06	0 02%	16 42	3 76%	0	0	0 00%	4 56	272 923	0 000	0 00	Premium Intermodal
641 PIS20WC208-10	34 27	34 27	7 57 54	0 04	0 01%	21 23	4 47%	0	5 01	1 05%	0	272 923	1 838	1 11	Premium Intermodal
642 PIS20WC209-11	36 33	36 32	7 24 24	0 06	0 02%	34 30	7 76%	0	18 44	4 29%	0	268 977	6 965	4 79	Premium Intermodal
643 PIS20WC214-14	34 14	34 13	7 27 58	0 05	0 02%	37 36	8 39%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
644 PIS22WC206-08	27 35	27 35	9 19 04	0 05	0 01%	2 12 33	23 71%	0	0 48	0 14%	0	254 841	0 314	0 19	Premium Intermodal
645 PIS22WC207-09	32 33	32 33	7 53 00	0 05	0 02%	1:25 42	18 12%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
646 PIS22WC208-10	32 00	31 99	7 58 00	0 06	0 02%	1 24 20	17 64%	0	10 25	2 18%	25 44	254 841	4 088	2 72	Premium Intermodal
647 PIS22WC209-11	32 71	32 71	7 47 30	0 05	0 02%	1 11 36	15 32%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
648 PIS22WC210-12	33 82	33 81	7 32:13	0 03	0 01%	1 31 56	20 34%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
649 PIS22WC211-13	31 44	31 44	8 06 22	0 03	0 01%	1 44 09	21 41%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
650 PIS24MC212-14	29 56	29 56	8 37 20	0 03	0 01%	1 55 29	22 32%	0	13 24	2 59%	0	254 841	5 288	3 45	Premium Intermodal
651 PIS24MC207-08	37 62	37 61	7 15 34	0 05	0 02%	16 08	3 71%	0	0 02	0 01%	0	272 923	0 012	0 01	Premium Intermodal
652 PIS24MC208-09	36 86	36 85	7 24 23	0 06	0 02%	19 29	4 38%	0	4 36	1 04%	0	272 923	1 685	1 09	Premium Intermodal
653 PIS24MC209-10	38 29	38 29	7 08 10	0 04	0 02%	19 35	4 57%	0	10 02	2 34%	0	273 217	3 672	2 52	Premium Intermodal
654 PIS24MC210-11	37 29	37 28	7 19 12	0 04	0 02%	58 48	13 39%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
655 PIS24MC211-12	39 68	39 68	6 52 43	0 02	0 01%	31 49	7 71%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
656 PIS24MC212-13	35 51	35 51	7 41 11	0 03	0 01%	25 17	5 68%	0	1 04	0 23%	0	272 923	0 391	0 25	Premium Intermodal
657 PIS24MC213-14	34 21	34 20	7 58 47	0 03	0 01%	38 08	7 96%	0	3 14	0 68%	0	272 923	1 185	0 74	Premium Intermodal
658 PISIOSC213-14	35 93	35 92	7 35 54	0 05	0 02%	43 16	9 49%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
659 PIW21EC109-10	35 77	35 77	7 40 46	0 03	0 01%	1 07 04	14 56%	0	0	0 00%	0	274 669	0 000	0 00	Premium Intermodal
660 PIW21EC110-11	41 46	41 45	6 11 24	0 02	0 01%	0	0 00%	0	0 32	0 14%	0	256 587	0 208	0 14	Premium Intermodal
661 PIW21EC111-12	36 03	36 03	7 37 25	0 02	0 01%	46 08	10 09%	0	2 10	0 47%	0	274 669	0 789	0 53	Premium Intermodal
662 PIW21EC112-13	32 17	32 17	8 32 21	0 02	0 01%	1 45:46	20 64%	0	3 20	0 65%	0	274 669	1 214	0 83	Premium Intermodal
663 PIW21EC113-14	32 03	32 03	8 34 33	0 03	0 01%	1 33 50	18 24%	0	0 01	0 00%	0	274 669	0 006	0 00	Premium Intermodal
664 PIW21MC107-08	40 10	40 09	6 22 53	0 05	0 02%	0	0 00%	0	14 12	3 71%	0	255 841	5 550	3 85	Premium Intermodal
665 PIW21MC108-09	36 25	36 25	7 34 39	0 05	0 02%	26 39	5 86%	0	4 05	0 90%	0	274 669	1 487	0 96	Premium Intermodal
666 PIW21MC109-10	35 67	35 67	7 11 38	0 01	0 00%	28 21	6 57%	0	1 24	0 32%	0	256 587	0 546	0 35	Premium Intermodal
667 PIW21MC110-11	38 58	38 58	6 39 02	0	0 00%	0	0 00%	0	9 04	2 27%	0	256 587	3 534	2 32	Premium Intermodal
668 PIW21MC111-12	42 02	42 02	6 06 25	0 01	0 00%	0	0 00%	0	0 27	0 12%	0	256 587	0 175	0 12	Premium Intermodal
669 PIW21MC112-13	37 43	37 43	7 20 17	0	0 00%	0	0 00%	0	1 17	0 29%	0	274 669	0 467	0 29	Premium Intermodal
670 PIW21MC113-14	36 21	36 21	7 05 08	0	0 00%	0	0 00%	0	9 17	2 18%	0	256 587	3 618	2 23	Premium Intermodal
671 PIW21QC107-09	36 83	36 82	6 53 44	0 04	0 02%	0	0 00%	0	20 25	4 93%	0	253 916	8 041	5 19	Premium Intermodal
672 PIW21QC108-10	26 68	26 67	9 31 09	0 03	0 01%	2 42 22	28 42%	0	2 49	0 49%	0	253 916	1 109	0 69	Premium Intermodal
673 PIW21QC109-11	33 96	33 95	7 28 34	0 01	0 00%	29 47	6 64%	0	10 31	2 31%	0	253 916	4 076	2 53	Premium Intermodal
674 PIW21QC110-12	34 04	33 88	7 52 16	30 01	6 36%	33 21	4 73%	0	10 30	2 32%	0	350 936	4 184	3 56	Premium Intermodal
675 PIW21QC111-13	31 85	31 85	7 58 21	0 05	0 02%	40 47	8 53%	0	0	0 00%	0	253 916	0 000	0 00	Premium Intermodal
676 PIW21QC112-14	28 59	28 59	8 58 25	0 01	0 00%	1 27 56	16 33%	0	3 26	0 64%	0	256 537	1 338	0 77	Premium Intermodal
677 PIW21QH412-13	3 26	1 68	1 01 50	30 00	48 52%	0	0 00%	0	20 24	32 99%	2 56	1 730	1179 191	178 43	Premium Intermodal
678 PIW21QH413-14	5 61	2 14	48 32	30 01	61 85%	0	0 00%	0	6:15	12 88%	10 46	1 730	361 272	50 95	Premium Intermodal
679 PIW21WC107-08	34 98	34 97	7 49 58	0 03	0 01%	56 28	12 02%	0	1 28	0 31%	0	273 923	0 535	0 36	Premium Intermodal
680 PIW21WC108-09	33 31	33 31	8 14 47	0 06	0 02%	1 32 42	18 74%	0	0	0 00%	0	274 669	0 000	0 00	Premium Intermodal
681 PIW21WC109-10	39 92	39 92	6 25 41	0 03	0 01%	14 36	3 79%	0	0 38	0 16%	0	256 587	0 247	0 17	Premium Intermodal
682 PIW21WC110-11	36 47	36 46	7 02 12	0 03	0 01%	28 15	6 69%	0	3 06	0 73%	0	256 587	1 308	0 79	Premium Intermodal
683 PIW21WC111-12	32 93	32 93	7 46 11	0 02	0 01%	1 11 44	15 39%	0	4 08	0 89%	0	255 841	1 616	1 06	Premium Intermodal
684 PIW21WC112-13	32 45	32 45	7 54 29	0 04	0 01%	20:03	4 23%	0	37 45	7 96%	0	256 587	14 712	9 06	Premium Intermodal
685 PIW21WC113-14	34 09	34 08	8 03 31	0 02	0 01%	35 12	7 28%	0	2 20	0 48%	0	274 669	0 850	0 52	Premium Intermodal
686 PIW21ZC107-08	37 90	37 90	6 45 04	0 04	0 02%	45 55	11 34%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD:HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
687 PIW21IC108-09	31 94	31 93	7 12 32	0 05	0 02%	1 14 12	16 40%	0	12 20	3 73%	0	255 841	4 821	3 37	Premium Intermodal
688 PIW21IC109-10	34 45	34 44	7 25 40	0 04	0 01%	1 38 40	22 14%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal
689 PIW21IC110-12	32 84	32 83	7 47 31	0 02	0 01%	1 18 35	16 81%	0	0 03	0 01%	0	255 841	0 020	0 01	Premium Intermodal
690 PIW21IC111-12	32 13	32 13	7 57 49	0 03	0 01%	1 52 58	23 64%	0	0 08	0 03%	0	255 841	0 052	0 04	Premium Intermodal
691 PIW21IC112-13	30 48	30 48	8 23 40	0 04	0 01%	2 22 41	28 13%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal
692 PIW21IC113-14	32 66	32 66	8 23 15	0 05	0 02%	1 38 16	19 53%	0	0	0 00%	0	273 923	0 000	0 00	Premium Intermodal
693 PIW11IC111-12	35 84	35 83	7 08 23	0 02	0 01%	49 25	11 54%	0	0	0 00%	0 52	255 841	0 000	0 00	Premium Intermodal
694 TCE262C206-08	35 46	35 46	7 41 51	0 06	0 02%	32 13	6 98%	0	1 19	0 29%	0	272 923	0 482	0 31	Triple Crown
695 TCE262C208-10	30 92	30 91	8 49 43	0 03	0 01%	1 08 21	12 90%	0	6 05	1 15%	0	272 923	2 229	1 34	Triple Crown
696 TCE262C209-11	32 01	32 01	8 31 36	0 05	0 02%	1 08 09	13 32%	0	0 25	0 08%	0	272 923	0 153	0 09	Triple Crown
697 TCE262C210-12	31 26	31 26	8 43 55	0 05	0 02%	39 03	7 45%	0	15 39	2 99%	0	272 923	5 734	3 34	Triple Crown
698 TCE262C211-13	36 53	36 53	7 28 15	0 02	0 01%	0	0 00%	0	23 12	5 18%	47 43	272 923	8 501	5 46	Triple Crown
699 TCE262C212-14	34 87	34 86	7 49 41	0 04	0 01%	19 04	4 06%	0	11 26	2 43%	0	272 923	4 189	2 60	Triple Crown
700 TCE28AC208-09	33 81	33 80	8 04 28	0 04	0 01%	54 05	11 16%	0	3 43	0 77%	0	272 923	1 362	0 87	Triple Crown
701 TCE162C207-08	39 77	39 76	6 49 35	0 05	0 02%	13 39	3 33%	0	9 05	2 22%	0	271 438	3 346	2 35	Triple Crown
702 TCE162C210-12	30 47	30 46	8 48 45	0 04	0 01%	2 07 05	23 99%	0	0 06	0 02%	0	268 977	0 037	0 02	Triple Crown
703 TCE162C211-13	33 45	33 45	8 09 37	0 05	0 02%	24 14	4 95%	0	8 02	1 64%	0	272 923	2 943	1 76	Triple Crown
704 TCE162C212-14	35 66	35 66	7 39 15	0 01	0 00%	10 00	2 18%	0	4 31	0 98%	0	272 923	1 655	1 02	Triple Crown
705 TCW261C107-08	39 18	39 18	6 59 31	0 05	0 02%	0 47	0 19%	0	0 01	0 00%	0	272 923	0 006	0 00	Triple Crown
706 TCW261C108-09	36 07	36 07	7 35 42	0 06	0 02%	11 52	2 60%	0	5 54	1 29%	0	273 923	2 154	1 35	Triple Crown
707 TCW261C109-10	34 48	34 47	7 56 46	0 05	0 02%	39 44	8 33%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown
708 TCW261C110-11	35 32	35 31	7 45 26	0 04	0 01%	31 47	6 93%	0	5 51	1 26%	0	273 923	2 136	1 37	Triple Crown
709 TCW261C111-12	38 21	38 20	7 10 12	0 04	0 02%	13 26	3 12%	0	3 24	0 79%	0	273 923	1 241	0 82	Triple Crown
710 TCW261C112-13	37 32	37 31	7 20 30	0 05	0 02%	10 18	2 34%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown
711 TCW261C113-14	36 82	36 81	7 26 27	0 05	0 02%	20 23	4 57%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown
712 UES693C213-14	31 04	15 78	1 01 02	30 00	49 15%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Unit
713 ULE554VC207-09	29 03	27 13	7 40 08	30 04	6 53%	42 25	9 22%	0	0	0 00%	0	208 051	0 000	0 00	Unit
714 ULE54WC413-14	30 52	28 33	6 58 37	30 01	7 17%	1 01	0 24%	0	56 55	13 60%	0	197 668	28 794	17 21	Unit
715 ULE614C211-14	30 86	28 65	6 55 40	30 01	7 22%	28 53	6 95%	0	8 59	2 16%	0	198 485	4 526	2 58	Unit
716 ULE808C911-14	29 70	27 63	7 11 24	30 03	6 97%	49 50	11 55%	0	0	0 00%	0	198 686	0 000	0 00	Unit
717 ULW67ZC107-08	24 12	24 12	10 33 57	0 07	0 02%	2 45 13	26 06%	0	16 40	2 63%	0	254 798	6 541	3 69	Unit
718 ULW67ZC110-11	31 33	31 33	8 42 35	0 03	0 01%	28 59	5 55%	0	18 10	3 48%	0	272 880	6 657	3 82	Unit
719 ULW67ZC113-14	33.69	33 69	7 33 46	0 03	0 01%	17 32	3 86%	0	16 11	3 57%	6 01	254 798	6 351	3 85	Unit
720 ULW69JC107-08	34 64	34 63	7 16 48	0 04	0 02%	10 20	2 37%	0	9 32	2 18%	0	252 127	3 781	2 29	Unit
721 ULW69JC110-11	33 54	33 54	7 35 00	0 01	0 00%	0	0 00%	0	0	0 00%	0	254 356	0 000	0 00	Unit
722 WOE904C910-13	39 50	38 60	4 26 11	1 00 00	22 54%	0	0 00%	0	0 27	0 17%	0	135 732	0 332	0 22	Work Train
723 WOE955C110-11	42 46	36 67	3 40 01	30 01	13 64%	0	0 00%	4 54W	0 57	0 43%	0	134 451	0 707	0 50	Work Train
724 WOE960C107-09	30 82	22 38	5 28 39	1 30 01	27 39%	1 06 46	20 32%	0	0	0 00%	0	122 594	0 000	0 00	Work Train
725 WOE960C109-10	40 81	37 24	4 30 31	1 30 00	33 27%	0	0 00%	0	4 06	1 52%	0	122 795	3 339	2 32	Work Train
726 WOE960C210-11	25 26	10 96	1 45 58	1 00 00	56 62%	0	0 00%	0	0 23	0 36%	0	19 354	1 081	0 84	Work Train
727 WOE960H410-11	26 96	25 72	22 05	1 01	4 60%	3 34	16 15%	0	0	0 00%	0	9 466	0 000	0 00	Work Train
728 WOE962H407-10	10 14	9 96	57 02	1 01	1 78%	3 08	5 49%	0	34 58	61 31%	0	9 466	369 392	195 16	Work Train
			146 17 45 54	9 03 10 31	1 78%	15 04 52 33	5 49%	5 22 26	3 06 08 22	61 31%	1 12 30 56	99568 7	369 392	2 88	

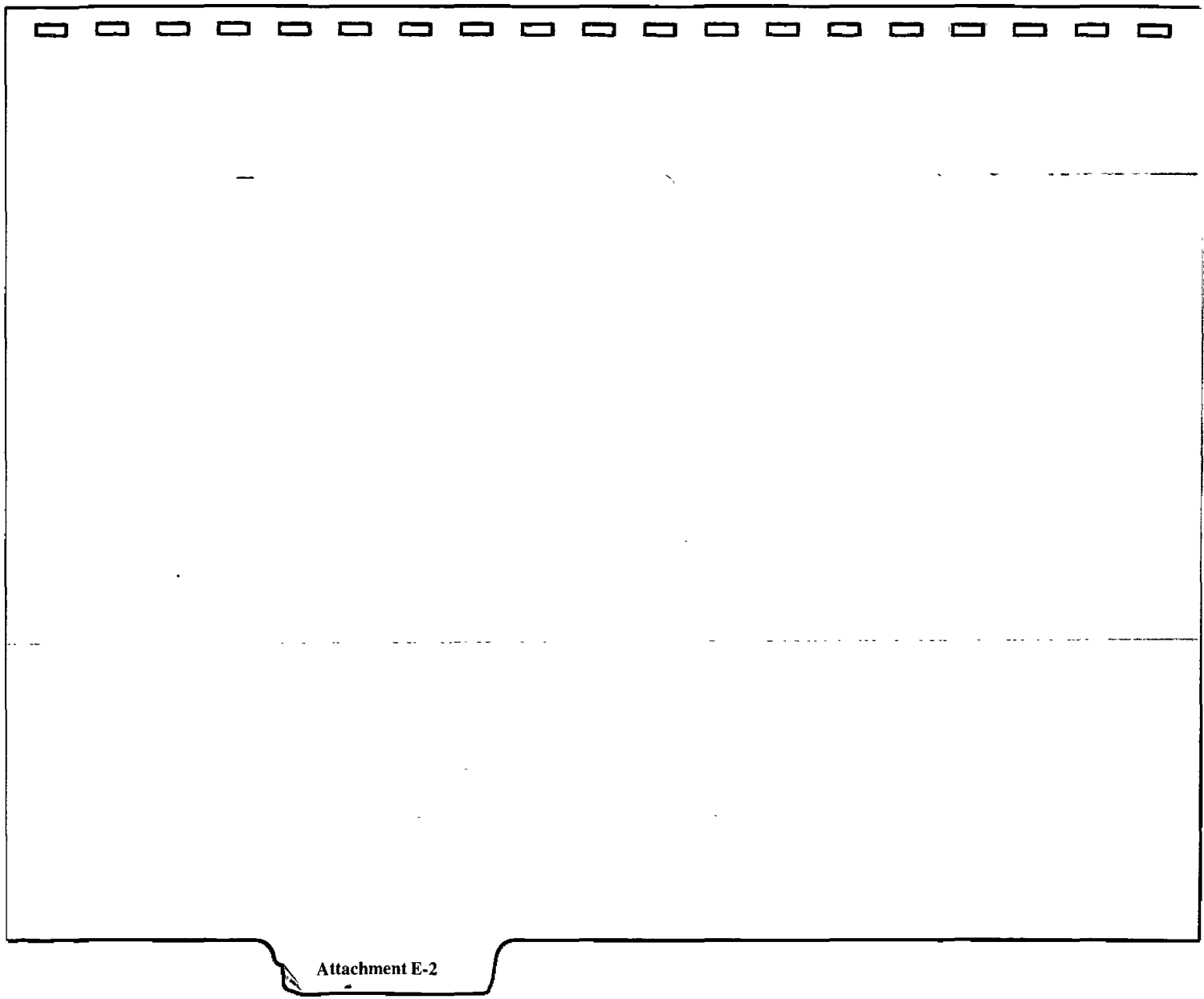
* Notes: (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include acceleration and deceleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

(5)* IDEAL DELTA distance is the run-time train distance - ideal speed traversal distance



Attachment E-2

Net conflicts = 3,543 (624M + 2,919P) Gross conflicts = 5,260 (979M + 4,281P) Meet-pass difficulty = 33 (on a scale of 0 to 100) Dispatched trains = 898 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD:HH·MM	Wait on Schedule DD.HH.MM	Switch Delay DD.HH:MM	Stop* Delay DD HH:MM	Total Run time DD HH MM	Entry* Delay DD HH MM	Total Elapsed DD HH MM	Train Miles	OTP*
Premium Intermodal	38	20 155	14.83	0 30	1 31	0	3 35	1 05:25	0:26	1·05 52	593.1	-----
Intermodal	81	18.576	5.18	10 15	6 14	0	2 34	2.20.03	0 47	2:20 51	1264 3	-----
Multi-level	18	16 113	9 14	4 30	0.30	0	1:04	17 26	0 28	17·55	281.0	-----
Automotive parts	6	14.230	4 52	3.00	0	0	0 09	6.34	0	6:34	93 7	-----
General Merchandise	13	12 316	18.39	6·30	0·09	0	1 32	16 28	0 04	16:33	202 9	-----
Coal	99	14 686	12 00	1 06 32	4 57	0 38	6 35	3 21·48	3·07	4 00 56	1377.8	-----
Unit	5	18 196	6.63	0 30	0 35	0	0 13	4·30	0:06	4 36	82.0	-----
Local	43	10 966	11.19	14 04	17 05	2 30	3·57	2 22 24	0 05	2·22 29	772.1	-----
All train types	303	15 216	10 31	2·21·53	1 07·05	3:08	19 42	12 18·42	5 06	12·23.49	4666 9	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD.HH MM	Switch Delay DD HH MM	Stop* Delay DD HH MM	Total Run time DD:HH MM	Entry* Delay DD.HH MM	Total Elapsed DD·HH MM	Train Miles	Delay per 100 Train Miles	OTP*
Trail Van	143	18.370	8 30	18·15	8 16	0	7 24	5 01·30	1·43	5.03 13	2232 1	19 92	-----
Freight	160	13 147	12 07	2 03 37	22·48	3 08	12.17	7 17·12	3 23	7 20 35	2434 8	30 30	-----
All groups	303	15 216	10 31	2 21 53	1 07 05	3 08	19 42	12·18·42	5 06	12 23 49	4666.9	25 34	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time, it is only the time spent at speed 0

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late
All others are on time

Warm-up train count = 87 Cool-down train count = 79 Total number of candidate run-time trains excluded from statistics = 166

Mon Line line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM:SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD:HH:MM:SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
1 APE12NC206-08	37 68	14 67	1 03 50	30 00	47 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Automotive parts
2 APE12NC208-10	28 37	14 86	1:03 01	30 00	47 61%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Automotive parts
3 APE12NC209-11	26 36	13 99	1 06 56	30 00	44 82%	0	0 00%	0	3 15	4 86%	0	15 609	20 821	9 65	Automotive parts
4 APE12NC210-12	24 01	13 57	1 09 00	30 00	43 68%	0	0 00%	0	2 02	2 95%	0	15 609	13 027	5 50	Automotive parts
5 APE12NC211-13	23 43	13 39	1 09 58	30 00	42 88%	0	0 00%	0	4 01	5 74%	0	15 609	25 733	11 17	Automotive parts
6 APE12NC212-14	29 13	15 07	1 02 09	30 00	48 27%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Automotive parts
7 CSE523C210-13	28 64	16 52	1 10 53	30 00	42 32%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
8 CSE547C209-12	27 57	16 16	1 12 28	30 00	41 40%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
9 CSE561C209-11	27 95	16 29	1 11 54	30 00	41 72%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
10 CSE571C210-11	27 98	16 30	1 11 51	30 00	41 75%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
11 CSE571C211-12	28 17	16 36	1 11 34	30 00	41 92%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
12 CSE575C209-10	24 30	14 98	1 18 11	30 00	38 33%	0	0 00%	0	4 25	5 65%	3 42	19 516	22 631	10 09	Coal
13 CSE581C208-09	28 16	16 36	1 11 35	30 00	41 91%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
14 CSE581C209-10	27 63	16 18	1 12 23	30 00	41 45%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
15 CSE581C213-14	27 67	16 19	1 12 19	30 00	41 48%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
16 CSE583C210-11	28 75	16 55	1 10 44	30 00	42 42%	0	0 00%	0	0	0 00%	4 00	19 516	0 000	0 00	Coal
17 CSE585C207-08	28 17	16 36	1 11 34	30 00	41 92%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
18 CSE597C212-13	28 00	16 30	1 11 49	30 00	41 77%	0	0 00%	0	0	0 00%	2 47	19 516	0 000	0 00	Coal
19 CSE597C506-08	28 08	16 33	1 11 42	30 00	41 84%	0	0 00%	0	0	0 00%	10 55	19 516	0 000	0 00	Coal
20 CSE597C510-11	27 99	16 30	1 11 50	30 00	41 76%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
21 CSE597C513-14	28 22	16 38	1 11 30	30 00	41 96%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
22 CSE693C208-10	28 59	16 50	1:10:57	30 00	42 26%	0	0 00%	0	0	0 00%	10 51	19 516	0 000	0 00	Coal
23 CSW501C108-09	16 90	16 90	13 22	0	0 00%	0	0 00%	0	0	0 00%	0 49	3 766	0 000	0 00	Coal
24 CSW507C109-11	16 55	16 55	13 39	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
25 CSW507C113-13	15 64	15 64	14 27	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
26 CSW509C108-09	17 34	17 34	13 02	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
27 CSW509C113-14	16 84	16 84	13 25	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
28 CSW511C210-11	21 55	5 58	40 29	30 00	74 10%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
29 CSW515C105-08	17 40	17 40	12 59	0	0 00%	0	0 00%	0	0	0 00%	28 14	3 766	0 000	0 00	Coal
30 CSW515C109-11	17 34	5 25	43 02	30:00	69 71%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
31 CSW515C212-13	17 12	17 12	13 12	0	0 00%	0	0 00%	0	0	0 00%	1 17 31	3 766	0 000	0 00	Coal
32 CSW519C211-13	29 37	16 08	1 06 18	30 00	45 25%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
33 CSW519C406-08	29 51	16 12	1 06 07	30 00	45 39%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
34 CSW533C109-10	18 99	18 96	11 55	0 01	0 14%	0	0 00%	0	0	0 00%	15 27	3 766	0 000	0 00	Coal
35 CSW533C111-14	20 54	20 54	11 00	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
36 CSW537C207-09	18 03	18 03	12 32	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
37 CSW537C212-14	18 40	18 40	12 17	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
38 CSW537H809-11	19 12	19 10	11 50	0 01	0 14%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
39 CSW537H913-14	18 20	18 20	12 25	0	0 00%	0	0 00%	0	0	0 00%	5 54	3 766	0 000	0 00	Coal
40 CSW539C108-10	20 24	20 21	11 11	0 01	0 15%	0	0 00%	0	0	0 00%	19 27	3 766	0 000	0 00	Coal
41 CSW541C210-12	18 96	5 39	41 55	30 00	71 57%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
42 CSW563C209-10	31 05	30 17	35:20	1 00	2 83%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
43 CSW563C406-08	30 18	16 32	1 05 19	30 00	45 93%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
44 CSW563C407-10	25 77	14 96	1 11 22	30 00	42 04%	0	0 00%	0	4 37	6 47%	0	17 766	25 986	12 56	Coal
45 CSW563C410-11	31 08	16 58	1 04 18	30 00	46 66%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
46 CSW563C411-14	30 08	16 29	1 05 26	30 00	45 85%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
47 CSW563C412-14	30 08	16 29	1 05 26	30:00	45 85%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
48 CSW563C413-14	29 97	16 26	1 05 34	30 00	45 75%	0	0 00%	0	0	0 00%	8 59	17 766	0 000	0 00	Coal
49 CSW565C207-08	18 67	5 37	42 06	30 00	71 26%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
50	CSW565C209-11	16 39	0 66	5 43 47	5 39 00	99 99%	0	0 00%	0	0	0 00%	25 00	3 766	0 000	0 00	Coal
51	CSW565C211-13	16 90	15 73	14 22	1 00	6 96%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
52	CSW591C198-10	17 16	17 16	13 10	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
53	CSW593C108-10	17 36	17 36	13 01	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
54	CSW763C408-10	31 20	16 61	1 04 10	30 00	46 75%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
55	CLE500C408-09	29 38	29 38	30 20	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
56	CLE506C210-11	30 31	30 31	29 24	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
57	CLE506C407-08	13 54	13 54	1 05 48	0	0 00%	0	0 00%	0	33 25	50 75%	0	14 853	224 983	101 19	Coal
58	CLE506C412-13	30 64	30 64	29 05	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
59	CLE508C412-13	30 49	30 49	29 14	0	0 00%	0	0 00%	0	15 28	52 91%	15 28	14 853	104 132	112 35	Coal
60	CLE510C412-13	31 56	31 56	28 14	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
61	CLE514C408-09	18 99	18 99	46 56	0 01	0 04%	8 58	19 11%	0	1:10 04	149 29%	1 10 04	14 852	471 734	0 00	Coal
62	CLE514C409-11	29 35	9 86	1 30 22	1 00 00	66 40%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
63	CLE514C411-13	28 70	28 70	31 03	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
64	CLE518C409-10	24 53	13 43	1 06 20	30 00	45 33%	0	0 00%	0	0	0 00%	10 06	14 853	0 000	0 00	Coal
65	CLE518C413-14	13 34	9 21	1 36 48	30 00	30 39%	0	0 00%	0	5 51	6 04%	0	14 853	39 386	9 60	Coal
66	CLE524C409-10	25 96	10 13	1 38 22	1 00 00	61 00%	0	0 00%	0	11 12	11 39%	11 12	16 603	67 458	41 23	Coal
67	CLE525C410-11	28 19	28 19	31 37	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
68	CLE532C407-08	30 09	14 95	59 17	30 00	50 32%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
69	CLE534C411-12	29 51	29 51	30 12	0	0 00%	0	0 00%	0	0	0 00%	13 54	14 853	0 000	0 00	Coal
70	CLE536C409-10	30 11	9 95	1 29 36	1 00 00	66 96%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
71	CLE536C410-11	24 55	24 54	36 19	0 01	0 05%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
72	CLE536C411-13	29 12	29 12	30 35	0	0 00%	0	0 00%	0	0	0 00%	18 17	14 853	0 000	0 00	Coal
73	CLE536C413-14	29 41	9 87	1 30 18	1 00 00	66 45%	0	0 00%	0	9 49	10 87%	9 49	14 853	66 092	47 93	Coal
74	CLE538C413-14	29 09	29 09	30 38	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
75	CLE540C412-13	30 54	30 54	29 11	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
76	CLE562C409-10	29 06	29 06	30 40	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
77	CLE562C410-11	22 04	22 04	40 26	0	0 00%	0	0 00%	0	0	0 00%	19 03	14 853	0 000	0 00	Coal
78	CLE562C411-12	26 83	26 83	33 13	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
79	CLE562C412-13	26 91	9 57	1 33 07	1 00 00	64 44%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
80	CLE562C413-14	30 06	30 06	29 29	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
81	CLE564C409-10	24 09	9 19	1 37 01	1 00 01	61 86%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
82	CLE564C411-12	26 29	9 48	1 34 01	1 00 00	63 82%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
83	CLE564C412-13	11 73	6 56	2 15 57	1 00 00	44 13%	0	0 00%	0	43 24	31 92%	11 00	14 853	292 197	133 33	Coal
84	CLE566C409-10	29 40	29 40	30 19	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
85	CLE566C413-14	29 09	29 09	30 38	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
86	CLE590C411-12	29 44	29 44	30 16	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
87	CLE592C411-12	29 32	29 32	30 24	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
88	CLE594C408-09	29 59	29 59	30 07	0	0 00%	0	0 00%	0	12:17	40 75%	12 17	14 852	82 699	68 88	Coal
89	CLW522C413-14	10 60	10 60	1 34 00	0 01	0 02%	56 58	60 60%	0	0	0 00%	0	16 603	0 000	0 00	Coal
90	CLW528C410-11	27 02	27 02	36 52	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
91	CLW544C413-14	12 82	12 82	1 17 42	0 01	0 02%	1 45	2 25%	0	55:33	71 49%	35 18	16 603	334 578	272 53	Coal
92	CLW560C412-13	6 64	6 64	2 29 58	0 01	0 01%	58 23	38 93%	0	57 38	38 43%	8 02	16 603	347 126	169 84	Coal
93	CLW570C408-09	24 81	24 80	40 10	0 01	0 04%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
94	CLW571C410-11	27 02	14 90	1:06 52	30 00	44 87%	0	0 00%	0	0	0 00%	0	16 603	0.000	0.00	Coal
95	CLW574C412-13	19 17	19 16	52 00	0 02	0 06%	5 42	10 96%	0	0	0 00%	0	16 603	0 000	0 00	Coal
96	CLW580C407-08	28 13	28 13	35 25	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
97	CLW580C411-13	10 38	10 38	1 36 00	0 01	0 02%	5 18	5 52%	0	45 42	47 60%	0	16 603	275 251	101 59	Coal
98	CLW580C412-13	7 12	7 12	2 20 00	0 01	0 01%	1 16 26	54 60%	0	5 24	3 86%	0	16 603	32 524	9 29	Coal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
99 CLW596C408-10	36 11	26 11	38 09	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
100 CLW596C412-13	9 46	9 46	1 45 20	0 01	0 02%	53 33	50 84%	0	15 02	14 27%	5 40	16 603	90 546	45 93	Coal
101 CLW692C407-08	13 28	13 27	1 15 03	0 01	0 02%	30 38	40 82%	0	5 15	7 00%	0	16 603	31 621	13 41	Coal
102 CLW692C408-09	12 76	9 22	1 48 03	30 00	27 76%	0	0 00%	13 55W	0	0 00%	0	16 603	0 000	0 00	Coal
103 CLW692C410-11	28 33	28 33	35 10	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
104 CLW692C412-13	15 78	15 77	1 03 09	0 01	0 03%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
105 CLWY63C413-14	15 34	15 34	2 07 35	0 01	0 01%	0	0 00%	24 17W	0	0 00%	0	33 619	0 000	0 00	Coal
106 GME10GC211-12	26 51	14 33	1 05 20	30 00	45 92%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
107 GME12GC210-11	28 47	14 89	1 02 54	30 00	47 69%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
108 GME18GC207-08	27 68	14 67	1 03 50	30 00	47 08%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
109 GME18GC208-09	26 38	14 33	1 05 30	30 00	45 80%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
110 GME18GC209-10	26 39	14 30	1 05 29	30 00	45 81%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
111 GME18GC212-13	27 55	14 63	1 04 00	30 00	46 88%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
112 GME18GC213-14	27 42	14 60	1 04 09	30 00	46 77%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
113 GMM15GC110-11	18 82	11 74	1 19 47	30 01	37 62%	9 43	12 16%	0	0	0 00%	4 37	15 609	0 000	0 00	General Merchandise
114 GMM15GC111-12	13 90	9 62	1 37 24	30 01	30 82%	0	0 00%	0	21 29	22 06%	0	15 609	137 634	45 80	General Merchandise
115 GMM19GC106-08	22 34	22 34	41 55	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
116 GMW19GC109-10	9 60	5 94	2 37 36	1 00 01	38 06%	0	0 00%	0	53 07	33 73%	10 19	15 609	340 295	119 45	General Merchandise
117 GMW19GC111-12	16 06	7 92	1 58 18	1 00 00	50 72%	0	0 00%	0	17 33	14 84%	17 18	15 609	112 435	43 07	General Merchandise
118 GMW19GC113-14	22 14	22 13	42 19	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
119 IME20AC208-10	27 93	10 01	1 33 32	1 00 00	64 15%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
120 IME20AC209-11	18 89	8 57	1 49 20	1 00 01	54 89%	14 03	12 85%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
121 IME20AC210-12	29 19	19 89	47 05	15 00	31 86%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
122 IME20AC211-14	28 08	10 03	1 33 21	1 00 00	64 27%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
123 IME20AC212-14	18 88	8 54	1 49 37	1 00 00	54 74%	0	0 00%	0	14 11	12 94%	0	15 609	90 866	40 03	Intermodal
124 IME20GC207-08	18 46	18 46	50 44	0	0 00%	0	0 00%	0	11 42	23 06%	0	15 609	74 957	29 97	Intermodal
125 IME20GC208-09	26 76	26 76	35 00	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
126 IME20GC209-10	22 98	22 98	40 45	0	0 00%	0	0 00%	0	2 41	6 58%	0	15 609	17 191	7 05	Intermodal
127 IME20GC210-11	23 17	23 17	40 25	0	0 00%	0	0 00%	0	4 48	11 88%	0	15 609	30 751	13 48	Intermodal
128 IME20GC211-12	19 43	19 43	48 12	0	0 00%	0	0 00%	0	15 55	33 02%	0	15 609	101 971	49 30	Intermodal
129 IME20GC212-13	28 64	28 64	32 42	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
130 IME20QC206-08	26 39	26 39	35 29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
131 IME20QC207-09	26 61	26 61	35 12	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
132 IME20QC208-10	27 69	27 69	33 49	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
133 IME20QC209-11	26 96	26 96	34 44	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
134 IME20QC210-12	27 85	27 85	33 38	0	0 00%	0	0 00%	0	0	0 00%	3 39	15 609	0 000	0 00	Intermodal
135 IME20QC211-13	27 61	27 61	33 55	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
136 IME20QC212-14	27 72	27 72	33 47	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
137 IME20RC206-08	27 29	27 29	34 19	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
138 IME20RC207-09	27 67	27 67	33 51	0	0 00%	0	0 00%	0	0	0 00%	3 22	15 609	0 000	0 00	Intermodal
139 IME20RC208-10	27 75	27 75	33 45	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
140 IME20RC209-11	20 88	20 88	44 51	0	0 00%	0	0 00%	0	8 11	18 25%	6 41	15 609	52 427	22 33	Intermodal
141 IME20RC210-12	20 94	20 94	44 44	0	0 00%	0	0 00%	0	7 31	16 39%	1 21	15 609	48 156	20 20	Intermodal
142 IME20RC211-13	28 25	28 25	33 09	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
143 IME20RC212-14	28 17	28 17	33 15	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
144 IME20TC205-08	26 90	26 90	34 49	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
145 IME20TC208-11	26 41	26 41	35 28	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
146 IME20TC209-12	27 74	27 74	33 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
147 IME20TC210-13	27 29	27 29	34 19	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal

Mon Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM:SS	% of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	% of Run Time	Entry Hold DD HH:MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148 IME20TC211-14	28 28	28 28	33 07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
149 IME24VC207-08	27 63	27 63	33 54	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
150 IME24VC208-10	27 52	27 52	34 02	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
151 IME24VC209-11	28 01	28 01	33 26	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
152 IME24VC210-12	28 73	28 73	33 16	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
153 IME24VC211-13	27 75	27 75	33 45	0	0 00%	0	0 00%	0	0	0 00%	31 00	15 609	0 000	0 00	Intermodal
154 IME24VC212-14	28 08	28 08	33:21	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
155 IME24ZC207-08	27 65	27 65	33 52	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
156 IME24ZC208-09	27 45	27 45	34 07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
157 IME24ZC209-10	26 95	26 95	34 45	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
158 IME24ZC210-11	23 39	23 39	40 02	0	0 00%	0	0 00%	0	2 59	7 45%	0	15 609	19 113	8 05	Intermodal
159 IME24ZC211-13	27 72	27 72	33 47	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
160 IME24ZC212-13	27 59	27 59	33 57	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
161 IME24ZC213-14	28 19	28 19	33 13	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
162 IMW21AC110-11	26 27	25 26	37 05	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
163 IMW21AC111-12	16 62	16 62	56 22	0 01	0 03%	20 31	36 40%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
164 IMW21GC107-09	24 03	24 03	38 58	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
165 IMW21GC109-11	23 43	13 39	1 09 58	30 00	42 88%	0	0 00%	0	0	0 00%	3 30	15 609	0 000	0 00	Intermodal
166 IMW21GC110-12	18 89	18 88	49 36	0 01	0 03%	9 35	19 32%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
167 IMW21GC111-13	17 24	17 24	54 20	0 01	0 03%	14:27	26 60%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
168 IMW21GC112-14	23 35	23 34	40 08	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
169 IMW21TC109-10	18 75	18 74	49 58	0 01	0 03%	0	0 00%	0	10 39	21 31%	0	15 609	68 230	27 10	Intermodal
170 IMW21TC110-11	24 75	24 74	37 51	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
171 IMW21TC111-12	22 42	22 42	41 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
172 IMW21TC112-13	22 54	22 53	41 34	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
173 IMW21TC113-14	5 67	5 67	2 45 19	0 01	0 01%	2 04 17	75 18%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
174 IMW27C108-11	24 43	13 71	1 08 20	30 00	43 90%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
175 IMW27C109-12	17 53	11 22	1 23 27	30 01	35 97%	18 36	22 29%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
176 IMW27C110-14	16 52	16 52	56 42	0 01	0 03%	0	0 00%	0	15 16	26 93%	0	15 609	97 807	36 86	Intermodal
177 IMW29MC108-10	24 83	24 82	37 44	0 01	0 04%	5 03	13 38%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
178 IMW29MC109-11	20 63	12 42	1 15 25	30 01	39 80%	5:31	7 31%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
179 IMW29MC110-12	19 77	12 10	1 17 23	30 01	38 79%	10 54	14 09%	0	2 44	3 53%	0	15 609	17 511	8 10	Intermodal
180 IMW29MC111-13	25 69	25 68	36 28	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
181 IMW29MC112-14	25 61	25 61	36:34	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
182 IMW29WC106-08	23 15	23 14	40 28	0 01	0 04%	0 06	0 25%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
183 IMW29WC109-11	10 14	7 65	2 02 23	30 00	24 51%	0	0 00%	0	52 24	42 82%	0	15 609	335 704	131 05	Intermodal
184 IMW29WC110-12	24 25	13 65	1 08 37	30 00	43 72%	0	0 00%	0	0	0 00%	3 40	15 609	0 000	0 00	Intermodal
185 IMW29WC111-13	18 70	18 69	50 06	0 01	0 03%	10 49	21 59%	0	0	0 00%	1 27	15 609	0 000	0 00	Intermodal
186 IMW29WC112-14	24 70	24 70	37 55	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
187 IMW29ZC107-08	24 47	24 46	38 17	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
188 IMW29ZC108-09	25 90	25 88	36 11	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
189 IMW29ZC109-10	24 37	13 68	1 08 27	30 01	43 85%	0	0 00%	0	0	0 00%	9 12	15 609	0 000	0 00	Intermodal
190 IMW29ZC110-11	21 51	12 73	1 13 33	30 01	40 81%	6 42	9 11%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
191 IMW29ZC111-12	21 35	12 68	1 13 53	30 01	40 63%	6 06	8 26%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
192 IMW29ZC112-13	22 85	22 84	41 00	0:01	0 04%	1 34	3 82%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
193 IMW29ZC113-14	16 69	16 68	56 08	0 01	0 03%	17:34	31 29%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
194 IMW29KC108-10	23 31	23 30	40 12	0 01	0 04%	2 36	6 47%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
195 IMW29KC109-11	7 60	6 11	2 33 10	30 01	19 60%	1 25 53	56 07%	0	0	0 00%	2 16	15 609	0 000	0 00	Intermodal
196 IMW29KC110-12	26 53	14 34	1 05 19	30 01	45 96%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal

Mon Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
197 IMW25KC111-13	16 01	16 01	58 30	0 01	0 03%	16:19	27 86%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
198 IMW25KC112-14	24 04	24 04	38 57	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
199 IMW13MC108-09	18 67	18 67	50 10	0 01	0 03%	1 47	7 54%	0	5:43	11 40%	0	15 609	36 624	14 06	Intermodal
200 LOS24KC209-10	12 75	7 02	2 13 28	1 00 01	44 97%	0	0 00%	0	34 16	25 67%	0	15 609	219 531	87 45	Local
201 LOS24KC211-12	20 74	12 46	1 15 10	30 01	39 93%	0	0 00%	0	6 57	9 25%	0	15 609	44 526	18 19	Local
202 LOS24KC213-14	12 05	6 80	2 17 43	1 00 01	43 58%	0	0 00%	0	19 50	14 40%	0	15 609	127 063	34 27	Local
203 LOS522C459a-10	30 60	17 15	3 08 16	30 00	43 95%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
204 LOS522C459b-10	27 19	14 95	1 06 38	30 00	45 02%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Local
205 LOSC22C507-08	3 85	3 85	5 04 05	0 01	0 01%	4:16 43	84 42%	0	0	0 00%	0	19 516	0 000	0 00	Local
206 LOSC22C508-09	14 44	14 43	1 21 08	0 01	0 02%	34 29	42 50%	0	0	0 00%	0	19 516	0 000	0 00	Local
207 LOSC22C509-10	25 53	25 53	45 52	0	0 00%	0	0 00%	0	3 18	7 19%	0	19 516	16 909	7 75	Local
208 LOSC22C510-11	23 06	23 06	50 47	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
209 LOSC22C511-12	27 39	27 39	42 45	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
210 LOSC22C512-13	29 47	29 47	39 44	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
211 LOSC22C513-14	30 21	30 21	38 46	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
212 LOSC35C206-08	27 02	15 97	1 13 20	30 00	40 91%	0	0 00%	0	1 03	1 43%	0	19 516	5 280	2 48	Local
213 LOSC35C207-10	31 06	17 30	1 07 42	30 00	44 31%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
214 LOSC35C407a-09	3 15	3 15	5 16 44	0:01	0 01%	4 13 40	80 09%	5 03W	0	0 00%	0	16 603	0 000	0 00	Local
215 LOSC35C407b-09	30 23	17 03	1 08:45	30 01	43 65%	0	0 00%	0	0	0 00%	2 42	19 516	0 000	0 00	Local
216 LOSC38C206a-08	28 36	16 43	1 11 17	30 00	42 09%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
217 LOSC38C206b-08	7 97	6 43	2 15 00	30 02	19 38%	36 40	23 66%	19 08W	0	0 00%	0	16 603	0 000	0 00	Local
218 LOSC38C207a-08	31 07	17 30	1 07 41	30 00	44 32%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
219 LOSC38C207b-09	10 48	7 97	2 05 00	30 02	24 03%	25 48	20 64%	8 33W	0	0 00%	0	16 603	0 000	0 00	Local
220 LOSC38C208a-09	30 30	17 06	1 08 39	30 00	43 70%	0	0 00%	0	0	0 00%	1 04 22	19 516	0 000	0 00	Local
221 LOSC38C208b-10	11 45	8 51	1 57 00	30 02	25 67%	12 15	10 47%	10 49W	0	0 00%	0	16 603	0 000	0 00	Local
222 LOSC38C209a-11	30 22	17 03	1 08 45	30 00	43 64%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
223 LOSC38C209b-11	10 06	7 72	2 09 00	30 01	23 27%	1 06 09	51 28%	0	0	0 00%	0	16 603	0 000	0 00	Local
224 LOSC38C210a-11	29 94	16 94	1 09 07	30 00	43 40%	0	0 00%	0	0	0 00%	3 23	19 516	0 000	0 00	Local
225 LOSC38C210b-12	18 46	11 86	1 24 00	30 02	35 75%	5 01	9 97%	0	10 04	11 98%	0	16 603	60 632	25 89	Local
226 LOSC38C211a-13	35 27	27 93	42 41	4 00	9 37%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
227 LOSC38C211b-13	11 74	8 67	1 54 53	30 02	26 14%	2 42	2 35%	0	45 23	39 50%	0	16 603	273 344	123 44	Local
228 LOSC38C212a-13	30 00	16 96	1 09 02	30 00	43 46%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
229 LOSC38C212b-14	9 49	7 38	2 15 00	30 02	22 35%	1 08 57	51 07%	0	0	0 00%	0	16 603	0 000	0 00	Local
230 LOSC38C213a-14	19 82	13 14	1 29 05	30 00	33 68%	0	0 00%	0	0	0 00%	8 58	19 516	0 000	0 00	Local
231 LOSC44C207a-08	30 71	17 19	1 08 08	30 00	44 03%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
232 LOSC44C207b-08	26 92	14 86	1 07 02	30 02	44 80%	0	0 00%	0	2 14	3 33%	5 26	16 603	13 451	6 42	Local
233 LOSC44C208a-10	27 14	16 01	1 13 09	30 00	41 01%	0	0 00%	0	0	0 00%	6 18	19 516	0 000	0 00	Local
234 LOSC44C209b-10	16 61	11 07	1 30 00	30 02	33 37%	4 34	5 07%	0	12 31	13 91%	0	16 603	75 388	39 19	Local
235 LOWC07C406-08	18 46	18 45	54 00	0 02	0 06%	19 04	35 31%	0	0	0 00%	0	16 603	0 000	0 00	Local
236 LOWC07C409-10	14 20	14 19	1 10 11	0 02	0 05%	0	0 00%	0	44 44	63 74%	13:19	16 603	269 429	176 00	Local
237 LOWC32C407-08	8 59	8 59	1 56 00	0 02	0 03%	32 53	28 35%	15 38W	0	0 00%	0	16 603	0 000	0 00	Local
238 LOWC32C409-10	9 58	9 58	1 44 00	0 02	0 03%	19 55	19 15%	17 42W	0	0 00%	0	16 603	0 000	0 00	Local
239 LOWC32C410-11	9 14	9 14	1 49 00	0 02	0 03%	18 04	16 57%	21 21W	0	0 00%	0	16 603	0 000	0 00	Local
240 LOWC32C411-12	4 43	4 43	3 45 00	0 02	0 01%	2 22 06	63 16%	16 56W	0	0 00%	0	16 603	0 000	0 00	Local
241 LOWC32C412-13	8 75	8 74	1 53 55	0 01	0 01%	0	0 00%	18 17W	51 22	45 09%	28 27	16 603	309 382	82 14	Local
242 LOWC32C413-14	8 52	8 51	1 57 00	0 02	0 03%	26 41	22 81%	16 39W	5 48	4 96%	0	16 603	34 933	6 87	Local
243 MLE18NC207-08	27 20	27 20	34 26	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
244 MLE18NC208-09	27 02	27 02	34 40	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
245 MLE18NC209-10	27 16	27 16	34:29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level

Mon Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
246 MLE18NC210-11	28 64	14 94	1:02 42	30 00	47 85%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
247 MLE18NC211-12	13 18	13 18	1 11 05	0	0 00%	0	0 00%	0	35 05	49 36%	0	15 609	224 763	97 45	Multi-level
248 MLE18NC212-13	28 73	28 71	32 37	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
249 MLE18NC213-14	27 78	27 78	33 43	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
250 MLW11JC106-08	25 32	13 98	1 06 59	30 00	44 79%	0	0 00%	0	0 10	0 25%	0	15 609	1 068	0 45	Multi-level
251 MLW11JC109-10	20 80	12 48	1 15 03	30 01	40 00%	0	0 00%	0	6 02	8 04%	0	15 609	38 653	15 47	Multi-level
252 MLW11JC110-11	23 87	13 52	1 09 15	30 01	43 35%	0 18	0 43%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
253 MLW11JC111-12	14 25	9 78	1 35 43	30 01	31 36%	0	0 00%	0	16 47	17 53%	9 31	15 609	107 523	34 31	Multi-level
254 MLW11JC113-14	24 73	13 80	1 07 52	30 00	44 20%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
255 MLW13NC107-09	26 29	26 28	38 34	0 01	0 04%	0	0 00%	0	0	0 00%	6:18	15 609	0 000	0 00	Multi-level
256 MLW13NC108-10	13 17	9 26	1 41 10	30 02	29 69%	30 06	29 75%	0	1 48	1 78%	0	15 609	11 532	4 59	Multi-level
257 MLW13NC109-11	18 20	11 50	1 21 27	30 00	36 83%	0	0 00%	0	5 02	6 18%	0	15 609	32 246	10 84	Multi-level
258 MLW13NC110-12	25 33	13 99	1:06 58	30 00	44 86%	0	0 00%	0	0	0 00%	8 15	15 609	0 000	0 00	Multi-level
259 MLW13NC111-13	23 28	23 28	40 14	0	0 00%	0	0 00%	0	0	0 00%	4 51	15 609	0 000	0 00	Multi-level
260 MLW13NC112-14	23 85	23 85	39 16	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
261 PIE20EC212-13	23 62	23 62	39 39	0	0 00%	0	0 00%	0	2 08	5 38%	0	15 609	13 667	5 69	Premium Intermodal
262 PIE20EC213-14	21 37	21 37	43 49	0	0 00%	0	0 00%	0	8 09	18 60%	0	15 609	52 213	22 85	Premium Intermodal
263 PIE20KC207-08	26 41	26 41	35 28	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
264 PIE20KC209-10	22 04	22 04	42 29	0	0 00%	0	0 00%	0	6 06	14 36%	0	15 609	39 080	16 77	Premium Intermodal
265 PIE20KC211-12	28 29	28 29	33 06	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
266 PIE20KC212-13	17 64	17 64	53 05	0	0 00%	0	0 00%	0	15 16	28 76%	0	15 609	97 807	40 37	Premium Intermodal
267 PIE20KC213-14	13 83	13 83	1 07 43	0	0 00%	0	0 00%	0	30:13	44 62%	0	15 609	193 585	80 58	Premium Intermodal
268 PIE20WC214-14	25 28	25 28	37 03	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
269 PIE22WC206-08	26 61	26 61	35 13	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
270 PIE22WC207-09	25 93	25 93	36 07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
271 PIE22WC208-10	25 88	25 87	36 12	0:01	0 05%	0	0 00%	0	0	0 00%	25 44	15 609	0 000	0 00	Premium Intermodal
272 PIE22WC209-11	27 86	27 86	33 37	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
273 PIE22WC210-12	27 97	27 97	33 29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
274 PIE22WC211-13	27 74	27 74	33 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
275 PIE22WC212-14	27 53	27 53	34 01	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
276 PIW21EC110-11	7 72	7 72	2 01 16	0	0 00%	0	0 00%	0	1 24 04	69 12%	0	15 609	538 578	225 99	Premium Intermodal
277 PIW21MC107-08	27 00	26 99	34 42	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
278 PIW21MC109-10	25 50	25 48	36 45	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
279 PIW21MC110-11	10 10	10 10	1 32 45	0	0 00%	0	0 00%	0	40 16	43 41%	0	15 609	257 971	76 72	Premium Intermodal
280 PIW21MC111-12	21 35	21 35	43 52	0	0 00%	0	0 00%	0	8 00	18 24%	0	15 609	51 252	22 30	Premium Intermodal
281 PIW21MC113-14	24 24	24 24	38 38	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
282 PIW21QC107-09	22 46	22 45	41 43	0 01	0 04%	1:18	3 12%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
283 PIW21QC108-10	23 66	23 65	39:36	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
284 PIW21QC109-11	24 05	24 04	38 57	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
285 PIW21QC110-12	22 81	13 18	1 11 04	30 01	42 24%	0 24	0 56%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
286 PIW21QC111-13	21 46	21 46	43 39	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
287 PIW21QC112-14	19 30	19 30	48 31	0	0 00%	0	0 00%	0	3 11	6 56%	0	15 609	20 394	7 02	Premium Intermodal
288 PIW21WC109-10	24 90	24 89	37 38	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
289 PIW21WC110-11	23 74	23 74	39 27	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
290 PIW21WC111-12	20 37	20 36	46 00	0 01	0 04%	8 32	18 55%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
291 PIW21WC112-13	19 20	19 20	48 47	0 01	0 03%	0	0 00%	0	8 27	17 32%	0	15 609	54 135	20 96	Premium Intermodal
292 PIW21ZC107-08	25 24	25 23	37 07	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
293 PIW21ZC108-09	24 91	24 90	37 37	0 01	0 04%	2 38	7 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
294 PIW21ZC109-10	24 07	24 05	38 56	0:01	0 04%	3 55	10 06%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal

Non Line Dwell times include time spent at initial and final terminals Sntry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM:SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Sntry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
295 PIW21ZC116-12	20 46	20 45	45 48	0 01	0 04%	3 21	7 31%	0	3:07	6 80%	0	15 609	** 967	7 93	Premium Intermodal
296 PIW21ZC111-12	21 23	21 22	38 40	0 01	0 04%	2 40	6 90%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
297 PIW21ZC112-12	21 59	21 58	43 24	0 01	0 04%	0	0 00%	0	6 46	15 59%	0	15 609	43 351	18 48	Premium Intermodal
298 PIW11ZC111-12	8 83	8 83	1 46:05	0 01	0 02%	1 08 37	64 68%	0	0	0 00%	0 52	15 609	0 000	0 00	Premium Intermodal
299 UES693C211-14	29 26	16 72	1 10 01	30 00	42 85%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Unit
300 ULM67ZC107-08	19 46	19 46	48 08	0 01	0 03%	10 20	21 47%	0	0	0 00%	0	15 609	0 000	0 00	Unit
301 ULM67ZC113-14	21 72	21 71	43 08	0 01	0 04%	2 11	5 06%	0	2 44	6 34%	6 01	15 609	17 511	7 16	Unit
302 ULM69JC107-08	19 66	19 65	47 39	0 01	0 03%	0	0 00%	0	10 21	21 73%	0	15 609	66 308	27 76	Unit
303 ULM69JC110-11	15 28	15 28	1 01 18	0 01	0 03%	23 22	38 12%	0	0	0 00%	0	15 609	0 000	0 00	Unit
			12 18 42 43	2:21 53 00	0 03%	1:07:05 09	38 12%	3 08 18	19 42 29	0 00%	12 26 35	4666 9	0 000	10 59	

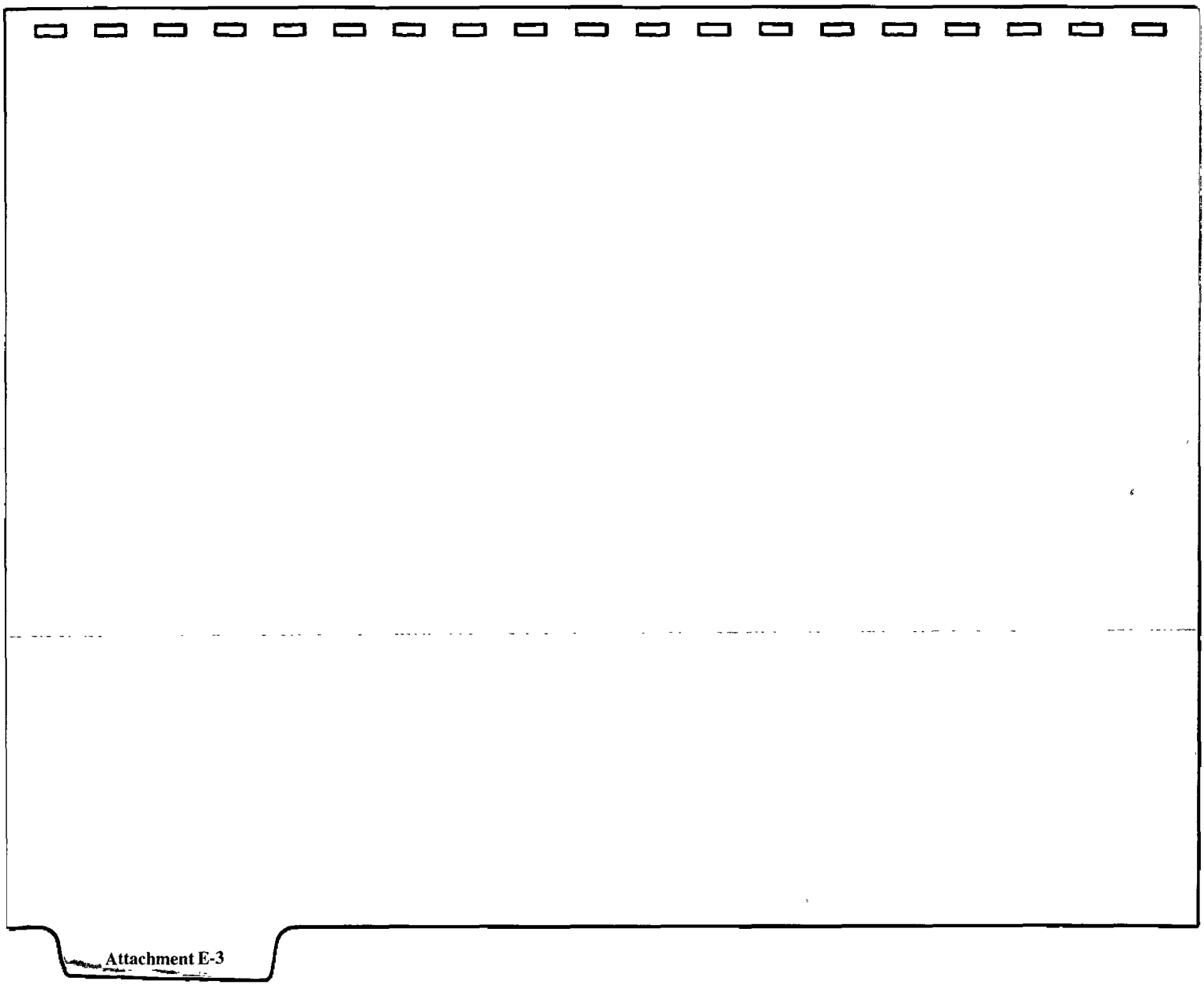
* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include acceleration and deceleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

(5) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance


Attachment E-3

Case keystone Keystone West Rail Capacity Study Elapsed execution time 40 24 (HH.MM SS)

Simulation start time Sa 00:00 Duration 9 00 00 (DD HH MM) Warm-up exclusion 1 00 00 (DD:HH MM) Cool-down period 1 00 00 (DD:HH.MM)

Net conflicts = 3,543 (624M + 2,919P) Gross conflicts = 5,260 (979M + 4,281P) Meet-pass difficulty = 33 (on a scale of 0 to 100) Dispatched trains = 898 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD:HH MM	Wait on Schedule DD:HH MM	Switch Delay DD.HH.MM	Stop* Delay DD HH:MM	Total Run time DD HH:MM	Entry* Delay DD HH MM	Total Elapsed DD HH MM	Train Miles	OTP*
Premium Intermodal	38	12 901	2 01	0 30	0:02	0	0:09	8:23	0 26	8:50	108.3	-----
Intermodal	81	8.244	3 16	10 15	0 12	0	0:33	1 04:00	0 47	1:04:47	230.9	-----
Multi-level	18	5.967	3 18	4:30	0 19	0	0 07	8:35	0 28	9:04	51.3	-----
Automotive parts	6	3 881	10 27	3 00	0	0	0 07	4 24	0	4 24	17.1	-----
General Merchandise	13	3 965	2 61	6:30	0	0	0 04	9 20	0 04	9:25	37 1	-----
Coal	22	5 374	1 88	7:31	0	0	0:06	11 40	2 06	13:46	62.7	-----
Unit	4	16 196	0 00	0	0	0	0	0 42	0 06	0:48	11 4	-----
Local	3	2 712	11 42	2 30	0	0	0:04	3 09	0	3 09	8.6	-----
All train types	185	7 099	2.99	1 10 46	0.34	0	1 14	3 02:16	3:59	3 06 15	527 3	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD:HH MM	Wait on Schedule DD.HH MM	Switch Delay DD:HH MM	Stop* Delay DD HH MM	Total Run time DD HH MM	Entry* Delay DD HH:MM	Total Elapsed DD HH MM	Train Miles	Delay per 100 Train Miles	OTP*
Trail Van	143	8 250	3 16	18:15	0 34	0	0 59	2 01.23	1 43	2 03.06	407 6	14 54	-----
Freight	42	4 813	2 47	16 31	0	0	0 15	1 00 52	2 16	1:03 08	119 7	12 85	-----
All groups	185	7 099	2 99	1 10:46	0 34	0	1.14	3 02 16	3 59	3:06 15	527 3	14 16	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time; it is only the time spent at speed 0.

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late.
All others are on time

Warm-up train count = 87 Cool-down train count = 79 Total number of candidate run-time trains excluded from statistics = 166

Port Perry Branch line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Schdl % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet/ Pass Delay %	Train Type
1 APE13MC304-08	13 09	3 97	43 04	30:00	69 44%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
2 APE13MC208-10	13 12	3 97	43 02	30 00	69 71%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
3 APE13MC209-11	15 13	4 14	41 18	30 00	72 64%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
4 APE13MC210-12	7 45	3 33	53 06	30 00	56 50%	0	0 00%	0	7 51	14 81%	0	2 850	275 619	51 82	Automotive parts
5 APE13MC211-13	13 52	4 01	43 10	30 01	70 35%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
6 APE13MC212-14	15 15	4 14	41 16	30 00	72 70%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
7 CSW58IC108-09	14 18	14 19	13 03	0	0 00%	0	0 00%	0	0	0 00%	0 49	2 850	0 000	0 00	Coal
8 CSW58TC109-11	18 35	18 35	9 19	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
9 CSW58TC111-13	16 36	16 36	10 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
10 CSW58IC108-09	14 04	14 04	12 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
11 CSW58IC113-14	14 53	14 53	11 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
12 CSW51IC210-11	17 78	4 32	39 27	30 00	75 73%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
13 CSW51SC105-08	14 59	14 59	11 42	0	0 00%	0	0 00%	0	0	0 00%	28 14	2 850	0 000	0 00	Coal
14 CSW51SC109-11	16 03	4 20	40 45	30 00	73 77%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
15 CSW51SC212-13	16 60	16 60	10 18	0	0 00%	0	0 00%	0	0	0 00%	1 17 31	2 850	0 000	0 00	Coal
16 CSW53IC109-10	17 87	17 86	9 35	0 01	0 17%	0	0 00%	0	0	0 00%	15 27	2 850	0 000	0 00	Coal
17 CSW53TC111-14	9 95	8 95	19 07	0	0 00%	0	0 00%	0	4 05	21 36%	0	2 850	142 275	27 14	Coal
18 CSW53TC267-09	15 83	15 83	10 48	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
19 CSW53TC212-14	13 13	12 13	14 06	0	0 00%	0	0 00%	0	2 50	20 09%	0	2 850	99 416	25 15	Coal
20 CSW57SW49-11	15 78	15 74	10 51	0 01	0 15%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
21 CSW57RT91-14	16 01	16 01	10 41	0	0 00%	0	0 00%	0	0	0 00%	5 54	2 850	0 000	0 00	Coal
22 CSW59IC108-10	16 52	16 50	10 22	0 01	0 16%	0	0 00%	0	0	0 00%	19 27	2 850	0 000	0 00	Coal
23 CSW45IC218-12	16 11	4 21	40 37	30 00	73 84%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
24 CSW54SC207-08	15 52	4 17	41 01	30 00	73 14%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
25 CSW54SC209-11	15 93	0 50	5 60 44	5 30 00	96 85%	0	0 00%	0	0	0 00%	25:00	2 850	0 000	0 00	Coal
26 CSW54SC211-13	15 90	14 62	11 42	1 00	8 58%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
27 CSW55IC108-10	14 57	14 57	11 44	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
28 CSW53IC108-10	16 01	16 01	10 41	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
29 GME18GC211-12	13 07	3 76	45 27	30 00	66 01%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
30 GME17GC210-11	13 88	4 04	42 19	30 00	70 89%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
31 GME18GC207-08	11 58	3 82	44 47	30 01	67 03%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
32 GME18GC208-09	10 99	3 75	45 34	30 00	65 86%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
33 GME18GC209-10	10 46	3 69	46 21	30 00	64 72%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
34 GME18GC210-13	13 31	3 99	42 51	30 00	70 01%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
35 GME18GC213-14	11 56	3 76	45 29	30:01	65 99%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
36 GMW18GC108-11	15 52	4 17	41 01	30 00	73 14%	0	0 00%	0	0	0 00%	4 37	2 850	0 000	0 00	General Merchandise
37 GMW18GC211-12	15 01	3 76	45 32	30 00	68 80%	0	0 00%	0	4 27	9 77%	0	2 850	152 140	40 15	General Merchandise
38 GMW18GC106-08	13 80	13 88	12 12	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
39 GMW18GC208-10	18 22	2 46	1 09 32	1 00 00	86 48%	0	0 00%	0	0	0 00%	15 19	2 850	0 000	0 00	General Merchandise
40 GMW18GC211-12	18 62	2 67	1 09 11	1 00 00	86 73%	0	0 00%	0	0	0 00%	17 18	2 850	0 000	0 00	General Merchandise
41 GMW18GC113-14	14 36	14 36	10 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
42 IME28AC208-10	12 53	2 32	1 13 39	1 00 00	81 67%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
43 IME28AC209-11	11 81	2 30	1 14 35	1 00 01	80 56%	0 56	1 25%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
44 IME28AC210-12	15 18	6 51	24 17	15 01	57 13%	0 35	1 58%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
45 IME28AC211-14	16 38	2 24	1 16 29	1 00 01	78 47%	0 34	0 74%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
46 IME28AC212-14	13 33	2 31	1 13 53	1:00 01	81 33%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
47 IME28GC207-08	11 29	11 29	15 09	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
48 IME28GC208-09	6 86	6 85	24 57	0 01	0 07%	1 27	5 51%	0	6 36	26 45%	0	2 850	231 579	39 09	Intermodal
49 IME28GC209-10	12 68	12 68	13 29	0	0 00%	0	6 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD:HH MM:SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
50 IME20QC210-11	11 77	11 76	14 33	0 01	0 11%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
51 IME20QC211-12	16 26	16 26	10 31	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
52 IME20QC212-13	14 45	14 45	11 50	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
53 IME20QC206-08	9 34	9 34	18 19	0 01	0 09%	0 30	2 73%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
54 IME20QC207-09	11 19	11 19	15 17	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
55 IME20QC208-10	11 35	11 35	15 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
56 IME20QC209-11	10 18	10 18	16 48	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
57 IME20QC210-12	8 16	8 16	20 57	0	0 00%	0	0 00%	0	4 30	21 48%	3 39	2 850	157 895	27 36	Intermodal
58 IME20QC211-13	11 36	11 36	15 03	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
59 IME20QC212-14	11 67	11 67	14 39	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
60 IME20RC206-08	12 73	12 73	13 26	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
61 IME20RC207-09	13 24	13 24	12 55	0	0 00%	0	0 00%	0	0	0 00%	3 22	2 850	0 000	0 00	Intermodal
62 IME20RC208-10	11 93	11 93	14 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
63 IME20RC209-11	11 21	11 20	15 16	0 01	0 11%	0 42	4 59%	0	0	0 00%	6 41	2 850	0 000	0 00	Intermodal
64 IME20RC210-12	8 06	8 06	21 13	0	0 00%	0	0 00%	0	7 27	35 11%	1 21	2 850	261 404	54 12	Intermodal
65 IME20RC211-13	13 19	13 19	12 58	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
66 IME20RC212-14	12 92	12 92	13 14	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
67 IME20TC205-08	11 58	11 58	14 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
68 IME20TC208-11	7 67	7 66	22 19	0 01	0 07%	3 54	17 48%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
69 IME20TC209-12	13 04	13 04	13 07	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
70 IME20TC210-13	12 67	12 67	13 30	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
71 IME20TC211-14	13 05	13 05	13 06	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
72 IME24VC207-09	13 29	13 29	12 53	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
73 IME24VC208-10	13 12	13 12	13 02	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
74 IME24VC209-11	12 30	12 30	13 54	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
75 IME24VC210-12	14 47	14 47	11 49	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
76 IME24VC211-13	11 71	11 71	14 36	0	0 00%	0	0 00%	0	0	0 00%	31 00	2 850	0 000	0 00	Intermodal
77 IME24VC212-14	12 71	12 71	13 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
78 IME24ZC207-08	9 78	9 78	17 29	0	0 00%	0	0 00%	0	3 36	20 59%	0	2 850	126 316	25 93	Intermodal
79 IME24ZC208-09	11 18	11 16	15 19	0 01	0 11%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
80 IME24ZC209-10	11 26	11 26	15 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
81 IME24ZC210-11	10 01	10 00	17 05	0 01	0 10%	4 00	23 39%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
82 IME24ZC211-12	11 50	11 50	14 52	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
83 IME24ZC212-13	11 12	11 12	15 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
84 IME24ZC213-14	12 97	12 97	13 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
85 IMW21AC110-11	11 14	11 14	15 31	0	0 00%	0	0 00%	0	4 27	28 99%	0	2 850	156 140	40 83	Intermodal
86 IMW21AC112-13	17 87	17 87	9 34	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
87 IMW21GC107-09	16 23	16 23	10 32	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
88 IMW21GC109-11	18 35	4 35	39 19	30 00	76 30%	0	0 00%	0	0	0 00%	3 30	2 850	0 000	0 00	Intermodal
89 IMW21GC110-12	15 69	15 69	10 84	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
90 IMW21GC111-13	16 52	16 52	10 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
91 IMW21GC112-14	16 47	16 47	10 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
92 IMW21TC109-10	15 31	15 31	11 10	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
93 IMW21TC110-11	16 31	16 31	10 29	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
94 IMW21TC111-12	14 13	14 13	12 06	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
95 IMW21TC112-13	16 06	16 06	10 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
96 IMW21TC113-14	16 39	16 39	10 26	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
97 IMW227C108-11	18 66	4 18	40 55	30 00	73 32%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
98 IMW227C109-12	17 84	4 32	39 35	30 00	75 79%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
99 IMM23TC110-14	15 45	15 45	11 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
100 IMM23MC108-10	17 94	17 94	9 22	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
101 IMM23MC109-11	17 84	4 32	39:35	30 00	75 79%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
102 IMM23MC110-12	17 97	4 33	39 31	30 00	75 92%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
103 IMM23MC111-13	15 57	15 57	10 59	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
104 IMM23MC112-14	16 71	16 71	10 14	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
105 IMM23WC106-08	16 31	16 31	10 29	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
106 IMM23WC109-11	17 78	4 32	39 37	30 00	75 73%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
107 IMM23WC110-12	18 35	4 35	39 19	30 00	76 30%	0	0 00%	0	0	0 00%	3 40	2 850	0 000	0 00	Intermodal
108 IMM23WC111-13	15 78	15 78	10 50	0	0 00%	0	0 00%	0	0	0 00%	1 27	2 850	0 000	0 00	Intermodal
109 IMM23MC112-14	14 64	14 64	11 41	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
110 IMM23ZC107-08	15 88	15 88	10 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
111 IMM23ZC108-09	16 55	16 55	10 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
112 IMM23ZC109-10	17 87	4 32	39 34	30 00	75 82%	0	0 00%	0	0	0 00%	9 12	2 850	0 000	0 00	Intermodal
113 IMM23ZC110-11	17 84	4 32	39 35	30 00	75 79%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
114 IMM23ZC111-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
115 IMM23TC112-13	10 12	10 12	16 54	0	0 00%	0	0 00%	0	0 49	4 83%	0	2 850	28 655	5 08	Intermodal
116 IMM23ZC113-14	14 72	14 72	11 37	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
117 IMM25KC108-10	15 83	15 83	10 48	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
118 IMM25KC109-11	10 11	3 64	46 55	30 00	63 94%	0	0 00%	0	3 13	6 86%	2 16	2 850	112 865	23 48	Intermodal
119 IMM25KC110-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
120 IMM25KC111-13	16 16	16 16	10 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
121 IMM25KC112-14	8 99	8 99	19 01	0	0 00%	0	0 00%	0	3 06	16 10%	0	2 850	108 772	19 45	Intermodal
122 IMM13MC108-09	16 34	16 34	10 28	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
123 LOE24KC209-10	15 71	2 43	1 10 14	1 00 00	85 63%	0	0 00%	0	0	0 02%	0	2 850	0 000	0 00	Local
124 LOE24KC211-12	16 99	4 37	40 04	30 00	74 88%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Local
125 LOE24KC213-14	9 06	2 17	1 18 53	1 00:00	76 06%	0	0 00%	0	4 01	5 09%	0	2 850	140 936	27 03	Local
126 MLE18NC207-08	12 70	12 70	13 28	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
127 MLE18NC208-09	11 92	11 92	14 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
128 MLE18NC209-10	10 27	10 26	16 40	0 01	0 10%	0 47	4 70%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
129 MLE18NC210-11	5 62	2 83	1 00 25	30 01	49 68%	16 58	28 08%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
130 MLE18NC211-12	9 01	9 01	18 59	0	0 00%	0	0 00%	0	4 53	25 72%	0	2 850	171 345	34 63	Multi-level
131 MLE18NC212-13	11 15	11 13	15 22	0 02	0 23%	1 52	12 15%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
132 MLE18NC213-14	12 03	12 03	14 13	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
133 MLW11JC106-08	16 93	4 26	40 06	30 00	74 81%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
134 MLW11JC109-10	9 23	3 52	48 32	30 00	61 81%	0	0 00%	0	2 59	6 15%	0	2 850	104 678	19 19	Multi-level
135 MLW11JC110-11	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
136 MLW11JC111-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	9 31	2 850	0 000	0 00	Multi-level
137 MLW11JC113-14	15 07	4 14	41 21	30 00	72 55%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
138 MLW13NC107-09	16 42	16 42	10 25	0	0 00%	0	0 00%	0	0	0 00%	6 18	2 850	0 000	0 00	Multi-level
139 MLW13NC108-10	16 96	4 26	40 06	30 01	74 85%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
140 MLW13NC109-11	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
141 MLW13NC110-12	18 69	4 37	39 09	30 00	76 63%	0	0 00%	0	0	0 00%	8 15	2 850	0 000	0 00	Multi-level
142 MLW13NC111-13	14 35	14 35	11 55	0	0 00%	0	0 00%	0	0	0 00%	4 51	2 850	0 000	0 00	Multi-level
143 MLW13NC112-14	14 25	14 25	12 00	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
144 PIE20EC212-13	12 44	12 44	13 45	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
145 PIE20ZC213-14	13 29	13 29	12 52	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
146 PIE20KC207-08	9 20	9 19	18 36	0 01	0 09%	2 02	10 93%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
147 PIE20KC209-10	13 64	13 64	12 32	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal

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	Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148	PIE20KC211-12	13 19	13 19	12 58	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
149	PIE20KC212-13	12 59	12 59	13 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
150	PIE20KC213-14	13 14	13 14	13 01	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
151	PIE20MC214-14	12 94	12 94	13 13	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
152	PIE22MC206-09	11 01	11 01	15 32	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
153	PIE22MC257-09	10 75	10 74	15 55	0 01	0 10%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
154	PIE22MC208-10	11 86	11 86	14 25	0	0 00%	0	0 00%	0	0	0 00%	25 44	2 850	0 000	0 00	Premium Intermodal
155	PIE22MC209-11	12 06	12 06	14 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
156	PIE22MC210-12	12 26	12 26	13 57	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
157	PIE22MC211-13	11 67	11 67	14 39	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
158	PIE22MC212-14	11 35	11 35	15 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
159	PIW21EC110-11	10 52	10 52	16 15	0	0 00%	0	0 00%	0	5 39	34 77%	0	2 850	199 246	52 30	Premium Intermodal
160	PIW21MC107-08	16 13	16 13	10 36	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
161	PIW21MC109-10	16 52	16 52	10 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
162	PIW21MC110-11	18 26	18 26	9 22	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
163	PIW21MC111-12	18 32	18 32	9 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
164	PIW21MC113-14	16 47	16 47	10 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
165	PIW21QC107-09	14 39	14 39	11 53	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
166	PIW21QC108-10	10 68	10 68	16 01	0	0 00%	0	0 00%	0	2 24	14 98%	0	2 850	84 211	17 63	Premium Intermodal
167	PIW21QC109-11	15 98	15 98	10 42	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
168	PIW21QC110-12	17 91	4 32	39 33	30 00	75 85%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
169	PIW21QC111-13	15 59	15 59	10 58	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
170	PIW21QC112-14	12 23	12 23	13 59	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
171	PIW21MC109-10	11 06	11 06	15 28	0	0 00%	0	0 00%	0	1 46	11 42%	0	2 850	61 988	12 90	Premium Intermodal
172	PIW21MC110-11	18 52	18 52	9 14	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
173	PIW21MC111-12	15 88	15 88	10 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
174	PIW21MC112-13	15 45	15 45	11 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
175	PIW21ZC107-08	16 55	16 55	10 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
176	PIW21ZC108-09	16 36	16 36	10 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
177	PIW21ZC109-10	16 60	16 60	10 18	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
178	PIW21ZC110-12	15 62	15 62	10 57	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
179	PIW21ZC111-12	16 31	16 31	10 29	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
180	PIW21ZC112-13	15 02	15 02	11 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
181	PIW11ZC111-12	17 81	17 81	9 36	0	0 00%	0	0 00%	0	0	0 00%	0 52	2 850	0 000	0 00	Premium Intermodal
182	ULM67ZC107-08	16 42	16 42	10 25	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
183	ULM67ZC113-14	16 44	16 44	10 24	0	0 00%	0	0 00%	0	0	0 00%	6 01	2 850	0 000	0 00	Unit
184	ULM69JC107-08	16 47	16 47	10 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
185	ULM69JC110-11	15 50	15 50	11 02	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
				3 02 16 04	1 10 46 24	0 00%	34 07	0 00%	0	1 14 39	0 00%	5 32 16	527 3	0 000	3 30	

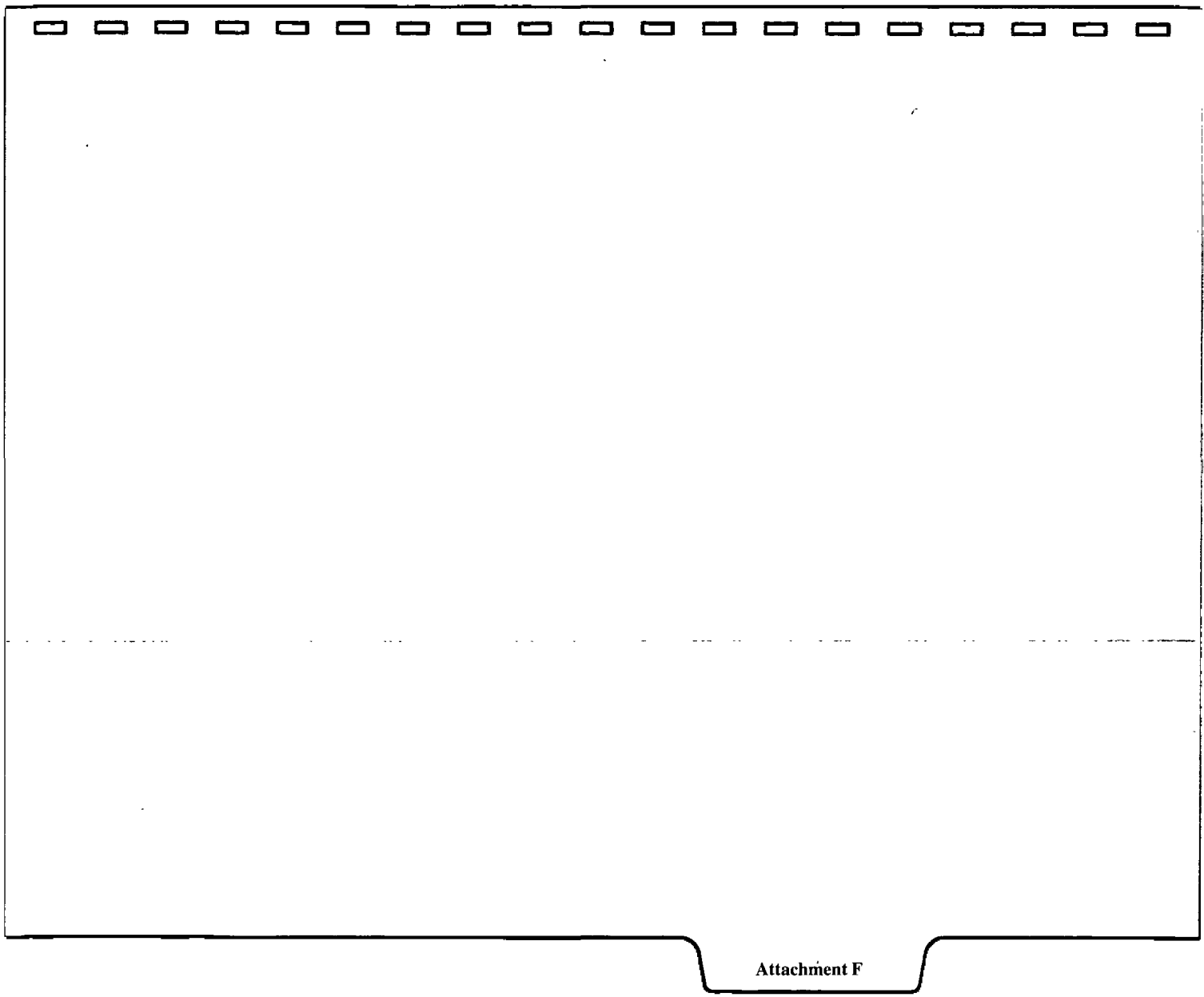
* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete or they depart their origin within the cool-down period or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

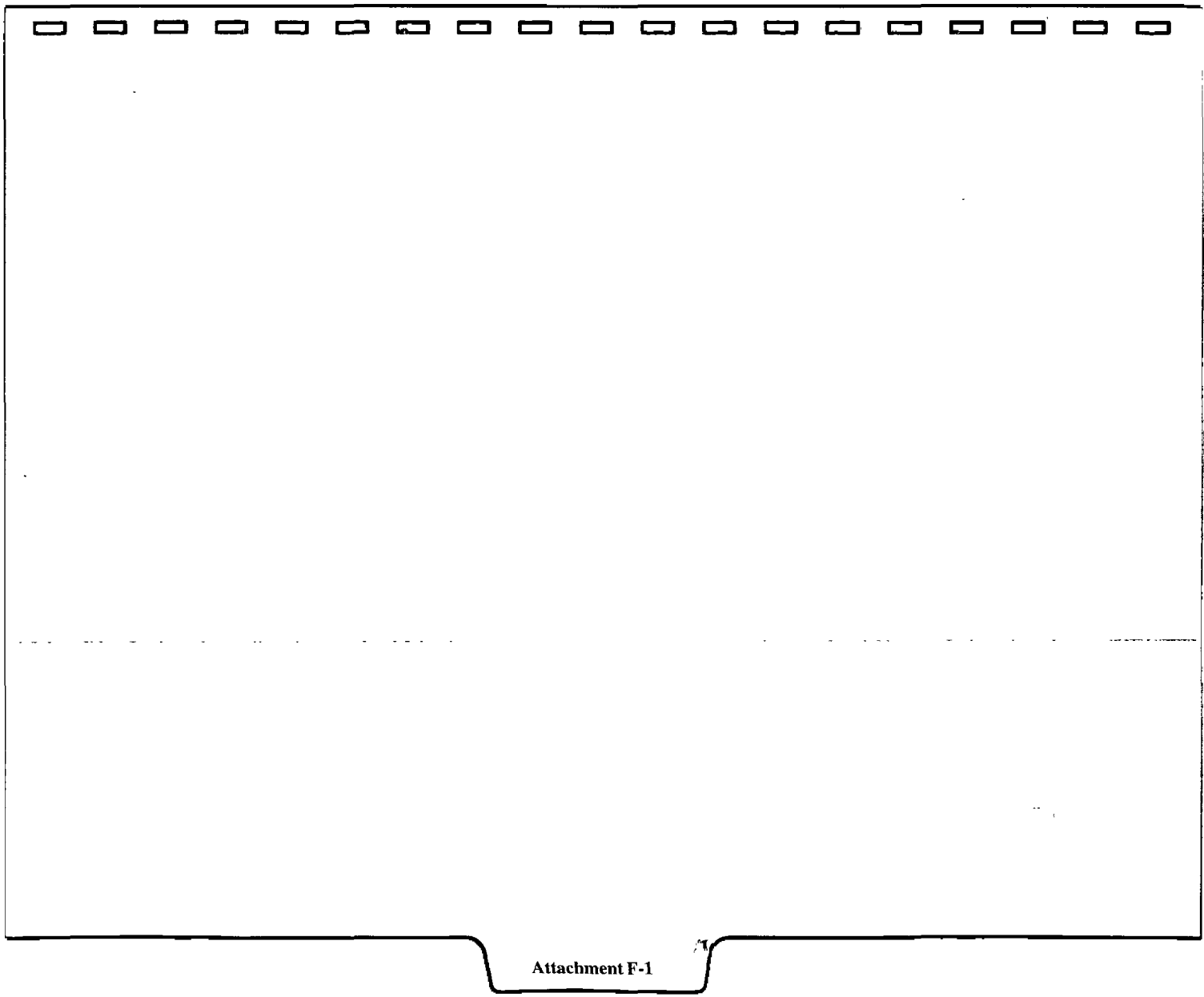
(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include acceleration and deceleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

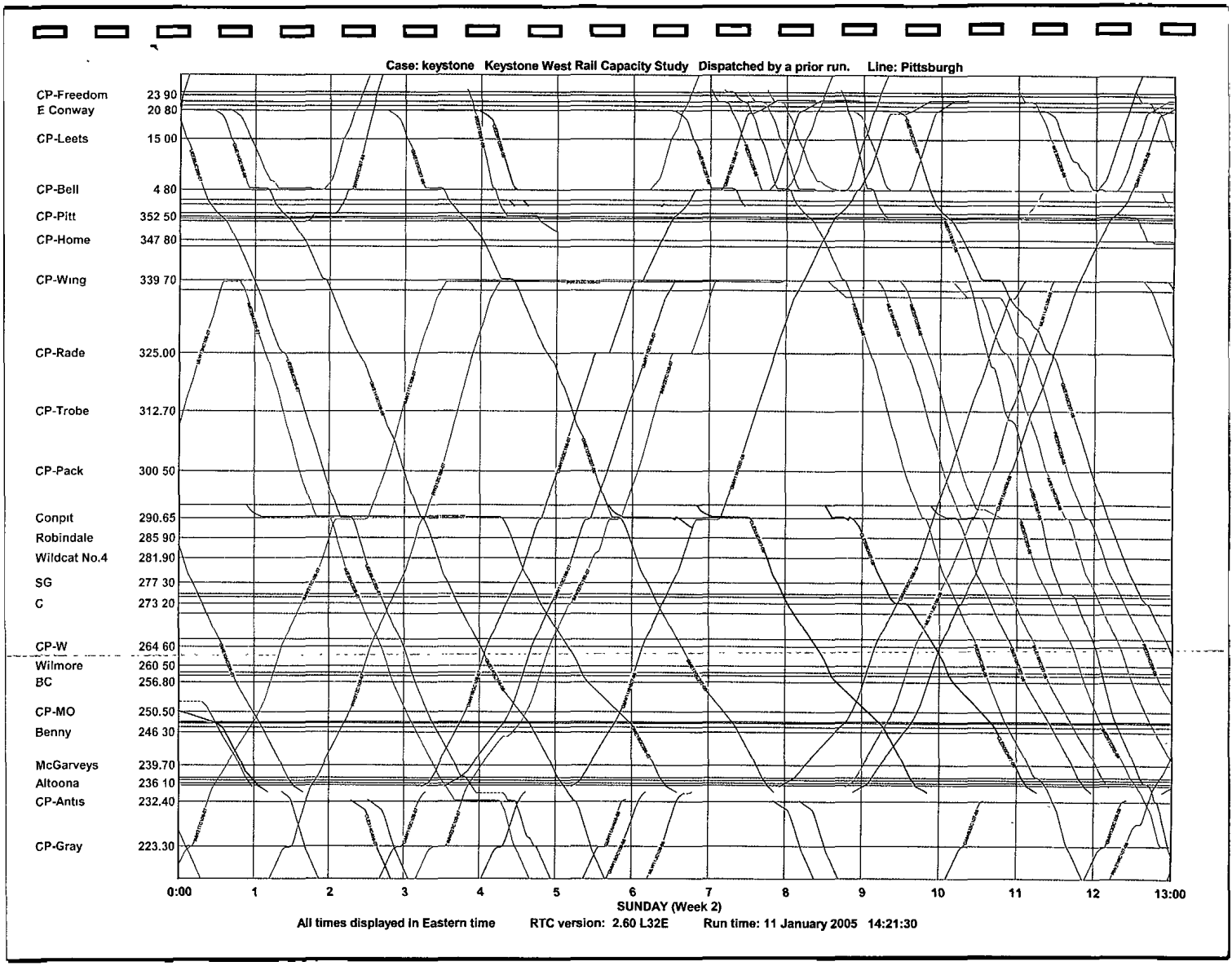
(5) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance

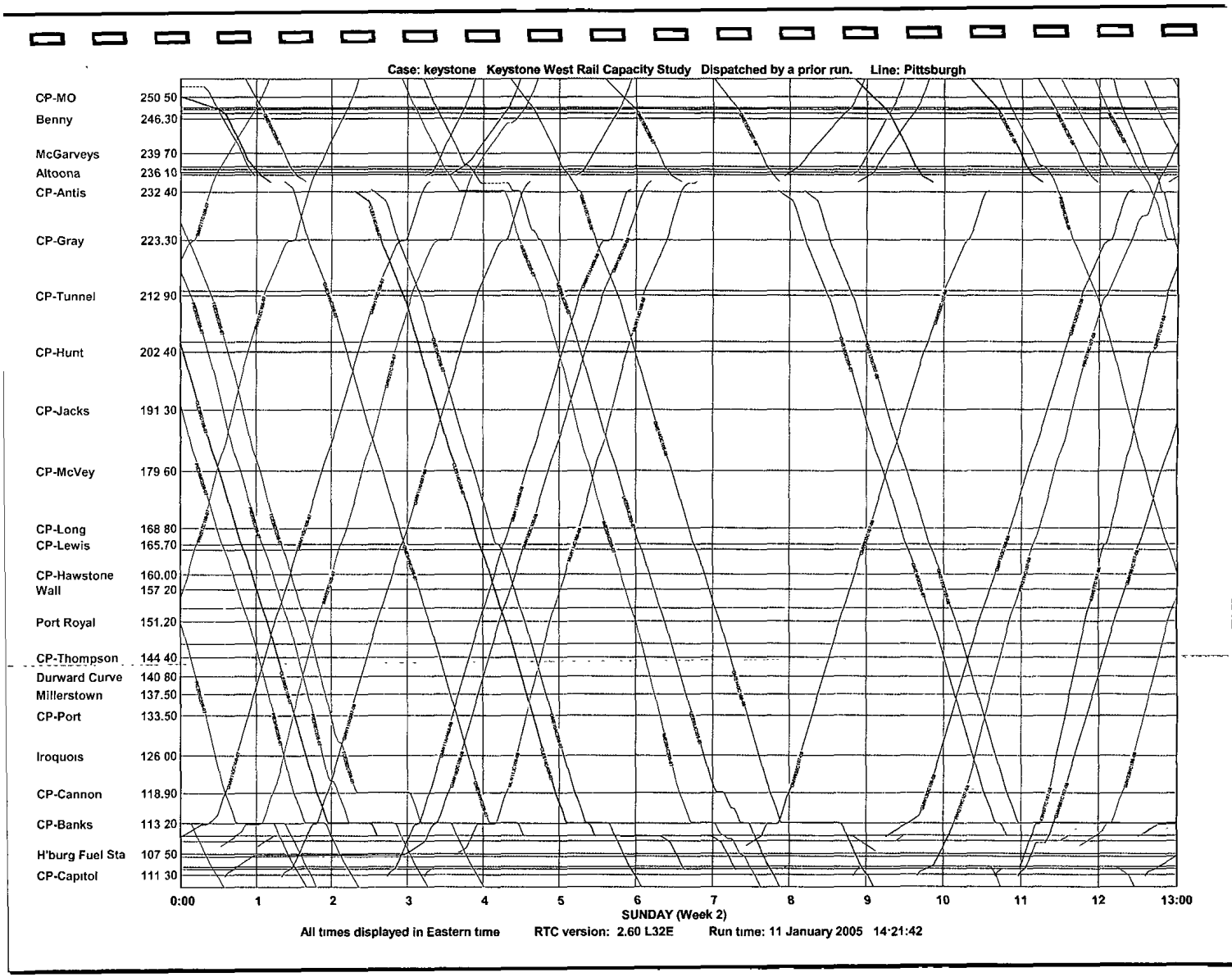


Attachment F



Attachment F-1


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4 80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312.70
CP-Pack 300 50
Conpit 290.65
Robindale 285 90
Wildcat No.4 281.90
SG 277 30
C 273 20
CP-W 264 60
Wilmore 260 50
BC 256.80
CP-MO 250.50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
SUNDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:21:30


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223.30
CP-Tunnel 212 90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179 60
CP-Long 168 80
CP-Lewis 165.70
CP-Hawstone 160.00
Wall 157 20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137.50
CP-Port 133.50
Iroquois 126 00
CP-Cannon 118.90
CP-Banks 113 20
H'burg Fuel Sta 107 50
CP-Capitol 111 30
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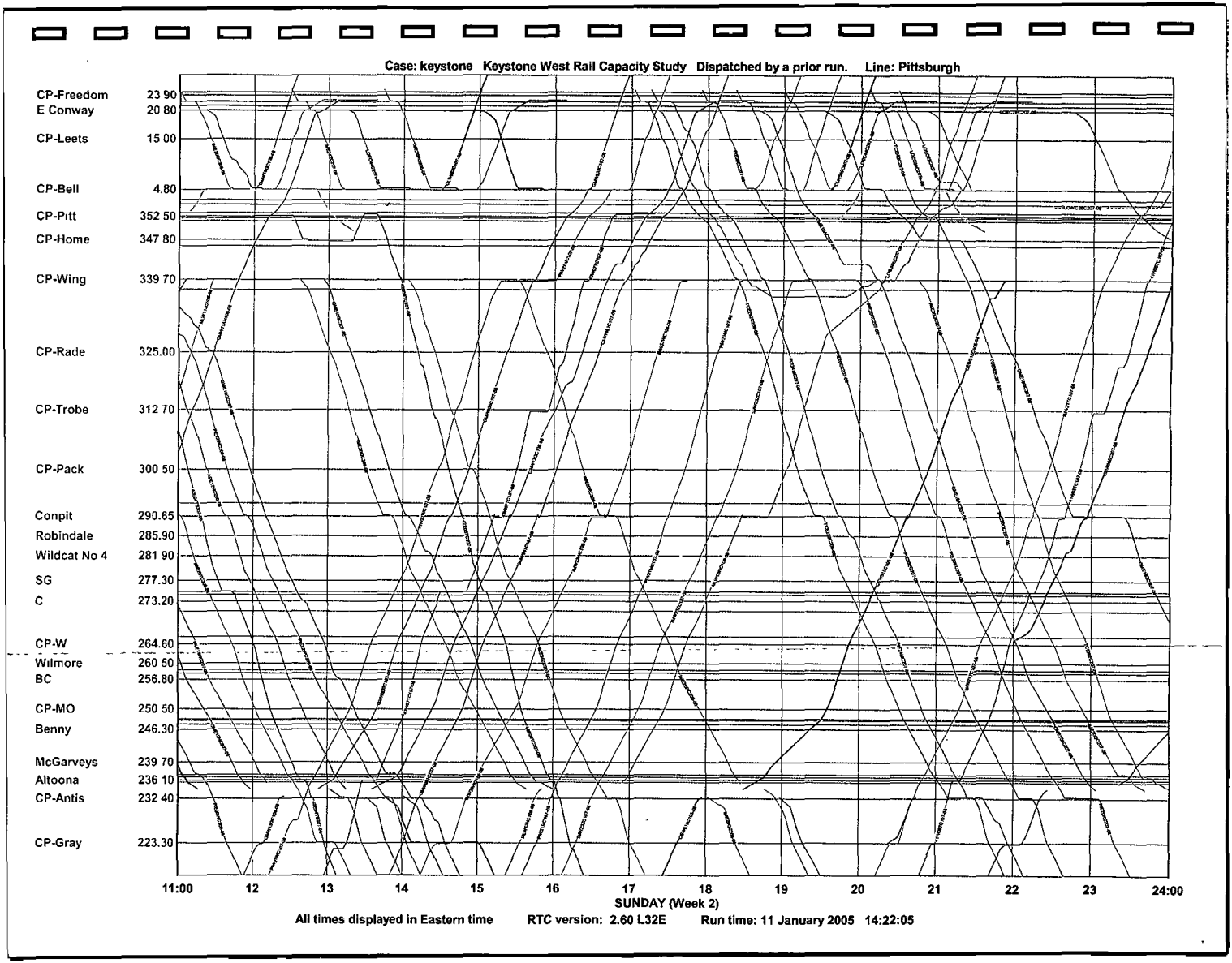
SUNDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:21:42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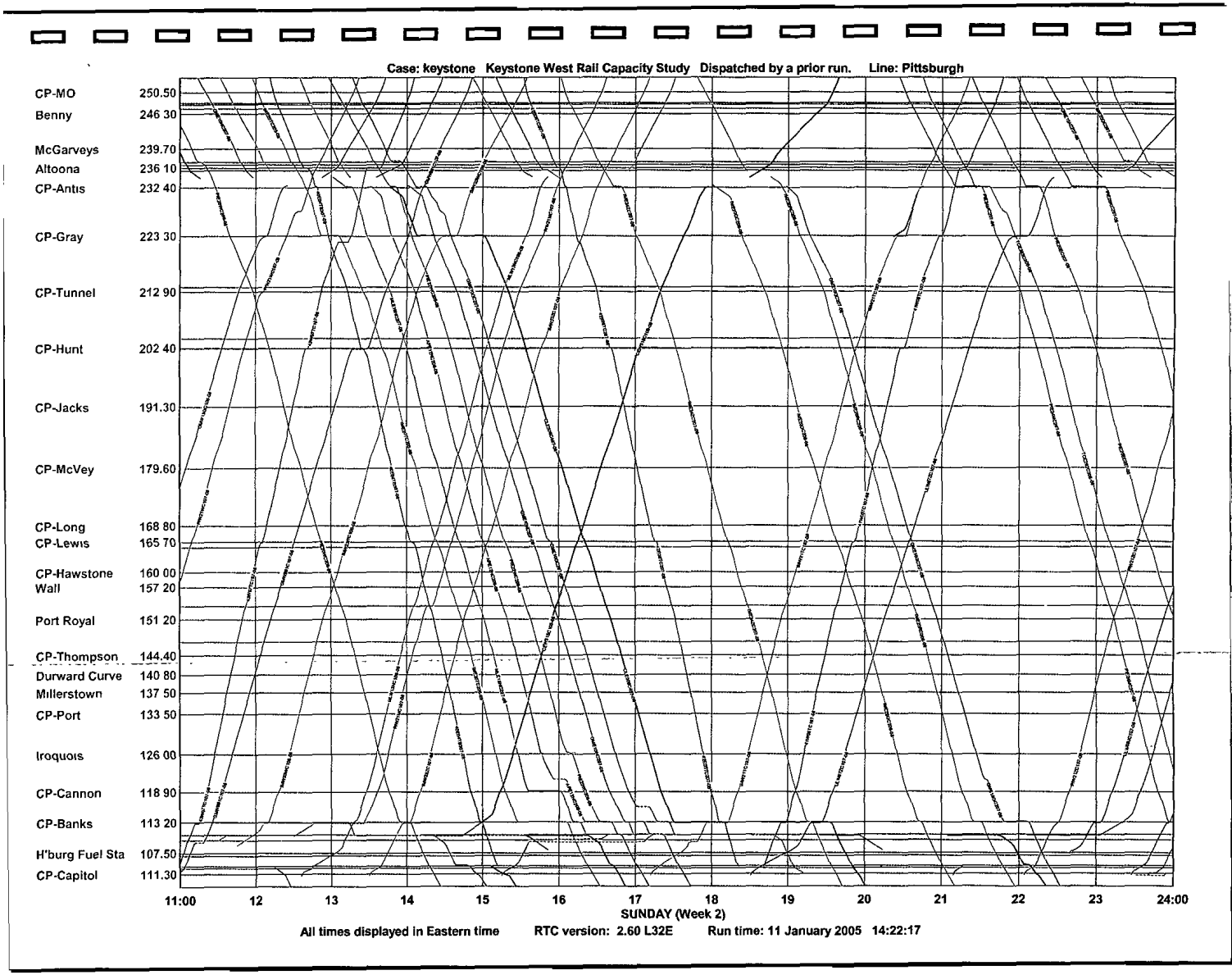
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4.80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290.65
Robindale 285.90
Wildcat No 4 281 90
SG 277.30
C 273.20
CP-W 264.60
Wilmore 260 50
BC 256.80
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223.30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:22:05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Altoona 236 10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212 90
CP-Hunt 202 40
CP-Jacks 191.30
CP-McVey 179.60
CP-Long 168 80
CP-Lewis 165 70
CP-Hawstone 160 00
Wall 157 20
Port Royal 151 20
CP-Thompson 144.40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133 50
Iroquois 126 00
CP-Cannon 118 90
CP-Banks 113 20
H'burg Fuel Sta 107.50
CP-Capitol 111.30
11:00
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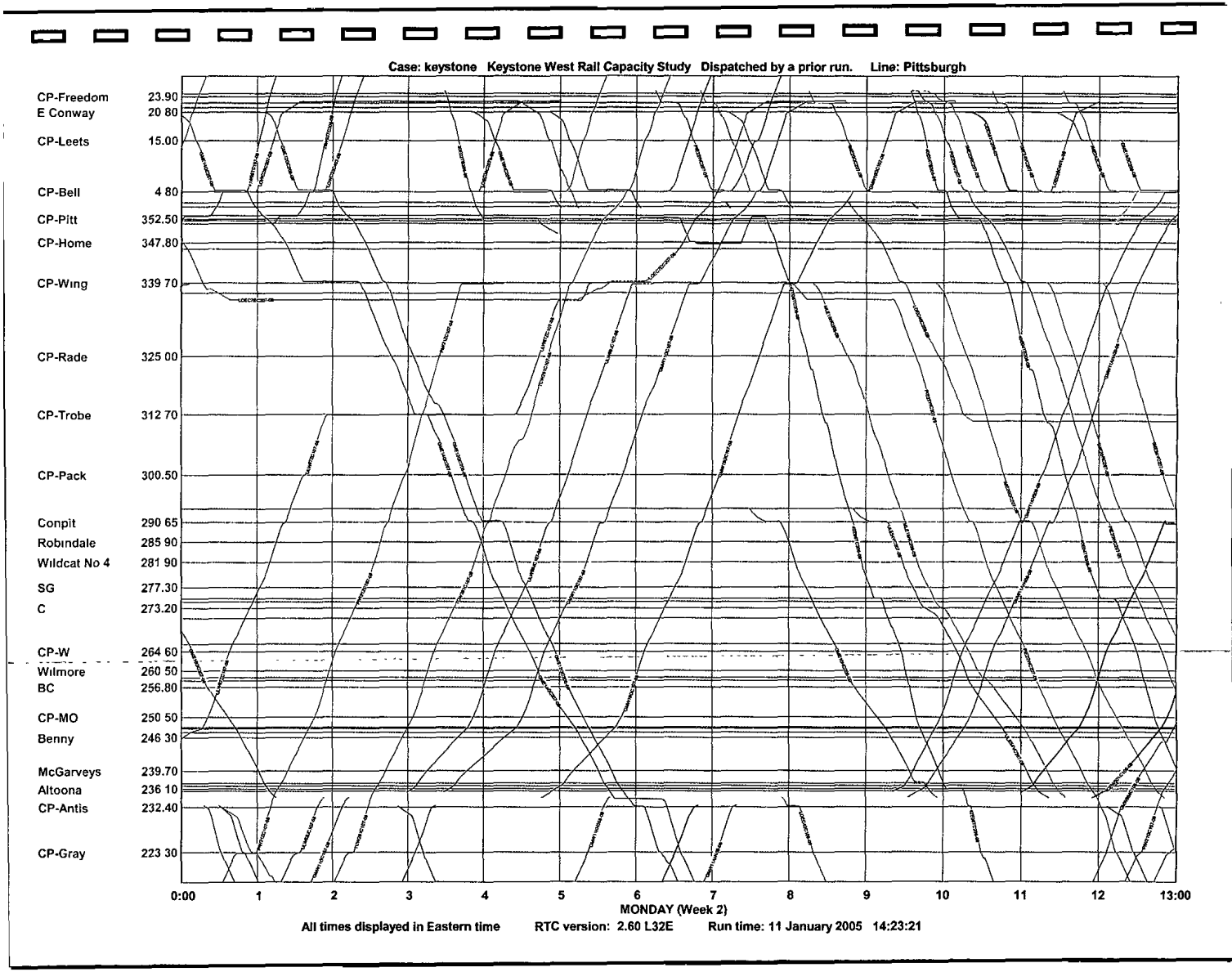
24:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:22:17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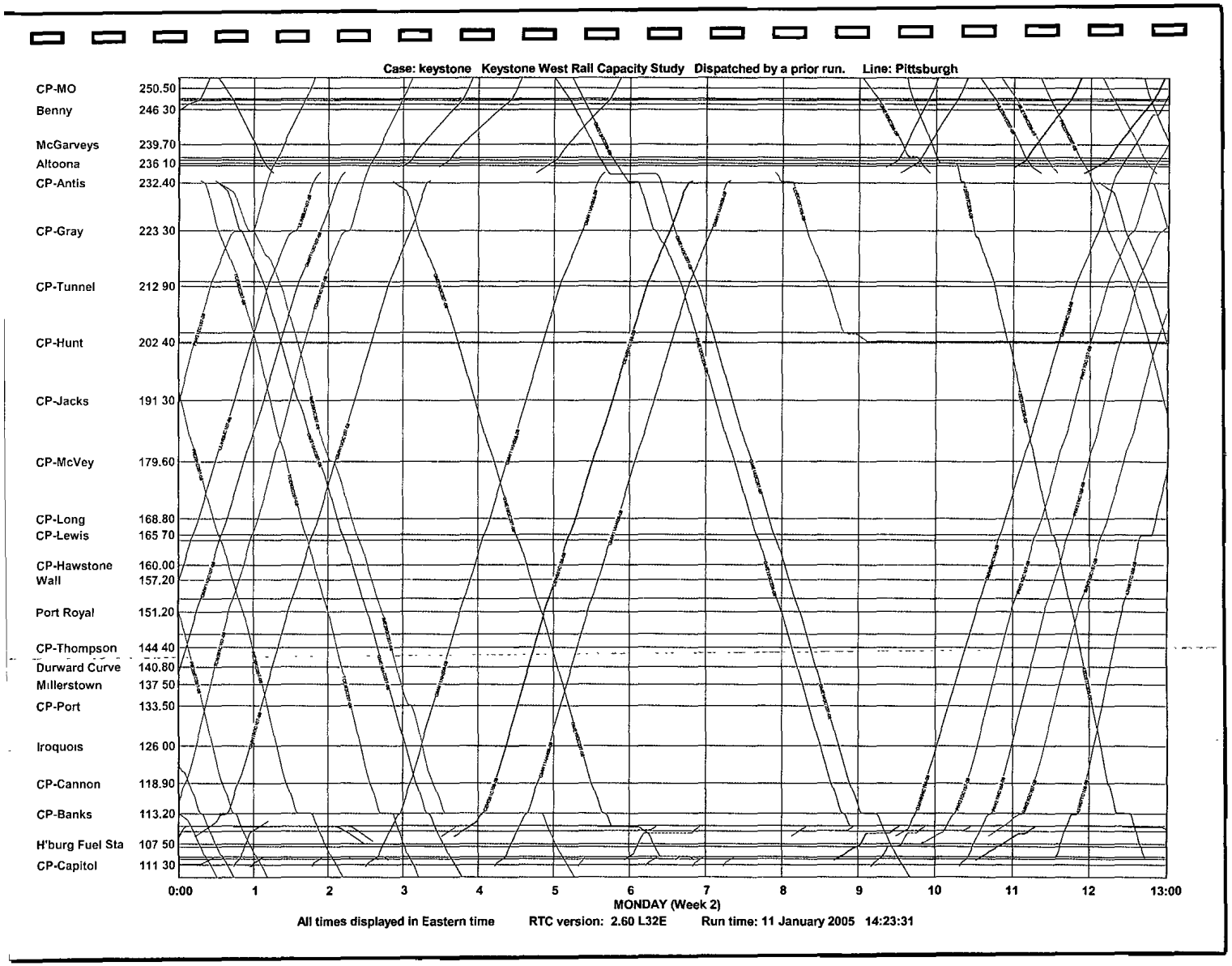
CP-Freedom 23.90
E Conway 20 80
CP-Leets 15.00
CP-Bell 4 80
CP-Pitt 352.50
CP-Home 347.80
CP-Wing 339 70
CP-Rade 325 00
CP-Trobe 312 70
CP-Pack 300.50
Conpit 290 65
Robindale 285 90
Wildcat No 4 281 90
SG 277.30
C 273.20
CP-W 264 60
Wilmore 260 50
BC 256.80
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:23:21


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250.50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
CP-Tunnel 212 90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179.60
CP-Long 168.80
CP-Lewis 165 70
CP-Hawstone 160.00
Wall 157.20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140.80
Millerstown 137 50
CP-Port 133.50
Iroquois 126 00
CP-Cannon 118.90
CP-Banks 113.20
H'burg Fuel Sta 107 50
CP-Capitol 111 30
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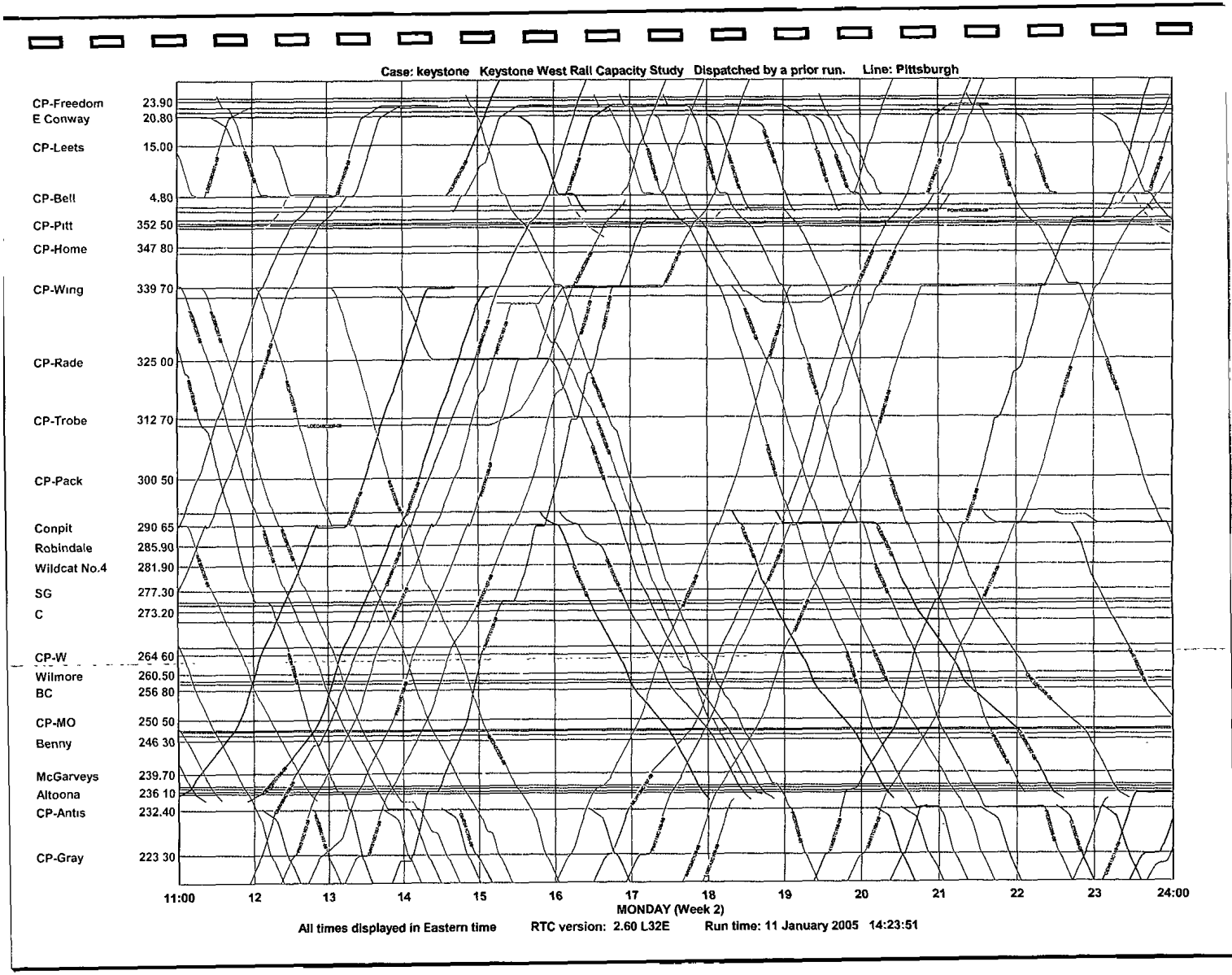
13:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:23:31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CP-Freedom 23.90
E Conway 20.80
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CP-Bell 4.80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325 00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290 65
Robindale 285.90
Wildcat No.4 281.90
SG 277.30
C 273.20
CP-W 264 60
Wilmore 260.50
BC 256 80
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
11:00
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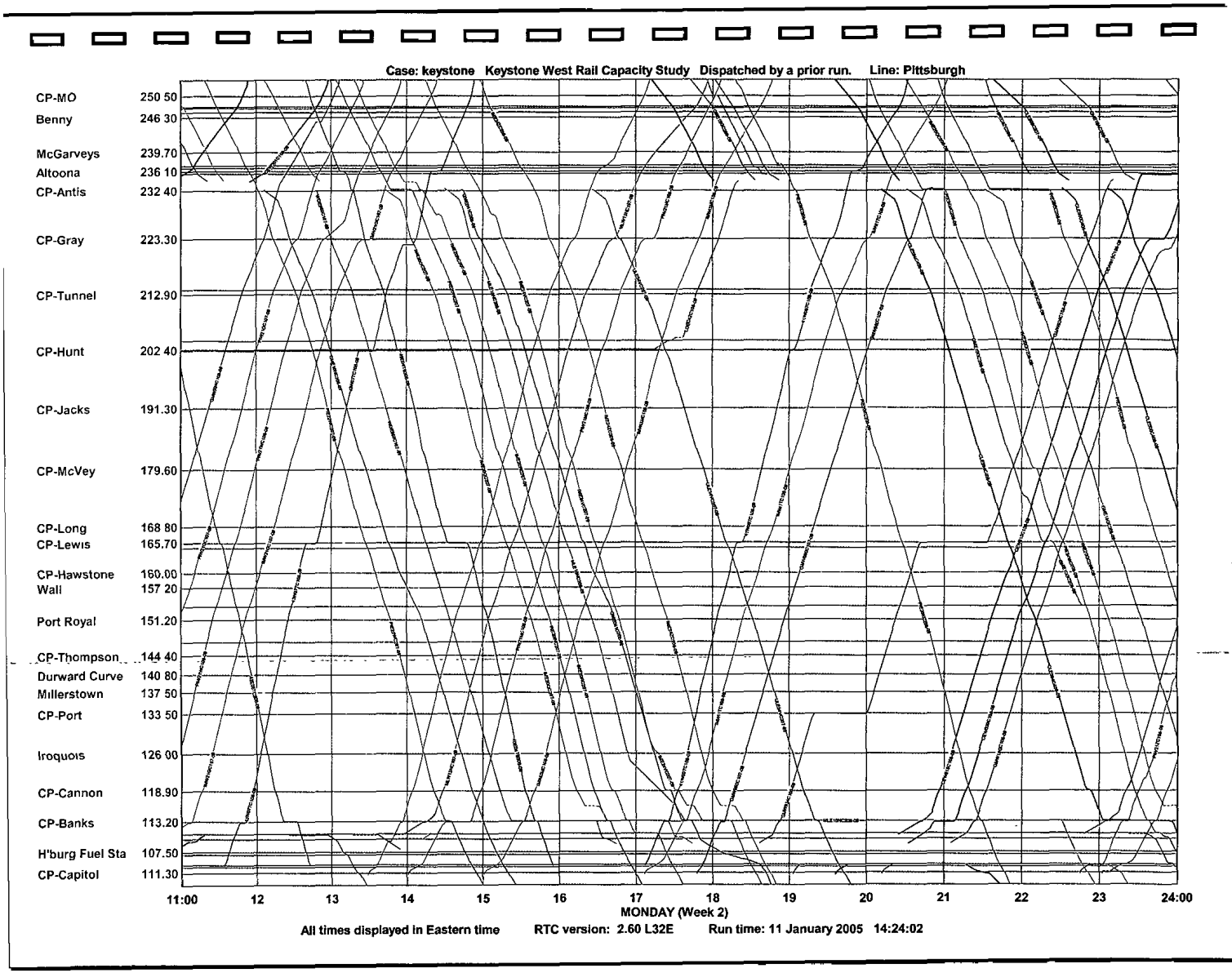
24:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:23:51


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223.30
CP-Tunnel 212.90
CP-Hunt 202 40
CP-Jacks 191.30
CP-McVey 179.60
CP-Long 168 80
CP-Lewis 165.70
CP-Hawstone 160.00
Wall 157 20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133 50
Iroquois 126 00
CP-Cannon 118.90
CP-Banks 113.20
H'burg Fuel Sta 107.50
CP-Capitol 111.30
11:00
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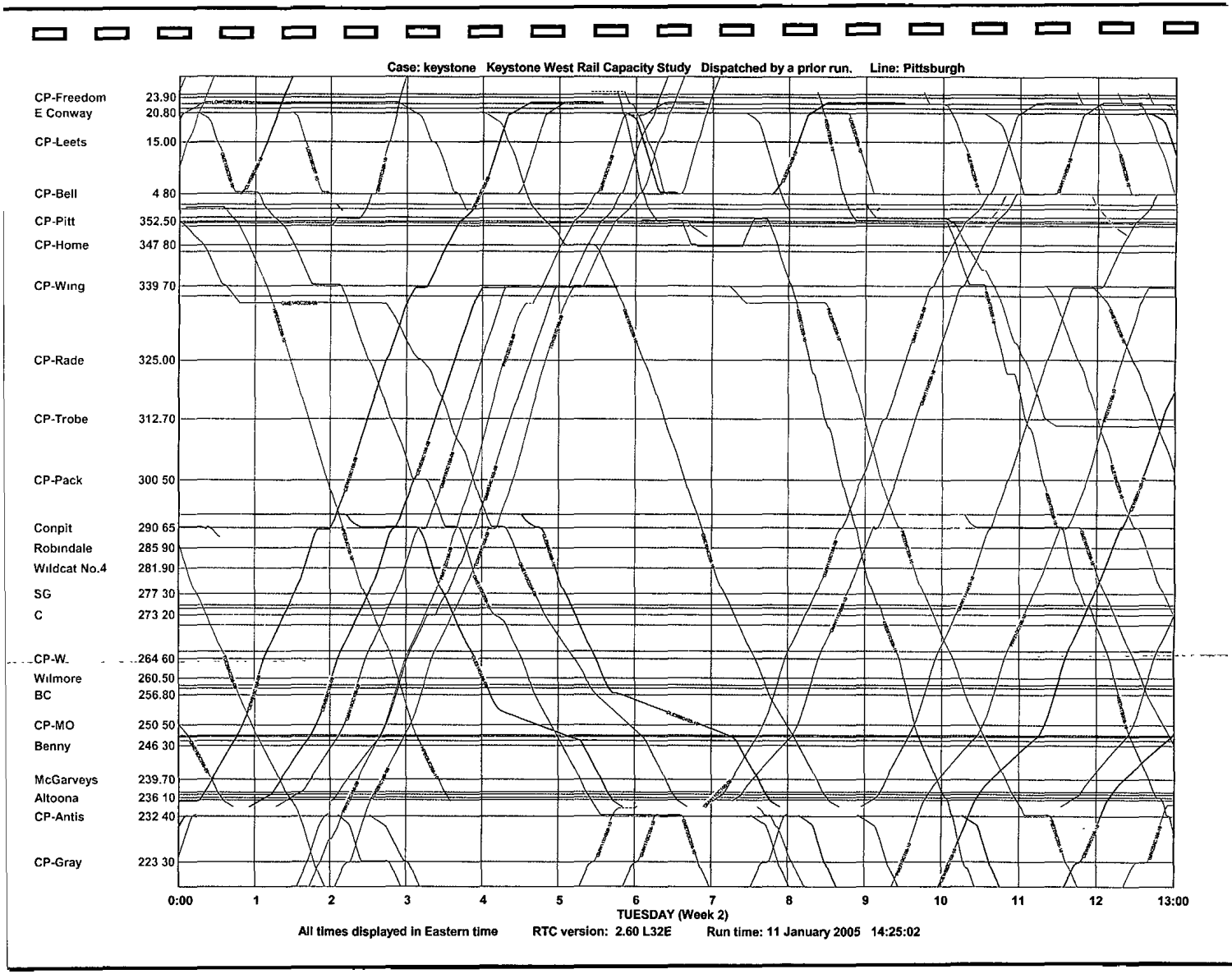
24:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:24:02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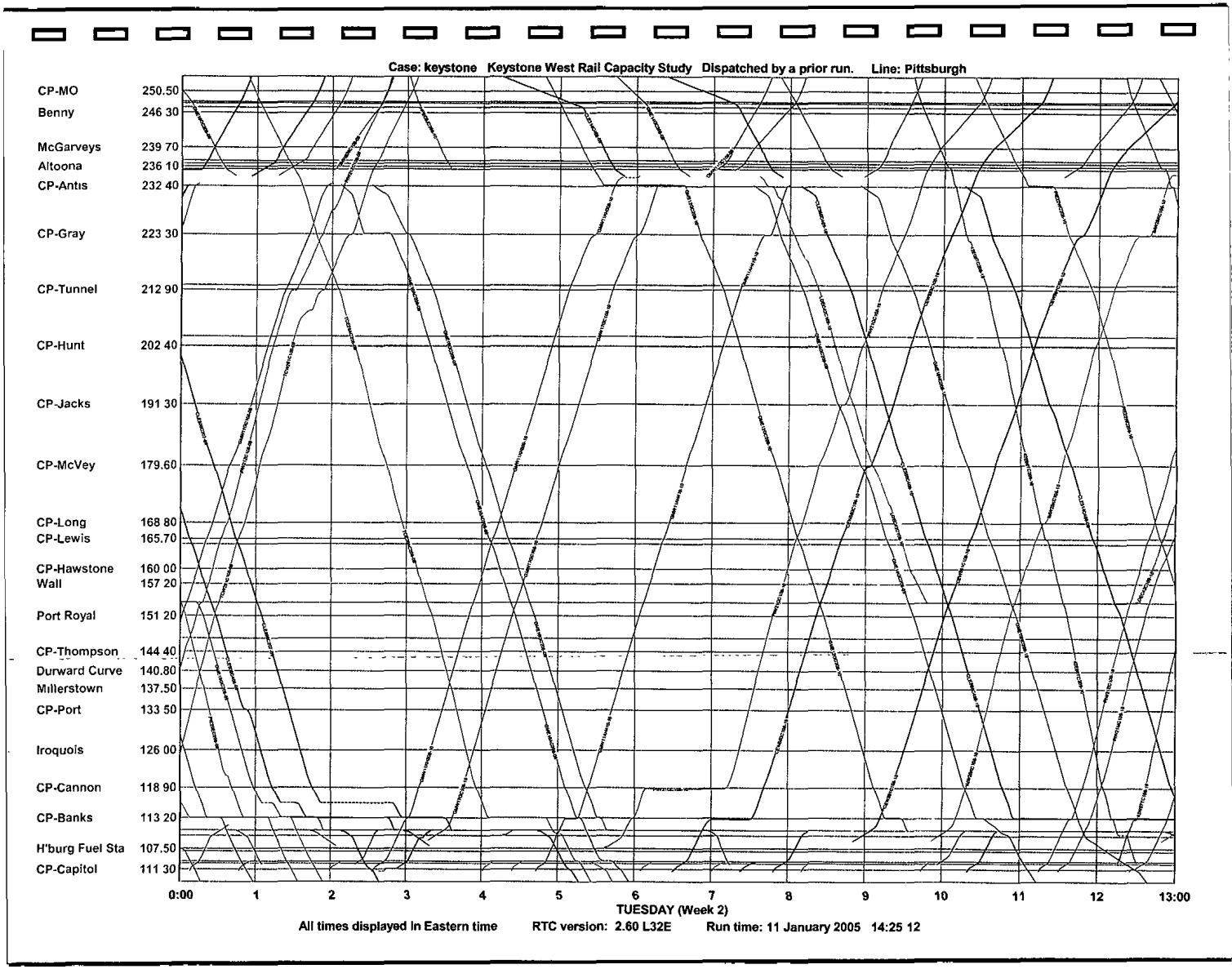
CP-Freedom 23.90
E Conway 20.80
CP-Leets 15.00
CP-Bell 4 80
CP-Pitt 352.50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312.70
CP-Pack 300 50
Conpit 290 65
Robindale 285 90
Wildcat No.4 281.90
SG 277 30
C 273 20
CP-W 264 60
Wilmore 260.50
BC 256.80
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
TUESDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:25:02


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250.50
Benny 246 30
McGarveys 239 70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212 90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179.60
CP-Long 168 80
CP-Lewis 165.70
CP-Hawstone 160 00
Wall 157 20
Port Royal 151 20
CP-Thompson 144 40
Durward Curve 140.80
Millerstown 137.50
CP-Port 133 50
Iroquois 126 00
CP-Cannon 118 90
CP-Banks 113 20
H'burg Fuel Sta 107.50
CP-Capitol 111 30
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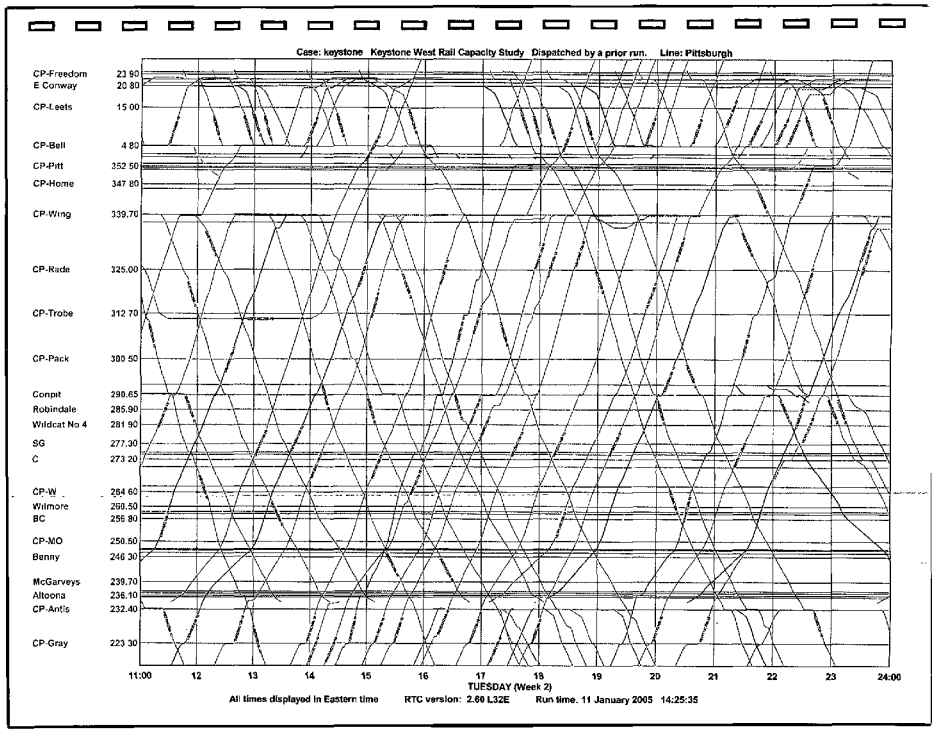
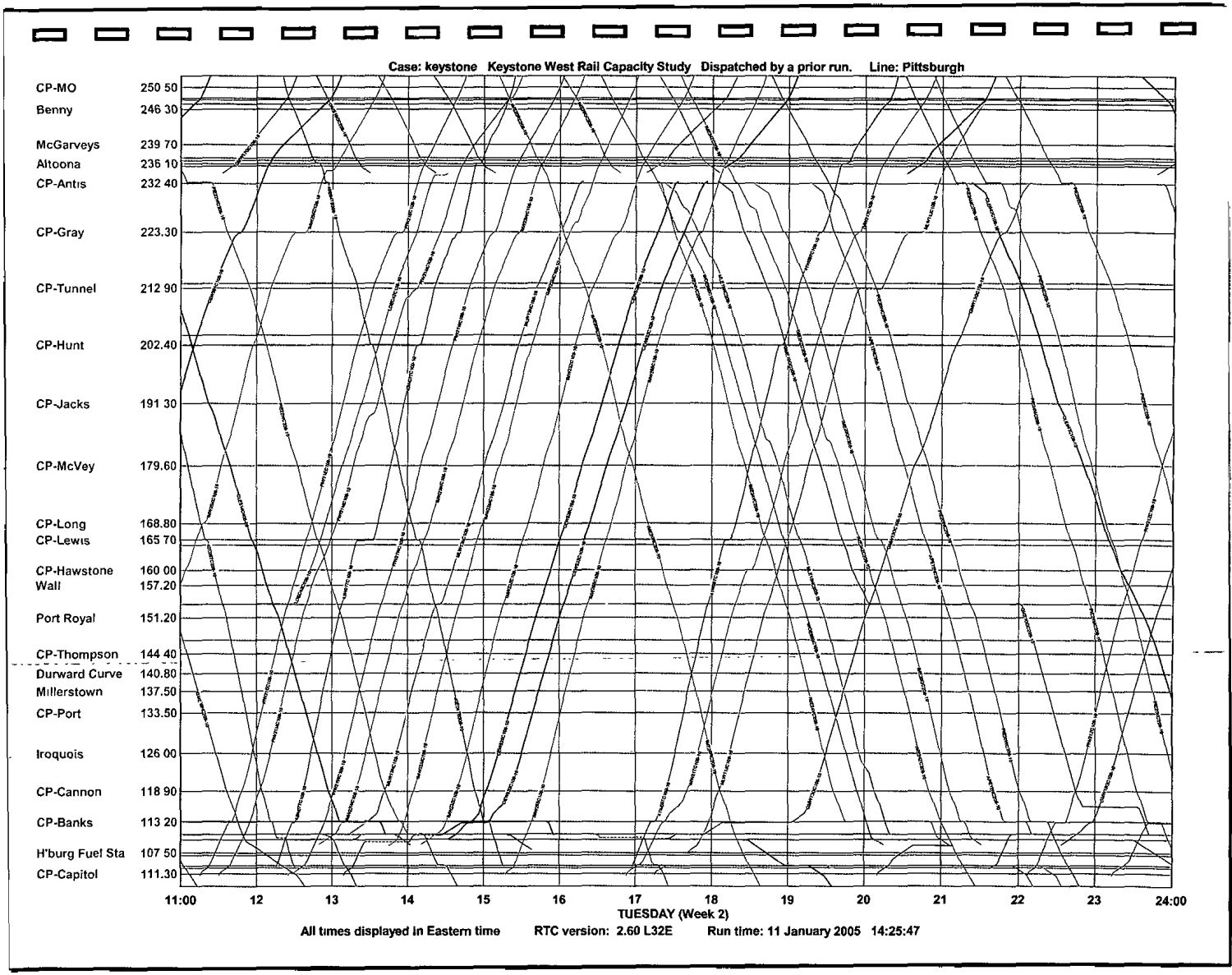
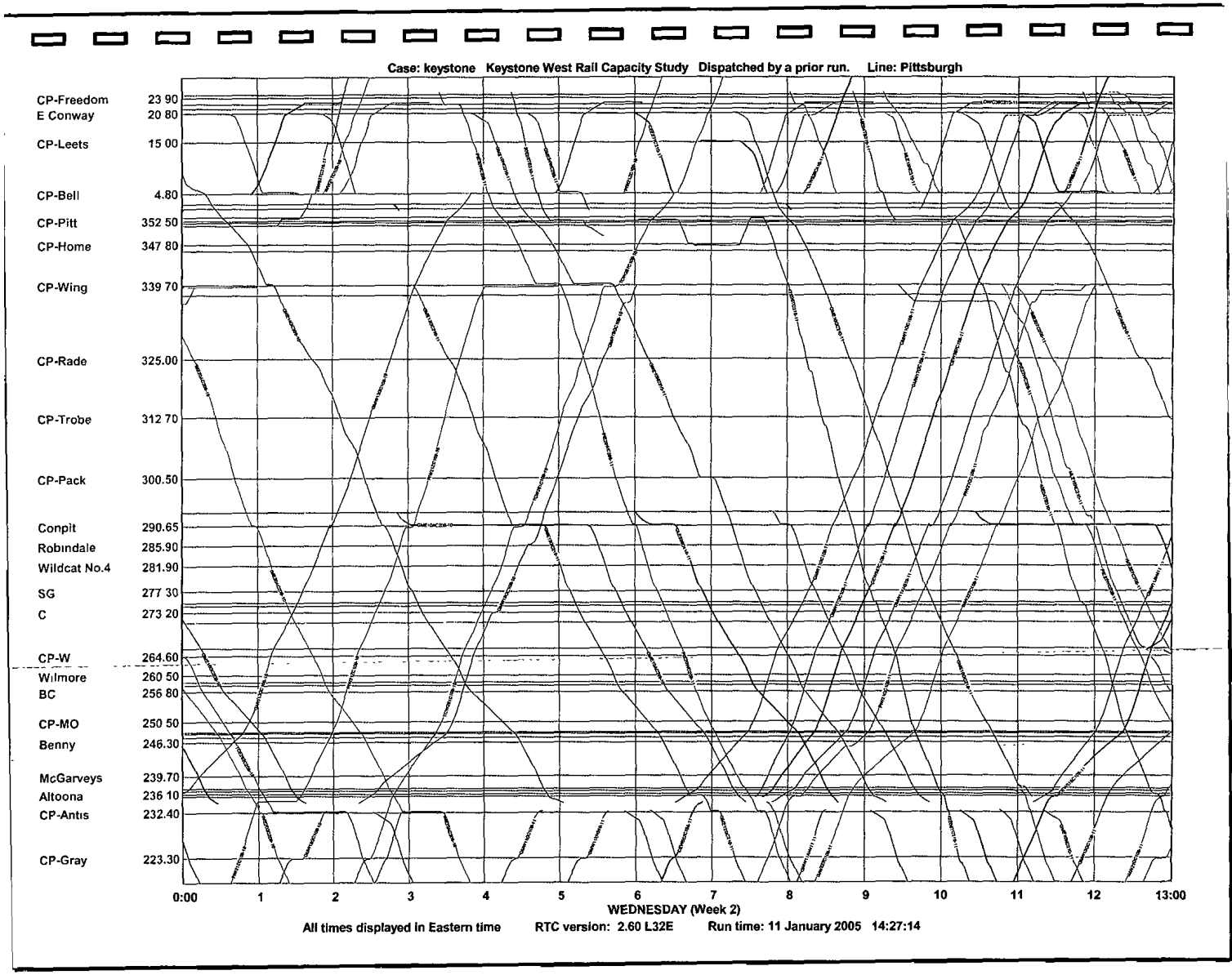
13:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:25 12


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4 80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339.70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290.65
Robindale 285.90
Wildcat No 4 281 90
SG 277.30
C 273 20
CP-W 264 60
Wilmore 260.50
BC 256 80
CP-NO 250.50
Benny 246 30
McGarveys 239.70
Altoona 236.10
CP-Antis 232.40
CP-Gray 223 30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
TUESDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time. 11 January 2005 14:25:35


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239 70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223.30
CP-Tunnel 212 90
CP-Hunt 202.40
CP-Jacks 191 30
CP-McVey 179.60
CP-Long 168.80
CP-Lewis 165 70
CP-Hawstone 160 00
Wall 157.20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140.80
Millerstown 137.50
CP-Port 133.50
Iroquois 126 00
CP-Cannon 118 90
CP-Banks 113 20
H'burg Fuel Sta 107 50
CP-Capitol 111.30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
TUESDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:25:47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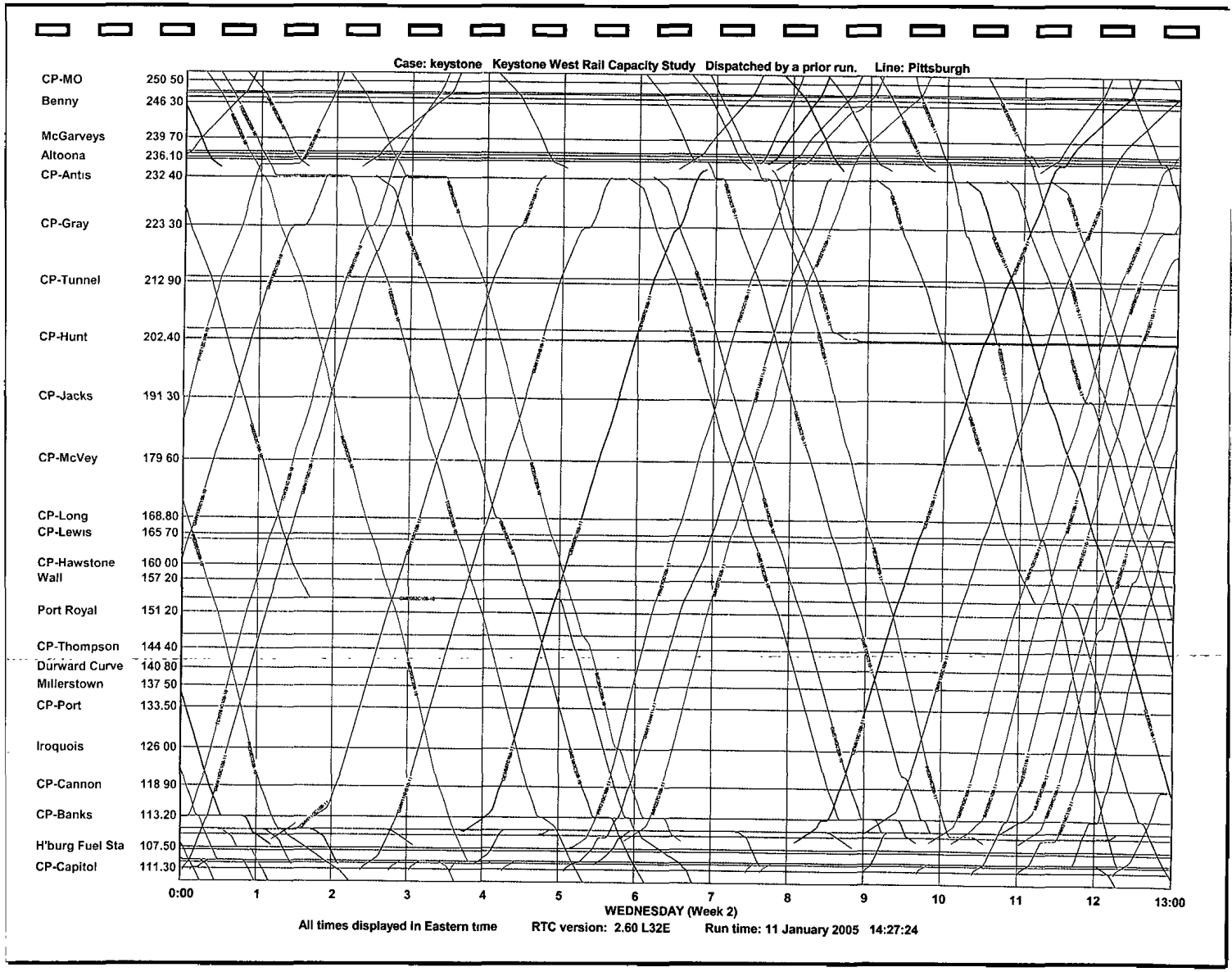
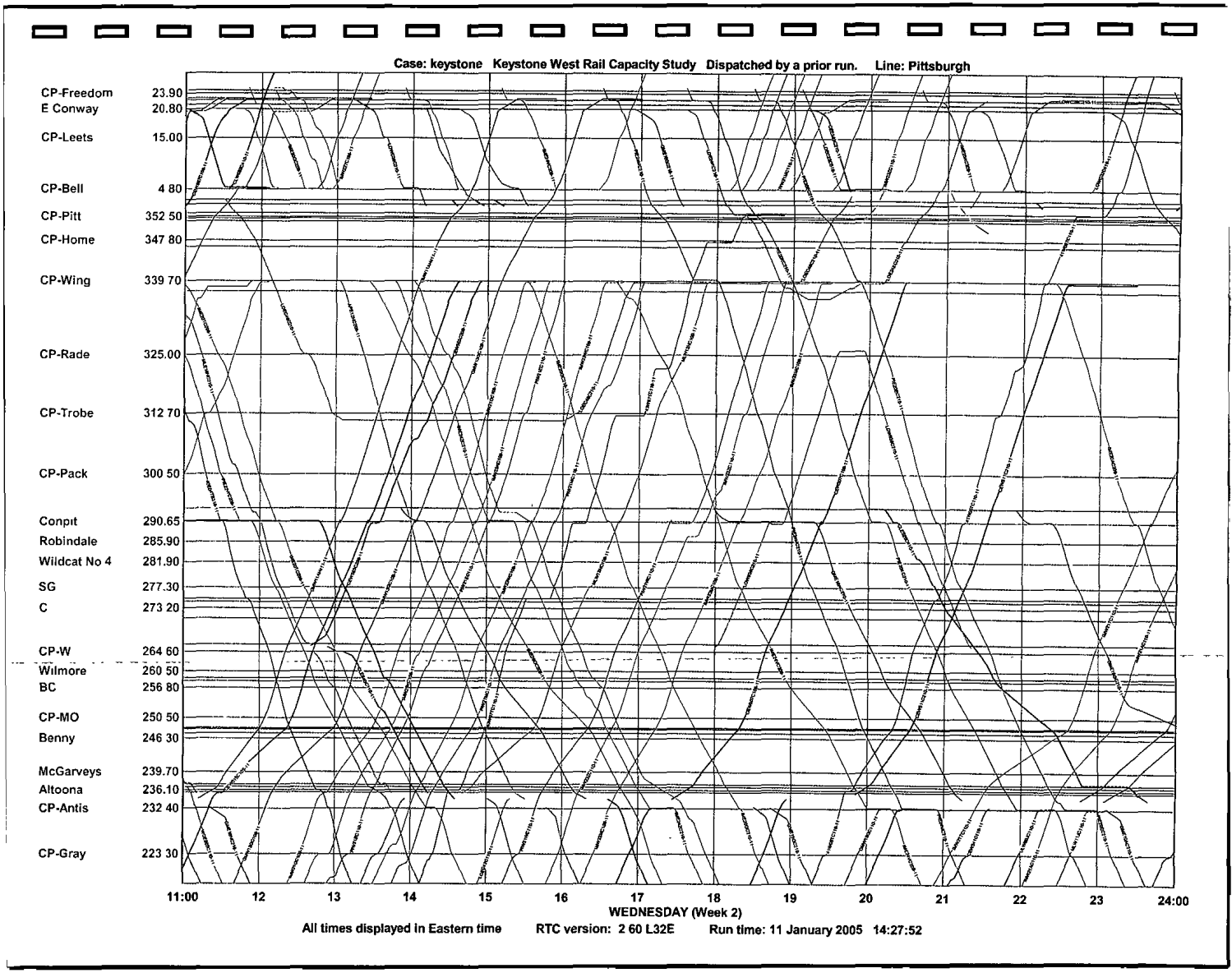
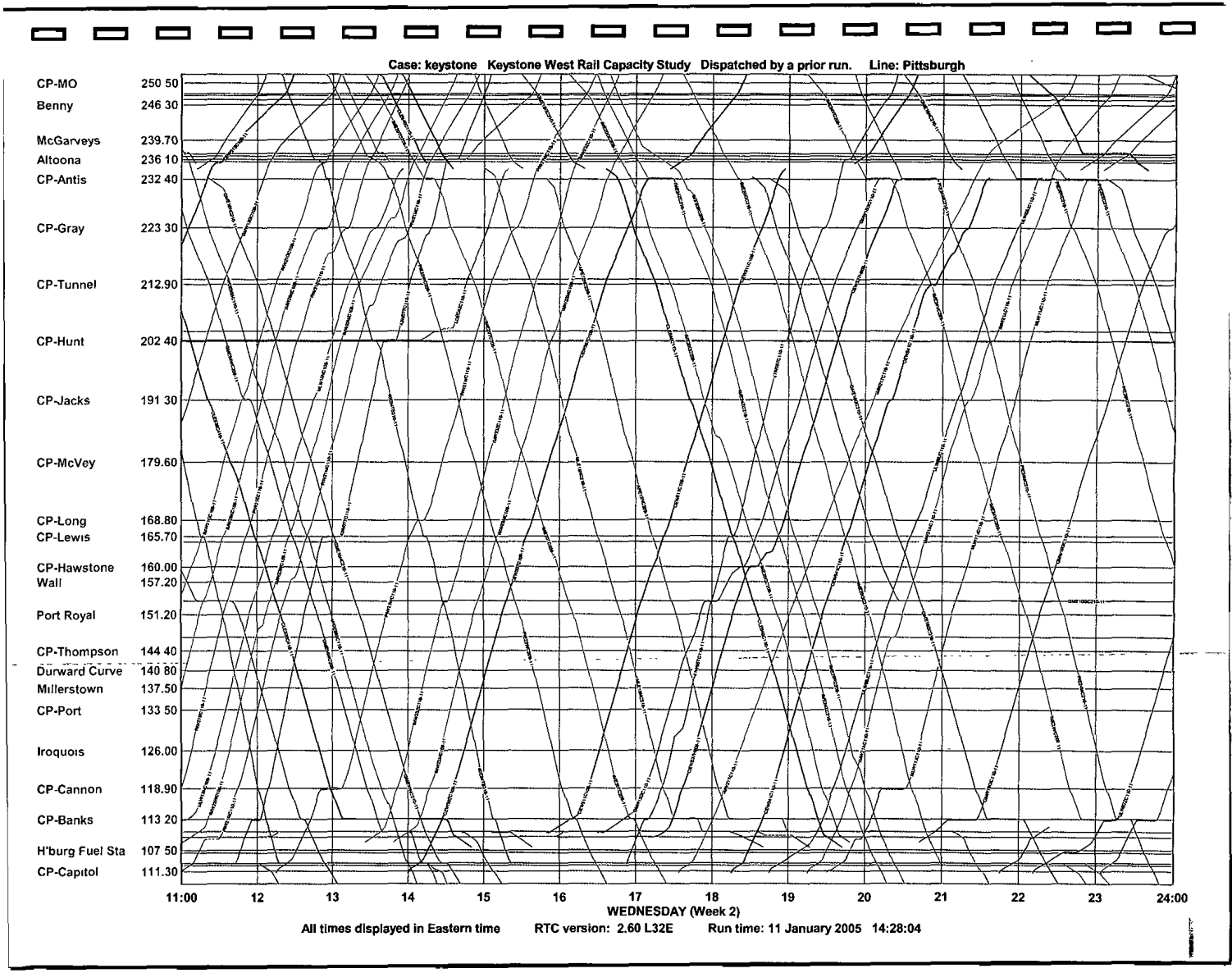
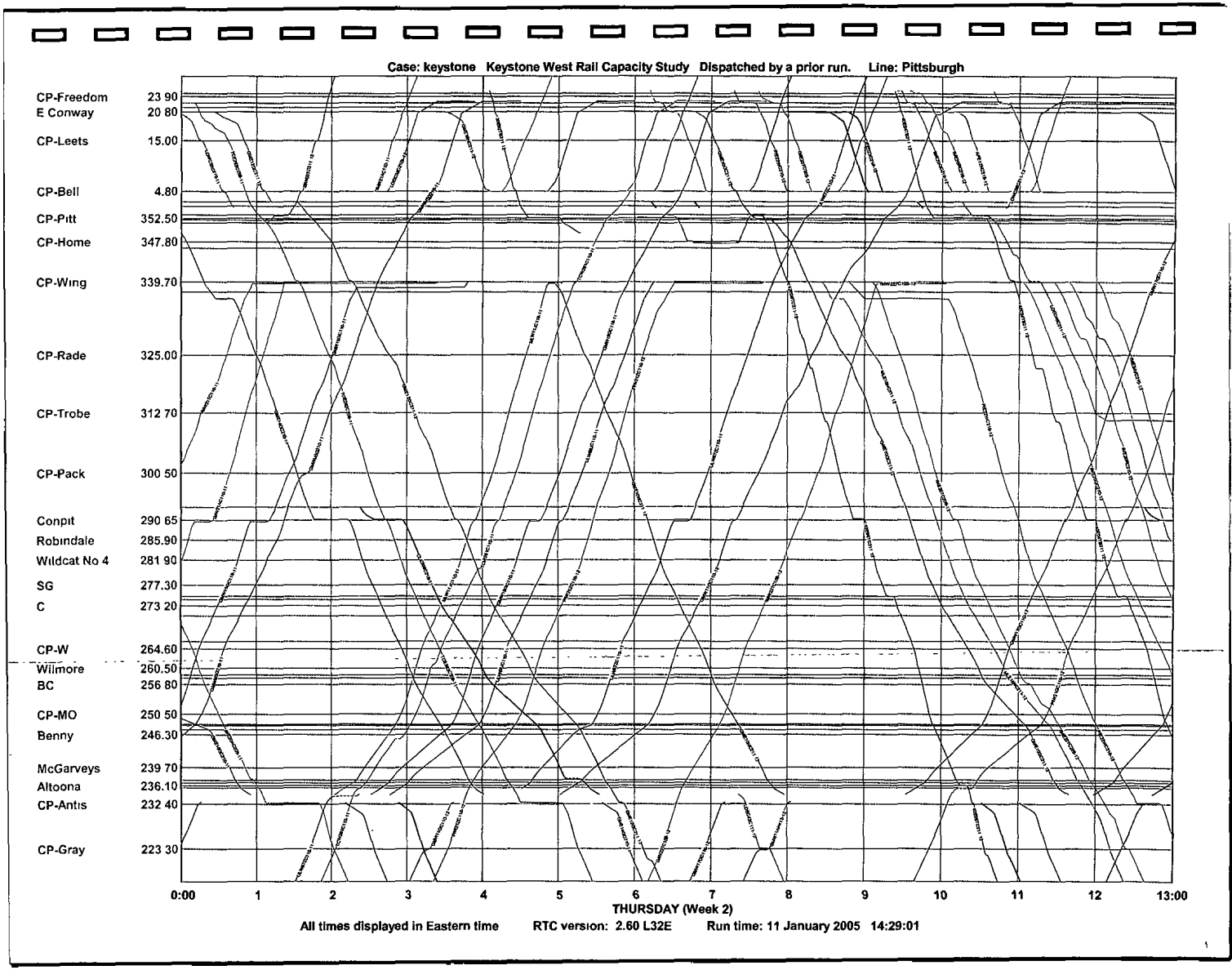
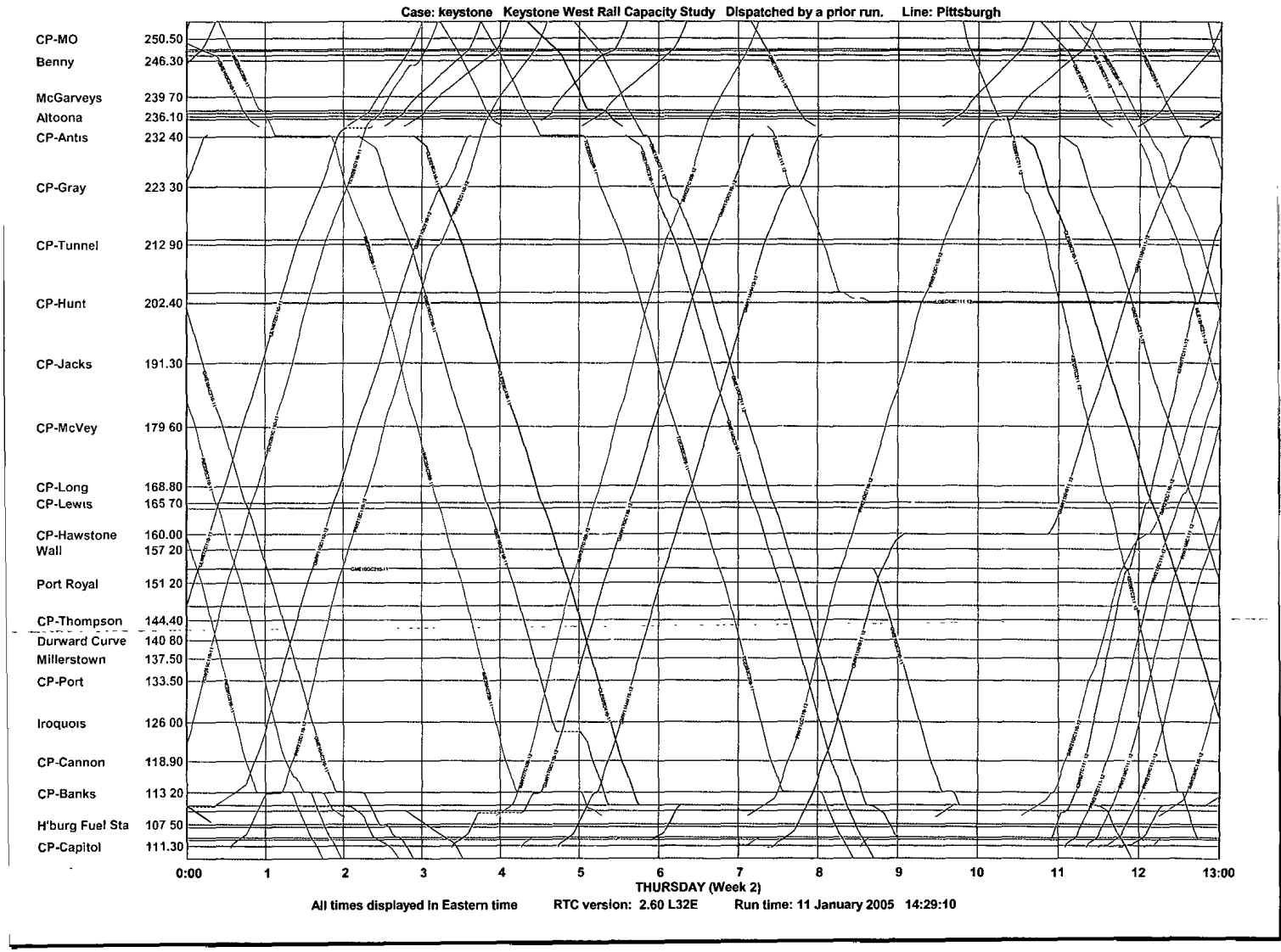
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4.80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300.50
Conpit 290.65
Robindale 285.90
Wildcat No.4 281.90
SG 277 30
C 273 20
CP-W 264.60
Wilmore 260 50
BC 256 80
CP-MO 250 50
Benny 246.30
McGarveys 239.70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
WEDNESDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:27:14

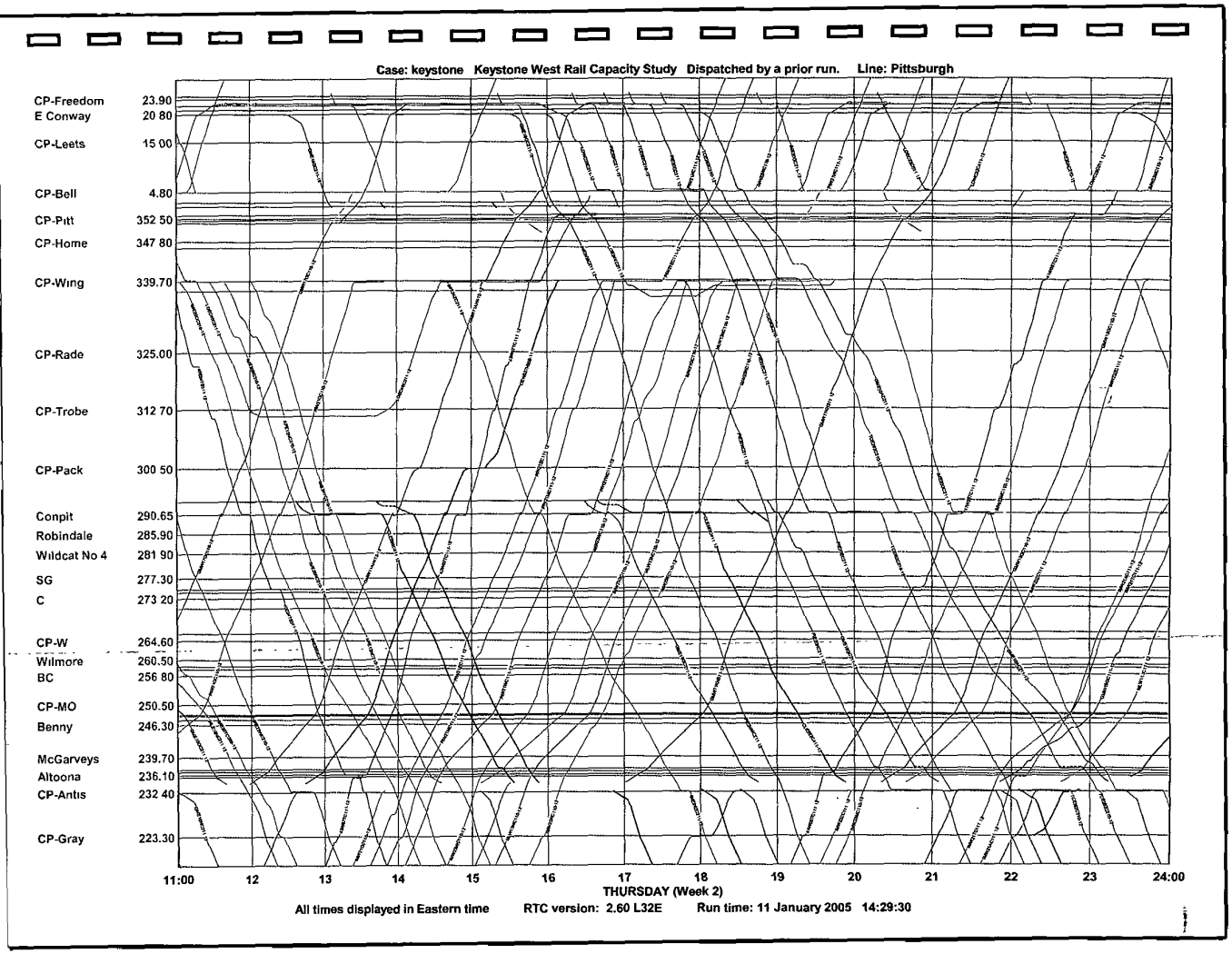

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212 90
CP-Hunt 202.40
CP-Jacks 191 30
CP-McVey 179 60
CP-Long 168.80
CP-Lewis 165 70
CP-Hawstone 160 00
Wall 157 20
Port Royal 151 20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133.50
Iroquois 126 00
CP-Cannon 118 90
CP-Banks 113.20
H'burg Fuel Sta 107.50
CP-Capitol 111.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:27:24

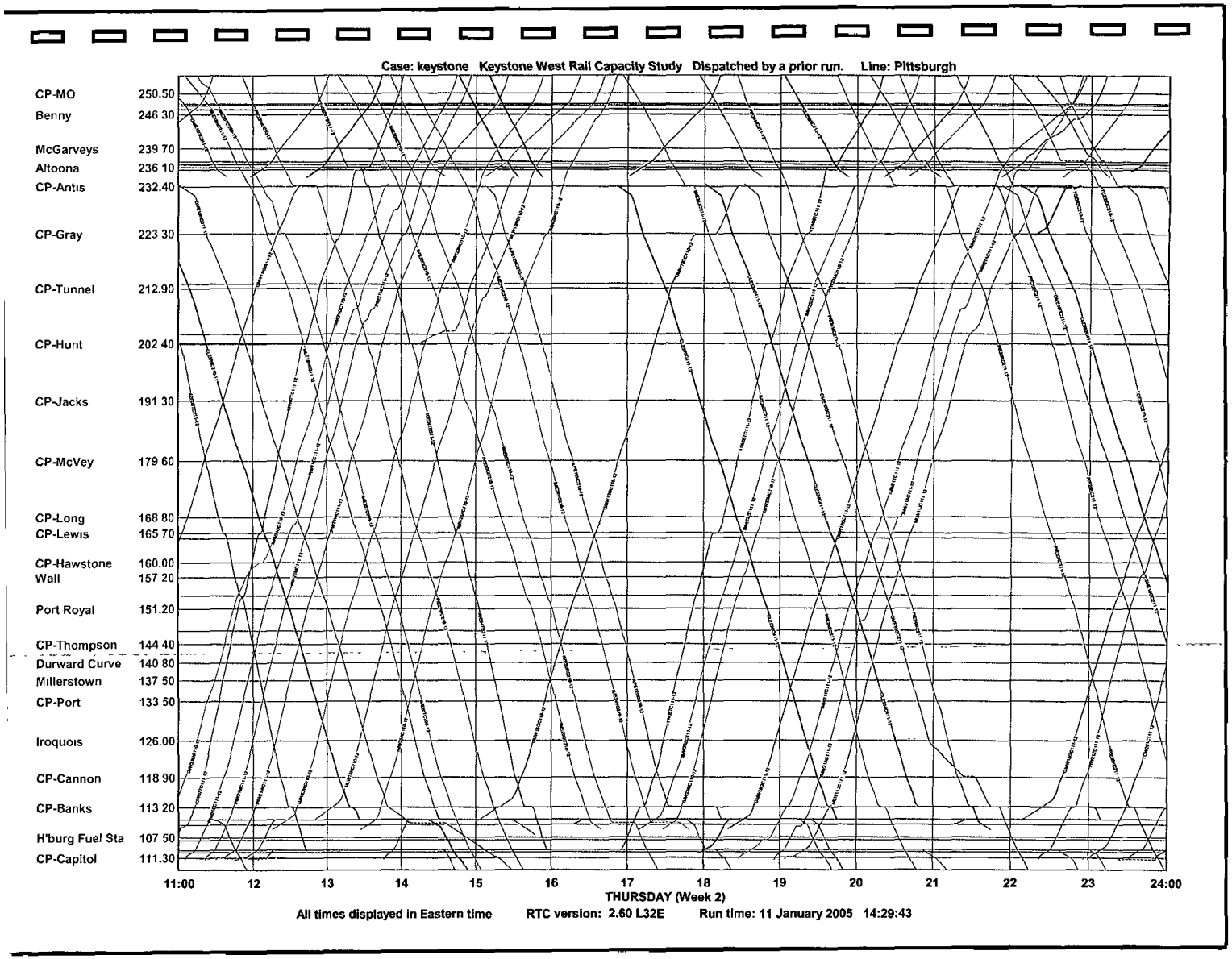

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23.90
E Conway 20.80
CP-Leets 15.00
CP-Bell 4 80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290.65
Robindale 285.90
Wildcat No 4 281.90
SG 277.30
C 273 20
CP-W 264 60
Wilmore 260 50
BC 256 80
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2 60 L32E
Run time: 11 January 2005 14:27:52

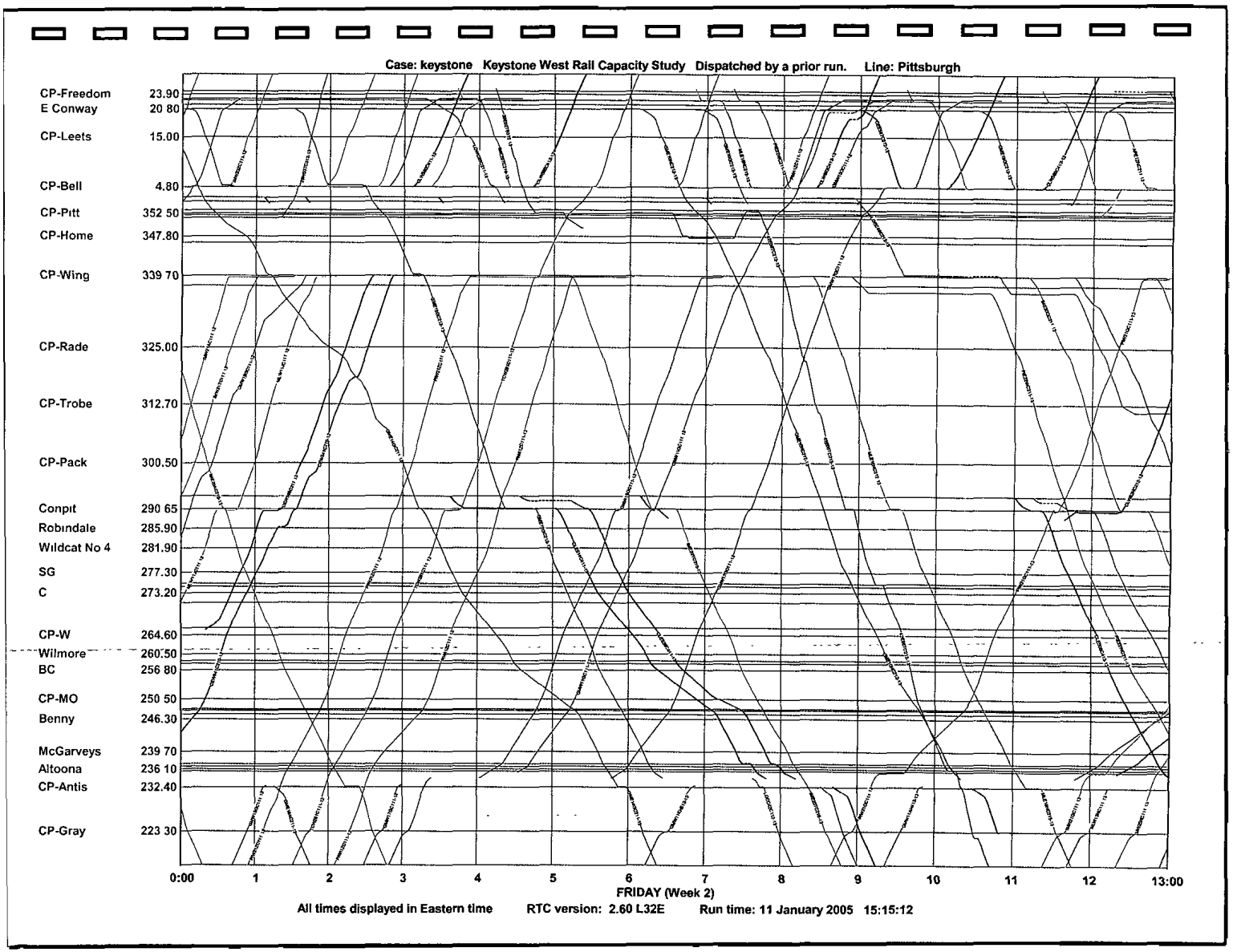

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239.70
Altoona 236 10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212.90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179.60
CP-Long 168.80
CP-Lewis 165.70
CP-Hawstone 160.00
Wall 157.20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137.50
CP-Port 133 50
Iroquois 126.00
CP-Cannon 118.90
CP-Banks 113 20
H'burg Fuel Sta 107 50
CP-Capitol 111.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:28:04

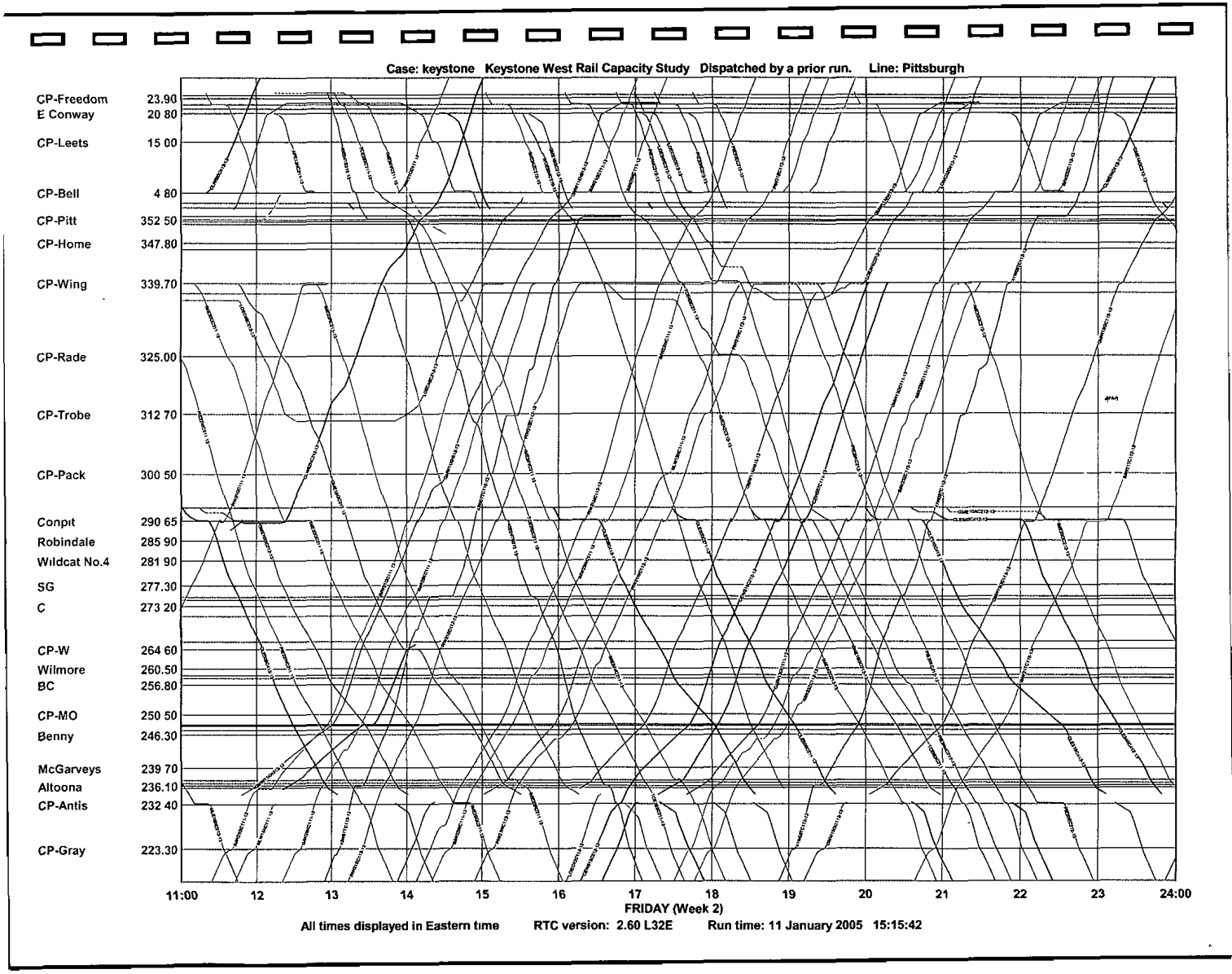

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15.00
CP-Bell 4.80
CP-Pitt 352.50
CP-Home 347.80
CP-Wing 339.70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290 65
Robindale 285.90
Wildcat No 4 281 90
SG 277.30
C 273 20
CP-W 264.60
Wilmore 260.50
BC 256 80
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:29:01

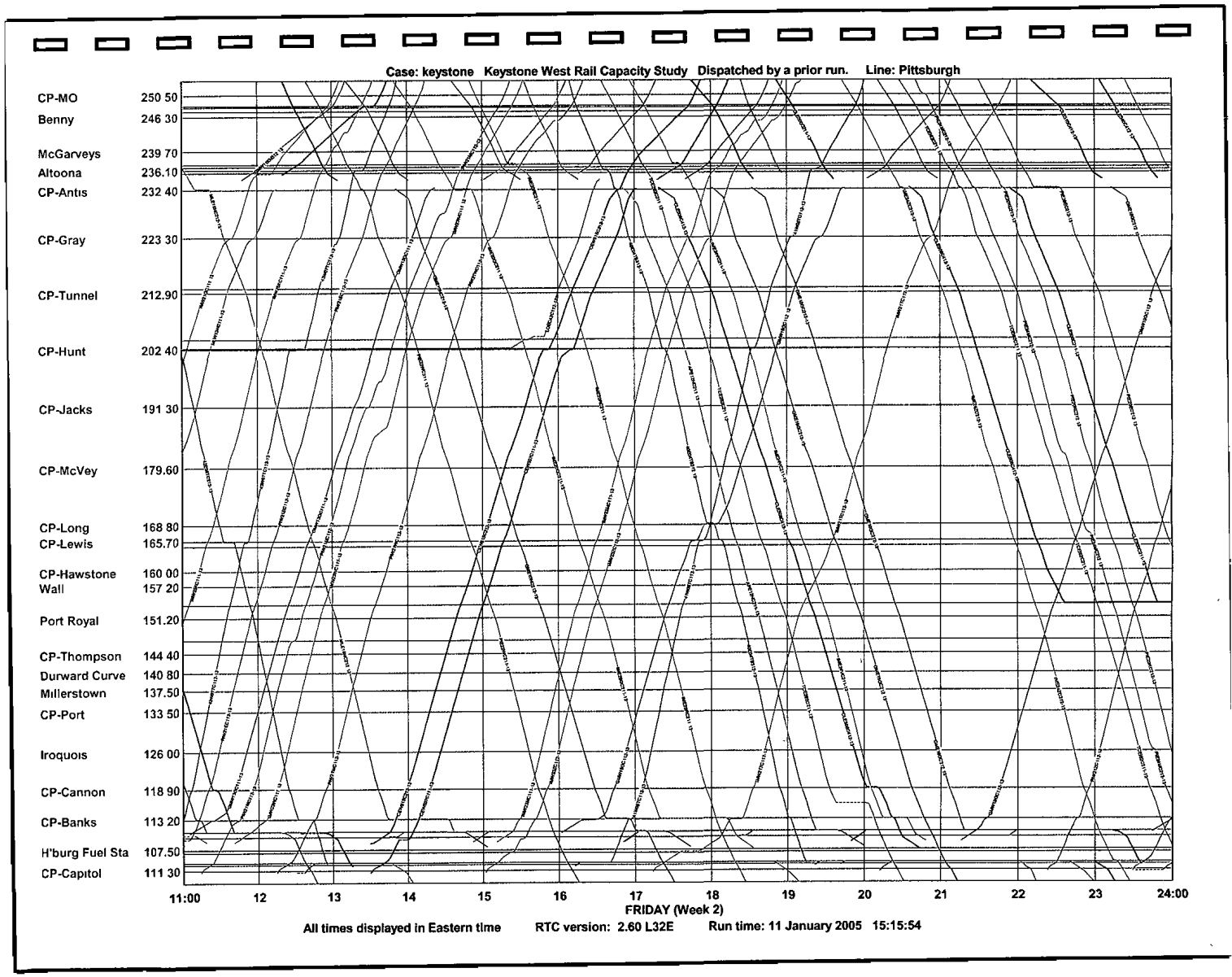

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250.50
Benny 246.30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212 90
CP-Hunt 202.40
CP-Jacks 191.30
CP-McVey 179 60
CP-Long 168.80
CP-Lewis 165 70
CP-Hawstone 160.00
Wall 157 20
Port Royal 151 20
CP-Thompson 144.40
Durward Curve 140 80
Millerstown 137.50
CP-Port 133.50
Iroquois 126 00
CP-Cannon 118.90
CP-Banks 113 20
H'burg Fuel Sta 107 50
CP-Capitol 111.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
THURSDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:29:10

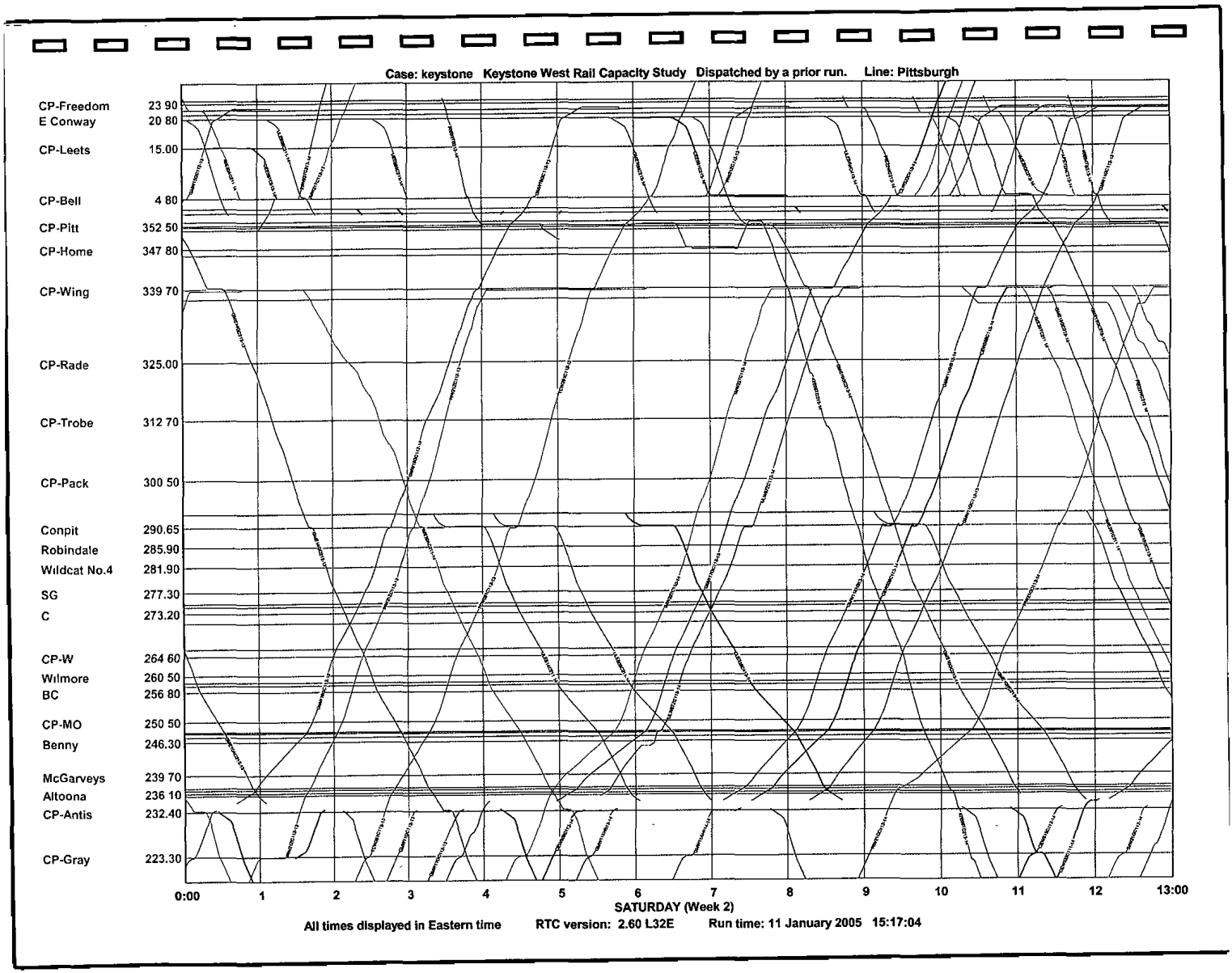

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23.90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4.80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339.70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290.65
Robindale 285.90
Wildcat No 4 281 90
SG 277.30
C 273 20
CP-W 264.60
Wilmore 260.50
BC 256 80
CP-MO 250.50
Benny 246.30
McGarveys 239.70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:29:30

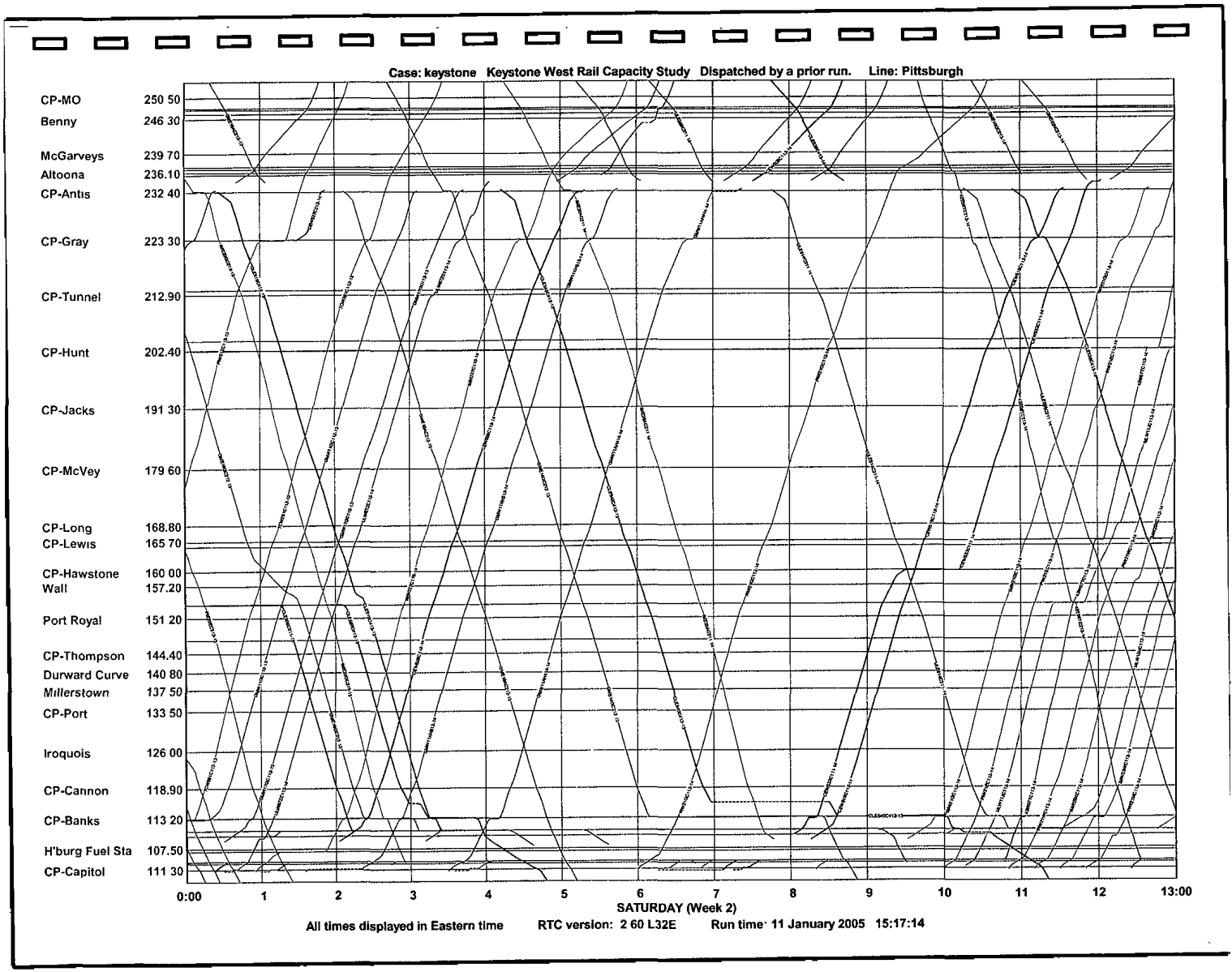

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250.50
Benny 246 30
McGarveys 239 70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
CP-Tunnel 212.90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179 60
CP-Long 168 80
CP-Lewis 165 70
CP-Hawstone 160.00
Wall 157 20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133 50
Iroquois 126.00
CP-Cannon 118 90
CP-Banks 113 20
H'burg Fuel Sta 107 50
CP-Capitol 111.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:29:43

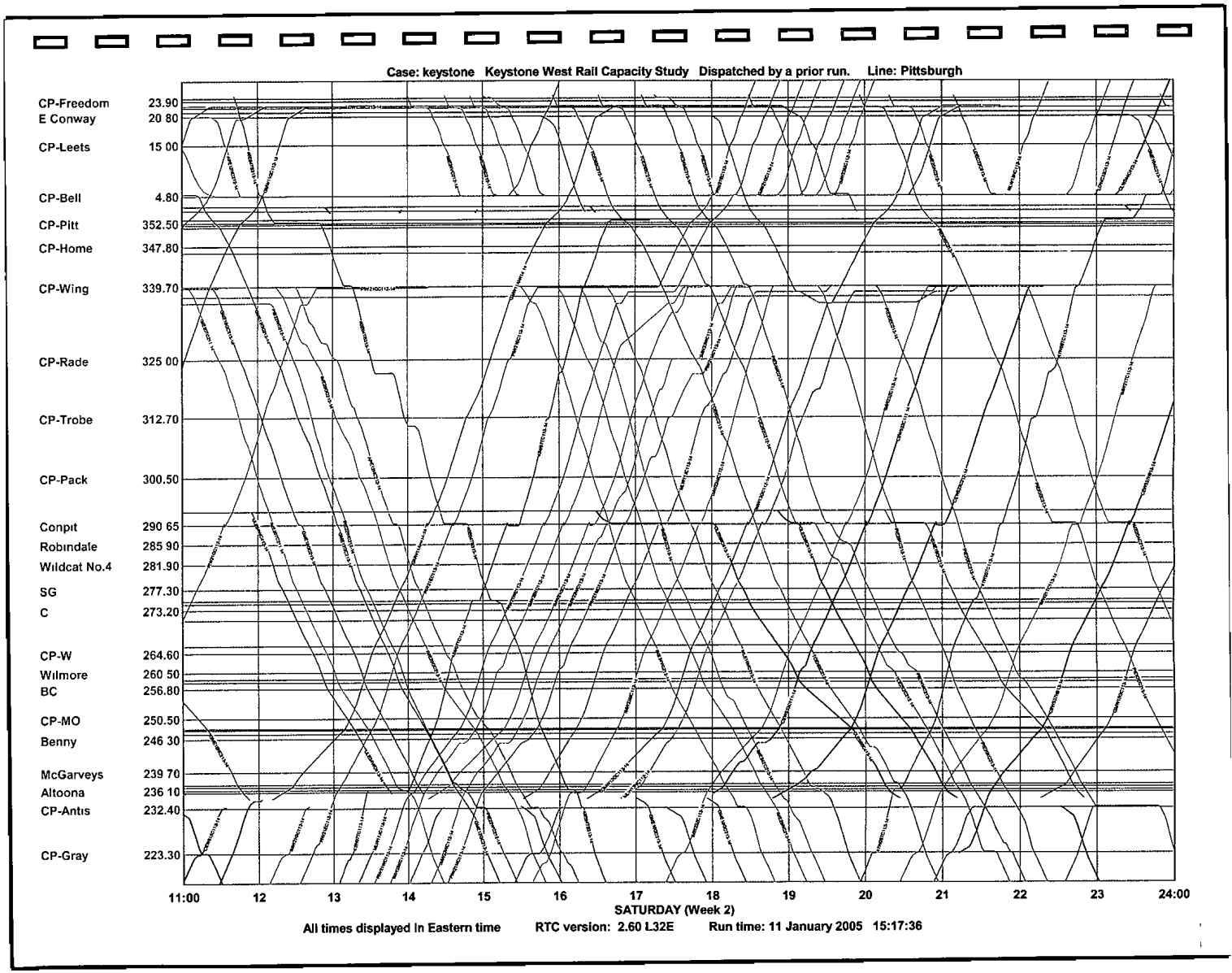

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23.90
E Conway 20 80
CP-Leets 15.00
CP-Bell 4.80
CP-Pitt 352 50
CP-Home 347.80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312.70
CP-Pack 300.50
Conpit 290 65
Robindale 285.90
Wildcat No 4 281.90
SG 277.30
C 273.20
CP-W 264.60
Wilmore 260.50
BC 256 80
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
FRIDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 15:15:12

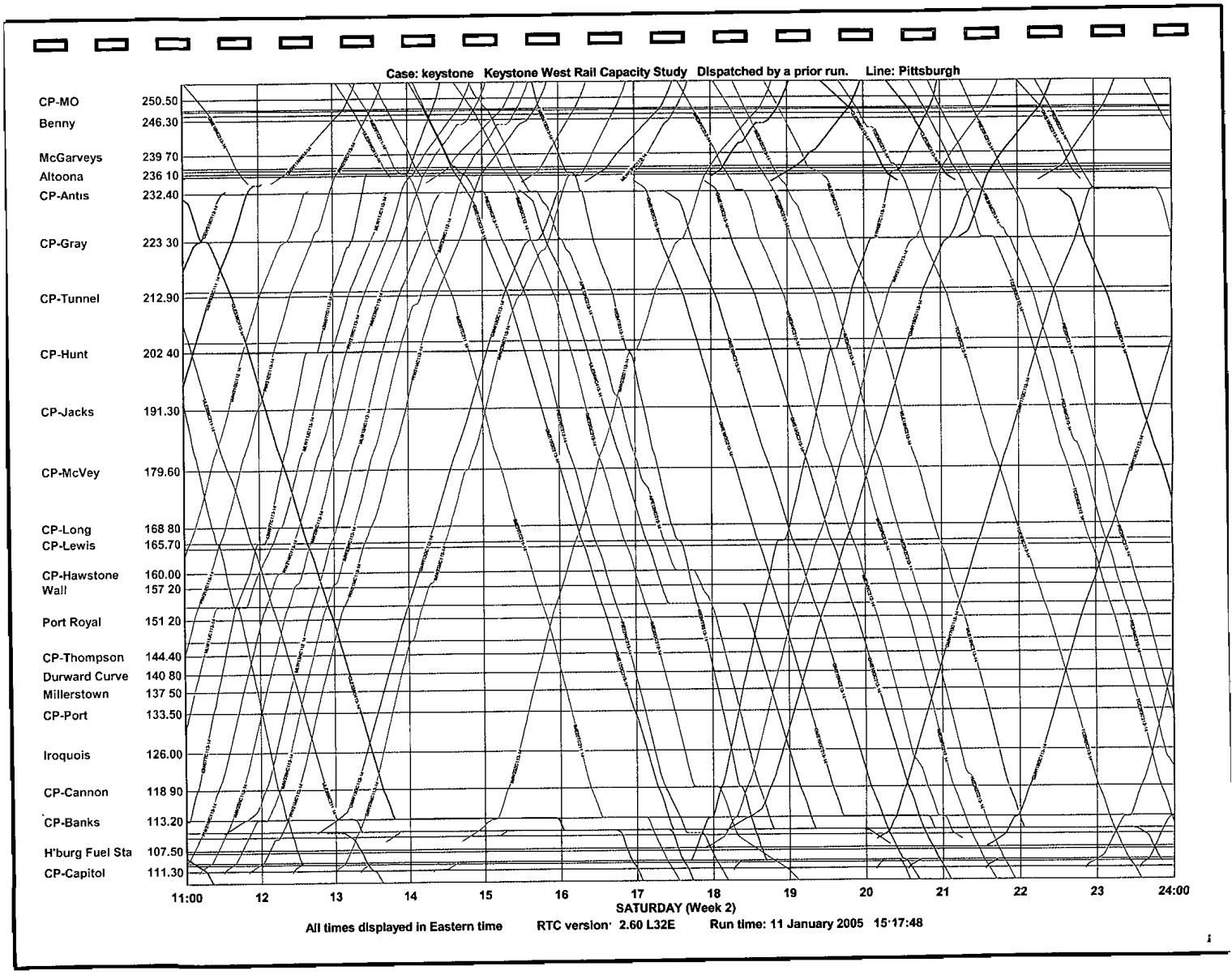

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23.90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4 80
CP-Pitt 352 50
CP-Home 347.80
CP-Wing 339.70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290 65
Robindale 285 90
Wildcat No.4 281 90
SG 277.30
C 273 20
CP-W 264 60
Wilmore 260.50
BC 256.80
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:15:42

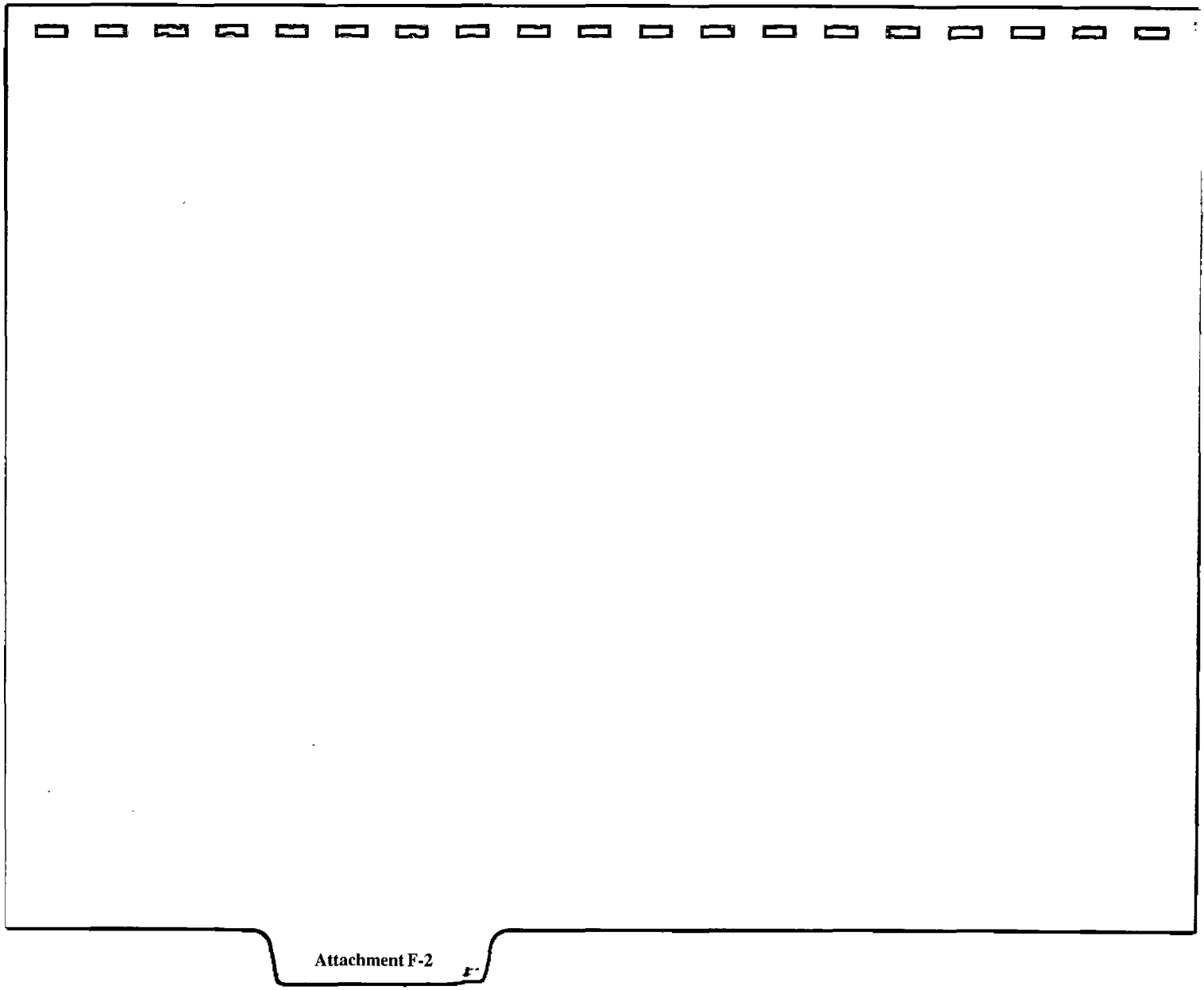

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212.90
CP-Hunt 202 40
CP-Jacks 191 30
CP-McVey 179.60
CP-Long 168 80
CP-Lewis 165.70
CP-Hawstone 160 00
Wall 157 20
Port Royal 151.20
CP-Thompson 144 40
Durward Curve 140 80
Millerstown 137.50
CP-Port 133 50
Iroquois 126 00
CP-Cannon 118 90
CP-Banks 113 20
H'burg Fuel Sta 107.50
CP-Capitol 111 30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:15:54


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23 90
E Conway 20 80
CP-Leets 15.00
CP-Bell 4 80
CP-Pitt 352 50
CP-Home 347 80
CP-Wing 339 70
CP-Rade 325.00
CP-Trobe 312 70
CP-Pack 300 50
Conpit 290.65
Robindale 285.90
Wildcat No.4 281.90
SG 277.30
C 273.20
CP-W 264 60
Wilmore 260 50
BC 256 80
CP-MO 250 50
Benny 246.30
McGarveys 239 70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:17:04

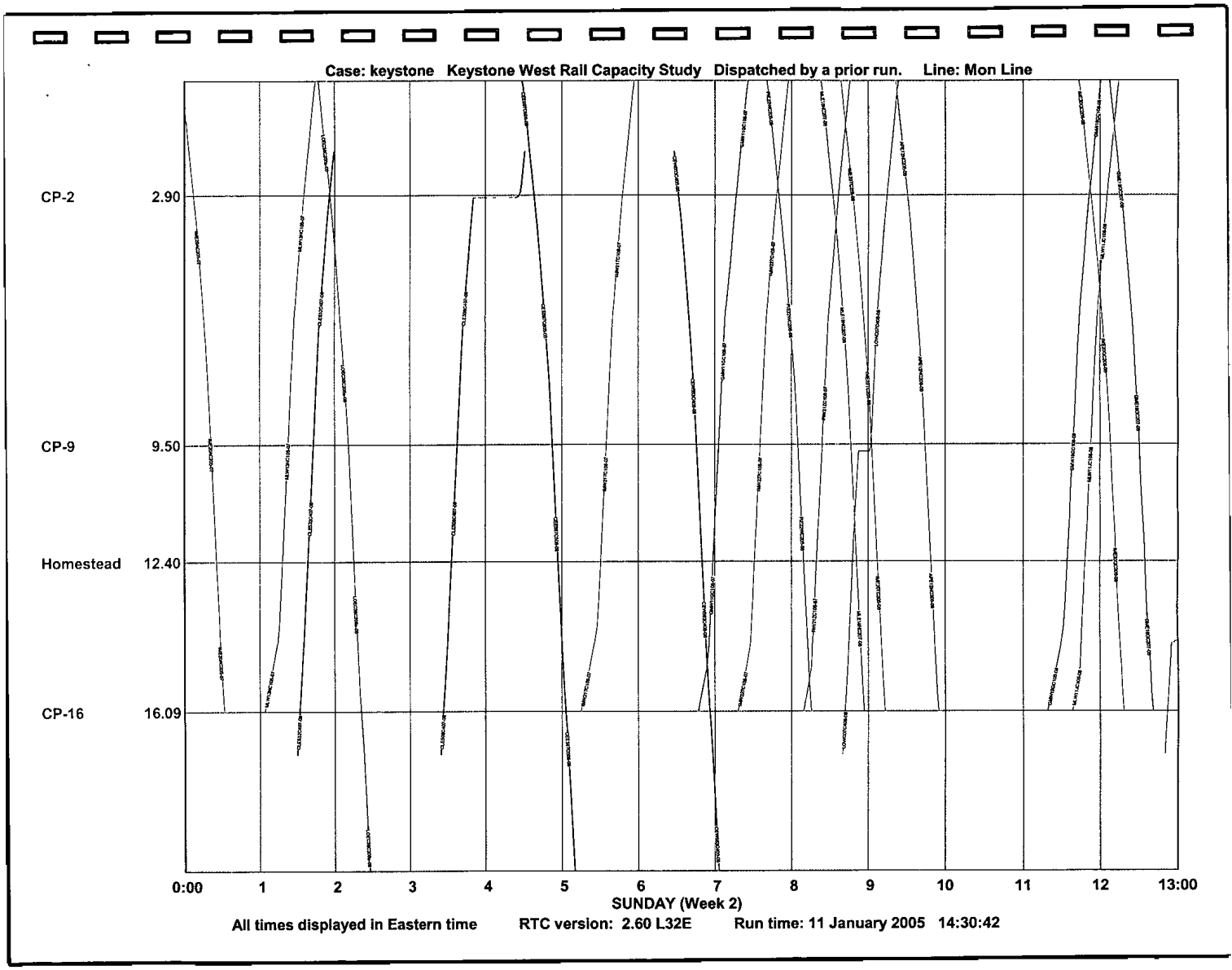

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250 50
Benny 246 30
McGarveys 239 70
Altoona 236.10
CP-Antis 232 40
CP-Gray 223 30
CP-Tunnel 212.90
CP-Hunt 202.40
CP-Jacks 191 30
CP-McVey 179 60
CP-Long 168.80
CP-Lewis 165 70
CP-Hawstone 160 00
Wall 157.20
Port Royal 151 20
CP-Thompson 144.40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133 50
Iroquois 126 00
CP-Cannon 118.90
CP-Banks 113 20
H'burg Fuel Sta 107.50
CP-Capitol 111 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2 60 L32E
Run time: 11 January 2005 15:17:14

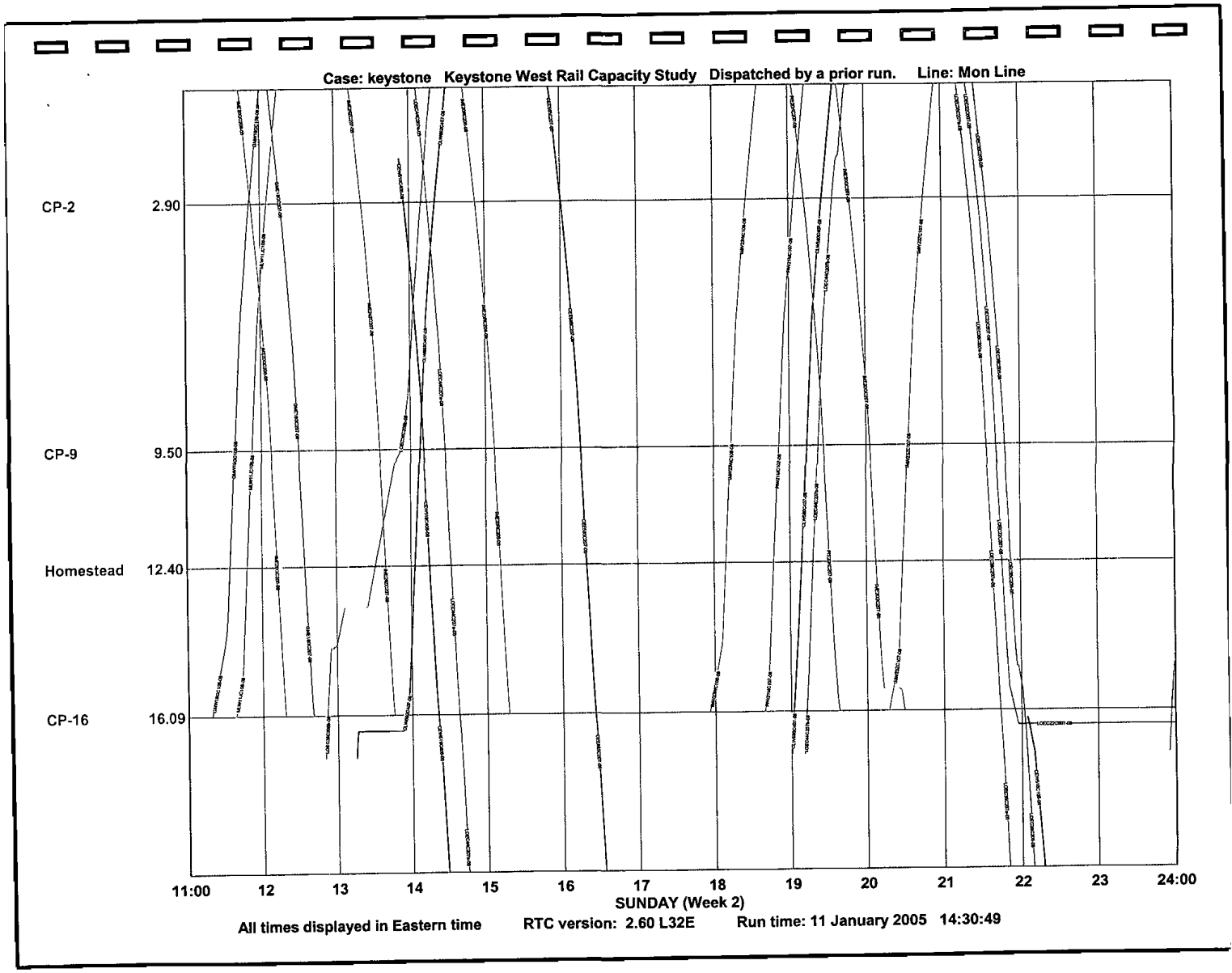

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Freedom 23.90
E Conway 20 80
CP-Leets 15 00
CP-Bell 4.80
CP-Pitt 352.50
CP-Home 347.80
CP-Wing 339.70
CP-Rade 325 00
CP-Trobe 312.70
CP-Pack 300.50
Conpit 290 65
Robindale 285 90
Wildcat No.4 281.90
SG 277.30
C 273.20
CP-W 264.60
Wilmore 260 50
BC 256.80
CP-MO 250.50
Benny 246 30
McGarveys 239 70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:17:36

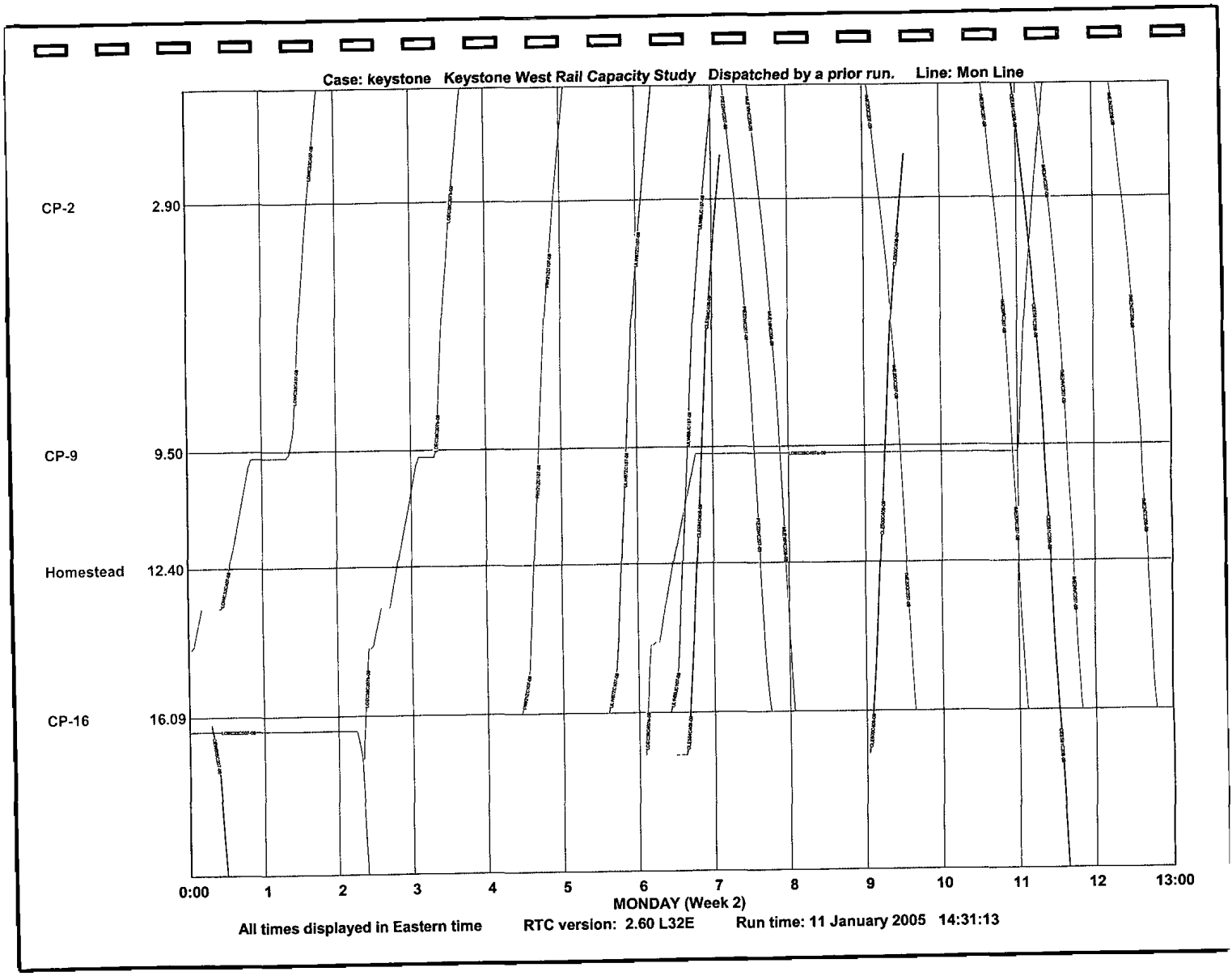

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-MO 250.50
Benny 246.30
McGarveys 239 70
Altoona 236 10
CP-Antis 232.40
CP-Gray 223 30
CP-Tunnel 212.90
CP-Hunt 202 40
CP-Jacks 191.30
CP-McVey 179.60
CP-Long 168 80
CP-Lewis 165.70
CP-Hawstone 160.00
Wall 157 20
Port Royal 151 20
CP-Thompson 144.40
Durward Curve 140 80
Millerstown 137 50
CP-Port 133.50
Iroquois 126.00
CP-Cannon 118 90
CP-Banks 113.20
H'burg Fuel Sta 107.50
CP-Capitol 111.30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:17:48

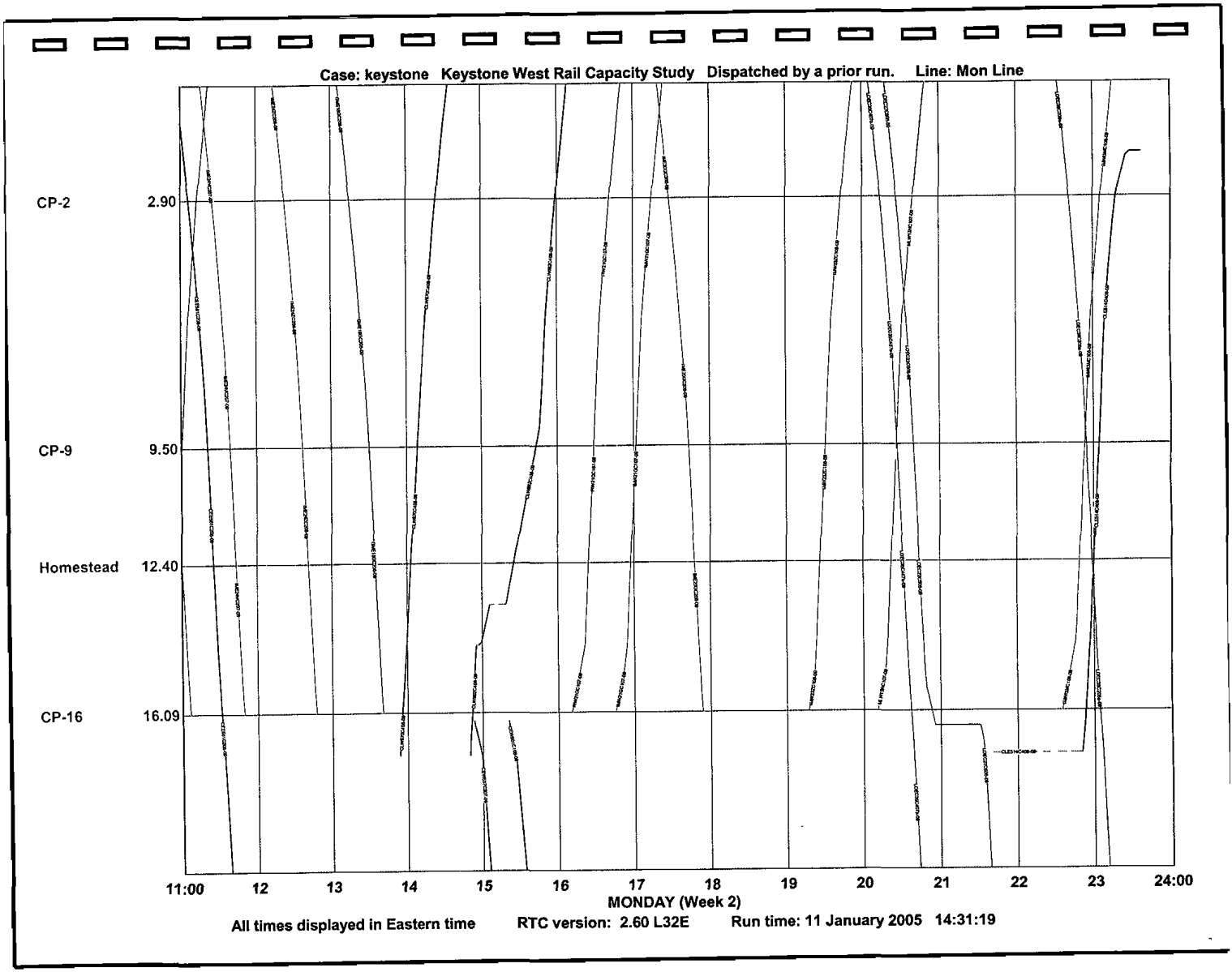


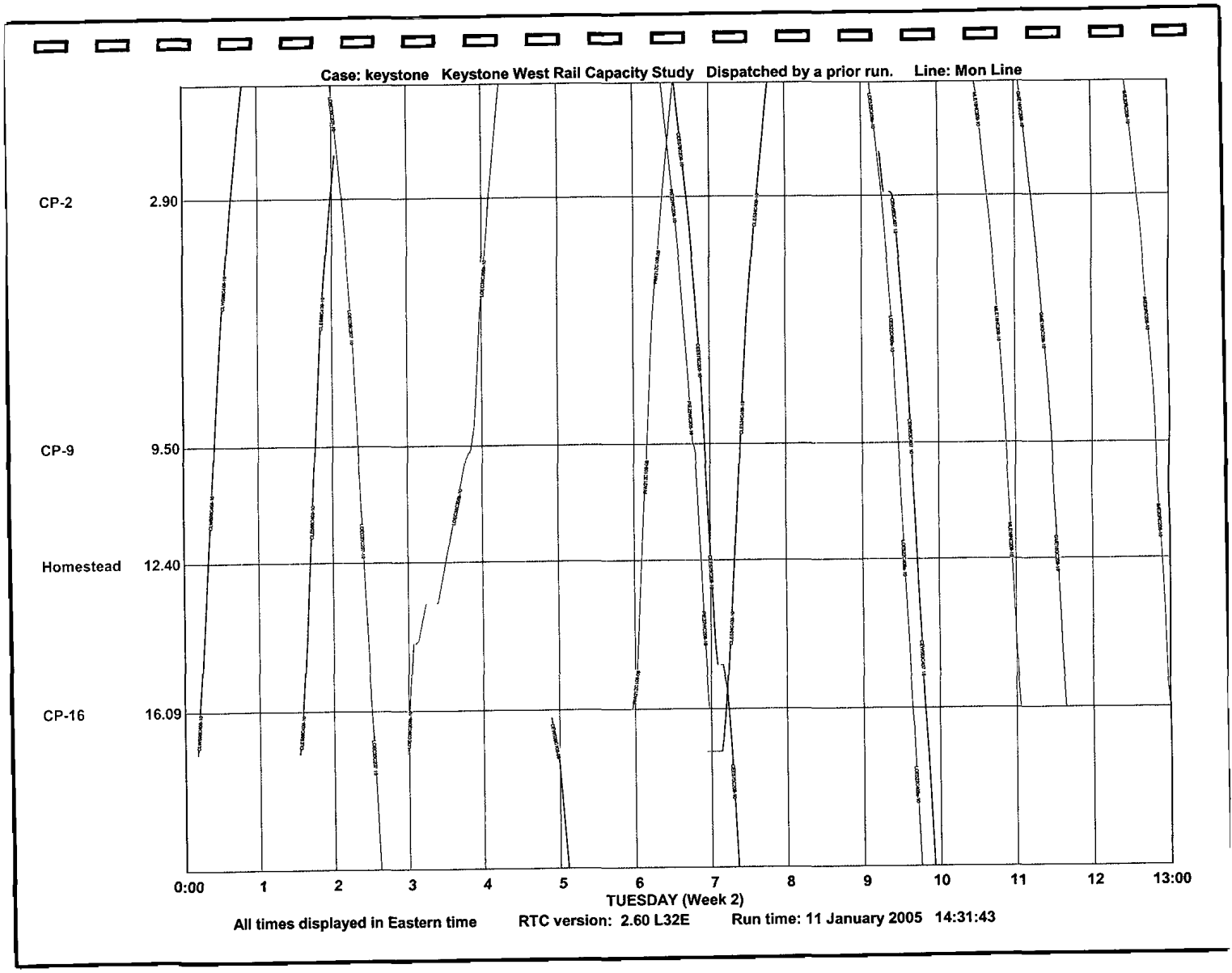
Attachment F-2

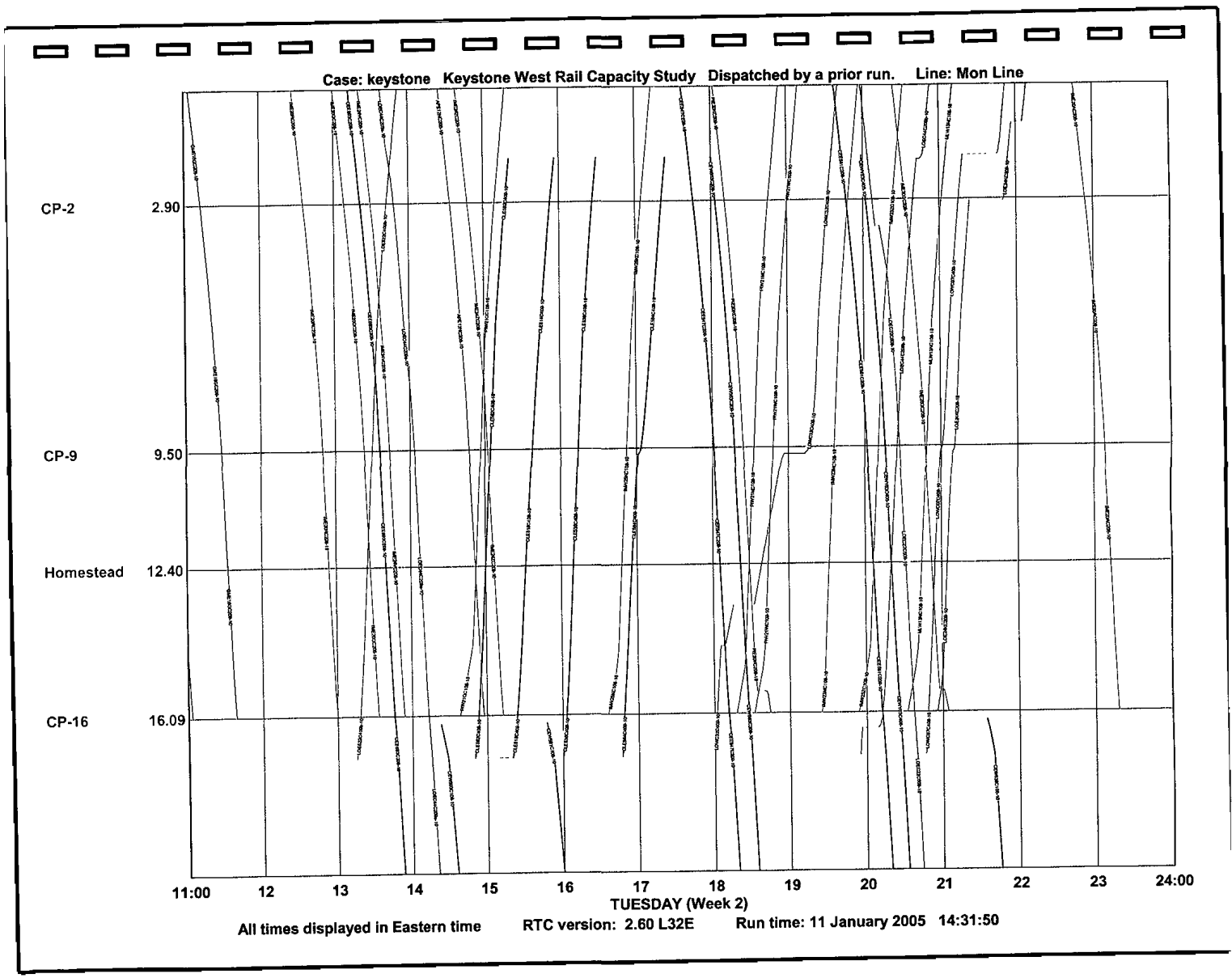

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:30:42

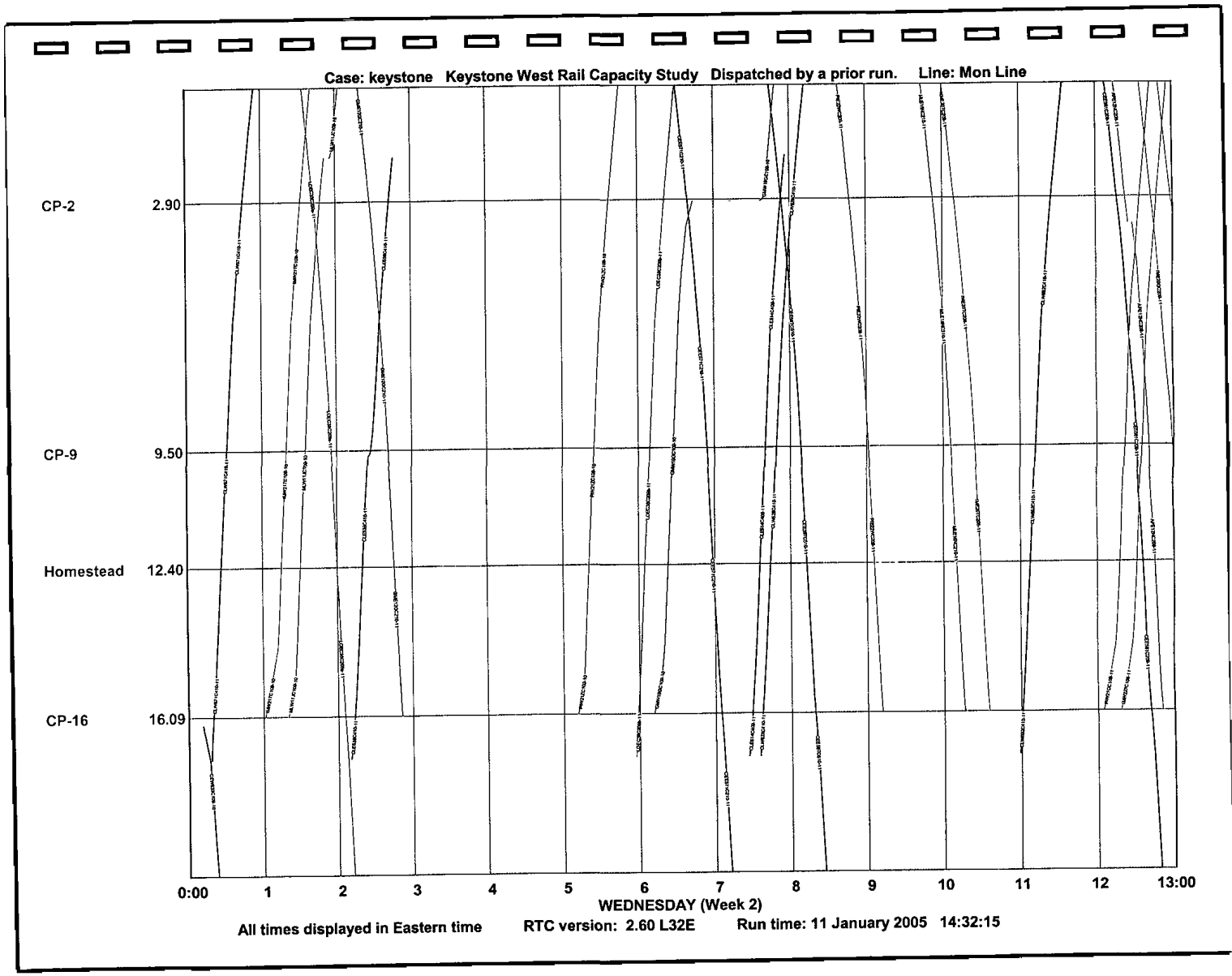

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:30:49

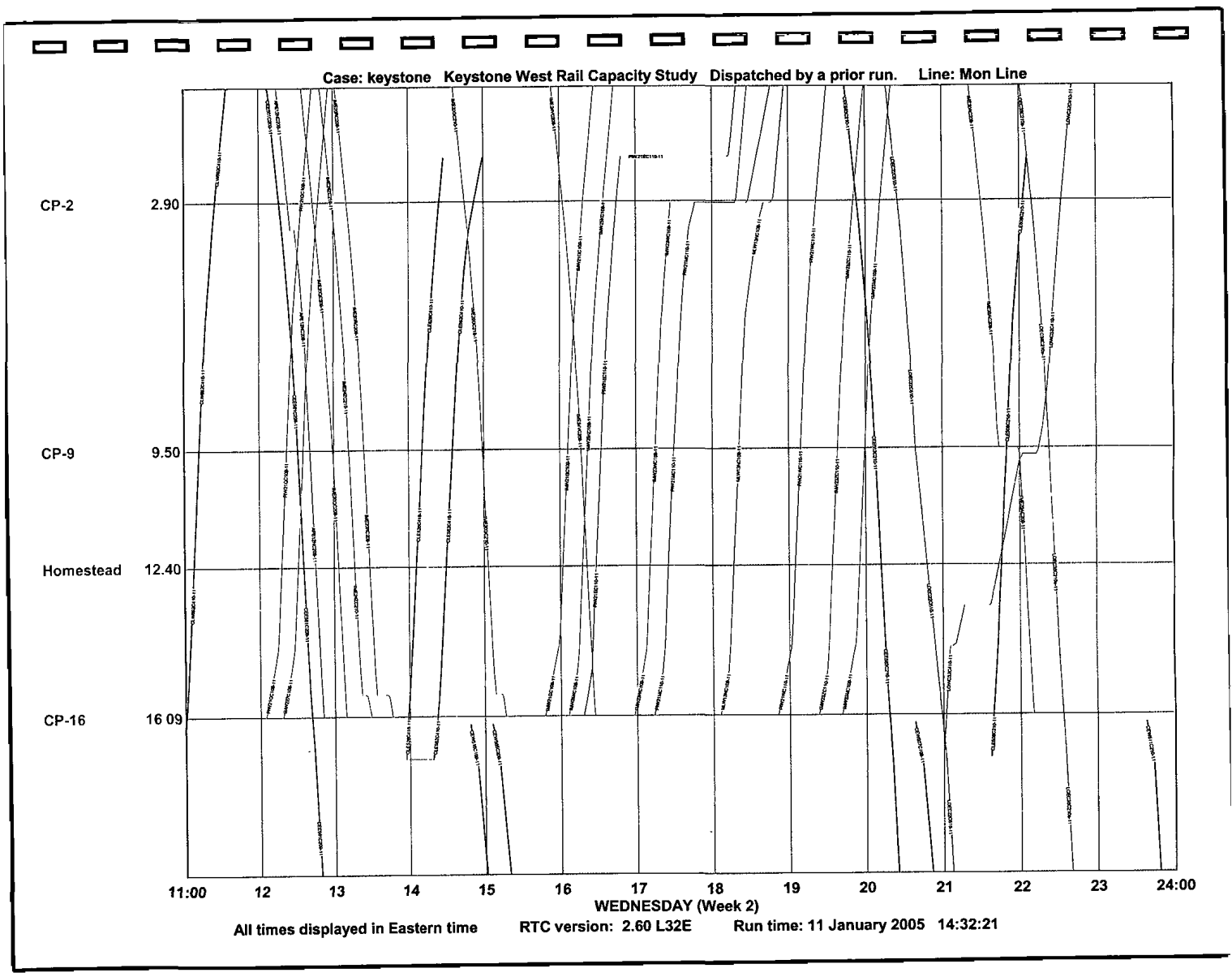

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:31:13

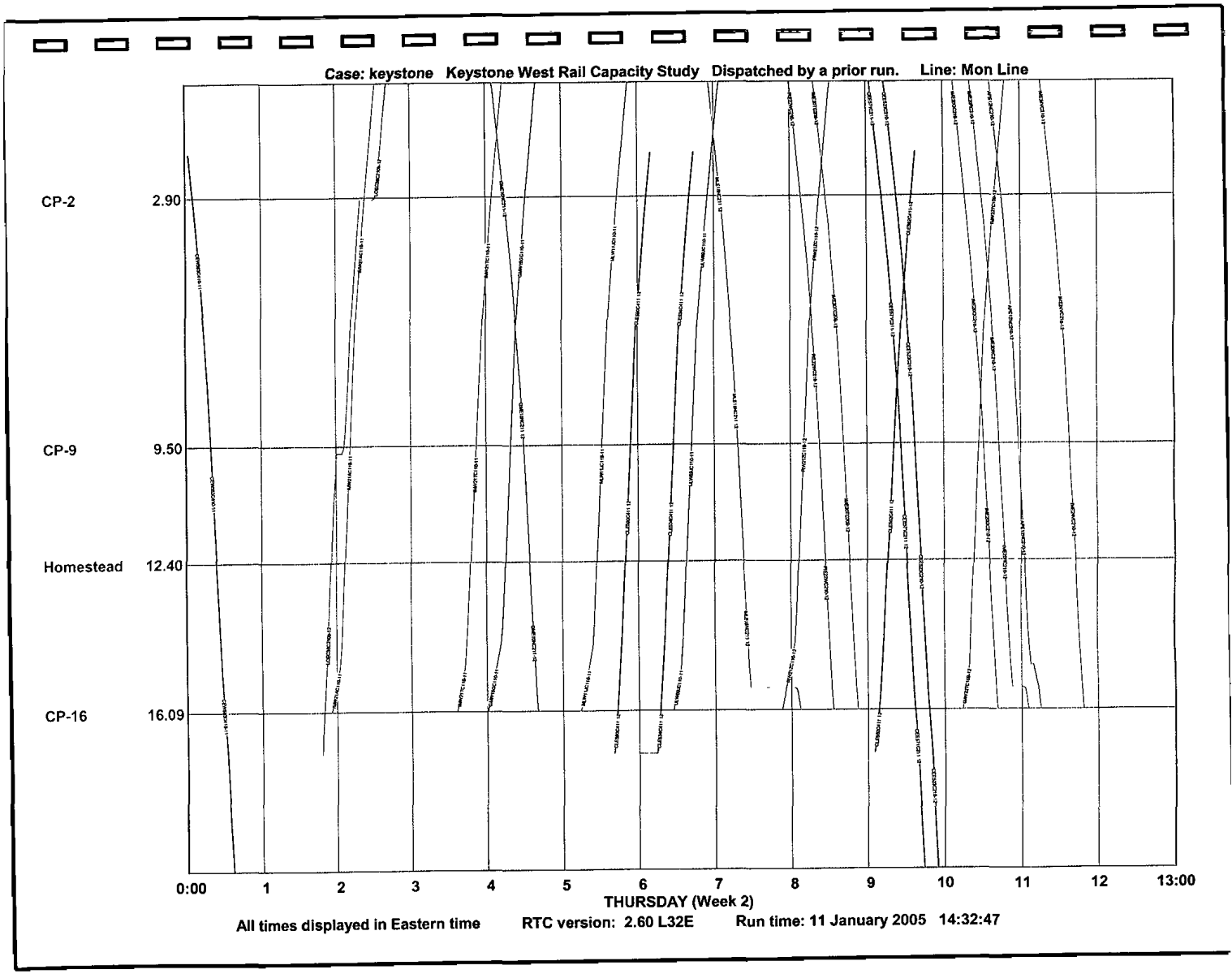

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:31:19

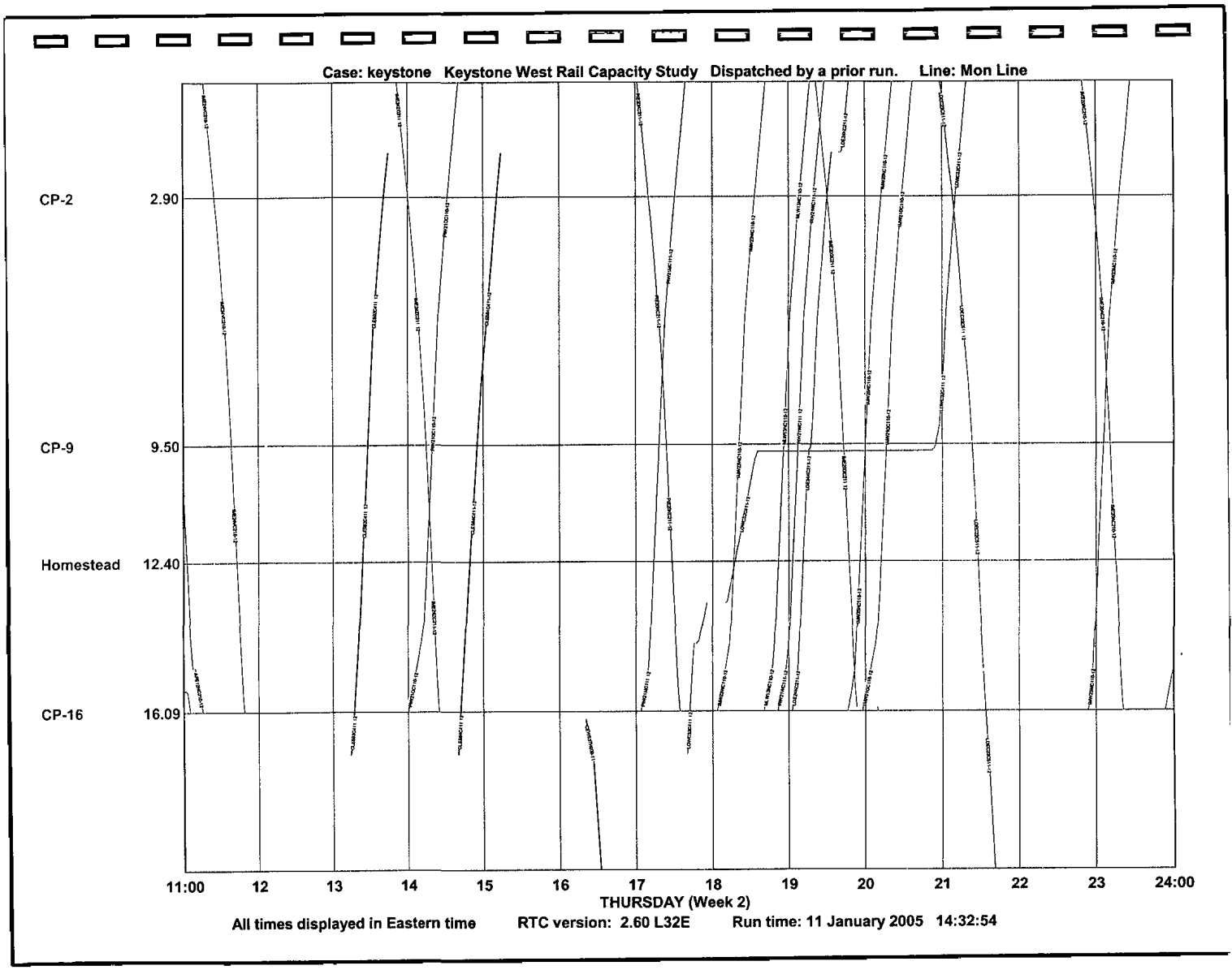

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:31:43

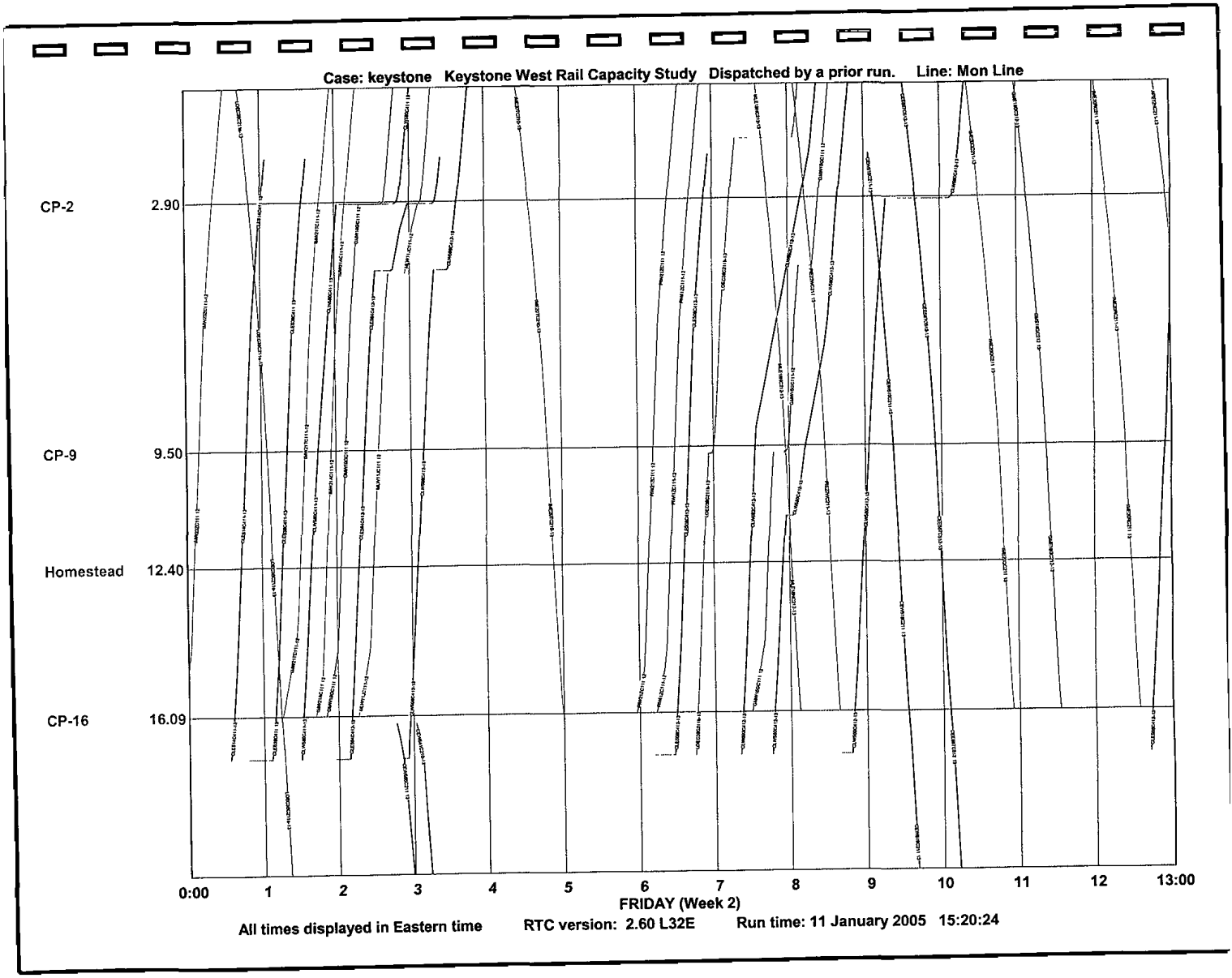

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:31:50

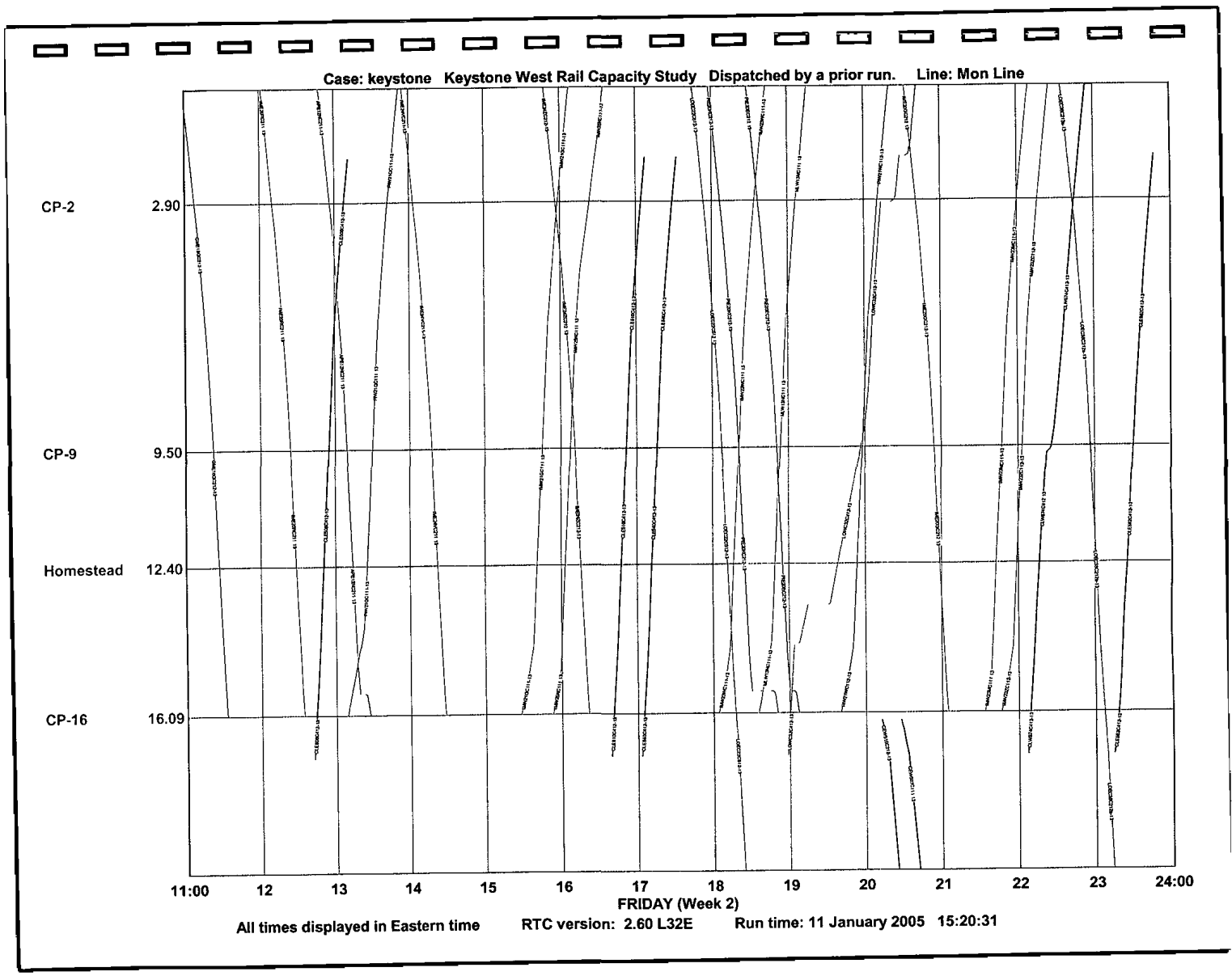

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:32:15

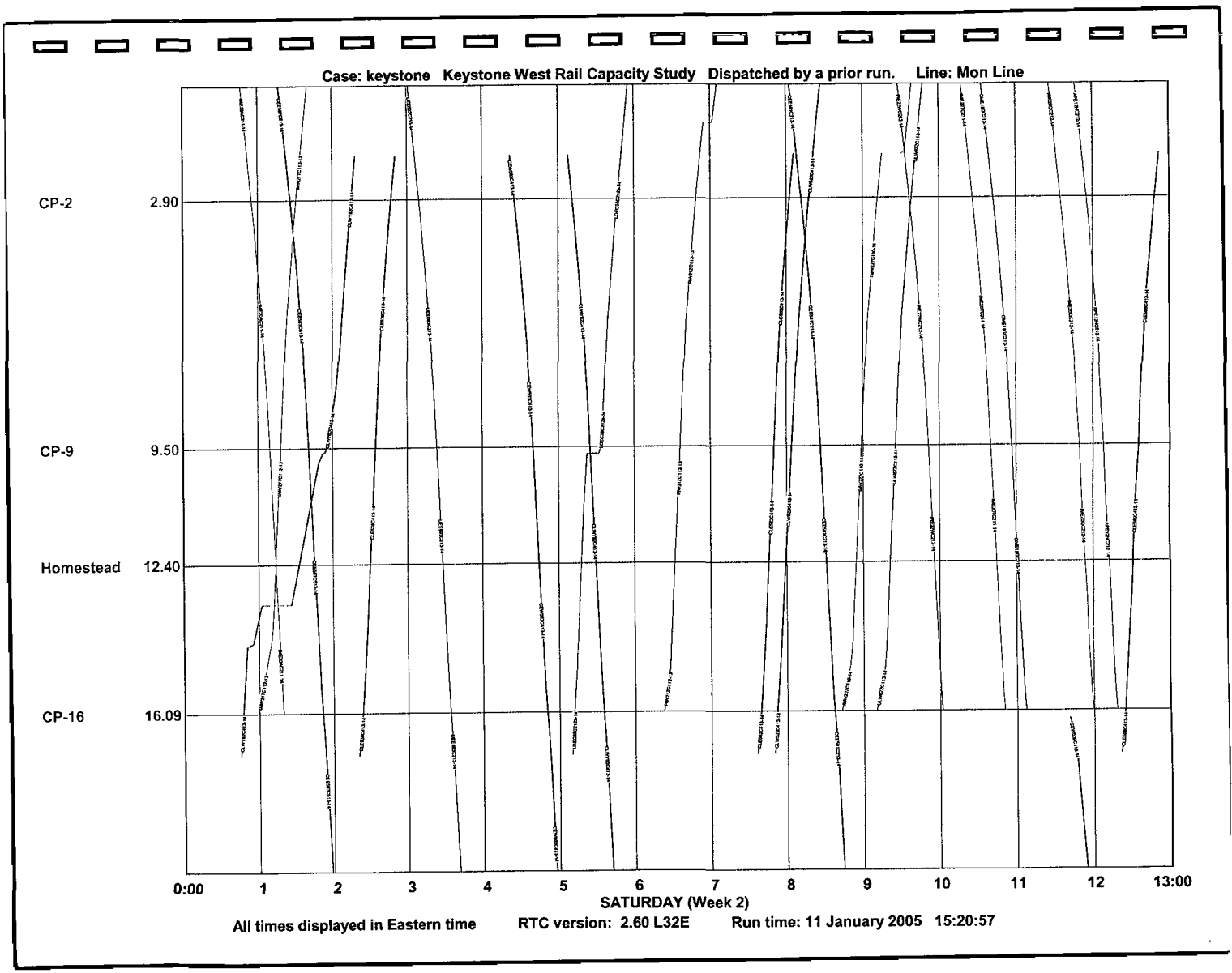

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16 09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:32:21

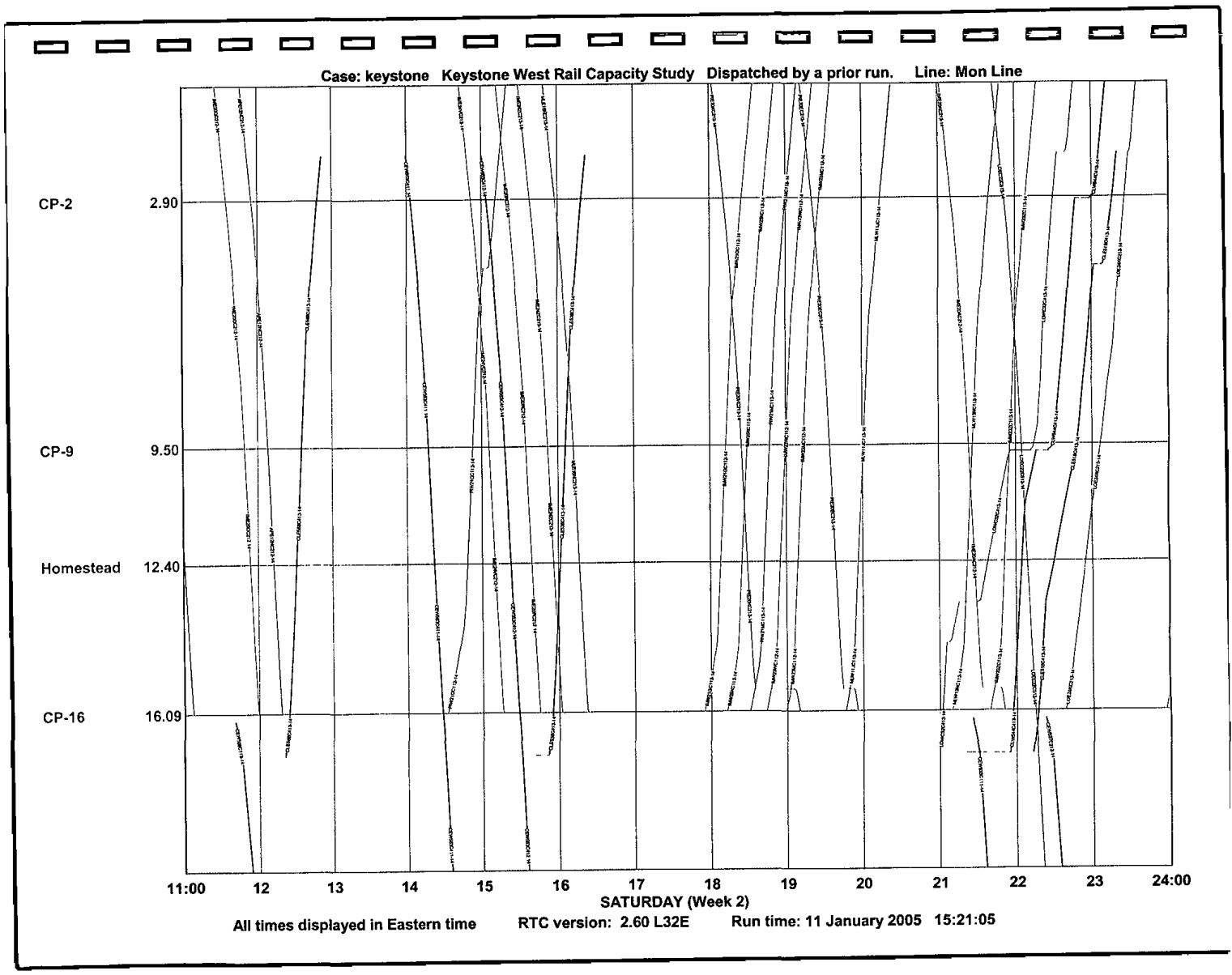

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:32:47

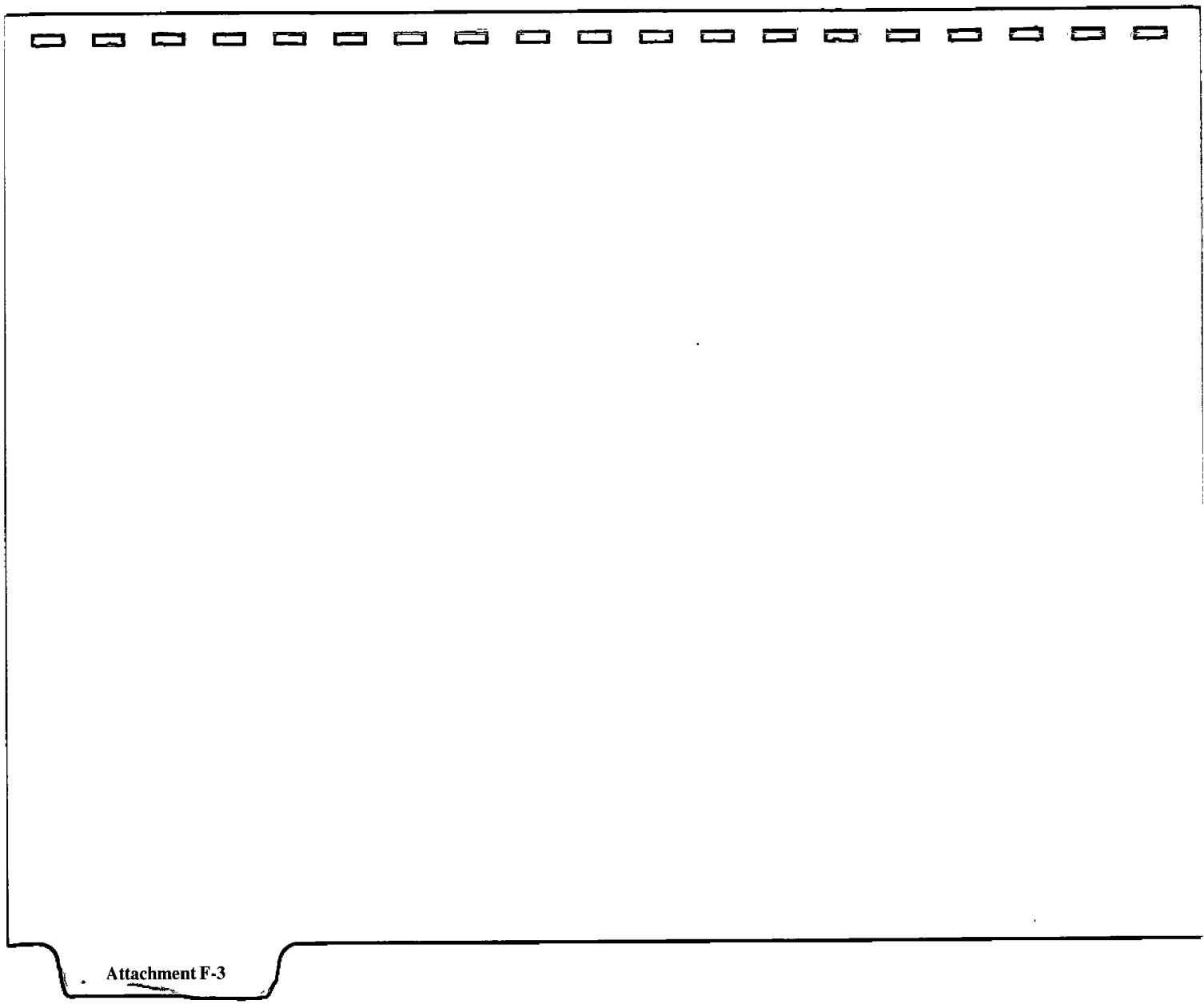

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:32:54


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:20:24

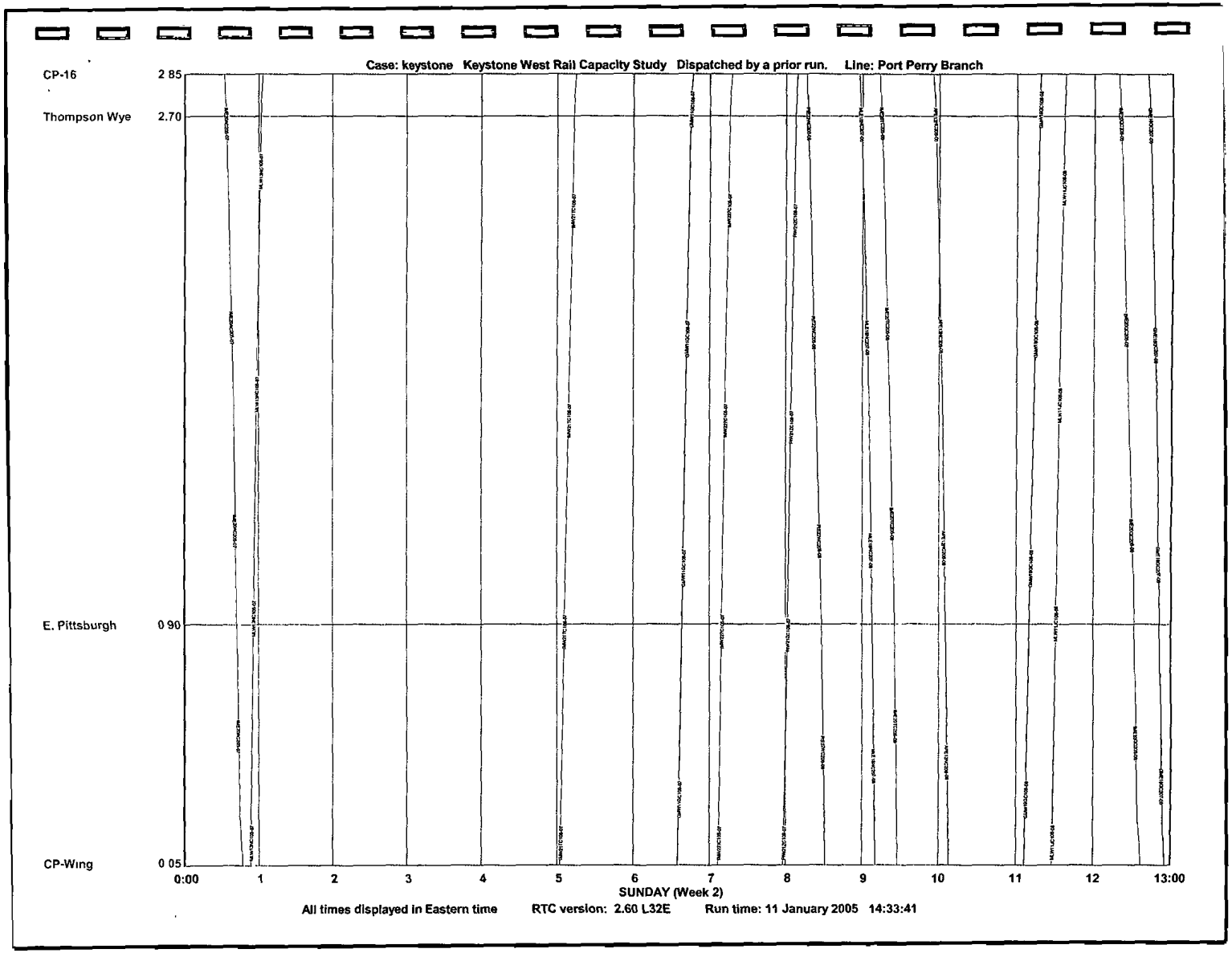

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:20:31

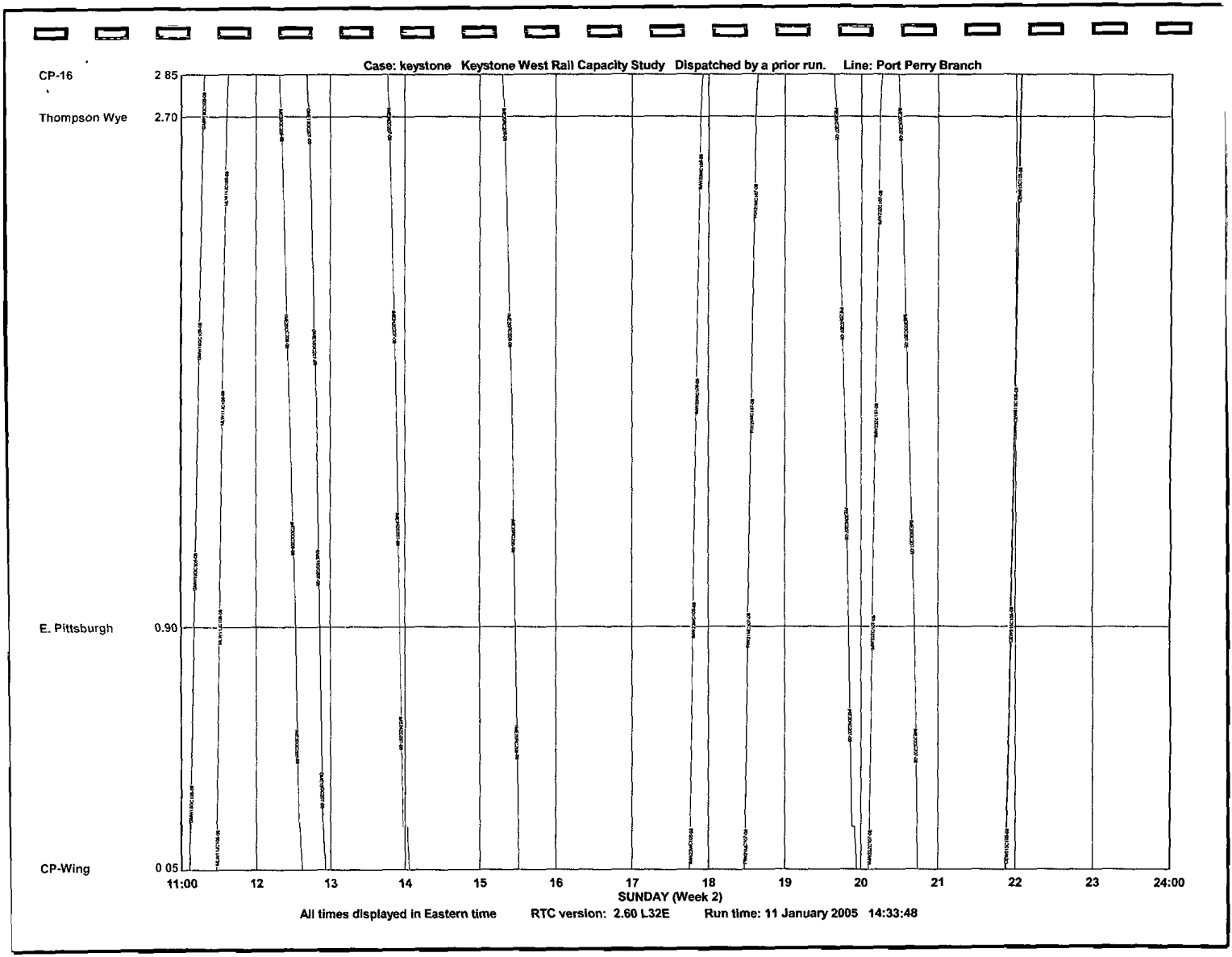

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:20:57

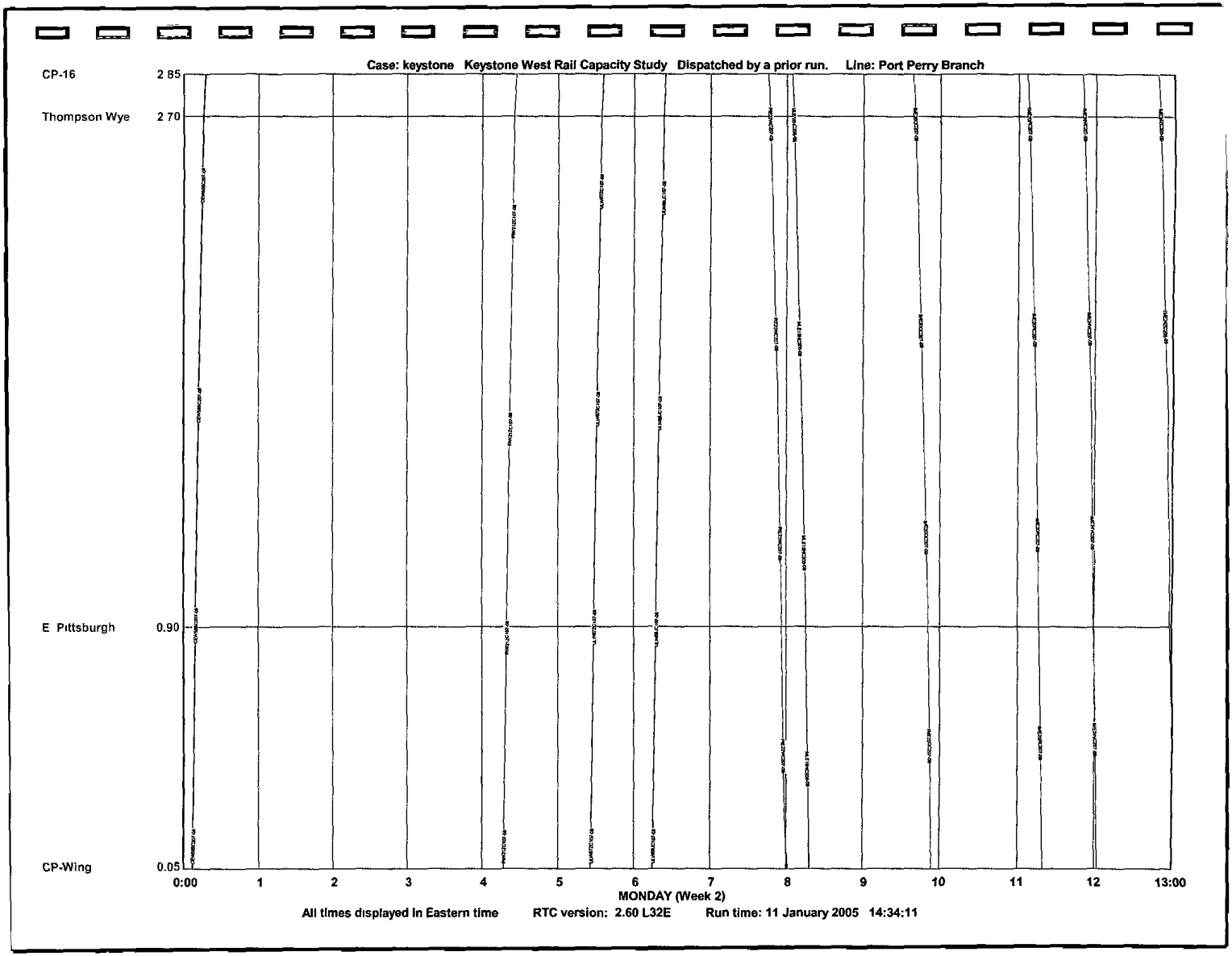

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Mon Line
CP-2
2.90
CP-9
9.50
Homestead
12.40
CP-16
16.09
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:21:05

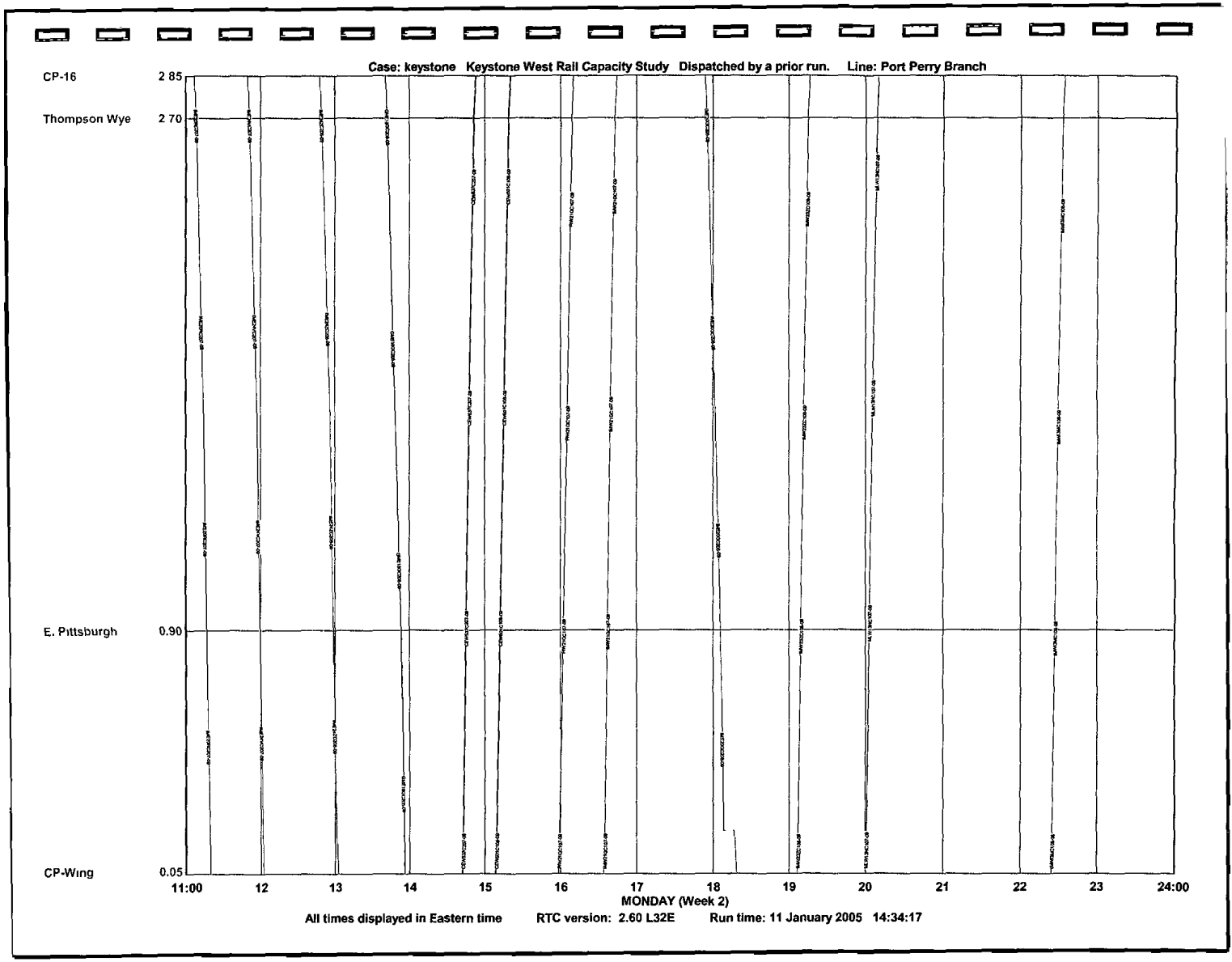


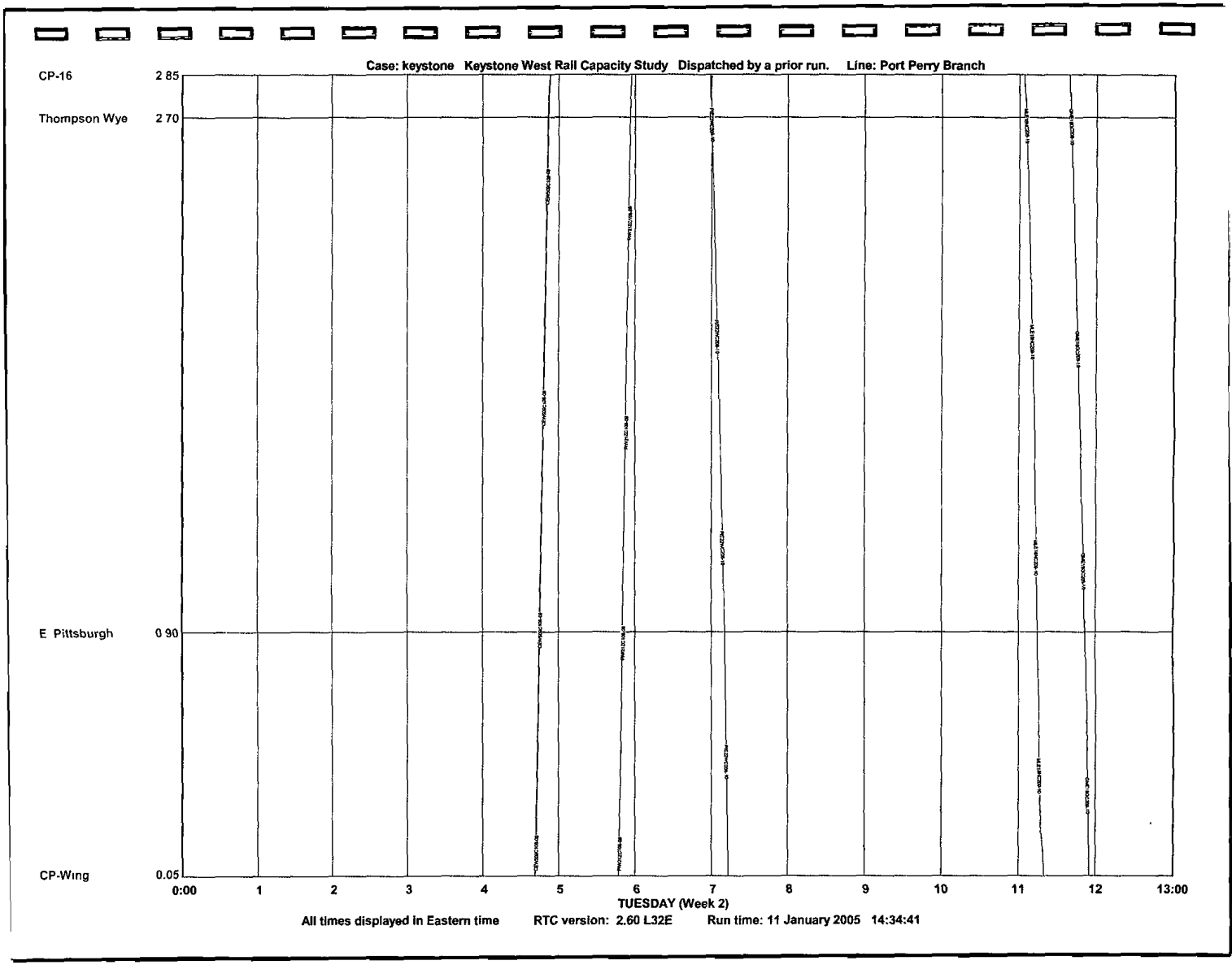
Attachment F-3

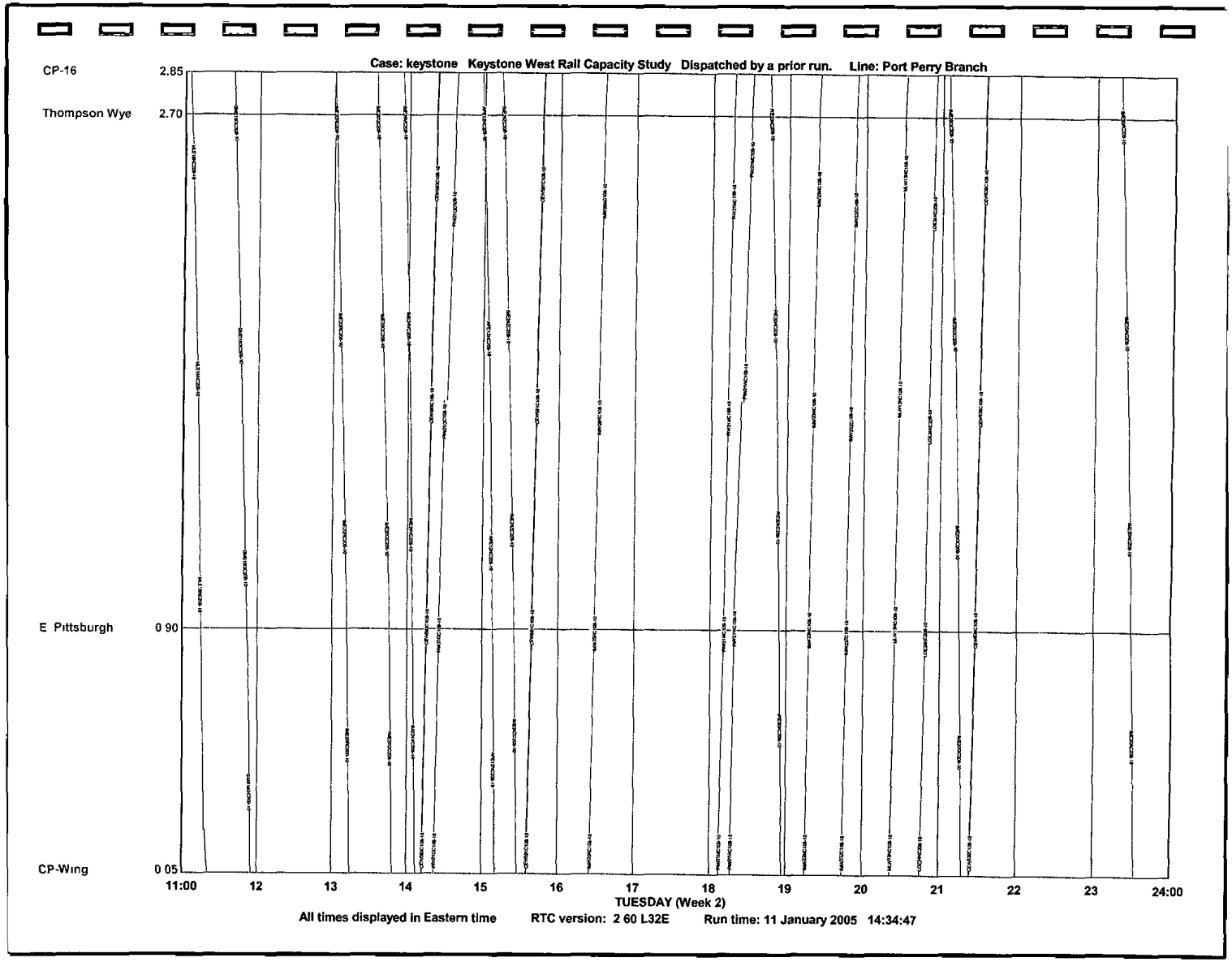

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
2 85
Thompson Wye
2.70
E. Pittsburgh
0 90
CP-Wing
0 05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:33:41


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
2 85
Thompson Wye
2.70
E. Pittsburgh
0.90
CP-Wing
0 05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:33:48


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E Pittsburgh
CP-Wing
2 85
2 70
0.90
0.05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:34:11


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2 85
2 70
0.90
0.05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:34:17


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E Pittsburgh
CP-Wing
2 85
2 70
0 90
0.05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:34:41


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E Pittsburgh
CP-Wing
2.85
2.70
0 90
0 05
11:00
12
13
14
15
16
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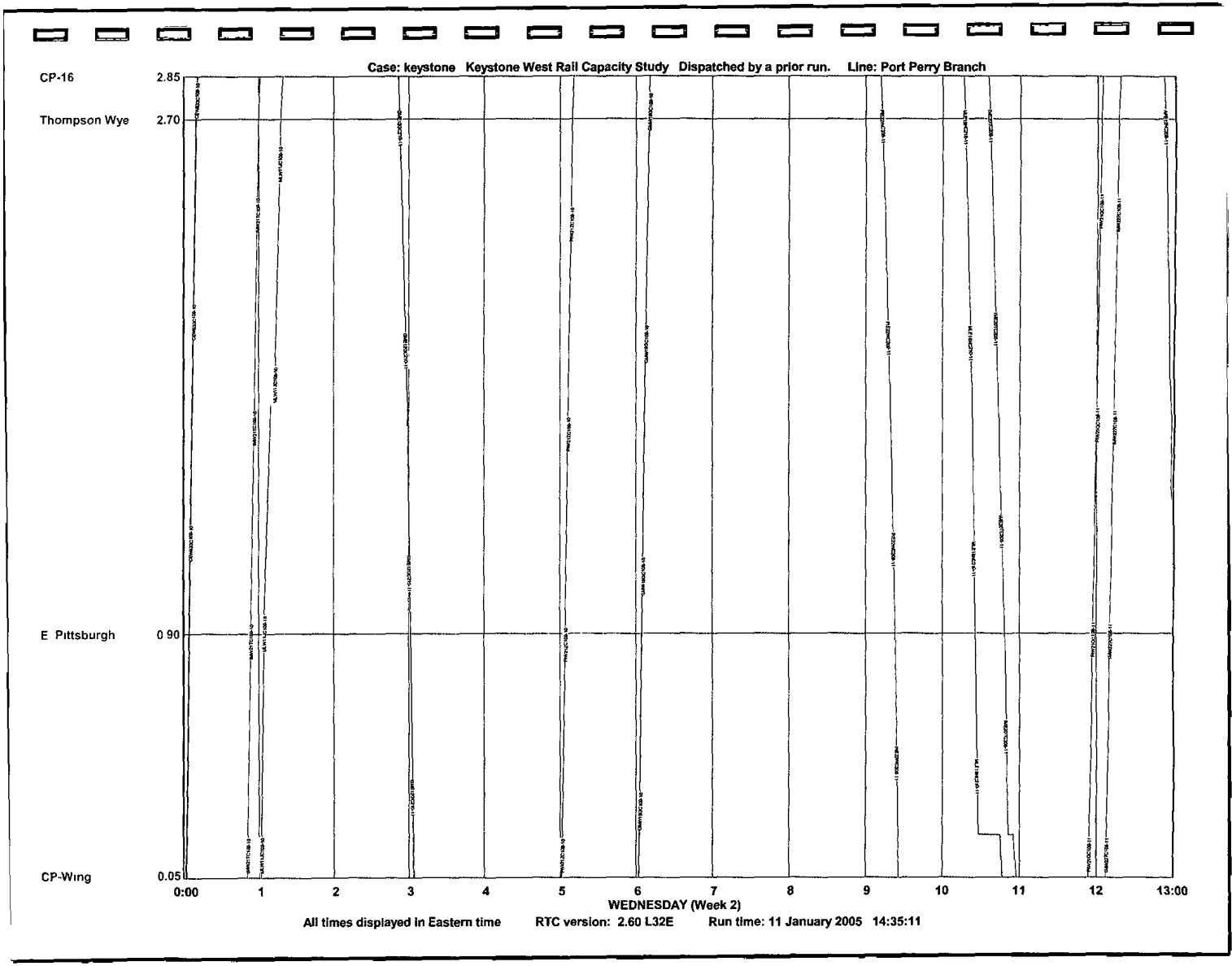
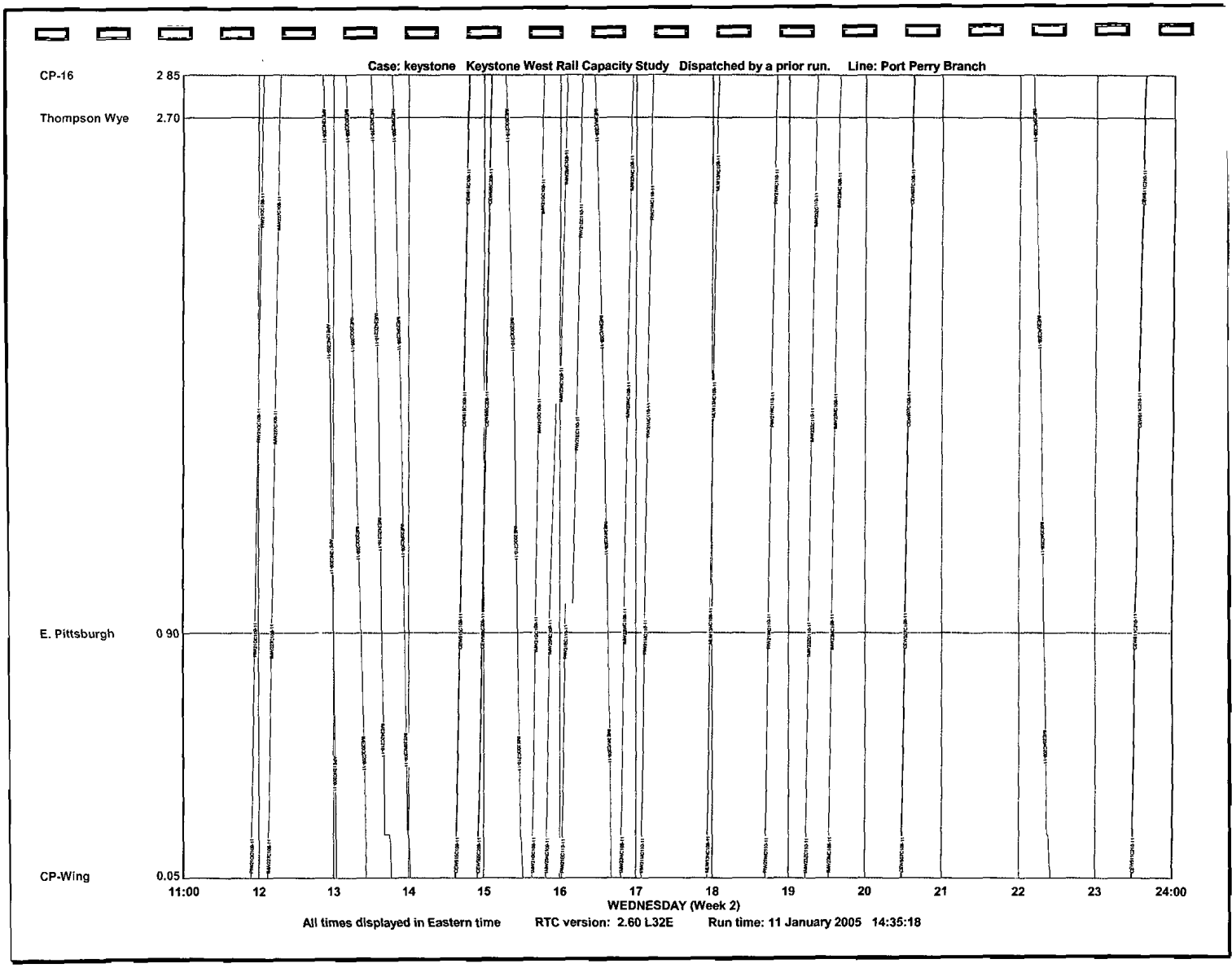
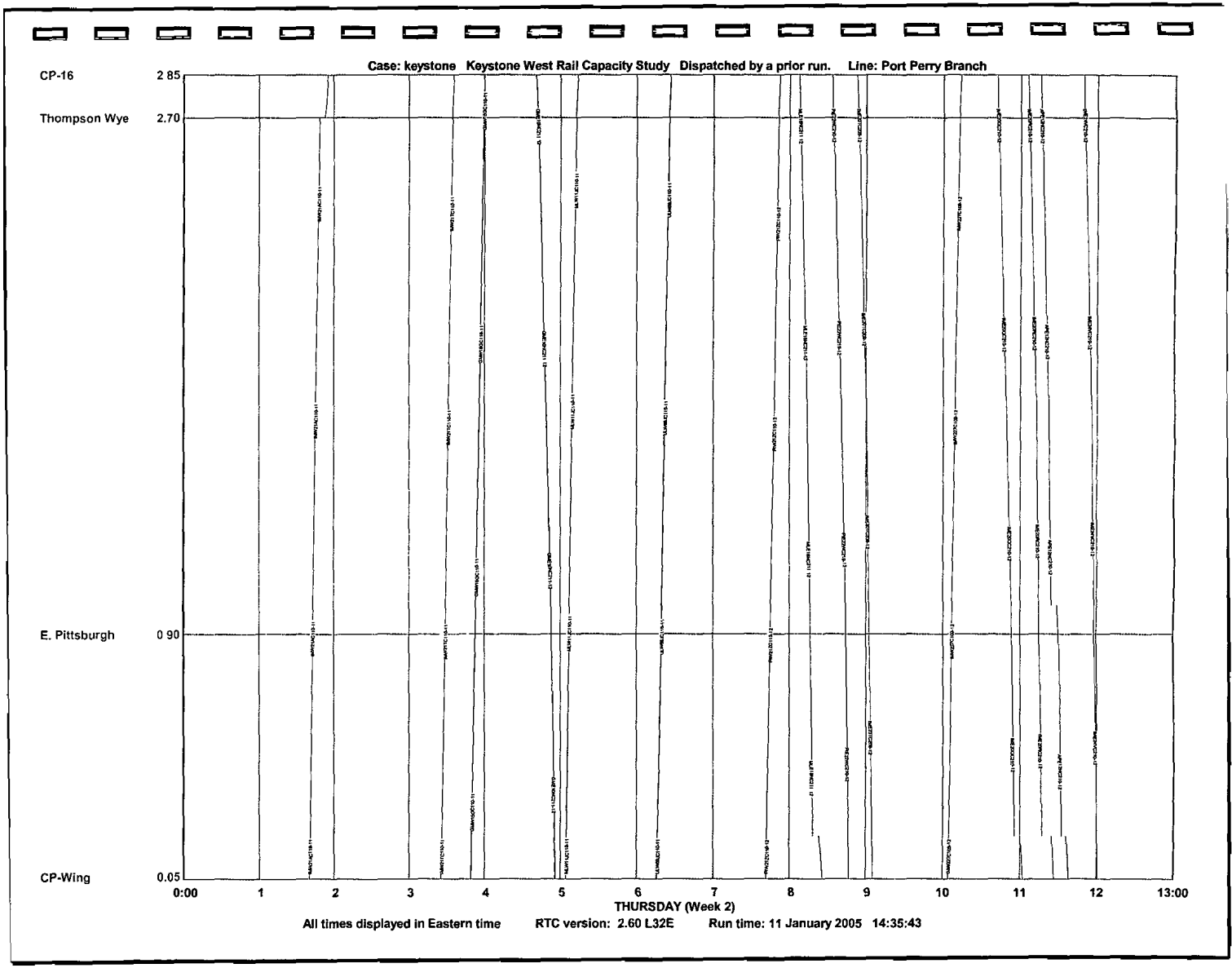
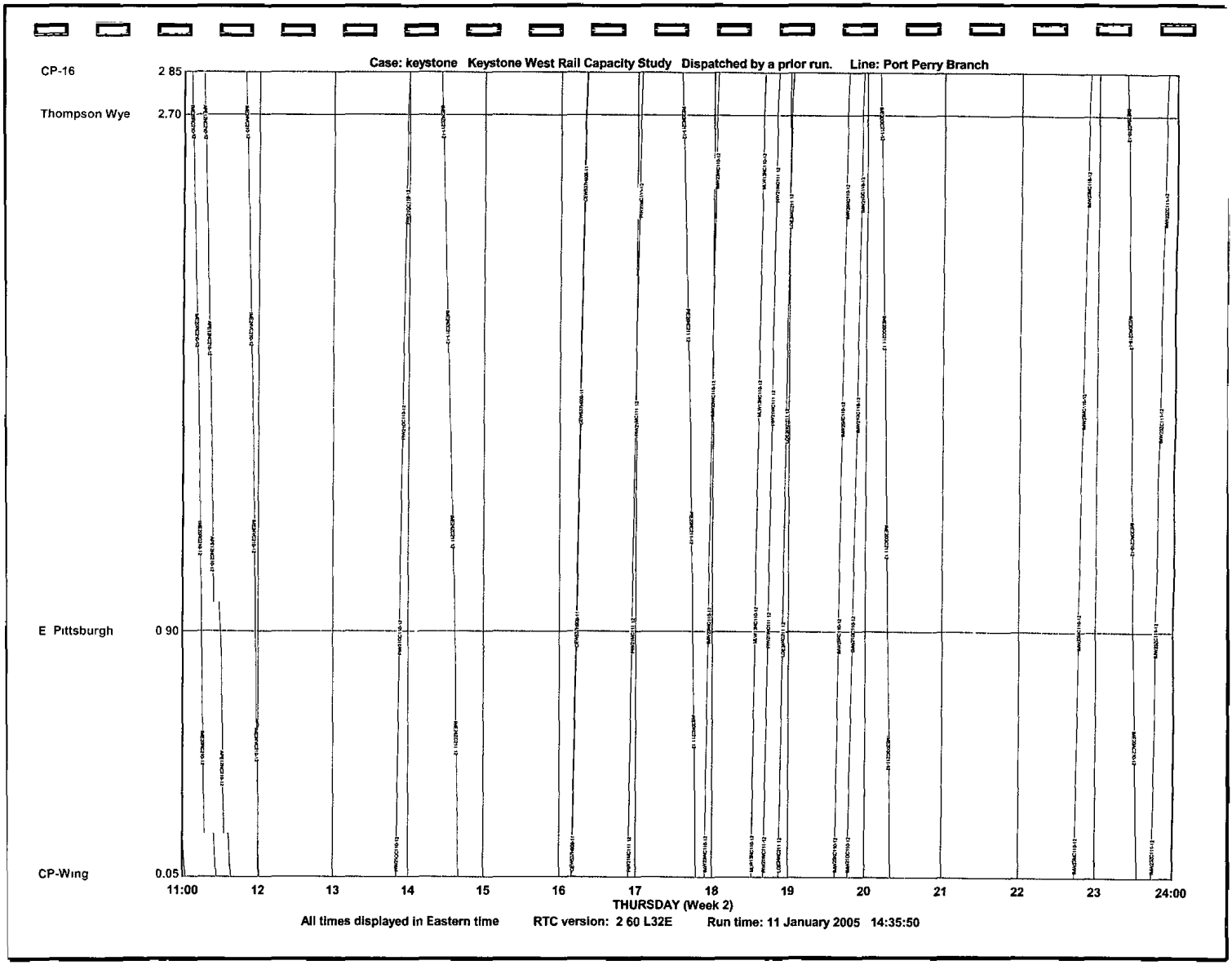
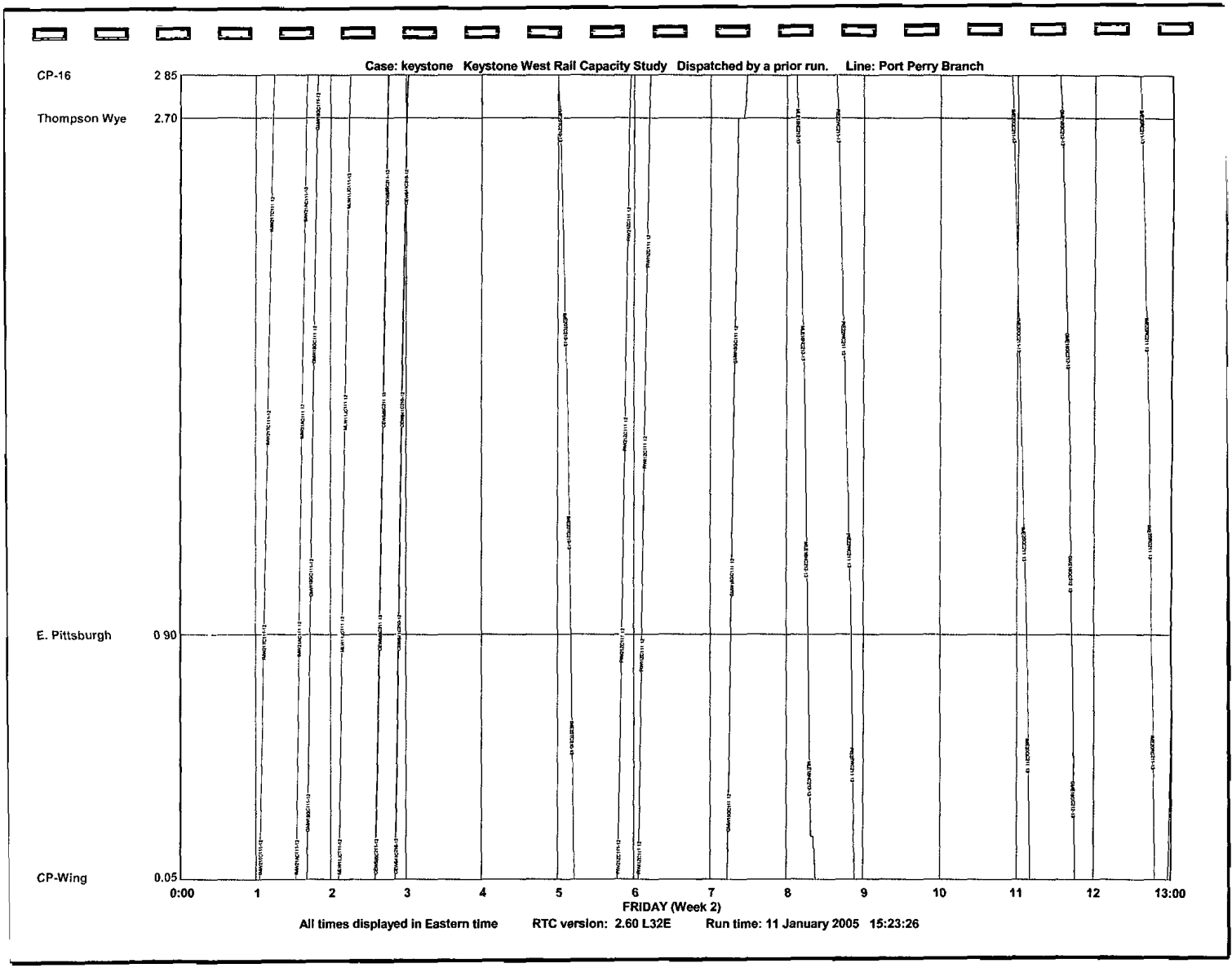
18
19
20
21
22
23
24:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2 60 L32E
Run time: 11 January 2005 14:34:47

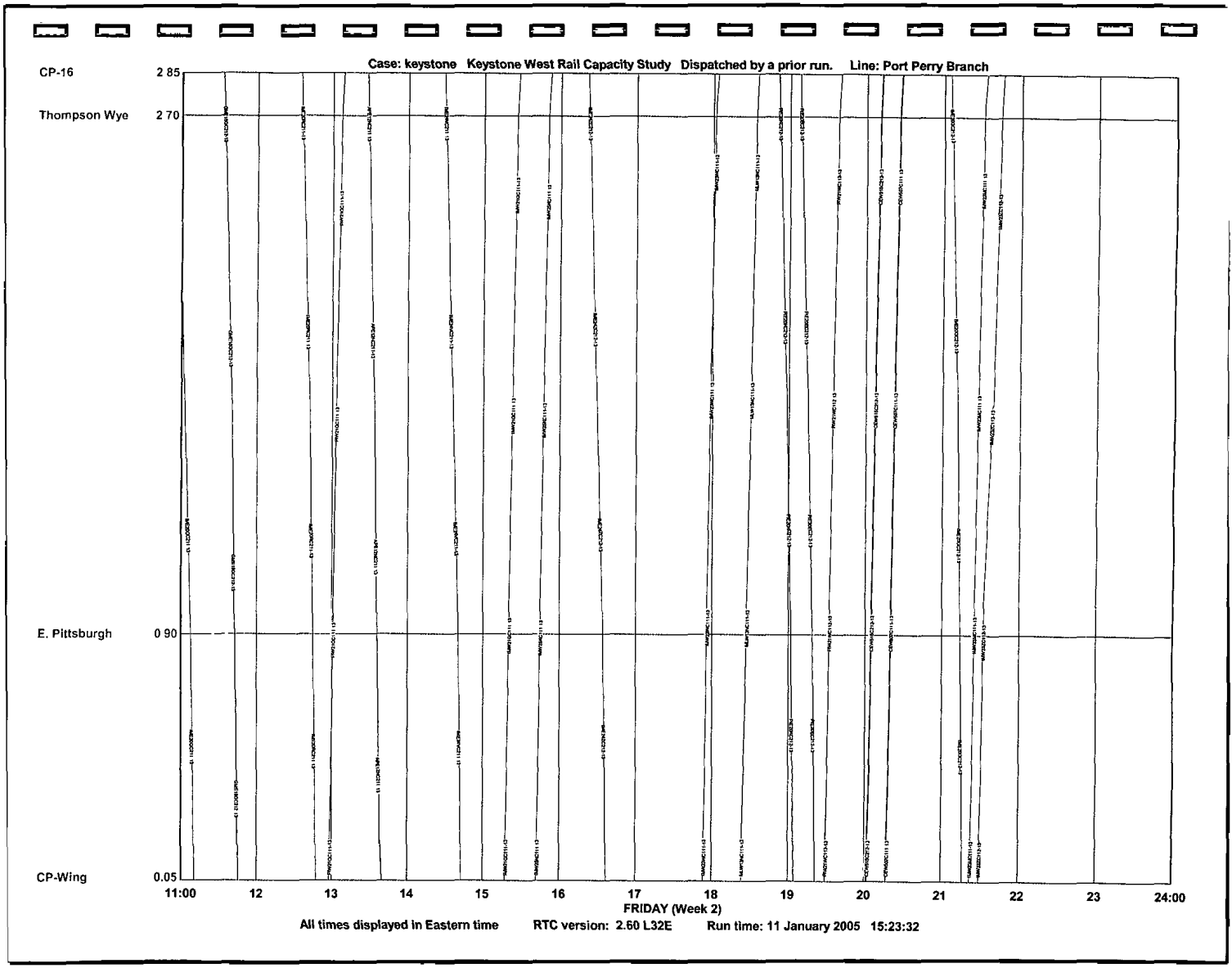

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E Pittsburgh
CP-Wing
2.85
2.70
0 90
0.05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:35:11

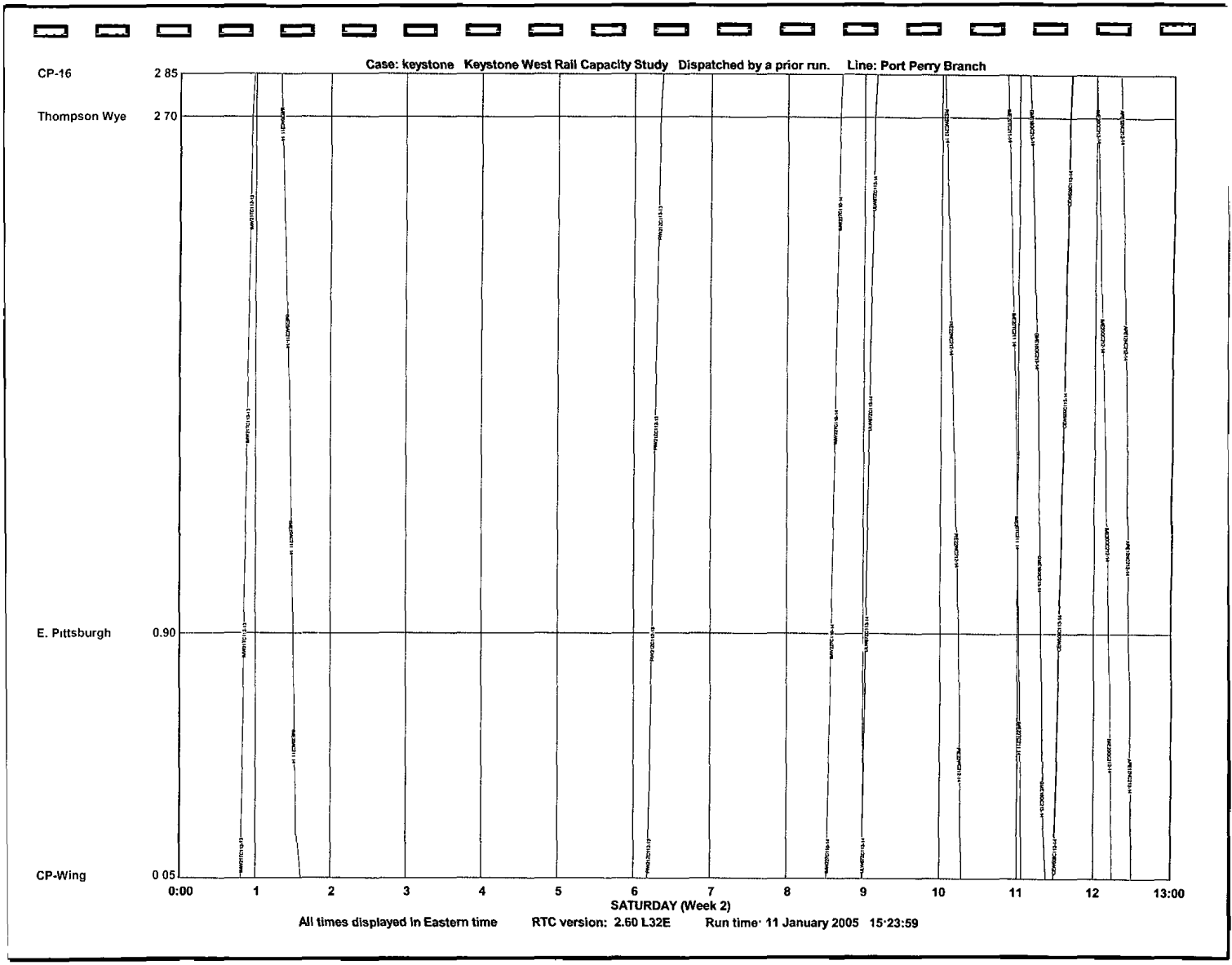

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2 85
2.70
0 90
0.05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:35:18

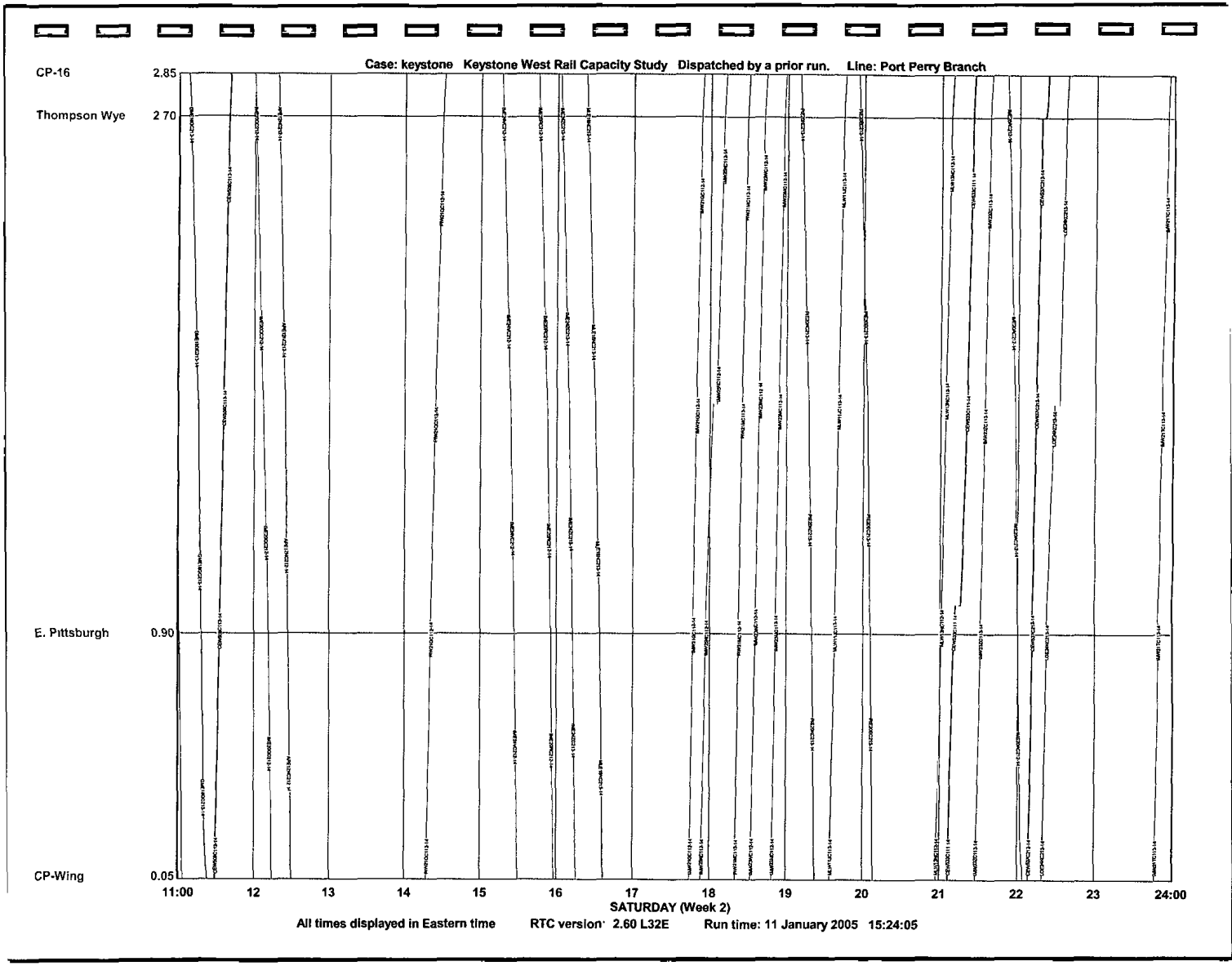

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2 85
2.70
0 90
0.05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:35:43

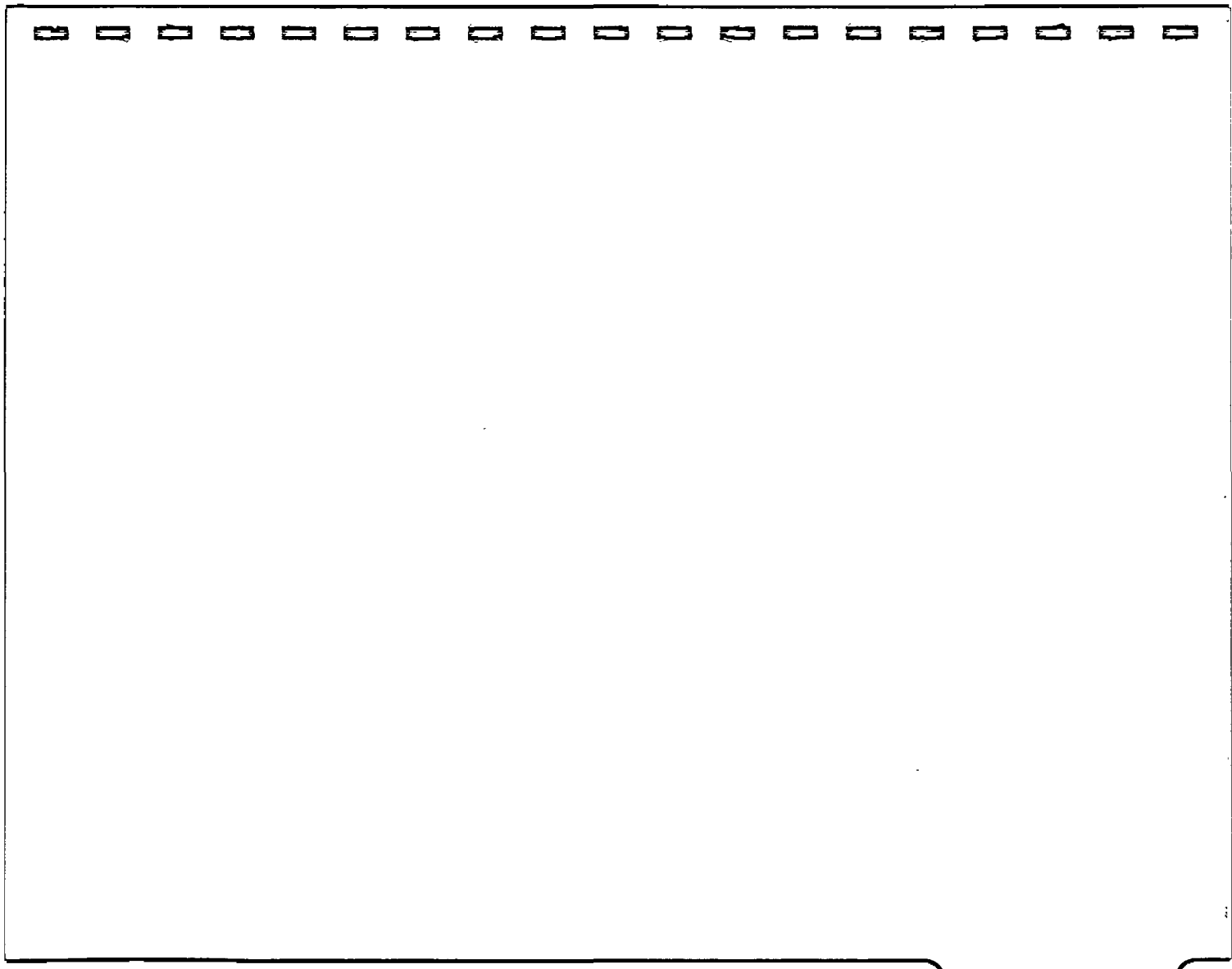

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
2 85
Thompson Wye
2.70
E Pittsburgh
0 90
CP-Wing
0.05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2 60 L32E
Run time: 11 January 2005 14:35:50

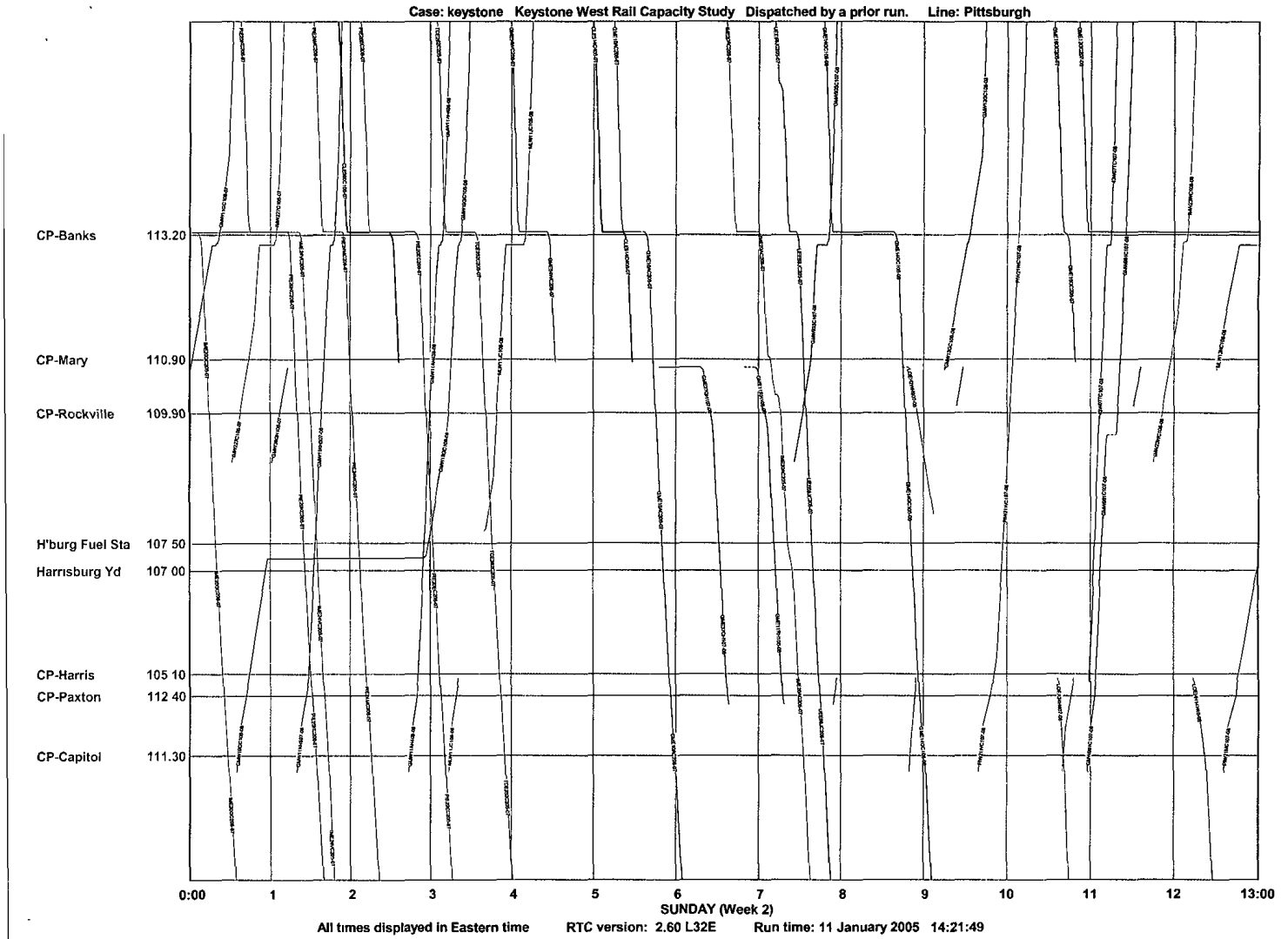

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2 85
2.70
0 90
0.05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:23:26

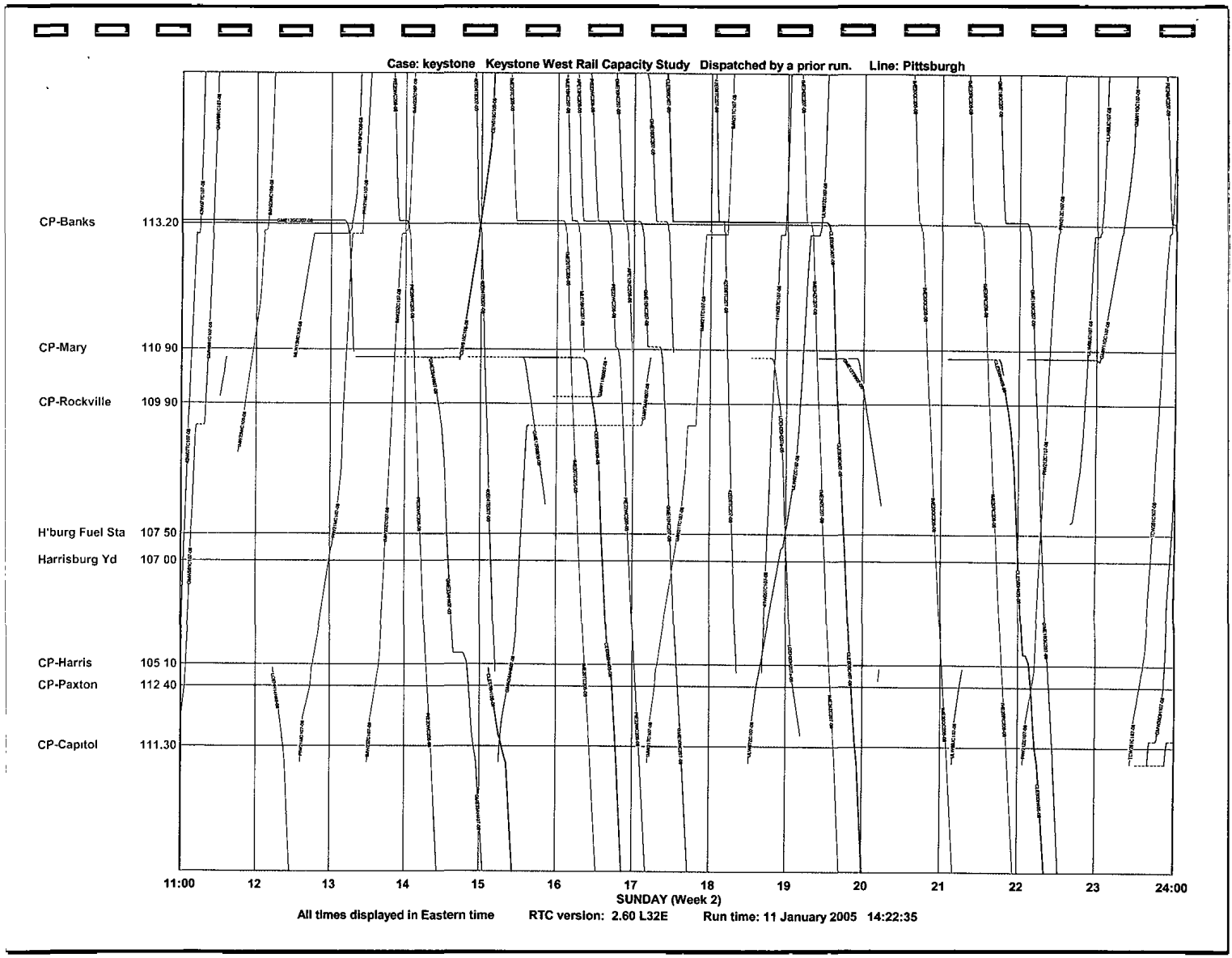

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2 85
2 70
0 90
0.05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:23:32

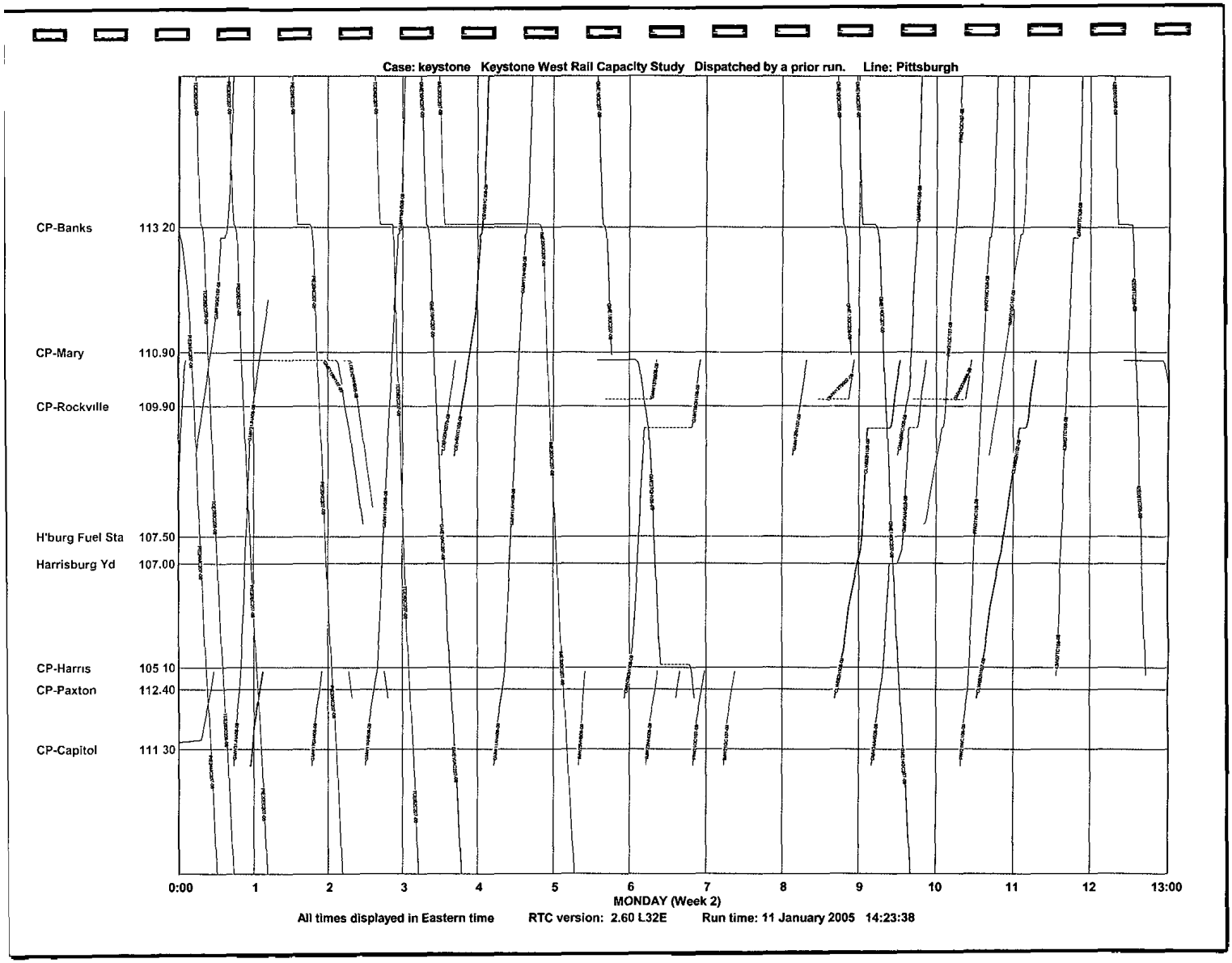

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
2 85
Thompson Wye
2 70
E. Pittsburgh
0.90
CP-Wing
0 05
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:23:59

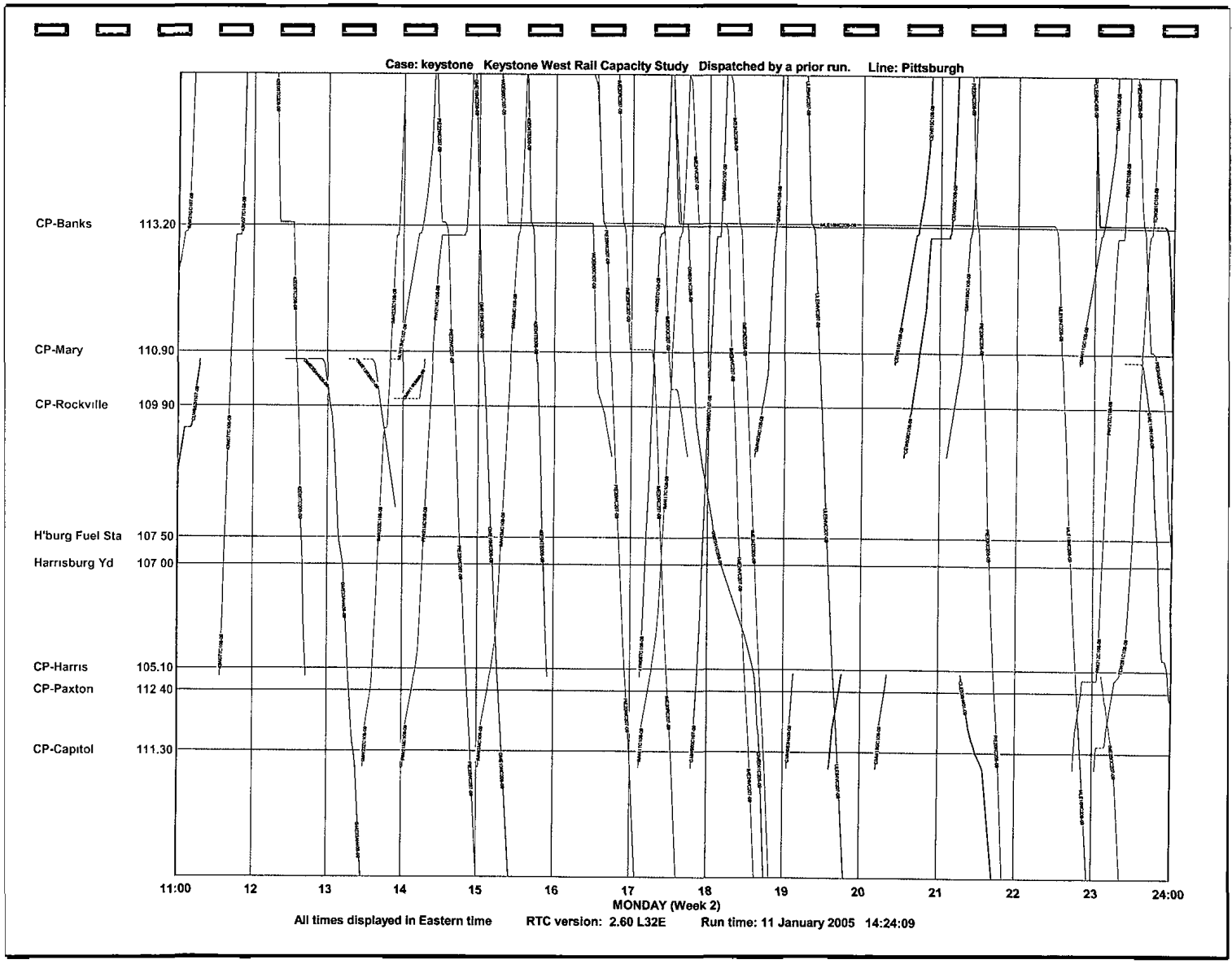

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Port Perry Branch
CP-16
Thompson Wye
E. Pittsburgh
CP-Wing
2.85
2.70
0.90
0.05
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:24:05

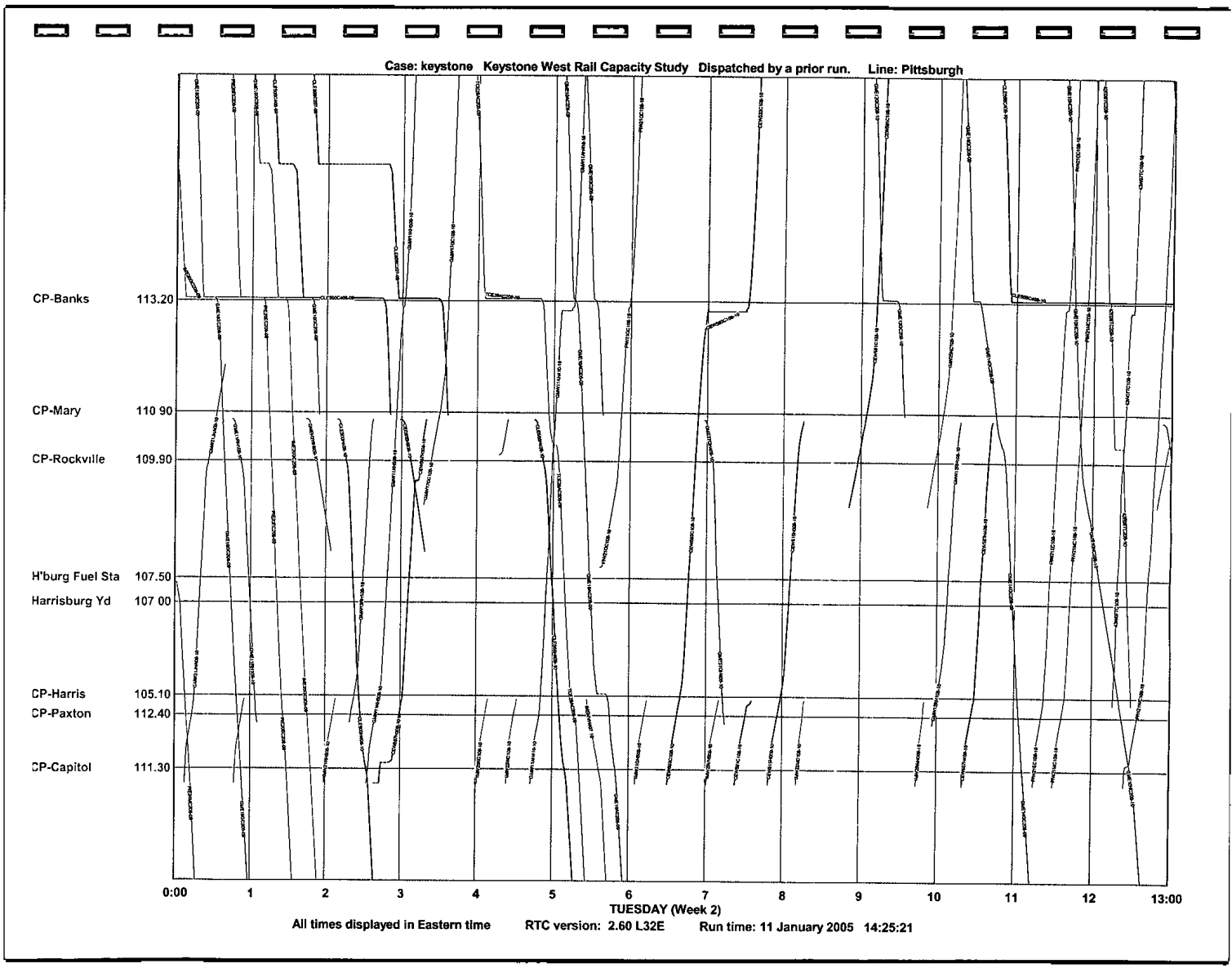


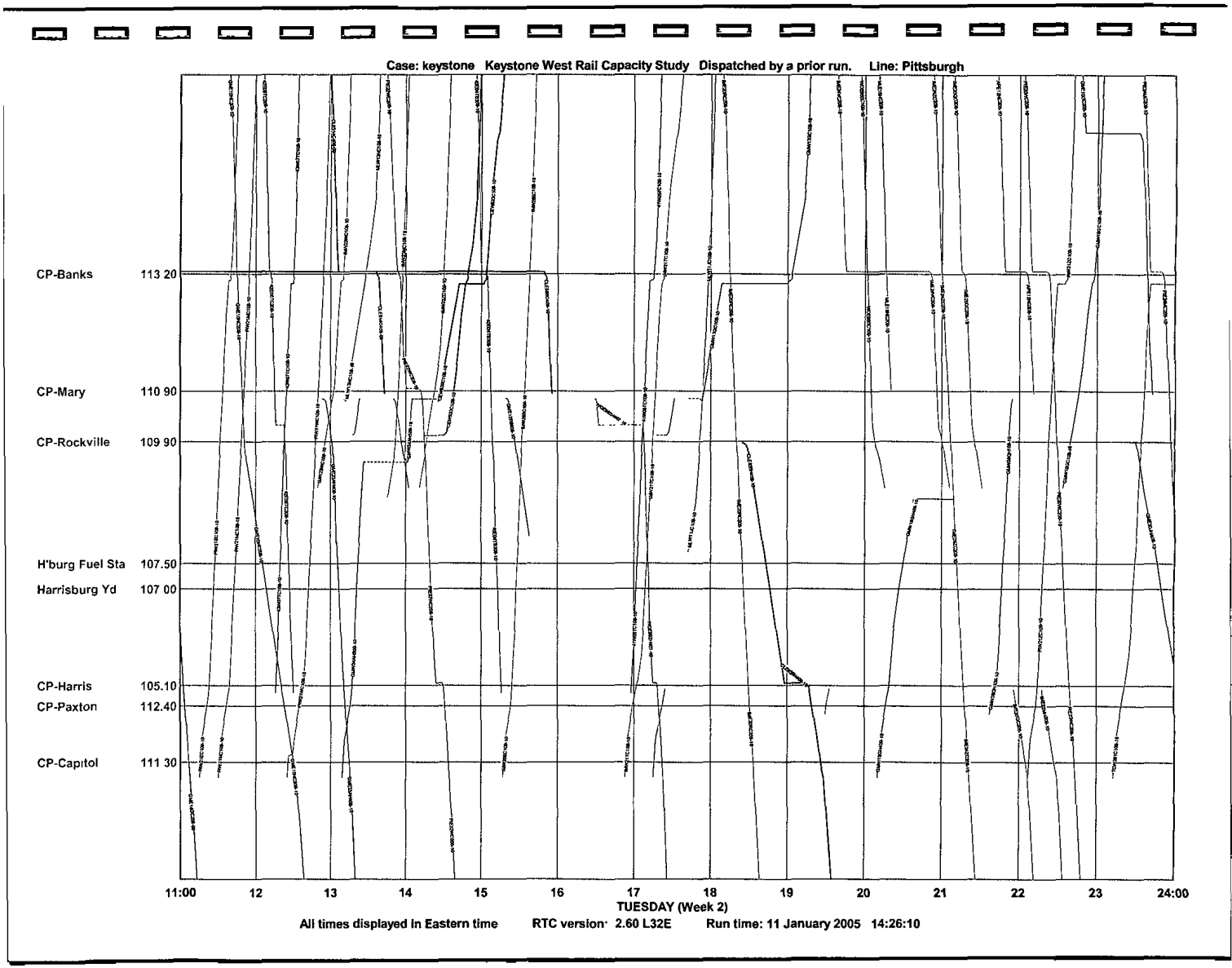

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110.90
CP-Rockville 109.90
H'burg Fuel Sta 107 50
Harrisburg Yd 107 00
CP-Harris 105 10
CP-Paxton 112 40
CP-Capitol 111.30
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:21:49

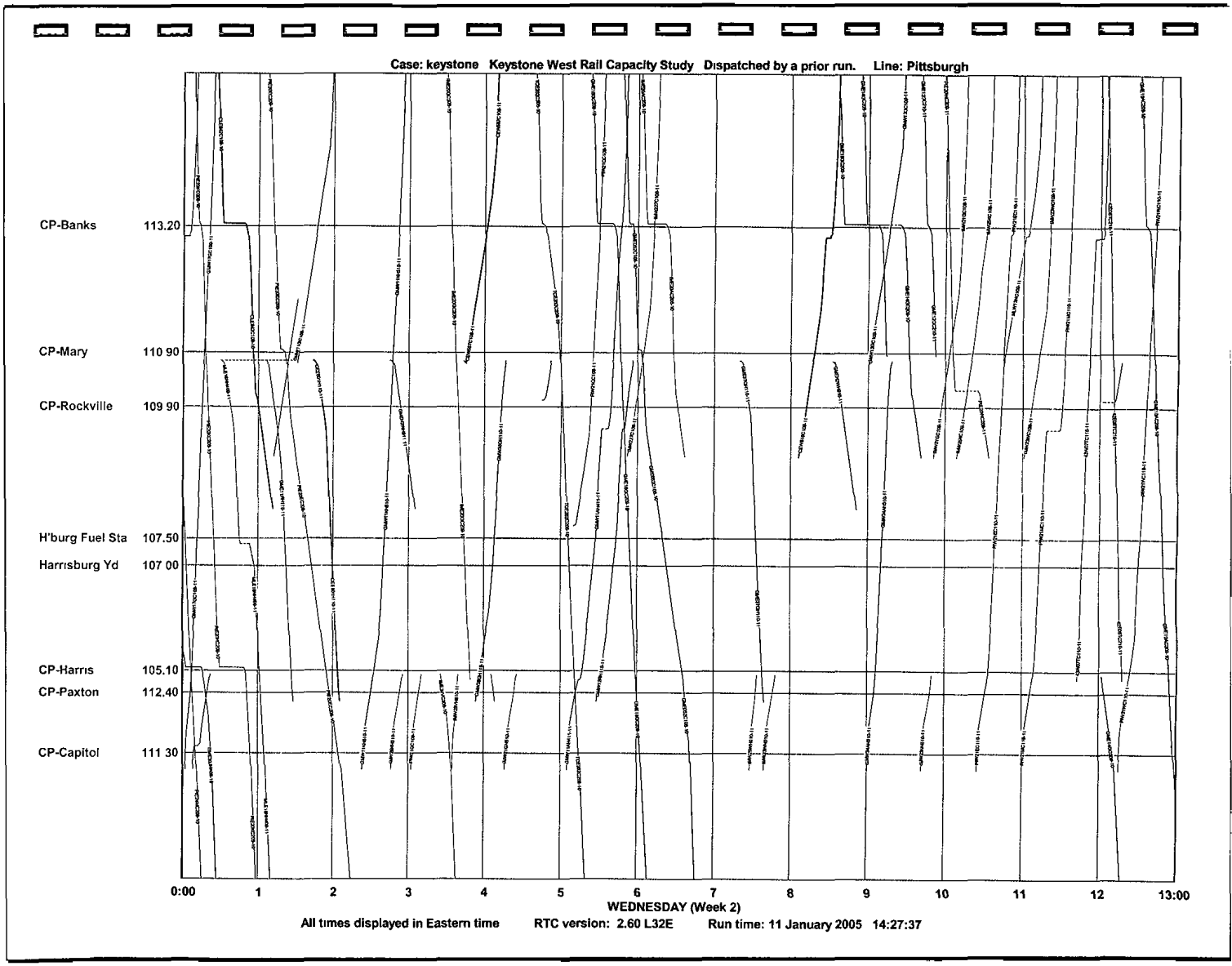

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110 90
CP-Rockville 109 90
H'burg Fuel Sta 107 50
Harrisburg Yd 107 00
CP-Harris 105 10
CP-Paxton 112 40
CP-Capitol 111.30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
SUNDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:22:35

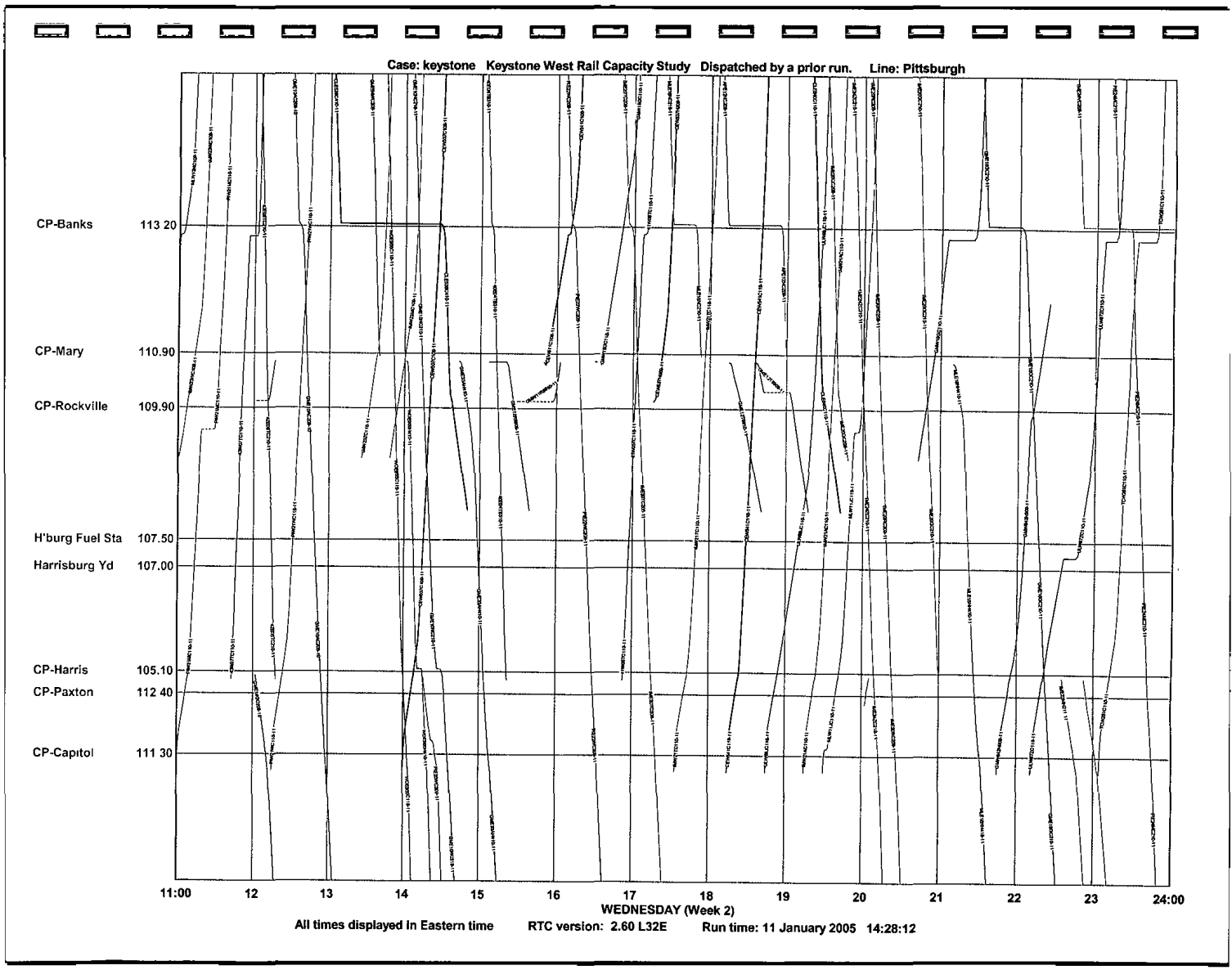

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks
113 20
CP-Mary
110.90
CP-Rockville
109.90
H'burg Fuel Sta
107.50
Harrisburg Yd
107.00
CP-Harris
105 10
CP-Paxton
112.40
CP-Capitol
111 30
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:23:38

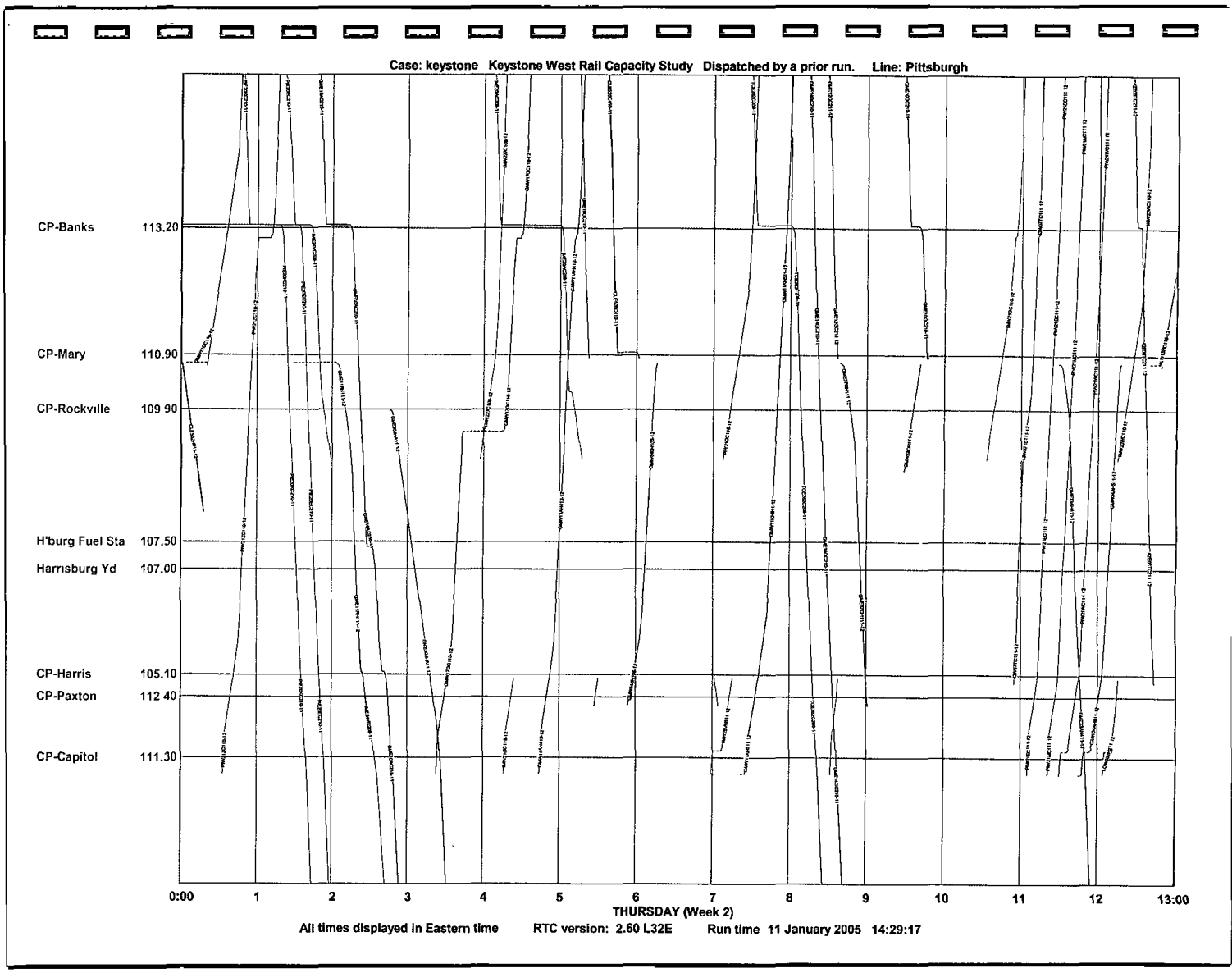

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks
113.20
CP-Mary
110.90
CP-Rockville
109 90
H'burg Fuel Sta
107 50
Harrisburg Yd
107 00
CP-Harris
105.10
CP-Paxton
112 40
CP-Capitol
111.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
MONDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:24:09

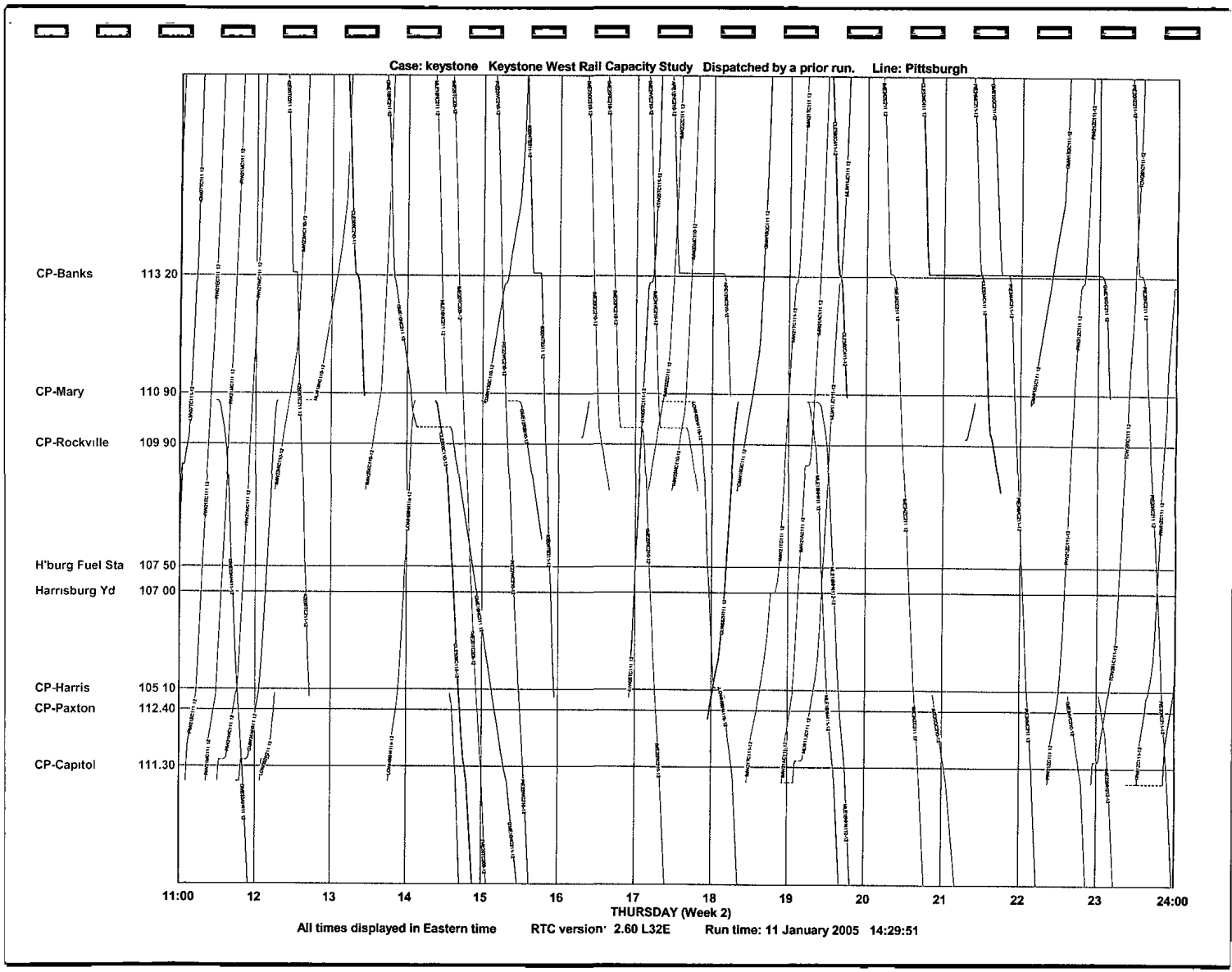

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110 90
CP-Rockville 109.90
H'burg Fuel Sta 107.50
Harrisburg Yd 107 00
CP-Harris 105.10
CP-Paxton 112.40
CP-Capitol 111.30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
TUESDAY (Week 2)
All times displayed in Eastern time RTC version: 2.60 L32E Run time: 11 January 2005 14:25:21

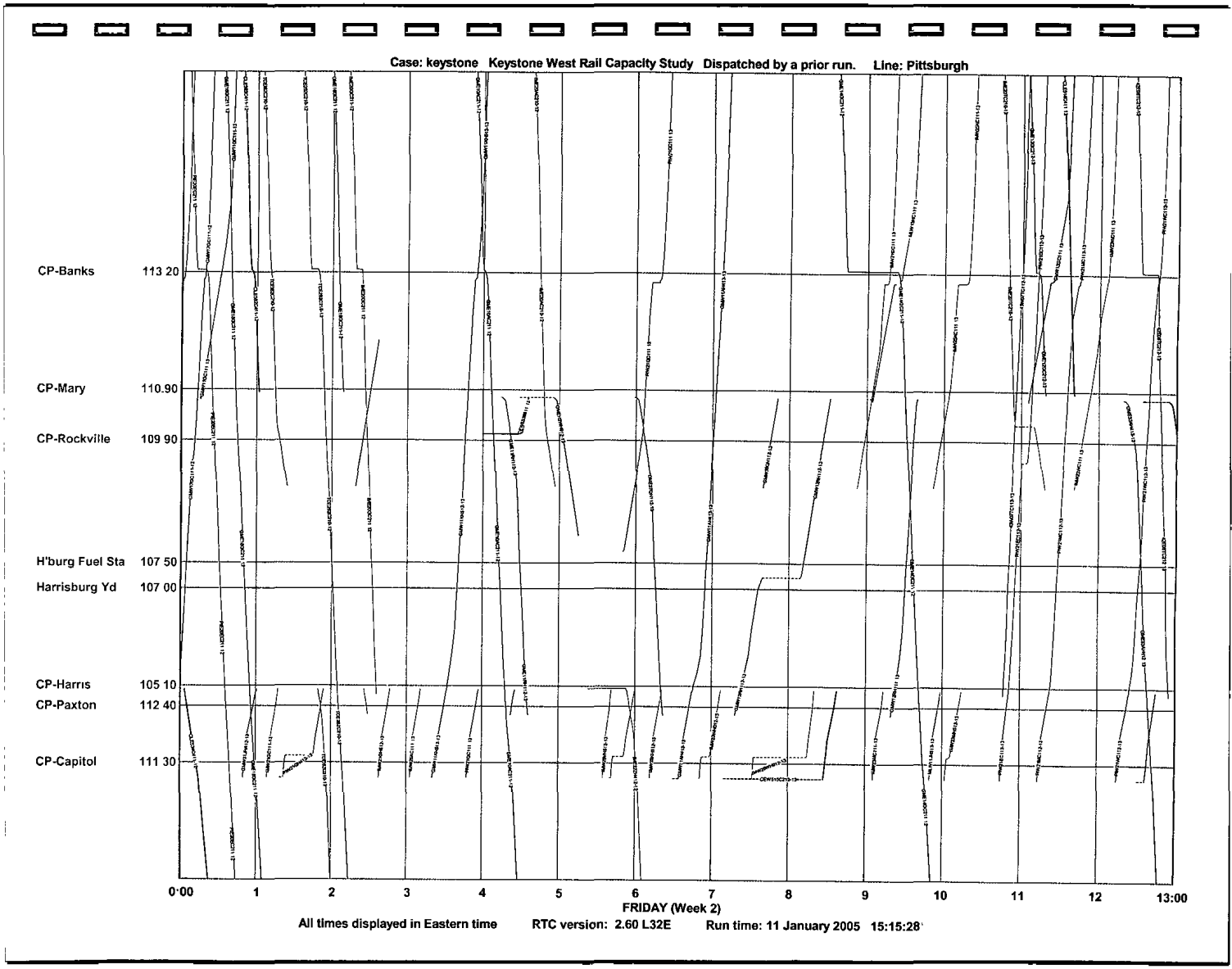

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110 90
CP-Rockville 109 90
H'burg Fuel Sta 107.50
Harrisburg Yd 107 00
CP-Harris 105.10
CP-Paxton 112.40
CP-Capitol 111 30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
TUESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:26:10

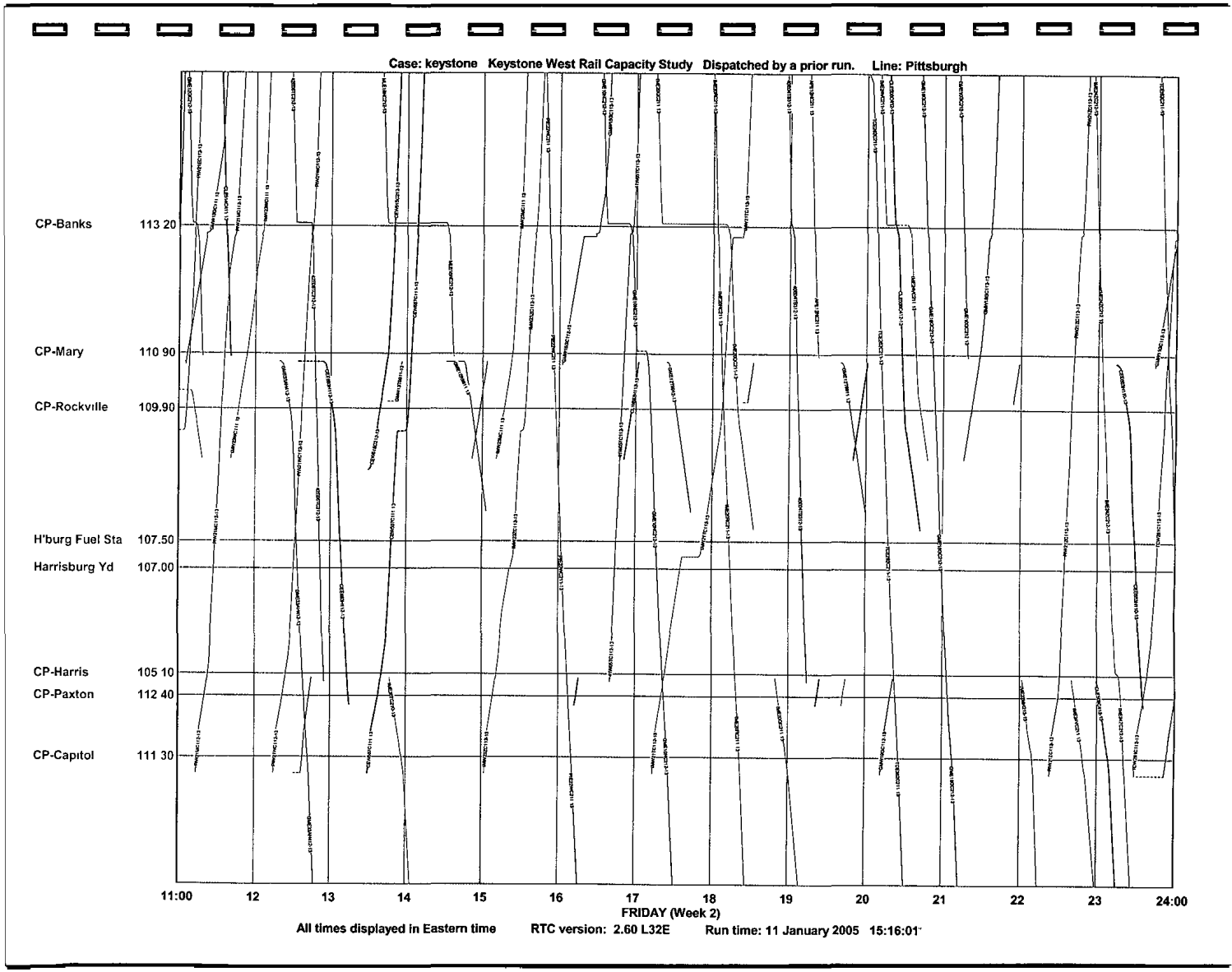

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110 90
CP-Rockville 109 90
H'burg Fuel Sta 107.50
Harrisburg Yd 107 00
CP-Harris 105.10
CP-Paxton 112.40
CP-Capitol 111 30
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:27:37

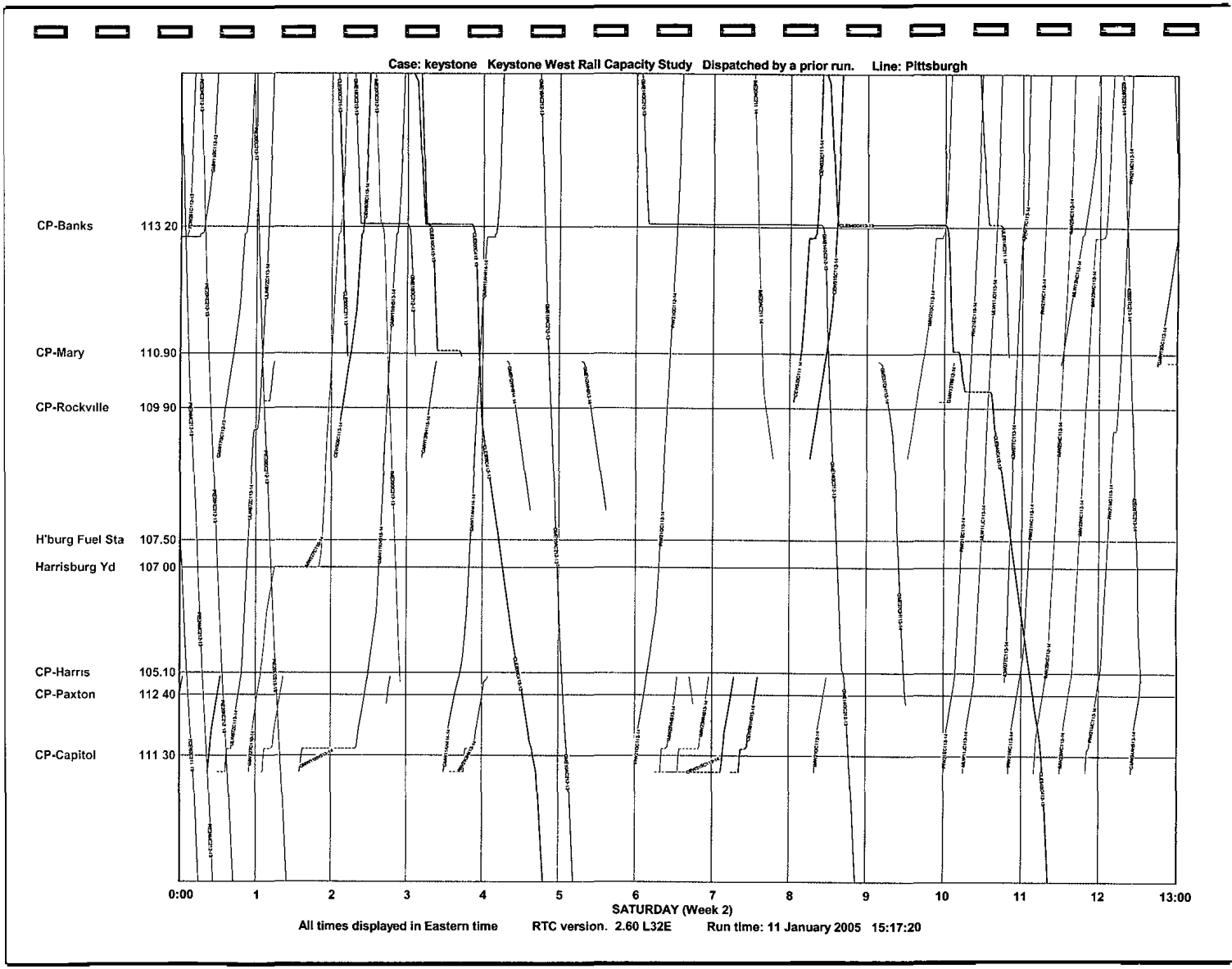

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110.90
CP-Rockville 109.90
H'burg Fuel Sta 107.50
Harrisburg Yd 107.00
CP-Harris 105.10
CP-Paxton 112 40
CP-Capitol 111 30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
WEDNESDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 14:28:12

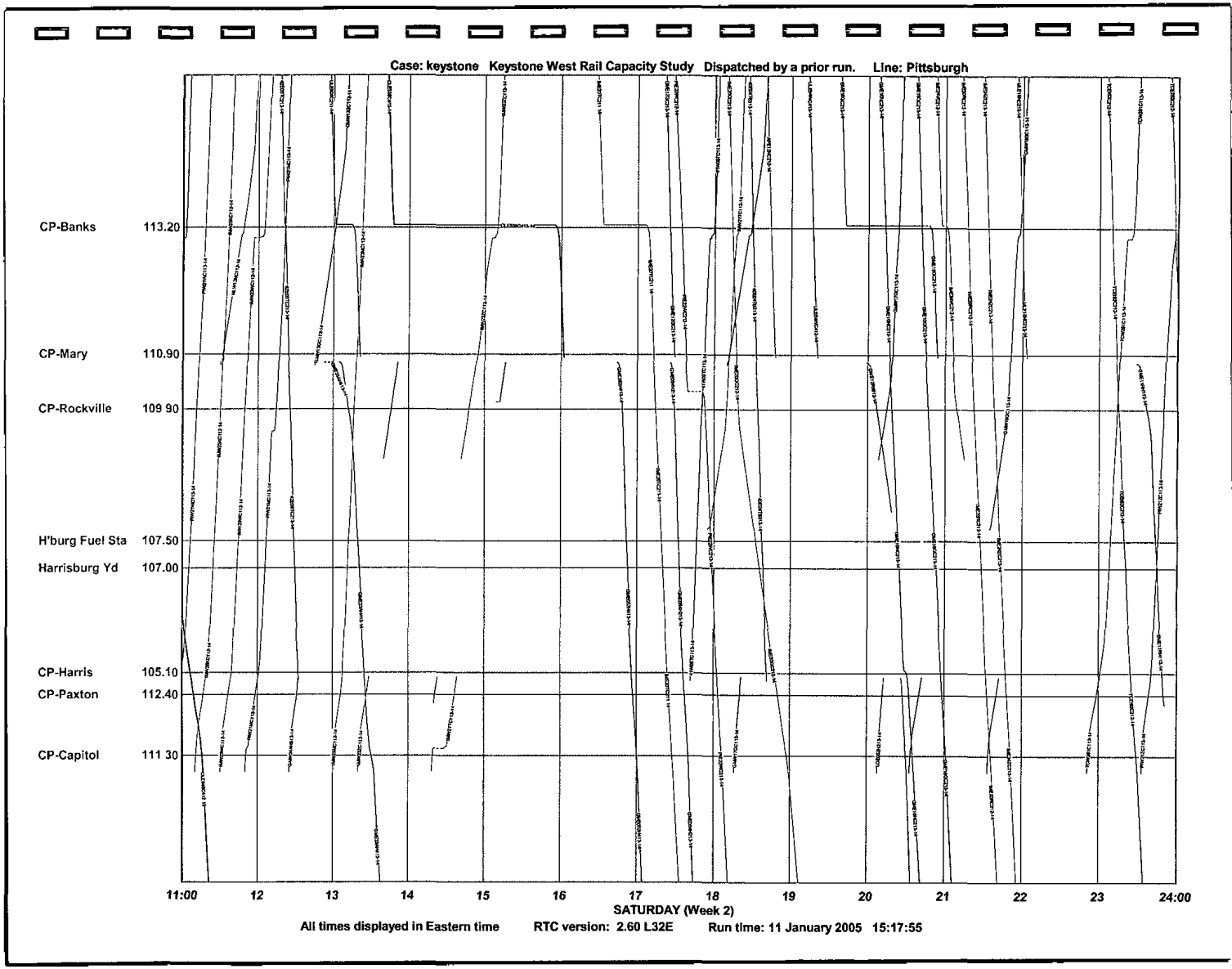

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110.90
CP-Rockville 109 90
H'burg Fuel Sta 107.50
Harrisburg Yd 107.00
CP-Harris 105.10
CP-Paxton 112 40
CP-Capitol 111.30
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time 11 January 2005 14:29:17

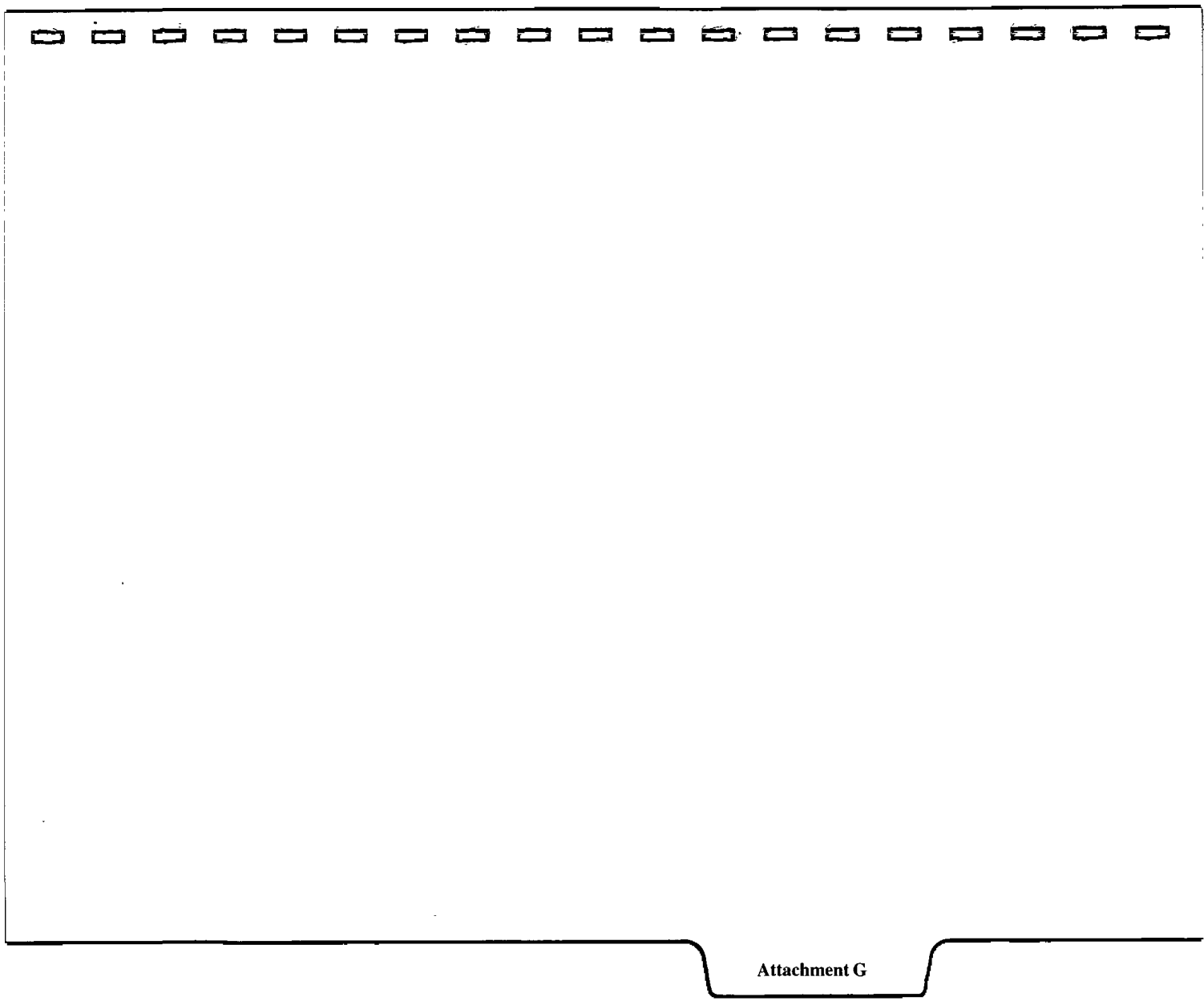

Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110 90
CP-Rockville 109 90
H'burg Fuel Sta 107 50
Harrisburg Yd 107 00
CP-Harris 105 10
CP-Paxton 112.40
CP-Capitol 111.30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
THURSDAY (Week 2)
All times displayed in Eastern time
RTC version 2.60 L32E
Run time: 11 January 2005 14:29:51


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110.90
CP-Rockville 109 90
H'burg Fuel Sta 107 50
Harrisburg Yd 107 00
CP-Harris 105 10
CP-Paxton 112 40
CP-Capitol 111 30
0:00
1
2
3
4
5
6
7
8
9
10
11
12
13:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:15:28


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110 90
CP-Rockville 109.90
H'burg Fuel Sta 107.50
Harrisburg Yd 107.00
CP-Harris 105 10
CP-Paxton 112 40
CP-Capitol 111 30
11:00
12
13
14
15
16
17
18
19
20
21
22
23
24:00
FRIDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:16:01


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113 20
CP-Mary 110.90
CP-Rockville 109 90
H'burg Fuel Sta 107.50
Harrisburg Yd 107 00
CP-Harris 105.10
CP-Paxton 112 40
CP-Capitol 111 30
0:00 1 2 3 4 5 6 7 8 9 10 11 12 13:00
SATURDAY (Week 2)
All times displayed in Eastern time RTC version. 2.60 L32E Run time: 11 January 2005 15:17:20


Case: keystone Keystone West Rail Capacity Study Dispatched by a prior run. Line: Pittsburgh
CP-Banks 113.20
CP-Mary 110.90
CP-Rockville 109 90
H'burg Fuel Sta 107.50
Harrisburg Yd 107.00
CP-Harris 105.10
CP-Paxton 112.40
CP-Capitol 111 30
11:00 12 13 14 15 16 17 18 19 20 21 22 23 24:00
SATURDAY (Week 2)
All times displayed in Eastern time
RTC version: 2.60 L32E
Run time: 11 January 2005 15:17:55


Attachment G

Case keystone2 Keystone West Rail Capacity Study Elapsed execution time. 1 09.34 (HH MM SS)

Simulation start time: Sa 00 00 Duration 9:00 00 (DD.HH.MM) Warm-up exclusion 1:00 00 (DD HH:MM) Cool-down period: 1:00 00 (DD:HH MM)

Net conflicts = 3,986 (768M + 3,218P) Gross conflicts = 8,704 (2,100M + 6,604P) Meet-pass difficulty = 54 (on a scale of 0 to 100) Dispatched trains = 934 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD:HH MM	Switch Delay DD HH MM	True* Delay DD:HH MM	Total Run time DD HH MM	Entry* Delay DD:HH.MM	Total Elapsed DD:HH MM	Train Miles	OTP*
Amtrak	70	41 174	0 38	2.16 11	16.30	0	1 02	14 21:22	0	14 21:22	14714.2	-----
Premium Intermodal	69	32.427	2 21	1 34	2 19.22	0	10 44	23:14 01	0:14	23 14.16	18354 7	-----
Intermodal	123	27 633	3 03	1:21 04	5 01:50	0	19 59	35 05 56	1:21	35:07:18	23375 8	-----
Triple Crown	18	34 547	1 36	0.01	9 10	0	1:47	5:22 25	0	5 22:25	4920 5	-----
Multi-level	24	26 565	3 97	5:05	1 08:41	0	5 56	8:00 53	0 31	8 01:24	5124.0	-----
Automotive parts	6	31 309	2 36	3:10	3.41	0	1.00	2:02 13	0	2 02:13	1572.7	-----
General Merchandise	199	21.565	3 93	4 04:15	10 17.35	0 22	1 11 11	53.11:17	5 57	53:17:14	27674.4	-----
Foreign Merchandise	10	5.767	3 86	0:50	11:54	0	0.30	1:02 29	0	1:02 29	152.7	-----
Coal	139	18 716	4 55	2 22:28	6 15:51	8:15	23:43	32:02 54	4 26	32:07 21	14428.5	-----
Unit	10	23.078	1 50	3:40	1 00 45	0	1 12	4 13 50	0:06	4:13 56	2534.8	-----
Local	85	11.716	5 30	1 14.45	4 23:06	13:06	9 39	14.11 59	1 46	14:13 46	4077.2	-----
Work Train	7	22.948	15.49	5 32	1 04	0 09	2.26	1 00 46	0	1.00.46	568.6	-----
All train types	760	24 903	3 28	14 02 39	34.09 35	21 55	4.17:13	196 14.11	14.24	197 04 35	117497 9	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD:HH MM	Switch Delay DD HH:MM	True* Delay DD:HH:MM	Total Run time DD HH.MM	Entry* Delay DD HH:MM	Total Elapsed DD.HH MM	Train Miles	Delay per 100 Train Miles	OTP*
Passenger	70	41 174	0 38	2 16 11	16:30	0	1:02	14 21 22	0	14:21 22	14714 2	0.42	-----
Trail Van	240	29 679	2 68	2 06 56	9:18:46	0	1 15.28	74 21:30	2.07	74 23:38	53347.6	4 44	-----
Freight	450	19 286	4 26	9 03 32	23 22:18	21 55	3 00 43	106:19 18	12:16	107 07:34	49436.1	8 83	-----
All groups	760	24 903	3 28	14.02 39	34 09 35	21 55	4 17 13	196:14 11	14 24	197 04 35	117497 9	5 78	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time; it is only the time spent at speed 0

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late.
All others are on time

Warm-up train count = 91 Cool-down train count = 83 Total number of candidate run-time trains excluded from statistics = 174

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
1 29W1Su-08	45 79	33 10	54 11	54 12	0 03%	15 01	27 71%	1 37	2 98%		0 01	0 03%		0	29 901		0 056	0 04	0 0	?	Amtr
2 29W2Mo-09	45 81	33 11	54 11	54 11	0 00%	15 01	27 71%	0 35	1 08%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
3 29W3Tu-10	41 39	30 74	54 11	58 22	7 72%	15 01	25 73%	1 37	2 77%		4 11	7 17%		0	29 901		13 991	11 14	0 0	?	Amtr
4 29W4We-11	45 83	33 12	54 11	54 10	-0 03%	15 01	27 72%	1 37	2 98%		0	0 00%		0	29 901		0 000	0 00	0 0	?	Amtr
5 29W5Th-12	45 79	33 10	54 11	54 12	0 03%	15 01	27 71%	1 37	2 98%		0 01	0 03%		0	29 901		0 056	0 04	0 0	?	Amtr
6 29W6Fr-13	45 79	33 10	54 11	54 12	0 03%	15 01	27 71%	1 37	2 98%		0 01	0 03%		0	29 901		0 056	0 04	0 0	?	Amtr
7 29W7Sa-14	45 79	33 10	54 11	54 12	0 03%	15 01	27 71%	1 37	2 98%		0 01	0 03%		0	29 901		0 056	0 04	0 0	?	Amtr
8 30E1Su-08	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
9 30E2Mo-09	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
10 30E3Tu-10	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
11 30E4We-11	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
12 30E5Th-12	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
13 30E6Fr-13	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
14 30E7Sa-14	36 52	25 23	1 08 18	1 08 01	-0 41%	21 01	30 90%	0 35	0 86%		0	0 00%		0	28 606		0 000	0 00	0 0	?	Amtr
15 40E1Su-08	48 92	42 62	6 20 22	6 20 30	0 04%	49 01	12 88%	40 28	10 64%		0 08	0 04%		0	270 268		0 049	0 05	0 0	?	Amtr
16 40E2Mo-09	48 92	42 62	6 20 22	6 20 30	0 04%	49 01	12 88%	38 34	10 14%		0 08	0 04%		0	270 268		0 049	0 05	0 0	?	Amtr
17 40E3Tu-10	48 94	42 63	6 20 22	6 20 21	0 00%	49 01	12 89%	39 17	10 33%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
18 40E4We-11	48 94	42 63	6 20 22	6 20 21	0 00%	49 01	12 89%	38 09	10 03%		0	0 00%		0	270 268		0 000	0 00	0 0	?	Amtr
19 40E5Th-12	48 46	42 27	6 20 22	6 23 37	0 85%	49 01	12 78%	37 30	9 78%		3 15	0 85%		0	270 268		1 203	1 11	0 0	?	Amtr
20 40E6Fr-13	48 69	42 44	6 20 22	6 22 04	0 45%	49 01	12 83%	36 05	9 44%		1 42	0 44%		0	270 268		0 629	0 58	0 0	?	Amtr
21 40E7Sa-14	48 76	42 50	6 20 22	6 21 34	0 32%	49 01	12 85%	28 26	7 45%		1 12	0 31%		0	270 268		0 444	0 40	0 0	?	Amtr
22 41W1Su-08	45 99	41 34	6 36 04	6 36 05	0 00%	40 01	10 10%	1 08	0 29%		0 01	0 00%		0	272 912		0 006	0 00	0 0	?	Amtr
23 41W2Mo-09	45 99	41 34	6 36 04	6 36 05	0 00%	40 01	10 10%	1 04	0 27%		0 01	0 00%		0	272 912		0 006	0 00	0 0	?	Amtr
24 41W3Tu-10	45 99	41 34	6 36 04	6 36 05	0 00%	40 01	10 10%	0 52	0 22%		0 01	0 00%		0	272 912		0 006	0 00	0 0	?	Amtr
25 41W4We-11	45 85	41 23	6 36 04	6 37 08	0 27%	40 01	10 08%	0	0 00%		1 04	0 27%		0	272 912		0 391	0 30	0 0	?	Amtr
26 41W5Th-12	45 99	41 34	6 36 04	6 36 05	0 00%	40 01	10 10%	0 52	0 22%		0 01	0 00%		0	272 912		0 006	0 00	0 0	?	Amtr
27 41W6Fr-13	45 99	41 34	6 36 04	6 36 05	0 00%	40 01	10 10%	0 52	0 22%		0 01	0 00%		0	272 912		0 006	0 00	0 0	?	Amtr
28 41W7Sa-14	45 80	41 19	6 36 04	6 37 31	0 37%	40 01	10 07%	0	0 00%		1 27	0 36%		0	272 912		0 531	0 41	0 0	?	Amtr
29 42E1Su-08	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 13	10 68%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
30 42E2Mo-09	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	40 51	10 58%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
31 42E3Tu-10	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 13	10 68%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
32 42E4We-11	51 99	39 74	6 26 03	6 26 02	0.00%	1 31 00	23 57%	40 26	10 47%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
33 42E5Th-12	51 99	39 63	6 27 03	6 27 02	0.00%	1 32 00	23 77%	40 13	10 39%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
34 42E6Fr-13	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 13	10.68%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
35 42E7Sa-14	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 13	10 68%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
36 43W1Su-08	51 95	44 27	5 30 21	5 31 20	0 30%	49 00	14 79%	2 36	0 78%		0 59	0 30%		0	244 459		0 402	0 35	0 0	?	Amtr
37 43W2Mo-09	51 95	44 26	5 30 21	5 31 22	0 31%	49 00	14 79%	7 47	2 35%		1 01	0 31%		0	244 459		0 416	0 37	0 0	?	Amtr
38 43W3Tu-10	51 95	44 26	5 30 21	5 31 22	0 31%	49 00	14 79%	7 08	2 15%		1 01	0 31%		0	244 459		0 416	0 37	0 0	?	Amtr
39 43W4We-11	49 66	42 60	5 30 21	5 44 20	4 23%	49 00	14 23%	7 08	2 07%		13 39	4 06%		0	244 459		5 720	5 10	0 0	?	Amtr
40 43W5Th-12	51 95	44 26	5 30 21	5 31 22	0 31%	49 00	14 79%	4 04	1 23%		1 01	0 31%		0	244 459		0 416	0 37	0 0	?	Amtr
41 43W6Fr-13	51 23	43 67	5 30 21	5 35 51	1 66%	49 00	14 59%	0	0 00%		5 30	1 64%		0	244 459		2 250	1 95	0 0	?	Amtr
42 43W7Sa-14	51 60	44 01	5 30 21	5 33 15	0 88%	49 00	14 70%	4 41	1 41%		2 54	0 87%		0	244 459		1 186	1 05	0 0	?	Amtr
43 44E1Su-08	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	40 35	10 51%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
44 44E2Mo-09	51 46	39 42	6 26 03	6 29 06	0 79%	1 31 00	23 39%	37 27	9 62%		3 03	0 78%		0	255 655		1 193	1 18	0 0	?	Amtr
45 44E3Tu-10	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	39 34	10 25%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
46 44E4We-11	51 64	39 53	6 26 03	6 28 04	0 52%	1 31 00	23 45%	37 13	9 59%		2 01	0 52%		0	255 655		0 789	0 78	0 0	?	Amtr
47 44E5Th-12	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 48	10 83%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr
48 44E6Fr-13	51 66	39 55	6 26 03	6 27 50	0 46%	1 31 00	23 46%	34 00	8 77%		1 47	0 46%		0	255 655		0 698	0 68	0 0	?	Amtr
49 44E7Sa-14	51 99	39 74	6 26 03	6 26 02	0 00%	1 31 00	23 57%	41 37	10 78%		0	0 00%		0	255 655		0 000	0 00	0 0	?	Amtr

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay % of Run Time	Delay DD HH MM SS	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
50 45W1Su-08	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	6 57	2 10%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
51 45W2Mo-09	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	7 04	2 14%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
52 45W3Tu-10	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	7 08	2 16%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
53 45W4We-11	51 68	44 07	5 30 21	5 32 49	0 75%	49 00	14 72%	5 37	1 69%	0	2 28	0 74%	0	244 459			1 009	0 89	0 0	?	Amtr
54 45W5Th-12	52 11	44 38	5 30 21	5 30 28	0 04%	49 00	14 83%	6 33	1 98%	0	0 07	0 04%	0	244 459			0 048	0 04	0 0	?	Amtr
55 45W6Fr-13	51 95	44 27	5 30 21	5 31 20	0 30%	49 00	14 79%	7 08	2 15%	0	0 59	0 30%	0	244 459			0 402	0 36	0 0	?	Amtr
56 45W7Sa-14	52 11	44 38	5 30 21	5 30 28	0 04%	49 00	14 83%	6 13	1 88%	0	0 07	0 04%	0	244 459			0 048	0 04	0 0	?	Amtr
57 46J1Su-08	51 73	39 08	6 31 03	6 32 32	0 38%	1 36 00	24 46%	3 34	0 91%	0	1 29	0 38%	0	255 655			0 580	0 51	0 0	?	Amtr
58 46J2Mo-09	51 86	39 15	6 31 03	6 31 46	0 18%	1 36 00	24 50%	3 33	0 91%	0	0 43	0 18%	0	255 655			0 280	0 25	0 0	?	Amtr
59 46E3Tu-10	50 40	38 31	6 31 03	6 40 21	2 38%	1 36 00	23 98%	2 23	0 60%	0	9 18	2 32%	0	255 655			3 638	3 18	0 0	?	Amtr
60 46E4We-11	51 99	39 23	6 31 03	6 31 02	0 00%	1 36 00	24 55%	5 27	1 39%	0	0	0 00%	0	255 655			0 000	0 00	0 0	?	Amtr
61 46E5Th-12	51 99	39 23	6 31 03	6 31 02	0 00%	1 36 00	24 55%	3 22	0 86%	0	0	0 00%	0	255 655			0 000	0 00	0 0	?	Amtr
62 46E6Fr-13	50 29	38 25	6 41 03	6 41 02	0 00%	1 36 00	23 94%	13 33	3 38%	0	0	0 00%	0	255 655			0 000	0 00	0 0	?	Amtr
63 46E7Sa-14	51 96	39 21	6 31 03	6 31 13	0 04%	1 36 00	24 54%	0	0 00%	0	0 10	0 04%	0	255 655			0 065	0 06	0 0	?	Amtr
64 47W1Su-08	52 10	44 38	5 30 21	5 30 31	0 05%	49 00	14 83%	6 47	2 05%	0	0 10	0 05%	0	244 459			0 068	0 05	0 0	?	Amtr
65 47W2Mo-09	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	7 06	2 15%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
66 47W3Tu-10	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	7 06	2 15%	0	0	0.00%	0	244 459			0 000	0 00	0 0	?	Amtr
67 47W4We-11	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	3 17	0 99%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
68 47W5Th-12	52 14	44 40	5 30 21	5 30 19	-0 01%	49 00	14 83%	5 50	1 77%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
69 47W6Fr-13	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	7 06	2 15%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
70 47W7Sa-14	52 15	44 41	5 30 21	5 30 17	-0 02%	49 00	14 84%	6 51	2 07%	0	0	0 00%	0	244 459			0 000	0 00	0 0	?	Amtr
71 APE12NC206-08	31 29	29 53	8 48 43	8 52 48	0 77%	30 05	5 65%	45 18	8 50%	0	4 05	0 77%	0	262 206			1 557	0 90	1230 4	?	Auto
72 APE12NC208-10	31 55	29 20	8 58 42	8 58 53	0 03%	40 01	7 43%	59 23	11 02%	0	0 11	0 03%	4 04	262 281	0 075		0 070	0 04	1527 1	?	Auto
73 APE12NC209-11	35 14	32 93	7 57 32	7 57 46	0 05%	30 02	6 29%	42 15	8 84%	0	0 14	0 05%	3-33	262 206			0 089	0 06	918 1	?	Auto
74 APE12NC210-12	31 66	29 86	8-46 57	8 46 57	0 00%	30 02	5 70%	37 44	7 16%	0	0	0 00%	0	262 206			0 000	0 00	1238 1	?	Auto
75 APE12NC211-13	34 99	32 79	7 57 12	7 59 45	0 53%	30 04	6 27%	36 42	7 65%	0	2 33	0 53%	0	262 206			0 973	0 62	986 3	?	Auto
76 APE12NC212-14	36 70	34 29	6 44 25	7 37 39	13 12%	30 00	6 56%	0	0 00%	0	53 04	11 60%	0	261 567			20 288	14 17	945 7	?	Auto
77 CEE523C210-12	30 64	21 42	1 38 58	1 39 42	0 74%	30 00	30 09%	0	0 00%	0	0 44	0 74%	0	35 593	0 025		2 060	1 06	196.5	?	Coal
78 CEE547C209-10	27 03	19 59	1 48 37	1 48 57	0 00%	30 00	27 54%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	174 5	?	Coal
79 CEE561C209-11	19 61	15 37	2 18 57	2 18 49	-0 10%	30 01	21 62%	32 01	23 06%	0	0	0 00%	0	35 568			0 000	0 00	227 5	?	Coal
80 CEE571C210-11	29 73	20 97	1 41 47	1 41 47	0 00%	30 00	29 47%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	260 7	?	Coal
81 CEE571C211-12	28 80	20 50	1 44 06	1 44 06	0 00%	30 00	28 82%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	231 2	?	Coal
82 CEE575C209-10	25 11	18 56	1 55 17	1 55 00	-0 25%	30 01	26 10%	14-57	13 00%	0	0	0 00%	0	35 568			0 000	0 00	168 8	?	Coal
83 CEE581C208-09	27 26	19 71	1 48 28	1 48 18	-0 15%	30 01	27 72%	2 59	2 75%	0	0	0 00%	0	35 568			0 000	0 00	221 3	?	Coal
84 CEE581C209-10	22 59	17 15	2 04 34	2 04 28	-0 08%	30 01	24 12%	18 49	15 12%	0	0	0 00%	0	35 568			0 000	0 00	270 9	?	Coal
85 CEE581C213-14	15 89	12 99	2 44 21	2 44 15	-0 03%	30 01	18 27%	59 30	36 21%	0	0	0 00%	0	35 568			0 000	0 00	257 0	?	Coal
86 CEE583C210-11	29 28	20 74	1 38 53	1 42 53	4 05%	30 00	29 16%	0	0 00%	0	4 00	3 89%	4 00	35 568			11 246	5 81	237 4	?	Coal
87 CEE585C207-08	23 07	17 42	2 02 38	2 02 32	-0 08%	30 01	24 50%	16 53	13 78%	0	0	0 00%	0	35 568			0 000	0 00	230 6	?	Coal
88 CEE587C512-13	24 72	18 35	1 41 31	1 56 27	14 71%	30 00	25 76%	0	0 00%	0	14 56	12 82%	14 38	35 618	0 050		41 926	20 88	251 3	?	Coal
89 CEE597C506-08	25 11	18 56	1 46 49	1 55 00	7 66%	30 01	26 10%	0	0 00%	0	8 11	7 12%	10-38	35 568			23 008	10 66	230 3	?	Coal
90 CEE597C510-11	28 15	19 14	1 33 45	1 33 45	0 00%	30 00	32 00%	0	0 00%	0	0	0 00%	0	29 906			0 000	0 00	208 9	?	Coal
91 CEE597C513-14	28 39	19 25	1 33 12	1 33 12	0 00%	30 00	32 19%	0	0 00%	0	0	0 00%	0	29 906			0 000	0 00	193 0	?	Coal
92 CEE635H909-10	8 44	8 03	20 22	20 22	0 00%	1 00	4 91%	0	0 00%	0	0	0 00%	0	2 725			0 000	0 00	12 2	?	Coal
93 CEE683H110-13	13 89	13 52	37 37	37 37	0 00%	1 00	2 66%	0	0 00%	0	0	0 00%	0	8 476			0 000	0 00	43 5	?	Coal
94 CEE683H112-13	8 79	8 64	37 55	58 52	55 25%	1 00	1 70%	0	0 00%	0	20 57	35 59%	20 57	8 476			247 168	56 75	46 2	?	Coal
95 CEE685H406-08	6 92	5 07	1 11 38	1 52 08	56 54%	30 01	26 77%	0	0 00%	0	40 30	36 12%	50 34	9 466			427 847	97 32	65 3	?	Coal
96 CEE693C209-10	25 72	18 89	1 42 08	1 52 59	10 62%	30 00	26 55%	0	0 00%	0	10 51	9 60%	10 51	35 568			30 505	15 04	140 4	?	Coal
97 CEE801H110-11	13 88	13 51	37 39	37 39	0 00%	1 00	2 66%	0	0 00%	0	0	0 00%	0	8 476			0 000	0 00	49 8	?	Coal
98 CFW501C108-09	19 24	16 48	14 25 37	14 36 47	1 29%	2 06 04	14 38%	4 25 03	30 23%	0	11 10	1 27%	0 49	240 771	0 222		4 638	2 35	2136 7	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH.MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
99 CSW507C109-11	35.10	35.10	6 51 35	6 51 20	-0.08%	0 01	0.00%	0	0.00%	0	0	0.00%	0	240 623			0.000	0.00	2165.2	?	Coal
100 CSW507C111-13	29.06	29.06	7 14 41	8 17 07	14.36%	0 01	0.00%	0	0.00%	0	1 02.26	12.56%	0	240 771		0.148	25.931	14.36	2366.4	?	Coal
101 CSW507H409-10	16.18	16.18	35.06	35.06	0.00%	0	0.00%	0	0.00%	0	0	0.00%	0	9 466			0.000	0.00	45.2	?	Coal
102 CSW509C108-09	25.23	25.23	9 30 23	9 30 24	0.00%	0 06	0.02%	1 50 54	19.44%	0	0 01	0.00%	0	239 827			0.007	0.00	2018.0	?	Coal
103 CSW509C113-14	20.86	20.86	10 57 20	11 32 00	5.27%	0 04	0.01%	2 52 21	24.91%	0	34.40	5.91%	0	240 573			14.410	7.15	1848.1	?	Coal
104 CSW511C108-11	32.22	32.39	3 48 05	3 51 08	1.34%	30 02	12.99%	0	0.00%	0	3.03	1.32%	0	124 765	0.025		2.445	1.54	763.7	?	Coal
105 CSW511C210-11	27.25	24.20	4 28 11	4 28 17	0.04%	30 01	11.19%	45.15	16.87%	0	0.06	0.04%	10 12	108 214			0.092	0.05	530.1	?	Coal
106 CSW515C105-08	29.02	29.02	7 31 06	8 02 12	6.89%	0 01	0.00%	0	0.00%	0	31.06	6.43%	28 14	233 207	-0.050		13.336	6.89	1775.3	?	Coal
107 CSW515C109-11	29.68	27.91	7-49 37	8 23 51	7.29%	30 02	5.96%	3 41	0.73%	0	34.14	6.79%	0	234 358	0.025		14.607	7.85	1820.7	?	Coal
108 CSW515C112-14	23.83	23.83	5 10 46	5 28 38	5.75%	0 03	0.02%	0	0.00%	0	17.52	5.44%	40 48	130 521			13.689	5.75	1068.2	?	Coal
109 CSW515C212-13	17.73	17.73	13 06 56	13 32 11	3.21%	0 03	0.01%	4 50 32	35.77%	0	25.15	3.11%	53 48	239 934			10.524	5.09	1926.6	?	Coal
110 CSW515H009-10	14.54	14.54	39.04	39.04	0.00%	0	0.00%	0	0.00%	0	0	0.00%	0	9 466			0.000	0.00	47.9	?	Coal
111 CSW515C211-13	25.41	22.16	3 54.35	3 54.35	0.00%	30 00	12.79%	0	0.00%	30 18W	0	0.00%	0	86 641			0.000	0.00	509.7	?	Coal
112 CSW519C406-08	24.94	21.80	3 58 17	3 58 25	0.06%	30 01	12.59%	0	0.00%	30 53W	0.08	0.06%	0	86 641			0.154	0.06	479.4	?	Coal
113 CSW5339911-13	9.12	3.41	47.56	47.56	0.00%	30 00	62.59%	0	0.00%	0	0	0.00%	0	2 725			0.000	0.00	9.8	?	Coal
114 CSW533C109-10	23.02	23.02	10 07 37	10 08 01	0.07%	0 05	0.01%	2 13 22	21.93%	0	0.24	0.07%	15 27	233 259			0.171	0.08	1725.3	?	Coal
115 CSW533C111-14	17.25	17.25	13 18 58	13 33 23	1.80%	0 02	0.01%	6 27 09	47.60%	0	14.25	1.77%	0	233 882	-0.148		6.164	3.50	1351.3	?	Coal
116 CSW537C207-09	26.62	26.61	4 05 34	4 05 33	-0.01%	0 02	0.01%	32.37	13.28%	0	0	0.00%	7 26	108 910			0.000	0.00	760.8	?	Coal
117 CSW537C212-14	10.65	5.69	21 08 09	21 27 34	1.53%	10 00 01	46.60%	6 48.55	31.76%	0	19.25	1.51%	0	122 075			15.906	7.49	1172.4	?	Coal
118 CSW537H907-08	16.33	9.91	1 16 16	1 16 16	0.00%	30.00	39.34%	0	0.00%	0	0	0.00%	0	12 595			0.000	0.00	136.8	?	Coal
119 CSW537H909-11	32.52	10.08	22 35 46	23 11 34	2.64%	16 00 01	68.99%	0	0.00%	0	35.48	2.57%	5 08	233 882			15.307	9.05	2009.4	?	Coal
120 CSW537H913-14	29.37	29.37	3 43 44	4 07 43	10.72%	0	0.00%	0	0.00%	0	23.59	9.68%	0	121 238			19.782	10.72	900.1	?	Coal
121 CSW539C108-10	30.11	30.10	7 26 56	7 45 10	4.08%	0 04	0.01%	8.25	1.91%	0	18.14	3.92%	19 27	233 380	0.123		7.813	4.16	1488.4	?	Coal
122 CSW541C110-11	35.65	31.36	3 44 39	4 09 41	11.14%	30 00	12.02%	0	0.00%	0	25.02	10.03%	0	130 521			19.180	12.86	1016.9	?	Coal
123 CSW541C210-12	29.00	25.57	3 49 46	4 13 46	10.45%	30 01	11.83%	0	0.00%	0	24.00	9.46%	0	108 164			22.189	12.02	676.8	?	Coal
124 CSW563C209-10	23.66	23.47	2 04 53	2 05 14	0.28%	1 01	0.81%	26 14	20.95%	0	0.21	0.28%	0	48 991			0.714	0.36	329.9	?	Coal
125 CSW563C211-13	28.00	18.02	1 24 09	1 24 09	0.00%	30 00	35.65%	0	0.00%	0	0	0.00%	0	25 267			0.000	0.00	131.3	?	Coal
126 CSW563C212-13	28.03	27.77	54.35	54.35	0.00%	0 30	0.92%	0	0.00%	0	0	0.00%	0	25 267			0.000	0.00	124.7	?	Coal
127 CSW563C406-08	15.28	11.56	2 03 08	2 03 08	0.00%	30 00	24.36%	0	0.00%	24.32W	0	0.00%	0	23 724			0.000	0.00	138.5	?	Coal
128 CSW563C407-10	14.20	10.93	2 03 08	2 10 16	5.79%	30 00	23.03%	0	0.00%	23.56W	7.08	5.48%	0	23 724			30.068	7.66	135.6	?	Coal
129 CSW563C410-11	15.22	11.52	2 03 32	2 03 32	0.00%	30 00	24.26%	0	0.00%	24.14W	0	0.00%	0	23 724			0.000	0.00	134.0	?	Coal
130 CSW563C411-14	14.97	11.38	2 05 07	2 05 07	0.00%	30 00	23.98%	0	0.00%	23.47W	0	0.00%	0	23 724			0.000	0.00	129.8	?	Coal
131 CSW563C412-14	14.90	11.34	2 05 32	2 05 32	0.00%	30 00	23.90%	0	0.00%	23.46W	0	0.00%	0	23 724			0.000	0.00	129.7	?	Coal
132 CSW563C413-14	13.25	10.36	2 08 20	2 17 18	7.00%	30 00	21.85%	0	0.00%	26.00W	8.58	6.54%	8 59	23 699			37.906	9.14	132.7	?	Coal
133 CSW565C207-08	31.74	26.43	2 59 31	2 59 35	0.04%	30 02	16.72%	7.28	4.16%	0	0.04	0.04%	0	79 101			0.084	0.05	405.1	?	Coal
134 CSW565C209-11	27.59	9.45	8 22 05	8 22 04	0.00%	5 30 02	65.73%	15.51	3.16%	0	0	0.00%	7 49	79 101			0.000	0.00	489.1	?	Coal
135 CSW565C211-13	29.59	29.40	2 39 43	2 41 26	1.07%	1 01	0.63%	12.10	7.54%	0	1.43	1.06%	0	79 101			2.170	1.17	436.6	?	Coal
136 CSW567C108-11	32.21	30.35	8 20 03	8 40 33	4.10%	30 03	5.77%	23.12	4.46%	0	20.30	3.94%	0	263 318	-0.100		7.785	4.59	1502.0	?	Coal
137 CSW567H309-10	10.61	10.61	34.43	53.32	54.20%	0	0.00%	0	0.00%	0	18.49	35.15%	4 16	9 466			198.782	54.20	39.3	?	Coal
138 CSW591C108-10	27.59	27.58	8-20 38	8 41 53	4.24%	0 03	0.01%	46.03	9.21%	0	21.15	4.07%	0	239 934			8.857	4.70	1814.4	?	Coal
139 CSW591H013-14	7.29	4.41	1 04 41	1 15 52	17.25%	30 00	39.54%	0	0.00%	0	11.11	14.74%	6 01	5 576	-0.025		200.562	32.24	38.3	?	Coal
140 CSW593C108-10	29.75	29.75	7 20 43	8 03 56	9.81%	0 01	0.00%	30.10	6.23%	0	43.13	8.93%	0	239 934			18.012	10.53	1837.5	?	Coal
141 CSW615C108-09	31.87	30.04	8 41 56	8 42 19	0.07%	30-04	5.76%	1 01 30	11.77%	0	0.23	0.07%	0	261 490			0.147	0.09	1900.3	?	Coal
142 CSW643C211-13	12.95	10.71	2 22 10	2 53 57	22.36%	30 00	17.25%	0	0.00%	0	31.47	18.27%	36 29	31 063			102.319	28.34	331.7	?	Coal
143 CSW643H911-12	12.64	8.10	1 15 56	1 26 19	13.67%	31 01	33.93%	0	0.00%	0	10.23	12.03%	0	11 649			89.135	23.12	117.9	?	Coal
144 CSWY63C408-10	15.30	11.56	2 02 48	2 02 48	0.00%	30 00	24.43%	0	0.00%	23.46W	0	0.00%	0	23 663			0.000	0.00	131.8	?	Coal
145 CLE500C211-13	23.66	23.29	11 57 17	11 57 26	0.02%	11 02	1.54%	3 17 53	27.58%	0	0.09	0.02%	0	278 529	0.050		0.054	0.03	4166.7	?	Coal
146 CLE500C408-09	15.31	15.31	18 02 20	18 02 20	0.00%	0 04	0.01%	8 29 42	47.09%	20.39W	0	0.00%	0	276 088			0.000	0.00	3536.9	?	Coal
147 CLE500H405-08	12.30	7.45	1 16 12	1 16 12	0.00%	30 01	39.39%	2.00	2.62%	0	0	0.00%	9 36	9 466			0.000	0.00	197.1	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

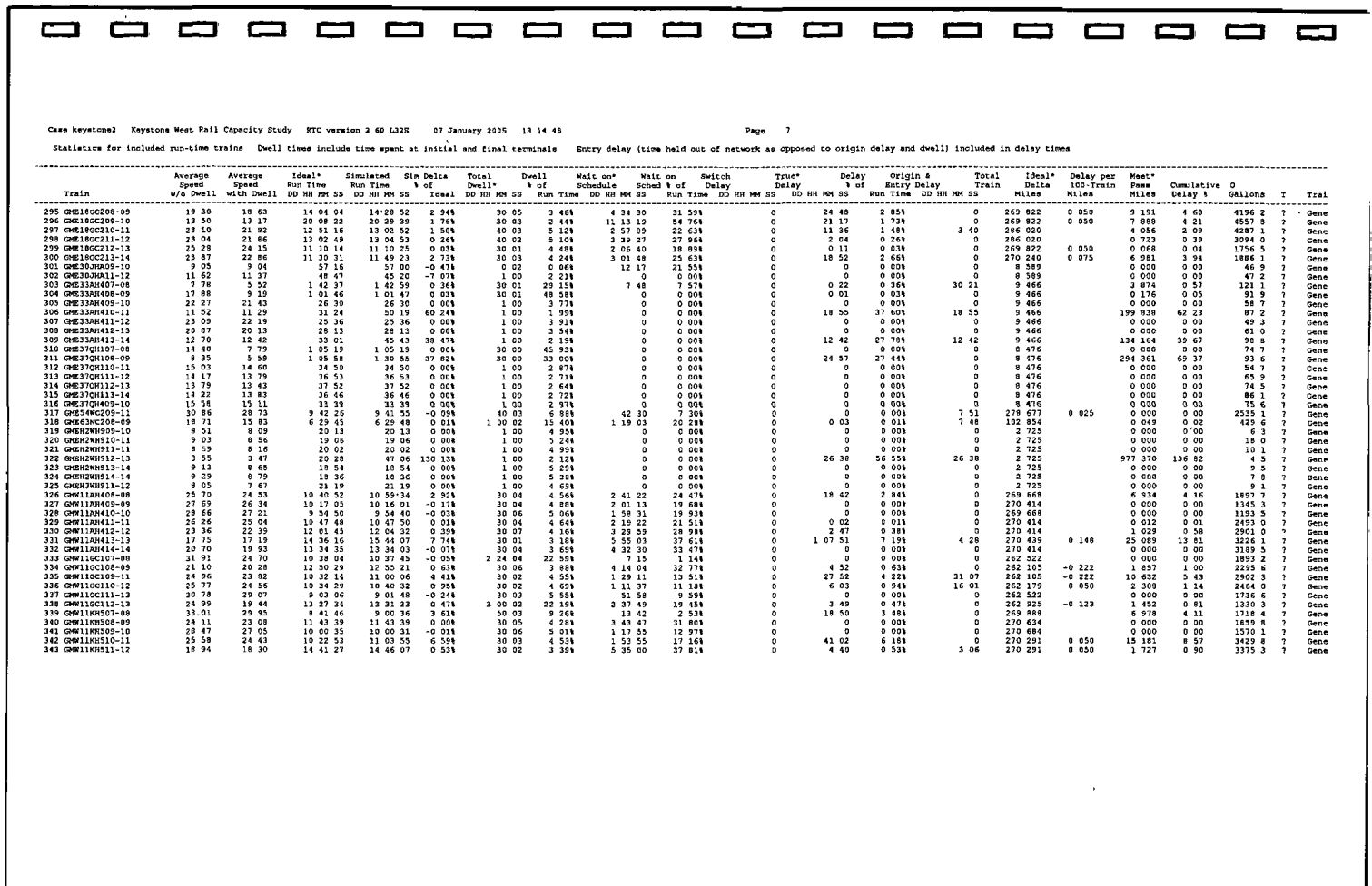
Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Delay Run Time	Ideal* Train Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	D Gallons	T	Trai
148 CLE500H408-10	19 60	18 94	29 59	29 59	0 00%	1 00	3 34%	0	0 00%	0	0	0.00%	0	9 466		0 000	0 00	143 2	?	Coal
149 CLE506C110-12	18 67	18 66	30 26	30 26	0 00%	0 01	0 05%	0	0 00%	0	0	0 00%	0	9 466		0 000	0 00	148 8	?	Coal
150 CLE506C210-11	17 20	17 20	16 02 20	16 02 47	0 05%	0 04	0 01%	6 42 17	41 78%	0	0 27	0 05%	0	275 965	0 050	0 163	0 08	3926 1	?	Coal
151 CLE506C407-08	17 14	17 14	16 35 46	16 35 35	-0 02%	0 05	0 01%	5 52 55	35 45%	0	0	0 00%	0	284 400	0 173	0 000	0.00	3889 8	?	Coal
152 CLE506C412-13	17 62	17 62	15 52 51	16 06 06	1 39%	0 06	0 01%	6 21 53	39 53%	0	13 15	1 37%	0	283 679		4 671	2 32	3506 6	?	Coal
153 CLE508C412-13	16 63	16 62	16 49 52	17 03 04	1 31%	0 05	0 01%	7 09 16	41 96%	0	13 12	1 29%	15 29	283 457	-0 222	4 657	2 27	6437 5	?	Coal
154 CLE508H401-09	8 32	4 03	58 28	58 07	-0 60%	30 00	51 62%	0	0 00%	0	0	0 00%	0	3 900	0 050	0 000	0 00	163 2	?	Coal
155 CLE510C412-13	24 83	24 46	10 47 56	11 16 48	4 46%	10 02	1 48%	1 39 06	14 64%	0	28 52	4 27%	0	275 915	-0 198	10 462	5 36	4024 6	?	Coal
156 CLE514C408-09	16.96	16 96	16 16 12	16 16 23	0 02%	0 05	0 01%	5 29 03	33 70%	0	0 11	0 02%	1 10 04	275 965	0 050	0 066	0 03	6060 0	?	Coal
157 CLE514C409-11	21 18	18 60	8 13 36	8 14 02	0 03%	1 00 01	12 15%	2 05 14	25 35%	0	0 26	0 09%	0	153 186	0 025	0 283	0 14	4228 0	?	Coal
158 CLE514C411-13	24 49	24 49	11 16 15	11 15 56	-0.05%	0 02	0 00%	1 46 16	15 72%	0	0	0 00%	0	275 915		0 000	0 00	4483 0	?	Coal
159 CLE518C409-10	15 67	14 35	4 11 29	5 58 17	42 47%	30 00	8 37%	0	0 00%	30 52W	1 46 48	29 81%	17 09	85 717		124 596	48 22	1172 5	?	Coal
160 CLE518C413-14	18 42	16 64	4 11 55	5 09 08	22 71%	30 00	9 70%	0	0 00%	30 52W	57 13	18 51%	0	85 717		66 751	25 78	1169 1	?	Coal
161 CLE524C409-10	25 68	14 78	2 21 20	2 21 20	0 00%	1 00 00	42 45%	0	0 00%	0	0	0 00%	0	34 805		0 000	0 00	460 0	?	Coal
162 CLE526C410-11	21 01	17 10	15 23 43	16 08 04	4 80%	3 00 01	18 60%	2 01 02	12 50%	23 48W	44 21	4 58%	0	275 915		16 074	7 12	3719 3	?	Coal
163 CLE532C407-08	17 85	16.86	9 05 41	9 04 54	-0 14%	30 02	3 51%	2 44 39	30 22%	0	0	0 00%	0	153 158		0 000	0 00	2790 0	?	Coal
164 CLE532H911-12	9 66	9 66	16 56	16 56	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	21 7	?	Coal
165 CLE534C411-12	15 43	15 43	17 50 00	18 22 11	3 01%	0 05	0 01%	4 54 38	26 73%	0	32 11	2 92%	13 54	283 481		11 353	4 15	6264 5	?	Coal
166 CLE536C409-10	17 39	15 61	9 41 55	9 48 43	1 17%	1 00 02	10 20%	1 36 38	16 41%	0	6 48	1 16%	0	153 186	0 025	4 439	1 60	3085 1	?	Coal
167 CLE536C410-11	22 13	21 84	12 40 23	12 40 21	0 00%	10 04	1 32%	3 33 41	27 84%	0	0	0 00%	0	276 790	0 050	0 000	0 00	4480 5	?	Coal
168 CLE536C411-13	16 18	15 92	10 21 45	10 24 00	0 36%	10 02	1 61%	2 09 12	20 71%	0	2 15	0 36%	18 17	165 577	0 050	1 359	0 47	3168 7	?	Coal
169 CLE536C413-14	26 68	22 72	6 34 39	6 44 33	2 51%	1 00 01	14 84%	0	0 00%	0	9 54	2 45%	9 49	153 186	0 025	6 463	2 96	3080 4	?	Coal
170 CLE538C413-14	19 82	19 81	13 55 33	13 55 30	-0 01%	0 04	0 01%	4 49 52	34 69%	0	0	0 00%	0	275 915		0 000	0 00	4112 5	?	Coal
171 CLE540C412-13	15 85	15 70	17 52 09	18 03 21	1 04%	10 03	0 93%	6 41 12	37 03%	0	11 12	1 03%	0	283 457	-0 222	3 951	1 69	4971 7	?	Coal
172 CLE562G206-08	25 87	25 87	1 00 46	1 00 46	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	26 202		0 000	0 00	364 7	?	Coal
173 CLE562G207-08	25 87	25 87	1 00 46	1 00 46	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	26 202		0 000	0 00	364 7	?	Coal
174 CLE562C409-10	14 22	14 22	3 08 22	3 22 53	7 11%	0 01	0 01%	1 20 34	39 71%	0	14-31	7 16%	0	68 067		30 201	13 47	641 9	?	Coal
175 CLE562C410-11	5 25	5 25	9 09 36	9 09 14	-0 07%	0 01	0 00%	5 54 32	64 55%	23 56W	0	0 00%	19 03	48 067		0 000	0 00	533 3	?	Coal
176 CLE562C411-12	13 03	13 03	3 22 44	3 41 25	9 22%	0 01	0 01%	0	0 00%	0	18 41	8 44%	0	48 067		38 869	9 22	543 3	?	Coal
177 CLE562C412-13	14 25	8 63	2 32 02	2 32 02	0 00%	1 00 00	39 47%	0	0 00%	23 45W	0	0 00%	0	21 865		0 000	0 00	203 2	?	Coal
178 CLE562C413-14	10 84	10 84	4 26 26	4 26 07	-0 12%	0 01	0 01%	1 54 44	43 11%	25 03W	0	0 00%	0	48 067		0 000	0 00	641 5	?	Coal
179 CLE564C409-10	16 42	14 11	4 57 36	7 06 38	43 36%	1 00 01	14 07%	0	0 00%	0	2 09 02	30 24%	0	100 315		128 628	54 31	1214 3	?	Coal
180 CLE564C411-12	22 75	18 55	5 24 31	5 24 31	0 00%	1 00 00	18 49%	0	0 00%	0	0	0 00%	0	100 315		0 000	0 00	1444 2	?	Coal
181 CLE564C412-13	21 17	17 48	4 48 11	5 44 20	19 48%	1 00 00	17 42%	0	0 00%	0	56 09	16 31%	10 59	100 315		55 974	24 61	1142 6	?	Coal
182 CLE566C409-10	18 87	18 87	14 36 57	14 37 06	0 02%	0 01	0 00%	4 53 14	33 43%	0	0 09	0 02%	0	275 915		0 054	0 03	4521 2	?	Coal
183 CLE566C413-14	20 70	20 44	13 30 33	13 29 57	-0 07%	10 03	1 24%	4 10 19	30 91%	0	0	0 00%	0	275 915		0 000	0 00	3983 7	?	Coal
184 CLE568H409-10	18 39	17 81	31 53	31 53	0 00%	1 00	3 14%	0	0 00%	0	0	0 00%	0	9 466		0 000	0 00	124 3	?	Coal
185 CLE576H105-08	10 84	10 35	24 15	22 19	-7 97%	1 00	4 48%	0	0 00%	0	0	0 00%	0	3 850		0 000	0 00	118 8	?	Coal
186 CLE590C411-12	19 28	19 28	14 18 32	14 19 07	0 07%	0 04	0 01%	5 53 19	41 13%	0	0 35	0 07%	0	276 098	0 173	0 211	0 12	6195 8	?	Coal
187 CLE592C411-12	22 76	22 75	11 57 28	12 07 42	1 43%	0 03	0 01%	2 44 59	22 67%	0	10 14	1 41%	0	275 965	0 050	3 708	1 85	5919 5	?	Coal
188 CLE594C408-09	15 71	15 71	17 33 27	17 33 54	0 04%	0 05	0 01%	8 25 23	47 95%	0	0 27	0 04%	12 54	275 965	0 050	0 163	0 08	3610.4	?	Coal
189 CLE626H409-10	7 53	7 42	1 09 35	1 08 29	-0 14%	1 01	1 46%	17 06	24 61%	0	0	0 00%	0	9 589		0 000	0 00	123 3	?	Coal
190 CLE640C110-11	22 00	21 95	7 05 20	7 07 31	0 51%	1 02	0 24%	2 12 09	30 91%	0	2 11	0 51%	9 32	156 409		1 396	0 75	2069 9	?	Coal
191 CLE642C109-10	31 55	27 98	4 24 56	4 25 02	0 04%	30 01	11 33%	16 48	6 34%	0	0 06	0 04%	4 15	123 579		0 681	0 05	1181 7	?	Coal
192 CLE808C207-09	22 65	21 76	12 47 52	12 47 45	-0 02%	30 05	3 92%	2 04 05	16 16%	0	0	0 00%	0	278 430	-0 222	0 000	0 00	3383 0	?	Coal
193 CLW522C413-14	17 61	17 61	2 15 29	2 15 53	0 30%	0 01	0 01%	56 58	41 92%	0	0 24	0 29%	0	39 872		1 003	0 51	409 8	?	Coal
194 CLW528C410-11	31 73	31 73	1 13 24	1 15 24	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	357 2	?	Coal
195 CLW544C413-14	13 10	13 09	2 37 33	3 02 42	15 96%	0 01	0 01%	0	0 00%	0	25 09	13 77%	35 18	39 872		63 077	15 96	452 1	?	Coal
196 CLW560C412-13	11 79	11 79	3 22 54	3 22 54	0 00%	0 01	0 01%	58 23	28 77%	0	0	0 00%	8 02	39 872		0 000	0 00	466 9	?	Coal

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	Gallons	T	Trai
197	CLW570C408-09	28 70	28 70	1 23 22	1 23 22	0 00%	0 01	0 02%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	420 1	?	Coal
198	CLW571C410-11	20 43	15 79	1 49 36	2 12 14	20 65%	30 00	22 69%	0	0 00%	0	22 38	17 12%	0	34 805		65 029	28 43	307 9	?	Coal
199	CLW574C412-13	21 92	21 91	1 37 41	1 49 11	11 77%	0 02	0 03%	0	0 00%	0	11 30	10 53%	10 36	39 872		28 842	11 78	478 6	?	Coal
200	CLW580C407-08	33 77	33 77	1 10 50	1-10 50	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	583 3	?	Coal
201	CLW580C411-13	17 00	17 00	2 20 39	2 20 44	0 06%	0 01	0 01%	0	0 00%	0	0 05	0 06%	0	39 872		0 209	0 00	470 3	?	Coal
202	CLW580C412-13	12 92	12 92	3 06 02	3 05 14	-0 63%	0 01	0 01%	1 16 26	41 26%	0	0	0 00%	0	39 872		0 000	0 00	480 0	?	Coal
203	CLW596C408-10	30 19	30 19	1 19 15	1 19 15	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	406 5	?	Coal
204	CLW596C412-13	15 51	15 31	2 34 08	2 34 15	0 08%	0 01	0 01%	53 33	34 72%	0	0 07	0 08%	5 40	39 872		0 293	0 12	448 2	?	Coal
205	CLW62NC212-13	27 26	27 25	3 22 17	3 22 11	-0 05%	0 01	0 01%	30 48	15 23%	0	0	0 00%	0	91 835		0 000	0 00	753 5	?	Coal
206	CLW682H107-09	7 93	7 93	43 40	1 04 07	46 83%	0 01	0 03%	0	0 00%	0	20 27	31 89%	4 16	8 476		241 269	46 85	82 2	?	Coal
207	CLW682H108-09	7 76	7 76	43 05	1 05 33	52 15%	0 01	0 03%	0	0 00%	0	22 28	34 27%	0	8 476		265.062	52 17	100 7	?	Coal
208	CLW682H111-12	13 81	13 81	36 49	36 49	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 476		0.000	0 00	72 4	?	Coal
209	CLW682H112-13	7 78	7 12	1 03 24	1 11 24	12 62%	6 00	8 40%	0	0 00%	0	8 00	11 20%	8 19	8 476		94 384	13 94	63 2	?	Coal
210	CLW692C407-08	21 38	21 38	1 45 42	1 51 55	5 68%	0 01	0 01%	30 38	27 37%	0	6 13	5 55%	0	39 872		15 592	8 28	190 7	?	Coal
211	CLW692C408-09	18 03	14 32	2 25 45	2 25 50	0 06%	30 00	20 57%	0	0 00%	13 55W	0 05	0 06%	0	34 805		0 239	0 07	167 6	?	Coal
212	CLW692C410-11	34 18	34 18	1 09 59	1 09 59	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	39 872		0 000	0 00	304 5	?	Coal
213	CLW692C412-13	20 95	20 95	1 27 07	1 54 12	31 21%	0 01	0 01%	0	0 00%	0	27 10	23 79%	0	39 872		68 135	31 22	336 5	?	Coal
214	CLW84GH107-13	7 12	7 12	53 41	1 11 28	33 13%	0	0 00%	0	0 00%	0	17 47	24 88%	17 47	8 476		209 808	33 13	77 8	?	Coal
215	CLW762C413-14	9 43	9 43	4 11 35	4 56 46	17 96%	0 03	0 02%	0	0 00%	1 11 51W	45 11	15 23%	0	46 654		96 848	17 96	358 0	?	Coal
216	FOWKC31C207-08	6 82	6 58	2 19 20	2 19 13	-0 08%	5 00	3 59%	1 25 33	61 45%	0	0	0 00%	0	15 267		0 000	0 00	44 7	?	Fore
217	FOWKC31C208-09	3 47	3 40	4 23 12	4 29 13	0 01%	5 00	1 86%	3 36 28	80 41%	0	0 01	0 01%	0	15 267		0 109	0 03	65 6	?	Fore
218	FOWKC31C209-10	8 39	8 02	1 54 18	1 54.13	-0 07%	5 00	4 38%	1 00 26	52 91%	0	0	0 00%	0	15 267		0 000	0 00	40 1	?	Fore
219	FOWKC31C211-12	5 65	5 48	2 47 18	2 47 13	-0 05%	5 00	2 99%	1 44 59	62 78%	0	0	0 00%	5 25	15 267		0 000	0 00	49 1	?	Fore
220	FOWKC31C212-13	6 35	6 14	2 28 57	2 29 13	0 18%	5 00	3 35%	1 36 54	64 94%	0	0 16	0 18%	0	15 267		1 747	0 57	38 5	?	Fore
221	FOWKC32C207-08	8 28	7 93	1 56 34	1 55 35	-0 84%	5 00	4 33%	1 00 34	52 40%	0	0	0 00%	0	15 267		0 000	0 00	25 7	?	Fore
222	FOWKC32C208-09	2 64	2 60	5 42 53	5 53 21	3 05%	5 00	1 42%	0	0 00%	0	10 28	2 96%	0	15 332	0 065	68 267	3 10	40 4	?	Fore
223	FOWKC32C209-10	11 05	10 42	1 08 21	1 27 56	28 65%	5 00	5 69%	0	0 00%	0	19 35	22 27%	0	15 267		128 272	30 91	31 2	?	Fore
224	FOWKC32C210-11	9 79	9 30	1 38 22	1 38 32	0 17%	5 00	5 07%	46 44	47 43%	0	0 10	0 17%	0	15 267		1 092	0 36	29 4	?	Fore
225	FOWKC32C211-12	10 23	9 69	1 34 23	1 34 32	0 16%	5 00	5 29%	42 47	45 26%	0	0 09	0 16%	0	15 267		0 983	0 32	29 7	?	Fore
226	GMED41C208-09	32 10	28 58	4 34 12	4 33 35	-0 22%	30 01	10 97%	6 41	2 44%	0	0	0 00%	0	130 320		0 000	0 00	96 9	?	Gene
227	GME052C108-10	16 93	15 89	7 22 22	8 11 57	11 21%	30 02	6 10%	3 21 12	40 90%	0	49 35	10 08%	0	130 320		38 047	23 48	150 4	?	Gene
228	GMF052H413-14	25 74	24 62	20 23	23 04	13 16%	1 00	4 34%	0	0 00%	0	2 41	11 63%	0	9 466		28 347	13 84	17 5	?	Gene
229	GME054H213-14	28 21	28 19	18 04	20 09	11 53%	0 01	0 08%	0	0 00%	0	2 05	10 34%	0	9 466		22 099	11 54	6 8	?	Gene
230	GME10AC207-08	29 54	28 00	9 33 44	9 37 14	0 61%	30 04	5 21%	1 12 39	12 59%	0	3 30	0 61%	0	269 371	-0 222	1 299	0 74	2776 4	?	Gene
231	GME10AC208-09	23 98	23 01	12 16 23	12 25 51	1 29%	30 04	4 03%	2 43 16	21 89%	0	9 28	1 27%	0	286 070		3 309	1 74	2257.2	?	Gene
232	GME10AC209-10	19 34	18 71	15 05 57	15 21 00	1 66%	30 07	3 27%	4 48 25	31 32%	0	15 03	1.63%	16 09	287 152	1 107	5 241	2 56	3659 0	?	Gene
233	GME10AC210-11	23 56	22 33	12 36 30	12 48 38	1 60%	40 03	5 21%	2 40 02	20 82%	0	12 08	1 58%	0	286 095		4 241	2 18	3877 1	?	Gene
234	GME10AC211-12	26 16	24 57	10 58 27	10 58 09	-0 03%	40 03	6 08%	1 41 29	15 42%	0	0	0 00%	0	269 470		0 000	0 00	1818 2	?	Gene
235	GME10AC212-13	24 81	23 45	12 12 16	12 11 56	-0 05%	40 02	5 47%	1 39 03	13 53%	0	0	0 00%	9 08	286 095		0 000	0 00	2010 9	?	Gene
236	GME10AC213-14	35 18	33 01	7 59 13	8 08 34	1 95%	30 02	6 15%	21 23	4 38%	0	9 21	1 91%	0	268 831		3 478	2 19	1850 3	?	Gene
237	GME10GC207-08	31 36	29 58	7 32 18	8 49 48	17 13%	30 02	5 67%	13 10	2 43%	0	1 17 30	14 63%	0	261 190		29 672	18 94	2026 8	?	Gene
238	GME10GC208-09	15 51	14 31	19 27 26	19 27 34	0 01%	1 30 06	7 72%	2 44 03	14 05%	0	0-08	0 01%	0	278 454		0 048	0 01	3889 9	?	Gene
239	GME10GC209-10	16 89	16 39	17 00 11	17 00 10	0 00%	30 04	2 95%	8 11 36	48 19%	0	0	0 00%	0	278 652	0 198	0 000	0 00	3576 7	?	Gene
240	GME10GC210-11	11 07	9 69	1 03 09 15	1 03 09 28	0 01%	5 00 01	18 41%	14 42 27	54 16%	0	0 13	0 01%	0	263 036	1 205	0 082	0 05	2646 9	?	Gene
241	GME10GC211-12	15 76	15 30	17 06 59	17 07 10	0 02%	30 03	2 93%	7 57 20	46 47%	0	0 11	0 02%	0	261 904	0 025	0 070	0 04	2749 6	?	Gene
242	GME10GC212-13	19 07	18 43	15 06 15	15 06 31	0 03%	30 03	3 31%	4 36 51	30 54%	0	0 16	0 03%	0	278 504	0 050	0 096	0 04	3332 1	?	Gene
243	GME10GC213-14	18 30	17 68	14 45 27	14 48 37	0 34%	30 03	3 38%	6 42 31	45 30%	0	3 00	0 34%	0	261 904	0 075	1 145	0 66	2056 8	?	Gene
244	GME10NC207-08	29 43	24 40	11 27 29	11 43 41	2 36%	2 00 04	17 06%	44 12	6 28%	0	16 12	2 30%	0	286 218		5 660	3 10	3481 9	?	Gene
245	GME10NC208-09	24 12	23 14	12 06 27	12 21 44	2 10%	30 04	4 05%	2 01 15	16 35%	0	15 17	2 06%	30 19	286 070	0 050	5 343	2 66	3479 5	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
246 GME10NC209-10	31 17	29 47	8 46 33	9 08 32	4 17%	30 00	5 47%		0 00%		0	21:58	4 01%	0	269 395		8 160	4 43	4412 0	?	Gene
247 GME10NC210-11	24 81	23 72	11 16 29	11 21 26	0 73%	30 03	4 41%	1 53 17	16 62%		0	4 57	0 73%	37 05	269.395		1 837	0 93	4064 9	?	Gene
248 GME10NC211-12	22 85	21 92	11 45 29	12 18 25	4 67%	30 02	4 07%	2.48 58	22 88%		0	32 56	4 46%	0	269 748	-0 024	12 209	6 50	4446 2	?	Gene
249 GME10NC212-13	23 01	21 77	11 44 47	12 22 30	5 35%	40 01	5 39%	3 24 28	27 34%		0	37 43	5 08%	0	269 395		14 001	8 19	3692 9	?	Gene
250 GME10NC213-14	19 91	18 02	15 52 22	15 52 12	-0 02%	1 30 03	8 46%	5 22 32	33 87%		0	0	0 00%	0	286 045	0 025	0 000	0 00	3582 4	?	Gene
251 GME11R9909-10	2 95	2 95	18 35	55 29	198 57%	0 01	0 03%		0 00%		0	36 54	66 51%	36 54	2 725		1354 128	198 74	16 8	?	Gene
252 GME11R9911-12	9 07	9 06	18 03	18 03	0 00%	0 01	0 05%		0.00%		0	0	0 00%	0	2 725		0 000	0 00	7 9	?	Gene
253 GME11RH106-08	11 63	6 90	1 05 54	1 13 44	11 89%	30 00	40 69%		0 00%		0	7:50	10 62%	7 50	8 476		92 418	21 82	68 6	?	Gene
254 GME11RH107-09	4 66	3 65	1 26 33	2 19 12	60 83%	30 00	21 55%		0 00%		0	52 39	37 82%	52 36	8 476		621 166	93 10	63 9	?	Gene
255 GME11RH108-09	9 95	6 27	1 21 28	1 21 08	-0 41%	30 01	37 00%	1 55	2 36%		0	0	0 00%	12 12	8 476		0 000	0 00	74 4	?	Gene
256 GME11RH109-10	14 31	14 31	35 33	35 33	0 00%	0 01	0 05%		0 00%		0	0	0 00%	0	8.476		0 000	0 00	58 3	?	Gene
257 GME11RH110-11	7 34	7 34	36 32	1 09:18	89 69%	0 01	0 02%		0 00%		0	32 46	47 28%	32 46	8 476		386 582	89 73	95 3	?	Gene
258 GME11RH111-12	7 02	6 93	1 12 03	1 13 25	1 90%	1 01	1 38%		0 00%		0	1 22	1 86%	32 50	8 476		16 124	1 92	95 1	?	Gene
259 GME11RH112-13	14 05	13 67	37 12	37 12	0 00%	1 00	2 69%		0 00%		0	0	0 00%	0	8 476		0 000	0 00	91 5	?	Gene
260 GME11RH113-14	14 03	13 65	37 15	37 15	0 00%	1 00	2 68%		0 00%		0	0	0 00%	0	8 476		0 000	0.00	65 6	?	Gene
261 GME12GC207-08	24 29	23 21	11 16 44	11 16 53	0 02%	30 05	4 44%	2 44 42	24 33%		0	0 09	0 02%	0	261 879		0 057	0 03	2014 8	?	Gene
262 GME12GC208-09	32 50	30 59	8 32 06	8 32 19	0 04%	30 07	5 88%	44 18	8 65%		0	0 13	0 04%	0	261 190		0 083	0 05	1307 6	?	Gene
263 GME12GC209-10	27 35	26 74	9 45 56	9 46 08	0 03%	13 06	2 23%	2 06 33	21 59%		0	0 12	0 03%	0	261 190		0 077	0 04	2678 6	?	Gene
264 GME12GC210-11	31 99	29 86	8 37 59	8 45 35	1 47%	35 02	6 67%	20 33	3 91%		0	7 36	1 45%	3 42	261 567		2 906	1 64	1798 6	?	Gene
265 GME12GC211-12	30 75	29 64	8 40 00	8 48 39	1 66%	19 04	3 61%	15 21	2 90%		0	8 39	1 64%	4 41	261 190		3 312	1 78	1933 9	?	Gene
266 GME12GC212-13	26 34	25 08	10 26 03	10 26 34	0 08%	30 04	4 80%	2 42 59	26 01%		0	0 31	0 08%	0	261 879	0 050	0 197	0 12	2440 3	?	Gene
267 GME12GC213-14	29 07	27 54	9 20 03	9 29 04	1 61%	30 01	5 27%	17:55	3 15%		0	9 01	1 58%	1 41 17	261 190		3 452	1 76	1366 1	?	Gene
268 GME12R9906-08	2 65	1 78	48 50	1 31 39	87 68%	30 00	32 73%		0 00%		0	42 49	46 72%	42 49	2.725		1571 254	227 35	19 7	?	Gene
269 GME12R9907-09	4 37	2 43	48 53	1 07 24	37 88%	30 00	44 51%		0 00%		0	18 31	27 47%	18 31	2 725		679 511	98 06	18 7	?	Gene
270 GME12R9908-10	9 02	8 55	19 07	19 07	0 00%	1 00	5 23%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	11 0	?	Gene
271 GME12R9909-11	6 28	6 17	31 50	39 13	23 19%	13 13	33 70%		0 00%		0	7 23	18 83%	7 23	2 725		270 948	39 66	14 5	?	Gene
272 GME12R9910-12	6 07	4 05	32 16	40 25	25 26%	13 30	33 40%		0 00%		0	8 09	20 16%	8 09	2 725		299 083	43 43	18 6	?	Gene
273 GME12R9911-13	5 08	3 58	31 40	45 43	44 37%	13 30	29 53%		0 00%		0	14 03	30 73%	14 03	2 725		515 596	77 34	13 8	?	Gene
274 GME12R9912-14	8 74	8 29	19 43	19 43	0 00%	1 00	5 07%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	16 4	?	Gene
275 GME12T9907-08	8 55	3 33	49 08	49 08	0 00%	30 00	61 06%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	19 5	?	Gene
276 GME12T9909-11	5 67	5 48	18 33	29 51	52 69%	1 00	3 35%		0 00%		0	10 18	34 51%	0	2 725		377 982	55 53	8 2	?	Gene
277 GME12T9910-11	6 65	6 39	25 35	25 35	0 00%	1 00	3 91%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	11 8	?	Gene
278 GME12T9911-13	8 67	8 24	19 51	19 51	0 00%	1 00	5 04%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	6 0	?	Gene
279 GME12T9912-13	8 85	8 39	19 29	19 29	0 00%	1 00	5 13%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	8 1	?	Gene
280 GME14GC106-08	30 68	29 34	9 05 07	9 09 40	0 83%	24 05	4 38%	55 45	10 14%		0	4 33	0 83%	0	268 781	0 025	1 693	0 98	1900 1	?	Gene
281 GME14GC207-08	27 50	26 41	10 10 30	10 10 29	0 00%	24 05	3 94%	1 42 12	16 74%		0	0	0 00%	0	268 756		0 000	0 00	3486 5	?	Gene
282 GME14GC208-09	22 20	21 49	12 19 07	12 32 05	1 75%	24 07	3 21%	2 41 54	21 53%		0	12 58	1 72%	0	269 395		4 813	2 34	3544 4	?	Gene
283 GME14GC209-10	20 96	19 92	13 32 06	13 31 55	-0.02%	40 05	4 94%	3 17 59	24 38%		0	0	0 00%	0	269 593		0 000	0 00	3106 2	?	Gene
284 GME14GC210-11	27 96	26 58	10 08 27	10 08 11	-0 04%	30 03	4 94%	1 55 48	19 04%		0	0	0 00%	0	269 420		0 000	0 00	4075 9	?	Gene
285 GME14GC211-12	26 34	24 91	10 47 32	10 47 21	-0 03%	35 05	5 42%	39 06	6 04%		0	0	0 00%	0	268 781		0 000	0 00	3458 5	?	Gene
286 GME14GC212-13	27 06	25 56	10 12 42	10 31 00	2 99%	35 05	5 56%	2 26 04	23 15%		0	18 18	2 90%	0	268.781		6 809	4 24	2097 2	?	Gene
287 GME16GC207-08	27 59	23 82	10 59 30	10 59 27	-0 01%	1 30 04	13 66%	1 36 48	14 68%		0	0	0 00%	0	261 829		0 000	0 00	3914 8	?	Gene
288 GME16GC208-09	24 52	23 48	11 50 46	11 51 45	0 14%	30 04	4.22%	2 28 14	20 83%		0	0 59	0 14%	0	278 529	0 075	0 353	0 18	4119 0	?	Gene
289 GME16GC209-10	18 53	17 72	15 42 33	15 42 43	0 02%	40.03	4 25%	5.00 12	31 84%		0	0 10	0 02%	0	278 479	0 025	0 060	0 03	4429 7	?	Gene
290 GME16GC210-11	22 26	21 14	12 48 21	13 10 33	2 89%	40 02	5 06%	3 03 34	23 22%		0	22 12	2 81%	0	278 504	0 050	7 971	4 08	6213 9	?	Gene
291 GME16GC211-12	25 96	24 44	11 21 38	11 24 09	0 37%	40 02	5 85%	2 21 26	20 67%		0	2 31	0 37%	0	278 652	0 198	0 903	0 50	2694 1	?	Gene
292 GME16GC212-13	24 02	22 71	12 15 32	12 15 44	0 03%	40 02	5 44%	2 51 38	23 33%		0	0 12	0 03%	0	278 494		0 072	0 04	4031 1	?	Gene
293 GME16GC213-14	22 43	14 72	18 54 54	18 55 03	0 01%	6 30 03	34 36%	3 15 22	17 21%	22 53M	0	7 31	1 06%	0	278 504	0 050	0 054	0 03	3099 0	?	Gene
294 GME18GC207-08	23 83	22 82	11 41 56	11 49 27	1 07%	30 05	4 24%	2 59 59	25 37%		0	0 09	0 01%	0	278 494		0 072	0 04	4031 1	?	Gene
												7 31	1 06%	0	269 822	0 050	2 786	1 53	1871 9	?	Gene



Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

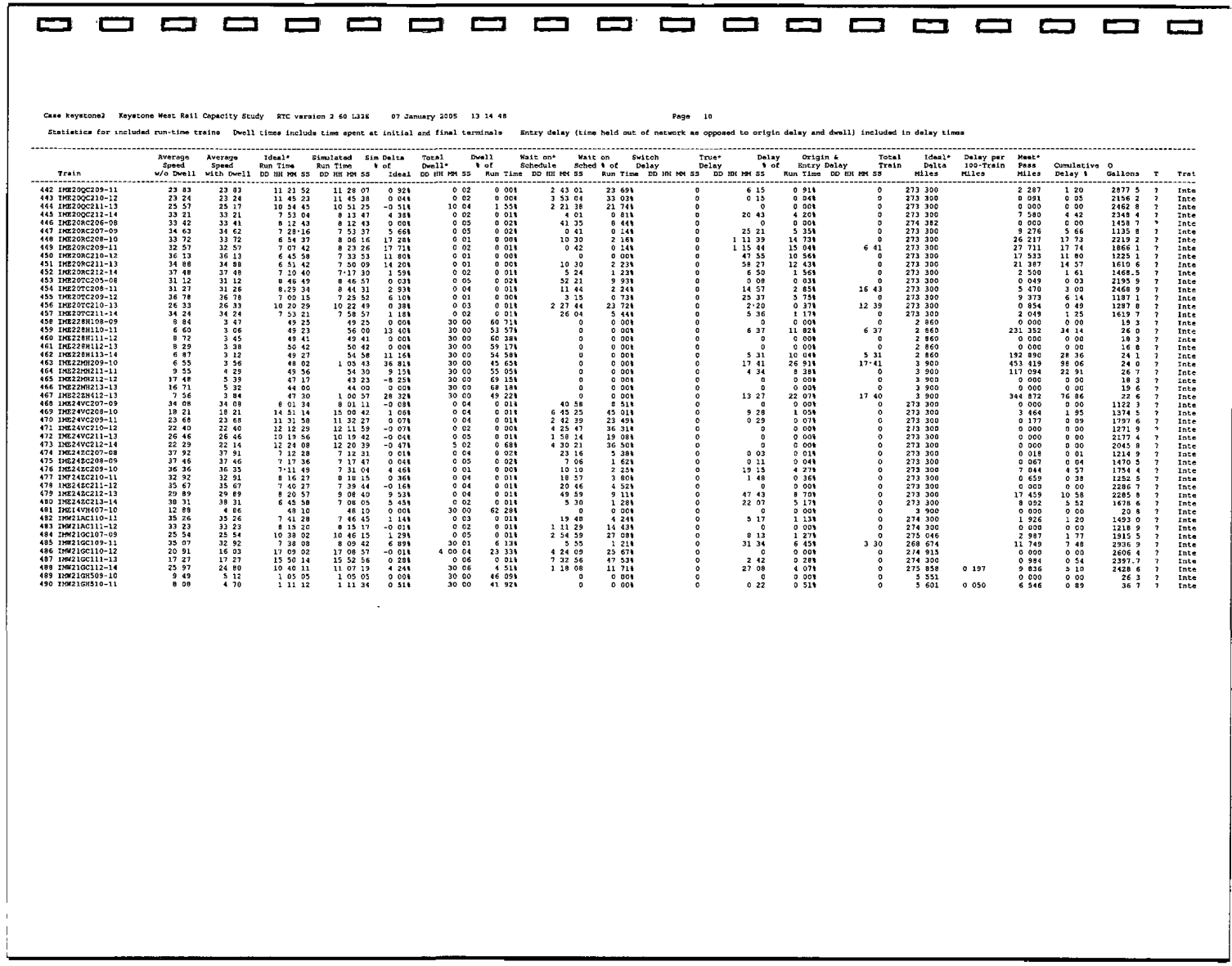
Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	G Gallons	T	Trai
295 GME18GC208-09	19 30	18 63	14 04 04	14 28 52	2 94%	30 05	3 46%	4 34 30	31 59%		0	24 48	2 85%	0	269 822	0 050	9 191	4 60	4196 2	?	Gene
296 GME18GC209-10	13 50	13 17	20 08 22	20 29 39	1 76%	30 03	2 44%	11 13 19	54 76%		0	21 17	1 73%	0	269 822	0 050	7 888	4 21	4557 8	?	Gene
297 GME18GC210-11	23 10	21 92	12 51 16	13 02 52	1 50%	40 03	5 12%	2 57 09	22 63%		0	11 36	1 48%	3 40	286 020		4 056	2 09	4287 1	?	Gene
298 GME18GC211-12	23 04	21 66	13 02 49	13 04 53	0 26%	40 02	5 10%	3 39 27	27 96%		0	2 04	0 26%	0	286 020		0 723	0 39	3094 0	?	Gene
299 GME18GC212-13	25 29	24 15	11 10 14	11 10 25	0 03%	30 01	4 48%	2 06 40	18 89%		0	0 11	0 03%	0	269 822	0 050	0 068	0 04	1756 5	?	Gene
300 GME18GC213-14	23 87	22 86	11 30 31	11 49 23	2 73%	30 03	4 24%	3 01 48	25 63%		0	18 52	2 66%	0	270 240	0 075	6 981	3 94	1886 1	?	Gene
301 GME30JHA09-10	9 05	9 04	57 16	57 00	-0 47%	0 02	0 06%	12 17	21 55%		0	0	0 00%	0	8 589		0 000	0 00	46 9	?	Gene
302 GME30JHA11-12	11 62	11 37	48 47	45 20	-1 07%	1 00	2 21%	0	0 00%		0	0	0 00%	0	8 589		0 000	0 00	47 2	?	Gene
303 GME33AH407-08	7 78	5 52	1 42 37	1 42 59	0 36%	30 01	29 15%	7 48	7 57%		0	0 22	0 36%	30 21	9 466		3 874	0 57	121 1	?	Gene
304 GME33AH408-09	17 88	9 19	1 01 46	1 01 47	0 03%	30 01	48 58%	0	0 00%		0	0 01	0 03%	0	9 466		0 176	0 05	91 9	?	Gene
305 GME33AH409-10	22 27	21 43	26 30	26 30	0 00%	1 00	3 77%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	58 7	?	Gene
306 GME33AH410-11	11 52	11 29	31 24	50 19	60 24%	1 00	1 99%	0	0 00%		0	18 55	37 60%	18 55	9 466		199 938	62 23	87 2	?	Gene
307 GME33AH411-12	23 09	22 19	25 36	25 36	0 00%	1 00	3 91%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	49 3	?	Gene
308 GME33AH412-13	20 87	20 13	28 13	28 13	0 00%	1 00	3 54%	0	0 00%		0	0	0 00%	0	9 466		0 000	0 00	61 0	?	Gene
309 GME33AH413-14	12 70	12 42	33 01	45 43	38 47%	1 00	2 19%	0	0 00%		0	12 42	27 78%	12 42	9 466		134 164	39 67	98 8	?	Gene
310 GME37QH107-08	14 40	7 79	1 05 19	1 05 19	0 00%	30 00	45 93%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	74 7	?	Gene
311 GME37QH108-09	8 35	5 59	1 05 58	1 30 55	37 82%	30 00	33 00%	0	0 00%		0	24 57	27 44%	0	8 476		284 361	69 37	93 6	?	Gene
312 GME37QH110-11	15 03	14 60	34 50	34 50	0 00%	1 00	2 87%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	54 7	?	Gene
313 GME37QH111-12	14 17	13 79	36 53	36 53	0 00%	1 00	2 71%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	65 9	?	Gene
314 GME37QH112-13	13 79	13 43	37 52	37 52	0 00%	1 00	2 64%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	74 5	?	Gene
315 GME37QH113-14	14 22	13 83	36 46	36 46	0 00%	1 00	2 72%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	86 1	?	Gene
316 GME37QH409-10	15 58	15 11	33 39	33 39	0 00%	1 00	2 97%	0	0 00%		0	0	0 00%	0	8 476		0 000	0 00	75 6	?	Gene
317 GME54WG209-11	30 86	28 73	9 42 26	9 41 55	-0 09%	40 03	6 88%	42 30	7 30%		0	0	0 00%	7 51	279 677	0 025	0 000	0 00	2535 1	?	Gene
318 GME63NC208-09	18 71	15 83	6 29 45	6 29 48	0 01%	1 00 02	15 40%	1 19 03	20 28%		0	0 03	0 01%	7 48	102 854		0 049	0 02	429 6	?	Gene
319 GMEH2WH909-10	8 51	8 09	20 13	20 13	0 00%	1 00	4 95%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	6 3	?	Gene
320 GMEH2WH910-11	9 03	8 56	19 06	19 06	0 00%	1 00	5 24%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	18 0	?	Gene
321 GMEH2WH911-11	8 59	8 16	20 02	20 02	0 00%	1 00	4 95%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	10 1	?	Gene
322 GMEH2WH912-13	3 55	3 47	20 28	47 06	130 13%	1 00	2 12%	0	0 00%		0	26 38	56 55%	26 38	2 725		977 370	136 82	4 5	?	Gene
323 GMEH2WH913-14	9 13	8 65	18 54	18 54	0 00%	1 00	5 29%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	9 5	?	Gene
324 GMEH2WH914-14	9 29	8 79	18 36	18 36	0 00%	1 00	5 28%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	7 8	?	Gene
325 GMEH3WH911-12	8 05	7 67	21 19	21 19	0 00%	1 00	4 69%	0	0 00%		0	0	0 00%	0	2 725		0 000	0 00	9 1	?	Gene
326 GMW11AH408-08	25 70	24 53	10 40 52	10 59 34	2 92%	30 04	4 56%	2 41 22	24 47%		0	18 42	2 84%	0	269 668		6 934	4 16	1897 7	?	Gene
327 GMW11AH409-09	27 69	26 34	10 17 05	10 16 01	-0 17%	30 04	4 88%	2 01 13	19 68%		0	0	0 00%	0	270 414		0 000	0 00	1345 3	?	Gene
328 GMW11AH410-10	28 66	27 21	9 54 50	9 54 40	-0 03%	30 06	5 06%	1 58 31	19 93%		0	0	0 00%	0	269 668		0 000	0 00	1193 5	?	Gene
329 GMW11AH411-11	26 26	25 04	10 47 48	10 47 50	0 01%	30 04	4 64%	2 19 22	21 51%		0	0 02	0 01%	0	270 414		0 012	0 01	2493 0	?	Gene
330 GMW11AH412-12	23 36	22 39	12 01 45	12 04 32	0 39%	30 07	4 16%	3 28 59	28 98%		0	2 47	0 38%	0	270 414		1 029	0 58	2901 0	?	Gene
331 GMW11AH413-13	17 75	17 19	14 36 16	15 44 07	7 74%	30 01	3 18%	5 55 03	37 61%		0	1 07 51	7 19%	4 28	270 439	0 148	25 089	13 81	3226 1	?	Gene
332 GMW11AH414-14	20 70	19 93	13 34 35	13 34 03	-0 07%	30 04	3 69%	4 32 30	33 47%		0	0	0 00%	0	270 414		0 000	0 00	3189 5	?	Gene
333 GMW11GC107-08	31 91	24 70	10 38 04	10 37 45	-0 05%	2 24 04	22 99%	7 15	1 14%		0	0	0 00%	0	262 522		0 000	0 00	1893 2	?	Gene
334 GMW11GC108-09	21 10	20 28	12 50 29	12 52 21	0 63%	30 06	3 88%	4 14 04	32 77%		0	4 52	0 63%	0	262 105	-0 222	1 857	1 00	2295 6	?	Gene
335 GMW11GC109-11	24 96	23 82	10 32 14	11 00 06	4 41%	30 02	4 55%	1 29 11	12 51%		0	27 52	4 22%	31 07	262 105	-0 222	10 632	5 43	2902 3	?	Gene
336 GMW11GC110-12	25 77	24 56	10 34 29	10 40 32	0 95%	30 02	4 69%	1 11 37	11 18%		0	6 03	0 94%	16 01	262 179	0 050	2 308	1 14	2464 0	?	Gene
337 GMW11GC111-13	30 78	29 07	9 03 06	9 01 48	-0 24%	30 03	5 55%	51 58	9 59%		0	0	0 00%	0	262 522		0 000	0 00	1736 6	?	Gene
338 GMW11GC112-13	24 99	19 44	13 27 34	13 31 23	0 47%	3 00 02	22 19%	2 37 49	19 45%		0	3 49	0 47%	0	262 925	-0 123	1 452	0 81	1330 3	?	Gene
339 GMW11KH507-08	33.01	29 95	8 41 46	9 00 36	3 61%	50 03	9 26%	13 42	2 53%		0	18 50	3 48%	0	269 888		6 978	4 11	1718 4	?	Gene
340 GMW11KH508-09	24 11	23 08	11 43 39	11 43 39	0 00%	30 05	4 28%	3 43 47	31 80%		0	0	0 00%	0	270 634		0 000	0 00	1839 8	?	Gene
341 GMW11KH509-10	28 47	27 05	10 00 35	10 00 31	-0 01%	30 06	5 01%	1 17 55	12 97%		0	0	0 00%	0	270 684		0 000	0 00	1570 1	?	Gene
342 GMW11KH510-11	25 58	24 43	10 22 53	11 03 55	6 59%	30 03	4 53%	1 52 55	17 16%		0	41 02	6 18%	0	270 291	0 050	15 181	8 57	3429 8	?	Gene
343 GMW11KH511-12	18 94	18 30	14 41 27	14 46 07	0 53%	30 02	3 39%	5 35 00	37 81%		0	4 40	0 53%	3 06	270 291	0 050	1 727	0 90	3375 3	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM:SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH:MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
344 GRW11RH512-13	26.07	19 35	13 51 53	13:58 20	0 78%	30 03	3 59%	4 30 13	32 23%		0	6 27	0 77%	8 15	270 414		2 385	1 21	3195 3	?	Gene
345 GRW11RH513-14	25 92	24 73	10 54 04	10 56 07	0 31%	30 05	4 59%	1 05 26	9 97%		0	2 03	0 31%	0	270 414		0 758	0 37	3282 3	?	Gene
346 GRW11R9907-08	3 02	3 02	17 43	54:03	205 08%	0	0 00%		0 00%		0	36 20	67 22%	36 20	2 725		1333 333	205 08	9 3	?	Gene
347 GRW11R9908-09	4 35	4 35	17 10	37 34	118 83%	0	0 00%		0 00%		0	20 24	54 30%	20 24	2 725		748 624	118 83	6 0	?	Gene
348 GRW11R9910-11	3 87	3 78	19 27	43 16	122 45%	1 00	2 31%		0 00%		0	23 49	55 05%	23 49	2 725		874 006	122 09	11 7	?	Gene
349 GRW11R9912-13	9 60	9 60	17 02	17 02	0 00%	0	0 00%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	10 0	?	Gene
350 GRW11R9913-14	8 17	8 17	17 03	20 01	17 40%	0	0 00%		0 00%		0	2 58	14 82%	2 58	2 725		108 869	17 40	12 6	?	Gene
351 GRW12RH107-09	7 69	6 03	1 57 02	2 06 07	7 76%	1:00 00	47 57%		0 00%		0	9 05	7 20%	9 01	8 476		107 165	15 93	53.3	?	Gene
352 GRW12RH108-10	14 43	14 43	34 57	35 14	0 81%	0	0 00%		0 00%		0	0 17	0 80%	0	8 476		3 343	0 81	53 5	?	Gene
353 GRW12RH109-10	13 97	13 97	32 26	36 25	12 28%	0	0 00%		0 00%		0	3 59	10 94%	3 59	8 476		46 995	12 28	56 1	?	Gene
354 GRW12RH110-11	11 55	11 55	33 32	44 03	31 36%	0	0 00%		0 00%		0	10 31	23.67%	1 52	8 476		124 076	31 36	51 3	?	Gene
355 GRW12RH111-13	6 15	6 15	52 43	1 22 40	53 89%	0	0 00%		0 00%		0	28 57	35 02%	28 53	8 476		341 553	53 89	60 3	?	Gene
356 GRW12RH112-13	6 79	6 79	56 49	1 14 52	31 77%	0	0 00%		0 00%		0	18 03	24 11%	18 04	8 476		212 954	31 77	62 5	?	Gene
357 GRW12RH113-14	7 94	7 94	53 10	1 04 04	20 50%	0	0 00%		0 00%		0	10 54	17 01%	10 54	8 476		128 598	20 50	56 1	?	Gene
358 GRW13GC106-08	30 33	28 68	8 29 49	9 10 07	7 90%	30 03	5 46%	17 13	3 13%		0	40 18	7 33%	0	262 925	0 074	15 328	8 71	2531 0	?	Gene
359 GRW13GC108-10	22 14	21 21	12 23 46	12 23 40	-0 01%	31 03	4 18%	3 26 38	27 79%		0	0	0 00%	0	262 925	0 050	0 000	0 00	3157 5	?	Gene
360 GRW13GC109-11	34 29	32 12	8 00 35	8 09 53	1 94%	31 00	6 33%		0 00%		0	9 18	1 90%	0	262 236		3 546	2 07	1922 2	?	Gene
361 GRW13GC110-12	27 07	25 70	10 14 05	10 14 04	0 00%	31 04	5 06%	1 39 47	16 25%		0	0	0 00%	0	263 048	0 123	0 000	0 00	3006 1	?	Gene
362 GRW13GC111-13	23 01	22 04	11 56 28	11 56 07	-0 05%	30 05	4 20%	3 12 20	26 86%		0	0	0 00%	0	263 048		0 000	0 00	2481 4	?	Gene
363 GRW13GC112-14	31 07	29 33	8 43 29	8 57 41	2 71%	30 01	5 58%		0 00%		0	14 12	2 64%	0	262 851	-0 024	5 402	2 88	1822 2	?	Gene
364 GRW13T9906-08	6 87	6 87	16 48	23 47	41 57%	0	0 00%		0 00%		0	6 59	29 36%	6 59	2 725		256 269	41 57	7 7	?	Gene
365 GRW13T9907-09	3 91	3 91	16 55	41 46	147 09%	0	0 00%		0 00%		0	24 53	59 53%	24 53	2 725		913 150	147 09	12 0	?	Gene
366 GRW13T9908-09	2 14	2 14	16 53	1 16 32	353 31%	0	0 00%		0 00%		0	59 39	77 94%	59 39	2 725		2188 991	353 31	13 6	?	Gene
367 GRW13T9909-10	8 76	8 31	19 40	19 40	0 00%	1 00	5 06%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	7 6	?	Gene
368 GRW13T9910-11	8 78	8 33	19 37	19 37	0 00%	1 00	5 10%		0 00%		0	0	0 00%	0	2 725		0 000	0 00	6 8	?	Gene
369 GRW13T9911-13	6 45	6 45	16 58	25 21	49 41%	0	0 00%		0 00%		0	8 23	33 07%	8 23	2 725		307 645	49 41	4 4	?	Gene
370 GRW13T9912-14	6 88	6 88	17 08	23 46	38 72%	0	0 00%		0 00%		0	6 38	27 91%	6 38	2 725		243 425	38 72	6 4	?	Gene
371 GRW15GC110-11	20 19	19 44	13 30 07	13 30 11	0 01%	30 05	3 71%	4 14 02	31 36%		0	0 04	0 01%	0	262 556	0 050	0 025	0 01	3145 5	?	Gene
372 GRW15GC111-12	23 09	21 81	11 07 20	12 02 14	8 23%	40 03	5 55%	2 42 35	22 51%		0	54 54	7 60%	0	262 482		20 916	11 81	2496 3	?	Gene
373 GRW15GC112-13	30 33	28 67	9 08 59	9 08 41	-0 05%	30 06	5 49%	35 20	6 44%		0	0	0 00%	0	262 179		0 000	0 00	1576 3	?	Gene
374 GRW15GC113-14	30 47	28 80	9 08 03	9 07 42	-0 06%	30 06	5 50%	1 40	0 30%		0	0	0 00%	0	262 851		0 000	0 00	2710 9	?	Gene
375 GRW15TH513-14	9 52	5 15	1 05 18	1 05 18	0 00%	30 00	45 94%		0 00%		0	0	0 00%	0	5 601		0 000	0 00	44 2	?	Gene
376 GRW17GC108-10	20 69	19 19	13 45 47	13 45 51	0 01%	1 00 02	7 27%	4 57 48	36 06%		0	0 04	0 01%	19 16	264 117	0 025	0 025	0 01	2749 6	?	Gene
377 GRW17GC109-11	23 08	22 13	11 36 24	12 13 08	5 27%	30 01	4 09%	4 11 17	34 28%		0	36 44	5 01%	0	270 414		13 584	8 85	587 5	?	Gene
378 GRW17GC110-12	25 90	24 35	11 06 54	11 06 25	-0 07%	40 01	6 00%	1 58 54	17 84%		0	0	0 00%	0	270 439	0 025	0 000	0 00	3267 3	?	Gene
379 GRW17GC111-12	25 11	23 64	11 24 41	11 24 25	-0 04%	40 04	5 85%	2 44 04	23 97%		0	0	0 00%	28 16	269 668		0 000	0 00	1443 9	?	Gene
380 GRW17GC112-13	23 89	22 88	11 21 01	11 47 18	3 86%	30 05	4 25%	1 31 12	12 89%		0	26 17	3 72%	21 08	269 668		9 747	4 70	2210 2	?	Gene
381 GRW17GC113-14	27 50	16 31	16 32 25	16 32 20	-0 01%	6 44 04	40 72%	57 06	5.74%		0	0	0 00%	0	269 668		0 000	0 00	621 1	?	Gene
382 GRW17GH408-09	9 52	5 15	1 05 18	1 05 18	0 00%	30 00	45 94%		0 00%		0	0	0 00%	0	5 601		0 000	0 00	32 6	?	Gene
383 GRW19GC106-08	27 66	22 88	11 49 51	12 02 17	1 75%	2 05 01	17 31%	1 12 49	10 08%		0	12 26	1 72%	0	275 382	0 050	4 515	2 43	3908 5	?	Gene
384 GRW19GC107-08	27 96	25 28	10 26 26	10 26 17	-0 02%	1:00 05	9 58%	1 29 45	14 33%		0	0	0 00%	0	263 845		0 000	0 00	3091 2	?	Gene
385 GRW19GC108-09	26 88	25 60	10 25 27	10 31 56	1 04%	30 05	4 76%	1 24 32	13 38%		0	5 29	1 03%	0	269 668		2 404	1 27	1371 7	?	Gene
386 GRW19GC109-10	26 14	23 44	10 34 25	11 17 07	6 73%	1:10 03	10 35%	6 31	0 96%		0	42 42	6 31%	10 19	264 494	0 075	16 144	7 65	1922 4	?	Gene
387 GRW19GC110-11	25 41	22 84	11 12 28	11 33 04	3 06%	1:10 03	10 13%	1 41 21	14 62%		0	20 36	2 97%	0	263 870	-0 172	7 807	4 11	1897 1	?	Gene
388 GRW19GC111-12	28 41	25 25	8 56 12	10 28 12	17 16%	1 10 00	11 14%		0 00%		0	1 32 00	14 65%	16 28	264 346	0 050	34 803	19 73	2204 7	?	Gene
389 GRW19GC112-13	29 63	28 08	9 15 54	9 36 13	3 65%	30 07	5 23%		0 00%		0	20:19	3 53%	0	269 668		7 534	3 86	1782 1	?	Gene
390 GRW19GC113-14	25 21	22 47	11 33 23	12 16 50	6 27%	1:20 05	10 87%	44 01	3 97%		0	43 27	5 90%	0	275 947	0 615	15 746	7 63	3333 3	?	Gene
391 GRW19RH409-10	11 69	5 66	1 05 04	58 06	-10 71%	30 00	51 64%		0 00%		0	0	0 00%	0	5 476	-0 075	0 000	0 00	23 2	?	Gene
392 GRW19GH507-08	4 30	3 14	1 09 06	1 46 07	53 57%	30 00	28 27%		0 00%		0	37 01	34 88%	13 04	5 551		666 847	94 67	176 2	?	Gene

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD.HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
393 GMW31JKA08-09	18 50	18 50	27 51	27 51	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 589		0 000	0 00	0 00	21 7	?	Gene
394 GMW31JKA09-10	16 77	16 77	30 44	30 44	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 589		0 000	0 00	0 00	31 3	?	Gene
395 GMW31JKA10-11	6 19	6 19	1 23 31	1 23 15	-0 32%	0 01	0 02%	18 53	22 88%	0	0	0 00%	0	8 589		0 000	0 00	0 00	64 6	?	Gene
396 GMW31JKA12-13	9 06	4 82	1 47 03	1 46 52	-0 17%	50 00	46 79%	0	0 00%	0	0	0 00%	0	8 589		0 000	0 00	0 00	68 7	?	Gene
397 GMW34AH507-08	4 34	4 34	38 02	2 10 55	244 22%	0	0 00%	0	0 00%	0	1 32 53	70 95%	0	9 466		981 231	244 22	66 9	?	Gene
398 GMW34AH508-09	10 19	10 19	38 32	55 44	44 64%	0 01	0 03%	0	0 00%	0	17 12	30 86%	0	9 466		161 703	44 66	59 9	?	Gene
399 GMW34AH509-10	8 15	8 15	32 24	1 09 41	115 07%	0	0 00%	0	0 00%	0	37 17	53 50%	0	9 466		393 866	115 07	55 5	?	Gene
400 GMW34AH510-11	18 22	18 22	31 10	31 10	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	9 466		0 000	0 00	29 0	?	Gene
401 GMW34AH511-12	12 66	12 66	35 02	44 52	28 07%	0	0 00%	0	0 00%	0	9 50	21 92%	2 31	9 466		103 881	28 07	51 5	?	Gene
402 GMW34AH512-13	7 02	4 70	1 42 03	2 00 54	18 47%	40 00	33 09%	0	0 00%	0	18 51	15 59%	5 42	9 466		199 134	30 38	54 3	?	Gene
403 GMW34AH513-14	9 62	5 73	1 29 01	1 39 04	0 05%	40 00	40 38%	0	0 00%	0	0 03	0 05%	0	9 466		0 528	0 08	39 6	?	Gene
404 GMW38QH107-08	11 92	11 92	30 13	47 38	57 64%	0	0 00%	0	0 00%	0	17 25	36 56%	9 00	9.466		183 992	57 64	31 5	?	Gene
405 GMW38QH108-09	12 70	12 39	35 39	41 02	15 10%	1 00	2 44%	0	0 00%	0	5 23	13 12%	0	8 476		63 513	15 54	58 5	?	Gene
406 GMW38QH109-10	15 74	15 27	33 18	33 18	0 00%	1 00	3 00%	0	0 00%	0	0	0 00%	0	8 476		0 000	0 00	42 4	?	Gene
407 GMW38QH110-11	9 33	9 16	39 53	55 30	39 16%	1 00	1 80%	0	0 00%	0	15 37	28 14%	15 42	8 476		184 246	40 16	64 1	?	Gene
408 GMW38QH111-12	1 89	1 88	4 29 44	4 30 23	0 24%	1 01	0 38%	3 32 25	78 56%	0	0 39	0 24%	0	8 476		7 669	1 15	126 9	?	Gene
409 GMW38QH112-13	8 72	2 27	3 44 22	3 44 25	0 02%	2 46 00	73 97%	0	0 00%	0	0 03	0 02%	0	8 476		0 590	0 09	111 8	?	Gene
410 GMW5339909-09	2 75	2 75	17 47	59 27	234 30%	0	0 00%	0	0 00%	0	41 40	70 09%	41 40	2 725		1529 052	234 30	17 8	?	Gene
411 GMW642H909-11	13 23	13 23	38 57	38 57	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	8 589		0 000	0 00	116 4	?	Gene
412 GMW840H105-12	13 43	13 08	38 52	38 52	0 00%	1 00	2 57%	0	0 00%	0	0	0 00%	0	8 476		0 000	0 00	87 1	?	Gene
413 GMW934C108-09	22 95	22 01	12 14 46	12 14 43	-0 01%	30 07	4 10%	4 14 11	34 60%	0	0	0 00%	0	269 504	0 025	0 000	0 00	506 1	?	Gene
414 GMW935C107-08	28 14	26 74	10 01 21	10 03 40	0 39%	30 06	4 59%	2 07 12	21 07%	0	2 19	0 38%	0	268 986		0 861	0 52	1154 1	?	Gene
415 GMW960C107-09	38 90	33 85	3 51 16	3 51 22	0 04%	30 02	12 98%	2 36	1 12%	0	0 06	0 04%	0	130 521		0 077	0 05	113 5	?	Gene
416 GMW961C107-08	36 88	36 87	7 04 46	7 26 58	5 23%	0 04	0 01%	0	0 00%	0	22 12	4 97%	0	274 669		8 082	5 23	1414 5	?	Gene
417 GMW963H408-09	9 03	5 00	1 07.13	1 07 13	0 00%	30 00	44 63%	0	0 00%	0	0	0 00%	0	5 601		0 000	0 00	23 5	?	Gene
418 GMW994C108-09	38 36	35 80	7 21 31	7 30 55	2 13%	30 04	6 67%	0	0 00%	0	9 24	2 08%	5 07	269 068	0 025	3 494	2 28	337 9	?	Gene
419 GMW3WH907-08	8 12	8 12	20 08	20 08	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	2 725		0 000	0 00	6 1	?	Gene
420 GMW3WH909-10	6 73	6 46	20 55	25 18	20 96%	1 00	3 95%	0	0 00%	0	4 23	17 33%	4 23	2 725		160 856	22 01	3 5	?	Gene
421 GMW3WH910-11	5 93	5 73	18 58	28 33	50 53%	1 00	3 50%	0	0 00%	0	9 35	33 57%	9 35	2 725		351 682	53 34	10 2	?	Gene
422 GMW3WH912-13	3 48	3 48	17 03	47 01	175 76%	0	0 00%	0	0 00%	0	29 58	63 74%	29 58	2 725		1099 694	175 76	19 5	?	Gene
423 GMW3WH913-14	7 84	7 84	17 04	20 52	22 27%	0	0 00%	0	0 00%	0	3 48	18 21%	3 48	2 725		139 450	22 27	4 4	?	Gene
424 GMW5G210-11	26 24	22 08	5 44 38	6 18 11	9 73%	1 00 00	15 87%	0	0 00%	0	33 33	8 87%	8 11	139 172		24 197	11 79	1654 8	?	Gene
425 HPEC8EC208-09	29 07	25 39	3 05 25	3 56 56	27 78%	30 00	12 66%	0	0 00%	0	51 31	21 74%	0	100 246		51 390	33 15	114 0	?	Loca
426 HPEC8EC209-09	35 93	31 25	3 44 59	3 50 09	2 30%	30 00	13 03%	0	0 00%	0	5 11	2 25%	0	119 872	0 746	4 324	2 66	124.7	?	Loca
427 HPEC9JC208-10	36 79	31 87	3 43 44	3 44 18	0 25%	30 00	13 37%	0	0 00%	0	0 34	0 25%	0	119 126		0 476	0 29	123 0	?	Loca
428 IME20AC208-10	30 09	26 19	19 05 56	10 17 18	1 88%	1 20 03	12 97%	42 23	6 87%	0	11 22	1 84%	0	269 425		4 219	2 35	1784 1	?	Inte
429 IME20AC209-11	29 85	26 87	9 58 36	10 01 41	0 52%	1 00 06	9 99%	1 54 21	19 01%	0	3 05	0 51%	0	269 425		1 144	0 73	1241 5	?	Inte
430 IME20AC210-12	37 59	36 31	7 25 31	7 25 09	-0 08%	15 04	3 38%	22 51	5 13%	0	0	0 00%	0	269 425		0 000	0 00	656 1	?	Inte
431 IME20AC211-14	33 01	29 40	9 10 39	9 09 39	-0 18%	1 00 04	10 93%	15 29	2 92%	0	0	0 00%	0	269 350	-0 075	0 000	0 00	1353 5	?	Inte
432 IME20AC212-14	32 26	28 80	9 21 16	9 21 13	-0 01%	1 00 05	10 71%	48 08	8 58%	0	0	0 00%	0	269 425		0 000	0 00	1419 1	?	Inte
433 IME20GC207-08	26 65	26 65	10 16 42	10 16 43	0 00%	0 04	0 01%	1 49 27	17 75%	0	0 01	0 00%	0	273 939		0 006	0 00	2145 8	?	Inte
434 IME20GC208-09	29 20	29 19	9 21 49	9 21 44	-0 01%	0 04	0 01%	1 43.00	18 34%	0	0	0 00%	0	273 300		0 000	0 00	1633 5	?	Inte
435 IME20GC209-10	33 07	33 06	8 09 24	8 09 22	-0 01%	0 03	0 01%	10 26	2 13%	0	0	0 00%	0	269 670		0 000	0 00	1721 4	?	Inte
436 IME20GC210-11	38 09	38 09	7 05 06	7 04 50	-0 06%	0 04	0 02%	12 06	2 85%	0	0	0 00%	0	269 670		0 000	0 00	1290 6	?	Inte
437 IME20GC211-12	34 35	34 34	7 51 10	7 51 10	0 00%	0 04	0 01%	1 26 09	18 28%	0	0	0 00%	0	269 670		0 000	0 00	712 6	?	Inte
438 IME20GC212-13	38 12	38 12	7 04 31	7 04 29	-0 01%	0 04	0 02%	26 42	6 29%	0	0	0 00%	0	269 670		0 000	0 00	1187 0	?	Inte
439 IME20QC206-08	26 96	26 96	10 09 44	10 10 04	0 05%	0 06	0 02%	2 16 24	22 36%	0	0 20	0 05%	0	274 112	0 173	0 122	0 07	2594 3	?	Inte
440 IME20QC207-09	18 33	18 12	14 58 24	15 06 54	0 95%	10 05	1 11%	6 13 04	41 14%	0	8 30	0 94%	0	273 939		3 102	1 65	2207 5	?	Inte
441 IME20QC208-10	27 51	27 50	10 00 24	9 57 37	-0 46%	0 05	0 01%	1 38 18	16 45%	0	0	0 00%	0	273 939		0 000	0 00	2260 3	?	Inte



Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed With Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meas* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
442 IME20QC209-11	23 83	23 83	11 21 52	11 28 07	0 92%	0 02	0 00%	2 43 01	23 69%	0	6 15	0 91%	0	273 300			2 287	1 20	2877 5	?	Inte
443 IME20QC210-12	23 24	23 24	11 45 23	11 45 38	0 04%	0 02	0 00%	3 53 04	33 03%	0	0 15	0 04%	0	273 300			0 091	0 05	2156 2	?	Inte
444 IME20QC211-13	25 57	25 17	10 54 45	10 51 25	-0 51%	10 04	1 55%	2 21 38	21 74%	0	0	0 00%	0	273 300			0 000	0 00	2462 8	?	Inte
445 IME20QC212-14	33 21	33 21	7 53 04	8 13 47	4 38%	0 02	0 01%	4 01	0 81%	0	20 43	4 20%	0	273 300			7 580	4 42	2348 4	?	Inte
446 IME20RC206-08	33 42	33 41	8 12 43	8 12 43	0 00%	0 05	0 02%	41 35	8 44%	0	0	0 00%	0	274 382			0 000	0 00	1458 7	?	Inte
447 IME20RC207-09	34 63	34 62	7 28 16	7 53 37	5 66%	0 05	0 02%	0 41	0 14%	0	25 21	5 35%	0	273 300			9 276	5 66	1135 8	?	Inte
448 IME20RC208-10	33 72	33 72	6 54 37	8 06 16	17 28%	0 01	0 00%	10 30	2 16%	0	1 11 39	14 73%	0	273 300			26 217	17 73	2219 2	?	Inte
449 IME20RC209-11	32 57	32 57	7 07 42	8 23 26	17 71%	0 02	0 01%	0 42	0 14%	0	1 15 44	15 04%	6 41	273 300			27 711	17 74	1866 1	?	Inte
450 IME20RC210-12	36 13	36 13	6 45 58	7 33 53	11 80%	0 01	0 00%	0	0 00%	0	47 55	10 56%	0	273 300			17 533	11 80	1225 1	?	Inte
451 IME20RC211-13	34 88	34 88	6 51 42	7 50 09	14 20%	0 01	0 00%	10 30	2 23%	0	58 27	12 43%	0	273 300			21 387	14 57	1610 6	?	Inte
452 IME20RC212-14	37 48	37 48	7 10 40	7 17 30	1 59%	0 02	0 01%	5 24	1 23%	0	6 50	1 56%	0	273 300			2 500	1 61	1468.5	?	Inte
453 IME20TC205-08	31 12	31 12	8 46 49	8 46 57	0 03%	0 05	0 02%	52 21	9 93%	0	0 08	0 03%	0	273 300			0 049	0 03	2195 9	?	Inte
454 IME20TC208-11	31 27	31 26	8 25 34	8 44 31	2 93%	0 04	0 01%	11 44	2 24%	0	14 57	2 85%	16 43	273 300			5 470	3 00	2468 9	?	Inte
455 IME20TC209-12	36 78	36 78	7 00 15	7 25 52	6 10%	0 01	0 00%	3 15	0 73%	0	25 37	5 75%	0	273 300			9 373	6 14	1187 1	?	Inte
456 IME20TC210-13	26 33	26 33	10 20 29	10 22 49	0 38%	0 03	0 01%	2 27 44	23 72%	0	2 20	0 37%	12 39	273 300			0 854	0 49	1287 8	?	Inte
457 IME20TC211-14	34 24	34 24	7 53 21	7 58 57	1 18%	0 02	0 01%	26 04	5 44%	0	5 36	1 17%	0	273 300			2 049	1 25	1619 7	?	Inte
458 IME228H108-09	8 84	3 47	49 25	49 25	0 00%	30 00	60 71%	0	0 00%	0	0	0 00%	0	2 860			0 000	0 00	19 3	?	Inte
459 IME228H110-11	6 60	3 06	45 23	56 00	13 40%	30 00	53 57%	0	0 00%	0	6 37	11 82%	6 37	2 860			231 352	34 14	26 0	?	Inte
460 IME228H111-12	8 72	3 45	49 41	49 41	0 00%	30 00	60 38%	0	0 00%	0	0	0 00%	0	2 860			0 000	0 00	18 3	?	Inte
461 IME228H112-13	8 29	3 38	50 42	50 42	0 00%	30 00	59 17%	0	0 00%	0	0	0 00%	0	2 860			0 000	0 00	16 8	?	Inte
462 IME228H113-14	6 87	3 12	49 27	54 58	11 16%	30 00	54 58%	0	0 00%	0	5 31	10 04%	5 31	2 860			192 890	28 36	24 1	?	Inte
463 IME22MH209-10	6 55	3 56	48 02	1 05 43	36 81%	30 00	45 65%	0	0 00%	0	17 41	26 91%	17 41	3 900			453 419	98 06	24 0	?	Inte
464 IME22MH211-11	9 55	4 29	45 56	54 30	9 15%	30 00	55 05%	0	0 00%	0	4 34	8 38%	0	3 900			117 094	22 91	26 7	?	Inte
465 IME22MH212-12	17 48	5 39	47 17	43 23	-8 25%	30 00	69 15%	0	0 00%	0	0	0 00%	0	3 900			0 000	0 00	18 3	?	Inte
466 IME22MH213-13	16 71	5 32	44 00	44 00	0 00%	30 00	68 18%	0	0 00%	0	0	0 00%	0	3 900			0 000	0 00	19 6	?	Inte
467 IME22BH412-13	7 56	3 84	47 30	1 00 57	28 32%	30 00	49 22%	0	0 00%	0	13 27	22 07%	17 40	3 900			344 872	76 86	22 6	?	Inte
468 IME24VC207-09	34 08	34 08	8 01 34	8 01 11	-0 08%	0 04	0 01%	40 58	8 51%	0	0	0 00%	0	273 300			0 000	0 00	1122 3	?	Inte
469 IME24VC208-10	18 21	18 21	14 51 14	15 00 42	1 06%	0 04	0 01%	6 45 25	45 01%	0	9 28	1 05%	0	273 300			3 464	1 95	1374 5	?	Inte
470 IME24VC209-11	23 68	23 68	11 31 58	11 32 27	0 07%	0 04	0 01%	2 42 39	23 49%	0	0 29	0 07%	0	273 300			0 177	0 09	1797 6	?	Inte
471 IME24VC210-12	22 40	22 40	12 12 29	12 11 59	-0 07%	0 02	0 00%	4 25 47	36 31%	0	0	0 00%	0	273 300			0 000	0 00	1271 9	?	Inte
472 IME24VC211-13	26 46	26 46	10 19 56	10 19 42	-0 04%	0 05	0 01%	1 58 14	19 08%	0	0	0 00%	0	273 300			0 000	0 00	2177 4	?	Inte
473 IME24VC212-14	22 29	22 14	12 24 08	12 20 39	-0 47%	5 02	0 68%	4 30 21	36 50%	0	0	0 00%	0	273 300			0 000	0 00	2045 8	?	Inte
474 IME24ZC207-08	37 92	37 91	7 12 28	7 12 31	0 01%	0 04	0 02%	23 16	5 38%	0	0 03	0 01%	0	273 300			0 018	0 01	1214 9	?	Inte
475 IME24ZC208-09	37 46	37 46	7 17 36	7 17 47	0 04%	0 05	0 02%	7 06	1 62%	0	0 11	0 04%	0	273 300			0 067	0 04	1470 5	?	Inte
476 IME24ZC209-10	36 36	36 35	7 11 49	7 31 04	4 46%	0 01	0 00%	10 10	2 25%	0	19 15	4 27%	0	273 300			7 044	4 57	1754 4	?	Inte
477 IMF24ZC210-11	32 92	32 91	8 16 27	8 18 15	0 36%	0 04	0 01%	18 57	3 80%	0	1 48	0 36%	0	273 300			0 659	0 38	1252 5	?	Inte
478 IME24ZC211-12	35 67	35 67	7 40 27	7 39 44	-0 16%	0 04	0 01%	20 46	4 52%	0	0	0 00%	0	273 300			0 000	0 00	2286 7	?	Inte
479 IME24ZC212-13	29 89	29 89	8 20 57	9 08 40	9 53%	0 04	0 01%	49 59	9 11%	0	47 43	8 70%	0	273 300			17 459	10 58	2285 8	?	Inte
480 IME24ZC213-14	38 31	38 31	6 45 58	7 08 05	5 45%	0 02	0 01%	5 30	1 28%	0	22 07	5 17%	0	273 300			8 092	5 52	1678 6	?	Inte
481 IME14VH407-10	12 88	4 86	48 10	48 10	0 00%	30 00	62 28%	0	0 00%	0	0	0 00%	0	3 900			0 000	0 00	20 8	?	Inte
482 IMW21AC110-11	35 26	35 26	7 41 28	7 46 45	1 14%	0 03	0 01%	19 48	4 24%	0	5 17	1 13%	0	274 300			1 926	1 20	1493 0	?	Inte
483 IMW21AC111-12	33 23	33 23	8 15 20	8 15 17	-0 01%	0 02	0 01%	1 11 29	14 43%	0	0	0 00%	0	274 300			0 000	0 00	1218 9	?	Inte
484 IMW21GC107-09	25 54	25 54	10 38 02	10 46 15	1 29%	0 05	0 01%	2 54 59	27 08%	0	8 13	1 27%	0	275 046			2 987	1 77	1915 5	?	Inte
485 IMW21GC109-11	35 07	32 92	7 38 08	8 09 42	6 89%	30 01	6 13%	5 55	1 21%	0	31 34	6 65%	3 30	268 674			11 749	7 48	2936 9	?	Inte
486 IMW21GC110-12	20 91	16 03	17 09 02	17 08 57	-0 01%	4 00 04	23 33%	4 24 09	25 67%	0	0	0 00%	0	274 915			0 000	0 00	2606 4	?	Inte
487 IMW21GC111-13	17 27	17 27	15 50 14	15 52 56	0 28%	0 06	0 01%	7 32 56	47 53%	0	2 42	0 26%	0	274 300			0 984	0 54	2397.7	?	Inte
488 IMW21GC112-14	25 97	24 80	10 46 11	11 07 19	4 24%	30 06	4 51%	1 18 08	11 71%	0	27 08	4 07%	0	275 858	0 197		9 836	5 10	2428 6	?	Inte
489 IMW21GH509-10	9 49	5 12	1 05 05	1 05 05	0 00%	30 00	46 09%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	26 3	?	Inte
490 IMW21GH510-11	8 08	4 70	1 11 12	1 11 34	0 51%	30 00	41 92%	0	0 00%	0	0 22	0 51%	0	5 601	0 050		6 546	0 89	36 7	?	Inte

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Delta Miles	Ideal* Delta 100-Train Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay	O Gallons	T	Trai
491 IMW21GN512-13	9 35	5 10	1 05 57	1 05 57	0 00%	30 00	45 49%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	43 8	?	Inte
492 IMW21RH508-10	9 62	5 18	1 04 56	1 04 56	0 00%	30 00	46 20%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	33 0	?	Inte
493 IMW21RH513-14	6 83	4 24	1 05 22	1 19 14	21 21%	30 00	37 86%	0	0 00%	0	13 52	17 50%	6 38	5 601			247 575	39 21	45 8	?	Inte
494 IMW21TC107-08	38 47	38 46	7 07 22	7 07 18	-0 02%	0 06	0 02%	27 18	6 39%	0	0	0 00%	0	273 923			0 000	0 00	710 2	?	Inte
495 IMW21TC109-10	29 29	29 28	9 23 36	9 23 37	0 00%	0 06	0 02%	1 38 06	17 41%	0	0 01	0 00%	0	275 046			0 006	0 00	1799 7	?	Inte
496 IMW21TC110-11	24 24	24 24	11 20 41	11 20 48	0 02%	0 02	0 00%	2 23 11	21 03%	0	0 07	0 02%	0	275 046			0 042	0 02	2829 5	?	Inte
497 IMW21TC111-12	33 80	33 80	8 08 28	8 08,15	-0 04%	0 02	0 01%	3 37	0 74%	0	0	0 00%	0	275 046			0 000	0 00	1940 2	?	Inte
498 IMW21TC112-13	30 22	30 22	9 04 35	9 04 37	0 01%	0 06	0 02%	1 12 55	13 39%	0	0 02	0 01%	0	274 300			0 012	0 01	2581 9	?	Inte
499 IMW21TC113-14	21 07	21 07	13 01 08	13 01 07	0 00%	0 05	0 01%	4 33 03	34 96%	0	0	0 00%	0	274 300			0 000	0 00	2138.4	?	Inte
500 IMW227C108-11	33 48	31 52	7 54 36	8 32 54	8 07%	30 00	5 85%	0	0 00%	0	38 18	7 47%	29 59	269 420			14 216	8 61	1724 7	?	Inte
501 IMW227C109-12	34 88	32 75	8 13 33	8 13 32	0 00%	30 02	6 09%	1 10 35	14 30%	0	0	0 00%	0	269 420			0 000	0 00	1033 4	?	Inte
502 IMW227C110-14	29 18	29 18	9 02 46	9 24 04	3 92%	0 05	0 01%	43 28	7 71%	0	21 18	3 78%	0	274 300			7 765	4 27	1777 8	?	Inte
503 IMW227H108-10	8 80	4 48	1 01 06	1 01 06	0 00%	30 00	49 10%	0	0 00%	0	0	0 00%	0	4 561			0 000	0 00	14 2	?	Inte
504 IMW227H109-11	8 70	4 45	1 01 28	1 01 28	0 00%	30 00	48 81%	0	0 00%	0	0	0 00%	0	4 561			0 000	0 00	12 2	?	Inte
505 IMW227H111-13	9 04	4 58	1 00 46	1 00 46	0 00%	30 00	49 37%	0	0 00%	0	0	0 00%	0	4 636			0 000	0 00	17 4	?	Inte
506 IMW227H112-14	8 63	4 46	1 02 07	1 02 04	-0 03%	30 00	48 34%	0	0 00%	0	0	0 00%	0	4 611	-0 025		0 000	0 00	14 7	?	Inte
507 IMW23MC108-10	22 18	22 18	12 20 27	12 24 01	0 48%	0 03	0 01%	5 20 39	43 10%	0	3 34	0 48%	0	275 046			1 297	0 85	673 5	?	Inte
508 IMW23MC109-11	37 13	34 73	7 45 36	7 45 29	-0 03%	30 02	6 45%	11 55	2 56%	0	0	0 00%	0	269 445	0 025		0 000	0 00	1696 8	?	Inte
509 IMW23MC110-12	40 11	37 32	7 11 40	7 13 11	0 35%	30 03	6 94%	9 54	2 29%	0	1 31	0 35%	2 50	269 470	0 050		0 563	0 39	792 5	?	Inte
510 IMW23MC111-13	19 78	19 78	13 03 28	13 54 23	6 50%	0 06	0 01%	5 28 59	39 43%	0	50 55	6 10%	0	275 046			18 512	11 21	1182 6	?	Inte
511 IMW23MC112-14	38 58	38 58	6 40 09	7 07 48	6 91%	0	0 00%	0	0 00%	0	27 39	6 46%	0	275 046			10 053	6 91	976 7	?	Inte
512 IMW23MH512-13	6 95	4 27	1 06 00	1 17 53	18 06%	30 00	38 50%	0	0 00%	0	11 55	15 29%	6 20	5 551	-0 050		214 676	33 10	44 5	?	Inte
513 IMW23MH510-11	9 29	5 06	1 05 50	1 05 50	0 00%	30 00	45 57%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	23 2	?	Inte
514 IMW23WC106-08	36 01	36 00	7 27 55	7 27 44	-0 04%	0 05	0 02%	18 15	4 08%	0	0	0 00%	0	268 674			0 000	0 00	2151 4	?	Inte
515 IMW23WC108-10	28 23	17 65	15 34 00	15 33 55	-0 01%	5 50 04	37 48%	2 26 33	15 69%	0	0	0 00%	0	274 669			0 000	0 00	1450 0	?	Inte
516 IMW23WC109-11	33 15	31 23	7 14 46	8 37 39	19 06%	30 00	5 80%	0	0 00%	0	1 22 53	16 01%	0	269 420			30 764	20 48	2314 4	?	Inte
517 IMW23WC110-12	32 44	30 60	7 20 57	8 46 53	19 49%	30 00	5 69%	0	0 00%	0	1 25 56	16 31%	3 40	269 674			31 984	20 91	2151 7	?	Inte
518 IMW23WC111-13	18 76	18 76	13 49 59	14 37 31	5 73%	0 05	0 01%	5 14 38	35 85%	0	47 32	5 42%	1 27	274 300			17 329	9 22	1808 6	?	Inte
519 IMW23WC112-14	32 65	32 64	8 25 37	8 25 32	-0 02%	0 01	0 00%	38 26	7 60%	0	0	0 00%	0	275 046			0 000	0 00	1607 3	?	Inte
520 IMW23WH508-09	9 63	4 87	1 08 34	1 08 46	0 29%	30 00	43 63%	0	0 00%	0	0 12	0 29%	0	5 576	-0 025		3 587	0 52	34 4	?	Inte
521 IMW23WH010-11	9 70	5 14	1 04 39	1 03 53	-1 19%	30 00	46 96%	0	0 00%	0	0	0 00%	0	5 476	-0 075		0 000	0 00	46 3	?	Inte
522 IMW23WH012-13	7 83	4 61	1 05 11	1 12 54	11 84%	30 00	41 15%	0	0 00%	0	7 43	10 59%	0	5 601			137 773	21 93	37 3	?	Inte
523 IMW23WH013-14	5 00	3 46	1 05 22	1 37 13	48 73%	30 00	30 86%	0	0 00%	0	31 51	32 78%	17 25	5 601			568 648	90 06	32 1	?	Inte
524 IMW23ZC107-08	34 40	34 40	7 59 42	7 59 43	0 00%	0 03	0 01%	48 52	10 19%	0	0 01	0 00%	0	275 046			0 006	0 00	1387 6	?	Inte
525 IMW23ZC108-09	39 47	39 47	6 54 24	6 58 09	0 90%	0 05	0 02%	1 19	0 31%	0	3 45	0 90%	0	275 046			1 363	0 91	922 4	?	Inte
526 IMW23ZC109-10	37 34	34 91	7 35 22	7 43 07	1 70%	30 04	6 49%	0	0 00%	0	7 45	1 67%	9 12	269 470			2 876	1 82	1715 2	?	Inte
527 IMW23ZC110-11	37 19	34 79	7 44 43	7 44 43	0 00%	30 02	6 46%	23 03	4 96%	0	0	0 00%	0	269 420			0 000	0 00	1773 6	?	Inte
528 IMW23ZC111-12	33 42	31 47	8 34 57	8 34 58	0 00%	30 03	5 84%	21 22	4 15%	0	0 01	0 00%	6 26	270 109			0 006	0 00	1557 1	?	Inte
529 IMW23ZC112-13	33 32	33 31	8 01 07	8 15 22	2 96%	0 05	0 02%	0 31	0 10%	0	14 15	2 88%	0	275 046			5 181	2 97	2261 9	?	Inte
530 IMW23ZC113-14	29 94	27 91	9 51 17	9 51 18	0 00%	40 04	6 78%	1 03 45	10 78%	0	0 01	0 00%	0	273 046			0 006	0 00	1504 6	?	Inte
531 IMW25KC108-10	27 99	19 89	13 49 36	13 49 41	0 01%	4 00 04	28 93%	2 15 02	16 28%	0	0 05	0 01%	0	275 046			0 030	0 02	1608 2	?	Inte
532 IMW25KC109-11	31 19	29 48	9 08 28	9 08 24	-0 01%	30 03	5 48%	1 11 22	13 01%	0	0	0 00%	2 16	269 470	0 050		0 000	0 00	1653 0	?	Inte
533 IMW25KC110-12	36 26	33 97	7 55 29	7 55 52	0 08%	30 04	6 32%	20 36	4 33%	0	0 23	0 08%	0	269 420			0 142	0 09	1482 5	?	Inte
534 IMW25KC111-13	19 10	19 09	14 22 04	14 21 56	-0 02%	0 06	0 01%	6 26 34	44 85%	0	0	0 00%	0	274 300			0 000	0 00	1560 2	?	Inte
535 IMW25KC112-14	34 24	34 24	7 05 19	8 01 56	13 31%	0	0 00%	0	0 00%	0	56 37	11 75%	0	275 046			20 584	13 31	1768 2	?	Inte
536 IMW25KH510-11	9 24	5 05	1 06 36	1 06 13	-0 58%	30 00	45 31%	0	0 00%	0	0	0 00%	0	5 576	0 025		0 000	0 00	20 7	?	Inte
537 IMW25KH512-13	9 54	5 14	1 05 54	1 05 04	-1 26%	30 00	46 11%	0	0 00%	0	0	0 00%	0	5 576	-0 025		0 000	0 00	45 1	?	Inte
538 IMW25VH508-09	8 59	4 86	1 09 08	1 09 08	0 00%	30 00	43 39%	0	0 00%	0	0	0 00%	0	5 601			0 000	0 00	7 9	?	Inte
539 IMW25VH509-10	9 24	5 04	1 06 02	1 06 02	0 00%	30 00	45 43%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	19 6	?	Inte

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
540 IMW25VH510-11	7.90	4 61	1 12 11	1 12:11	0 00%	30 00	41 56%	0	0 00%	0	0	0 00%	0	5 551			0 000	0 00	8 2	?	Inte
541 IMW25VH511-12	7 86	4 60	1 04 29	1 12 23	12 25%	30 00	41 45%	0	0 00%	0	7 54	10 91%	0	5 551		142 317	22 91	15 8	?	Inte
542 IMW25VH512-13	9 70	5 20	1 04 39	1 04 39	0 00%	30 00	46 40%	0	0 00%	0	0	0 00%	0	5 601		0 000	0 00	18 9	?	Inte
543 IMW25VH513-14	7 88	4 62	1 07 55	1 12 27	6 67%	30 00	41 41%	0	0 00%	0	4 32	6 26%	0	5 576	-0 025	81 301	11 96	15 3	?	Inte
544 IMW25WH009-10	10 00	5 26	1 03 18	1 03 18	0 00%	30 00	47 39%	0	0 00%	0	0	0 00%	0	5 551		0 000	0 00	7 8	?	Inte
545 IMW25WH010-11	10 03	5 27	1 03 13	1 03 13	0 00%	30 00	47 46%	0	0 00%	0	0	0 00%	0	5 551		0 000	0 00	7 7	?	Inte
546 IMW25WH011-12	10 10	5 29	1 02 59	1 02 59	0 00%	30 00	47 63%	0	0 00%	0	0	0 00%	0	5 551		0 000	0 00	7 8	?	Inte
547 IMW25WH012-13	6 28	4 01	1 05 16	1 23 00	27 17%	30 00	36 14%	0	0 00%	0	17 44	21 37%	13 45	5 551	-0 050	319 462	50 28	10 7	?	Inte
548 IMW26SC109-10	36 91	36 91	6 34 33	7 26 30	13 17%	0 03	0 01%	0	0 00%	0	51 57	11 63%	0	274 669		18 914	13 17	1030 4	?	Inte
549 IMW1TC108-09	37 50	37 49	7 20 58	7 19 35	-0 31%	0 05	0 02%	0 59	0 22%	0	0	0 00%	0	274 669		0 000	0 00	1393 5	?	Inte
550 IMW13MC108-09	30 84	30 84	8 55 04	8 55 07	0 01%	0 03	0 01%	1 39 18	18 37%	0	0 03	0 01%	0	275 046		0 018	0 01	1770 2	?	Inte
551 LOE052H213-14	19 31	15 61	26 37	26 08	-1 82%	5 00	19 13%	0	0 00%	0	0	0 00%	0	6 800		0 000	0 00	15 6	?	Loca
552 LOE24KC207-08	17 58	14 32	5 14 51	5 23 48	2 84%	1 00 05	18 56%	54 05	16 70%	18 40W	8 57	2 76%	2 42	77 270		11 583	4 46	151 1	?	Loca
553 LOE24KC208-09	20 17	15 99	4 50 17	4 49 52	-0 14%	1 00 04	20 72%	30 50	10 64%	19 28W	0	0 00%	0	77 270		0 000	0 00	155 5	?	Loca
554 LOE24KC209-10	19 21	15 39	4 40 36	5 02 38	7 85%	1 00 04	19 85%	0	0 00%	29 43W	22 02	7 28%	0	77 647		28 376	9 99	261 7	?	Loca
555 LOE24KC210-11	19 49	17 30	4 17 02	4 27 56	4 24%	30 03	11 22%	0	0 00%	38 12W	10 54	4 07%	0	77 270		14 106	4 80	304 0	?	Loca
556 LOE24KC211-12	19 28	17 15	4 31 48	4 31 45	-0 02%	30 03	11 06%	23 48	8 76%	27 43W	0	0 00%	0	77 672	0 025	0 000	0 00	219 8	?	Loca
557 LOE24KC212-13	17 98	16 11	4 42 09	4.47 50	2 01%	30 02	10 43%	23 43	8 24%	25 25W	5 41	1 97%	4 03	77 270		7 355	2 49	199 6	?	Loca
558 LOE24KC213-14	13 92	10 97	5 55 47	7 04 39	19 36%	1 30 01	21 20%	45 53	10 80%	30 39W	1 08 52	16 22%	0	77 647		88 692	31 32	246 3	?	Loca
559 LOE522C409a-10	35 78	23 63	1 29 49	1 29 49	0 00%	30 00	33 40%	0	0 00%	0	0	0 00%	0	35 668		0 000	0 00	35 1	?	Loca
560 LOE522C409b-10	23 64	17 65	1 46 37	1 58 21	11 01%	30 00	25 35%	0	0 00%	0	11 44	9 91%	0	34 805		33 712	15 31	378 2	?	Loca
561 LOEC22C507-08	6 73	6 73	5 54 34	5 54 25	-0 04%	0 02	0 01%	4 16 43	72 43%	0	0	0 00%	0	39 735		0 000	0 00	182 7	?	Loca
562 LOEC22C508-09	18 22	18 22	2 11 06	2 10 53	-0 17%	0 02	0 01%	34 29	26 35%	0	0	0 00%	0	39 735		0 000	0 00	146 8	?	Loca
563 LOEC22C509-10	27 12	27 11	1 21 35	1 27 56	7 78%	0 01	0 02%	8 03	9 15%	0	6 21	7 22%	0	39 735		15 981	8 64	243 8	?	Loca
564 LOEC22C510-11	19 72	19 72	1 49 48	2 00 54	10 11%	0 01	0 01%	35 58	29 75%	0	11 06	9 18%	0	39 735		27 935	15 04	275 1	?	Loca
565 LOEC22C511-12	28 77	28 76	1 23 00	1 22 53	-0 14%	0 01	0 02%	0 59	1 19%	0	0	0 00%	0	39 735		0 000	0 00	366 9	?	Loca
566 LOEC22C512-13	27 99	27 98	1 19 22	1 25 12	7 35%	0 01	0 02%	0	0 00%	0	5 50	6 85%	0	39 735		14 681	7 35	275 3	?	Loca
567 LOEC22C513-14	33 05	33 04	1 12 20	1 12 09	-0 25%	0 01	0 02%	1 08	1 57%	0	0	0 00%	0	39 735		0 000	0 00	139 5	?	Loca
568 LOEC33C206-08	27 11	19 64	1 40 40	1 48 50	8 11%	30 00	27 57%	0	0 00%	0	8 10	7 50%	0	35 618	0 050	22 928	11 56	250 3	?	Loca
569 LOEC33C207-10	32 00	22 07	1 36 43	1 36 42	-0 02%	30 01	31 04%	4 52	5 03%	0	0	0 00%	0	35 568		0 000	0 00	63 8	?	Loca
570 LOEC35C407a-09	5 89	5 89	5 55 57	5 54 42	-0 35%	0 01	0 00%	4 13 40	71 52%	5 03W	0	0 00%	0	34 805		0 000	0 00	58 6	?	Loca
571 LOEC35C407b-09	28 95	20 57	1 38 39	1 43 48	5 22%	30 02	28 93%	0	0 00%	0	5 09	4 96%	2 42	35 593	0 025	14 469	7 51	108 6	?	Loca
572 LOEC38C206a-08	19 81	15 50	2 17 55	2 17 55	0 00%	30 01	21 76%	25 18	18 34%	0	0	0 00%	0	35 618	0 050	0 000	0 00	233 8	?	Loca
573 LOEC38C206b-08	12 41	10 53	3 18 27	3 18 22	-0.04%	30 02	15 14%	36 40	18 48%	19 08W	0	0 00%	0	34 805		0 000	0 00	195 5	?	Loca
574 LOEC38C207a-08	25 15	18 58	1 54 51	1 54 55	0 06%	30 01	26 12%	21 58	18 12%	0	0 04	0 06%	0	35 593	0 025	0 187	0 11	98 1	?	Loca
575 LOEC38C207b-09	16 00	13 01	2 40 41	2 40 34	-0 07%	30 02	18 70%	25 48	16 07%	8 33W	0	0 00%	0	34 805		0 000	0 00	88 6	?	Loca
576 LOEC38C208a-09	15 45	12 69	2 46 16	2 48 09	1 13%	30 01	17 85%	0	0 00%	0	1 53	1 12%	1 09 04	35 568		5 295	1 38	155 5	?	Loca
577 LOEC38C208b-10	16 70	13 47	2 35 13	2 35 05	-0 09%	30 02	19 37%	12 15	7 90%	10 49W	0	0 00%	0	34 805		0 000	0 00	124 8	?	Loca
578 LOEC38C209a-11	22 44	17 06	2 05 29	2 05 06	-0 31%	30 01	23 59%	25 46	20 60%	0	0	0 00%	0	35 568		0 000	0 00	154 4	?	Loca
579 LOEC38C209b-11	15 23	12 50	2 47 02	2 47 06	0 04%	30 01	17 96%	1 06 09	39 59%	0	0 04	0 04%	0	34 805		0 192	0 09	131 0	?	Loca
580 LOEC38C210a-11	26 78	19 45	1 49 59	1 49 43	-0 24%	30 01	27 36%	2 06	1 91%	0	0	0 00%	6 01	35 568		0 000	0 00	161 8	?	Loca
581 LOEC38C210b-12	22 48	16 99	2 02 52	2 02 55	0 04%	30 02	24 43%	0 15	0 20%	0	0 03	0 04%	0	34 805		0 144	0 05	148 4	?	Loca
582 LOEC38C211a-13	28 09	26 68	1·20 11	1.20 00	-0 23%	4 01	5 02%	6 40	8 33%	0	0	0 00%	0	35 568		0 000	0 00	144 3	?	Loca
583 LOEC38C211b-13	14 25	11 83	1·59 09	2 56 34	48 19%	30 02	17 01%	2 42	1 53%	0	57 25	32 52%	0	34 805		164 967	66 44	134 3	?	Loca
584 LOEC38C212a-13	25 59	18 83	1 53 31	1 53 31	0 00%	30 01	26 44%	12 54	11 36%	0	0	0 00%	0	35 618	0 050	0 000	0 00	148 8	?	Loca
585 LOEC38C212b-14	14 58	12 06	2 53 25	2·53 13	-0 12%	30 02	17 34%	1 08 57	39 81%	0	0	0 00%	0	34 805		0 000	0 00	142 8	?	Loca
586 LOEC38C213a-14	26 04	19 06	1 43 40	1 51 59	8 02%	30 01	26 80%	0	0 00%	0	8 19	7 43%	8 58	35 568		23 382	11 29	247 7	?	Loca
587 LOEC42C108-09	6 14	5 87	11 10 09	11 10 23	0 03%	30 02	4 48%	8 17 13	74 17%	15 56W	0 14	0 03%	0	65 538		0 356	0 16	169 7	?	Loca
588 LOEC42C109-10	22 68	21 20	7 28 39	7 39 03	2 32%	30 02	6 54%	2 42 03	35 30%	0	10 24	2 27%	0	162 170		6 413	4 05	421 1	?	Loca

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta 100-Train Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
589 LOEC42C110-11	8 26	7 77	8 19 39	8 26 02	1 28%	30 02	5 94%	5 16 39	62 57%	18 04W	6 23	1 26%	0	65 538			9 740	4 17	228 9	?	Loca
590 LOEC42C111-12	7 82	7 38	8 53 16	8 53 01	-0 05%	30 02	5 63%	5 43 49	64 50%	19 24W	0	0 00%	0	65 538			0 000	0 00	332 5	?	Loca
591 LOEC42C112-13	7 17	6 79	9 38 50	9 38 45	-0 01%	30 02	5 19%	6 36 35	68 52%	20 08W	0	0 00%	0	65 538			0 000	0 00	252 0	?	Loca
592 LOEC44C207a-08	23 98	17 94	1 59 08	1 59 08	0 00%	30 01	25 20%	22 11	18 62%	0	0	0 00%	0	35 618	0 050		0 000	0 00	115 0	?	Loca
593 LOEC44C207b-08	25 30	18 55	1 44 06	1 52 34	8 13%	30 02	26 68%		0	0	0	0 00%	0	34 805			24 326	11 43	88 7	?	Loca
594 LOEC44C209a-10	7 77	7 01	4 14 54	5 05 00	19 65%	30 02	9 85%		0	0	0	0 00%	0	35 618	0 050		140 659	22 28	311 3	?	Loca
595 LOEC44C209b-10	19 63	15 31	2 15 06	2 16 26	0 99%	30 02	22 01%		0	0	0	0 00%	0	34 805			3 831	1 27	230 7	?	Loca
596 LOEC46C208-09	11 01	10 37	8 35 20	8 35 15	-0 02%	30 02	5 83%	4 48 22	55 97%	0	0	0 00%	0	89 030			5 223	2 64	382 4	?	Loca
597 LOEC46C209-10	13 33	12 40	7 06 13	7 10 52	1 09%	30 03	6 97%	3 40 13	51 11%	0	4 39	1 08%	0	89 030			5 223	2 64	382 4	?	Loca
598 LOEC46C210-11	10 79	10 18	8 45 03	8 44 57	-0 02%	30 03	5 72%	4 57 58	56 76%	0	0	0 00%	0	89 030			0 000	0 00	565 1	?	Loca
599 LOEC46C211-12	14 06	13 03	6 50 00	6 49 54	-0 02%	30 03	7 33%	3 17 43	48 24%	0	0	0 00%	0	89 030			0 000	0 00	496 3	?	Loca
600 LOEC46C212-13	13 56	12 60	7 01 49	7 04 06	0 54%	30 03	7 09%	2 54 18	41 10%	0	2 17	0 54%	0	89 030			2 565	1 05	528 0	?	Loca
601 LOEC7EC207-08	7 45	6 80	11 22 25	11 22 09	-0 04%	1 00 02	8 80%	4 10 20	36 70%	54 10W	0	0 00%	1 22 48	77 295	0 025		0 000	0 00	1159 6	?	Loca
602 LOEH20H207a-08	10 53	10 53	23 14	39 38	70 59%	0 01	0 04%	0	0 00%	0	16 24	41 38%	16 24	6 956			235 768	70 64	55 2	?	Loca
603 LOEH20H207b-08	1 03	1 03	7 43 28	7 43 08	-0 07%	0 01	0 00%	6 49 33	88 43%	0	0	0 00%	0	7 956			0 000	0 00	94 4	?	Loca
604 LOEH2WH907-08	5 51	5 33	19 01	30 41	61 35%	1 00	3 26%		0	0	11 40	38 02%	11 40	2 725			428 135	64 75	11 0	?	Loca
605 LOEH2WH908-09	7 04	6 75	19 01	24 13	27 34%	1 00	4 13%		0	0	5 12	21 47%	5 12	2 725			196 826	28 86	9 1	?	Loca
606 LOEH68H409-10	9 26	9 26	36 14	36 14	0 00%	0 01	0 05%		0	0	0	0 00%	0	5 591			0 000	0 00	15 7	?	Loca
607 LOEHH14H40-08	6 30	6 01	1 48 23	1 47 48	-0 54%	5 00	4 66%	43 04	39 95%	0	0	0 00%	0	10 802			0 000	0 00	65 7	?	Loca
608 LOEK24H407-08	3 73	3 57	1 54 39	1 54 20	-0 28%	5 00	4 37%	1 28 02	77 00%	0	0	0 00%	0	6 900			0 000	0 00	8 3	?	Loca
609 LOW052H211-12	11 38	4 94	2 33 23	2 39 04	3 71%	1 30 00	56 58%	0	0 00%	0	5 41	3 57%	0	13 102			43 378	8 97	53 6	?	Loca
610 LOW936C210-11	35 29	32 00	3 29 48	3 45 40	7 56%	21 01	9 31%	9 36	4 25%	0	15 52	7 03%	0	120 351			13 184	8 85	103 1	?	Loca
611 LOWC07C406-08	23 35	23 35	1 29 43	1 29 27	-0 36%	0 02	0 04%	19 04	21 32%	0	0	0 00%	0	34 805			0 000	0 00	141 3	?	Loca
612 LOWC07C409-10	16 32	16 32	1 59 31	2 07 58	7 07%	0 02	0 03%	0 10	0 13%	0	8 27	6 60%	0	34 805			24 278	7 08	213 5	?	Loca
613 LOWC28C207-08	6 56	5 83	8 51 39	8 54 52	0 61%	1 00 04	11 23%	3 55 29	44 03%	17 31W	3 13	0 60%	0	51 943			6 193	1 36	183 7	?	Loca
614 LOWC28C208-09	6 32	5 64	9 11 14	9 12 54	0 30%	1 00 04	10 86%	5 07 38	53 64%	13 34W	1 40	0 30%	0	51 943			3 209	0 91	278 8	?	Loca
615 LOWC28C209-10	12 29	9 94	5 13 42	5 13 36	-0 03%	1 00 04	19 15%	15 06	4 82%	49 26W	0	0 00%	0	51 943			0 000	0 00	264 8	?	Loca
616 LOWC28C210-11	9 94	8 34	6 14 19	6 13 31	-0 21%	1 00 04	16 08%	1 38 23	26 34%	51 46W	0	0 00%	0	51 943			0 000	0 00	392 1	?	Loca
617 LOWC28C211-12	5 88	5 28	9 07 54	9 50 16	7 73%	1 00 04	10 18%	3 14 53	33 02%	51 28W	42 22	7 18%	0	51 943			81 564	14 46	467 8	?	Loca
618 LOWC32C407-08	16 09	16 09	2 28 44	2 28 41	-0 03%	0 02	0 02%		32 53	22 12%	0	0 00%	0	39 872			0 000	0 00	166 0	?	Loca
619 LOWC32C409-10	16 50	16 50	2 17 10	2 25 01	5 72%	0 02	0 02%		16 37	11 46%	0	7 51	5 41%	0	39 872			19 688	6 51	186 8	?	Loca
620 LOWC32C410-11	14 19	14 19	2 25 17	2 48 36	16 05%	0 02	0 02%		18 04	10 72%	0	21 21W	23 19	13 83%	0	39 872			58 479	18 33	273 6	?	Loca
621 LOWC32C411-12	9 28	9 28	4 17 57	4 17 55	-0 01%	0 02	0 01%	2 22 06	55 10%	0	16 56W	0	0 00%	0	39 872			63 871	16 91	231 7	?	Loca
622 LOWC32C412-13	13 59	13 59	2 30 38	2 56 06	16 91%	0 01	0 01%		0	0 00%	0	18 17W	25 28	14 46%	8 46	39 872			44 894	14 56	147 0	?	Loca
623 LOWC32C413-14	14 29	14 29	2 29 37	2 47 31	11 96%	0 02	0 02%	26 41	15.93%	0	16 39W	17 54	10 69%	0	39 872			44 894	14 56	147 0	?	Loca
624 LOWC39C208-09	8 28	7 15	7 20 22	7 19 47	-0 13%	1 00 01	13 65%	3 27 45	47 24%	18 04W	0	0 00%	0	52 402			0 000	0 00	202 4	?	Loca
625 LOWC39C209-10	11 98	9 73	5 13 08	5 20 09	2 24%	1 00 04	18 76%	16 29	5 15%	51 05W	7 01	2 19%	0	51 918			13 515	2 97	362 9	?	Loca
626 LOWC39C210-11	9 23	7 85	6 40 00	6 40 35	0 15%	1 00 03	14 99%	2 59 07	44 71%	15 45W	0 35	0 15%	0	52 402			1 113	0 36	184 9	?	Loca
627 LOWC39C211-12	6 97	6 15	8 31 11	8 31 09	-0 01%	1 00 03	11 75%	4 24 18	51 71%	21 36W	0	0 00%	0	52 402			0 000	0 00	280 0	?	Loca
628 LOWC39C212-13	11 60	9 50	5 30 53	5 31 03	0 05%	1 00 03	18 14%	1 45 24	31 84%	16 22W	0.10	0 05%	0	52 402			0 318	0 10	210 7	?	Loca
629 LOWC39C213-14	5 10	4 65	11 16 07	11 16 20	0 03%	1 00 03	8 88%	7 47 10	69 07%	12 41W	0 13	0 03%	0	52 402			0 413	0 15	149 4	?	Loca
630 LOWH68H411a-12	17 41	17 41	32 37	32 37	0 00%	0	0 00%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	63 1	?	Loca
631 LOWH68H411b-12	20 92	20 18	28 09	28 09	0 00%	1 00	3 55%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	92 4	?	Loca
632 LOWI14H107-08	5 76	3 53	1 04 28	1 17 30	20 22%	30 00	38 71%	0	0 00%	0	13 02	16 82%	13 02	4 561			285 756	37 81	15 9	?	Loca
633 MLE18NC207-08	29 32	29 31	9 06 08	9 06 06	-0 01%	0 07	0 02%	1 39 50	18 28%	0	0	0 00%	0	266 766			0 000	0 00	1680 9	?	Mult
634 MLE18NC208-09	17 02	17 02	16 06 47	16 06 32	-0 03%	0 03	0 01%	7 38 06	47 40%	0	0	0 00%	0	274 112	0 173		0 000	0 00	1911 4	?	Mult
635 MLE18NC209-10	24 57	24 56	10 29 38	10 50 47	3 36%	0 04	0 01%	2 54 36	26 83%	0	21 09	3 25%	0	266 423	0 074		7 939	4 65	1542 7	?	Mult
636 MLE18NC210-11	29 68	28 09	9 21 00	9 20 52	-0 02%	30 02	5 35%	2 07 53	22 80%	0	0	0 00%	0	262 599			0 000	0 00	1472 7	?	Mult
637 MLE18NC211-12	32 02	32 02	7 22 41	8 17 53	12 47%	0 01	0 00%	3 38	0 73%	0	55 12	11 09%	0	265 734			20 773	12 57	993 2	?	Mult

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed W/o Dwell	Average Speed With Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay h	O Gallons	T	Trai
638 MLE18NC212-13	33 32	33 31	7 58 33	7 58 41	0 03%	0 06	0 02%	1 19 11	16 54%	0	0 08	0 03%	0	265 734			0 050	0 03	1180 3	?	Mult
639 MLE18NC213-14	33 51	33 51	7 52 04	7 55 52	0 80%	0 04	0 01%	1 13	0 26%	0	3 48	0 80%	0	265 734			1 630	0 81	2068 0	?	Mult
640 MLE18NH409-11	14 53	14 17	29 14	40 05	37 12%	1 00	2 49%	0	0 00%	0	10 51	27 07%	0	9 466			114 621	38 43	51 2	?	Mult
641 MLE18NH410-11	20 74	20 01	28 23	28 23	0 00%	1 00	3 52%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	43 3	?	Mult
642 MLE18NH411-12	22 06	21 23	26 45	26 45	0 00%	1 00	3 74%	0	0 00%	0	0	0 00%	0	9 466			0 000	0 00	39 1	?	Mult
643 MLE18NH4112-12	16 55	16 08	27 00	35 19	30 80%	1 00	2 83%	0	0 00%	0	8 19	23 55%	7 31	9 466			87 858	31 99	29 6	?	Mult
644 MLW11JC106-08	27 95	26 58	10 03 00	10 12 08	1 51%	30 03	4 91%	1 56 27	19 02%	0	9 08	1 49%	0	271 161			3 368	2 00	1141 7	?	Mult
645 MLW11JC109-10	28 73	27 27	9 52 27	9 52 18	-0 03%	30 04	5 08%	1 00 09	10 16%	0	0	0 00%	0	269 233			0 000	0 00	1191 6	?	Mult
646 MLW11JC110-11	24 45	23 39	11 32 47	11 32 49	0 00%	30 05	4 34%	3 00 46	26 09%	0	0 02	0 00%	0	270 045			0 012	0 01	2024 6	?	Mult
647 MLW11JC111-12	29 09	27 60	9 16 07	9 46 59	5 55%	30 05	5 13%	30 29	5 19%	0	30 52	5 26%	9 31	270 045			11 430	6 23	2025 2	?	Mult
648 MLW11JC113-14	25 77	24 60	11 01 09	11 01 18	0 02%	30 04	4 55%	2 46 23	25 16%	0	0 09	0 02%	0	271 111			0 055	0 03	1241 5	?	Mult
649 MLW11JH513-13	7 73	4 56	1 05 30	1 13 05	11 58%	30 00	41 05%	0	0 00%	0	7 35	10 38%	0	5 551	-0 075		136 612	21 36	21 2	?	Mult
650 MLW13NC106-09	28 71	28 71	8 42 39	9 20 52	7 31%	0 05	0 01%	1 29 01	15 87%	0	38 13	6 81%	0	268 335			14 242	8 81	1125 0	?	Mult
651 MLW13NC107-09	35 28	35 28	7 29 42	7 35 16	1 24%	0 05	0 02%	0	0 00%	0	5 34	1 22%	6 18	267 680			2 080	1 24	1695 3	?	Mult
652 MLW13NC108-10	28 57	27 10	9 42 21	9 43 19	0 17%	30 03	5 15%	29 48	5 11%	0	0 58	0 17%	0	263 425	0 197		0 367	0 19	1650 3	?	Mult
653 MLW13NC109-11	29 41	27 85	8 49 14	9 28 04	7 34%	30 04	5 29%	20 11	3.55%	0	38 50	6 84%	0	263 695			14 727	8 11	1504 4	?	Mult
654 MLW13NC110-12	32 45	30 56	7 32 40	8 34 08	13 58%	30 00	5 84%	0	0 00%	0	1 01 28	11 96%	8 15	261 867			23 472	14 54	1612 5	?	Mult
655 MLW13NC111-13	22 61	22 61	10 48 00	11 52 14	9 91%	0 03	0 01%	2 33 28	21 55%	0	1 04 14	9 02%	0	268 369			23 935	12 99	2338 3	?	Mult
656 MLW13NC112-14	24 66	24 66	10 53 04	10 53,18	0 04%	0 04	0 01%	2 50 16	26 06%	0	0 14	0 04%	0	268 492	0 123		0 067	0 03	2240 1	?	Mult
657 PIE20EC207-08	37 57	37 56	7 16 25	7 16 00	-0 10%	0 06	0 02%	16 44	3 84%	0	0	0 00%	0	272 923			0 000	0 00	2123 9	?	Prem
658 PIE20EC208-09	33 50	33 49	8 08 06	8 08 54	0 16%	0 07	0 02%	1 10 08	14 35%	0	0 48	0 16%	0	272 923			0 293	0 19	1618 6	?	Prem
659 PIE20EC209-10	33 53	33 53	8 01 05	8 08 24	1 52%	0 03	0 01%	18 51	3 86%	0	7 19	1 50%	0	272 923			2 681	1 58	2104 0	?	Prem
660 PIE20EC210-11	36 45	36 45	7 29 18	7 29 17	0 00%	0 05	0 02%	32 49	7 30%	0	0	0 00%	0	272 923			0 000	0 00	1658 0	?	Prem
661 PIE20EC211-12	35 70	35 69	7 38 51	7 38 46	-0 02%	0 05	0 02%	58 01	12 65%	0	0	0 00%	0	272 923			0 000	0 00	1560 3	?	Prem
662 PIE20EC212-13	33 68	33 68	7 37 07	8 06 52	6 51%	0 03	0 01%	10 28	2 15%	0	29 45	6 11%	0	273 300			10 885	6 66	2004 1	?	Prem
663 PIE20EC213-14	31 47	31 46	8 41 59	8 41 10	-0 16%	0 04	0 01%	1 27 46	16 84%	0	0	0 00%	0	273 300			0 000	0 00	1430 1	?	Prem
664 PIE20KC207-08	34 92	34 91	7 49 54	7 49 40	-0 05%	0 06	0 02%	41 18	8 79%	0	0	0 00%	0	273 300			0 000	0 00	2613 1	?	Prem
665 PIE20KC208-09	38 91	38 90	6 48 50	7 00 58	2 97%	0 06	0 02%	4 56	1 17%	0	12 08	2 88%	0	272 923			4 446	3 00	1176 9	?	Prem
666 PIE20KC209-10	35 76	35 75	7 39 04	7 38 42	-0 08%	0 05	0 02%	35 12	7 67%	0	0	0 00%	0	273 300			0 000	0 00	1618 3	?	Prem
667 PIE20KC210-11	33 57	33 57	8 07 56	8 07 52	-0 01%	0 04	0 01%	1 03 29	13 01%	0	0	0 00%	0	272 923			0 000	0 00	1434 3	?	Prem
668 PIE20KC211-12	36 57	36 57	7 28 32	7 28 26	-0 02%	0 03	0 01%	17 58	4 01%	0	0	0 00%	0	273 300			0 000	0 00	1719 6	?	Prem
669 PIE20KC212-13	33 98	33 98	7 18 33	8 02 38	10 05%	0 02	0 01%	10 25	2 16%	0	44 05	9 13%	0	273 300			16 130	10 30	2083 6	?	Prem
670 PIE20KC213-14	33 97	33 96	8 03 16	8 02 49	-0 09%	0 03	0 01%	4 18	0 89%	0	0	0 00%	0	273 300			0 000	0 00	1726 4	?	Prem
671 PIE20WC206-08	37 59	37 59	7 15 27	7 15 41	0 05%	0 05	0 02%	14 12	3 26%	0	0 14	0 05%	0	272 923			0 085	0 06	1377 6	?	Prem
672 PIE20WC207-09	36 44	36 43	7 25 20	7 29 32	0 04%	0 06	0 02%	19 02	4 23%	0	0 12	0 04%	0	272 923			0 073	0 05	1544 6	?	Prem
673 PIE20WC208-10	33 84	33 83	7 57 49	8 04 00	1 29%	0 04	0 01%	23 33	4 87%	0	6 11	1 28%	0	272 923			2 266	1 36	1264 7	?	Prem
674 PIE20WC209-11	24 61	24 61	10 59 29	11 06 12	1 02%	0 05	0 01%	3 51 34	34 76%	0	6 43	1 01%	0	273 217	0 294		2 458	1 57	876 8	?	Prem
675 PIE20WC214-14	32 92	32 91	8 18 35	8 18 14	-0 07%	0 05	0 02%	40 44	8 18%	0	0	0 00%	0	273 300			0 000	0 00	1473 7	?	Prem
676 PIE22WC206-08	26 89	26 89	10 06 27	10 09 48	0 55%	0 05	0 01%	2 06 39	20 77%	0	3 21	0 55%	0	273 300			1 226	0 70	2370 4	?	Prem
677 PIE22WC207-09	31 24	31 23	8 45 06	8 45 02	-0 01%	0 06	0 02%	1 25 42	16 32%	0	0	0 00%	0	273 300			0 000	0 00	2178 3	1	Prem
678 PIE22WC208-10	29 59	29 58	9 14 44	9 14 21	-0 07%	0 07	0 02%	1 30 04	19 86%	0	0	0 00%	0	273 300			0 000	0 00	2315 7	?	Prem
679 PIE22WC209-11	32 26	32 26	8 28 10	8 28 23	0 04%	0 05	0 02%	1 06 45	13 13%	0	0 13	0 04%	0	273 300			0 079	0 05	2074 5	?	Prem
680 PIE22WC210-12	31 22	31 22	8 19 52	8 45 14	5 07%	0 03	0 01%	1 10 56	13 51%	0	25 22	4 83%	0	273 300			9 282	5 91	2094 6	?	Prem
681 PIE22WC213-13	30 67	30 66	8 55 14	8 54 47	-0 08%	0 03	0 01%	1 44 09	19 48%	0	0	0 00%	0	273 300			0 000	0 00	2173 0	?	Prem
682 PIE22WC212-14	29 22	29 22	9 06 45	9 21 13	2 65%	0 03	0 01%	1 51 41	19 90%	0	14 28	2 58%	0	273 300			5 293	3 33	2399 5	?	Prem
683 PIE24MC207-08	37 62	37 61	7 09 27	7 15 24	1 39%	0 06	0 02%	16 08	3 71%	0	5 57	1 37%	0	272 923			2 180	1 44	1743 2	?	Prem
684 PIE24MC208-09	36 21	36 21	7 01 24	7 32 17	7 33%	0 06	0 02%	3 16	0 72%	0	30 53	6 83%	0	272 923			11 316	7 39	1552 4	?	Prem
685 PIE24MC209-10	38 25	38 25	7 00 39	7 08 10	1 79%	0 04	0 02%	19 04	4 45%	0	7 31	1 76%	0	272 923			2 754	1 87	1807 6	?	Prem
686 PIE24MC210-11	37 29	37 28	7 19 20	7 19 12	-0 03%	0 04	0 02%	15 09	3 45%	0	0	0 00%	0	272 923			0 000	0 00	1175 8	?	Prem

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay %	O Gallons	T	Trai
687 PIE24MC211-12	39 68	39 68	6 52 51	6 52 43	-0 03%	0 02	0 01%	31 49	7 71%	0	0	0 00%	0	272 923			0 000	0 00	1377 6	?	Prem
688 PIE24MC212-13	33 80	33 79	7 24 15	8 04 34	9 08%	0 03	0 01%	24 26	5 04%	0	40 19	8 32%	0	272 923			14 772	9 60	1710 2	?	Prem
689 PIE24MC213-14	34 21	34 20	7 59 16	7 58 47	-0 10%	0 03	0 01%	25 34	5 34%	0	0	0 00%	0	272 923			0 000	0 00	1756 6	?	Prem
690 PIEIOEC213-14	35 93	35 92	7 36 22	7 35 54	-0 10%	0 05	0 02%	22 53	5 02%	0	0	0 00%	0	272 923			0 000	0 00	1706 3	?	Prem
691 PIW21EC109-10	34 07	34 07	7 40 50	8 03 46	4 98%	0 03	0 01%	1 01 28	12 71%	0	22 56	4 74%	0	274 669			8 349	5 74	1426 4	?	Prem
692 PIW21EC110-11	32 43	32 43	6 43 47	8 28 34	26 03%	0 02	0 01%	0	0 00%	0	1 43 07	20 66%	0	275 046			38 218	26 04	1667 0	?	Prem
693 PIW21EC111-12	36 03	36 03	7 37 30	7 37 25	-0 02%	0 02	0 01%	57 52	12 65%	0	0	0 00%	0	274 669			0 000	0 00	1479 7	?	Prem
694 PIW21EC112-13	31 97	31 97	8 32 31	8 35 27	0 57%	0 02	0 01%	1 42 26	19 97%	0	2 56	0 57%	0	274 669			1 068	0 72	1628 2	?	Prem
695 PIW21EC113-14	31 85	31 85	8 34 23	8 36 04	0 33%	0 03	0 01%	1 28 33	17 16%	0	1 41	0 33%	0	273 923			0 635	0 60	1960 4	?	Prem
696 PIW21MC107-08	38 45	38 44	6 54 46	7 08 11	3 23%	0 06	0 02%	0	0 00%	0	13 25	3 13%	0	274 300			4 891	3 24	873 7	?	Prem
697 PIW21MC108-09	36 25	36 25	7 23 04	7 34 39	2 61%	0 05	0 02%	26 39	5 86%	0	11 35	2 55%	0	274 669			4 217	2 78	2627 1	?	Prem
698 PIW21MC109-10	34 25	34 25	7 58 58	8 01 51	0 60%	0 02	0 01%	9 50	2 04%	0	2 53	0 60%	0	275 046			1 048	0 61	1338 4	?	Prem
699 PIW21MC110-11	32 98	32 98	8 44 39	8 29 19	23 64%	0	0 00%	0	0 00%	0	1 35 40	19 12%	0	275 046			34 782	23 64	1713 2	?	Prem
700 PIW21MC111-12	32 87	32 86	8 22 08	8 22 10	0 01%	0 02	0 01%	1 41 46	20 27%	0	0 02	0 01%	0	275 046			0 012	0 01	1486 6	?	Prem
701 PIW21MC112-13	34 83	34 83	7 32 05	7 53 11	4 67%	0 01	0 00%	9 28	2 00%	0	21 06	4 46%	0	274 669			7 682	4 77	2174 8	?	Prem
702 PIW21MC113-14	35 10	35 10	7 47 08	7 50 08	0 64%	0 01	0 00%	29 52	6 35%	0	3 00	0 64%	0	275 046			1 091	0 69	2347 5	?	Prem
703 PIW21QC107-09	25 85	25 85	10 38 18	10 38 30	0 03%	0 06	0 02%	2 34 42	24 23%	0	0 12	0 03%	0	275 046			0 073	0 04	2554 1	?	Prem
704 PIW21QC108-10	18 18	18 18	15 06 51	15 07 52	0 11%	0 05	0 01%	6 46 03	44 73%	0	1 01	0 11%	0	275 046			0 370	0 20	2207 7	?	Prem
705 PIW21QC109-11	26 90	26 90	10 13 13	10 13 28	0 04%	0 03	0 01%	1 57 18	19 12%	0	0 15	0 04%	0	275 046			0 091	0 05	2244 3	?	Prem
706 PIW21QC110-12	32 67	30 80	8 44 55	8 44 53	-0 01%	30 02	5 72%	20 20	3 87%	0	0	0 00%	0	269 470			0 000	0 00	2527 1	?	Prem
707 PIW21QC111-13	25 55	25 55	10 45 14	10 45 59	0 12%	0 07	0 02%	1 52 02	17 34%	0	0 45	0 12%	0	275 046			0 273	0 14	3954 2	?	Prem
708 PIW21QC112-14	27 46	27 46	9 55 03	10 00 55	0 99%	0 01	0 00%	1 27 56	14 63%	0	5 52	0 98%	0	274 996			2 133	1 16	4132 3	?	Prem
709 PIW21QN412-13	7 16	4 37	1 05 05	1 16 55	18 18%	30 00	39 00%	0	0 00%	0	11 56	15 38%	2 56	5 601			221 272	33 73	49 2	?	Prem
710 PIW21QN413-14	5 99	3 90	1 09 33	1 26 08	23 84%	30 01	34 85%	0	0 00%	0	16 35	19 25%	10 46	5 601			296 078	41 95	46 9	?	Prem
711 PIW21WC107-08	34 98	34 97	7 50 07	7 49 58	-0 03%	0 03	0 01%	1 03 51	13 59%	0	0	0 00%	0	273 923			0 000	0 00	2418 6	?	Prem
712 PIW21WC108-09	33 03	33 03	8 15 10	8 19 00	0 77%	0 06	0 02%	1 02 57	12 62%	0	3 50	0 77%	0	274 669			1 396	0 89	1015 6	?	Prem
713 PIW21WC109-10	35 22	35 22	7 15 43	7 48 34	7 54%	0 04	0 01%	0	0 00%	0	32 51	7 01%	0	275 046			11 943	7 54	1698 8	?	Prem
714 PIW21WC110-11	35 05	35 05	7 50 52	7 50 53	0 00%	0 03	0 01%	10 02	2 13%	0	0 01	0 00%	0	275 046			0 006	0 00	2091 1	?	Prem
715 PIW21WC111-12	31 48	31 47	8 42 55	8 42 55	0 00%	0 03	0 01%	1 01 23	11 74%	0	0	0 00%	0	274 300			0 000	0 00	1575 5	?	Prem
716 PIW21WC112-13	31 08	31 08	8 11 49	8 51 01	7 97%	0 05	0 02%	0	0 00%	0	39 12	7 38%	0	275 046			14 252	7 97	2562 2	?	Prem
717 PIW21WC113-14	33 83	33 83	8 03 39	8 07 07	0 72%	0 02	0 01%	45 21	9 31%	0	3 28	0 71%	0	274 669			1 262	0 79	2563 4	?	Prem
718 PIW21ZC107-08	36 38	36 37	7 32 34	7 32 31	-0 01%	0 05	0 02%	45 55	10 15%	0	0	0 00%	0	274 300			0 000	0 00	1813 5	?	Prem
719 PIW21ZC108-09	32 89	32 89	8 20 33	8 20 26	-0 02%	0 06	0 02%	1 16 50	15 35%	0	0	0 00%	0	274 300			0 000	0 00	1129 6	?	Prem
720 PIW21ZC109-10	33 26	33 26	8 14 59	8 14 54	-0 02%	0 05	0 02%	1 42 35	20 73%	0	0	0 00%	0	274 300			0 000	0 00	1166 3	?	Prem
721 PIW21ZC110-12	31 41	31 41	8 38 32	8 44 02	1 06%	0 03	0 01%	1 18 35	15 00%	0	5 30	1 05%	0	274 300			2 005	1 25	2153 4	?	Prem
722 PIW21ZC111-12	31 24	31 23	8 47 04	8 46 58	-0 02%	0 04	0 01%	1 55 38	21 94%	0	0	0 00%	0	274 300			0 000	0 00	1434 8	?	Prem
723 PIW21ZC112-13	29 48	29 47	9 11 29	9 18 27	1 26%	0 05	0 01%	2 20 42	25 19%	0	6 58	1 25%	0	274 300			2 540	1 70	1408 5	?	Prem
724 PIW21ZC113-14	32 66	32 66	8 23 20	8 23 15	-0 02%	0 05	0 02%	1 38 16	13 53%	0	0	0 00%	0	273 923			0 000	0 00	1770 4	?	Prem
725 PIW21ZC111-12	30 20	30 20	9 04 54	9 04 56	0 01%	0 03	0 01%	1 58 02	21 66%	0	0 02	0 01%	0 52	274 300			0 012	0 01	1589 7	?	Prem
726 TCE262C206-08	35 46	35 46	7 33 52	7 41 51	1 76%	0 06	0 02%	32 13	6 98%	0	7 59	1 73%	0	272 923			2 925	1 89	2019 5	?	Trap
727 TCE262C208-10	30 92	30 91	8 42 32	8 59 43	1 37%	0 03	0 01%	1 08 21	12 90%	0	7 11	1 36%	0	272 923			2 632	1 58	1938 0	?	Trip
728 TCE262C209-11	32 01	32 01	8 31 47	8 31 38	-0 04%	0 05	0 02%	1 08 17	13 35%	0	0	0 00%	0	272 923			0 000	0 00	1807 9	?	Trip
729 TCE262C210-12	31 26	31 26	8 43 59	8 43 55	-0 01%	0 05	0 02%	22 58	4 38%	0	0	0 00%	0	272 923			0 000	0 00	2140 3	?	Trip
730 TCE262C211-13	37 20	37 20	7 17 18	7 20 15	0 67%	0 02	0 01%	32 23	7 36%	0	2 57	0 67%	0	272 923			1 081	0 73	2246 1	?	Trip
731 TCE262C212-14	34 04	34 04	7 49 48	8 01 06	2 41%	0 04	0 01%	10 29	2 19%	0	11 18	2 35%	0	272 923			4 140	2 46	1776 7	?	Trip
732 TCE28AC208-09	33 81	33 80	7 54 19	8 04 28	2 14%	0 04	0 01%	53 57	11 14%	0	10 09	2 10%	0	272 923			3 719	2 41	2214 5	?	Trip
733 TCEI62C207-09	38 59	38 58	7 05 50	7 05 47	-0 01%	0 06	0 02%	13 39	3.21%	0	0	0 00%	0	273 760			0 000	0 00	727 6	?	Trip
734 TCEI62C210-12	28 33	28 34	9 16 03	9 37 44	3 90%	0 05	0 01%	1 59 26	20 67%	0	21 41	3 75%	0	272 923			7 945	4 97	752 9	?	Trap
735 TCEI62C211-13	31 85	31 85	8 01 45	8 34 12	6 74%	0 05	0 02%	10 03	1 95%	0	32 27	6 31%	0	272 923			11 830	6 88	963 6	?	Trip

Statistics for included run-time trains Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Ideal* Run Time DD HH MM SS	Simulated Run Time DD HH MM SS	Sim Delta % of Ideal	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on* Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	True* Delay DD HH MM SS	True Delay % of Run Time	Origin & Entry Delay DD HH MM SS	Total Train Delta Miles	Ideal* Delta Miles	Delay per 100-Train Miles	Meet* Pass Miles	Cumulative Delay *	O Gallons	T	Trai
736 TCX162C212-14	35 57	35 57	7 34 24	7 40 23	1 32%	0 01	0 00%	10 00	2 17%	0	5 59	1 30%	0	272 923			2 192	1 35	996 2	?	Trip
737 TCW261C107-08	39 18	39 18	6 51 51	6 59 31	1 86%	0 05	0 02%	0 47	0 19%	0	7 40	1 83%	0	273 923			2 799	1 87	1579 3	?	Trip
738 TCW261C108-09	36 07	36 07	7 35 53	7 35 42	-0 04%	0 06	0 02%	9 50	2 16%	0	0	0 00%	0	273 923			0 000	0 00	2530 7	?	Trip
739 TCW261C109-10	34 48	34 47	7 56 44	7 56 46	0 01%	0 05	0 02%	39 44	8 33%	0	0 02	0 01%	0	273 923			0 012	0 01	2336 1	?	Trip
740 TCW261C110-11	35 32	35 31	7 45 26	7 45 26	0 00%	0 04	0 01%	17 30	3 76%	0	0	0 00%	0	273 923			0 000	0 00	2345 3	?	Trip
741 TCW261C111-12	38 21	38 20	7 10 14	7 10 12	-0 01%	0 04	0 02%	10 34	2 46%	0	0	0 00%	0	273 923			0 000	0 00	2290 2	?	Trip
742 TCW261C112-13	37 32	37 31	7 20 35	7 20 30	-0 02%	0 05	0 02%	10 18	2 34%	0	0	0 00%	0	273 923			0 000	0 00	2398 4	?	Trip
743 TCW261C113-14	36 82	36 81	7 26 25	7 26 27	0 01%	0 05	0 02%	20 23	4 57%	0	0 02	0 01%	0	273 923			0 012	0 01	2320 9	?	Trip
744 UEE693C213-14	30 04	21 12	1 41 03	1 41 03	0 00%	30 00	29 68%	0	0 00%	0	0	0 00%	0	35 568			0 000	0 00	252 2	?	Unit
745 ULE54VC207-09	19.12	18 50	15 24 48	15 30 28	0 61%	30 06	3 23%	5 47 10	37 31%	0	5 40	0 61%	0	286 866	0 846		1 975	1 03	4188 4	?	Unit
746 ULE54WC413-14	26 35	25 16	10 33 38	11 09 48	5 08%	30 03	4 51%	1 38 38	14 81%	0	32 10	4 83%	0	279 201	0 524		11 521	6 37	3521 6	?	Unit
747 ULE614C211-14	25 88	24 73	11 13 31	11 15 46	0 33%	30 03	4 45%	2 17 49	20 39%	0	2 15	0 33%	0	278 504	0 050		0 808	0 44	4223 3	?	Unit
748 ULE808C211-14	22 64	21 47	12 57 48	12 57 58	0 02%	40 04	5 15%	3 44 37	29 87%	0	0 10	0 02%	0	278 430	-0 024		0 060	0 03	4381 0	?	Unit
749 ULW67ZC107-08	22 12	22 12	12 27 13	12 27 07	-0 01%	0 09	0 02%	3 34 35	28 72%	0	0	0 00%	0	275 382			0 000	0 00	3768 7	?	Unit
750 ULW67ZC110-11	25 36	25 36	10 50 44	10 50 36	-0 02%	0 04	0 01%	43 56	6 75%	0	0	0 00%	0	274 955			0.000	0 00	3612 0	?	Unit
751 ULW67ZC113-14	27 58	27 57	9 53 46	9 59 06	0 90%	0 04	0 01%	1 31 01	15 19%	0	5 20	0 89%	6 01	275 332			1 937	1 06	3823 4	?	Unit
752 ULW69JC107-08	27 79	25 63	10 18 13	10 44 43	4 29%	50 06	7 77%	1 14 35	11 57%	0	26 30	4 11%	0	275 382	0 050		9 623	5 37	2998 5	?	Unit
753 ULW69JC110-11	20 96	20 70	13 17 37	13 17 37	0 00%	10 02	1 26%	4 13 14	31 75%	0	0	0 00%	0	275 137	0 148		0 000	0 00	2756 4	?	Unit
754 WOE904C210-13	37 72	29 61	4 32 50	4 39 10	2 32%	1 00 00	21 45%	0	0 00%	0	6 20	2 27%	0	137 782			4 597	2 98	88 2	?	Work
755 WOE955C110-11	44 07	37 86	3 51 09	3 53 05	0 92%	30 01	14 09%	0	0 00%	4 56W	1 56	0 91%	0	134 451			1 438	1 07	97 8	?	Work
756 WOE960C107-09	27 17	20 54	6 07 41	6 09 10	0 40%	1 30 01	24 38%	1 00 58	16 51%	0	1 29	0 40%	0	126 395	0 025		1 174	0 68	132 8	?	Work
757 WOE960C109-10	30 12	22 19	4 56 34	5 42 10	15 38%	1 30 00	26 30%	0	0 00%	0	45 36	13 33%	39 44	126 571	0 201		36 027	22 08	62 8	?	Work
758 WOE960C210-11	10 74	7 46	1 53 05	3 16 48	74 03%	1 00 00	30 45%	0	0 00%	4 56W	1 23 43	42 54%	0	24 479			341 994	157 71	30 4	?	Work
759 WOE960H410-11	26 96	25 72	22 10	22 05	-0 38%	1-01	4 60%	3 34	16 15%	0	0	0 00%	0	9 466			0 000	0 00	10 2	?	Work
760 WOE962H407-10	8 99	8 84	57 03	1 04 13	12 56%	1-01	1 58%	0	0 00%	0	7 10	11 16%	0	9 466			75 710	12 79	17 4	?	Work
			191 22 05 24	196 14 11 02	2 43%	14 02 39 41	7 18%	34 09 35 16	17 50%	21 55 32	4 17 13 45	2 40%	1 17 35 15	117497 933	8 223	5 782	3 29	834718 1			

* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete or they depart their origin within the cool-down period or they arrive at their destination after the end of simulation

(2) IDEAL RUN TIME assumes all switches and signals are lined and there is no opposing traffic
It does include minimum dwell and the associated acceleration and deceleration with these stops
It does not include switch or signal reset times In territory where a train uses manual switches (that need to be lined in reverse position), the trainman walk time and switch reset times will not be in the ideal run time but they are in the simulated run times

(3) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location
This time is protected, no matter how late a train is on its schedule

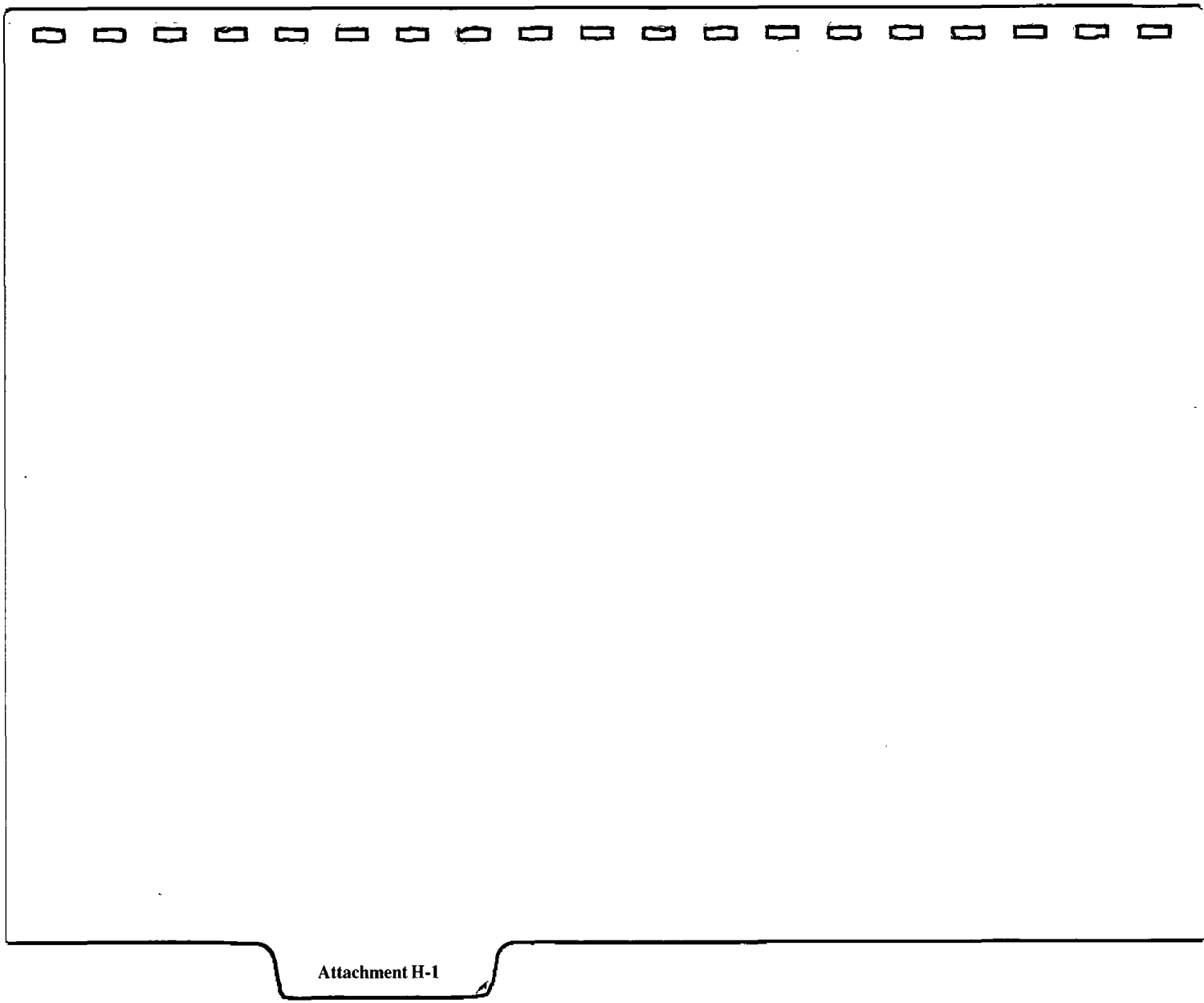
(4) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(5) TRUE DELAY measures acceleration and deceleration time associated with conflict resolution and stops for lining manual switches TRUE DELAY = SIMULATED RUN TIME - IDEAL RUN TIME
Both components of difference contain dwell and/or time waiting on schedule

(6) MEET-PASS DELAY % is the percent of time that a train is delayed en route for meets and passes
Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

(7) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance

Attachment H


Attachment H-1

Case keystone2 Keystone West Rail Capacity Study Elapsed execution time 1 09.34 (HH MM·SS)

Simulation start time Sa 00·00 Duration. 9:00:00 (DD HH MM) Warm-up exclusion· 1.00.00 (DD HH MM) Cool-down period: 1 00:00 (DD·HH·MM)

Net conflicts = 3,986 (768M + 3,218P) Gross conflicts = 8,704 (2,100M + 6,604P) Meet-pass difficulty = 54 (on a scale of 0 to 100) Dispatched trains = 934 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD·HH.MM	Switch Delay DD HH·MM	Stop* Delay DD.HH·MM	Total Run time DD HH:MM	Entry* Delay DD HH MM	Total Elapsed DD HH·MM	Train Miles	OTP*
Amtrak	70	41 239	0.28	2 16 11	5·21	0	0 47	14·20.01	0	14 20:01	14682.0	-----
Premium Intermodal	69	34 415	2.54	1.34	2 02 50	0	11 23	21 08 18	0.14	21 08·32	17630 8	-----
Intermodal	123	33 464	2 54	1:05:43	1·15 08	0	14 21	26.22.37	1 21	26.23.59	21638 8	-----
Triple Crown	18	34.721	1 91	0·01	9 10	0	2:28	5 21·32	0	5.21·32	4914 2	-----
Multi-level	24	31 666	2 77	5.04	12:27	0	3 34	6 05:44	0 31	6 06 15	4741 6	-----
Automotive parts	6	34 949	1 72	3 00	2 07	0	0 36	1 17:09	0	1:17 09	1438 2	-----
General Merchandise	199	27 579	4 32	2 19 34	3 00 00	0	1 08 43	38:11 46	5 57	38 17:43	25477.2	-----
Foreign Merchandise	10	7 033	9 89	0.50	11 54	0	0·46	21 23	0	21:23	150.4	-----
Coal	135	24 792	4 31	1:13:44	1 19 06	0	13·37	16·21 42	4:26	17 02·09	10058 5	-----
Unit	10	29.729	2 14	2·30	5.46	0	1:18	2 22 59	0 06	2 23 05	2110 5	-----
Local	85	12 443	11 71	1 12 59	3.21 10	5 17	13·04	10·13 01	1 46	10:14 47	3148.5	-----
Work Train	7	26 256	5 63	5 32	1·04	0.04	0 46	21 05	0	21·05	553.9	-----
All train types	756	30 069	3 34	10 14 46	14 10 09	5 22	3 23 28	147·15 20	14:24	148·05:45	106544 5	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD·HH:MM	Wait on Schedule DD HH MM	Switch Delay DD HH·MM	Stop* Delay DD·HH.MM	Total Run time DD HH MM	Entry* Delay DD HH MM	Total Elapsed DD HH MM	Train Miles	Delay per 100 Train Miles	OTP*
Passenger	70	41 239	0 28	2 16 11	5·21	0	0 47	14 20 01	0	14 20.01	14682 0	0.32	-----
Trail Van	240	33 770	2 48	1·15 24	4 17·44	0	1.08 24	62 03 21	2·07	62.05 28	50363.6	3 86	-----
Freight	446	24 469	4 91	6 07 11	9 11.03	5 22	2 14·16	70·15 58	12·16	71·04:14	41498 9	9 00	-----
All groups	756	30 069	3 34	10 14·46	14.10 09	5 22	3:23 28	147 15:20	14 24	148 05 45	106544 5	5 38	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times.

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time, it is only the time spent at speed 0.

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late.
All others are on time

Warm-up train count = 91 Cool-down train count = 83 Total number of candidate run-time trains excluded from statistics = 174

Pittsburgh line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM:SS	Total Dwell* DD:HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD:HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
1	29W1Su-06	45 79	33 10	54 12	15 01	27 71%	1 37	2 58%	0	0	0 00%	0	29 901	0 000	0 00	Amtrak
2	29W2Mo-09	45 81	33 11	54:11	15 01	27 71%	0 35	1 08%	0	0 08	0 25%	0	29 901	0 446	0 35	Amtrak
3	29W3Tu-10	41 39	30 74	58 22	15 01	25 73%	1 37	2 77%	0	0 51	1 46%	0	29 901	2 843	2 08	Amtrak
4	29W4We-11	45 83	33 12	54 10	15 01	27 72%	1 37	2 98%	0	0	0 00%	0	29 901	0 000	0 00	Amtrak
5	29W5Th-12	45 79	33 10	54 12	15 01	27 71%	1 37	2 98%	0	0	0 00%	0	29 901	0 000	0 00	Amtrak
6	29W6Fr-13	45 79	33 10	54 12	15 01	27 71%	1 37	2 98%	0	0	0 00%	0	29 901	0 000	0 00	Amtrak
7	29W7Sa-14	45 79	33 10	54 12	15 01	27 71%	1 37	2 98%	0	0	0 00%	0	29 901	0 000	0 00	Amtrak
8	30E1Su-08	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
9	30E2Mo-09	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
10	30E3Tu-10	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
11	30E4We-11	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
12	30E5Th-12	36 52	25 23	1 08:01	21:01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
13	30E6Fr-13	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
14	30E7Sa-14	36 52	25 23	1 08 01	21 01	30 90%	0 35	0 86%	0	0	0 00%	0	28 606	0 000	0 00	Amtrak
15	40E1Su-08	49 02	42 68	6 18 34	49 01	12 95%	10 58	2 90%	0	0	0 00%	0	269 268	0 000	0 00	Amtrak
16	40E2Mo-09	49 02	42 68	6 18 34	49 01	12 95%	9 04	2 39%	0	0	0 00%	0	269 268	0 000	0 00	Amtrak
17	40E3Tu-10	49 05	42 69	6 18 25	49 01	12 95%	9 38	2 55%	0	0	0 00%	0	269 268	0 000	0 00	Amtrak
18	40E4We-11	49 05	42 69	6 18 25	49 01	12 95%	8 30	2 25%	0	0	0 00%	0	269 268	0 000	0 00	Amtrak
19	40E5Th-12	48 57	42 23	6 21 41	49 01	12 84%	11 07	2 91%	0	0 20	0 09%	0	269 268	0 124	0 10	Amtrak
20	40E6Fr-13	48 79	42 50	6:20 08	49 01	12 89%	8 09	2 14%	0	0	0 00%	0	269 268	0 000	0 00	Amtrak
21	40E7Sa-14	48 87	42 56	6 19 38	49 01	12 91%	0	0 00%	0	0 12	0 05%	0	269 268	0 074	0 06	Amtrak
22	41W1Su-08	46 28	41 57	6 33 40	40 01	10 17%	1 08	0 29%	0	0 53	0 22%	0	272 762	0 324	0 25	Amtrak
23	41W2Mo-09	46 28	41 57	6 33 40	40 01	10 17%	1 04	0 27%	0	0 21	0 09%	0	272 762	0 128	0 10	Amtrak
24	41W3Tu-10	46 28	41 57	6 33 40	40 01	10 17%	0 52	0 22%	0	0 21	0 09%	0	272 762	0 128	0 10	Amtrak
25	41W4We-11	46 14	41 46	6 34 43	40 01	10 14%	0	0 00%	0	0 48	0 20%	0	272 762	0 293	0 23	Amtrak
26	41W5Th-12	46 28	41 57	6 33 40	40 01	10 17%	0 52	0 22%	0	0 21	0 09%	0	272 762	0 128	0 10	Amtrak
27	41W6Fr-13	46 28	41 57	6 33 40	40 01	10 17%	0 52	0 22%	0	0 21	0 09%	0	272 762	0 128	0 10	Amtrak
28	41W7Sa-14	46 09	41 42	6 35 06	40 01	10 13%	0	0 00%	0	0 21	0 09%	0	272 762	0 128	0 10	Amtrak
29	42E1Su-08	52 12	39 77	6 24 10	1 31 00	23 69%	7 15	1 89%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
30	42E2Mo-09	52 12	39 77	6 24 10	1 31 00	23 69%	6 53	1 79%	0	0 01	0 00%	0	254 655	0 007	0 01	Amtrak
31	42E3Tu-10	52 12	39 77	6 24 10	1 31 00	23 69%	7 15	1 89%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
32	42E4We-11	52 12	39 77	6 24 10	1 31 00	23 69%	6 28	1 68%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
33	42E5Th-12	52 12	39 67	6 25 10	1 32 00	23 89%	7 15	1 86%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
34	42E6Fr-13	52 12	39 77	6 24 10	1:31 00	23 69%	7 15	1 89%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
35	42E7Sa-14	52 12	39 77	6 24 10	1 31 00	23 69%	7 15	1 89%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
36	43W1Su-08	52 02	44 21	5 30 48	49 00	14 81%	2 26	0 79%	0	0 52	0 26%	0	244 309	0 355	0 31	Amtrak
37	43W2Mo-09	52 01	44 31	5 30 50	49 00	14 81%	7 47	2 35%	0	0 23	0 12%	0	244 309	0 157	0 14	Amtrak
38	43W3Tu-10	52 01	44 31	5 30 50	49 00	14 81%	7 08	2 16%	0	0 23	0 12%	0	244 309	0 157	0 14	Amtrak
39	43W4We-11	49 72	42 64	5 43 48	49 00	14 25%	7 08	2 07%	0	13 21	3 86%	0	244 309	5 464	4 87	Amtrak
40	43W5Th-12	52 01	44 31	5 30 50	49 00	14 81%	4 04	1 23%	0	0 45	0 22%	0	244 309	0 307	0 27	Amtrak
41	43W6Fr-13	51 20	43 72	5 35 19	49 00	14 61%	0	0 00%	0	0 33	0 16%	0	244 309	0 225	0 19	Amtrak
42	43W7Sa-14	51 67	44 06	5 32 43	49 00	14 73%	4 41	1 41%	0	0 01	0 01%	0	244 309	0 007	0 01	Amtrak
43	44E1Su-08	52 12	39 77	6 24 10	1 31 00	23 69%	6:27	1 72%	0	0 01	0 00%	0	254 655	0 007	0 01	Amtrak
44	44E2Mo-09	51 58	39 46	6 27 14	1 31 00	23 50%	6 33	1 69%	0	1 27	0 37%	0	254 655	0 569	0 50	Amtrak
45	44E3Tu-10	52 12	39 77	6 24 10	1 31:00	23 69%	5 36	1 46%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
46	44E4We-11	51 75	39 56	6 26 12	1 31 00	23 56%	5 17	1 37%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
47	44E5Th-12	52 12	39 77	6 24 10	1 31 00	23 69%	7 50	2 04%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
48	44E6Fr-13	51 80	39 59	6 25 57	1 31 00	23 58%	1 50	0 48%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
49	44E7Sa-14	52 12	39 77	6 24 10	1 31 00	23 69%	7 39	1 99%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM:SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
50 45W1Su-08	51 21	44 45	5:29 45	49 00	14 86%	6 57	2 11%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
51 45W2Mo-09	51 21	44 45	5 29 45	49 00	14 86%	7 04	2 14%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
52 45W3Tu-10	51 21	44 45	5 29 45	49 00	14 86%	7 08	2 16%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
53 45W4We-11	51 75	44 11	5 32 17	49 00	14 75%	5 37	1 69%	0	0 33	0 17%	0	244 309	0 225	0 20	Amtrak
54 45W5Th-12	52 18	44 43	5 29 56	49 00	14 85%	4 33	1 38%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
55 45W6Fr-13	52 02	44 31	5 30:48	49 00	14 81%	7 08	2 16%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
56 45W7Sa-14	52 18	44 43	5 29 56	49 00	14 85%	6 13	1 88%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
57 46B1Su-08	51 85	39 11	6 30 40	1 36 00	24 57%	3 34	0 91%	0	3 54	1 00%	0	254 655	1 531	1 36	Amtrak
58 46E2Mo-09	51 99	39 19	6 29 54	1 36 00	24 62%	3 33	0 91%	0	3 54	1 00%	0	254 655	1 531	1 36	Amtrak
59 46S3Tu-10	50 81	38 34	6 38 29	1 36 00	24 09%	2 23	0 63%	0	6:26	1 61%	0	254 655	2 526	2 19	Amtrak
60 46S4We-11	52 12	39 26	6 29 10	1 36 00	24 67%	5 27	1 40%	0	0 17	0 07%	0	254 655	0 111	0 10	Amtrak
61 46S5Th-12	52 12	39 26	6 29 10	1 36:00	24 67%	3 22	0 87%	0	3 54	1 00%	0	254 655	1 531	1 36	Amtrak
62 46S6Fr-13	50 40	38 28	6 39 10	1 36 00	24 05%	13:00	3 39%	0	0	0 00%	0	254 655	0 000	0 00	Amtrak
63 46S7Sa-14	52 09	39 24	6:29 21	1 36 00	24 66%	0	0 00%	0	5 48	1 49%	0	254 655	3 378	2 02	Amtrak
64 47W1Su-08	52 17	44 42	5 29 59	49:00	14 85%	6 47	2 06%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
65 47W2Mo-09	52 21	44 45	5 29 45	49 00	14 86%	7 06	2 15%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
66 47W3Tu-10	52 21	44 45	5 29 45	49 00	14 86%	7 06	2 15%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
67 47W4We-11	52 21	44 45	5 29 45	49 00	14 86%	3 17	1 00%	0	0 12	0 06%	0	244 309	0 082	0 07	Amtrak
68 47W5Th-12	52 21	44 45	5 29 47	49 00	14 86%	5 50	1 77%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
69 47W6Fr-13	52 21	44 45	5 29 45	49 00	14 86%	7 06	2 15%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
70 47W7Sa-14	52 21	44 45	5 29 45	49 00	14 86%	6 51	2 08%	0	0	0 00%	0	244 309	0 000	0 00	Amtrak
71 APE12NC206-08	33 75	31 52	7 35:43	30 04	6 60%	39 01	8 56%	0	12 57	2 84%	0	239 422	5 409	3 47	Automotive parts
72 APE12NC208-10	38 20	35 37	6 46 08	30 01	7 39%	15 29	3 81%	0	4 04	1 00%	4 04	239 447	1 698	1 14	Automotive parts
73 APE12NC209-11	38 65	35 76	6 41 40	30 01	7 47%	40 38	10 12%	0	7 46	1 93%	3 33	239 422	3 244	2 40	Automotive parts
74 APE12NC210-12	35 38	32 95	7 16 02	30 01	6 88%	27 06	6 21%	0	5 09	1 18%	0	239 422	2 151	1 38	Automotive parts
75 APE12NC211-13	42 51	39 04	6 07 59	30 02	8 16%	5 18	1 46%	0	0 01	0 00%	0	239 422	0 007	0 01	Automotive parts
76 APE12NC212-14	38 93	36 02	6 41 36	30 00	7 47%	0	0 00%	0	6 35	1 64%	0	241 108	2 730	1 80	Automotive parts
77 CEE521C210-12	33 47	16 40	58 49	30 00	51 01%	0	0 00%	0	0	0 00%	0	16 077	0 000	0 00	Coal
78 CEE547C209-10	26 40	14 49	1 06 29	30 00	45 12%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
79 CEE561C209-11	14 40	9 94	1 36 55	30 01	30 97%	32 01	33 04%	0	0	0 00%	0	16 052	0 000	0 00	Coal
80 CEE571C210-11	32 15	16 07	59 56	30:00	50 06%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
81 CEE571C211-12	29 60	15 40	1 02 22	30 00	47 97%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Coal
82 CEE575C209-10	21 59	12 91	1 14 37	30 01	40 23%	14 57	20 04%	0	0	0 00%	0	16 052	0 000	0 00	Coal
83 CEE581C208-09	26 24	14 44	1 06 43	30 01	44 99%	2 59	4 47%	0	0	0 00%	0	16 052	0 000	0 00	Coal
84 CEE581C209-10	18 50	11 73	1 22 05	30 01	36 57%	10 49	22 92%	0	0	0 00%	0	16 052	0 000	0 00	Coal
85 CEE581C213-14	10 47	7 90	2 01 59	30 01	24 61%	59 30	48 78%	0	0	0 00%	0	16 052	0 000	0 00	Coal
86 CEE583C210-11	34 21	16 56	58 09	30 00	51 59%	0	0 00%	0	4 00	6 88%	4 00	16 052	24 919	16 66	Coal
87 CEE585C207-08	18 90	11 90	1 20 58	30 01	37 07%	16 53	20 85%	0	0	0 00%	0	16 052	0 000	0 00	Coal
88 CEE587C512-13	32 20	16 10	1 00 00	30 00	50 00%	0	0 00%	0	14 38	24 39%	14 38	16 102	90 879	95 23	Coal
89 CEE597C506-08	29 50	15 37	1 02 40	30 01	47 90%	0	0 00%	0	10 38	16 97%	10 38	16 052	66 243	48 30	Coal
90 CEE597C510-11	28 44	12 01	51 55	30 00	57 78%	0	0 00%	0	0	0 00%	0	10 390	0 000	0 00	Coal
91 CEE597C513-14	28 73	12 06	51 42	30 00	58 03%	0	0 00%	0	0	0 00%	0	10 390	0 000	0 00	Coal
92 CEE635C909-10	8 44	8 03	20 22	1 00	4 91%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	Coal
93 CEE683H110-13	17 51	16 73	22 20	1 00	4 48%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	Coal
94 CEE683H112-13	17 47	16 69	22 23	1:00	4 47%	0	0 00%	0	20 57	93 60%	20 57	6 226	336 492	4834 62	Coal
95 CEE685H406-08	18 00	9 23	1 01 34	30 01	48 75%	0	0 00%	0	8 03	13 08%	50 34	9 466	85 041	34 26	Coal
96 CEE693C209-10	30 89	15 74	1 01 11	30 00	49 03%	0	0 00%	0	10 51	17 73%	10 51	16 052	67 593	53 36	Coal
97 CEE801H110-11	17 92	17 10	21 51	1 00	4 58%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	Coal
98 CEW501C108-09	34 97	34 97	6 31 05	0 03	0 01%	0	0 00%	0	0	0 00%	0 49	227 913	0 000	0 00	Coal

Pittsburgh Dwell times include time spent at initial and final terminals. Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times. train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
99 CSW507C109-11	37 31	37 31	6 12 33	0	0 00%	0	0 00%	0	0	0 00%	0	231 632	0 000	0 00	Coal
100 CSW507C111-13	30 88	30 88	7 30 23	0	0 00%	0	0 00%	0	47:46	10 61%	0	231 833	20 604	11 86	Coal
101 CSW507K409-10	20 12	20 12	22 16	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Coal
102 CSW509C108-09	30 29	30 29	7 29 28	0 04	0 01%	1 04 59	14 45%	0	0	0 00%	0	226 965	0 000	0 00	Coal
103 CSW509C113-14	30 72	30 72	7 24 44	0 03	0 01%	0	0 00%	0	24 02	5 40%	0	227 711	10 554	5 71	Coal
104 CSW511C108-11	39 45	33 98	3 16 34	30 02	13 87%	0	0 00%	0	0	0 00%	0	122 640	0 000	0 00	Coal
105 CSW511C210-11	29 38	25 66	3 57 21	30 01	12 65%	45 15	19 06%	0	0	0 00%	0	101 523	0 000	0 00	Coal
106 CSW515C105-08	33 89	33 89	6 37 05	0	0 00%	0	0 00%	0	1 38	0 41%	0	227 667	0 728	0 41	Coal
107 CSW515C109-11	30 42	28 52	7 59 02	30 02	6 27%	3 41	0 77%	0	41 38	8 62%	0	227 667	18 141	10 22	Coal
108 CSW515C112-14	34 66	34 66	3 35 38	0 02	0 02%	0	0 00%	0	2 24	1 11%	40 48	124 550	1 927	1 13	Coal
109 CSW515C213-13	32 93	32 93	6 58 00	0 02	0 01%	0	0 00%	0	3 15	0 78%	53:48	229 397	1 417	0 78	Coal
110 CSW515X009-10	17 05	17 05	26 16	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Coal
111 CSW519C211-13	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
112 CSW519C406-08	19 51	1 93	33 18	30 00	90 09%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
113 CSW533991I-13	8 16	1 23	35 20	30 00	84 91%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	Coal
114 CSW533C109-10	30 16	30 15	7 26 24	0 04	0 01%	24 03	5 39%	0	44 55	10 06%	15 27	224 346	20 021	11 99	Coal
115 CSW533C111-14	32 17	32 17	6 59 25	0 02	0 01%	45 05	10 75%	0	0 02	0 01%	0	224 891	0 015	0 01	Coal
116 CSW537C207-09	28 57	28 57	3 34 47	0 02	0 02%	32 37	15 19%	0	0	0 00%	7 26	102 269	0 000	0 00	Coal
117 CSW537C213-14	27 69	27 69	4 03 07	0 01	0 01%	10 25	4 28%	0	14 06	5 60%	0	112 190	12 568	6 45	Coal
118 CSW537N907-08	34 88	10 69	52 36	30 00	57 03%	0	0 00%	0	0	0 00%	0	9 373	0 000	0 00	Coal
119 CSW537N909-11	34 78	34 78	6 27 58	0 01	0 00%	0	0 00%	0	23 05	5 95%	5 08	224 891	10 264	6 33	Coal
120 CSW537N913-14	32 64	32 64	3 28 57	0	0 00%	0	0 00%	0	5 24	2 58%	0	113 675	4 750	2 65	Coal
121 CSW539C108-10	34 69	34 69	6 25 14	0 03	0 01%	5 40	1 46%	0	1 48	0 46%	19 27	224 467	0 802	0 47	Coal
122 CSW541C110-11	37 34	32 60	3 56 25	30 00	12 69%	0	0 00%	0	22 08	9 36%	0	128 471	17 228	12 01	Coal
123 CSW541C210-12	30 27	26 34	3 51 14	30 01	12 98%	0	0 00%	0	4:54	2 12%	0	101 523	4 826	2 50	Coal
124 CSW563C209-10	20 33	15 45	4 10	1 00	24 00%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
125 CSW563C406-08	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
126 CSW563C407-10	19 51	1 93	33 18	30 00	90 09%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
127 CSW563C410-11	19 51	1 93	33 18	30 00	90 09%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
128 CSW563C411-14	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	0	1 073	0 000	0 00	Coal
129 CSW563C412-14	18 66	1 92	33 27	30 00	89 69%	0	0 00%	0	0	0 00%	8 59	1 073	0 000	0 00	Coal
130 CSW563C413-14	19 61	1 93	33 17	30 00	90 14%	0	0 00%	0	0	0 00%	0	72 485	0 000	0 00	Coal
131 CSW565C207-08	34 40	27 80	2 36 28	30 02	19 19%	7 28	4 77%	0	0	0 00%	7 49	72 485	0 000	0 00	Coal
132 CSW565C209-11	31 14	9 26	7 49 43	5:30 02	70 26%	15 51	3 37%	0	0	0 00%	0	72 485	0 000	0 00	Coal
133 CSW565C211-13	31 90	31 66	2 17 22	1 01	0 74%	13 10	8 86%	0	0	0 00%	0	72 485	0 000	0 00	Coal
134 CSW567C108-11	35 04	32 84	7 57 14	30 02	6 29%	0	0 00%	0	0 45	0 16%	0	261 193	0 287	0 17	Coal
135 CSW567N308-10	13 19	12 19	36 44	0	0 00%	0	0 00%	0	8 32	23 23%	4 16	7 466	114 296	30 26	Coal
136 CSW591C108-10	32 61	32 61	7 02 07	0 02	0 01%	0 33	0 13%	0	15 46	3 74%	0	229 397	6 873	3 89	Coal
137 CSW591N013-14	7 25	2 34	44 19	30 00	67 69%	0	0 00%	0	3 18	7 45%	6 01	1 730	190 751	29 95	Coal
138 CSW593C108-10	30 42	30 42	7 40 15	0 01	0 00%	30 10	6 55%	0	29 49	6 48%	0	233 318	12 779	7 45	Coal
139 CSW615C108-09	31 87	30 04	8 42 19	30 04	5 76%	1:01 30	11 77%	0	0	0 00%	0	261 490	0 000	0 00	Coal
140 CSW643C211-13	18 49	14 01	2 03 50	30 00	24 23%	0	0 00%	0	0	0 00%	36 29	28 919	0 000	0 00	Coal
141 CSW643H911-12	13 81	7 91	1 12 36	31 01	42 72%	0	0 00%	0	9 47	13 48%	0	9 574	102 186	30 77	Coal
142 CSW663C408-10	19 81	2 85	35 02	30 00	85 63%	0	0 00%	0	0	0 00%	0	1 662	0 000	0 00	Coal
143 CLE509C211-13	27 89	27 83	7 08 03	1 02	0 24%	1 23 52	19 59%	0	0	0 00%	0	198 510	0 000	0 00	Coal
144 CLE500C408-09	27 43	27 43	6 35 06	0 02	0 01%	1 01 15	16 01%	0	6 18	1 59%	0	180 594	3 488	1 94	Coal
145 CLE500H405-08	15 53	8 53	1 06 36	30 01	45 07%	2 00	3 00%	0	9 36	14 41%	9 36	9 466	101 416	38 43	Coal
146 CLE500H608-10	19 60	18 94	29 59	1 00	3 34%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Coal
147 CLE506C110-12	18 67	18 66	30:26	0 01	0 05%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Coal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM:SS	Total Dwell* DD HH:MM:SS	Dwell % of Run Time	Wait on Schedule DD HH:MM:SS	Wait on Sched % of Run Time	Switch Delay DD HH:MM:SS	Stop* Delay DD HH:MM:SS	Delay % of Run Time	Entry Hold DD HH:MM:SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148 CLE508C210-11	29.06	29.06	6 12:26	0:02	0.01%	19:25	5.21%	0	10:18	2.77%	0	180.393	5.710	3.01	Coal
149 CLE506C407-08	22.14	22.14	8 17:27	0:02	0.01%	2 28:45	28.75%	0	8:28	1.67%	0	190.906	4.522	2.40	Coal
150 CLE506C912-13	17.01	17.01	11 13:43	0:04	0.01%	4 29:22	40.16%	0	23:51	3.56%	0	190.160	12.542	6.32	Coal
151 CLE508C612-13	32.92	32.91	5 41:48	0:02	0.01%	6:32	1.91%	0	0	0.00%	15:28	187.489	0.000	0.00	Coal
152 CLE508H401-09	8.75	4.04	55:45	30:00	53.81%	0	0.00%	0	0	0.00%	0	3.755	0.000	0.00	Coal
153 CLE510C412-13	26.78	26.78	6 44:12	0:01	0.00%	32:27	8.03%	0	27:47	6.87%	0	180.393	15.402	8.08	Coal
154 CLE514C408-09	25.05	25.05	7 12:09	0:02	0.01%	1 10:08	16.22%	0	0	0.00%	1 10:04	180.393	0.000	0.00	Coal
155 CLE514C409-11	14.30	11.53	5 10:24	1 00:01	19.24%	2 05:14	40.35%	0	0	0.00%	0	59.664	0.000	0.00	Coal
156 CLE514C431-13	24.89	24.89	7 14:49	0:01	0.00%	1:09:30	15.95%	0	6:32	1.50%	0	180.393	3.622	1.82	Coal
157 CLE518C409-10	16.98	2.12	34:17	30:00	87.51%	0	0.00%	0	0	0.00%	17:09	1.212	0.000	0.00	Coal
158 CLE518C413-14	16.98	2.12	34:17	30:00	87.51%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
159 CLE524C409-10	25.42	10.61	1 42:58	1 00:00	58.27%	0	0.00%	0	0	0.00%	0	18.302	0.000	0.00	Coal
160 CLE526C410-11	27.48	27.48	6 33:48	0:0	0.00%	0	0.00%	0	40:24	10.26%	0	180.393	22.396	11.43	Coal
161 CLE532C407-08	19.03	16.41	3 38:07	30:01	13.76%	26:31	12.16%	0	0	0.00%	0	59.664	0.000	0.00	Coal
162 CLE532H911-12	9.66	9.66	16:56	0	0.00%	0	0.00%	0	0	0.00%	0	2.725	0.000	0.00	Coal
163 CLE534C411-12	29.34	29.34	6 20:24	0:02	0.01%	41:20	10.87%	0	10:07	2.66%	13:54	186.013	5.439	3.08	Coal
164 CLE534C609-10	17.94	13.79	4 19:32	1:00:01	23.12%	31:09	12.00%	0	5:56	2.29%	0	59.664	9.945	3.65	Coal
165 CLE536C410-11	24.88	24.87	7 21:56	0:02	0.01%	1 41:21	22.93%	0	0	0.00%	0	183.218	0.000	0.00	Coal
166 CLE536C411-13	16.49	16.49	4:11:03	0:01	0.01%	0	0.00%	0	36:46	14.65%	18:17	69.912	53.276	17.16	Coal
167 CLE536C413-14	24.32	17.27	3 27:14	1 00:01	28.96%	0	0.00%	0	0	0.00%	9:49	59.664	0.000	0.00	Coal
168 CLE538C413-14	21.83	21.83	8 15:55	0:02	0.01%	2 37:29	31.76%	0	7:51	1.58%	0	180.393	4.352	2.37	Coal
169 CLE540C412-13	18.52	18.51	10 15:57	0:02	0.01%	2 18:47	22.53%	0	1 51:21	18.88%	0	190.160	58.556	32.44	Coal
170 CLE562C409-10	17.66	17.66	4:07	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
171 CLE562C410-11	9.17	9.17	7:56	0	0.00%	0	0.00%	0	0	0.00%	19:03	1.212	0.000	0.00	Coal
172 CLE562C411-12	17.45	17.45	4:10	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
173 CLE562C412-13	17.38	8.13	1 04:11	1 00:00	93.48%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
174 CLE562C413-14	19.57	19.57	3:43	0	0.00%	0	0.00%	0	0	0.00%	0	1.212	0.000	0.00	Coal
175 CLE564C409-10	8.04	3.88	1 56:03	1 00:00	51.75%	0	0.00%	0	20:31	17.68%	0	7.507	273.300	57.74	Coal
176 CLE564C411-12	14.22	4.91	1 31:40	1 00:00	65.45%	0	0.00%	0	0	0.00%	0	7.507	0.000	0.00	Coal
177 CLE564C412-13	15.29	5.04	1 39:27	1 00:00	67.08%	0	0.00%	0	0	0.00%	10:59	7.507	0.000	0.00	Coal
178 CLE566C409-10	15.97	15.97	11 17:43	0:01	0.00%	4 53:14	43.27%	0	2:22	0.35%	0	180.393	1.312	0.62	Coal
179 CLE566C413-14	24.97	24.96	7 13:34	0:02	0.01%	1 28:54	20.50%	0	0	0.00%	0	180.393	0.000	0.00	Coal
180 CLE568H409-10	18.39	17.81	31:53	1:00	3.14%	0	0.00%	0	0	0.00%	0	9.466	0.000	0.00	Coal
181 CLE576H105-08	11.65	11.08	20:20	1:00	4.92%	0	0.00%	0	0	0.00%	0	3.755	0.000	0.00	Coal
182 CLE590C411-12	30.00	29.99	6:01:15	0:02	0.01%	54:51	15.18%	0	5:39	1.56%	0	180.594	3.129	1.88	Coal
183 CLE592C411-12	28.82	28.82	6:15:36	0:02	0.01%	53:11	14.16%	0	11:18	3.01%	0	180.393	6.264	3.63	Coal
184 CLE594C408-09	30.69	30.69	5 52:42	0:03	0.01%	36:47	7.59%	0	0	0.00%	12:54	180.393	0.000	0.00	Coal
185 CLE626H409-10	7.53	7.42	1 09:29	1:01	1.46%	17:06	24.61%	0	0	0.00%	0	8.589	0.000	0.00	Coal
186 CLE640C110-11	33.84	33.72	4 34:28	1:01	0.37%	0	0.00%	0	16:19	5.94%	9:32	154.234	10.579	6.35	Coal
187 CLE642C109-10	32.12	28.43	4 20:47	30:01	11.51%	16:48	6.44%	0	0	0.00%	4:15	123.554	0.000	0.00	Coal
188 CLE808C207-09	21.53	20.43	9 43:28	30:03	5.15%	1 53:20	19.42%	0	53:49	9.22%	0	198.686	27.086	13.93	Coal
189 CLM522C413-14	33.33	33.33	41:53	0	0.00%	0	0.00%	0	0	0.00%	0	23.269	0.000	0.00	Coal
190 CLM528C410-11	36.33	36.23	38:32	0	0.00%	0	0.00%	0	0	0.00%	0	23.269	0.000	0.00	Coal
191 CLM546C413-14	31.34	31.34	44:33	0	0.00%	0	0.00%	0	0	0.00%	35:18	23.269	0.000	0.00	Coal
192 CLM560C412-13	31.09	31.09	44:54	0	0.00%	0	0.00%	0	0	0.00%	8:02	23.269	0.000	0.00	Coal
193 CLM570C408-09	32.32	32.31	43:13	0:01	0.04%	0	0.00%	0	0	0.00%	0	23.269	0.000	0.00	Coal
194 CLM571C410-11	34.06	14.48	1 15:24	30:00	39.79%	0	0.00%	0	0	0.00%	0	18.202	0.000	0.00	Coal
195 CLM574C412-13	30.84	30.84	45:16	0	0.00%	0	0.00%	0	0	0.00%	10:36	23.269	0.000	0.00	Coal
196 CLM580C407-08	39.42	39.42	35:25	0	0.00%	0	0.00%	0	0	0.00%	0	23.269	0.000	0.00	Coal

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197 CLW580C411-13	31 21	31 21	44 44	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
198 CLW580C412-13	30 87	30 87	45 14	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
199 CLW596C408-10	33 97	33 97	41 06	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
200 CLW596C412-13	32 28	32 28	43 15	0	0 00%	0	0 00%	0	0	0 00%	5 40	23 269	0 000	0 00	Coal
201 CLW692NC213-13	27 25	27 25	3 22 11	0 01	0 01%	30 48	15 23%	0	0 32	0 26%	0	91 810	0 581	0 31	Coal
202 CLW692H107-09	8 17	8 17	47 12	0 01	0 04%	0	0 00%	0	4 00	8 47%	4 16	6 426	62 247	9 26	Coal
203 CLW692H108-09	7 29	7 29	52 53	0 01	0 03%	0	0 00%	0	17 42	33 47%	0	6 426	275 444	50 33	Coal
204 CLW692H111-12	16 17	16 17	23 51	0	0 00%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	Coal
205 CLW692H112-13	9 61	9 61	16 16	0	0 00%	0	0 00%	0	0	0 00%	8 19	2 605	0 000	0 00	Coal
206 CLW692C407-08	39 35	39 35	35 29	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
207 CLW692C408-09	28 90	16 11	1 07 47	30:00	44 26%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Coal
208 CLW693C410-11	40 10	40 10	34 49	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Coal
209 CLW692C412-13	27 35	27 35	51 03	0	0 00%	0	0 00%	0	5 48	11 36%	0	23 269	24 926	12 82	Coal
210 CLW840H107-13	9 72	9 72	16 05	0	0 00%	0	0 00%	0	0	0 00%	17 47	2 605	0 000	0 00	Coal
211 CLW762C413-14	19 17	19 17	7 09	0	0 00%	0	0 00%	0	0	0 00%	0	2 285	0 000	0 00	Coal
212 FCWKC31C207-08	6 78	6 54	2 18 43	5 00	3 60%	1 25 33	61 67%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
213 FCWKC31C208-09	3 44	3 38	4 28 43	5 00	1 86%	3 36 29	80 56%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
214 FCWKC31C209-10	8 34	7 98	1 53 43	5 00	4 40%	1 00 26	53 14%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
215 FCWKC31C211-12	5 80	5 62	2 41 18	5 00	3 10%	1 44 59	65 09%	0	6 40	4 13%	5 25	15 117	44 100	14 93	Foreign Merchandise
216 FCWKC31C212-13	6 31	6 10	2 28 43	5 00	3 36%	1 36 54	65 16%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
217 FCWKC32C207-08	8 26	7 90	1 54 51	5 00	4 35%	1 00 34	52 74%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
218 FCWKC32C208-09	16 12	14 75	58:31	5 00	8 54%	0	0 00%	0	5:44	9 85%	0	14 382	39 865	12 00	Foreign Merchandise
219 FCWKC32C209-10	11 04	10 40	1 27 11	5 00	5 74%	0	0 00%	0	34 18	39 34%	0	15 117	226 897	71 63	Foreign Merchandise
220 FCWKC32C210-11	9 77	9 27	1 37 48	5 00	5 11%	46 44	47 78%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
221 FCWKC32C211-12	10 21	9 67	1 33 48	5 00	5 33%	42 47	45 61%	0	0	0 00%	0	15 117	0 000	0 00	Foreign Merchandise
222 GMS041C208-09	32 10	28 58	4 13 35	30 01	12 97%	6 41	2 64%	0	3 45	1 37%	0	130 295	2 878	1 61	General Merchandise
223 GMS052C108-10	16 92	15 89	8 11 57	30:02	6 10%	3:21:12	40 90%	0	48 37	9 88%	0	130 295	37 313	22 92	General Merchandise
224 GMS052H413-14	25 74	24 62	23 04	1 00	4 34%	0	0 00%	0	0 01	0 00%	0	9 466	0 176	0 08	General Merchandise
225 GMS054H213-14	28 21	28 19	20 09	0 01	0 08%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
226 GMS10AC307-08	34 76	32 63	8 11 24	30 03	6 12%	0	0 00%	0	19 03	3 88%	0	267 271	7 120	4 31	General Merchandise
227 GMS10AC208-09	29 97	27 95	7 26 33	30 03	6 73%	20 00	4 48%	0	6 22	1 43%	0	208 051	3 060	1 63	General Merchandise
228 GMS10AC209-10	22 13	21 00	9 51 28	30 05	5 09%	2 29 03	25 20%	0	33 40	5 69%	16 09	207 058	16 260	8 89	General Merchandise
229 GMS10AC210-11	25 33	23 87	8 43 06	30 02	5 76%	1 21:49	15 64%	0	7 56	1 52%	0	208 126	3 812	1 97	General Merchandise
230 GMS10AC211-12	31 87	30 08	8 52 57	30 03	5 64%	0	0 00%	0	12 57	2 43%	0	267 145	4 848	3 64	General Merchandise
231 GMS10AC212-13	26 84	25 22	8 15 13	30 01	6 08%	57 36	11 63%	0	1 16 02	15 35%	9 08	208 126	36 532	22 93	General Merchandise
232 GMS10AC213-14	35 18	33 01	8 08 34	30 02	6 15%	21 23	4 38%	0	4 12	0 86%	0	268 831	1 563	0 97	General Merchandise
233 GME10GC207-08	31 97	30 11	8 36:25	30 02	5 83%	13 10	2 55%	0	17 10	3 32%	0	259 190	6 823	3 76	General Merchandise
234 GME10GC208-09	23 55	22 22	8 55 51	30 05	5 61%	1 52 26	20 98%	0	0 28	0 09%	0	198 485	0 235	0 12	General Merchandise
235 GME10GC209-10	20 89	19 84	10 00 48	30 03	5 00%	3 56 12	39 31%	0	0	0 00%	0	198 686	0 000	0 00	General Merchandise
236 GME10GC210-11	16 96	13 07	19 37 52	4 30 01	22 92%	8 20 52	42 52%	0	3 48	0 32%	0	256 662	1 481	0 94	General Merchandise
237 GME10GC211-12	27 15	25 79	9 59 13	30 02	5 01%	1 17 44	12 97%	0	12 09	2 03%	0	257 529	4 718	2 53	General Merchandise
238 GME10GC212-13	31 95	29 57	6 42 48	30 01	7 45%	17 06	4 25%	0	13 35	3 37%	0	198 485	6 844	3 97	General Merchandise
239 GME10GC213-14	30 47	28 77	8 57 07	30 02	5 59%	1 20 04	14 91%	0	14 50	2 76%	0	257 529	5 760	3 60	General Merchandise
240 GMS10NC307-08	30 50	28 43	7 19 41	30 03	6 63%	25 10	5 72%	0	14 05	3 20%	0	208 252	6 763	3 80	General Merchandise
241 GMS10NC208-09	30 78	28 66	7 15 35	30 02	6 89%	4 51	1 11%	0	45:25	10 43%	30 19	208 051	21 830	12 78	General Merchandise
242 GMS10NC209-10	31 79	30 01	8 54 02	30 00	5 62%	0	0 00%	0	19 20	3 62%	0	267 070	7 339	3 99	General Merchandise
243 GMS10NC210-11	32 62	30 74	8 41 17	30 02	5 76%	5 06	0 98%	0	39 28	7 57%	37 05	267 070	14 778	8 84	General Merchandise
244 GMS10NC211-12	31 46	29 59	8 25 20	30 01	5 94%	0	0 00%	0	10 53	2 15%	0	249 189	4 268	2 34	General Merchandise
245 GMS10NC212-13	31 89	30 08	8 52 38	30 01	5 64%	16 14	3 05%	0	33 24	6 27%	0	267 070	12 506	7 37	General Merchandise

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246 GME16NC222-14	29 65	27 69	7 31 06	30 02	6 66%	39 58	8 86%	0	0	0 00%	0	208 876	0 000	0 00	General Merchandise
247 GME11R9909-10	7 19	7 17	6 04	0 01	0 27%	0	0 00%	0	36 54	608 24%	36 54	0 725	5089 655	0 00	General Merchandise
248 GME11R9911-12	7 86	7 84	5 33	0 01	0 30%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
249 GME11RH106-08	18 03	7 37	50 43	30:00	59 15%	0	0 00%	0	0	0 00%	7 50	6 226	0 000	0 00	General Merchandise
250 GME11RH107-09	8 60	3 89	54 49	30 00	54 73%	0	0 00%	0	52 38	96 02%	52 38	3 555	1480 544	0 00	General Merchandise
251 GME11RH108-09	15 29	6 86	54 27	30 01	55 13%	1 55	3 52%	0	0	0 00%	12 12	6 226	0 000	0 00	General Merchandise
252 GME11RH109-10	18 09	18 08	29 40	0 01	0 08%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
253 GME11RH110-11	17 31	17 20	21 43	0 01	0 08%	0	0 00%	0	25 10	115 89%	32 46	6 226	404 219	0 00	General Merchandise
254 GME11RH111-12	15 07	14 48	25 48	1 01	3 94%	0	0 00%	0	32 50	127 26%	32 50	6 226	527 358	0 00	General Merchandise
255 GME11RH112-13	17 55	16 76	22 17	1 00	4 49%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
256 GME11RH113-14	17 96	17 14	21 48	1 00	4 59%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
257 GME12GC207-08	25 17	24 00	10 43 50	30 04	4 67%	2 36 37	24 33%	0	0	0 00%	0	257 504	0 000	0 00	General Merchandise
258 GME12GC208-09	33 17	31 17	8 18:56	30 07	6 04%	44 18	8 88%	0	0 27	0 09%	0	259 190	0 174	0 11	General Merchandise
259 GME12GC209-10	27 79	27 15	9 32 46	13 06	2 29%	2 06 33	22 09%	0	0	0 00%	0	259 190	0 000	0 00	General Merchandise
260 GME12GC210-11	33 74	31 20	7 43 44	35 02	7 55%	30 33	6 43%	0	12 22	2 57%	3 42	241 108	5 129	3 12	General Merchandise
261 GME12GC211-12	31 59	30 41	8 31 21	19 04	3 73%	15 21	3 00%	0	9 03	1 77%	4 41	259 190	3 492	1 93	General Merchandise
262 GME12GC212-13	33 58	31 52	8 10 11	30 03	6 13%	55 29	11 32%	0	0	0 00%	0	257 504	0 000	0 00	General Merchandise
263 GME12GC213-14	36 60	34 18	7 34 58	30 01	6 60%	17 55	3 94%	0	1 46:57	23 51%	1 41 17	259 190	41 263	35 64	General Merchandise
264 GME12R9906-08	8 68	3 35	48 50	30 00	61 43%	0	0 00%	0	0	0 00%	42 49	2 725	0 000	0 00	General Merchandise
265 GME12R9907-09	8 86	3 34	48 53	30 00	61 37%	0	0 00%	0	0	0 00%	18 31	2 725	0 000	0 00	General Merchandise
266 GME12R9908-10	9 02	8 55	19 07	1 00	5 23%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
267 GME12R9909-11	8 78	5 14	31 50	13 13	41 52%	0	0 00%	0	0	0 00%	7 23	2 725	0 000	0 00	General Merchandise
268 GME12R9910-12	8 71	5 07	32 16	13 30	41 84%	0	0 00%	0	0	0 00%	8 09	2 725	0 000	0 00	General Merchandise
269 GME12R9911-13	9 00	5 16	31 40	13:30	42 63%	0	0 00%	0	7 51	24 79%	14 03	2 725	268 073	76 09	General Merchandise
270 GME12R9912-14	8 74	8 29	19 43	1 00	5 07%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
271 GME12T9907-08	8 55	3 33	49 08	30 00	61 06%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
272 GME12T9909-11	5 67	5 48	29 51	1 00	3 35%	0	0 00%	0	8 39	28 98%	0	2 725	317 431	42 82	General Merchandise
273 GME12T9910-11	6 65	6 39	25 35	1 00	3 91%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
274 GME12T9911-13	8 67	8 24	19 51	1 00	5 04%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
275 GME12T9912-13	8 85	8 39	19 29	1 00	5 13%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
276 GMS14GC106-08	30 68	29 34	9 09 40	24 05	4 38%	55 45	10 14%	0	2 00	0 36%	0	268 781	0 744	0 43	General Merchandise
277 GMS14GC207-08	27 30	26 41	10 10 29	24 05	3 96%	1 42 13	16 74%	0	15:47	2 59%	0	268 756	5 873	3 37	General Merchandise
278 GMS14GC208-09	23 60	22 79	11 43 13	24 06	3 43%	2 07 15	18 15%	0	0 01	0 00%	0	267 070	0 006	0 00	General Merchandise
279 GMS14GC209-10	27 50	26 14	10 04 31	30 04	4 97%	42 15	6 99%	0	10 22	1 71%	0	263 325	3 937	1 99	General Merchandise
280 GMS14GC210-11	33 03	31 10	8 35 13	30 02	5 83%	37 35	7 29%	0	0	0 00%	0	267 095	0 000	0 00	General Merchandise
281 GMS14GC211-12	26 34	24 91	10 47 21	35 05	5 43%	39 06	6 04%	0	0	0 00%	0	268 781	0 000	0 00	General Merchandise
282 GMS14GC212-13	27 06	25 56	10:31 00	35 03	5 56%	2 26 04	23 15%	0	16 47	2 66%	0	268 781	6 244	3 88	General Merchandise
283 GMS16GC207-08	29 48	28 06	9 10 33	30 04	5 46%	1 14 41	13 57%	0	0	0 00%	0	257 504	0 000	0 00	General Merchandise
284 GMS16GC208-09	28 41	26 51	7 29 13	30 03	6 69%	56 05	12 48%	0	0	0 00%	0	198 510	0 000	0 00	General Merchandise
285 GMS16GC209-10	27 96	25 51	7 46 54	30 02	6 43%	58 17	12 48%	0	0 01	0 00%	0	198 510	0 008	0 00	General Merchandise
286 GMS16GC210-11	28 79	26 84	7 23 43	30 01	6 76%	15 16	3 44%	0	17:55	4 04%	0	198 485	9 027	4 71	General Merchandise
287 GMS16GC211-12	35 15	32 29	6 09 10	30 01	8 13%	0	0 00%	0	17 47	4 82%	0	198 686	8 950	5 53	General Merchandise
288 GMS16GC212-13	28 02	26 17	7 35 06	30 02	6 60%	1 03 21	13 92%	0	1 20	0 29%	0	198 485	0 672	0 37	General Merchandise
289 GMS16GC213-14	30 03	27 91	7 06 29	30 02	7 04%	55 01	12 90%	0	0	0 00%	0	198 485	0 000	0 00	General Merchandise
290 GMS18GC207-08	33 07	31 01	8 01 49	30 03	6 24%	23 57	4 97%	0	11 35	2 40%	0	248 988	4 652	2 78	General Merchandise
291 GMS18GC208-09	24 04	22 93	10 51 31	30 04	4 61%	2 04 05	19 05%	0	47 39	7 21%	0	248 988	19 137	10 60	General Merchandise
292 GMS18GC209-10	31 73	29 83	8 20 53	30 02	6 00%	12 10	2 43%	0	15 47	3 15%	0	248 988	6 339	3 56	General Merchandise
293 GMS18GC210-11	29 91	27 03	7:41:48	30 02	6 50%	30 59	6 71%	0	15 32	3 36%	3 40	208 051	7 466	4 03	General Merchandise
294 GMS18GC211-12	34 30	31 59	6 33 56	30:01	7 62%	0	0 00%	0	4 09	1 05%	0	208 051	1 995	1 15	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
295 GMS18GC212-13	33 10	31 04	8 01 22	30 00	6 21%	0	0 00%	0	19 10	3 98%	0	248 988	7 698	4 43	General Merchandise
296 GMS18GC213-14	34 58	32 34	7 43 13	30 01	6 48%	0	0 00%	0	28 35	6 17%	0	249 656	11 449	7 06	General Merchandise
297 GMS30JHA09-10	9 05	9 04	57 00	0 02	0 06%	12 17	21 55%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
298 GMS30JHA11-12	11 62	11 37	45 20	1 00	2 21%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
299 GMS33AH407-08	13 33	7 82	1 12 38	39 01	41 33%	7 48	10 74%	0	30 21	41 79%	30 21	9 466	320 621	679 46	General Merchandise
300 GMS33AH408-09	17 88	9 19	1 01 47	30 01	48 58%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
301 GMS33AH409-10	22 27	21 43	26 30	1 00	3 77%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
302 GMS33AH410-11	18 68	18 09	31 24	1 00	3 18%	0	0 00%	0	18:55	60 24%	18:55	9 466	199 838	164 73	General Merchandise
303 GMS33AH411-12	23 09	22 19	25 36	1 00	3 91%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
304 GMS33AH412-13	20 87	20 13	28 13	1 00	3 54%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	General Merchandise
305 GMS33AH413-14	17 74	17 20	33 01	1 00	3 03%	0	0 00%	0	0	0 00%	12 42	9 466	0 000	0 00	General Merchandise
306 GMS37QH107-08	18 24	7 40	50 29	30 00	59 43%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
307 GMS37QH108-09	8 11	4 51	1 16 04	30 00	39 44%	0	0 00%	0	22 21	29 38%	0	6 226	358 978	94 24	General Merchandise
308 GMS37QH110-11	20 01	18 99	19 40	1 00	5 08%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
309 GMS37QH111-12	17 55	16 76	22 17	1 00	4 49%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
310 GMS37QH112-13	16 94	16 21	23 03	1 00	4 34%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
311 GMS37QH113-14	17 73	16 93	22 04	1 00	4 53%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
312 GMS37QH409-10	23 20	21 85	17 06	1 00	5 85%	0	0 00%	0	0	0 00%	0	6 226	0 000	0 00	General Merchandise
313 GMS54WC309-11	35 58	32 65	6:05:09	30 02	8 22%	11 29	3 14%	0	7 51	2 15%	7 51	198 711	3 950	2 49	General Merchandise
314 GME63HC208-09	8 92	6 61	3 52 14	1 00 02	25 85%	1 19 03	34 04%	0	26 50	11 55%	7 48	25 599	104 822	40 46	General Merchandise
315 GMEH2MH909-10	8 51	8 09	20 13	1 00	4 95%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
316 GMEH2MH910-11	9 03	8 56	19 06	1 00	5 24%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
317 GMEH2MH911-11	8 59	8 16	20 02	1 00	4 99%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
318 GMEH2MH912-13	8 40	7 59	20 28	1 00	4 88%	0	0 00%	0	0	0 00%	26 38	2 725	0 000	0 00	General Merchandise
319 GMEH2MH913-14	9 13	8 65	18 54	1 00	5 29%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
320 GMEH2MH914-14	9 29	8 79	18 26	1 00	5 38%	0	0 00%	0	0	0 00%	0	2 725	0 000	0 00	General Merchandise
321 GMEH3WH911-12	6 66	5 77	7 32	1 00	13 27%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
322 GMW11AH408-08	35 47	33 36	8 02 17	30 03	6 23%	5 38	1 17%	0	4 15	0 88%	0	267 371	1 590	0 96	General Merchandise
323 GMW11AH409-09	35 50	33 30	8 03 09	30 03	6 22%	4 23	0 91%	0	2 44	0 57%	0	268 117	1 019	0 61	General Merchandise
324 GMW11AH410-10	31 62	29 85	8 57 28	30 05	5 60%	1 17 59	14 51%	0	0	0 00%	0	267 371	0 000	0 00	General Merchandise
325 GMW11AH411-11	34 06	32 02	8 22 25	30 03	5 98%	9 38	1 92%	0	4 30	0 90%	0	268 117	1 678	0 98	General Merchandise
326 GMW11AH412-12	34 07	32 03	8 22 14	30:06	5 99%	5 58	1 19%	0	0	0 00%	0	268 117	0 000	0 00	General Merchandise
327 GMW11AH413-13	32 05	30 24	8 51 57	30 00	5 64%	0	0 00%	0	10 56	2 06%	4 28	268 117	4 078	2 23	General Merchandise
328 GMW11AH414-14	31 87	30 08	8 54 50	30 03	5 62%	9 12	1 72%	0	18 08	3 39%	0	268 117	6 763	3 80	General Merchandise
329 GMW11GC107-08	32 62	27 75	9 33 07	1 24 04	14 93%	7 15	1 29%	0	0	0 00%	0	260 447	0 000	0 00	General Merchandise
330 GMW11GC108-09	34 43	32 38	8 03 13	30 05	6 23%	0	0 00%	0	0	0 00%	0	260 005	0 000	0 00	General Merchandise
331 GMW11GC109-11	31 57	29 77	8 44 06	30 01	5 73%	0	0 00%	0	21 40	4 13%	31 07	260 005	8 333	4 59	General Merchandise
332 GMW11GC110-12	30 82	29 09	8 55 52	30 01	5 60%	0	0 00%	0	3:12	0 60%	16:01	259 804	1 232	0 64	General Merchandise
333 GMW11GC111-13	35 06	32 85	7 55 45	30 02	6 31%	0 45	0 14%	0	0	0 00%	0	260 447	0 000	0 00	General Merchandise
334 GMW11GC112-13	33 59	31 56	8 15 23	30 02	6 06%	14 29	2 92%	0	0	0 00%	0	260 550	0 000	0 00	General Merchandise
335 GMW11KH507-08	33 73	31 73	8 26 28	30 03	5 93%	13 42	2 71%	0	17 41	3 49%	0	267 813	6 603	3 97	General Merchandise
336 GMW11KH508-09	35 53	33 32	8 03 34	30 04	6 22%	19 21	4 00%	0	0	0 00%	0	268 559	0 000	0 00	General Merchandise
337 GMW11KH509-10	33 47	30 61	8 46 25	30 05	5 71%	28 51	5 48%	0	11 52	2 25%	0	268 559	4 419	2 60	General Merchandise
338 GMW11KH510-11	31 84	30 05	8 54 54	30 02	5 61%	3 07	0 58%	0	33 42	6 30%	0	267 916	12 579	7 20	General Merchandise
339 GMW11KH511-12	26 49	25 24	10 36 57	30 01	4 71%	1 44 54	16 47%	0	14 13	2 33%	3 05	267 916	5 306	3 91	General Merchandise
340 GMW11KH512-13	31 31	29 58	9 03 46	30:02	5 52%	0	0 00%	0	0 01	0 00%	8 15	268 117	0 006	0 00	General Merchandise
341 GMW11KH513-14	29 64	28 08	9 32 52	30 04	5 25%	4 37	0 81%	0	41 53	7 31%	0	268 117	15 621	8 44	General Merchandise
342 GMW11R9907-08	9 35	9 35	4:39	0	0 00%	0	0 00%	0	22 59	494 27%	35 20	0 725	3170 115	0 00	General Merchandise
343 GMW11R9908-09	9 60	9 60	4 32	0	0 00%	0	0 00%	0	0	0 00%	20:24	0 725	0 000	0 00	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times Train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH:MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM:SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
344 GMW11RR910-11	7 37	6 38	6 54	1 00	14 49%	0	0 00%	0	0	0 00%	23 49	0 725	0 000	0 00	General Merchandise
345 GMW11RR912-13	9 70	9 70	4 29	0	0 00%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
346 GMW11RR913-14	9 78	9 75	4:27	0	0 00%	0	0 00%	0	2 58	66 67%	2 58	0 725	409 195	200 00	General Merchandise
347 GMW12RR107-09	9 47	9 47	15 52	0	0 00%	0	0 00%	0	0	0 00%	9 01	2 505	0 000	0 00	General Merchandise
348 GMW12RR108-10	17 37	17 37	22 12	0	0 00%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
349 GMW12RR109-10	20 13	20 13	19 09	0	0 00%	0	0 00%	0	0	0 00%	2 59	6 426	0 000	0 00	General Merchandise
350 GMW12RR110-11	13 18	13 18	29 15	0	0 00%	0	0 00%	0	0 58	3 30%	1 52	6 426	15 043	3 42	General Merchandise
351 GMW12RR111-13	9 54	9 54	15 45	0	0 00%	0	0 00%	0	0	0 00%	28 53	2 505	0 000	0 00	General Merchandise
352 GMW12RR112-13	9 55	9 55	15 44	0	0 00%	0	0 00%	0	0	0 00%	18 04	2 505	0 000	0 00	General Merchandise
353 GMW12RR113-14	9 71	9 71	15:29	0	0 00%	0	0 00%	0	0	0 00%	10 54	2 505	0 000	0 00	General Merchandise
354 GMW13GC106-08	34 14	32 04	8 07 53	30 03	6 16%	0:46	0 16%	0	7 45	1 59%	0	260 550	2 974	1 72	General Merchandise
355 GMW13GC108-10	25 41	24 19	10 46 20	31 02	4 80%	2 06 06	19 81%	0	0 01	0 00%	0	260 550	0 006	0 00	General Merchandise
356 GMW13GC109-11	24 29	22 12	8 09 53	31 00	6 33%	0	0 00%	0	1 48	0 37%	0	262 236	0 686	0 39	General Merchandise
357 GMW13GC110-12	22 89	20 88	8 26 42	31 03	6 13%	15 26	3 05%	0	0	0 00%	0	260 751	0 000	0 00	General Merchandise
358 GMW13GC111-13	21 52	20 72	8 46 29	30 04	5 71%	19 05	3 62%	0	0	0 00%	0	260 751	0 000	0 00	General Merchandise
359 GMW13OC112-14	31 77	29 95	5 42 26	30 00	5 74%	0	0 00%	0	6 42	1 28%	0	260 751	2 570	1 38	General Merchandise
360 GMW13T9906-08	9 85	9 85	4 25	0	0 00%	0	0 00%	0	0	0 00%	6 59	0 725	0 000	0 00	General Merchandise
361 GMW13T9907-09	9 74	9 74	4 28	0	0 00%	0	0 00%	0	24 53	557 09%	24 53	0 725	3432 184	0 00	General Merchandise
362 GMW13T9908-09	9 85	9 85	4 25	0	0 00%	0	0 00%	0	59 39	1350 57%	59 39	0 725	8227 586	0 00	General Merchandise
363 GMW13T9909-10	7 09	6 10	7 08	1 00	14 02%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
364 GMW13T9910-11	7 05	6 07	7 10	1 00	13 95%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
365 GMW13T9911-13	9 78	9 76	4 27	0	0 00%	0	0 00%	0	8 23	185 39%	8 23	0 725	1156 322	0 00	General Merchandise
366 GMW13T9912-14	9 46	9 46	4:36	0	0 00%	0	0 00%	0	6 38	144 20%	6 38	0 725	914 943	0 00	General Merchandise
367 GMW15OC110-11	25 58	24 29	9 57 03	30 03	5 03%	1 48 10	18 12%	0	2 48	0 47%	0	241 722	1 158	0 61	General Merchandise
368 GMW15OC111-12	33 22	31 08	7 47 01	30 02	6 43%	16 05	3 44%	0	12 30	2 68%	0	241 923	5 167	3 06	General Merchandise
369 GMW15OC113-13	31 55	29 74	8 44 10	30 05	5 74%	28 32	5 44%	0	0	0 00%	0	259 804	0 000	0 00	General Merchandise
370 GMW15OC113-14	31 18	29 42	8 51 49	30 05	5 66%	1 13	0 23%	0	30:15	5 69%	0	260 751	11 601	6 43	General Merchandise
371 GMW15TH513-14	11 30	2 65	39 11	30 00	76 56%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise
372 GMW17GC108-10	36 43	31 95	8 11:01	1 00 01	12 22%	0	0 00%	0	0	0 00%	19 16	261 720	0 000	0 00	General Merchandise
373 GMW17GC109-11	36 76	34 40	7 47 36	30 00	6 42%	0	0 00%	0	5 52	1 25%	0	268 117	2 188	1 36	General Merchandise
374 GMW17GC110-12	32 47	30 61	8 45 32	30 01	5 71%	3 49	0 73%	0	30 34	5 82%	0	268 117	11 400	6 63	General Merchandise
375 GMW17GC111-12	35 00	32 84	8 08 27	30 04	6 16%	21 55	4 49%	0	0 02	0 01%	28 16	267 371	0 012	0 01	General Merchandise
376 GMW17GC112-13	28 44	26 98	9 45 49	30 03	5 13%	33 40	5 75%	0	24 08	4 12%	21 08	263 450	9 160	4 85	General Merchandise
377 GMW17GC113-14	29 29	27 74	9 29 45	30 04	5 28%	57 00	10 00%	0	1 11 59	12 63%	0	263 450	27 323	17 53	General Merchandise
378 GMW17GH408-09	13 51	2 75	37 41	30 00	79 61%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise
379 GMW19GC106-08	29 48	27 13	9 23 33	45 01	7 99%	1 12 49	12 92%	0	2 42	0 48%	0	254 798	1 060	0 61	General Merchandise
380 GMW19GC107-08	32 55	28 95	9 02 31	1 00 04	11 07%	21 09	3 90%	0	0	0 00%	0	261 720	0 000	0 00	General Merchandise
381 GMW19GC108-09	31 84	30 02	8 46 34	30 03	5 73%	26 15	4 99%	0	9 19	1 77%	0	263 450	3 536	2 02	General Merchandise
382 GMW19GC109-10	31 41	27 82	8 45 27	1 00 02	11 63%	6 31	1 24%	0	9 24	1 79%	10 19	243 638	3 858	2 09	General Merchandise
383 GMW19GC110-11	31 71	28 28	9 15 20	1 00 03	10 61%	20 25	3 68%	0	0	0 00%	0	261 720	0 000	0 00	General Merchandise
384 GMW19GC111-12	32 43	28 62	8 30 20	1 00 00	11 76%	0	0 00%	0	4 38	0 91%	16 28	243 417	1 903	1 04	General Merchandise
385 GMW19GC112-13	32 33	30 46	8 38 59	30 05	5 80%	0	0 00%	0	4 21	0 84%	0	263 450	1 651	0 90	General Merchandise
386 GMW19GC113-14	26 87	24 87	9:19:44	0 04	0 01%	44 01	7 86%	0	57 10	10 21%	0	250 642	22.808	12 47	General Merchandise
387 GMW19GH409-10	11 69	5 66	58 06	30 00	51 64%	0	0 00%	0	0	0 00%	0	5 476	0 000	0 00	General Merchandise
388 GMW19GH507-08	3 01	1 61	1 04 32	30 00	46 49%	0	0 00%	0	4 09	6 43%	13 04	1 730	239 884	13 66	General Merchandise
389 GMW31JHA08-09	18 50	18 50	27 51	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
390 GMW31JHA09-10	16 77	16 77	30 44	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
391 GMW31JHA10-11	8 51	8 51	33 38	0	0 00%	0	0 00%	0	2 17	6 79%	0	4 768	47 889	7 28	General Merchandise
392 GMW31JHA12-13	9 55	9 55	29 58	0	0 00%	0	0 00%	0	0	0 00%	0	4 768	0 000	0 00	General Merchandise

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM:SS	Wait on Sched % of Run Time	Switch Delay DD HH MM:SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Held DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
393 GMW34AH507-08	3 78	3 78	1 59:31	0	0 00%	0	0 00%	0	1 29 08	75 21%	0	7 466	1193 857	303 35	General Merchandise
394 GMW34AH508-09	10 37	10 37	43 12	0 01	0 04%	0	0 00%	0	13 05	30 29%	0	7 466	175 239	43 47	General Merchandise
395 GMW34AH509-10	7 96	7 96	56 16	0	0 00%	0	0 00%	0	34 20	61 02%	0	7 466	459 862	156 53	General Merchandise
396 GMW34AH510-11	24 41	24 41	18 21	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	General Merchandise
397 GMW34AH511-12	15 07	15 07	29 44	0	0 00%	0	0 00%	0	4 18	14 46%	2 31	7 466	57 594	16 91	General Merchandise
398 GMW34AH512-13	9 84	9 84	21 37	0	0 00%	0	0 00%	0	0	0 00%	5 42	3 545	0 000	0 00	General Merchandise
399 GMW34AH513-14	11 02	11 02	19 18	0	0 00%	0	0 00%	0	0	0 00%	0	3 545	0 000	0 00	General Merchandise
400 GMW35QH107-08	17 53	17 53	25 33	0	0 00%	0	0 00%	0	4 46	18 66%	9 00	7 466	63 845	22 94	General Merchandise
401 GMW35QH108-09	14 73	14 19	27 10	1 00	3 68%	0	0 00%	0	1 37	5 95%	0	6 426	25 158	6 59	General Merchandise
402 GMW35QH109-10	20 84	19 77	19 30	1 00	5 13%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
403 GMW35QH110-11	15 76	15 14	25 28	1 00	3 93%	0	0 00%	0	0	0 00%	15 42	6 426	0 000	0 00	General Merchandise
404 GMW35QH111-12	8 61	8 17	19 41	1 00	5 08%	0	0 00%	0	0	0 00%	0	2 680	0 000	0 00	General Merchandise
405 GMW35QH112-13	9 43	9 43	15 56	0	0 00%	0	0 00%	0	0	0 00%	0	2 505	0 000	0 00	General Merchandise
406 GMW5339909-09	9 06	9 06	4 48	0	0 00%	0	0 00%	0	41 40	868 06%	41 40	0 725	5747 126	0 00	General Merchandise
407 GMW642H909-11	13 23	13 23	38 57	0	0 00%	0	0 00%	0	0	0 00%	0	8 589	0 000	0 00	General Merchandise
408 GMW840H105-12	16 30	15 64	24 39	1 00	4 06%	0	0 00%	0	0	0 00%	0	6 426	0 000	0 00	General Merchandise
409 GMW934C108-09	30 20	28 58	9 20 56	30 06	5 37%	1 37 48	17 44%	0	8 20	1 49%	0	267 229	3 118	1 96	General Merchandise
410 GMW935C107-08	36 73	34 36	7 45 31	30 05	6 46%	7 30	1 61%	0	0	0 00%	0	266 586	0 000	0 00	General Merchandise
411 GMW960C107-09	42 47	36 44	3 31 31	30 02	14 20%	2 36	1 23%	0	0	0 00%	0	128 471	0 000	0 00	General Merchandise
412 GMW961C107-08	36 88	36 87	7 26 58	0 04	0 01%	0	0 00%	0	41 43	9 33%	0	274 669	15 088	10 30	General Merchandise
413 GMW963H408-09	21 40	2 98	34 51	30 00	86 06%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	General Merchandise
414 GMW994C109-09	38 87	36 25	7 29 19	30 04	6 75%	0	0 00%	0	5 25	1 23%	5 07	269 018	2 013	1 33	General Merchandise
415 GMWH3WH907-08	8 64	8 64	5 02	0	0 00%	0	0 00%	0	0	0 00%	0	0 725	0 000	0 00	General Merchandise
416 GMWH3WH909-10	8 73	7 27	5 59	1 00	16 71%	0	0 00%	0	4 23	73 26%	4 23	0 725	604 598	730 56	General Merchandise
417 GMWH3WH910-11	8 39	7 04	6 11	1 00	16 17%	0	0 00%	0	9 35	154 99%	9 35	0 725	1321 839	0 00	General Merchandise
418 GMWH3WH912-13	9 63	9 63	4:31	0	0 00%	0	0 00%	0	29 58	662 47%	29 58	0 725	4133 333	0 00	General Merchandise
419 GMWH3WH913-14	11 35	11 35	3 50	0	0 00%	0	0 00%	0	3 48	99 13%	3 48	0 725	524 138	11400 00	General Merchandise
420 GMWM5Q210-11	27 07	22 66	6 07 50	1 00 00	16 31%	0	0 00%	0	11 04	3 01%	8 11	138 900	7 967	3 73	General Merchandise
421 HPEC8SC208-09	30 54	26 43	3 42 47	30 00	13 67%	0	0 00%	0	13 28	6 04%	0	98 121	13 725	7 51	Local
422 HPEC8ZC208-09	37 94	32 68	3 36 12	30 00	13 88%	0	0 00%	0	0	0 00%	0	117 747	0 000	0 00	Local
423 HPEC9JC208-10	38 85	33 32	3 30 42	30 00	14 24%	9	0 00%	0	0	0 00%	0	117 001	0 000	0 00	Local
424 IME20AC208-10	31 80	27 14	9 06 21	1 20 03	14 65%	42 23	7 76%	0	13 13	3 42%	0	247 140	5 348	3 32	Intermodal
425 IME20AC209-11	32 70	28 87	8 33 34	1 00 04	11 70%	1 39 22	19 35%	0	3 09	0 61%	0	247 140	1 275	0 90	Intermodal
426 IME20AC210-12	40 95	39 31	6 17 12	15 03	3 99%	22 26	5 95%	0	0	0 00%	0	247 140	0 000	0 00	Intermodal
427 IME20AC211-14	35 62	31 13	7 56 34	1 00 03	12 60%	14 55	3 13%	0	0	0 00%	0	247 140	0 000	0 00	Intermodal
428 IME20AC212-14	35 86	31 31	7 53 37	1 00 04	12 68%	48 08	10 16%	0	0	0 00%	0	253 155	3 364	2 04	Intermodal
429 IME20GC207-08	30 26	30 26	8 22 02	0 03	0 01%	1 15 28	15 03%	0	8 31	1 70%	0	254 841	0 007	0 00	Intermodal
430 IME20GC208-09	30 08	30 08	8 28 13	0 03	0 01%	1 41 33	19 98%	0	0 01	0 00%	0	251 211	5 858	3 54	Intermodal
431 IME20GC209-10	34 19	34 19	7 20 53	0:03	0 01%	10 26	2 37%	0	14 43	3 34%	0	251 211	0 000	0 00	Intermodal
432 IME20GC210-11	40 49	40 49	6 12 16	0 03	0 01%	12 06	3 25%	0	0	0 00%	0	251 211	0 000	0 00	Intermodal
433 IME20GC211-12	36 39	36 28	6 55 34	0 04	0 02%	1 26 09	20 74%	0	0 08	0 03%	0	251 211	0 052	0 04	Intermodal
434 IME20GC212-13	39 68	39 67	6 19 57	0 04	0 02%	26 42	7 03%	0	0	0 00%	0	251 211	0 000	0 00	Intermodal
435 IME20QC206-08	36 53	36 53	6 55 01	0 04	0 02%	9 32	2 35%	0	0	0 00%	0	251 356	0 000	0 00	Intermodal
436 IME20QC207-09	30 99	30 99	8 02 24	0 04	0 01%	1 00 47	12 60%	0	13 18	2 76%	0	249 209	5 337	3 26	Intermodal
437 IME20QC208-10	35 45	35 44	7 01 55	0 04	0 02%	11 04	2 62%	0	0 01	0 00%	0	249 209	0 007	0 00	Intermodal
438 IME20QC209-11	33 58	33 58	7 28 19	0 01	0 00%	8 06	1 81%	0	0 01	0 00%	0	250 895	0 007	0 00	Intermodal
439 IME20QC210-12	37 98	37 98	6 36 24	0 01	0 00%	5 34	1 40%	0	0	0 00%	0	250 895	0 000	0 00	Intermodal
440 IME20QC211-13	29 76	29 76	8 28 25	0 04	0 01%	1 14:15	14 60%	0	10 57	2 15%	0	252 170	4 342	2 59	Intermodal
441 IME20QC212-14	34 34	34 33	7 25 21	0 02	0 01%	4 01	0 90%	0	0 07	0 03%	0	254 841	0 046	0 03	Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	% of Run Time	Wait on Schedule DD:HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
442 IME20RC206-08	35 72	35 71	7:06:23	0 04	0 02%	36 31	8 56%	0	0	0 00%	0	253 798	0 000	0 00	Intermodal
443 IME20RC207-09	35 83	35 82	7 06 51	0 05	0 02%	0 41	0 16%	0	28 59	6 79%	0	254 841	11 171	7 30	Intermodal
444 IME20RC208-10	34 90	34 90	7 18 11	0 01	0 00%	10 30	2 40%	0	59 15	13 52%	0	254 841	23 250	16 08	Intermodal
445 IME20RC209-11	35 02	35 02	7 16 38	0 01	0 00%	0	0 00%	0	33 03	7 57%	6 41	254 841	12 969	8 19	Intermodal
446 IME20RC210-12	38 51	38 51	6 37 04	0 01	0 00%	0	0 00%	0	21 23	5 39%	0	254 841	8 391	5 69	Intermodal
447 IME20RC211-13	36 06	36 06	7:04 02	0 01	0 00%	10 30	2 48%	0	14 30	3 42%	0	254 841	5 690	3 63	Intermodal
448 IME20RC213-14	39 11	39 10	6 31 01	0 02	0 01%	5 24	1 38%	0	0 49	0 21%	0	254 841	0 320	0 21	Intermodal
449 IME20TC205-08	32 04	32 03	7 57 22	0 05	0 02%	52 21	10 97%	0	17 33	3 68%	0	254 841	6 887	4 31	Intermodal
450 IME20TC208-11	33 54	33 53	7 35 59	0 04	0 01%	11 44	2 57%	0	12 48	2 81%	16 43	254 841	5 033	3 97	Intermodal
451 IME20TC209-12	38 33	38 32	6 38 59	0 01	0 00%	3 15	0 81%	0	4 17	1 07%	0	254 841	1 661	1 09	Intermodal
452 IME20TC210-13	37 94	37 93	6 36 50	0 02	0 01%	9 47	2 47%	0	1 47	0 45%	12 39	250 895	0 711	0 46	Intermodal
453 IME20TC211-14	35 34	35 33	7 12 44	0 02	0 01%	26 04	6 02%	0	11 02	2 55%	0	254 841	4 329	2 79	Intermodal
454 IME228H108-09	10 30	0 94	33 00	30 00	90 91%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
455 IME228H110-11	10 19	0 94	33 02	30 00	90 82%	0	0 00%	0	0	0 00%	6 37	0 515	0 000	0 00	Intermodal
456 IME228H111-12	10 24	0 94	33 01	30 00	90 86%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
457 IME228H112-13	9 81	0 93	33 09	30 00	90 50%	0	0 00%	0	0	0 00%	0	0 515	0 000	0 00	Intermodal
458 IME228H113-14	10 30	0 94	33 00	30 00	90 91%	0	0 00%	0	0	0 00%	5 31	0 515	0 000	0 00	Intermodal
459 IME22MH109-10	13 82	4 87	46:18	30 00	64 79%	0	0 00%	0	0	0 00%	17 41	3 755	0 000	0 00	Intermodal
460 IME22MH211-21	10 02	4 29	52 30	30 00	57 14%	0	0 00%	0	3 37	6 89%	0	3 755	96 316	19 15	Intermodal
461 IME22MH212-12	19 23	5 40	41 43	30 00	71 91%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
462 IME22MH213-13	18 17	5 31	42 24	30 00	70 75%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
463 IME22ZH412-13	19 48	5 42	41 34	30 00	72 17%	0	0 00%	0	0	0 00%	17 40	3 755	0 000	0 00	Intermodal
464 IME24VC207-09	35 20	35 20	7 14:28	0 04	0 02%	40 58	9 43%	0	6 22	1 47%	0	254 841	2 498	1 65	Intermodal
465 IME24VC208-10	31 79	31 79	7 53 31	0 03	0 01%	1 00 44	12 83%	0	16 59	3 59%	0	250 895	6 769	4 29	Intermodal
466 IME24VC209-11	36 26	36 25	9 33 23	0 03	0 01%	2 42 33	28 37%	0	0	0 00%	0	250 895	0 000	0 00	Intermodal
467 IME24VC210-12	37 50	37 50	6 41:26	0 01	0 00%	5 24	1 35%	0	14 51	3 70%	0	250 895	5 919	3 90	Intermodal
468 IME24VC211-13	33 45	33 44	7 30 10	0 04	0 01%	23 16	5 17%	0	10 46	2 39%	0	250 895	4 291	2 89	Intermodal
469 IME24VC212-14	37 36	37 90	6 47 57	5 01	1 23%	10 23	2 55%	0	4 04	1 00%	0	250 895	1 621	1 05	Intermodal
470 IME24ZC207-08	39 62	39 62	6 25 57	0 04	0 02%	23 16	6 03%	0	3 09	0 82%	0	254 841	1 236	0 88	Intermodal
471 IME24ZC208-09	39 38	39 37	6 28 21	0 04	0 02%	7 06	1 83%	0	9 41	2 49%	0	254 841	3 800	2 61	Intermodal
472 IME24ZC209-10	38 12	38 12	6 41 08	0 01	0 00%	10:10	2 53%	0	4 28	1 11%	0	254 841	1 753	1 16	Intermodal
473 IME24ZC210-11	34 67	34 66	7 31 07	0 03	0 01%	14 57	3 39%	0	39 25	8 94%	0	254 841	15 467	10 19	Intermodal
474 IME24ZC211-12	37 20	37 20	6 51 05	0 04	0 02%	20 46	5 05%	0	0	0 00%	0	254 841	0 000	0 00	Intermodal
475 IME24ZC212-13	30 63	30 62	8 19 20	0 04	0 01%	49 59	10 01%	0	35 43	7 15%	0	254 841	14 015	8 64	Intermodal
476 IME24ZC213-14	40 06	40 06	6 21 41	0 02	0 01%	5 30	1 44%	0	0 19	0 08%	0	254 841	0 124	0 08	Intermodal
477 IME24VH407-10	13 78	4 86	46 21	30:00	64 72%	0	0 00%	0	0	0 00%	0	3 755	0 000	0 00	Intermodal
478 IMW21AC110-11	36 52	36 52	7 00 19	0 02	0 01%	19 48	4 71%	0	5 41	1 38%	0	255 841	2 221	1 44	Intermodal
479 IMW21AC111-12	35 75	35 75	7 09 21	0 01	0 00%	50 58	11 87%	0	9 58	2 32%	0	255 841	3 896	2 71	Intermodal
480 IMW21GC107-09	37 97	37 96	6 39 20	0 04	0 02%	5 29	1 37%	0	0 47	0 20%	0	252 666	0 310	0 20	Intermodal
481 IMW21GC109-11	36 89	36 35	7 16 57	30 01	6 87%	5 55	1 35%	0	23 15	5 32%	3 30	250 190	9 293	6 15	Intermodal
482 IMW21GC110-12	29 58	29 58	8 27 59	0 02	0 01%	1 17 01	15 16%	0	10 41	2 10%	0	250 435	4 266	2 54	Intermodal
483 IMW21GC111-13	34 86	34 85	7 13 43	0 04	0 02%	16 05	3 71%	0	9 28	2 16%	0	251 920	3 758	2 32	Intermodal
484 IMW21GC112-14	32 85	32 85	7 38 47	0 04	0 01%	5 41	1 24%	0	17 11	3 75%	0	251 181	6 841	3 94	Intermodal
485 IMW21GH509-10	11 60	2 66	38 57	30 00	77 02%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
486 IMW21GH510-11	10 95	2 63	39 29	30 00	75 95%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
487 IMW21GH512-13	11 91	2 68	38 43	30 00	77 49%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
488 IMW21RH508-10	11 49	2 66	39 02	30 00	76 86%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
489 IMW21RH513-14	6 41	2 25	46 12	30 00	64 94%	0	0 00%	0	5 12	11 26%	6 38	1 730	300 578	47 37	Intermodal
490 IMW21TC107-08	38 47	38 46	7 07 18	0 06	0 02%	27 18	6 39%	0	3 07	0 73%	0	273 922	1 138	0 79	Intermodal

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	% of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	% of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per par 100 Miles	Meet* Pass Delay %	Train Type
491 IMW21TC109-10	30 01	30 00	8:33 08	0 05	0 02%	1 38 06	19 12%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
492 IMW21TC110-11	24 34	24 34	10 32 28	0 01	0 00%	2 23 11	22 64%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
493 IMW21TC111-12	35 44	35 44	7 14 23	0 02	0 01%	3 37	0 83%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
494 IMW21TC112-13	31 18	31 17	8 12 24	0 05	0 02%	1:12 55	14 81%	0	0 01	0 00%	0	255 841	0 007	0 00	Intermodal
495 IMW21TC113-14	34 63	34 63	7 18 38	0 03	0 01%	0	0 00%	0	27 30	6 27%	0	253 170	10 862	6 69	Intermodal
496 IMW227C106-11	37 30	34 72	7 13:39	30 00	6 92%	0	0 00%	0	2 01	0 47%	29 59	250 936	0 804	0 50	Intermodal
497 IMW227C109-12	37 59	34 97	7 10 30	30 01	6 97%	51 59	12 08%	0	0	0 00%	0	250 936	0 000	0 00	Intermodal
498 IMW227C110-14	30 93	30 93	8 16 18	0 04	0 01%	43 28	8 76%	0	35 10	7 09%	0	255 841	13 746	8 42	Intermodal
499 IMW227H108-10	9 90	1 21	34 11	30 00	87 76%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
500 IMW227H109-11	9 90	1 21	34 11	30 00	87 76%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
501 IMW227H111-13	9 94	1 21	34 10	30 00	87 80%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
502 IMW227H112-14	9 86	1 21	34 12	30:00	87 72%	0	0 00%	0	0	0 00%	0	0 690	0 000	0 00	Intermodal
503 IMW23MC108-10	41 35	41 35	6:06 53	0 01	0 00%	15 41	4 17%	0	2 20	0 64%	0	252 841	0 923	0 67	Intermodal
504 IMW23MC109-11	39 70	36 79	6 49 17	30 01	7 33%	6 24	1 56%	0	0	0 00%	0	250 936	0 000	0 00	Intermodal
505 IMW23MC110-12	43 48	40 01	6 16 19	30 02	7 98%	0	0 00%	0	0 08	0 04%	2 50	250 936	0 053	0 04	Intermodal
506 IMW23MC111-13	35 70	35 69	7 04 44	0 04	0 02%	0	0 00%	0	20 57	4 93%	0	252 666	0 292	5 19	Intermodal
507 IMW23MC112-14	40 41	40 41	6 21 00	0	0 00%	0	0 00%	0	9 47	2 57%	0	256 587	3 813	3 64	Intermodal
508 IMW23MH512-13	6 93	2 31	44 59	30 00	66 69%	0	0 00%	0	3 35	7 97%	6 20	1 730	207 129	31 43	Intermodal
509 IMW23NH513-11	13 14	2 74	37 54	30 00	79 16%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
510 IMW23WC106-08	37 84	37 03	6 36 47	0 04	0 02%	18 09	4 57%	0	0 01	0 00%	0	250 190	0 007	0 00	Intermodal
511 IMW23WC108-10	36 93	36 92	7 20 00	0 04	0 02%	29 48	6 77%	0	0	0 00%	0	270 748	0 000	0 00	Intermodal
512 IMW23WC109-11	39 81	36 88	6 48 13	30:00	7 35%	0	0 00%	0	0 17	0 07%	0	250 936	0 113	0 07	Intermodal
513 IMW23WC110-12	34 31	33 11	7 47 29	30 00	6 42%	0	0 00%	0	14 42	3 14%	3 40	250 190	5 876	3 48	Intermodal
514 IMW23WC111-13	31 51	31 51	7 59 45	0 03	0 01%	0	0 00%	0	1 12 32	15 12%	1:27	251 920	28 792	17 81	Intermodal
515 IMW23WC112-14	33 77	33 77	7 35 56	0 01	0 00%	38 26	8 43%	0	12 09	2 66%	0	256 587	4 735	3 08	Intermodal
516 IMW23WH108-09	11 77	2 67	38 49	30 00	77 23%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
517 IMW23WH010-11	11 14	2 64	39 19	30 00	76 30%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
518 IMW23WH012-13	6 43	2 25	46 08	30:00	65 03%	0	0 00%	0	5 46	12 50%	0	1 730	333 333	55 63	Intermodal
519 IMW23WH013-14	6 30	1 92	54 10	30 00	55 38%	0	0 00%	0	14 44	27 20%	17 25	1 730	851 638	156 18	Intermodal
520 IMW23ZC107-08	35 75	35 75	7 10 40	0 02	0 01%	48 52	11 35%	0	4 05	0 95%	0	256 587	1 591	1 08	Intermodal
521 IMW23ZC108-09	41 43	41 43	6 31 38	0 04	0 02%	1 19	0 28%	0	1 56	0 62%	0	256 587	0 753	0 52	Intermodal
522 IMW23ZC109-10	40 19	37 21	6 44 40	30 03	7 43%	0	0 00%	0	0 54	0 22%	9 12	250 936	0 359	0 24	Intermodal
523 IMW23ZC110-11	39 46	36 58	6 51 35	30 01	7 29%	16 21	3 97%	0	5 40	1 38%	0	250 936	2 258	1 58	Intermodal
524 IMW23ZC111-12	37 84	35 17	7 05 13	30 01	7 06%	3 59	0 94%	0	0	0 00%	6 26	249 250	0 000	0 00	Intermodal
525 IMW23ZC112-13	34 57	34 56	7 25 27	0 04	0 01%	0 31	0 12%	0	13:27	3 02%	0	256 587	5 242	3 12	Intermodal
526 IMW23ZC113-14	33 52	33 52	7 32 17	0 03	0 01%	41 58	9 28%	0	0	0 00%	0	252 666	0 000	0 00	Intermodal
527 IMW25KC108-10	34 74	34 74	7 16 23	0 03	0 01%	57 20	13 14%	0	0	0 00%	0	252 666	0 000	0 00	Intermodal
528 IMW25KC109-11	37 65	35 03	7 09 49	30 02	6 99%	7 56	1 85%	0	16 01	3 73%	2 16	250 936	6 383	4 26	Intermodal
529 IMW25KC110-12	37 56	34 94	7 10 57	30 03	6 97%	20 36	4 78%	0	8 17	1 92%	0	250 936	3 301	2 23	Intermodal
530 IMW25KC111-13	36 75	36 75	6 51 37	0 04	0 02%	8 51	2 15%	0	25 41	6 24%	0	252 095	10 188	6 81	Intermodal
531 IMW25KC112-14	37 02	37 02	6 55 50	0	0 00%	0	0 00%	0	2 53	0 69%	0	256 587	1 124	0 70	Intermodal
532 IMW25KH510-11	10 98	2 63	39 27	30 00	76 05%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
533 IMW25KH512-13	11 68	2 67	38 53	30 00	77 15%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
534 IMW25VH508-09	21 84	2 97	34 56	30 00	85 88%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
535 IMW25VH509-10	11 24	2 65	39 14	30 00	76 47%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
536 IMW25VH510-11	22 24	2 99	34 40	30 00	86 54%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
537 IMW25VH513-12	6 31	2 23	46 27	30 00	64 59%	0	0 00%	0	6 21	13 67%	0	1 730	367 052	62 87	Intermodal
538 IMW25VH512-13	16 26	2 85	36 23	30 00	82 46%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
539 IMW25VH513-14	8 11	2 43	42 48	30 00	70 09%	0	0 00%	0	2 38	6 15%	0	1 730	152 216	25 90	Intermodal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD:HH:MM:SS	% of Run Time	Wait on Schedule DD HH MM:SS	Wait on Sched % of Run Time	Switch Delay DD:HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
540 IMW25WH009-10	16 88	2 87	36 09	30 00	83 99%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
541 IMW25WH010-11	17 25	2 88	36 01	30 00	83 29%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
542 IMW25WH011-12	17 06	2 88	36 05	30 00	83 14%	0	0 00%	0	0	0 00%	0	1 730	0 000	0 00	Intermodal
543 IMW25WH013-13	9 93	2 57	40 27	30 00	74 17%	0	0 00%	0	3 32	8 74%	13 45	1 730	204 239	51 08	Intermodal
544 IMW26SC109-10	36 91	36 91	7 26 30	0 03	0 01%	0	0 00%	0	43 45	9 80%	0	274 669	15 928	10 86	Intermodal
545 IMW17TC108-09	37 50	37 49	7 19 35	0 05	0 02%	0 59	0 22%	0	0	0 00%	0	274 669	0 000	0 00	Intermodal
546 IMW13MC108-09	32 06	32 06	8 00 12	0 02	0 01%	1 34:32	19 69%	0	0	0 00%	0	256 587	0 000	0 00	Intermodal
547 LOE052R213-14	25 35	25 35	12 59	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
548 LOE24KC207-08	17 76	14 44	5 21 06	1:00 05	18 71%	54 05	16 84%	18 40W	11 34	3 60%	2 42	77 270	14 969	5 92	Local
549 LOE24KC208-09	20 17	15 99	4 49 52	1 00 04	20 72%	30 50	10 64%	19 28W	10 29	3 62%	0	77 270	13 567	5 56	Local
550 LOE24KC209-10	19 53	14 68	4 01 53	1 00 03	24 83%	0	0 00%	29 43W	1 36	0 66%	0	59 188	2 703	0 89	Local
551 LOE24KC210-11	19 49	17 30	4 27 56	30 03	11 22%	0	0 00%	38 12W	6 10	2 36%	0	77 270	7 981	2 66	Local
552 LOE24KC211-12	18 40	15 93	3 43 05	30 02	13 46%	22 04	9 89%	27 43W	0 51	0 38%	0	59 213	1 435	0 50	Local
553 LOE24KC212-13	18 27	16 34	4 43 47	30 02	10 58%	23 43	8 36%	25 25W	6 49	2 40%	4 03	77 270	8 932	3 05	Local
554 LOE24KC213-14	13 70	10 17	5 49 16	1 30 00	25 77%	45 53	13 14%	30:39W	1 06 47	19 12%	0	59 188	112 833	45 55	Local
555 LOE532C409a-10	44 97	18 80	51 33	30 00	58 20%	0	0 00%	0	0	0 00%	0	16 152	0 000	0 00	Local
556 LOE532C409b-10	21 12	13 36	1 21 43	30 00	36 71%	0	0 00%	0	7 37	9 32%	0	18 202	41 845	17 27	Local
557 LOEC32C507-08	24 11	24 10	50 20	0 01	0 03%	0	0 00%	0	12 06	24 04%	0	20 219	59 845	31 66	Local
558 LOEC32C508-09	24 19	24 18	49 45	0:01	0 03%	0	0 00%	0	5 43	11 49%	0	20 219	28 274	12 99	Local
559 LOEC32C509-10	28 85	28 84	42 04	0 01	0 04%	8 03	19 14%	0	0	0 00%	0	20 219	0 000	0 00	Local
560 LOEC32C510-11	17 31	17 30	1 10 07	0 01	0 02%	35 58	51 30%	0	0	0 00%	0	20 219	0 000	0 00	Local
561 LOEC32C511-12	30 24	30 23	40 08	0 01	0 04%	0 59	2 45%	0	0	0 00%	0	20 219	0 000	0 00	Local
562 LOEC32C512-13	26 69	26 68	45:28	0 01	0 04%	0	0 00%	0	4 14	9 31%	0	20 219	20 937	10 27	Local
563 LOEC32C513-14	36 36	36 34	33 23	0 01	0 05%	1 08	3 29%	0	0	0 00%	0	20 219	0 000	0 00	Local
564 LOEC35C206-08	27 21	14 75	1 05 30	30 00	45 80%	0	0 00%	0	0	0 00%	0	16 102	0 000	0 00	Local
565 LOEC35C207-10	33 93	16 32	59 00	30 01	50 88%	4 52	8 25%	0	0	0 00%	0	16 052	0 000	0 00	Local
566 LOEC35C407a-09	28 77	28 77	37 55	0	0 00%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
567 LOEC35C407b-09	29 85	15 47	1 02 21	30 02	48 17%	0	0 00%	0	3 03	4 89%	2 42	16 077	18 971	10 42	Local
568 LOEC38C206a-08	14 48	9 99	1 36 45	30 01	31 02%	25 15	26 15%	0	0 01	0 02%	0	16 102	0 104	0 04	Local
569 LOEC38C206b-08	25 18	14 89	1 13 22	30 00	40 89%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
570 LOEC38C207a-08	20 93	12 49	1 17 14	30 01	38 86%	21 58	28 44%	0	0	0 00%	0	16 077	0 000	0 00	Local
571 LOEC38C207b-09	30 71	16 66	1 05 34	30:00	45 75%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
572 LOEC38C208a-09	31 86	15 94	1 00 36	30 01	49 67%	0	0 00%	0	1 09 04	114 29%	1 09 04	16 052	430 268	0 00	Local
573 LOEC38C208b-10	28 68	16 04	1 08 05	30 00	44 06%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
574 LOEC38C209a-11	17 10	11 15	1 26 21	30 01	34 76%	25 46	29 84%	0	0	0 00%	0	16 052	0 000	0 00	Local
575 LOEC38C209b-11	28 66	16 04	1 08 06	30 00	44 05%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
576 LOEC38C210a-11	27 86	14 91	1 04 35	30 01	46 48%	2 06	3 25%	0	6 01	9 32%	6 01	16 052	37 482	21 75	Local
577 LOEC38C210b-12	28 06	15 85	1 08 55	30 00	43 53%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
578 LOEC38C211a-13	25 82	23 31	41 19	4 01	9 72%	6 40	16 14%	0	0	0 00%	0	16 052	0 000	0 00	Local
579 LOEC38C211b-13	17 71	11 91	1 31 41	30 00	32 72%	0	0 00%	0	18 10	19 81%	0	18 202	99 806	41 75	Local
580 LOEC38C212a-13	21 67	12 95	1 14 36	30:01	40 24%	12 54	17 29%	0	0	0 00%	0	16 102	0 000	0 00	Local
581 LOEC38C212b-14	28 58	16 01	1 08 13	30 00	43 98%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
582 LOEC38C213a-14	29 30	15 29	1 03 00	30 01	47 65%	0	0 00%	0	8 58	14 23%	8 58	16 052	55 860	37 34	Local
583 LOEC42C168-09	6 06	5 79	10 56 32	30:02	4 57%	8:17 13	75 73%	15 56W	0	0 00%	0	63 313	0 000	0 00	Local
584 LOEC42C169-10	33 12	21 56	7 35 07	30 02	6 75%	2 42 03	36 41%	0	10 56	2 46%	0	159 945	6 836	4 52	Local
585 LOEC42C110-11	8 22	7 72	8 12 00	30 02	6 10%	5 16 39	64 36%	18 04W	4 50	0 98%	0	63 313	7 634	3 44	Local
586 LOEC42C111-12	7 78	7 33	8 38 12	30 02	5 80%	5 43 49	66 35%	19 24W	0	0 00%	0	63 313	0 000	0 00	Local
587 LOEC42C112-13	7 10	6 73	9 24 49	30 02	5 32%	6 36 35	70 21%	20 08W	0	0 00%	0	63 313	0 000	0 00	Local
588 LOEC44C207a-08	18 95	11 93	1 21 00	30 01	37 06%	22 11	27 39%	0	0	0 00%	0	16 102	0 000	0 00	Local

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM:SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD:HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
589 LOSC44C207b-08	27 23	15 58	1:30 06	30 00	42 80%	0	0 00%	0	0	0 00%	5 26	18 202	0 000	0 00	Local
590 LOSC44C209a-10	14 20	9 85	1 38 04	30 02	30 63%	0	0 00%	0	2:42 50	166 04%	2 42 50	16 102	1011 262	0 00	Local
591 LOSC44C209b-10	24 12	14 51	1 15 17	30 00	39 85%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
592 LOSC46C208-09	11 01	10 37	8:35:15	30 03	5 83%	4 48 22	55 97%	0	0	0 00%	0	89 030	0 000	0 00	Local
593 LOSC46C208-10	13 33	12 40	7 10 52	30 03	6 97%	3 40 13	51 11%	0	14 27	3 35%	0	89 030	16 230	5 70	Local
594 LOSC46C210-11	10 79	10 18	8 44 57	30 03	5 72%	4:57 58	56 76%	0	4 53	0 93%	0	89 030	5 485	3 54	Local
595 LOSC46C211-12	14 06	13 03	6 49:54	30 03	7 33%	3 17 43	48 24%	0	0	0 00%	0	89 030	0 000	0 00	Local
596 LOSC46C212-13	13 58	12 60	7 04 06	30 03	7 09%	2 54 18	41 10%	0	24 34	5 73%	0	89 030	27 594	12 59	Local
597 LOSC78C207-08	8 60	7 74	9 59 21	1 00 02	10 02%	4 10:20	41 77%	54 10M	0	0 00%	1 22 48	77 295	0 000	0 00	Local
598 LOSH20H207a-05	17 98	17 96	23 14	0 01	0 07%	0	0 00%	0	16 24	70 59%	16 24	6 956	235 768	240 59	Local
599 LOSH20H207b-08	9 60	9 60	13:43	0	0 00%	0	0 00%	0	0	0 00%	0	2 035	0 000	0 00	Local
600 LOSH2WH907-08	9 07	8 60	19:01	1 00	5 26%	0	0 00%	0	11 40	61 35%	11 40	2 725	428 135	183 73	Local
601 LOSH2WH908-09	9 07	8 60	19 01	1 00	5 26%	0	0 00%	0	0	0 00%	5 12	2 725	0 000	0 00	Local
602 LOSH68H409-10	8 60	8 59	12 20	0 01	0 14%	0	0 00%	0	0	0 00%	0	1 765	0 000	0 00	Local
603 LOSH814H40-08	14 93	14 93	22 03	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
604 LOSX14H407-08	25 88	25 88	12 43	0	0 00%	0	0 00%	0	0	0 00%	0	5 485	0 000	0 00	Local
605 LOW052H211-12	16 23	16 23	20 17	0	0 00%	0	0 00%	0	6 02	29 75%	0	5 485	109 997	42 34	Local
606 LOW936C210-11	36 97	33 32	3 32 55	21 01	9 87%	9 36	4 31%	0	2:12	1 03%	0	118 232	1 861	1 22	Local
607 LOWC07C406-08	30 81	30 81	35 27	0	0 00%	0	0 00%	0	0	0 00%	0	18 202	0 000	0 00	Local
608 LOWC07C409-10	22 30	22 30	48 58	0	0 00%	0	0 00%	0	3 05	6 30%	0	18 202	16 940	6 72	Local
609 LOWC28C207-08	6 36	5 55	7 48 31	1 00:04	12 82%	3 55 29	50 16%	0	1 20 53	17 26%	0	43 308	186 763	87 84	Local
610 LOWC28C208-09	6 02	5 28	8 13 55	1 00 04	12 21%	5 07:38	62 54%	0	22 49	4 64%	0	43 308	52 685	22 50	Local
611 LOWC28C209-10	17 43	12 42	3 29 10	1 00 04	28 72%	15 06	7 22%	0	10 19	4 93%	0	43 308	23 822	8 34	Local
612 LOWC28C210-11	12 63	9 77	4 25 50	1 00 04	22 60%	1:38 23	37 01%	0	0	0 00%	0	43 308	0 000	0 00	Local
613 LOWC28C211-12	6 14	5 38	8 03 24	1 00 04	12 43%	3 14 53	40 22%	0	1 51 23	23 04%	0	43 308	257 189	95 15	Local
614 LOWC32C407-08	42 72	42 72	22 41	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
615 LOWC32C409-10	41 29	41 29	33 49	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
616 LOWC32C410-11	23 43	23 43	59 36	0	0 00%	0	0 00%	0	16 21	27 43%	0	23 269	70 265	37 80	Local
617 LOWC32C411-12	43 41	42 41	32 55	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
618 LOWC32C412-13	37 68	37 68	37 03	0	0 00%	0	0 00%	0	0	0 00%	8 46	23 269	0 000	0 00	Local
619 LOWC32C413-14	41 82	41 82	33 23	0	0 00%	0	0 00%	0	0	0 00%	0	23 269	0 000	0 00	Local
620 LOWC39C208-09	8 53	7 13	6 04 36	1 00 01	16 46%	3 27 45	56 98%	0	1 12	0 32%	0	43 308	2 771	1 25	Local
621 LOWC39C209-10	15 84	12 12	3 34 21	1 00 04	28 82%	16 29	7 59%	0	20 14	9 44%	0	43 308	46 720	17 21	Local
622 LOWC39C210-11	9 64	7 89	5 29 30	1 00 03	18 22%	2 59 07	54 36%	0	0	0 00%	0	43 308	0 000	0 00	Local
623 LOWC39C211-12	7 04	6 06	7 08 54	1 00:03	14 00%	4 24 18	61 63%	0	6 16	1 46%	0	43 308	14 470	6 38	Local
624 LOWC39C212-13	13 13	10 07	4:17:57	1 00 03	22 28%	1 45 24	40 86%	0	0	0 00%	0	43 308	0 000	0 00	Local
625 LOWC39C213-14	4 69	4 23	10 14 05	1 00 03	9 78%	7 47 10	76 08%	0	0	0 00%	0	43 308	0 000	0 00	Local
626 LOWH68H411a-12	22 19	22 19	20 11	0	0 00%	0	0 00%	0	0	0 00%	0	7 466	0 000	0 00	Local
627 LOWH68H411b-12	20 92	20 18	28 09	1 00	3 55%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Local
628 LOW134H107-08	10 48	1 22	33 57	30 00	88 37%	0	0 00%	0	0	0 00%	13 02	0 690	0 000	0 00	Local
629 MLE18NC307-08	33 60	33 59	7 16 16	0:06	0 02%	1 02 17	14 28%	0	0	0 00%	0	144 232	0 000	0 00	Multi-level
630 MLE18NC308-09	30 37	30 37	12 26 10	0 02	0 02%	4 55 36	39 62%	0	5 09	0 69%	0	253 356	2 033	1 16	Multi-level
631 MLE18NC309-10	37 85	37 85	6 26 10	0 02	0 01%	10 21	2 68%	0	0	0 00%	0	243 589	0 000	0 00	Multi-level
632 MLE18NC210-11	41 33	37 97	6 19 20	30 01	7 91%	16 34	4 37%	0	0 01	0 00%	0	240 065	0 007	0 01	Multi-level
633 MLE18NC211-12	33 38	33 38	7 20 51	0 01	0 00%	3 38	0 83%	0	27 52	6 32%	0	245 275	11 361	6 81	Multi-level
634 MLE18NC212-13	35 20	35 19	6 58 13	0 05	0 02%	1 17 19	18 49%	0	0	0 00%	0	245 275	0 000	0 00	Multi-level
635 MLE18NC213-14	35 47	35 46	6 55 00	0 04	0 02%	1 13	0 29%	0	28 19	6 82%	0	245 275	11 545	7 35	Multi-level
636 *MLE18NW409-11*	24 53	24 17	40 05	1 00	2 49%	0	0 00%	0	7 31	18 75%	0	9 466	79 407	23 81	Multi-level
637 MLE18NW410-11	20 74	20 01	28 23	1 00	3 52%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Multi-level

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Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM:SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH:MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
638 MLS18NH411-12	22 06	21 23	25 45	1 00	3 74%	0	0 00%	0	0	0 00%	0	9 466	0 000	0 00	Multi-level
639 MLS18NH4112-12	21 19	20 43	27 48	1 00	3 60%	0	0 00%	0	0	0 00%	7 31	9 466	0 000	0 00	Multi-level
640 MLW11JC106-08	37 45	34 82	7 07 03	30 01	7 03%	13 11	3 09%	0	4 31	1 06%	0	247 806	1 823	1 19	Multi-level
641 MLW11JC109-10	30 51	28 74	8 37 53	30 03	5 80%	59 01	11 40%	0	31 25	6 07%	0	248 103	12 663	7 91	Multi-level
642 MLW11JC110-11	34 13	31 94	7 48 18	30 03	6 42%	20 55	4 47%	0	18 14	3 89%	0	249 289	7 314	4 57	Multi-level
643 MLW11JC111-12	32 72	30 70	8 07 13	30 04	6 17%	30 29	6 26%	0	10 35	2 17%	9 31	249 289	4 245	2 54	Multi-level
644 MLW11JC113-14	33 09	31 03	8 04 17	30 03	6 21%	58 58	12 18%	0	3 38	0 75%	0	250 477	1 451	0 93	Multi-level
645 MLW11JH513-13	6 05	2 20	47 05	30 00	63 72%	0	0 00%	0	7 21	15 61%	0	1 730	424 855	75 51	Multi-level
646 MLW13NC106-08	31 83	31 83	8 21 55	0 04	0 01%	44 10	8 80%	0	6 56	1 38%	0	266 260	2 504	1 54	Multi-level
647 MLW13NC107-09	37 39	37 38	6 39 59	0 04	0 02%	0	0 00%	0	0	0 00%	6 38	249 221	0 000	0 00	Multi-level
648 MLW13NC108-10	34 25	31 99	7 35 08	30 01	6 60%	0	0 00%	0	0 01	0 00%	0	242 669	0 007	0 00	Multi-level
649 MLW13NC109-11	32 58	30 54	7 57 42	30 03	6 29%	0	0 00%	0	16 33	3 46%	0	243 111	6 808	3 84	Multi-level
650 MLW13NC110-12	35 10	32 74	7 26 07	30 00	6 72%	0	0 00%	0	4 47	1 03%	8 15	243 408	1 965	1 16	Multi-level
651 MLW13NC111-13	32 05	32 05	7 43 24	0 02	0 01%	4 47	1 03%	0	34 51	7 52%	0	247 535	14 079	8 22	Multi-level
652 MLW13NC112-14	32 10	32 10	7 43 06	0 03	0 01%	48 31	10 48%	0	6 48	1 47%	0	247 736	2 745	1 67	Multi-level
653 PIE20EC207-08	37 57	37 56	7 16 00	0 56	0 02%	16 44	3 84%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
654 PIE20EC208-09	33 50	33 49	8 08 54	0 07	0 02%	1 10 08	14 35%	0	1 31	0 33%	0	272 923	0 536	0 36	Premium Intermodal
655 PIE20EC209-10	33 53	33 53	8 08 24	0 03	0 01%	18151	3 86%	0	3 06	0 63%	0	272 923	1 136	0 66	Premium Intermodal
656 PIE20EC210-11	36 45	36 45	7 29 17	0 05	0 02%	32 49	7 30%	0	0 18	0 07%	0	272 923	0 110	0 07	Premium Intermodal
657 PIE20EC211-12	35 70	35 69	7 38 46	0 05	0 02%	58 01	12 65%	0	2 18	0 50%	0	272 923	0 843	0 58	Premium Intermodal
658 PIE20EC212-13	39 95	39 95	6 32 46	0 03	0 01%	10 28	2 73%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
659 PIE20EC213-14	32 92	32 92	7 44 29	0 04	0 01%	1 27 45	18 89%	0	0:01	0 00%	0	254 841	0 007	0 00	Premium Intermodal
660 PIE20KC207-08	36 80	36 79	6 55 36	0 05	0 02%	39 16	9 45%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
661 PIE20KC208-09	38 91	38 90	7 00 58	0 06	0 02%	4 56	1 17%	0	3 14	0 77%	0	272 923	1 185	0 78	Premium Intermodal
662 PIE20KC209-10	37 01	37 01	6 53 11	0 05	0 02%	35 13	8 52%	0	10 28	2 53%	0	254 841	4 107	2 85	Premium Intermodal
663 PIE20KC210-11	33 57	33 57	8 07 52	0 04	0 01%	1 02 29	13 01%	0	11 38	2 38%	0	272 923	4 262	2 82	Premium Intermodal
664 PIE20KC211-12	38 01	38 01	6 42 18	0 03	0 01%	17 58	4 47%	0	4 29	1 11%	0	254 841	1 759	1 16	Premium Intermodal
665 PIE20KC212-13	35 09	35 09	7 15 47	0 02	0 01%	10 25	2 39%	0	23 14	5 33%	0	254 841	9 117	5 78	Premium Intermodal
666 PIE20KC213-14	38 03	38 02	6 42 08	0 03	0 01%	4 18	1 07%	0	17 05	4 25%	0	254 841	6 704	4 49	Premium Intermodal
667 PIE20MC206-08	37 59	37 59	7 15 41	0 05	0 02%	14 12	3 26%	0	4 47	1 10%	0	272 923	1 753	1 15	Premium Intermodal
668 PIE20MC207-09	36 44	36 43	7 29 32	0 06	0 02%	19 02	4 23%	0	0 01	0 00%	0	272 923	0 006	0 00	Premium Intermodal
669 PIE20MC208-10	33 84	33 83	8 04 00	0 04	0 01%	23 33	4 97%	0	21 06	4 36%	0	272 923	7 731	4 80	Premium Intermodal
670 PIE20MC209-11	36 36	36 36	7 24 24	0 04	0 02%	39 07	8 80%	0	18 09	4 08%	0	269 271	6 740	4 69	Premium Intermodal
671 PIE20MC214-14	33 85	33 84	7 31 50	0 05	0 02%	40 44	9 03%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
672 PIE22MC206-08	27 35	27 35	9 19 04	0 05	0 01%	2 06 39	22 65%	0	8 51	1 58%	0	254 841	3 473	2 09	Premium Intermodal
673 PIE22MC207-09	32 33	32 33	7 53 00	0 05	0 02%	1 25 42	18 12%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
674 PIE22MC208-10	30 36	30 35	8 23 44	0 05	0 02%	1 50 04	21 85%	0	10 25	2 07%	0	254 841	4 088	2 72	Premium Intermodal
675 PIE22MC209-11	33 20	33 20	7 40 35	0 05	0 02%	1 06 45	14 49%	0	0 01	0 00%	0	254 841	0 007	0 00	Premium Intermodal
676 PIE22MC210-12	32 24	32 24	7 54 15	0 03	0 01%	1 10 56	14 96%	0	27 27	5 79%	0	254 841	10 771	7 30	Premium Intermodal
677 PIE22MC211-13	31 44	31 44	8 06 22	0 03	0 01%	1 44 09	21 41%	0	0	0 00%	0	254 841	0 000	0 00	Premium Intermodal
678 PIE22MC212-14	29 86	29 86	8 32 08	0 03	0 01%	1 51 41	21 81%	0	1 45	0 34%	0	254 841	0 697	0 44	Premium Intermodal
679 PIE24MC207-08	37 62	37 61	7 15 24	0 06	0 02%	16 08	3 71%	0	0 02	0 01%	0	272 923	0 012	0 01	Premium Intermodal
680 PIE24MC208-09	36 21	36 21	7 32 17	0 06	0 02%	3 16	0 72%	0	15 01	3 32%	0	272 923	5 502	3 46	Premium Intermodal
681 PIE24MC209-10	38 25	38 25	7 08 10	0:04	0 02%	19 04	4 45%	0	7 37	1 78%	0	272 923	2 791	1 90	Premium Intermodal
682 PIE24MC210-11	37 29	37 28	7 19 12	0 04	0 02%	15 09	3 45%	0	29 03	6 51%	0	272 923	10 644	7 36	Premium Intermodal
683 PIE24MC211-12	39 68	39 68	6 52 43	0 02	0 01%	31:49	7 71%	0	0	0 00%	0	272 923	0 000	0 00	Premium Intermodal
684 PIE24MC212-13	33 80	33 79	8 04:34	0 03	0 01%	24 26	5 04%	0	5 27	1 12%	0	272 923	1 997	1 20	Premium Intermodal
685 PIE24MC213-14	34 21	34 20	7 58 47	0 03	0 01%	25 34	5 34%	0	4 28	0 93%	0	272 923	1 637	1 00	Premium Intermodal
686 PIE1CSC213-14	35 93	35 92	7 35 54	0 03	0 02%	22 53	5 03%	0	15 50	3 47%	0	272 923	5 801	3 80	Premium Intermodal

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD:HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
687 PIW21EC109-10	34 07	34 07	8 03 46	0 03	0 01%	1 01 28	12 71%	0	23 45	4 91%	0	274 669	8 647	5 96	Premium Intermodal
688 PIW21EC110-11	38 86	38 85	6 36 15	0 02	0 01%	0	0 00%	0	16 54	4 26%	0	256 587	6 586	4 46	Premium Intermodal
689 PIW21EC111-12	36 03	36 03	7 37 25	0 02	0 01%	57 52	12 65%	0	0 01	0 00%	0	274 669	3 040	2 06	Premium Intermodal
690 PIW21EC112-13	31 97	31 97	8 35 27	0 02	0 01%	1 42 26	19 87%	0	8 21	1 62%	0	274 669	3 040	2 06	Premium Intermodal
691 PIW21EC113-14	31 85	31 85	8 36 04	0:03	0 01%	1 28 33	17 16%	0	7 23	1 43%	0	273 923	2 695	1 76	Premium Intermodal
692 PIW21MC107-08	40 10	40 09	6 22 53	0 05	0 02%	0	0 00%	0	12 21	3 23%	0	255 841	4 827	3 33	Premium Intermodal
693 PIW21MC108-09	36 25	36 25	7 34 39	0 05	0 02%	26 39	5 86%	0	4 04	0 89%	0	274 669	1 481	0 96	Premium Intermodal
694 PIW21MC109-10	35 41	35 41	7 14 45	0 01	0 00%	9 50	2 26%	0	35 00	8 05%	0	256 587	13 641	8 98	Premium Intermodal
695 PIW21MC110-11	34 75	34 75	7 23 04	0	0 00%	0	0 00%	0	59 27	13 42%	0	256 587	23 170	15 50	Premium Intermodal
696 PIW21MC111-12	43 31	43 30	5 55 31	0 01	0 00%	0:20	0 09%	0	0 01	0 00%	0	256 587	0 006	0 00	Premium Intermodal
697 PIW21MC112-13	34 83	34 83	7 53 11	0 01	0 00%	9 28	2 00%	0	18 31	3 91%	0	274 669	6 741	4 16	Premium Intermodal
698 PIW21MC113-14	36 56	36 56	7 01 07	0 01	0 00%	29 52	7 09%	0	2 47	0 66%	0	256 587	1 065	0 72	Premium Intermodal
699 PIW21QC107-09	36 83	36 82	6 53 44	0 04	0 02%	0	0 00%	0	19 10	4 63%	0	253 916	7 548	4 86	Premium Intermodal
700 PIW21QC108-10	26 68	26 67	9 31 09	0 03	0 01%	2 17 47	24 12%	0	27 26	4 80%	0	253 916	10 804	6 76	Premium Intermodal
701 PIW21QC109-11	34 20	34 20	7:25 28	0 01	0 00%	15 59	3 59%	0	22 23	5 02%	0	250 936	8 815	5 50	Premium Intermodal
702 PIW21QC110-12	34 04	31 88	7 52 16	30 01	6 36%	19 56	4 22%	0	9 45	2 06%	0	250 936	3 885	2 36	Premium Intermodal
703 PIW21QC111-13	32 73	32 73	7 45 32	0 05	0 02%	22 08	4 75%	0	3:48	0 82%	0	253 916	1 497	0 86	Premium Intermodal
704 PIW21QC112-14	28 59	28 59	8 58:25	0 01	0 00%	1 27 56	16 33%	0	3 26	0 64%	0	256 537	1 338	0 77	Premium Intermodal
705 PIWJOR412-13	5 91	2 18	47 34	30 00	63 07%	0	0 00%	0	6 08	12 89%	2 56	1 730	354 538	53 64	Premium Intermodal
706 PIW21QH413-14	5 61	2 14	48 32	30 01	61 85%	0	0 00%	0	6 15	12 28%	10 46	1 730	361 272	50 95	Premium Intermodal
707 PIW21MC107-08	34 98	34 97	7 49 58	0 03	0 01%	1 03 51	13 59%	0	0 34	0 12%	0	273 923	0 207	0 14	Premium Intermodal
708 PIW21MC108-09	33 03	33 03	8 19 00	0 06	0 02%	1 02 57	12 62%	0	15 52	3 18%	0	274 669	5 777	3 76	Premium Intermodal
709 PIW21MC109-10	36 54	36 54	7 01 21	0 03	0 01%	0	0 00%	0	36 52	8 75%	0	256 587	14 368	9 59	Premium Intermodal
710 PIW21MC110-11	36 47	36 46	7 02 12	0 03	0 01%	10 02	2 38%	0	21 48	5 16%	0	256 587	8 496	5 59	Premium Intermodal
711 PIW21MC111-12	32 93	32 92	7 46 14	0 02	0 01%	58 13	12 49%	0	10 05	2 16%	0	255 841	3 941	2 53	Premium Intermodal
712 PIW21MC112-13	32 24	32 24	7 57 33	0 04	0 01%	0	0 00%	0	44 38	9 35%	0	256 587	17 395	10 31	Premium Intermodal
713 PIW21MC113-14	33 83	33 83	8 07 07	0 02	0 01%	45 21	9 31%	0	3 45	0 71%	0	274 669	1 365	0 86	Premium Intermodal
714 PIW21EC107-08	37 90	37 90	6 45 04	0 04	0 02%	45 55	11 34%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal
715 PIW21EC108-09	33 94	33 93	7 32 22	0 05	0 02%	1 14 13	16 40%	0	9 05	2 01%	0	255 841	3 550	2 46	Premium Intermodal
716 PIW21EC109-10	34 45	34 44	7 25 40	0 04	0 01%	1 38 40	22 14%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal
717 PIW21EC110-12	32 40	32 40	7 53 45	0 02	0 01%	1 18 35	16 59%	0	6 17	1 33%	0	255 841	2 456	1 62	Premium Intermodal
718 PIW21EC111-12	32 13	32 13	7 57 49	0 02	0 01%	1 52 58	23 64%	0	0 08	0 03%	0	255 841	0 052	0 04	Premium Intermodal
719 PIW21EC112-13	30 48	30 48	8 23 40	0 04	0 01%	2 20 42	27 94%	0	0	0 00%	0	255 841	0 000	0 00	Premium Intermodal
720 PIW21EC113-14	32 66	32 66	8 23 15	0 05	0 02%	1 38 16	19 53%	0	0	0 00%	0	273 923	0 000	0 00	Premium Intermodal
721 PIW11EC111-12	35 84	35 83	7 08 33	0 02	0 01%	49 25	11 54%	0	0	0 00%	0 52	255 841	0 000	0 00	Premium Intermodal
722 TCE262C206-08	35 46	35 46	7 41 51	0:06	0 02%	33 13	6 95%	0	1 19	0 29%	0	272 923	0 482	0 31	Triple Crown
723 TCE262C208-10	38 92	38 91	8 49 43	0 03	0 01%	1 08 21	12 90%	0	8 05	1 15%	0	272 923	2 229	1 34	Triple Crown
724 TCE262C209-11	32 01	32 01	8 31 36	0 05	0 02%	1 08 17	13 35%	0	0 25	0 08%	0	272 923	0 153	0 09	Triple Crown
725 TCE262C210-12	31 26	31 26	8 43 55	0 05	0 02%	22 58	4 38%	0	14 30	2 77%	0	272 923	5 313	2 98	Triple Crown
726 TCE262C211-13	37 20	37 20	7 20 15	0 02	0 01%	32 23	7 36%	0	0	0 00%	0	272 923	0 000	0 00	Triple Crown
727 TCE262C212-14	34 04	34 04	8 01 06	0 04	0 01%	10 29	2 18%	0	39 01	8 13%	0	272 923	14 298	9 04	Triple Crown
728 TCE28AC208-09	33 81	33 80	8 04 28	0 04	0 01%	53 57	11 14%	0	3 43	0 77%	0	272 923	1 362	0 87	Triple Crown
729 TCE162C207-08	39 77	39 76	6 49 35	0:05	0 02%	13 39	3 33%	0	9 05	2 22%	0	271 438	3 346	2 35	Triple Crown
730 TCE162C210-12	39 87	39 86	9 00 25	0 05	0 02%	1 59 26	22 10%	0	9 30	1 76%	0	268 977	3 532	2 31	Triple Crown
731 TCE162C211-13	31 85	31 85	8 34 12	0 05	0 02%	10 03	1 95%	0	35 48	6 96%	0	272 923	13 117	7 65	Triple Crown
732 TCE162C212-14	35 57	35 57	7 40:23	0 01	0 00%	10 00	2 17%	0	0 38	0 14%	0	272 923	0 232	0 14	Triple Crown
733 TCW261C107-08	39 18	39 18	6 59 31	0 05	0 02%	0 47	0 19%	0	0 01	0 00%	0	273 923	0 006	0 00	Triple Crown
734 TCW261C108-09	36 07	36 07	7 35 42	0:06	0 02%	9 50	2 16%	0	6 21	1 39%	0	272 923	2 318	1 46	Triple Crown
735 TCW261C109-10	34 48	34 47	7 56 46	0 05	0 02%	39 44	8 32%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown

Pittsburgh Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH:MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
736 TCW261C110-11	35 32	35 31	7 45 26	0 04	0 01%	17 30	1 76%	0	18 43	4 02%	0	273 923	6 833	4 36	Triple Crown
737 TCW261C111-12	38 21	38 20	7 10 12	0 04	0 01%	10 34	2 46%	0	3 24	0 79%	0	273 923	1 241	0 82	Triple Crown
738 TCW261C112-13	37 32	37 31	7 20 30	0 05	0 02%	10 18	2 34%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown
739 TCW261C113-14	36 82	36 81	7 26 27	0 05	0 02%	20 23	4 57%	0	0	0 00%	0	273 923	0 000	0 00	Triple Crown
740 UER693C213-14	31 04	15 78	1 01 02	30 00	49 15%	0	0 00%	0	0	0 00%	0	16 052	0 000	0 00	Unit
741 ULE54VC207-09	28 72	26 67	7 46 26	30 04	6 45%	42 10	9 07%	0	0	0 00%	0	208 847	0 000	0 00	Unit
742 ULE54MC413-14	32 44	30 00	6 38 58	30 01	7 52%	1 01	0 25%	0	17 32	4 39%	0	199 457	8 791	5 00	Unit
743 ULE614C211-14	32 20	29 78	6 39 51	30 01	7 51%	28 53	7 22%	0	0	0 00%	0	198 486	0 000	0 00	Unit
744 ULE808C211-14	29 78	27 70	7 10 19	30 03	6 88%	52 01	12 03%	0	0	0 00%	0	198 686	0 000	0 00	Unit
745 ULW672C107-08	24 12	24 13	10 33 57	0 07	0 02%	2 45 13	26 06%	0	16 40	2 63%	0	254 798	6 541	3 69	Unit
746 ULW672C110-11	31 33	31 33	8 42:35	0 03	0 01%	28 59	5 55%	0	18 10	3 48%	0	273 880	6 657	3 82	Unit
747 ULW672C113-14	33 69	33 69	7 33 46	0 02	0 01%	17 32	3 86%	0	16:11	3 57%	6 01	254 798	6 351	3 85	Unit
748 ULW692C107-08	34 58	34 58	7 17 31	0 04	0 02%	10 20	2 36%	0	10 15	2 34%	0	252 127	4 065	2 46	Unit
749 ULW692C110-11	33 56	33 54	7 34 58	0 02	0 00%	0	0 00%	0	0	0 00%	0	254 356	0 000	0 00	Unit
750 WOE904C210-13	39 50	30 60	4 26 10	1 00 00	22 54%	0	0 00%	0	0 27	0 17%	0	135 732	0 332	0 22	Work Train
751 WOE956C110-11	44 07	37 86	3 33 05	30 01	14 09%	0	0 00%	4 54W	0 02	0 02%	0	122 594	0 054	0 04	Work Train
752 WOE960C107-09	30 82	22 38	5 28 39	1 30 01	27 39%	1 00 58	18 55%	0	0 04	0 02%	0	122 795	0 081	0 06	Work Train
753 WOE960C109-10	41 98	27 75	4 25 31	1 30 00	33 90%	0	0 00%	0	0 03	0 02%	39 44	122 795	0 081	0 06	Work Train
754 WOE960C210-11	25 26	10 96	1 45 58	1 00 00	56 62%	0	0 00%	0	0 23	0 36%	0	19 354	1 881	0 84	Work Train
755 WOE960H410-11	26 96	25 72	22 05	1 01	4 60%	3 34	16 15%	0	0	0 00%	0	9 466	0 000	0 00	Work Train
756 WOE962H407-10	8 99	8 84	1 04 13	1 01	1 58%	0	0 00%	0	45 17	70 52%	0	9 466	478 379	252 74	Work Train
			147 15 20 47	10 14 46 50	1 58%	14:10 09 11	0 00%	5 22 26	3 23 28 29	70 52%	1 17 35 15	108544 5	478 379	3 35	

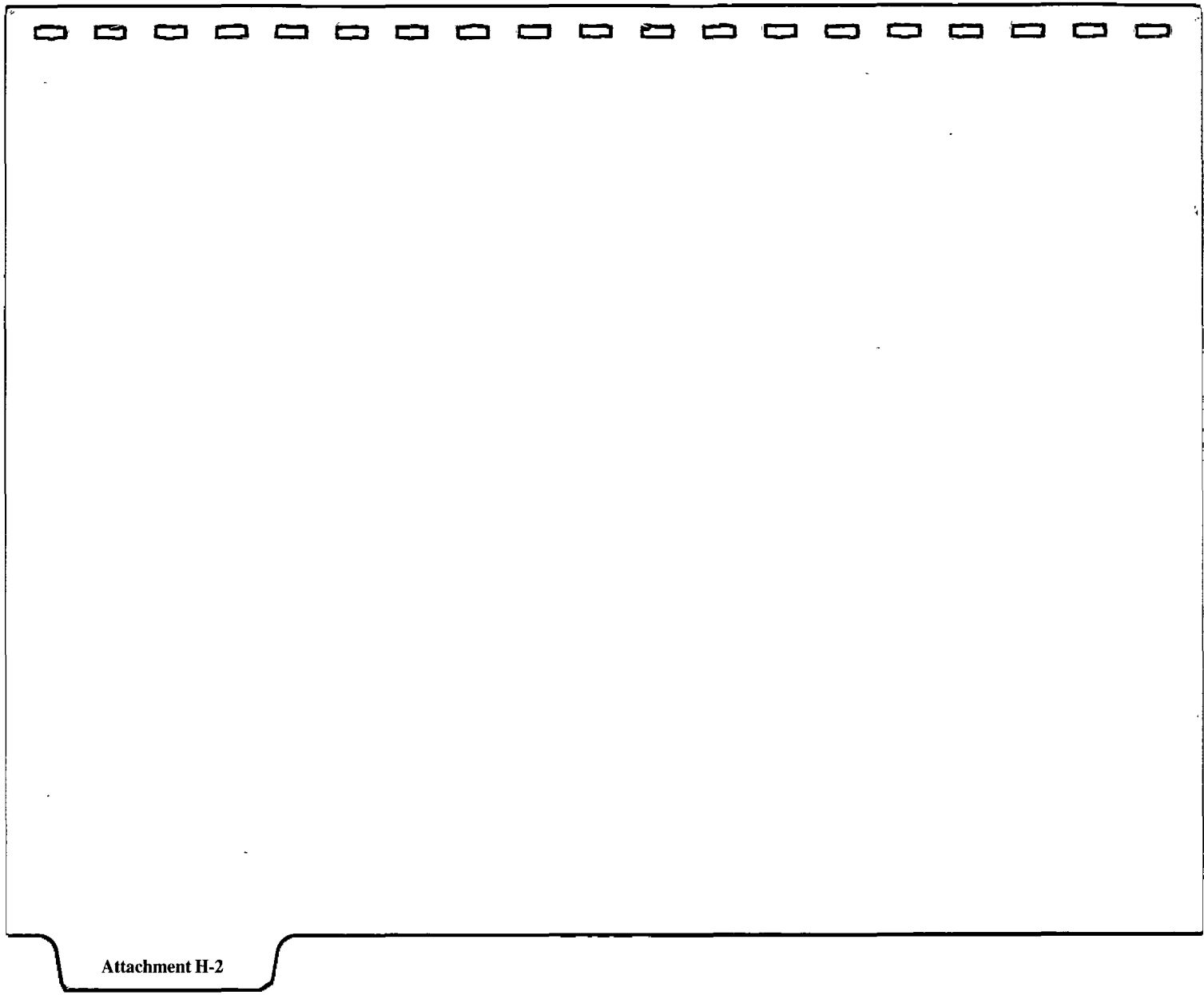
* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete, or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include acceleration and deceleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

(5) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance



Attachment H-2

Case keystone2 Keystone West Rail Capacity Study Elapsed execution time· 1·09 34 (HH:MM·SS)

Simulation start time. Sa·00.00 Duration 9:00 00 (DD HH MM) Warm-up exclusion 1:00:00 (DD HH MM) Cool-down period 1 00·00 (DD·HH MM)

Net conflicts = 3,986 (768M + 3,218P) Gross conflicts = 8,704 (2,100M + 6,604P) Meet-pass difficulty = 54 (on a scale of 0 to 100) Dispatched trains = 934 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD:HH·MM	Switch Delay DD.HH·MM	Stop* Delay DD.HH MM	Total Run time DD.HH·MM	Entry* Delay DD HH MM	Total Elapsed DD:HH MM	Train Miles	OTP*
Premium Intermodal	38	19 798	12 01	0:30	3·08	0	2 49	1 05 57	0 00	1 05:58	593.1	-----
Intermodal	81	18 658	5 97	10:15	5 05	0	2 59	2·19·45	0·37	2 20·23	1264 3	-----
Multi-level	18	16 787	5 14	4·30	0:24	0	0·35	16 44	0 24	17·08	281.0	-----
Automotive parts	6	14.400	2 96	3 00	0	0	0 06	6 30	0	6:30	93 7	-----
General Merchandise	13	12.245	19.72	6·30	0 09	0	1·37	16 34	0	16.34	202 9	-----
Coal	99	14 513	14.73	1 06 32	4.50	0 38	7 59	3·22.55	2·43	4 01·39	1377 8	-----
Unit	5	18 199	6 61	0:30	0:35	0	0.13	4.30	0:06	4 36	82 0	-----
Local	43	11 022	10 36	14:04	16·54	2·30	3·40	2 22:03	0·05	2.22 08	772 1	-----
All train types	303	15 200	10 55	2 21 53	1 07 08	3 08	20 01	12 19 01	3 57	12·22 58	4666.9	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD HH.MM	Switch Delay DD·HH MM	Stop* Delay DD HH MM	Total Run time DD:HH MM	Entry* Delay DD·HH MM	Total Elapsed DD·HH MM	Train Miles	Delay per 100 Train Miles	OTP*
Trail Van	143	18 452	7 35	18 15	8 37	0	6:30	5·00.57	1 02	5·02·00	2232 1	17.50	-----
Freight	160	13 086	13.35	2 03 37	22 30	3.08	13 31	7·18:03	2:55	7 20·58	2434 8	33 32	-----
All groups	303	15 200	10 55	2 21 53	1 07 08	3 08	20 01	12 19 01	3 57	12:22·58	4666 9	25 75	-----

* Dwell times include time spent at initial and final terminals.

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time.
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time, it is only the time spent at speed 0.

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late
All others are on time

Warm-up train count = 91 Cool-down train count = 83 Total number of candidate run-time trains excluded from statistics = 174

Non Line line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM.SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD:HH:MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
1 APE12NC206-08	27 65	14 67	1 03 59	30 00	47 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Automotive parts
2 APE12NC208-10	28 27	14 83	1 03 08	30 00	47 62%	0	0 00%	0	0	0 00%	4 04	15 609	0 000	0 00	Automotive parts
3 APE12NC209-11	29 13	15 07	1 02 09	30 00	48 27%	0	0 00%	0	0	0 00%	3 33	15 609	0 000	0 00	Automotive parts
4 APE12NC210-12	24 01	13 57	1 09 00	30 00	43 48%	0	0 00%	0	2 02	2 95%	0	15 609	13 027	5 50	Automotive parts
5 APE12NC211-13	23 43	13 39	1 09 58	30 00	42 88%	0	0 00%	0	4 01	5 74%	0	15 609	25 733	11 17	Automotive parts
6 APE12NC212-14	29 13	15 07	1 02 09	30 00	48 27%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Automotive parts
7 CES523C210-12	28 64	16 52	1 10:53	30 00	42 32%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
8 CES547C209-10	27 57	16 16	1 12 28	30 00	41 40%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
9 CES561C209-11	27 95	16 29	1 11 54	30 00	41 72%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
10 CES571C210-11	27 98	16 30	1 11 51	30 00	41 75%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
11 CES571C211-12	28 17	16 36	1 11 34	30:00	41 92%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
12 CES575C209-10	29 00	16 64	1 10 23	30 00	42 62%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
13 CES581C206-09	28 16	16 36	1 11 35	30 00	41 91%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
14 CES581C209-10	27 63	16 18	1 12 23	30 00	41 45%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
15 CES581C213-14	27 67	16 19	1 12 19	30 00	41 48%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
16 CES583C210-11	28 75	16 55	1 10 44	30 00	42 41%	0	0 00%	0	0	0 00%	4 00	19 516	0 000	0 00	Coal
17 CES586C207-08	28 17	16 36	1 11 34	30 00	41 92%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
18 CES587C512-13	28 00	16 30	1 11 49	30 00	41 77%	0	0 00%	0	0	0 00%	14 38	19 516	0 000	0 00	Coal
19 CES597C506-08	28 08	16 33	1 11 42	30 00	41 84%	0	0 00%	0	0	0 00%	10 38	19 516	0 000	0 00	Coal
20 CES597C510-11	27 99	16 30	1 11 50	30 00	41 76%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
21 CES597C513-14	28 22	16 38	1 11 30	30 00	41 96%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Coal
22 CES693C209-10	28 59	16 50	1 10:57	30 00	42 28%	0	0 00%	0	0	0 00%	10 51	19 516	0 000	0 00	Coal
23 CEW501C108-09	16 90	16 90	13 22	0	0 00%	0	0 00%	0	0	0 00%	0 49	3 766	0 000	0 00	Coal
24 CEW507C109-11	16 55	16 55	13 39	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
25 CEW507C111-13	15 55	15 55	14:32	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
26 CEW509C108-09	17 34	17 34	13 02	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
27 CEW509C113-14	16 84	16 84	13 25	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
28 CEW511C210-11	21 55	5 58	40 29	30 00	74 10%	0	0 00%	0	0	0 00%	10 12	3 766	0 000	0 00	Coal
29 CEW515C105-08	17 40	17 40	12 59	0	0 00%	0	0 00%	0	0	0 00%	28 14	3 766	0 000	0 00	Coal
30 CEW515C109-11	16 97	5 22	43 19	30:00	69 26%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
31 CEW515C212-13	17 12	17 12	13 12	0	0 00%	0	0 00%	0	0	0 00%	53 48	3 766	0 000	0 00	Coal
32 CEW519C211-13	29 37	16 08	1 06 18	30 00	45 25%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
33 CEW519C406-08	29 51	16 12	1 06 07	30 00	45 37%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
34 CEW523C109-10	18 99	18 96	11 55	0 01	0 14%	0	0 00%	0	0	0 00%	15 27	3 766	0 000	0 00	Coal
35 CEW533C111-14	20 54	20 54	11 00	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
36 CEW537C207-09	18 03	18 03	12 32	0	0 00%	0	0 00%	0	0	0 00%	7 26	3 766	0 000	0 00	Coal
37 CEW537C212-14	18 42	18 42	12 16	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
38 CEW537N909-11	19 91	18 88	11 58	0 01	0 14%	0	0 00%	0	0	0 00%	5 08	3 766	0 000	0 00	Coal
39 CEW537N913-14	18 37	18 37	12 18	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
40 CEW539C108-10	20 24	20 21	11 11	0 01	0 15%	0	0 00%	0	0	0 00%	19 27	3 766	0 000	0 00	Coal
41 CEW541C210-12	18 96	5 39	41 55	30 00	71 57%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
42 CEW563C209-10	31 05	30 17	35 30	1 00	2 83%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
43 CEW563C406-08	30 18	16 32	1 05 19	30:00	45 93%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
44 CEW563C407-10	25 77	14 94	1:11 22	30 00	42 06%	0	0 00%	0	4 37	6 47%	0	17 766	25 986	12 56	Coal
45 CEW563C410-11	21 88	16 58	1 04 18	30 00	46 66%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
46 CEW563C411-14	30 88	16 29	1 05 26	30 00	45 85%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
47 CEW563C412-14	30 08	16 29	1:05 26	30 00	45 85%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
48 CEW563C413-14	29 97	16 26	1 05 34	30 00	45 76%	0	0 00%	0	0	0 00%	8 59	17 766	0 000	0 00	Coal
49 CEW565C207-08	18 67	5 37	42 06	30 00	71 26%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

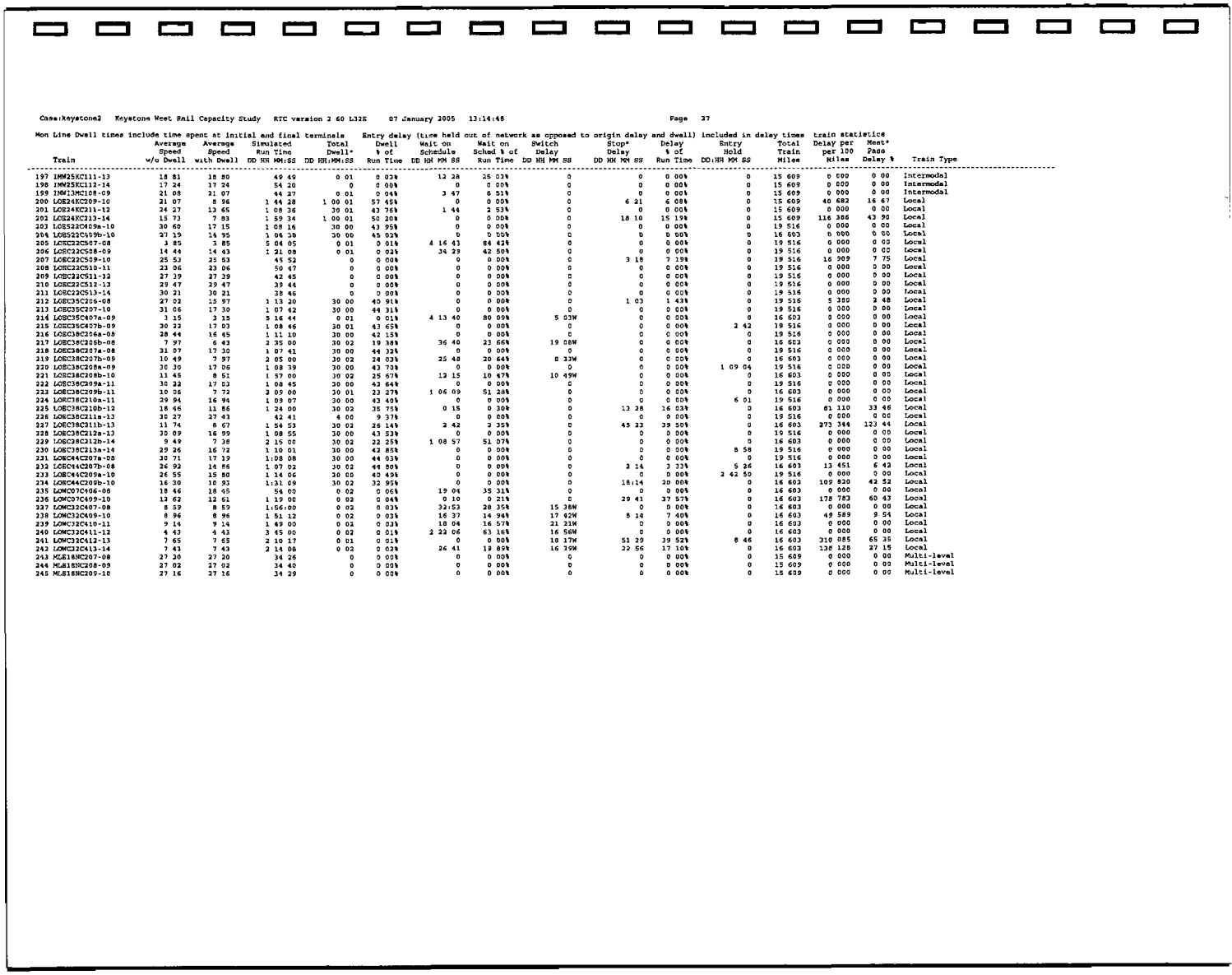
Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD:HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Weak* Pass Delay %	Train Type
50 CSW565C209-11	16 76	0 66	5 43 29	5 30 00	96 07%	0	0 00%	0	0	0 00%	7:49	3 766	0 000	0 00	Coal
51 CSW565C211-13	16 90	15 73	14 22	1 00	6 96%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
52 CSW591C108-10	17 16	17 16	13:10	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
53 CSW593C108-10	17 36	17 36	13 01	0	0 00%	0	0 00%	0	0	0 00%	0	3 766	0 000	0 00	Coal
54 CSW763C408-10	31 20	16 61	1 04 10	30 00	46 75%	0	0 00%	0	0	0 00%	0	17 766	0 000	0 00	Coal
55 CLE500C408-09	29 38	29 38	36 20	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
56 CLE506C210-11	30 31	30 31	29 24	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
57 CLE506C407-08	13 54	13 54	1 05 48	0	0 00%	0	0 00%	0	33 25	50 79%	0	14 853	224 983	103 19	Coal
58 CLE506C412-13	30 64	30 64	29 05	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
59 CLE508C412-13	30 49	30 49	29 14	0	0 00%	0	0 00%	0	15 28	52 91%	15 28	14 853	104 132	112 35	Coal
60 CLE510C412-13	31 56	31 56	28 14	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
61 CLE514C408-09	18 99	18 99	46:56	0 01	0 04%	8 58	19 11%	0	1 10 04	149 20%	1 10 04	14 853	471 734	0 00	Coal
62 CLE514C409-11	29 35	9 86	1 30 22	1 00 00	66 40%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
63 CLE514C411-13	28 70	28 70	31 03	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
64 CLE518C409-10	24 53	13 43	1 06 20	30 00	45 23%	0	0 00%	0	7 03	10 63%	17 09	14 853	47 465	24 08	Coal
65 CLE518C413-14	9 51	7 30	2 03 42	30:00	24 35%	0	0 00%	0	32 45	26 48%	0	14 853	220 494	53 73	Coal
66 CLE524C409-10	25 96	10 13	1 38 22	1 00 00	61 38%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
67 CLE526C410-11	28 19	28 19	31 37	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
68 CLE532C407-08	20 09	14 95	59 17	30 00	50 32%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
69 CLE534C411-12	29 51	29 51	30 12	0	0 00%	0	0 00%	0	0	0 00%	13 54	14 853	0 000	0 00	Coal
70 CLE536C409-10	30 11	9 95	1 29 36	1 00 00	66 96%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
71 CLE536C410-11	24 55	24 54	36 19	0 01	0 05%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
72 CLE536C411-13	29 12	29 12	30 36	0	0 00%	0	0 00%	0	0	0 00%	18 17	14 853	0 000	0 00	Coal
73 CLE536C413-14	29 41	9 87	1 30 18	1 00 00	66 45%	0	0 00%	0	9 49	10 87%	9 49	14 853	66 092	47 93	Coal
74 CLE538C413-14	29 09	29 09	30 38	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
75 CLE540C412-13	30 54	30 54	29 11	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
76 CLE562C409-10	29 06	29 06	30 40	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
77 CLE562C410-11	22 04	22 04	40 26	0	0 00%	0	0 00%	0	0	0 00%	19 03	14 853	0 000	0 00	Coal
78 CLE562C411-12	26 83	26 83	33 13	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
79 CLE562C412-13	26 91	9 57	1 33 07	1 00 00	64 44%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
80 CLE562C413-14	30 06	30 06	29 39	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
81 CLE564C409-10	24 09	9 19	1 37 01	1 00 01	61 86%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
82 CLE564C411-12	26 20	9 48	1 34 01	1 00 00	63 82%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
83 CLE564C412-13	11 73	6 56	2 15 58	1 00 00	44 13%	0	0 00%	0	43 24	31 92%	10 59	14 853	392 197	133 27	Coal
84 CLE566C409-10	29 40	19 40	30:19	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
85 CLE566C413-14	29 09	29 09	30 38	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
86 CLE590C413-12	29 44	29 44	30 16	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
87 CLE592C411-12	29 32	29 32	30:24	0	0 00%	0	0 00%	0	0	0 00%	0	14 853	0 000	0 00	Coal
88 CLE594C408-09	29 59	29 59	30 07	0	0 00%	0	0 00%	0	12 54	42 83%	12 54	14 853	86 851	74 93	Coal
89 CLN522C413-14	10 60	10 60	1 34 00	0:01	0 02%	56 58	60 69%	0	0	0 00%	0	16 603	0 000	0 00	Coal
90 CLM528C410-11	27 02	27 02	36 52	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
91 CLM544C413-14	9 69	9 69	1 42 51	0 01	0 02%	0	0 00%	0	1 22 27	80 17%	35 18	16 603	496 597	404 50	Coal
92 CLM560C412-13	6 64	6 64	2 29 56	0 01	0 01%	58 23	38 93%	0	57 38	38 43%	8 02	16 603	347 126	169 84	Coal
93 CLM570C408-09	24 81	24 80	45 10	0 01	0 04%	0	0 00%	0	0	0 00%	0	16 603	0 050	0 00	Coal
94 CLM571C410-11	17 53	11 47	1 26 50	30 00	34 58%	0	0 00%	0	19 55	22 94%	0	16 603	119 958	53 95	Coal
95 CLM574C412-13	18 70	18 68	53 19	0 02	0 06%	0	0 00%	0	17 37	33 04%	10 36	16 603	106 105	49 39	Coal
96 CLM580C407-08	28 13	28 13	35 25	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
97 CLM580C411-13	10 38	10 38	1 36 00	0 01	0 02%	5 17	5 50%	0	45 43	47 62%	0	16 603	275 352	101 63	Coal
98 CLM580C412-13	7 12	7 12	3 20 00	0 01	0 01%	1 16 26	54 60%	0	5 24	3 86%	0	16 603	32 524	9 29	Coal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
99 CLW59C408-10	25 11	26 11	38 09	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
100 CLW59C412-13	9 46	9 46	1 45 20	0 01	0 02%	53 33	50 84%	0	15 02	14 27%	5 40	16 603	90 546	40 93	Coal
101 CLW69C407-08	13 04	13 03	1 16:26	0 01	0 02%	30 38	40 08%	0	6 38	8 68%	0	16 603	39 953	16 94	Coal
102 CLW69C408-09	12 76	9 22	1 48 03	30 00	27 76%	0	0 00%	13 55W	0	0 00%	0	16 603	0 000	0 00	Coal
103 CLW69C410-11	28 33	28 33	35 10	0	0 00%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
104 CLW69C412-13	15 78	15 77	1 03 09	0 01	0 03%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Coal
105 CLWY62C413-14	15 34	15 34	2 07 38	0:01	0 01%	0	0 00%	24 17W	0	0 00%	0	32 619	0 000	0 00	Coal
106 GME10GC111-12	26 51	14 33	1 05 20	30 00	45 92%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
107 GME12GC210-11	28 47	14 89	1 02 54	30 00	47 69%	0	0 00%	0	0	0 00%	3 42	15 609	0 000	0 00	General Merchandise
108 GME18GC207-08	27 68	14 67	1 03 50	30 00	47 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
109 GME18GC208-09	26 38	14 30	1 05 30	30 00	45 80%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
110 GME18GC209-10	26 39	14 30	1 05 29	30 00	45 81%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
111 GME18GC212-13	27 55	14 63	1 04:00	30 00	46 58%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
112 GME18GC213-14	27 42	14 60	1 04 09	30 00	46 77%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
113 GMW15GC110-11	18 82	11 74	1 19 47	30 01	37 62%	9 43	12 18%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
114 GMW15GC111-12	13 90	9 62	1 37 24	30 01	39 82%	0	0 00%	0	21 29	22 06%	0	15 609	137 634	46 80	General Merchandise
115 GMW19GC106-08	22 33	22 33	41 56	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
116 GMW19GC109-10	9 06	5 73	2 43:21	1 00 01	38 74%	0	0 00%	0	58 52	36 04%	10 19	15 609	377 133	132 38	General Merchandise
117 GMW19GC111-12	16 06	7 92	1 58 19	1 00 00	50 71%	0	0 00%	0	17:34	14 85%	16 28	15 609	112 542	43 11	General Merchandise
118 GMW19GC113-14	22 14	22 13	42 19	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	General Merchandise
119 IME20AC208-10	27 93	10 01	1 33 32	1 00 00	64 15%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
120 IME20AC209-11	18 99	8 57	1 49 20	1:00 01	54 89%	14 03	12 85%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
121 IME20AC210-12	29 19	19 89	47 05	15 00	31 86%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
122 IMS20AC211-14	28 08	10 03	1 33 23	1 00 00	64 27%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
123 IMS20AC212-14	18 88	8 54	1 49 37	1 00 00	54 74%	0	0 00%	0	14 11	12 94%	0	15 609	90 866	40 03	Intermodal
124 IME20QC207-08	25 46	18 46	50 44	0	0 00%	0	0 00%	0	11 42	23 06%	0	15 609	74 957	29 37	Intermodal
125 IMS20QC208-09	26 76	26 76	35 00	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
126 IMS20QC209-10	27 12	27 12	34:32	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
127 IME20QC210-11	24 63	24 63	38 01	0	0 00%	0	0 00%	0	2 24	6 31%	0	15 609	15 376	5 74	Intermodal
128 IMS20QC211-12	20 70	20 70	45 15	0	0 00%	0	0 00%	0	12:58	28 66%	0	15 609	83 272	40 17	Intermodal
129 IME20QC212-13	28 64	28 64	32 42	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
130 IME20QC206-08	26 39	26 39	35 29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
131 IMS20QC207-09	26 61	26 61	35 12	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
132 IMS20QC208-10	27 69	27 69	33 49	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
133 IME20QC209-11	26 96	26 96	34 44	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
134 IME20QC210-12	27 85	27 85	33 38	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
135 IME20QC211-13	27 61	27 61	33 55	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
136 IME20QC212-14	27 72	27 72	33 47	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
137 IME20RC206-08	27 29	27 29	34 19	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
138 IME20RC207-09	27 67	27 67	33 51	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
139 IME20RC208-10	27 75	27 75	33 45	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
140 IME20RC209-11	20 88	20 88	44 51	0	0 00%	0	0 00%	0	8 11	18 25%	6 41	15 609	52 427	22 32	Intermodal
141 IME20RC210-12	20 96	20 96	44 44	0	0 00%	0	0 00%	0	7 31	16 80%	0	15 609	48 156	20 20	Intermodal
142 IME20RC211-13	28 25	28 25	33 09	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
143 IME20RC212-14	28 17	28 17	33 15	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
144 IME20TC205-08	26 90	26 90	34 49	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
145 IME20TC208-11	26 26	26 26	35 40	0	0 00%	0	0 00%	0	0	0 00%	16 43	15 609	0 000	0 00	Intermodal
146 IME20TC259-12	27 74	27 74	33 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
147 IME20TC210-13	27 29	27 29	34 19	0	0 00%	0	0 00%	0	0	0 00%	12 39	15 609	0 000	0 00	Intermodal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM:SS	Entry Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148 IMW20TC211-14	28 28	28 28	33 07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
149 IME24VC207-09	27 63	27 63	33 54	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
150 IME24VC208-10	27 52	27 52	34 03	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
151 IME24VC209-11	11 83	11 83	1 19 10	0	0 00%	0	0 00%	0	42 44	53 98%	0	15 609	273 774	117 29	Intermodal
152 IME24VC210-12	28 73	28 73	32 36	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
153 IME24VC211-13	27 75	27 75	33 45	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
154 IME24VC212-14	28 08	28 08	33 21	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
155 IME24ZC207-08	27 65	27 65	33 52	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
156 IME24ZC208-09	27 45	27 45	34 07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
157 IME24ZC209-10	26 95	26 95	34:45	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
158 IME24ZC210-11	23 39	23 39	40 02	0	0 00%	0	0 00%	0	2 59	7 45%	0	15 609	19 113	8 05	Intermodal
159 IME24ZC211-12	27 72	27 72	33 47	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
160 IME24ZC212-13	27 59	27 59	33 57	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
161 IME24ZC213-14	28 19	28 19	33 13	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
162 IMW21AC110-11	25 41	25 40	36 52	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
163 IMW21AC111-12	16 62	16 62	56 22	0 01	0 03%	20 21	36 40%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
164 IMW21GC107-09	24 03	24 03	38 58	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
165 IMW21GC109-11	23 43	13 39	1 09 58	30 00	42 88%	0	0 00%	0	0	0 00%	3 30	15 609	0 000	0 00	Intermodal
166 IMW21GC110-12	17 83	17 82	52 33	0 01	0 03%	12 30	23 79%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
167 IMW21GC111-13	17 24	17 24	54 20	0 01	0 03%	14 27	26 60%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
168 IMW21GC112-14	17 92	17 92	52 16	0 01	0 03%	0	0 00%	0	2 19	4 43%	0	15 609	14 842	4 64	Intermodal
169 IMW21TC109-10	23 83	23 82	39 19	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
170 IMW21TC110-11	24 75	24 74	37 51	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
171 IMW21TC111-12	22 42	22 42	41 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
172 IMW21TC112-13	22 54	22 53	41 34	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
173 IMW21TC113-14	6 89	6 89	2 15 51	0 01	0 01%	1 34 49	69 80%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
174 IMW227C108-11	24 42	13 70	1 08 21	30:00	43 89%	0	0 00%	0	0	0 00%	29 59	15 609	0 000	0 00	Intermodal
175 IMW227C109-12	17 53	11 22	1 23 27	30 01	35 97%	18 36	22 29%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
176 IMW227C110-14	16 52	16 52	56 42	0 01	0 03%	0	0 00%	0	15 16	26 93%	0	15 609	97 807	36 86	Intermodal
177 IMW23MC108-10	23 65	23 65	39 36	0 01	0 04%	0	0 00%	0	6 25	16 20%	0	15 609	41 109	19 35	Intermodal
178 IMW23MC109-11	20 63	12 42	1 15 25	30 01	39 80%	5 31	7 11%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
179 IMW23MC110-12	21 46	12 72	1 13 39	30 01	40 76%	9 54	13 44%	0	0	0 00%	2 50	15 609	0 000	0 00	Intermodal
180 IMW23MC111-13	25 68	25 67	36 29	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
181 IMW23MC112-14	25 61	25 61	36 34	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
182 IMW23MC106-08	23 15	23 14	40 28	0 01	0 04%	0 06	0 25%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
183 IMW23MC109-11	10 28	7 73	2 01 06	30 00	24 77%	0	0 00%	0	51 07	42 21%	0	15 609	327 482	127 84	Intermodal
184 IMW23MC110-12	20 15	12 25	1 16 29	30 00	39 22%	0	0 00%	0	1 25	1 85%	3 40	15 609	9 076	3 14	Intermodal
185 IMW23MC111-13	23 85	23 84	39 17	0 01	0 04%	0	0 00%	0	0	0 00%	1 27	15 609	0 000	0 00	Intermodal
186 IMW23MC112-14	24 70	24 70	37 55	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
187 IMW23ZC107-08	24 47	24 46	38 17	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
188 IMW23ZC108-09	25 90	25 88	36 11	0 01	0 03%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
189 IMW23ZC109-10	24 37	13 68	1 08 27	30 01	43 85%	0	0 00%	0	0	0 00%	9 12	15 609	0 000	0 00	Intermodal
190 IMW23ZC110-11	21 51	12 73	1 13 33	30 01	40 81%	6 42	9 11%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
191 IMW23ZC111-12	20 34	12 31	1 16 04	30 01	39 46%	8 17	10 89%	0	0	0 00%	6 26	15 609	0 000	0 00	Intermodal
192 IMW23ZC112-13	23 77	23 76	39 25	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
193 IMW23ZC113-14	16 69	16 68	56 08	0 01	0 03%	17 34	31 29%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
194 IMW25KC108-10	23 31	23 30	40 12	0 01	0 04%	2:36	6 47%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
195 IMW25KC109-11	9 30	7 16	2 10 43	30 01	22 96%	1 03 26	68 53%	0	0	0 00%	2 16	15 609	0 000	0 00	Intermodal
196 IMW25KC110-12	26 53	14 34	1 05 19	30 01	45 96%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal



Non Line Dwell times include time spent at initial and final terminals. Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times. train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM:SS	Total Dwell* DD HH:MM:SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD:HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
197 IMW25KC111-13	18 81	18 80	49 49	0 01	0 02%	12 28	25 03%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
198 IMW25KC112-14	17 24	17 24	54 20	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
199 IMW13MC108-09	21 08	21 07	44 27	0 01	0 04%	3 47	6 51%	0	0	0 00%	0	15 609	0 000	0 00	Intermodal
200 LOE24KC209-10	21 07	8 96	1 44 28	1 00 01	57 45%	0	0 00%	0	6 21	6 08%	0	15 609	40 682	16 67	Local
201 LOE24KC211-12	24 27	13 65	1 08 36	30 01	43 76%	1 44	2 53%	0	0	0 00%	0	15 609	0 000	0 00	Local
202 LOE24KC213-14	15 73	7 83	1 59 34	1 00 01	50 20%	0	0 00%	0	18 10	15 19%	0	15 609	116 386	43 90	Local
203 LOES22C409a-10	30 69	17 15	1 08 16	30 00	43 95%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
204 LOES22C409b-10	27 19	14 95	1 06 38	30 00	45 02%	0	0 00%	0	0	0 00%	0	16 603	0 000	0 00	Local
205 LOSC22C567-08	3 85	3 85	5 04 05	0 01	0 01%	4 16 43	84 42%	0	0	0 00%	0	19 516	0 000	0 00	Local
206 LOSC22C568-09	14 44	14 43	1 21 08	0 01	0 02%	34 29	42 50%	0	0	0 00%	0	19 516	0 000	0 00	Local
207 LOSC22C509-10	25 53	25 53	45 52	0	0 00%	0	0 00%	0	3 18	7 19%	0	19 516	16 909	7 75	Local
208 LOSC22C510-11	23 06	23 06	50 47	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
209 LOSC22C511-12	27 39	27 39	42 45	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
210 LOSC22C512-13	29 47	29 47	39 44	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
211 LOSC22C513-14	30 21	30 21	38 46	0	0 00%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
212 LOEC35C206-08	27 02	15 97	1 13 20	30 00	40 91%	0	0 00%	0	1 03	1 43%	0	19 516	5 380	2 48	Local
213 LOEC35C207-10	31 06	17 30	1 07 42	30 00	44 31%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
214 LOSC35C407a-09	3 15	3 15	5 16 44	0 01	0 01%	4 13 40	80 09%	5 03W	0	0 00%	0	16 603	0 000	0 00	Local
215 LOSC35C407b-09	30 22	17 03	1 08 46	30 01	43 65%	0	0 00%	0	0	0 00%	2 43	19 516	0 000	0 00	Local
216 LOSC38C206a-08	28 44	16 45	1 11 10	30 00	42 15%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
217 LOEC38C205b-08	7 97	6 43	2 35 00	30 02	19 38%	36 40	23 66%	19 08W	0	0 00%	0	16 603	0 000	0 00	Local
218 LOEC38C207a-08	31 07	17 30	1 07 41	30 00	44 32%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
219 LOEC38C207b-09	10 49	7 97	2 05 00	30 02	24 03%	25 40	20 64%	8 33W	0	0 00%	0	16 603	0 000	0 00	Local
220 LOEC38C208a-09	30 30	17 06	1 08 39	30 00	43 70%	0	0 00%	0	0	0 00%	1 09 04	19 516	0 000	0 00	Local
221 LOEC38C208b-10	11 45	8 51	1 57 00	30 02	25 67%	12 15	10 47%	10 49W	0	0 00%	0	16 603	0 000	0 00	Local
222 LOEC38C209a-11	30 32	17 02	1 08 45	30 00	43 64%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
223 LOEC38C209b-11	10 06	7 72	2 05 00	30 01	23 27%	1 06 09	51 28%	0	0	0 00%	0	16 603	0 000	0 00	Local
224 LOEC38C210a-11	29 94	16 94	1 09 07	30 00	43 40%	0	0 00%	0	0	0 00%	6 01	19 516	0 000	0 00	Local
225 LOEC38C210b-12	18 46	11 86	1 24 00	30 02	35 75%	0 15	0 30%	0	13 28	16 03%	0	16 603	81 110	33 46	Local
226 LOEC38C211a-13	30 27	27 43	42 41	6 00	9 37%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
227 LOEC38C211b-13	11 74	8 67	1 54 53	30 02	26 14%	2 42	2 35%	0	45 23	39 50%	0	16 603	273 344	123 44	Local
228 LOEC38C212a-13	30 09	16 99	1 08 55	30 00	43 53%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
229 LOEC38C212b-14	9 49	7 38	2 15 00	30 02	22 25%	1 08 57	51 07%	0	0	0 00%	0	16 603	0 000	0 00	Local
230 LOEC38C213a-14	29 26	16 72	1 10 01	30 00	42 85%	0	0 00%	0	0	0 00%	8 58	19 516	0 000	0 00	Local
231 LOEC44C207a-08	30 71	17 19	1:08 08	30 00	44 03%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Local
232 LOEC44C207b-08	26 92	14 86	1 07 02	30 02	44 80%	0	0 00%	0	2 14	3 33%	5 26	16 603	13 451	6 42	Local
233 LOEC44C209a-10	26 55	15 80	1 14 06	30 00	42 49%	0	0 00%	0	0	0 00%	2 42 59	19 516	0 000	0 00	Local
234 LOEC44C209b-10	16 30	10 93	1:31 09	30 02	32 95%	0	0 00%	0	18:14	20 00%	0	16 603	109 820	42 52	Local
235 LOMC07C406-08	18 46	18 45	54 00	0 02	0 06%	19 04	35 31%	0	0	0 00%	0	16 603	0 000	0 00	Local
236 LOMC07C409-10	12 62	12 61	1 19 08	0 02	0 04%	0 10	0 21%	0	29 41	37 57%	0	16 603	178 783	60 43	Local
237 LOMC32C407-08	8 59	8 59	1:56:00	0 02	0 03%	32:53	28 35%	15 38W	0	0 00%	0	16 603	0 000	0 00	Local
238 LOMC32C409-10	8 96	8 96	1 51 12	0 02	0 03%	16 37	14 94%	17 42W	8 14	7 40%	0	16 603	49 589	9 54	Local
239 LOMC32C410-11	9 14	9 14	1 49 00	0 02	0 03%	18 04	16 57%	21 21W	0	0 00%	0	16 603	0 000	0 00	Local
240 LOMC32C411-12	4 43	4 43	3 45 00	0 02	0 01%	2 22 06	63 18%	16 56W	0	0 00%	0	16 603	0 000	0 00	Local
241 LOMC32C412-13	7 65	7 65	2 10 17	0 01	0 01%	0	0 00%	18 17W	51 29	39 52%	8 46	16 603	310 085	65 35	Local
242 LOMC32C413-14	7 43	7 43	2 14 08	0 02	0 02%	26 41	19 89%	16 39W	22 56	17 10%	0	16 603	138 125	27 15	Local
243 MLE18NC207-08	27 20	27 20	34 26	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
244 MLE18NC208-09	27 02	27 02	34 40	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
245 MLE18NC209-10	27 16	27 16	34 29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
246 MLS18NC210-11	28 67	14 94	1 02 40	30 00	47 87%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
247 MLS18NC211-12	28 61	28 61	32 44	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
248 MLS18NC212-13	28 73	28 71	32:37	0:01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
249 MLS18NC213-14	27 78	27 76	33 44	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
250 MLW11JC106-08	25 64	14 08	1 06 32	30 00	45 09%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
251 MLW11JC109-10	24 42	13 70	1 08 22	30 01	43 91%	1 08	1 66%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
252 MLW11JC110-11	23 87	13 52	1 09 15	30 01	43 35%	0 18	0 43%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
253 MLW11JC111-12	14 25	9 78	1 35 43	30 01	31 36%	0	0 00%	0	16 47	17 53%	9 31	15 609	107 523	34 31	Multi-level
254 MLW11JC113-14	24 73	13 80	1 07 52	30 00	44 20%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
255 MLW13NC107-09	24 29	24 28	38 34	0:01	0 04%	0	0 00%	0	0	0 00%	6 18	15 609	0 000	0 00	Multi-level
256 MLW13NC108-10	14 80	10 03	1 33 20	30 02	32 18%	22 50	24 46%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
257 MLW13NC109-11	21 65	12 78	1 13 16	30 00	40 95%	0	0 00%	0	4 09	5 66%	0	15 609	26 587	10 61	Multi-level
258 MLW13NC110-13	22 26	13 00	1 12 04	30 00	41 63%	0	0 00%	0	4 54	6 80%	8 15	15 609	31 392	13 18	Multi-level
259 MLW13NC111-13	17 13	17 13	54 40	0	0 00%	0	0 00%	0	10 04	18 41%	0	15 609	64 493	22 57	Multi-level
260 MLW13NC112-14	23 85	23 85	39:16	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Multi-level
261 PIE20SC212-13	10 37	10 37	1 30 21	0	0 00%	0	0 00%	0	52 50	58 48%	0	15 609	338 480	140 83	Premium Intermodal
262 PIE20SC213-14	21 37	21 37	43 49	0	0 00%	0	0 00%	0	8 09	18 60%	0	15 609	52 213	22 85	Premium Intermodal
263 PIE20KC207-08	26 41	26 41	35 28	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
264 PIE20KC209-10	28 44	28 44	32 56	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
265 PIE20KC211-12	28 29	28 29	33 06	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
266 PIE20KC212-13	28 04	28 04	33 24	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
267 PIE20KC213-14	13 84	13 84	1:07:40	0	0 00%	0	0 00%	0	30 10	44 58%	0	15 609	193 265	80 44	Premium Intermodal
268 PIE20WC214-14	28 22	28 22	33 11	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
269 PIE22WC206-08	26 61	26 61	35 12	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
270 PIE22WC207-09	25 93	25 93	36:07	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
271 PIE22WC208-10	25 88	25 87	36 12	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
272 PIE22WC209-11	27 86	27 86	33 37	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
273 PIE22WC210-13	27 97	27 97	33 29	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
274 PIE22WC211-13	27 74	27 74	33 46	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
275 PIE22WC212-14	27 53	27 53	34 01	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
276 PIW21EC110-11	9 89	9 89	1 34 43	0	0 00%	0	0 00%	0	57 31	60 72%	0	15 609	365 484	154 61	Premium Intermodal
277 PIW21MC107-08	27 00	26 99	34 42	0 01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
278 PIW21MC109-10	25 50	25 48	36 45	0:01	0 05%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
279 PIW21MC110-11	19 55	19 55	47 54	0	0 00%	0	0 00%	0	8:38	18 02%	0	15 609	55 310	21 99	Premium Intermodal
280 PIW21MC111-12	6 82	6 82	2 17 19	0 01	0 01%	1 41 26	72 57%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
281 PIW21MC113-14	24 24	24 24	38 38	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
282 PIW21QC107-09	22 46	22 45	41 43	0 01	0 04%	1 18	3 12%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
283 PIW21QC108-10	21 50	21 49	43 35	0 01	0 04%	3 59	9 14%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
284 PIW21QC109-11	24 04	24 03	38 58	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
285 PIW21QC110-12	22 81	13 18	1 11 04	30 01	42 24%	0 24	0 56%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
286 PIW21QC111-13	21 46	21 46	43 39	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
287 PIW21QC112-14	19 30	19 30	48 31	0	0 00%	0	0 00%	0	3 11	6 56%	0	15 609	20 394	7 02	Premium Intermodal
288 PIW21WC109-10	24 90	24 89	37 38	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
289 PIW21WC110-11	23 74	23 74	39 27	0	0 00%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
290 PIW21WC111-12	19 90	19 89	47 05	0 01	0 04%	3 10	6 73%	0	0 01	0 04%	0	15 609	0 107	0 04	Premium Intermodal
291 PIW21WC112-13	22 10	22 09	42 24	0 01	0 04%	0	0 00%	0	2 06	4 95%	0	15 609	13 454	5 21	Premium Intermodal
292 PIW21ZC107-08	25 24	25 23	37 07	0:01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
293 PIW21ZC108-09	24 91	24 90	37 37	0 01	0 04%	2 38	7 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
294 PIW21ZC109-10	24 07	24 05	38 56	0 01	0 04%	3 55	10 06%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal

Non Line Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	% of Run Time	Wait on Schedule DD HH:MM:SS	% of Run Time	Switch Delay DD:HH:MM SS	Stop* Delay DD:HH MM:SS	% of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
295 PIW12IC110-12	22 82	23 81	39 20	0 01	0 04%	0	0 00%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
296 PIW12IC111-12	24 23	24 22	38 40	0 01	0 04%	2 40	6 90%	0	0	0 00%	0	15 609	0 000	0 00	Premium Intermodal
297 PIW12IC112-13	21 59	21 58	43 24	0 01	0 04%	0	0 00%	0	6 46	15 59%	0	15 609	43 351	18 48	Premium Intermodal
298 PIW11IC111-12	8 83	8 83	1 46 05	0 01	0 02%	1 08 37	64 68%	0	0	0 00%	0 52	15 609	0 000	0 00	Premium Intermodal
299 USE693C213-14	29 26	16 72	1 10 01	30 00	42 85%	0	0 00%	0	0	0 00%	0	19 516	0 000	0 00	Unit
300 ULW67ZC107-08	19 46	19 46	48 08	0 01	0 03%	10 20	21 47%	0	0	0 00%	0	15 609	0 000	0 00	Unit
301 ULW67ZC113-14	21 72	21 71	43 08	0 01	0 04%	2 11	5 06%	0	2 44	6 34%	6 01	15 609	17 511	7 16	Unit
302 ULW69JC107-08	19 68	19 68	47 36	0 01	0 04%	0	0 00%	0	10 18	21 64%	0	15 609	65 988	27 63	Unit
303 ULW69JC110-11	15 28	15 28	1 01 18	0 01	0 03%	23 22	38 12%	0	0	0 00%	0	15 609	0 000	0 00	Unit
			12 19 01 25	2 21 53 02	0 03%	1 07 08 26	38 12%	3 08 18	20 01 52	0 00%	14 32 52	4666 9	0 000	10 77	

* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete, or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include accelaration and decaleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

(5) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance

Case keystone2 Keystone West Rail Capacity Study Elapsed execution time 1:09.34 (HH.MM:SS)

Simulation start time Sa:00 00 Duration 9:00 00 (DD HH·MM) Warm-up exclusion: 1·00·00 (DD HH MM) Cool-down period 1:00 00 (DD·HH MM)

Net conflicts = 3,986 (768M + 3,218P) Gross conflicts = 8,704 (2,100M + 6,604P) Meet-pass difficulty = 54 (on a scale of 0 to 100) Dispatched trains = 934 (0 failed)

Train type	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD HH MM	Wait on Schedule DD HH·MM	Switch Delay DD HH:MM	Stop* Delay DD HH MM	Total Run time DD·HH MM	Entry* Delay DD·HH MM	Total Elapsed DD:HH:MM	Train Miles	OTP*
Premium Intermodal	38	13 102	1.47	0 30	0 02	0	0 06	8:15	0 00	8.16	108 3	-----
Intermodal	81	8.409	1.08	10 15	0 08	0	0 11	1 03 27	0·37	1 04·04	230 9	-----
Multi-level	18	5 998	3 76	4·30	0 02	0	0·09	8 33	0 24	8.57	51 3	-----
Automotive parts	6	4.026	0 40	3 00	0	0	0:00	4.14	0	4:14	17 1	-----
General Merchandise	13	3 965	2 68	6 30	0	0	0:04	9·20	0	9 20	37.1	-----
Coal	22	5 323	3 97	7 31	0	0	0·13	11 46	1·42	13·29	62 7	-----
Unit	4	16.202	0 00	0	0	0	0	0 42	0 06	0 48	11 4	-----
Local	3	2 670	31 09	2·30	0	0	0 10	3 12	0	3 12	8.6	-----
All train types	185	7 169	2 31	1 10 46	0·13	0	0 56	3.01:32	2 50	3 04 23	527.3	-----

Train Group	Run-time Train Count	Average Speed with Dwell	Meet-Pass Delay* %	Total* Dwell DD:HH MM	Wait on Schedule DD·HH·MM	Switch Delay DD HH MM	Stop* Delay DD HH MM	Total Run time DD HH·MM	Entry* Delay DD HH·MM	Total Elapsed DD HH·MM	Train Miles	Delay per 100 Train Miles	OTP*
Trail Van	143	8 400	1 52	18 15	0 13	0	0 27	2·00:31	1 02	2:01 33	407 6	6.84	-----
Freight	42	4 782	4 76	16 31	0	0	0 28	1:01:01	1 48	1 02 50	119.7	23.49	-----
All groups	185	7 169	2 31	1 10 46	0 13	0	0:56	3.01 32	2·50	3·04 23	527 3	10 62	-----

* Dwell times include time spent at initial and final terminals

Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

True delay = Total elapsed run time - Ideal (seed or run-time) elapsed run time
True delay includes the acceleration and deceleration associated with conflict resolutions
Stop delay does not have acceleration and deceleration time, it is only the time spent at speed 0.

Meet-Pass Delay % = 100 * True delay / (Total elapsed - True delay - Total dwell - Wait on schedule)

OTP = On-time performance Trains arriving later than their requested arrival time less a type-specific threshold time are considered late
All others are on time

Warm-up train count = 91 Cool-down train count = 83 Total number of candidate run-time trains excluded from statistics = 174

Port Perry Branch line train statistics Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times

	Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH:MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per per 100 Miles	Meet* Pass Delay %	Train Type
1	APE12NC206-08	13 09	3 97	43 04	30 00	69 66%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
2	APE12NC208-10	13 32	3 99	42 50	30 00	70 04%	0	0 00%	0	0	0 00%	4 04	2 850	0 000	0 00	Automotive parts
3	APE12NC209-11	15 13	4 14	41 18	30:00	72 64%	0	0 00%	0	0	0 00%	3 33	2 850	0 000	0 00	Automotive parts
4	APE12NC210-12	12 45	3 91	43 44	30 00	68 60%	0	0 00%	0	0 18	0 69%	0	2 850	10 526	2 23	Automotive parts
5	APE12NC211-13	13 52	4 01	42 40	30 01	70 35%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
6	APE13NC212-14	15 15	4 14	41:16	30 00	72 70%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Automotive parts
7	CEW501C108-09	14 19	14 19	12 03	0	0 00%	0	0 00%	0	0	0 00%	0 49	2 850	0 000	0 00	Coal
8	CEW507C109-11	18 35	18 35	9 19	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
9	CEW507C111-13	16 58	16 58	10 19	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
10	CEW509C108-09	14 04	14 04	12 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
11	CEW509C113-14	14 53	14 53	11 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
12	CEW511C210-11	17 78	4 32	39 37	30 00	75 73%	0	0 00%	0	0	0 00%	10 12	2 850	0 000	0 00	Coal
13	CEW515C105-08	14 59	14 59	11 43	0	0 00%	0	0 00%	0	0	0 00%	28 14	2 850	0 000	0 00	Coal
14	CEW515C109-11	15 96	4 20	40 43	30 00	73 68%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
15	CEW515C212-13	16 60	16 60	10 18	0	0 00%	0	0 00%	0	0	0 00%	53 48	2 850	0 000	0 00	Coal
16	CEW533C109-10	17 87	17 84	9 35	0 01	0 17%	0	0 00%	0	0	0 00%	15 27	2 850	0 000	0 00	Coal
17	CEW533C111-14	8 29	8 29	20 37	0	0 00%	0	0 00%	0	5 33	26 92%	0	2 850	194 737	36 54	Coal
18	CEW537C207-09	15 83	15 83	10 48	0	0 00%	0	0 00%	0	0	0 00%	7 26	2 850	0 000	0 00	Coal
19	CEW537C212-14	16 34	16 34	10 28	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
20	CEW537N909-11	16 21	16 18	10 34	0 01	0 16%	0	0 00%	0	0	0 00%	5 08	2 850	0 000	0 00	Coal
21	CEW537N913-14	8 59	8 59	19 41	0	0 00%	0	0 00%	0	8 07	41 24%	0	2 850	284 795	70 17	Coal
22	CEW539C108-10	16 60	16 58	10 19	0 01	0 16%	0	0 00%	0	0	0 00%	19 27	2 850	0 000	0 00	Coal
23	CEW541C210-12	16 11	4 21	40 37	30 00	73 86%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
24	CEW565C207-08	15 52	4 17	41 01	30 00	73 14%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
25	CEW565C209-11	15 48	0 50	5 41 03	5:30 00	96 76%	0	0 00%	0	0	0 00%	7 49	2 850	0 000	0 00	Coal
26	CEW565C211-13	15 98	14 62	11 42	1 00	8 55%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
27	CEW591C108-10	14 57	14 57	11 44	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
28	CEW593C108-10	16 03	16 03	10 40	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Coal
29	GME10NC211-12	11 07	3 76	45 27	30 00	66 01%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
30	GME12GC210-11	13 88	4 04	42 19	30 00	70 89%	0	0 00%	0	0	0 00%	3 42	2 850	0 000	0 00	General Merchandise
31	GME18GC207-08	11 58	3 82	44 47	30 01	67 03%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
32	GME18GC208-09	10 99	3 75	45 34	30 00	63 84%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
33	GME18GC209-10	10 46	3 69	46 21	30 00	64 72%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
34	GME18GC212-13	13 31	3 99	42 51	30 00	70 01%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
35	GME18GC213-14	11 06	3 76	45 29	30 01	65 99%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
36	GMW1GC110-11	15 52	4 17	41 01	30 00	73 14%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
37	GMW1GC111-12	11 01	3 76	45 32	30 00	65 89%	0	0 00%	0	4 27	9 77%	0	2 850	156 140	40 15	General Merchandise
38	GMW19GC106-08	13 90	13 90	12 18	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
39	GMW19GC109-10	18 22	2 46	1 09 23	1 00 00	86 48%	0	0 00%	0	0	0 00%	18 19	2 850	0 000	0 00	General Merchandise
40	GMW19GC111-12	18 59	2 47	1 09 13	1 00 00	86 71%	0	0 00%	0	0	0 00%	16:28	2 850	0 000	0 00	General Merchandise
41	GMW19GC113-14	16 36	16 36	10 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	General Merchandise
42	IME20AC208-10	12 53	2 32	1 13 39	1 00 00	81 47%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
43	IME20AC209-11	11 81	2 30	1 14 30	1 00 01	80 56%	0 56	1 25%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
44	IME20AC210-12	15 18	6 51	26 17	15 01	57 13%	0:25	1 59%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
45	IME20AC211-14	19 38	2 24	1:16 29	1 00 01	78 47%	0 34	0 74%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
46	IME20AC212-14	12 33	2 31	1 13 53	1 00 01	81 23%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
47	IMS20GC207-08	11 29	11 29	15 09	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
48	IMS20GC208-09	9 33	9 32	18 21	0 01	0 09%	1 27	7 90%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
49	IMS20GC209-10	12 26	12 26	13 57	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal

Port Perry Branch Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
50 IME20OC210-11	11.77	11.75	14:33	0:01	0.11%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
51 IME20UC211-12	16:36	16:26	10:31	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
52 IME20OC212-13	14:45	14:45	11:50	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
53 IME20QC206-08	9:34	9:34	18:19	0:01	0.09%	0:30	2.73%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
54 IME20QC207-09	11:19	11:19	15:17	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
55 IME20QC208-10	11:35	11:35	15:04	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
56 IME20QC209-11	10:18	10:18	16:48	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
57 IME20QC210-12	7:87	7:87	21:44	0	0.00%	0	0.00%	0	5:17	24.31%	0	2.850	185.380	32.12	Intermodal
58 IME20QC211-13	11:36	11:36	15:03	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
59 IME20QC212-14	11:67	11:67	14:39	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
60 IME20RC206-08	12:73	12:73	13:26	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
61 IME20RC207-09	13:24	13:24	12:55	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
62 IME20RC208-10	11:93	11:93	14:20	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
63 IME20RC209-11	11:21	11:20	15:16	0:01	0.11%	0:42	4.59%	0	0	0.00%	6:41	2.850	0.000	0.00	Intermodal
64 IME20RC210-12	14:15	14:15	12:05	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
65 IME20RC211-13	13:19	13:19	12:58	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
66 IME20RC212-14	12:92	12:92	13:14	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
67 IME20TC205-08	11:58	11:58	14:46	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
68 IME20TC208-11	10:58	10:58	16:10	0	0.00%	0	0.00%	0	0	0.00%	16:43	2.850	0.000	0.00	Intermodal
69 IME20TC209-12	13:04	13:04	13:07	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
70 IME20TC210-13	12:67	12:67	13:30	0	0.00%	0	0.00%	0	0	0.00%	12:39	2.850	0.000	0.00	Intermodal
71 IME20TC211-14	13:05	13:05	13:06	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
72 IME24VC207-09	13:39	13:39	12:52	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
73 IME24VC208-10	13:12	13:12	13:02	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
74 IME24VC209-11	12:41	12:41	13:47	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
75 IME24VC210-12	14:47	14:47	11:49	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
76 IME24VC211-13	11:65	11:65	14:41	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
77 IME24VC212-14	12:71	12:71	13:27	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
78 IME24ZC207-08	13:46	13:46	12:42	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
79 IME24ZC208-09	11:18	11:16	15:19	0:01	0.11%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
80 IME24ZC209-10	11:26	11:26	15:11	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
81 IME24ZC210-11	10:01	10:00	17:06	0:01	0.10%	4:00	23.39%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
82 IME24ZC211-12	11:50	11:50	14:52	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
83 IME24ZC212-13	11:12	11:12	15:23	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
84 IMS24ZC213-14	12:97	12:97	13:11	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
85 IMW21AC110-11	17:87	17:87	9:34	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
86 IMW21AC111-12	17:87	17:87	9:34	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
87 IMW21GC107-09	16:23	16:23	10:32	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
88 IMW21GC109-11	18:42	4:35	39:17	30:00	76.37%	0	0.00%	0	0	0.00%	3:30	2.850	0.000	0.00	Intermodal
89 IMW21GC110-12	15:62	15:62	10:57	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
90 IMW21GC111-13	16:52	16:52	10:21	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
91 IMW21GC112-14	16:47	16:47	10:23	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
92 IMW21TC109-10	16:31	15:31	11:10	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
93 IMW21TC110-11	16:31	16:31	10:29	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
94 IMW21TC111-12	14:13	14:13	12:06	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
95 IMW21TC112-13	16:06	16:06	10:39	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
96 IMW21TC113-14	16:39	16:39	10:26	0	0.00%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal
97 IMW227C108-11	15:66	4:18	40:55	30:00	73.32%	0	0.00%	0	0	0.00%	29:59	2.850	0.000	0.00	Intermodal
98 IMW227C109-12	17:84	4:32	39:35	30:00	75.79%	0	0.00%	0	0	0.00%	0	2.850	0.000	0.00	Intermodal

Port Perry Branch Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH:MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
99 IMW227C110-14	15 45	15 45	11 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
100 IMW23MC108-10	17 94	17 94	9 32	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
101 IMW23MC109-11	17 84	4 32	39 35	30 00	75 79%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
102 IMW23MC110-12	17 97	4 33	39 31	30 00	75 92%	0	0 00%	0	0	0 00%	2 50	2 850	0 000	0 00	Intermodal
103 IMW23MC111-13	10 23	10 23	16 43	0	0 00%	0	0 00%	0	0 37	3 69%	0	2 850	21 637	3 83	Intermodal
104 IMW23MC112-14	16 71	16 71	10 14	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
105 IMW23WC106-08	16 31	16 31	10 29	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
106 IMW23WC109-11	9 33	3 54	48 20	30 00	62 07%	0	0 00%	0	4 40	9 66%	0	2 850	163 743	34 15	Intermodal
107 IMW23WC110-12	18 49	4 36	39 15	30 00	76 43%	0	0 00%	0	0	0 00%	3 40	2 850	0 000	0 00	Intermodal
108 IMW23WC111-13	15 78	15 78	10 50	0	0 00%	0	0 00%	0	0	0 00%	1 27	2 850	0 000	0 00	Intermodal
109 IMW23WC112-14	14 64	14 64	11 41	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
110 IMW23ZC107-08	15 88	15 88	10 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
111 IMW23ZC108-09	16 55	16 55	10 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
112 IMW23ZC109-10	17 87	4 32	39 34	30 00	75 82%	0	0 00%	0	0	0 00%	9 12	2 850	0 000	0 00	Intermodal
113 IMW23ZC110-11	17 84	4 32	39 35	30 00	75 79%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
114 IMW23ZC111-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	6:26	2 850	0 000	0 00	Intermodal
115 IMW23ZC112-13	16 29	16 29	10 30	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
116 IMW23ZC113-14	14 72	14 72	11 37	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
117 IMW25KC108-10	15 83	15 83	10 48	0	0 00%	0	0 00%	0	0	0 00%	0	3 850	0 000	0 00	Intermodal
118 IMW25KC109-11	11 86	3 85	64 25	30 00	67 54%	0	0 00%	0	0 43	1 61%	2 16	2 850	25 146	5 23	Intermodal
119 IMW25KC110-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
120 IMW25KC111-13	16 16	16 16	10 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
121 IMW25KC112-14	14 53	14 53	11 46	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
122 IMW13MC108-09	16 34	16 34	10 28	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Intermodal
123 LOE24KC209-10	10 50	2 24	1 16 17	1 00 00	78 65%	0	0 00%	0	5 15	6 88%	0	2 850	184 211	47 58	Local
124 LOE24KC211-12	16 99	4 27	40 04	30 00	74 88%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Local
125 LOE24KC213-14	10 81	2 26	1 15 49	1 00 00	79 14%	0	0 00%	0	4 45	6 27%	0	2 850	166 667	42 92	Local
126 MLE18NC207-08	12 70	12 70	13 28	0	0 00%	0	0 00%	0	0	0 00%	0	1 850	0 000	0 00	Multi-level
127 MLE18NC208-09	11 92	11 92	14 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
128 MLE18NC209-10	10 27	10 26	16 40	0 01	0 10%	0 47	4 70%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
129 MLE18NC210-11	14 21	4 07	42 02	30 00	71 37%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
130 MLE18NC211-12	14 45	14 45	11 50	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
131 MLE18NC212-13	11 15	11 13	15:22	0 02	0 22%	1 52	12 15%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
132 MLE18NC213-14	12 03	12 01	14 14	0 01	0 12%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
133 MLW11JC106-08	16 93	4 26	40 06	30 00	74 81%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
134 MLW11JC109-10	9 23	3 52	48 32	30 00	61 81%	0	0 00%	0	2:59	6 15%	0	2 850	104 678	19 19	Multi-level
135 MLW11JC110-11	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
136 MLW11JC111-12	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	9 31	2 850	0 000	0 00	Multi-level
137 MLW11JC112-14	15 07	4 14	41 21	30 00	72 55%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
138 MLW13NC107-09	16 42	16 42	10 25	0	0 00%	0	0 00%	0	0	0 00%	6:18	2 850	0 000	0 00	Multi-level
139 MLW13NC108-10	10 11	3 44	46 56	30 01	63 96%	0	0 00%	0	0 31	1 10%	0	2 850	18 129	3 15	Multi-level
140 MLW13NC109-11	17 81	4 32	39 36	30 00	75 76%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
141 MLW13NC110-12	9 66	3 58	47 42	30 00	62 89%	0	0 00%	0	3 06	6 50%	8 15	2 850	108 772	21 23	Multi-level
142 MLW13NC111-13	8 81	8 81	19 25	0	0 00%	0	0 00%	0	2 59	15 36%	0	2 850	104 678	18 15	Multi-level
143 MLW13NC112-14	14 25	14 25	12 00	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Multi-level
144 PIE20SC212-13	12 44	12 44	13:45	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
145 PIE20SC213-14	13 29	13 29	12 52	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
146 PIE20KC207-08	9 20	9 19	18 36	0 01	0 09%	2 02	10 93%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
147 PIE20KC209-10	13 59	13 59	12 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0.000	0 00	Premium Intermodal

Port Perry Branch Dwell times include time spent at initial and final terminals Entry delay (time held out of network as opposed to origin delay and dwell) included in delay times train statistics

Train	Average Speed w/o Dwell	Average Speed with Dwell	Simulated Run Time DD HH:MM SS	Total Dwell* DD HH MM SS	Dwell % of Run Time	Wait on Schedule DD HH MM SS	Wait on Sched % of Run Time	Switch Delay DD HH MM SS	Stop* Delay DD HH MM SS	Delay % of Run Time	Entry Hold DD HH MM SS	Total Train Miles	Delay per 100 Miles	Meet* Pass Delay %	Train Type
148 PIE20KC211-12	13 12	13 12	13 02	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
149 PIE20KC212-13	12 71	12 71	13 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
150 PIE20KC213-14	13 14	13 14	13 01	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
151 PIE20MC214-14	12 94	12 94	13 13	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
152 PIE22MC206-08	11 01	11 01	15 32	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
153 PIE22MC207-09	10 75	10 74	15 55	0 01	0 10%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
154 PIE22MC208-10	11 86	11 86	14 25	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
155 PIE22MC209-11	12 06	12 06	14 11	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
156 PIE22MC210-12	9 77	9 77	17 30	0	0 00%	0	0 00%	0	1 53	10 76%	0	2 850	66 082	12 06	Premium Intermodal
157 PIE22MC211-13	11 67	11 67	14 39	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
158 PIE22MC212-14	11 35	11 35	15 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
159 PIW21EC110-11	9 54	9 54	17 56	0	0 00%	0	0 00%	0	4 50	26 95%	0	2 850	169 591	35 90	Premium Intermodal
160 PIW21MC107-08	16 13	16 13	10 36	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
161 PIW21MC109-10	16 52	16 52	10 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
162 PIW21MC110-11	18 29	18 29	9 21	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
163 PIW21MC111-12	18 32	18 32	9 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
164 PIW21MC113-14	16 47	16 47	10 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
165 PIW21QC107-09	14 39	14 39	11 53	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
166 PIW21QC108-10	15 16	15 16	11 17	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
167 PIW21QC109-11	17 87	17 87	9 34	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
168 PIW21QC110-12	17 91	4 32	39 33	30 00	75 85%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
169 PIW21QC111-13	15 59	15 59	10 58	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
170 PIW21QC112-14	12 23	12 23	13 59	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
171 PIW21MC109-10	17 84	17 84	9 35	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
172 PIW21MC110-11	18 52	18 52	9 14	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
173 PIW21MC111-12	17 81	17 81	9 36	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
174 PIW21MC112-13	15 45	15 45	11 04	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
175 PIW21EC107-08	16 55	16 55	10 20	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
176 PIW21ZC108-09	16 36	16 36	10 27	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
177 PIW21ZC109-10	16 60	16 60	10 18	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
178 PIW21ZC110-12	15 62	15 62	10 57	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
179 PIW21ZC111-12	16 31	16 31	10 29	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
180 PIW21ZC112-13	15 02	15 02	11 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Premium Intermodal
181 PIW12C111-12	17 81	17 81	9 36	0	0 00%	0	0 00%	0	0	0 00%	0 52	2 850	0 000	0 00	Premium Intermodal
182 ULM67EC107-08	16 42	16 42	10 25	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
183 ULM67EC113-14	16 44	16 44	10 24	0	0 00%	0	0 00%	0	0	0 00%	6 01	2 850	0 000	0 00	Unit
184 ULM69JC107-08	16 47	16 47	10 23	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
185 ULM69JC110-11	15 52	15 52	11 01	0	0 00%	0	0 00%	0	0	0 00%	0	2 850	0 000	0 00	Unit
			3 01 32 59	1 10 46 23	0 00%	13 15	0 00%	0	56 00	0 00%	5 12 46	527 3	0 000	2 48	

* Notes (1) Trains are excluded from the statistics when they depart from their initial head-end node before the warm-up period is complete, or they depart their origin within the cool-down period, or they arrive at their destination after the end of simulation

(2) DWELL is the minimum amount of time that a user specifies a train must sit (or work) at a location This time is protected, no matter how late a train is on its schedule

(3) WAITING ON SCHEDULE is the time that a train must wait for its assigned departure time, after having completed its minimum dwell time This time is not counted as delay

(4) STOP DELAY does not include acceleration and deceleration time associated with conflict resolution It is simply the time a train spends at speed 0 for conflict resolution

(5) IDEAL DELTA distance is the run-time train distance - ideal seed traversal distance