

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

May 2008



COMMUTER RAIL ON-TIME PERFORMANCE

May 2008

This report presents an analysis of the May 2008 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those trains arriving at their last station stop within five minutes of schedule. Trains that are six minutes or more behind schedule are regarded as late.

Table 1 presents the number of train delays by rail line and service period. During May 2008, Metra operated 16,978 scheduled trains, including 'extras'. 440 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.4%. Table 2 lists on-time percentages by line for each month and year since 2005. Table 3 lists each train that was on time for less than 85% of its weekday runs in June 2008, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay cause category in Table 5.

Table 6 provides a daily listing of the number of delays by line and branch for June 2008.

Table 7.a shows the frequency of train delays by delay cause category and by line during May 2008. Table 7.b shows the average frequencies over the previous five Mays, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 440 delays systemwide in May 2008, 12 less than the average over the previous five Mays. Tables 8.a and 8.b display the systemwide frequency of train delays by cause and by month, for 2008 and 2007 respectively. From January through May of 2008, a total of 3,398 trains were delayed, compared to 3,449 trains delayed in the same five months of 2007.

Table 9 shows, by line and month, all train delays caused by freight operations over the past 24 months. In May 2008 freight operations delayed 63 trains systemwide, compared to 95 a year earlier. Tables 10.a and 10.b display the frequency of lift-deployment train delays by line and month, for 2008 and 2007 respectively. A total of 15 trains were delayed by lift deployment in May 2008.

A review of May 2008 late trains by duration of delay is shown in Table 11. The range with the greatest number of delays as usual was six-to-ten minutes, accounting for 59.8% of all late trains. Table 12 shows that the average length of delay was 15.4 minutes in May 2008. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
May 2008

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	28	97.5%	844	30	96.4%	1,978	58	97.1%	140	6	95.7%	90	3	96.7%	2,208	67	97.0%
Elec -ML	942	8	99.2%	717	2	99.7%	1,659	10	99.4%	230	0	100.0%	100	3	97.0%	1,989	13	99.3%
-BI	294	5	98.3%	483	5	99.0%	777	10	98.7%	150	1	99.3%	--	--	--	927	11	98.8%
-SC	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>2</u>	99.7%	<u>1,134</u>	<u>4</u>	99.6%	<u>240</u>	<u>0</u>	100.0%	<u>100</u>	<u>1</u>	99.0%	<u>1,474</u>	<u>5</u>	99.7%
Subtotal	1,593	15	99.1%	1,977	9	99.5%	3,570	24	99.3%	620	1	99.8%	200	4	98.0%	4,390	29	99.3%
Heritage	126	13	89.7%	--	--	--	126	13	89.7%	--	--	--	--	--	--	126	13	89.7%
Milw -N	525	15	97.1%	736	38	94.8%	1,261	53	95.8%	108	12	88.9%	94	0	100.0%	1,463	65	95.6%
-W	<u>566</u>	<u>13</u>	97.7%	<u>652</u>	<u>10</u>	98.5%	<u>1,218</u>	<u>23</u>	98.1%	<u>120</u>	<u>6</u>	95.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,428</u>	<u>32</u>	97.8%
Subtotal	1,091	28	97.4%	1,388	48	96.5%	2,479	76	96.9%	228	18	92.1%	184	3	98.4%	2,891	97	96.6%
NCS	231	10	95.7%	231	13	94.4%	462	23	95.0%	--	--	--	--	--	--	462	23	95.0%
RI	756	23	97.0%	672	13	98.1%	1,428	36	97.5%	100	1	99.0%	80	2	97.5%	1,608	39	97.6%
SWS	231	10	95.7%	399	19	95.2%	630	29	95.4%	--	--	--	--	--	--	630	29	95.4%
UP -N	629	4	99.4%	841	28	96.7%	1,470	32	97.8%	120	13	89.2%	84	3	96.4%	1,674	48	97.1%
-NW	691	11	98.4%	674	14	97.9%	1,365	25	98.2%	120	19	84.2%	75	6	92.0%	1,560	50	96.8%
-W	<u>565</u>	<u>16</u>	97.2%	<u>674</u>	<u>16</u>	97.6%	<u>1,239</u>	<u>32</u>	97.4%	<u>100</u>	<u>10</u>	90.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,429</u>	<u>45</u>	96.9%
Subtotal	1,885	31	98.4%	2,189	58	97.4%	4,074	89	97.8%	340	42	87.6%	249	12	95.2%	4,663	143	96.9%
SYSTEM	7,047	158	97.8%	7,700	190	97.5%	14,747	348	97.6%	1,428	68	95.2%	803	24	97.0%	16,978	440	97.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.

Delays data for most recent month is final (06/12/08) version from TOPS.

06/12/08

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
BNSF	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	96.1%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.7%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.1%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0								95.9%	95.9%
Electric	2005	98.5	99.3	99.6	99.3	98.8	96.5	98.6	99.5	99.2	98.7	97.2	98.7	99.1%	98.7%
	2006	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.8%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.7%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3								98.3%	98.3%
Heritage	2005	95.2	95.0	96.4	95.2	95.2	95.5	93.3	92.8	90.5	88.9	92.1	87.5	95.4%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	93.9%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	89.1%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7								88.8%	88.8%
Milw - N	2005	90.4	98.4	97.5	95.4	95.7	94.3	92.4	95.8	95.6	97.7	91.3	88.3	95.5%	94.4%
	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	95.3%	93.7%
	2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.3%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6								95.3%	95.3%
Milw - W	2005	91.1	97.0	96.1	96.6	97.7	95.5	96.2	93.8	96.0	96.2	93.0	89.1	95.7%	94.8%
	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	96.0%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.9%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8								96.7%	96.7%
NCS	2005	88.6	97.0	89.6	90.0	98.1	85.5	89.5	90.0	89.0	93.3	88.2	84.9	92.5%	90.2%
	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.6%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0								95.0%	95.0%
RI	2005	96.6	98.6	97.9	98.0	96.3	93.7	94.2	97.4	93.8	86.5	91.8	91.6	97.5%	94.7%
	2006	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.7%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.3%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6								96.4%	96.4%
SWS	2005	94.0	92.5	97.0	96.7	94.7	96.0	94.4	96.7	96.1	95.5	93.2	90.5	95.1%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	94.8%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.2%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4								94.9%	94.9%
UP - N	2005	94.0	99.6	99.0	99.5	98.8	96.6	96.3	93.7	97.6	96.7	98.4	99.0	98.2%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.4%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	97.0%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1								93.8%	93.8%
UP - NW	2005	93.6	98.0	97.1	98.4	98.8	96.2	98.6	94.8	98.6	98.4	94.9	96.0	97.1%	96.9%
	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.4%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.2%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8								94.8%	94.8%
UP - W	2005	91.7	97.0	96.8	98.1	94.1	92.7	95.3	92.2	96.4	94.9	95.0	92.7	95.5%	94.7%
	2006	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.0%	94.7%
	2007	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.5%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9								94.1%	94.1%
SYSTEM (not including South Shore)	2000	96.7	97.0	98.1	98.3	97.7	97.0	96.4	96.7	97.7	97.3	97.1	81.9	97.5%	96.0%
	2001	95.1	97.5	98.0	97.7	97.4	96.1	95.0	95.6	96.9	97.0	97.6	97.4	97.1%	96.8%
	2002	97.0	97.7	96.8	97.1	95.9	95.1	96.0	96.1	97.7	95.9	96.2	96.3	96.9%	96.5%
	2003	97.2	97.4	97.3	97.3	98.0	96.5	96.2	96.4	97.5	96.8	97.4	97.3	97.4%	97.1%
	2004	96.1	96.9	97.9	97.7	97.3	96.8	96.9	97.7	96.9	96.6	96.4	95.8	97.2%	96.9%
	2005	94.6	97.9	97.7	98.0	97.3	95.3	96.4	95.9	96.7	95.9	95.1	94.4	97.1%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	97.0%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.9%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4								96.0%	96.0%

Delays data for most recent month is final (06/12/08) version from TOPS.

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**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
May 2008**

Line	Train	Date	Day	Minutes Late	Delay Code	Delay Explanation
BNSF	1233	May 6	TU	17	G	SIGNAL ISSUE NAPERVILLE - LISLE - PENDING CAUSE
76%OT	1233	May 22	TH	10	CC	15 MINS. LATE, OPERATING MIDDLE TRACK CONGRESS PK THRU HIGHLANDS
	1233	May 23	FR	7	CC	MOW CPK TO HIGHLAND AND HVY LDG
	1233	May 28	WE	8	CC	OPERATED MT2 CP TO HIGHLANDS. MOW FRA RAIL DETTECTOR EOLA
	1233	May 30	FR	7	D	HAD TO FOLLOW M-BRCGAL1-30 ON MT1. MOW ON MT2
HC	0917	May 7	WE	6	RO	4" S/O ENROUTE; 4" ROCK PSGR TRN INT, JUD.
81%OT	0917	May 9	FR	10	G	2" LATE DEPARTING CUS CONGESTION; 8" FLAGING LEMOYNE AND FLAGGING GRADE CROSSING TRACK CIRCUIT PROBLEM
	0917	May 16	FR	26	G	1" DOOR PROBS, CUS; 24" SIGNAL PROBS ENROUTE, 17.9/19.9/21.7; 2" S/O ENROUTE.
	0917	May 20	TU	14	G	2" DOOR PROBS, CUS; 2" S/O ENROUTE; 7" RESTRICTING, CP CANAL/ ARGO; 2" S/O BY AUTO ACCIDENT, OHIO ST (JOLIET); 1" NO REASON GIVEN.
HC	0919	May 2	FR	8	D	3" S/O, CORWITH; 3" S/O, LEMOYNE; 8" UP #YPRYCX-02 CLEARING CP CANAL/ARGO.
76%OT	0919	May 9	FR	10	GX	3" SPEED REST, CORWITH--LEMOYNE; 3" REST SIG, CP CANAL; 4" GX PROCEDURES, MP28.9
	0919	May 16	FR	9	D	1"S/O, LEMOYNE; 5" X-TRAFFIC, CP CANAL; 2" SIGNAL PROBS; 2" RIDX-TRAFFIC, UD.
	0919	May 20	TU	6	K	8" AMTRAK #305 AHEAD, OHIO ST (DUE TO AUTO ACCIDENT ON XING).
	0919	May 30	FR	8	D	8" X-TRAFFIC CSX-T387, CP CANAL.
MN	2107	May 1	TH	8	U1	4" LATE TURN OF #102; 4" ENTRAINING/DETRAINING ENROUTE.
81%OT	2107	May 14	WE	10	R	4"LATE TURN OF #2108; 7" ENGINEER NOT MAKING TIME
	2107	May 28	WE	10	D	2" LATE TURN OF #2108; 2" SLOW DETRAINING, LAKE COOK AND LIBER-TYVILLE; 7" FRT TRN INT, CP/WC XING.
	2107	May 30	FR	13	D1	8" LATE TURN OFF #2108; 3" HEAVY DETRAINING ENROUTE.
RI	0417	May 5	MO	11	RO	2M S/O AT 16TH ST, 2M SIG PROB AT INTERCHANGE, 11M OPERATOR ERROR AT ROBBINS, 2M ADA, TP/80TH
81%OT	0417	May 7	WE	14	G	17" PLANT PROBS, GRESHAM JCT.
	0417	May 15	TH	19	E1	19" FOLLOWING DELAYED TRAINS.
	0417	May 28	WE	6	U	1" LATE TURN OF #520; 5" DELAYED #615/415 AHEAD, 22ND-80TH ST; DELAYED #4212 AHEAD, BI AND ADA AT MIDLO, OK FOREST & TINLEY/80.
UPN	0352	May 13	TU	7	I	7" HEAVY ENTRAINING ENROUTE.
62%OT	0352	May 20	TU	7	I	7" HEAVY ENTRAINING, NORTH CHICAGO AND LAKE BLUFF.
	0352	May 21	WE	9	I	9" HEAVY ENTRAINING, N CHGO/GRT LAKES/LK BLUFF/LK FOREST.
	0352	May 22	TH	10	T	10" HAD TO RESPOT TRAIN DIFFERENT LOCATIONS DUE TO B/O TOILET (WATER ON THE FLOOR); LATE TURN OFF #333.
	0352	May 23	FR	9	I	9" HEAVY ENTRAINING ENROUTE.
	0352	May 27	TU	9	I	9" HEAVY ENTRAINING ENROUTE.
	0352	May 28	WE	11	I	11" HEAVY ENTRAINING ENROUTE.
	0352	May 29	TH	8	I	8" SLOW ENTRAINING ENROUTE.
UPN	0361	May 19	MO	15	R	15" CREW FIRST TIME W/SEVEN CAR TRN.
81%OT	0361	May 20	TU	10	V	10" "SLUGGISH EQUIPMENT."
	0361	May 27	TU	10	J	10" HEAVY ENTRAINING/DETRAINING ENROUTE, REMOVAL OF UNRULY PSGRAT LAKE BLUFF AND OPERATING WITH A SEVEN-CAR CONSIST.
	0361	May 28	WE	8	I	8" ENTRAINING ENROUTE.

Data is final (06/12/08) version from TOPS.

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TABLE 4: DELAY CODES AND DEFINITIONS

Code	Definition	Code	Definition
A	Passenger Train Interference	M	Right of Way Accident/Misc.
AA	Rule 9.9 Delayed in Block/Rule 6.30	MW	Right of Way Accident/Misc., Weather
AD	Non-Revenue Passenger Train Interference	M1	Right of Way Accident/Misc., Train Ahead
AM	Amtrak Caused Delay	N	ComEd Failure
AS	NICTD Train Interference	NW	ComEd Failure, Weather
AW	Pass. Train Interference, Weather	N1	ComEd Failure, Train Ahead
A1	Pass. Train Interference, Train Ahead	O	AC/DC System Failure
B	Human Error, Eng. Dept.	OW	AC/DC System Failure, Weather
BA	Amtrak Engineering Human Error	O1	AC/DC System Failure, Train Ahead
BW	Human Error, Eng. Dept. Weather	P	Late Equipment From Coach Yard
B1	Human Error, Eng. Dept. Train Ahead	PW	Late Equipment From Coach Yard, Weather
C	M of W Work	P1	Late Equipment From Coach Yard, Train Ahead
CA	Amtrak Engineering	Q	Late Issuance of Track Warrant
CC	Scheduled Track Work	Q1	Late Issuance of Track Warrant, Train Ahead
CF	M of W Caused Mechanical Malfunction	R	Human Error, Transportation
CG	Scheduled Signal Work	RA	Human Error, Amtrak Transportation
CH	Contractor Failure	RD	Human Error, Metra Dispatcher
CO	Scheduled Wire Work	RF	Freight Dispatcher/Opr/Non-Freight Train Error
CW	M of W Work, Weather	RL	Human Error, Job Action/Employee No Show
C1	M of W Work, Train Ahead	RO	Human Error, Metra Operator
D	Freight Train Interference	RS	Human Error, NICTD Transportation
DD	Freight Dispatcher/Opr/Freight Train Error	RW	Human Error, Transportation, Weather
DW	Freight Train Interference, Weather	R1	Human Error, Transportation, Train Ahead
D1	Freight Train Interference, Train Ahead	S	Operational (Efficiency) Testing
E	Locomotive Malfunction	S1	Operational (Efficiency) Testing, Train Ahead
EA	Amtrak Locomotive Malfunction	T	Property Vandalism
EW	Locomotive Malfunction, Weather	TG	Vandalism of Gates
E1	Locomotive Malfunction, Train Ahead	T1	Property Vandalism, Train Ahead
F	Cab Car/Trailer/MU Malfunction	U	Accessibility Related (ADA)
FA	Amtrak Car Malfunction	UF	ADA Lift Failure
FW	Cab Car/TRL/MU Malfunction, Weather	UW	Accessibility, Weather
F1	Cab Car/TRL/MU Malfunction, Train Ahead	U1	Accessibility, Train Ahead
G	Signal/Switch Malfunction	V	Mechanical Problem Reported, Nothing Found
GA	Signal/Switch Failure Amtrak	V1	Mech. Prob., Nothing Found, Train Ahead
GW	Signal/Switch Malfunction Weather	W	Gas Leak
GX	Broken Gate Crossing	WW	Gas Leak, Weather
G1	Signal/Switch Malfunction, Train Ahead	W1	Gas Leak, Train Ahead
H	Human Error, Mechanical Department	XA	Train Annulled - Amtrak
HS	Human Error, NICTD Mechanical Dept.	XB	Train Annulled - Engineering Dept.
HW	Human Error, Mech. Dept., Weather	XD	Train Annulled - Freight Interference
H1	Human Error, Mech. Dept., Train Ahead	XE	Train Annulled - Engine Failure
I	Passenger Handling, Running Time	XF	Train Annulled - B/O Car
IB	Passenger Handling, Bicycle	XG	Train Annulled - Signal Dept.
IW	Passenger Handling, Weather	XH	Train Annulled - Mechanical Dept.
I1	Passenger Handling, Train Ahead	XJ	Train Annulled - Passenger Problem/Removal
J	Passenger Problems/Removal	XK	Train Annulled - Obstruction
JA	Amtrak Passenger Problems/Removal	XL	Train Annulled - Unauthorized People On Trk
J1	Passenger Problems/Removal Train Ahead	XM	Train Annulled - Right of Way Accident/Misc.
K	Obstruction On Tracks	XN	Train Annulled - ComEd Problem
KD	Obstruction On Tracks, Debris	XO	Train Annulled - AC/DC Failure
KP	Suspicious Package(s)/Person(s)/Activity	XQ	Train Annulled - No Track Warrant
KW	Obstruction On Tracks, Weather	XR	Train Annulled - Transportation Dept.
K1	Obstruction On Tracks, Train Ahead	XT	Train Annulled - Vandalism
L	Unauthorized People On Tracks/Near Miss	XV	Train Annulled - Mech. Problem, Nothing Found
L1	Unauthorized People On Tracks, Train Ahead	XW	Train Annulled - Gas Leak

11/07/07 version

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6/12/2008

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

CATEGORY		CATEGORY	
Code	Definition	Code	Definition
1 PASSENGER TRAIN INTERFERENCE		13 HUMAN ERROR	
A1	Pass. Train Interference, Train Ahead	B1	Human Error, Eng. Dept. Train Ahead
A	Passenger Train Interference	B	Human Error, Eng. Dept.
AA	Rule 9.9 Delayed in Block/Rule 6.30	BA	Amtrak Engineering Human Error
AD	Non-Revenue Passenger Train Interference	H1	Human Error, Mech. Dept., Train Ahead
AM	Amtrak Caused Delay	H	Human Error, Mechanical Department
AS	NICTD Train Interference	HS	Human Error, NICTD Mechanical Dept.
P1	Late Equipment From Coach Yard, Train Ahead	R1	Human Error, Transportation, Train Ahead
P	Late Equipment From Coach Yard	R	Human Error, Transportation
XA	Train Annulled - Amtrak	RA	Human Error, Amtrak Transportation
2 & 3 FREIGHT INTERFERENCE		RD	Human Error, Metra Dispatcher
D1	Freight Train Interference, Train Ahead	RF	Freight Dispatcher/Opr/Non-Freight Train Error
D	Freight Train Interference	RL	Human Error, Job Action/Employee No Show
DD	Freight Dispatcher/Opr/Freight Train Error	RO	Human Error, Metra Operator
XD	Train Annulled - Freight Interference	RS	Human Error, NICTD Transportation
4 ACCIDENT		XB	Train Annulled - Engineering Dept.
M1	Right of Way Accident/Misc., Train Ahead	XH	Train Annulled - Mechanical Dept.
M	Right of Way Accident/Misc.	XR	Train Annulled - Transportation Dept.
XM	Train Annulled - Right of Way Accident/Misc.	14 SICK, INJURED, UNRULY PASSENGER	
5 PASSENGER LOADING		J1	Passenger Problems/Removal Train Ahead
I1	Passenger Handling, Train Ahead	J	Passenger Problems/Removal
I	Passenger Handling, Running Time	JA	Amtrak Passenger Problems/Removal
IB	Passenger Handling, Bicycle	XJ	Train Annulled - Passenger Problem/Removal
6 LIFT DEPLOYMENT		15 WEATHER	
U1	Accessibility, Train Ahead	AW	Pass. Train Interference, Weather
U	Accessibility Related (ADA)	BW	Human Error, Eng. Dept. Weather
UF	ADA Lift Failure	CW	M of W Work, Weather
7 OBSTRUCTION/DEBRIS		DW	Freight Train Interference, Weather
K1	Obstruction On Tracks, Train Ahead	EW	Locomotive Malfunction, Weather
K	Obstruction On Tracks	FW	Cab Car/TRL/MU Malfunction, Weather
KD	Obstruction On Tracks, Debris	GW	Signal/Switch Malfunction Weather
KP	Suspicious Package(s)/Person(s)/Activity	HW	Human Error, Mech. Dept., Weather
KK	Train Annulled - Obstruction	IW	Passenger Handling, Weather
8 SIGNAL/SWITCH FAILURE		KW	Obstruction On Tracks, Weather
G1	Signal/Switch Malfunction, Train Ahead	MW	Right of Way Accident/Misc., Weather
G	Signal/Switch Malfunction	NW	ComEd Failure, Weather
GA	Signal/Switch Failure Amtrak	OW	AC/DC System Failure, Weather
GX	Broken Gate Crossing	PW	Late Equipment From Coach Yard, Weather
XG	Train Annulled - Signal Dept.	RW	Human Error, Transportation, Weather
9 TRACK WORK		UW	Accessibility, Weather
C1	M of W Work, Train Ahead	WW	Gas Leak, Weather
C	M of W Work	16 OTHER	
CA	Amtrak Engineering	L1	Unauthorized People On Tracks, Train Ahead
CC	Scheduled Track Work	L	Unauthorized People On Tracks/Near Miss
CF	M of W Caused Mechanical Malfunction	N1	ComEd Failure, Train Ahead
CG	Scheduled Signal Work	N	ComEd Failure
CH	Contractor Failure	Q1	Late Issuance of Track Warrant, Train Ahead
10 CATENARY FAILURE		Q	Late Issuance of Track Warrant
CO	Scheduled Wire Work	S1	Operational (Efficiency) Testing, Train Ahead
O1	AC/DC System Failure, Train Ahead	S	Operational (Efficiency) Testing
O	AC/DC System Failure	T1	Property Vandalism, Train Ahead
XO	Train Annulled - AC/DC Failure	T	Property Vandalism
11 NON-LOCOMOTIVE EQUIPMENT FAILURE		TG	Vandalism of Gates
F1	Cab Car/TRL/MU Malfunction, Train Ahead	V1	Mech. Prob., Nothing Found, Train Ahead
F	Cab Car/Trailer/MU Malfunction	V	Mechanical Problem Reported, Nothing Found
FA	Amtrak Car Malfunction	W1	Gas Leak, Train Ahead
XF	Train Annulled - B/O Car	W	Gas Leak
12 LOCOMOTIVE FAILURE		XL	Train Annulled - Unauthorized People On Trk
E1	Locomotive Malfunction, Train Ahead	XN	Train Annulled - ComEd Problem
E	Locomotive Malfunction	XQ	Train Annulled - No Track Warrant
EA	Amtrak Locomotive Malfunction	XT	Train Annulled - Vandalism
XE	Train Annulled - Engine Failure	XV	Train Annulled - Mech. Problem, Nothing Found
		XW	Train Annulled - Gas Leak

11/07/07 version

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6/12/2008

TABLE 6: NUMBER OF DELAYS BY DATE
May 2008

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
BNSF	0	1	0	6	0	4	6	1	0	0	0	1	0	0	0	1	20	13	3	1	1	58
Elec -ML	0	0	0	1	0	0	1	0	0	0	1	0	1	0	2	1	1	1	0	1	0	10
-BI	1	3	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	10
-SC	1	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4
Heritage	0	1	0	0	1	1	3	0	0	0	1	2	0	2	0	1	0	0	0	0	1	13
Milw -N	1	4	3	21	0	1	1	0	5	4	4	0	0	1	0	0	0	1	1	0	6	53
-W	0	2	1	11	0	0	0	0	1	0	0	0	3	0	2	0	0	0	1	1	1	23
NCS	1	2	3	6	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	8	23
RI	2	2	2	0	6	0	1	2	0	1	11	3	1	0	0	1	3	0	1	0	0	36
SWS	0	0	2	1	0	0	2	2	1	2	3	1	0	5	2	1	0	0	2	5	0	29
UP -N	0	1	1	0	0	0	0	0	2	0	1	3	2	4	2	6	2	3	2	1	2	32
-NW	3	5	0	1	1	2	1	1	0	2	0	0	3	1	1	0	0	0	0	0	4	25
-W	9	1	0	1	0	0	0	1	2	1	0	2	1	1	4	1	0	1	1	3	3	32
SYSTEM	18	22	12	49	8	9	15	9	12	10	21	12	11	15	18	13	26	19	11	12	26	348

SATURDAY	3	10	17	24	31	TOTAL
BNSF	0	1	0	2	3	6
Elec -ML	0	0	0	0	0	0
-BI	0	0	1	0	0	1
-SC	0	0	0	0	0	0
Heritage	-	-	-	-	-	-
Milw -N	0	4	3	4	1	12
-W	1	1	1	2	1	6
NCS	-	-	-	-	-	-
RI	0	1	0	0	0	1
SWS	-	-	-	-	-	-
UP -N	4	3	1	2	3	13
-NW	4	5	5	0	5	19
-W	0	5	2	3	0	10
SYSTEM	9	20	13	13	13	68

SUNDAY/HOLIDAY	4	11	18	25	26	TOTAL
BNSF	0	0	1	1	1	3
Elec -ML	0	2	0	0	1	3
-BI	-	-	-	-	-	-
-SC	0	0	1	0	0	1
Heritage	-	-	-	-	-	-
Milw -N	0	0	0	0	0	0
-W	2	0	0	1	0	3
NCS	-	-	-	-	-	-
RI	0	2	0	0	0	2
SWS	-	-	-	-	-	-
UP -N	0	0	1	2	0	3
-NW	1	0	2	1	2	6
-W	2	0	1	0	0	3
SYSTEM	5	4	6	5	4	24

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TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

May 2008

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	1	0	0	0	0	0	0	0	1	0	0	1	3
<i>Freight Interference - Peak</i>	2	0	0	0	5	1	1	0	3	5	0	0	0	17
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	9	1	2	3	6	3	0	14	46
Freight Interference - Total	10	0	0	0	5	10	2	2	6	11	3	0	14	63
Accident	13	0	0	0	0	20	8	14	0	0	0	0	2	57
Passenger Loading	6	2	2	1	0	6	5	0	3	0	24	12	1	62
Lift Deployment	0	0	0	0	0	6	1	1	5	0	0	0	2	15
Obstruction/Debris	3	0	0	0	2	1	1	0	0	0	0	3	0	10
Signal/Switch Failure	20	4	5	2	4	7	7	5	8	7	2	6	6	83
Track Work	7	0	1	0	0	3	3	0	5	3	0	11	2	35
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	0	2	1	0	0	0	0	0	0	2	0	1	0	6
Locomotive Failure	1	0	0	0	1	0	0	1	4	0	0	1	1	9
Human Error	4	0	0	1	1	3	3	0	6	5	9	9	5	46
Sick, Injured, Unruly Passenger	2	3	0	0	0	1	1	0	2	0	5	3	3	20
Weather	1	0	0	0	0	8	1	0	0	0	0	0	0	10
Other	0	0	2	0	0	0	0	0	0	0	5	4	8	19
TOTAL TRAINS DELAYED	67	13	11	5	13	65	32	23	39	29	48	50	45	440

May - Average Over Previous Five Years: 2003-2007

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	3	1	1	0	6	5	1	1	1	0	1	1	23
<i>Freight Interference - Peak</i>	6	0	0	0	5	2	2	2	2	3	1	1	6	28
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	8	3	4	2	8	1	1	21	57
Freight Interference - Total	14	0	0	0	5	10	6	6	4	11	2	2	27	86
Accident	4	0	0	1	0	10	2	0	3	1	3	2	0	27
Passenger Loading	7	3	2	2	0	6	2	0	4	0	4	2	3	34
Lift Deployment	1	0	0	0	0	2	1	0	2	0	0	1	1	8
Obstruction/Debris	4	1	1	2	0	3	2	0	3	2	0	1	6	25
Signal/Switch Failure	9	5	2	2	2	12	7	2	6	3	1	5	12	68
Track Work	3	3	0	4	0	4	4	3	2	0	2	1	2	28
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	2	2	2	0	0	0	0	0	1	0	1	0	3	12
Locomotive Failure	5	0	0	0	0	8	6	1	6	1	2	1	1	31
Human Error	8	5	1	2	0	4	6	1	5	1	4	2	2	43
Sick, Injured, Unruly Passenger	2	4	0	0	0	1	3	0	3	0	1	1	2	18
Weather	4	2	0	0	0	8	1	0	1	1	0	2	3	23
Other	2	2	1	1	0	2	3	0	2	0	2	3	3	22
TOTAL TRAINS DELAYED	66	33	10	16	9	76	48	16	44	21	21	24	66	452

May 2008 Divergence From May Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2	-2	-1	-1	0	-6	-5	-1	-1	0	0	-1	0	-20
<i>Freight Interference - Peak</i>	-4	0	0	0	0	-1	-1	-2	1	2	-1	-1	-6	-11
<i>Freight Interference - Off-Peak</i>	0	0	0	0	0	1	-2	-2	1	-2	2	-1	-7	-11
Freight Interference - Total	-4	0	0	0	0	0	-4	-4	2	0	1	-2	-13	-23
Accident	9	0	0	-1	0	10	6	14	-3	-1	-3	-2	2	30
Passenger Loading	-1	-1	0	-1	0	0	3	0	-1	0	20	10	-2	28
Lift Deployment	-1	0	0	0	0	4	0	1	3	0	0	-1	1	7
Obstruction/Debris	-1	-1	-1	-2	2	-2	-1	0	-3	-2	0	2	-6	-15
Signal/Switch Failure	11	-1	3	0	2	-5	0	3	2	4	1	1	-6	15
Track Work	4	-3	1	-4	0	-1	-1	-3	3	3	-2	10	0	7
Catenary Failure	0	-2	-1	-1	0	0	0	0	0	0	0	0	0	-3
Non-Locomotive Equipment Failure	-2	0	-1	0	0	0	0	0	-1	2	-1	1	-3	-6
Locomotive Failure	-4	0	0	0	1	-8	-6	0	-2	-1	-2	0	0	-22
Human Error	-4	-5	-1	-1	1	-1	-3	-1	1	4	5	7	3	3
Sick, Injured, Unruly Passenger	0	-1	0	0	0	0	-2	0	-1	0	4	2	1	2
Weather	-3	-2	0	0	0	0	0	0	-1	-1	0	-2	-3	-13
Other	-2	-2	1	-1	0	-2	-3	0	-2	0	3	1	5	-3
TOTAL TRAINS DELAYED	1	-20	1	-11	4	-11	-16	7	-5	8	27	26	-21	-12

Data for current month is final (06/12/08) version from TOPS.

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TABLES 8.a & 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2008

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Passenger Train Interference	30	30	17	7	3								87 2.6%
<i>Freight Interference - Peak</i>	29	38	27	30	17								141 4.1%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46								327 9.6%
Freight Interference - Total	100	119	105	81	63								468 13.8%
Accident	81	33	36	34	57								241 7.1%
Passenger Loading	72	76	80	22	62								312 9.2%
Lift Deployment	24	14	18	20	15								91 2.7%
Obstruction/Debris	46	55	18	21	10								150 4.4%
Signal/Switch Failure	174	99	124	128	83								608 17.9%
Track Work	19	11	24	54	35								143 4.2%
Catenary Failure	16	2	5	0	2								25 0.7%
Non-Locomotive Equipment Failure	55	15	10	9	6								95 2.8%
Locomotive Failure	39	44	34	45	9								171 5.0%
Human Error	57	58	39	30	46								230 6.8%
Sick, Injured, Unruly Passenger	43	25	18	21	20								127 3.7%
Weather	173	277	32	10	10								502 14.8%
Other	25	43	22	39	19								148 4.4%
TOTAL TRAINS DELAYED	954	901	582	521	440								3,398 100%

Data for current month is final (06/12/08) version from TOPS.

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2007

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Passenger Train Interference	15	33	23	9	27	20	17	24	12	12	19	26	107 3.1%
<i>Freight Interference - Peak</i>	22	41	35	28	18	44	14	27	33	22	39	23	144 4.2%
<i>Freight Interference - Off-Peak</i>	51	92	91	81	77	64	52	72	54	55	61	66	392 11.4%
Freight Interference - Total	73	133	126	109	95	108	66	99	87	77	100	89	536 15.5%
Accident	29	28	8	2	3	40	13	56	37	32	54	63	70 2.0%
Passenger Loading	38	22	52	15	55	153	335	127	56	37	61	92	182 5.3%
Lift Deployment	9	26	9	8	11	16	14	9	7	11	10	19	63 1.8%
Obstruction/Debris	25	49	25	33	33	22	21	55	20	34	15	34	165 4.8%
Signal/Switch Failure	64	267	60	67	85	68	63	95	116	59	79	122	543 15.7%
Track Work	31	24	22	56	50	97	114	126	134	86	43	47	183 5.3%
Catenary Failure	0	0	4	3	26	5	5	1	6	3	0	0	33 1.0%
Non-Locomotive Equipment Failure	11	31	17	11	10	5	12	14	6	10	16	5	80 2.3%
Locomotive Failure	26	26	39	14	45	43	13	36	34	29	24	62	150 4.3%
Human Error	54	98	107	54	82	55	45	83	70	79	55	67	395 11.5%
Sick, Injured, Unruly Passenger	23	23	17	32	19	28	32	34	33	26	22	48	114 3.3%
Weather	30	542	25	53	0	28	35	264	12	30	14	224	650 18.8%
Other	22	52	48	31	25	51	42	23	26	31	64	25	178 5.2%
TOTAL TRAINS DELAYED	450	1,354	582	497	566	739	827	1,046	656	556	576	923	3,449 100%

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06/12/2008

TABLE 9: FREIGHT DELAYS ON METRA DIESEL LINES
between June 2006 and May 2008

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
Jun-06	15	4	18	10	5	6	7	1	4	19	89
Jul-06	10	5	8	5	2	0	23	2	1	15	71
Aug-06	6	5	7	7	5	2	30	1	1	25	89
Sep-06	18	10	12	1	2	5	31	0	6	30	115
Oct-06	36	7	12	5	10	7	29	0	7	38	151
Nov-06	60	5	16	4	6	1	15	6	3	46	162
Dec-06	43	1	13	9	4	5	20	0	3	56	154
Jan-07	24	0	2	0	9	3	3	0	4	28	73
Feb-07	23	5	19	16	5	10	8	2	5	40	133
Mar-07	26	8	21	9	13	3	7	0	4	35	126
Apr-07	18	6	13	16	12	6	7	0	5	26	109
May-07	12	6	3	3	11	5	11	1	1	42	95
Total	291	62	144	85	84	53	191	13	44	400	1,367
Jun-07	13	6	6	7	9	4	8	1	2	52	108
Jul-07	7	3	9	2	3	5	8	1	1	26	65
Aug-07	9	4	7	4	3	9	13	1	2	47	99
Sep-07	4	3	16	8	10	5	6	5	0	30	87
Oct-07	10	5	14	3	10	1	13	1	2	18	77
Nov-07	16	3	12	4	1	2	14	3	25	20	100
Dec-07	2	3	14	5	8	9	12	1	1	34	89
Jan-08	24	4	11	2	3	11	10	3	11	21	100
Feb-08	17	9	4	8	9	7	8	8	12	36	118
Mar-08	10	14	8	3	2	2	16	3	6	41	105
Apr-08	4	5	8	15	6	4	18	0	2	19	81
May-08	10	5	10	2	2	6	11	3	0	14	63
Total	126	64	119	63	66	65	137	30	64	358	1,092

Data for current month is final (06/12/08) version from TOPS.

06/12/2008

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TABLES 10.a & 10.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE AND MONTH
2008

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lifts YTD	% of All Delays YTD
BNSF	1	1	3	0	0								5	1.09%
Electric ML	0	0	0	0	0								0	0.00%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	0	0	0								0	0.00%
HER	0	0	0	0	0								0	0.00%
Milw N	2	0	3	4	6								15	4.39%
Milw W	1	2	2	1	1								7	2.95%
NCS	2	1	0	2	1								6	5.13%
RI	9	4	5	0	5								23	7.93%
SWS	0	0	0	1	0								1	0.61%
UP N	3	2	2	0	0								7	1.36%
UP NW	3	3	2	9	0								17	4.20%
UP W	3	1	1	3	2								10	2.38%
Total Lift Delays	24	14	18	20	15								91	2.68%
ALL DELAYS														3,398

Data for current month is final (06/12/08) version from TOPS.

06/12/2008

2007

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lifts All Year	% of All Delays All Year
BNSF	1	1	1	2	2	0	0	1	2	0	0	2	12	1.07%
Electric ML	0	0	0	0	0	0	1	0	0	0	0	0	1	0.13%
Electric BI	0	0	0	0	0	0	0	0	0	1	0	0	1	0.52%
Electric SC	0	1	0	0	0	0	0	1	0	0	0	0	2	0.56%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	3	4	1	3	6	3	0	0	7	3	5	36	3.20%
Milw W	1	2	0	3	0	0	3	1	0	0	1	2	13	1.79%
NCS	0	3	1	0	0	0	1	0	0	0	0	0	5	1.64%
RI	4	3	1	1	2	8	4	3	2	0	2	5	35	3.13%
SWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
UP N	1	9	0	1	1	0	0	1	1	0	0	0	14	1.58%
UP NW	0	0	1	0	2	1	0	0	0	0	0	2	6	0.80%
UP W	1	4	1	0	1	1	2	2	2	3	4	3	24	2.36%
Total Lift Delays	9	26	9	8	11	16	14	9	7	11	10	19	149	1.70%
ALL DELAYS														8,772

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TABLE 11: FREQUENCY OF TRAIN DELAYS BY DURATION

May 2008

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	13	7	5	2	9	8	4	2	14	6	2	8	15	95
11-15	6	0	0	0	2	0	3	0	6	3	2	1	1	24
16-20	0	1	0	0	1	1	1	0	2	1	0	2	0	9
21+	8	0	0	0	1	4	4	8	0	0	0	0	0	25
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	28	8	5	2	13	15	13	10	23	10	4	11	16	158
Off-Peak **														
6-10	24	5	5	1	0	24	12	4	14	11	34	23	11	168
11-15	6	0	1	2	0	11	3	3	2	2	9	9	8	56
16-20	3	0	0	0	0	2	0	0	0	1	0	5	4	15
21+	6	0	0	0	0	7	2	6	0	5	1	2	5	34
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>9</u>
Sub-Total	39	5	6	3	0	50	19	13	16	19	44	39	29	282
May 2008 Total														
6-10	37	12	10	3	9	32	16	6	28	17	36	31	26	263
11-15	12	0	1	2	2	11	6	3	8	5	11	10	9	80
16-20	3	1	0	0	1	3	1	0	2	2	0	7	4	24
21+	14	0	0	0	1	11	6	14	0	5	1	2	5	59
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>14</u>
TOTAL	67	13	11	5	13	65	32	23	39	29	48	50	45	440
Year-to-Date														
6-10	554	462	123	228	59	600	386	142	691	150	476	334	468	4,673
11-15	235	132	28	47	34	227	170	65	207	57	179	154	229	1,764
16-20	122	62	8	16	14	99	59	34	81	22	72	78	119	786
21+	160	100	24	45	27	177	108	57	121	34	132	163	178	1,326
Annulled	<u>54</u>	<u>10</u>	<u>8</u>	<u>19</u>	<u>2</u>	<u>22</u>	<u>5</u>	<u>6</u>	<u>18</u>	<u>6</u>	<u>27</u>	<u>23</u>	<u>23</u>	<u>223</u>
TOTAL	1,125	766	191	355	136	1,125	728	304	1,118	269	886	752	1,017	8,772

PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
May 2008 Total														
6-10	55.2%	92.3%	90.9%	60.0%	69.2%	49.2%	50.0%	26.1%	71.8%	58.6%	75.0%	62.0%	57.8%	59.8%
11-15	17.9%	0.0%	9.1%	40.0%	15.4%	16.9%	18.8%	13.0%	20.5%	17.2%	22.9%	20.0%	20.0%	18.2%
16-20	4.5%	7.7%	0.0%	0.0%	7.7%	4.6%	3.1%	0.0%	5.1%	6.9%	0.0%	14.0%	8.9%	5.5%
21+	20.9%	0.0%	0.0%	0.0%	7.7%	16.9%	18.8%	60.9%	0.0%	17.2%	2.1%	4.0%	11.1%	13.4%
Annulled	<u>1.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>12.3%</u>	<u>9.4%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>3.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Year-to-Date														
6-10	49.2%	60.3%	64.4%	64.2%	43.4%	53.3%	53.0%	46.7%	61.8%	55.8%	53.7%	44.4%	46.0%	53.3%
11-15	20.9%	17.2%	14.7%	13.2%	25.0%	20.2%	23.4%	21.4%	18.5%	21.2%	20.2%	20.5%	22.5%	20.1%
16-20	10.8%	8.1%	4.2%	4.5%	10.3%	8.8%	8.1%	11.2%	7.2%	8.2%	8.1%	10.4%	11.7%	9.0%
21+	14.2%	13.1%	12.6%	12.7%	19.9%	15.7%	14.8%	18.8%	10.8%	12.6%	14.9%	21.7%	17.5%	15.1%
Annulled	<u>4.8%</u>	<u>1.3%</u>	<u>4.2%</u>	<u>5.4%</u>	<u>1.5%</u>	<u>2.0%</u>	<u>0.7%</u>	<u>2.0%</u>	<u>1.6%</u>	<u>2.2%</u>	<u>3.0%</u>	<u>3.1%</u>	<u>2.3%</u>	<u>2.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (06/12/08) version from TOPS.

TABLE 12: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

May 2008

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *	24.9	8.0	6.6	7.0	11.0	38.7	20.5	39.7	9.8	10.3	10.3	9.8	8.3	17.5
Off-Peak **	17.1	7.8	9.0	11.3	--	18.3	10.9	25.9	8.1	16.2	9.9	11.5	16.1	14.3
All	20.3	7.9	7.9	9.6	11.0	23.0	14.9	31.9	9.1	14.2	9.9	11.1	13.3	15.4
<i>Year-to-Date</i>														
	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *	17.6	16.4	18.4	13.9	12.9	20.1	13.8	20.2	13.5	13.6	11.1	14.9	11.3	15.0
Off-Peak **	16.7	12.2	10.4	11.6	--	15.2	15.0	21.6	11.0	16.8	11.3	15.1	14.3	14.0
All	17.3	14.6	13.7	12.0	12.9	16.7	14.4	20.9	12.2	15.6	11.2	15.0	13.2	14.5

Excludes annulled trains, which do not have delay times.

6/12/2008

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (06/12/08) version from TOPS.

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