

**COMMUTER RAIL SYSTEM**  
**ON-TIME PERFORMANCE REPORT**

**October 2008**



# COMMUTER RAIL ON-TIME PERFORMANCE

## October 2008

This report presents an analysis of the October 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 October 2008, Metra operated 17,974 scheduled trains, including 'extras'. 810 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.5%. 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 October 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 October 2008.

Table 7.a shows the frequency of train delays by delay-cause category and by line during October 2008. Table 7.b shows the average frequencies over the previous five Octobers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 810 delays systemwide in October 2008, 199 more than the average over the previous five Octobers. 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 October of 2008, a total of 7,148 trains were delayed, compared to 7,273 trains delayed in the same ten months of 2007.

Table 9 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2008 freight operations delayed 134 trains systemwide, compared to 77 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 12 trains were delayed by lift deployment in October 2008.

A review of October 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 52.2% of all late trains. Table 12 shows that the average length of delay was 13.4 minutes in October 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**  
**October 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 |                  |             |                 |
| <b>BNSF</b>     | 1,243            | 116         | 90.7%           | 924              | 49          | 94.7%           | 2,167            | 165         | 92.4%           | 112              | 2           | 98.2%           | 72                 | 2           | 97.2%           | 2,351            | 169         | 92.8%           |
| <b>Elec -ML</b> | 1,035            | 24          | 97.7%           | 783              | 14          | 98.2%           | 1,818            | 38          | 97.9%           | 184              | 4           | 97.8%           | 81                 | 5           | 93.8%           | 2,083            | 47          | 97.7%           |
| <b>-BI</b>      | 322              | 6           | 98.1%           | 529              | 11          | 97.9%           | 851              | 17          | 98.0%           | 120              | 0           | 100.0%          |                    | --          |                 | 971              | 17          | 98.2%           |
| <b>-SC</b>      | <u>391</u>       | <u>2</u>    | 99.5%           | <u>851</u>       | <u>9</u>    | 98.9%           | <u>1,242</u>     | <u>11</u>   | 99.1%           | <u>192</u>       | <u>7</u>    | 96.4%           | <u>81</u>          | <u>1</u>    | 98.8%           | <u>1,515</u>     | <u>19</u>   | 98.7%           |
| <b>Subtotal</b> | 1,748            | 32          | 98.2%           | 2,163            | 34          | 98.4%           | 3,911            | 66          | 98.3%           | 496              | 11          | 97.8%           | 162                | 6           | 96.3%           | 4,569            | 83          | 98.2%           |
| <b>Heritage</b> | 138              | 15          | 89.1%           |                  | --          |                 | 138              | 15          | 89.1%           |                  | --          |                 |                    | --          |                 | 138              | 15          | 89.1%           |
| <b>Milw -N</b>  | 575              | 20          | 96.5%           | 805              | 22          | 97.3%           | 1,380            | 42          | 97.0%           | 96               | 7           | 92.7%           | 80                 | 0           | 100.0%          | 1,556            | 49          | 96.9%           |
| <b>-W</b>       | <u>621</u>       | <u>20</u>   | 96.8%           | <u>715</u>       | <u>9</u>    | 98.7%           | <u>1,336</u>     | <u>29</u>   | 97.8%           | <u>96</u>        | <u>3</u>    | 96.9%           | <u>72</u>          | <u>0</u>    | 100.0%          | <u>1,504</u>     | <u>32</u>   | 97.9%           |
| <b>Subtotal</b> | 1,196            | 40          | 96.7%           | 1,520            | 31          | 98.0%           | 2,716            | 71          | 97.4%           | 192              | 10          | 94.8%           | 152                | 0           | 100.0%          | 3,060            | 81          | 97.4%           |
| <b>NCS</b>      | 253              | 8           | 96.8%           | 253              | 2           | 99.2%           | 506              | 10          | 98.0%           |                  | --          |                 |                    | --          |                 | 506              | 10          | 98.0%           |
| <b>RI</b>       | 828              | 66          | 92.0%           | 736              | 59          | 92.0%           | 1,564            | 125         | 92.0%           | 82               | 4           | 95.1%           | 64                 | 2           | 96.9%           | 1,710            | 131         | 92.3%           |
| <b>SWS</b>      | 253              | 16          | 93.7%           | 437              | 38          | 91.3%           | 690              | 54          | 92.2%           |                  | --          |                 |                    | --          |                 | 690              | 54          | 92.2%           |
| <b>UP -N</b>    | 690              | 23          | 96.7%           | 921              | 46          | 95.0%           | 1,611            | 69          | 95.7%           | 104              | 6           | 94.2%           | 72                 | 4           | 94.4%           | 1,787            | 79          | 95.6%           |
| <b>-NW</b>      | 760              | 32          | 95.8%           | 737              | 16          | 97.8%           | 1,497            | 48          | 96.8%           | 96               | 3           | 96.9%           | 60                 | 1           | 98.3%           | 1,653            | 52          | 96.9%           |
| <b>-W</b>       | <u>621</u>       | <u>43</u>   | 93.1%           | <u>737</u>       | <u>73</u>   | 90.1%           | <u>1,358</u>     | <u>116</u>  | 91.5%           | <u>80</u>        | <u>10</u>   | 87.5%           | <u>72</u>          | <u>10</u>   | 86.1%           | <u>1,510</u>     | <u>136</u>  | 91.0%           |
| <b>Subtotal</b> | 2,071            | 98          | 95.3%           | 2,395            | 135         | 94.4%           | 4,466            | 233         | 94.8%           | 280              | 19          | 93.2%           | 204                | 15          | 92.6%           | 4,950            | 267         | 94.6%           |
| <b>SYSTEM</b>   | 7,730            | 391         | 94.9%           | 8,428            | 348         | 95.9%           | 16,158           | 739         | 95.4%           | 1,162            | 46          | 96.0%           | 654                | 25          | 96.2%           | 17,974           | 810         | 95.5%           |

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

Delays data for most recent month is final (11/14/08) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTpbyServPeriod&Line 11/14/08

**TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH**

| LINE                                     | YEAR | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC  | JAN-OCT | 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 | 95.6%   | 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 | 95.9%   | 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 | 95.7%   | 95.8% |
|  | 2008 | 92.9 | 94.3 | 97.0 | 98.2 | 97.0 | 94.3 | 94.8 | 94.6 | 92.8 | 92.8 |      |      | 94.9%   | 94.9% |
| 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 | 98.8%   | 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 | 98.1%   | 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 | 97.3%   | 97.5% |
|  | 2008 | 96.4 | 98.5 | 98.8 | 98.3 | 99.3 | 98.5 | 99.2 | 98.1 | 97.9 | 98.2 |      |      | 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 | 93.8%   | 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 | 92.6%   | 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 | 90.6%   | 91.1% |
|  | 2008 | 93.9 | 89.7 | 83.3 | 87.2 | 89.7 | 92.9 | 91.7 | 86.5 | 88.2 | 89.1 |      |      | 89.2%   | 89.2% |
| 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 | 95.3%   | 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 | 94.3%   | 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 | 94.1%   | 93.6% |
|  | 2008 | 96.1 | 92.6 | 96.4 | 95.8 | 95.6 | 95.0 | 93.3 | 93.1 | 95.8 | 96.9 |      |      | 95.1%   | 95.1% |
| 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 | 95.6%   | 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%   | 95.0% |
|  | 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 | 95.8%   | 95.8% |
|  | 2008 | 94.5 | 96.6 | 97.1 | 97.4 | 97.8 | 97.8 | 96.1 | 94.1 | 98.3 | 97.9 |      |      | 96.8%   | 96.8% |
| 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 | 91.0%   | 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 | 94.4%   | 94.6% |
|  | 2008 | 93.4 | 94.4 | 97.4 | 95.1 | 95.0 | 91.3 | 96.5 | 97.4 | 94.4 | 98.0 |      |      | 95.3%   | 95.3% |
| 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 | 95.3%   | 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 | 96.4%   | 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 | 94.5%   | 94.2% |
|  | 2008 | 95.5 | 95.6 | 94.5 | 98.8 | 97.6 | 96.4 | 96.5 | 96.9 | 95.8 | 92.3 |      |      | 96.0%   | 96.0% |
| 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 | 95.4%   | 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 | 92.9%   | 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 | 96.7%   | 96.5% |
|  | 2008 | 93.5 | 96.3 | 95.1 | 94.4 | 95.4 | 95.7 | 98.3 | 93.5 | 95.3 | 92.2 |      |      | 95.0%   | 95.0% |
| 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 | 97.2%   | 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 | 97.8%   | 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 | 95.6%   | 95.4% |
|  | 2008 | 91.9 | 89.4 | 95.1 | 95.5 | 97.1 | 90.9 | 92.2 | 89.9 | 93.5 | 95.6 |      |      | 93.1%   | 93.1% |
| 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 | 97.2%   | 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 | 97.8%   | 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 | 96.1%   | 96.0% |
|  | 2008 | 91.9 | 91.8 | 97.1 | 96.5 | 96.8 | 95.5 | 95.1 | 97.1 | 96.9 | 96.9 |      |      | 95.6%   | 95.6% |
| 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 | 94.9%   | 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 | 94.8%   | 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 | 94.2%   | 94.1% |
|  | 2008 | 95.2 | 90.4 | 93.7 | 94.5 | 96.9 | 95.4 | 95.3 | 94.5 | 93.0 | 91.0 |      |      | 94.0%   | 94.0% |
| SYSTEM<br>(not including<br>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 | 97.3%   | 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 | 96.6%   | 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 | 96.5%   | 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 | 97.1%   | 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 | 97.1%   | 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 | 96.6%   | 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 | 96.5%   | 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 | 95.7%   | 95.7% |
|  | 2008 | 94.5 | 94.5 | 96.6 | 97.0 | 97.4 | 95.7 | 96.0 | 95.3 | 95.7 | 95.5 |      |      | 95.8%   | 95.8% |

Delays data for most recent month is final (11/14/08) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTP line&month - 4 yrs 11/14/2008

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

| Line        | Train                 | Date        | Minutes Delay                          |      | Delay Explanation   |
|-------------|-----------------------|-------------|--|------|---|
|             |                       |             | Late                                   | Code |   |
| BNSF        | 1241<br><b>74% OT</b> | Thu, Oct 09 | 9                                      | D    | M-CSXPAS1-09 DEPARTING CICERO, MOW ON MT 2  |
|             |                       | Fri, Oct 10 | 8                                      | C1   | E-CXENAMO-48 AHEAD AT EOLA  |
|             |                       | Mon, Oct 20 | 11                                     | N    | SIGNAL FAILURE AT HILL EAST AND WEST  |
|             |                       | Tue, Oct 28 | 13                                     | D    | DROPPED SHORTS OFF AT WESTMONT AND EXPRESSED TO AURORA M-NCIKCK4-28                 |
|             |                       | Thu, Oct 30 | 7                                      | DD   | MISROUTE AT HIGHLANDS   |
|             |                       | Fri, Oct 31 | 15                                     | I    | HEAVY UNLOADING TO BELMONT, CAUGHT UP TO EXTRA 9407 AT ROUTE 59                     |
| BNSF        | 1243<br><b>65% OT</b> | Wed, Oct 01 | 10                                     | D    | M-GALNSI01 CLEARING INTO WEST YARD  |
|             |                       | Thu, Oct 09 | 7                                      | V    | WENT INTO EMERGENCY AT CPK  |
|             |                       | Fri, Oct 10 | 7                                      | C1   | HELD AT EOLA TO OPERATE 1280  |
|             |                       | Mon, Oct 20 | 25                                     | N    | SIGNAL FAILURE AT HILL EAST AND WEST  |
|             |                       | Tue, Oct 28 | 22                                     | D    | PICKED UP SHORTS AT WESTMONT, 1241 AND 1239 TRAFFIC AT LISLE M-NCIKCK4-28           |
|             |                       | Wed, Oct 29 | 7                                      | I    | CAUGHT UP TO 1241 AT DOWNERS GROVE AND PASSENGER ISSUES AT LISLE WITH DOOR PROBLEMS |
|             |                       | Thu, Oct 30 | 10                                     | DD   | FOLLOWED 1241   |
| Fri, Oct 31 | 8                     | I           | CAUGHT UP TO 1241 WITH HEAVY UNLOADING |      |   |
| BNSF        | 1258<br><b>78% OT</b> | Fri, Oct 03 | 25                                     | G1   | HIGHLAND SERVICE RECOVERY   |
|             |                       | Wed, Oct 08 | 28                                     | F1   | LATE FLIP - EXTRA STOPS WEST AND EXTRA STOPS FOR 1256 EAST                          |
|             |                       | Fri, Oct 17 | 8                                      | D    | OPERATED AROUND C-ATMCNT0-28 AT LISLE   |
|             |                       | Fri, Oct 24 | 9                                      | D    | WAIT FOR LIGHT POWER MOVE AT CONGRESS PARK  |
| Mon, Oct 27 | 10                    | C           | WALKED OVER RAIL ISSUE AT HINSDALE     |      |   |
| BNSF        | 1271<br><b>78% OT</b> | Tue, Oct 07 | 9                                      | CF   | MT 2 OUT OF SERVICE BETWEEN BERWYN TO CPK, 1251 DISABLED AT HARLEM AVE              |
|             |                       | Thu, Oct 09 | 22                                     | R1   | LATE EQ FROM YARD   |
|             |                       | Fri, Oct 17 | 10                                     | GX   | TRAINS AHEAD AND CROSSING MALFUNCTION AT FAIRVIEW AVE                               |
|             |                       | Fri, Oct 24 | 9                                      | I    | HEAVY PASSENGER LOADING   |
|             |                       | Thu, Oct 30 | 8                                      | DD   | HAD TO WAIT FOR 1269 TO CLEAR PLATFORM  |
| BNSF        | 1273<br><b>52% OT</b> | Fri, Oct 03 | 20                                     | I1   | FOLLOWED 1275, HELD AT EOLA, STOP SIGNAL  |
|             |                       | Mon, Oct 06 | 8                                      | G    | 1275 AHEAD AT FVW, TURNING ON NORTH SIDE ACCT SWITCH FAILURE                        |
|             |                       | Tue, Oct 07 | 12                                     | CF   | MT 2 OUT OF SERVICE BETWEEN BERWYN TO CPK, 1251 DISABLED AT HARLEM AVE              |
|             |                       | Wed, Oct 08 | 7                                      | I1   | PSGR TRAIN INTERFERENCE   |
|             |                       | Thu, Oct 09 | 19                                     | R1   | FOLLOWED 1275   |
|             |                       | Fri, Oct 10 | 10                                     | C1   | FOLLOWED TRAIN 1275   |
|             |                       | Wed, Oct 15 | 10                                     | I1   | FOLLOWED 1275   |
|             |                       | Fri, Oct 17 | 10                                     | GX   | TRAINS AHEAD AND CROSSING MALFUNCTION AT FAIRVIEW AVE                               |
|             |                       | Wed, Oct 22 | 9                                      | E    | CAB SIGNAL ISSUES AT CICERO   |
|             |                       | Tue, Oct 28 | 16                                     | D1   | 1275 AHEAD CP TO FAIRVIEW, 1283 AT EOLA   |
|             |                       | Thu, Oct 30 | 31                                     | F1   | 5ATE FLIP OFF 1274  |
| BNSF        | 1275<br><b>57% OT</b> | Fri, Oct 03 | 13                                     | I    | LATE FLIP AND UNLDG WITH PLATFORMS UNDER CONSTRUCTION                               |
|             |                       | Tue, Oct 07 | 10                                     | CF   | MT 2 OUT OF SERVICE BETWEEN BERWYN TO CPK, 1251 DISABLED AT HARLEM AVE              |
|             |                       | Wed, Oct 08 | 7                                      | I    | LDG AT PLATFORMS UNDER CONSTRUCTION   |
|             |                       | Thu, Oct 09 | 16                                     | R1   | FOLLOWED 1277 OUT OF CUS, PSGR ISSUES WITH 1271 LDG                                 |
|             |                       | Fri, Oct 10 | 9                                      | CC   | STUDENT ENGINEER, SPOTTING AT PLATFORM UNDER CONSTRUCTION                           |
|             |                       | Wed, Oct 15 | 9                                      | IW   | SLOW UNLOADING WEATHER RELATED  |
|             |                       | Fri, Oct 17 | 12                                     | GX   | TRAINS AHEAD AND CROSSING MALFUNCTION AT FAIRVIEW AVE                               |
|             |                       | Mon, Oct 20 | 26                                     | N    | SIGNAL FAILURE AT HILL EAST AND WEST  |
|             |                       | Tue, Oct 28 | 7                                      | D1   | LATE FLIP OFF TRAIN 1276  |
|             |                       | Thu, Oct 30 | 17                                     | F1   | LATE FLIP OFF 1276  |
| BNSF        | 1276<br><b>78% OT</b> | Fri, Oct 03 | 10                                     | I    | LATE FLIP OFF 1239, HVY LDG   |
|             |                       | Tue, Oct 07 | 9                                      | CF   | Z-STPCHC9-07 CLEARING INTO CICERO, MT 2 OUT OF SERVICE                              |
|             |                       | Mon, Oct 20 | 19                                     | N    | SIGNAL FAILURE AT HILL EAST AND WEST  |
|             |                       | Thu, Oct 30 | 18                                     | F1   | BEHIND 1274   |
|             |                       | Fri, Oct 31 | 8                                      | I    | LATE FLIP OFF 1239  |

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
October 2008**

| Line | Train         | Date        | Minutes Delay |      | Delay Explanation  |
|------|---------------|-------------|---------------|------|--|
|      |               |             | Late          | Code |  |
| BNSF | 1279          | Wed, Oct 01 | 20            | E    | LOST HEP, HEP BREAKER ON ENGINE 402 WOULD NOT TRIP. FOLLOWED 1281 OUT CUS                |
|      | <b>78% OT</b> | Tue, Oct 07 | 14            | CF   | MT 2 OUT OF SERVICE BETWEEN BERWYN TO CPK, 1251 DISABLED AT HARLEM AVE                   |
|      |               | Wed, Oct 08 | 7             | E    | 1279 AHEAD WITH CAB SIGNAL PROBLEMS  |
|      |               | Thu, Oct 09 | 14            | R1   | FOLLOWED 1275, 1271 OUT OF CUS   |
|      |               | Thu, Oct 30 | 14            | F1   | LATE FLIP 1278   |
| BNSF | 1280          | Tue, Oct 07 | 7             | CF   | HELD FOR WESTBOUND TRAFFIC AT CPK  |
|      | <b>70% OT</b> | Wed, Oct 08 | 17            | I    | MADE 1274 SCHEDULE FROM LAGRANGE RD INTO CUS   |
|      |               | Thu, Oct 09 | 14            | R1   | WAITING FOR 1271 EQ TO DEPART CUS  |
|      |               | Mon, Oct 20 | 10            | N    | SIGNAL FAILURE AT HILL EAST AND WEST   |
|      |               | Tue, Oct 28 | 38            | D1   | LATE FLIP 1241, OPERATED 1276 SCHEDULE   |
|      |               | Thu, Oct 30 | 16            | F1   | BEHIND 1274, 1276, 1278  |
|      |               | Fri, Oct 31 | 10            | I    | LATE FLIP OFF 1241   |
| BNSF | 1281          | Wed, Oct 01 | 7             | E1   | SIGNAL RAN ON 1279, DEPARTED 4 MIN LATE  |
|      | <b>78% OT</b> | Fri, Oct 03 | 9             | D    | WAITED FOR 1373 TO CLEAR PLATFORM AT ATC   |
|      |               | Tue, Oct 07 | 13            | CF   | LATE FLIP 1281   |
|      |               | Tue, Oct 28 | 25            | D1   | SWAP EQUIPMENT WITH 1285 LATE FLIP 1280  |
|      |               | Thu, Oct 30 | 17            | F1   | FOLLOWED 1273  |
| BNSF | 1283          | Thu, Oct 09 | 0             | XR   | CREW ISSUE ON 1287, EQ TAKEN TO OPERATE 1287   |
|      | <b>78% OT</b> | Wed, Oct 15 | 12            | RA   | MISROUTE AT CHICAGO UNION STATION  |
|      |               | Fri, Oct 17 | 9             | GX   | TRAIN AHEAD AND CROSSING MALFUNCTION AT FAIRVIEW AVE                                     |
|      |               | Mon, Oct 20 | 14            | N    | LATE FLIP FROM 1282 LEAVING CUS, LOADING LATE ARRIVAL TRAIN AT CUS                       |
|      |               | Thu, Oct 30 | 9             | DD   | HAD TO WAIT FOR 1275 TO CROSSOVER AT FAIRVIEW AND OPERATED OVER 10 MPH S/R               |
| BNSF | 1285          | Tue, Oct 07 | 8             | CF   | LATE FLIP 1286   |
|      | <b>83% OT</b> | Thu, Oct 09 | 9             | R1   | 1373 AHEAD   |
|      |               | Tue, Oct 28 | 16            | D1   | SWAP EQUIPMENT WITH 1281   |
|      |               | Thu, Oct 30 | 7             | F1   | FOLLOWED 1281/1273   |
| BNSF | 1373          | Fri, Oct 03 | 12            | D    | 1273 AHEAD AT EOLA   |
|      | <b>65% OT</b> | Tue, Oct 07 | 24            | CF   | LATE FLIP 1284   |
|      |               | Thu, Oct 09 | 29            | R    | MADE 1283 STOPS, PARTED AIR HOSE AT FVW (10")  |
|      |               | Wed, Oct 15 | 7             | RA   | MISROUTE AT CHICAGO UNION STATION  |
|      |               | Fri, Oct 17 | 20            | GX   | DEPARTING LATE ON TRAIN 1284 FROM UNION STATION AND CROSSING MALFUNCTION AT FAIRVIEW AVE |
|      |               | Mon, Oct 20 | 10            | N    | WAS HELD AT FAIRVIEW FOR 1275/1372 TO CROSSOVER TO DH BACK TO CUS                        |
|      |               | Tue, Oct 28 | 14            | D1   | LATE FLIP OFF 1284   |
|      |               | Thu, Oct 30 | 11            | DD   | 1283 AHEAD AT FAIRVIEW AND FOLLOWED 1283 TO AURORA                                       |
| ELBI | 0227          | Tue, Oct 14 | 6             | I    | 6" HEAVY ENTRAINING SOUTH OF 51ST ST AND STUDENT ENGINEER OPER-ATING TRAIN.              |
|      | <b>65% OT</b> | Wed, Oct 15 | 6             | I    | 6" STUDENT ENGINEER AND HEAVY ENTRAINING ENROUTE.  |
|      |               | Thu, Oct 16 | 7             | I    | 2" #326 CLEARING, RAND; 5" SLOW ENTRAINING AND STUDENT ENGINEERENROUTE.                  |
|      |               | Fri, Oct 17 | 7             | I    | 4" SLOW ENTRAINING ENROUTE; 3" STUDENT ENGINEER.   |
|      |               | Thu, Oct 23 | 12            | I    | ENROUTE DUE TO INTERMITTENT DOOR LIGHTE, HEAVY PASSENGER LOADING AND A STUDENT ENGINEER. |
|      |               | Mon, Oct 27 | 6             | I    | 2" STUDENT ENGINEER; 4" PSGR HANDLING.   |
|      |               | Wed, Oct 29 | 6             | I    | 1" #326 CLEARING AHEAD, RANDOLPH ST; 5" ENTRAINING ENROUTE.                              |
|      |               | Fri, Oct 31 | 8             | I    | 3" STUDENT LOADING ENROUTE; 4" WAITING FOR EXTRA TO CLEAR, KENSINGTON.                   |
| MN   | 2144          | Mon, Oct 13 | 8             | D1   | 8" DELAYED #2142 AHEAD.  |
|      | <b>83% OT</b> | Mon, Oct 20 | 10            | G    | 2" RULE 6.30 W/2125, DEERFIELD; 13" SIG PROBS, TOWER A2.                                 |
|      |               | Fri, Oct 24 | 10            | G1   | 10" FOLLOWING DELAYED #2142. SIGNAL PROBLEMS GLENVIEW.                                   |
|      |               | Thu, Oct 30 | 9             | F1   | 8" STOP SIGNAL, CANAL ST; 2" MEETING 2123, DEERFIELD.                                    |
| RI   | 0303          | Mon, Oct 13 | 8             | G1   | 8" WAITING AT GRESHAM ACCOUNT PLANT LOCKED UP  |
|      | <b>83% OT</b> | Thu, Oct 23 | 0             | XE   | ANNULLED DUE TO INCIDENT INVOLVING #411W. EQUIPMENT USED ON #417.                        |
|      |               | Thu, Oct 30 | 8             | G    | 8" SWITCH FAILURE, GRESHAM.  |
|      |               | Fri, Oct 31 | 0             | XT   | ANNULLED. WOULD HAVE BEEN TURN OF ANNULLED #3032.  |

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
October 2008**

| Line | Train | Date          | Minutes Delay |      | Delay Explanation   |   |
|------|-------|---------------|---------------|------|---|---|
|      |       |               | Late          | Code |   |   |
| RI   | 0417  | Mon, Oct 13   | 10            | G    | 2" RED SIG, 54TH ST; 2" FLAGGING ENGLEWOOD; 6" SW FAILURE, GRESHAM JCT.   |   |
|      |       | <b>74% OT</b> | Wed, Oct 15   | 11   | R1  | 11" #415 RESPOTTING TRN, JUD.   |
|      |       |               | Fri, Oct 17   | 9    | G   | 6" MEETING #420/FLAGGED BY RED SIG/RUN REST SPEED, ROBBINS; 2" ADA, TIN PK; 3" MEETING #526, NEW LENOX.                             |
|      |       |               | Thu, Oct 23   | 16   | E1  | 13" USED #303'S EQUIPMENT (ACCT INCIDENT INVOLVING #411W); 3" NO REASON GIVEN.  |
|      |       |               | Thu, Oct 30   | 9    | G   | 12" #12 SWITCH FAILURE, GRESHAM.  |
|      |       | Fri, Oct 31   | 8             | T    | 8" VANDALISM, GRESHAM.  |   |
| RI   | 0419  | Wed, Oct 01   | 7             | I    | 2" AMTRAK #353 CLEARING ENGLEWOOD; 5" NO REASON GIVEN.  |   |
|      |       | <b>78% OT</b> | Thu, Oct 09   | 7    | D   | 3" DROPPED SIGNAL/ONGOING PROBLEM, ROBBINS; 5" X-TRAFFIC BNSF 916, JUD.   |
|      |       |               | Wed, Oct 15   | 10   | GX  | 2" FLAGGING ENGLEWOOD; 4" GX PROCEDURES, 95/VINCENNES & 105/ VINCENNES; 3" TALKED BY SIG, ROBBINS; 1" NO REASON GIVEN.              |
|      |       |               | Thu, Oct 23   | 15   | E1  | 7" DETRAINING, WASH HTS & BLUE ISLAND; 2" ADA OFF, OAK FOREST; 10" CONGESTION (DUE TO EARLIER INCIDENT INVOLVING #411W), MILLER ST. |
|      |       |               | Fri, Oct 31   | 25   | T1  | 23" LATE TURN OF DELAYED #418; 2" VANDALISM, GRESHAM.   |
| RI   | 0503  | Wed, Oct 01   | 9             | J1   | 9" MEETING #612/DELAYED #412, GRESHAM JCT AND RULE 6.30 ENROUTE   |   |
|      |       | <b>70% OT</b> | Tue, Oct 14   | 8    | B   | 2" #612 CLEARING GRESHAM JCT; 5" ATTEMPTING TO CONTACT B101-4 (FOREMAN HAD B/O RADIO-DISP RELAYED INSTRUCTIONS).                    |
|      |       |               | Wed, Oct 15   | 6    | A   | 4" #612 CLEARING AHEAD, GRESHAM JCT; 2" NO REASON GIVEN.  |
|      |       |               | Wed, Oct 22   | 8    | CC  | 4" #612 CLEARING GRESHAM JCT; 4" CONFUSION OVER RED BOARD FOR B101-5, BLUE ISLAND; 3" ENTRAINING/DETRAINING ENROUTE.                |
|      |       |               | Wed, Oct 29   | 13   | V1  | 4" #612 CLEARING AHEAD, GRESHAM JCT; 12" ANNULLED #302 AHEAD, BLUE ISLAND.  |
|      |       |               | Thu, Oct 30   | 9    | II  | 5" MEETING DELAYED #612, GRSHM; 4" SLOW ENTRAINING ENROUTE; 3" RULE 6.30, 95TH ST AND 80TH AVE.                                     |
|      |       | Fri, Oct 31   | 24            | T    | 24" LATE TURN OF DELAYED #606/VANDALISM, GRESHAM.   |   |
| RI   | 0513  | Thu, Oct 02   | 9             | D    | 2" NS MOW, ENGLEWOOD; 2" F STOPS, 123RD & ROBBINS; 1" X/O, MT2-MT1, ROBBINS (SINGLE TRACKING AROUND CSX #J745); 4" RED SIG, MOKENA. |   |
|      |       | <b>83% OT</b> | Tue, Oct 14   | 6    | CC  | 2" MEETING #512, 54TH ST (SINGLE TRACKING-MOW); 2" AMTRAK #352 CLEARING ENGLEWOOD; 2" NO REASON GIVEN.                              |
|      |       |               | Mon, Oct 20   | 8    | CC  | 4" MEETING #512, 54TH ST (SINGLE TRACKING-MOW); 2" CAB SIG PROBS ENROUTE; 2" AUTO ON TRKS, 105TH ST; 2" ADA OFF, 107TH.             |
|      |       | Fri, Oct 31   | 24            | T    | 5" TRUCK STUCK UNDER BRIDGE, 31ST ST; 19" VANDALISM, GRESHAM.   |   |
| RI   | 0525  | Fri, Oct 24   | 6             | I    | 6" ADA AND HEAVY PASSENGER LOADING  |   |
|      |       | <b>83% OT</b> | Wed, Oct 29   | 9    | V   | 5" LOST HELP, GRESHAM; 3" F STOPS ENROUTE; 2" ADA ON, 95TH/ OFF, 115TH.   |
|      |       |               | Thu, Oct 30   | 6    | AA  | 3" MAKING ALL FLAGSTOPS ENROUTE; 5" MEETING IAIS 156W, MDLTHN.  |
|      |       |               | Fri, Oct 31   | 9    | T   | 9" VANDALISM, GRESHAM; 3" F STOPS ENROUTE.  |
| SWS  | 0822  | Thu, Oct 02   | 6             | D    | 9" #AGBPX2 CLEARING CP RIDGE; 12" NS #205 TAKING HEADROOM, CP 518.  |   |
|      |       | <b>70% OT</b> | Tue, Oct 14   | 7    | CC  | 9" MEETING DELAYED #811, CP 518 AND FOLLOWING AMTRAK #371 ON NS MT1 (NS MT2 BLOCKED BY HI-RAIL BETW CP 518 AND 21ST ST).            |
|      |       |               | Wed, Oct 15   | 9    | CC  | 11" NS TRK CAR CLEARING 21ST ST.  |
|      |       |               | Wed, Oct 22   | 6    | AM  | 7" MEETING #811, CP 518 AND FOLLOWING AMTRAK #371 FROM 21ST ST.   |
|      |       |               | Fri, Oct 24   | 11   | C   | 2" X-TRAFFIC, FOREST HILL; 2" RECEIVING INSTS FROM FOREMAN, BELT JCT; 3" SPEED REST THRU PLANT, CP518; 4" NO REASON GIVEN.          |
|      |       |               | Tue, Oct 28   | 8    | CG  | 10" WAITING INSTRUCTIONS FROM BRC ROADWAY WORKER/FLAGGING BELT JCT.   |
|      |       |               | Wed, Oct 29   | 20   | D1  | 19" LATE TURN OF DELAYED #807; 4" RESTRICTING, CP RIDGE.  |

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
October 2008**

| Line | Train       | Date          | Minutes Delay |                             | Delay Explanation   |   |
|------|-------------|---------------|---------------|-----------------------------|---|---|
|      |             |               | Late          | Code                        |   |   |
| SWS  | 0826        | Wed, Oct 01   | 11            | S1                          | 19" LATE TURN OF DELAYED #811; 2" NO REASON GIVEN.                    |   |
|      |             | <b>57% OT</b> | Fri, Oct 03   | 7                           | D   | 12" X-TRAFFIC CN (GTW), ASHBURN; 6" NO LINEUP FROM DISP/SIGNAL TIMING OUT, CP518; 3" COAL TRAIN CLEARING, 21ST. |
|      |             |               | Mon, Oct 06   | 6                           | D   | 1" TWO BIKES, OAK LAWN; 2" MEETING #815; CP 518; 3" FRT TRN INTAT 21ST ST.                                      |
|      |             |               | Wed, Oct 08   | 11                          | CC  | 12" MEETING DELAYED #815 AND NS MOW, CP 518; 10" FRT TRN INT/ AMTRAK #49W CLEARING AHEAD, 21ST ST.              |
|      |             |               | Wed, Oct 15   | 10                          | D   | 6" CN #04809 & M394 CLEARING 21ST ST; 4" SOUTH BRANCH BRIDGE OPEN.  |
|      |             |               | Mon, Oct 20   | 19                          | D   | 19" #SF-BLUCPC CLEARING AND S/O THRU CP RIDGE; 3" FRT TRN INT, BELT JCT.  |
|      |             |               | Tue, Oct 21   | 11                          | D   | 4" FRT TRN INT, BELT JCT; 14" CN #M394 CLEARING 21ST ST; 2" SOUTH BRANCH BRIDGE OPEN.                           |
|      |             |               | Fri, Oct 24   | 12                          | D   | 5" FLAGGED BY/TRACK CIRCUIT DOWN, CP RIDGE; 5" X-TRAFFIC, BELT; 3" SPEED REST, CP518.                           |
|      |             |               | Mon, Oct 27   | 10                          | GA  | 10" SOUTH BRANCH BRIDGE NOT SEATED PROPERLY-FLAGGED 21ST ST.  |
|      |             |               | Tue, Oct 28   | 13                          | CG  | 10" WAITING INSTRUCTIONS FROM BRC ROADWAY WORKER/FLAGGING BELT JCT; 3" SOUTH BRANCH BRIDGE OPEN.                |
| UPN  | 0350        | Mon, Oct 06   | 9             | I1                          | 5" LATE TURN OF DELAYED #337; 4" HEAVY ENTRAINING/DETRAINING ENROUTE. |   |
|      |             | <b>83% OT</b> | Tue, Oct 07   | 7                           | I   | 7" HEAVY ENTRAINING ENROUTE.  |
|      |             |               | Fri, Oct 10   | 7                           | I1  | 7" LATE TURN OFF #337; HEAVY ENTRAINING, HIGHLAND PK, DAVIS, RVNSWD; TWO ADAS, RP.                              |
|      |             |               | Mon, Oct 13   | 7                           | I   | 7" ENTRAINING ENROUTE.  |
| UPN  | 0352        | Tue, Oct 21   | 12            | I                           | 12" HEAVY ENTRAINING ENROUTE.   |   |
|      |             | <b>83% OT</b> | Fri, Oct 24   | 12                          | I   | 12" HEAVY ENTRAINING, WAUK, N CHGO, GRT LKS, LK BLUFF, LAKE FOREST, RP, RVNSWD, CLYBOURN.                       |
|      |             |               | Mon, Oct 27   | 7                           | I   | 7" HEAVY ENTRAINING/DETRAINING ENROUTE.   |
|      |             |               | Fri, Oct 31   | 10                          | I   | 10" SLOW ENTRAINING ENROUTE.  |
| UPN  | 0359        | Thu, Oct 09   | 19            | AD                          | 19" #357 AHEAD.   |   |
|      |             | <b>83% OT</b> | Wed, Oct 15   | 7                           | I   | 7" ENTRAINING ENROUTE.  |
|      |             |               | Fri, Oct 24   | 9                           | I1  | 12" LATE TURN OFF #352.   |
|      |             |               | Fri, Oct 31   | 8                           | I1  | 9" LATE TURN OF DELAYED #352.   |
| UPN  | 0361        | Mon, Oct 06   | 7             | I                           | 7" HEAVY ENTRAINING/DETRAINING ENROUTE.                               |   |
|      |             | <b>35% OT</b> | Tue, Oct 07   | 11                          | I   | 11" S/O, M6 3.63 & 31.75-32.0 AND HEAVY ENTRAINING/DETRAINING ENROUTE.  |
|      |             |               | Wed, Oct 08   | 8                           | I   | 8" HEAVY ENTRAINING/DETRAINING ENROUTE.   |
|      |             |               | Thu, Oct 09   | 10                          | I   | 10" HEAVY ENTRAINING/DETRAINING, CLYBOURN--WINNETKA; SLOW ORDERMP3.63 AND MP31.75--MP32                         |
|      |             |               | Tue, Oct 14   | 12                          | I   | 12" HEAVY ENTRAINING/DETRAINING ENROUTE.  |
|      |             |               | Wed, Oct 15   | 10                          | I   | 10" HEAVY ENTRAINING/DETRAINING ENROUTE.  |
|      |             |               | Thu, Oct 16   | 9                           | I   | 9" HEAVY ENTRAINING/DETRAINING, RVNSWD--LK FOREST.  |
|      |             |               | Fri, Oct 17   | 10                          | I   | 10" SLOW ENTRAINING/DETRAINING ENROUTE.   |
|      |             |               | Wed, Oct 22   | 10                          | I   | 10" HEAVY ENTRAINING/DETRAINING ENROUTE.  |
|      |             |               | Thu, Oct 23   | 10                          | I   | 10" HEAVY ENTRAINING/DETRAINING ENROUTE.  |
|      |             |               | Fri, Oct 24   | 8                           | IW  | 8" SLOW ENTRAINING/DETRAINING, CLYBOURN, RVNSWD, RP, DAVIS ST, LK BLUFF, LK FOREST, GRT LKS, N CHGO.            |
|      |             |               | Tue, Oct 28   | 8                           | I   | 8" HEAVY ENTRAINING/DETRAINING ENROUTE.   |
|      |             |               | Wed, Oct 29   | 7                           | I   | 7" HEAVY ENTRAINING/DETRAINING ENROUTE.   |
|      |             |               | Thu, Oct 30   | 7                           | I   | 7" HEAVY ENTRAINING/DETRAINING, CLYBOURN TO HIGHLAND PARK.  |
|      | Fri, Oct 31 | 8             | I             | 8" SLOW ENTRAINING ENROUTE. |   |   |
| UPN  | 0362        | Fri, Oct 03   | 7             | I                           | 7" HEAVY ENTRAINING ENROUTE.  |   |
|      |             | <b>52% OT</b> | Tue, Oct 07   | 8                           | I1  | 10" LATE TURN OF DELAYED #361.  |
|      |             |               | Thu, Oct 09   | 8                           | I1  | 10" LATE TURN OFF #361 (NO DELAY INFO FOR #361)   |
|      |             |               | Fri, Oct 10   | 10                          | D   | 10" COAL TRAIN CBMWK1-08, WAUKEGAN.   |
|      |             |               | Tue, Oct 14   | 9                           | I1  | 12" LATE TURN OF DELAYED #361.  |
|      |             |               | Thu, Oct 16   | 8                           | I1  | 9" LATE TURN OFF #361.  |
|      |             |               | Fri, Oct 17   | 16                          | J   | 16" EJECT PSNGR, DAVIS ST.  |
|      |             |               | Wed, Oct 22   | 7                           | I1  | 10" LATE TURN OF DELAYED #361.  |
|      |             |               | Thu, Oct 23   | 8                           | I1  | 10" LATE TURN OF DELAYED #361.  |
|      |             |               | Fri, Oct 24   | 7                           | IW  | 7" SLOW ENTRAINING/DETRAINING DUE TO WEATHER, WAUK, GRT LKS, HIGHLAND PK, DAVIS ST, RVNSWD.                     |
|      |             |               | Fri, Oct 31   | 7                           | I   | 7" SLOW ENTRAINING ENROUTE.   |



**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
October 2008**

| Line | Train | Date          | Minutes Delay |      | Delay Explanation  |  |
|------|-------|---------------|---------------|------|--|--|
|      |       |               | Late          | Code |  |  |
| UPW  | 0034  | Wed, Oct 08   | 13            | L1   | 10" LATE TURN OF DELAYED #19; 3" THREE ADAS ENROUTE.   |  |
|      |       | <b>74% OT</b> | Thu, Oct 16   | 8    | CC   | 8" S/O, MP36 AND MP23--MP21.5; RULE 6.30 ENROUTE.  |
|      |       | Fri, Oct 17   | 15            | C    | 5" LATE TURN OFF #19; 10" SLOW THRU XOVER, PARK.   |  |
|      |       | Wed, Oct 22   | 8             | A    | 8" PSGR TRN INT, TOWER A2.   |  |
|      |       | Mon, Oct 27   | 13            | R1   | 8" LATE TURN OF DELAYED #19; 5" NO REASON GIVEN.   |  |
|      |       | Wed, Oct 29   | 20            | R1   | 13" LATE TURN OF DELAYED #19; DELAYED #32 AHEAD.   |  |
| UPW  | 0035  | Mon, Oct 13   | 19            | D    | 29" #MELNP-11/MPREA-13 AHEAD FROM PARK.  |  |
|      |       | <b>83% OT</b> | Wed, Oct 15   | 7    | D  | 17" MOW ENROUTE AND #YW61R & MELNP-15 AHEAD, WEST CHICAGO.   |
|      |       | Tue, Oct 21   | 16            | CC   | 26" #ZCSLT-21 AHEAD, KEDZIE, #CPPCA-21 AHEAD, WEST CHICAGO AND MOW, MP 22.5-26.5 & 36.8.                                     |  |
|      |       | Fri, Oct 24   | 10            | D    | 20" MPREA AHEAD, PARK--PECK.   |  |
| UPW  | 0038  | Thu, Oct 09   | 10            | I    | 10" SLOW ENTRAINING, GENEVA--VILLA PK.   |  |
|      |       | <b>83% OT</b> | Mon, Oct 13   | 11   | I  | 11" SLOW ENTRAINING ENROUTE (GROUP TRAVEL).  |
|      |       | Wed, Oct 22   | 9             | CC   | 9" MOW, MP 36.8, 33.0-31.5 & 26.5-24.0.  |  |
|      |       | Tue, Oct 28   | 10            | S    | 10" EFFICIENCY TEST, KEDZIE.   |  |
| UPW  | 0042  | Wed, Oct 01   | 14            | G    | 24" TRK LIGHTS OUT, TURNER-PARK.   |  |
|      |       | <b>74% OT</b> | Tue, Oct 07   | 8    | D  | 18" #MNPPR-05 AHEAD, GENEVA-PARK.  |
|      |       | Thu, Oct 09   | 11            | CC   | 11" FORM B'S, MP31.5--MP33 AND MP29.3  |  |
|      |       | Wed, Oct 15   | 10            | D    | 20" MOW ENROUTE AND #MCPRI-14 AHEAD, PARK-PROVO JCT.   |  |
|      |       | Fri, Oct 17   | 6             | CC   | 16" FORM B'S ENROUTE; X-TRAFFIC CEYKX, GENEVA--VILLA PK.   |  |
|      |       | Wed, Oct 29   | 12            | R1   | 20" LATE TURN OF DELAYED #21; 2" MOW, MP 36.8, 33.0-31.5 & 27.0 TO 24.5 AND OPERATED MT2, TURNER-PARK.                       |  |
| UPW  | 0054  | Thu, Oct 09   | 17            | CC   | 27" FORM B'S ENROUTE; MCBPR-8 AHEAD, PARK.   |  |
|      |       | <b>74% OT</b> | Mon, Oct 13   | 10   | D1   | 29" LATE TURN OF DELAYED #35 AND PSGR TRN INT, TOWER A2.   |
|      |       | Tue, Oct 14   | 20            | D    | 30" DISABLED #CWECCR-09 W/Dragging Equip) AHEAD, WINFIELD & WHEATON. TRN #54 OPERATED MT2, TURNER-PARK AFTER MOW CLEARED UP. |  |
|      |       | Tue, Oct 21   | 19            | C1   | 25" LATE TURN OF DELAYED #35; 4" S/O, MP 36.8 AND #MPREA-21 AHEAD, PECK AND #WWCWB-21 AHEAD, WEST CHICAGO.                   |  |
|      |       | Wed, Oct 22   | 27            | D    | 37" DISABLED #KLAG1-19 AHEAD, EJE XING AMD #KLAG1-19/QNPSKP-21 AHEAD, WINFIELD-PARK.   |  |
|      |       | Fri, Oct 24   | 8             | D1   | 10" LATE TURN OFF #35; MPEPR AND ZCIG1-21 STOPPED, WASHINGTON ST.  |  |
| UPW  | 0055  | Wed, Oct 08   | 10            | R1   | 10" DELAYED #53 AHEAD.   |  |
|      |       | <b>83% OT</b> | Thu, Oct 09   | 13   | L1   | 13" #53 AHEAD.   |
|      |       | Wed, Oct 15   | 6             | A    | 6" #53 AHEAD.  |  |
|      |       | Mon, Oct 20   | 9             | G    | 10" USED #49'S EQUIP (LATE EQUIP FROM CACY-SW #27 FAILED, TOWER A2).   |  |
| UPW  | 0060  | Fri, Oct 03   | 18            | D1   | 18" MEETING DELAYED #59, PARK.   |  |
|      |       | <b>78% OT</b> | Wed, Oct 08   | 10   | RF   | 10" PLANT-IN-TIME (WRONG LINE-UP), VALE.   |
|      |       | Tue, Oct 14   | 9             | D1   | 9" DELAYED #58 AHEAD.  |  |
|      |       | Mon, Oct 20   | 12            | G1   | 12" LATE TURN OF DELAYED #59.  |  |
|      |       | Wed, Oct 22   | 8             | D1   | 8" DELAYED #58 AHEAD.  |  |
| UPW  | 0062  | Thu, Oct 09   | 15            | L1   | 12" LATE TURN OFF #47; 3" ADA'S ENROUTE.   |  |
|      |       | <b>83% OT</b> | Mon, Oct 13   | 9    | D  | 9" #AGBCY CLEARING AHEAD AND MEETING DELAYED #63 (WHICH X/O, MT1-MT3), PARK.                       |
|      |       | Wed, Oct 22   | 8             | C1   | 5" LATE TURN OF DELAYED #47; 3" SLOW ENTRAINING, LA FOX AND PSGR TRN INT, TOWER A2.  |  |
| UPW  | 0065  | Thu, Oct 02   | 14            | D    | 14" #CPPRO-02 AHEAD, PROVO JCT (#CPPRO-02 WAITED FOR #YWC62R- 02 TO RELIGN SWITCH).  |  |
|      |       | <b>78% OT</b> | Mon, Oct 13   | 24   | KD   | 24" SPEEDOMETER FAILED, LOMBARD. COMPLIED W/RULE 17.7 AND RAN ON DISPATCHER BLOCKS, GENEVA-ELBURN. |
|      |       | Mon, Oct 20   | 19            | D    | 19" #QNPPR-20 CLEARING PARK AND #CWKBM-20 AHEAD FROM LOMBARD.  |  |
|      |       | Thu, Oct 23   | 24            | D    | 24" #CANBT-23 AHEAD FROM KEDZIE.   |  |
|      |       | Thu, Oct 30   | 9             | D    | 9" CSVMW-29 X-TRAFFIC, KEDZIE; MSKNP-30 X-TRAFFIC, W CHGO; GATE FAILURE, YORK RD.  |  |

Data is final (11/14/08) version from TOPS.

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**TABLE 4: DELAY CODES AND DEFINITIONS**

| <b>Code</b> | <b>Definition</b>                          | <b>Code</b> | <b>Definition</b>                              |
|-------------|--|-------------|--|
| 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                      |

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**TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY**

| CATEGORY                                   |  | CATEGORY                                  |  |
|--|--|---|--|
| Code                                       | Definition                                   | Code                                      | Definition                                     |
| <b>1 PASSENGER TRAIN INTERFERENCE</b>      |  | <b>13 HUMAN ERROR</b>                     |  |
| 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             |
| <b>2 &amp; 3 FREIGHT INTERFERENCE</b>      |  | 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              |
| <b>4 ACCIDENT</b>                          |  | 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. | <b>14 SICK, INJURED, UNRULY PASSENGER</b> |  |
| <b>5 PASSENGER LOADING</b>                 |  | 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     |
| <b>6 LIFT DEPLOYMENT</b>                   |  | <b>15 WEATHER</b>                         |  |
| 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                           |
| <b>7 OBSTRUCTION/DEBRIS</b>                |  | 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              |
| XK   | Train Annulled - Obstruction                 | IW  | Passenger Handling, Weather                    |
| <b>8 SIGNAL/SWITCH FAILURE</b>             |  | 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           |
| <b>9 TRACK WORK</b>                        |  | UW  | Accessibility, Weather                         |
| C1   | M of W Work, Train Ahead                     | WW  | Gas Leak, Weather                              |
| C  | M of W Work                                  | <b>16 OTHER</b>                           |  |
| 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    |
| <b>10 CATENARY FAILURE</b>                 |  | 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                             |
| <b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b> |  | 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                                       |
| <b>12 LOCOMOTIVE FAILURE</b>               |  | 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                      |

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**TABLE 6: NUMBER OF DELAYS BY DATE**  
**October 2008**

| WEEKDAY         | 1        | 2        | 3        | 6        | 7        | 8         | 9         | 10       | 13        | 14       | 15       | 16       | 17       | 20       | 21       | 22        | 23       | 24       | 27       | 28       | 29        | 30       | 31       | TOTAL      |
|-----------------|----------|----------|----------|----------|----------|-----------|-----------|----------|-----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|----------|----------|------------|
|                 | We       | Th       | Fr       | Mo       | Tu       | We        | Th        | Fr       | Mo        | Tu       | We       | Th       | Fr       | Mo       | Tu       | We        | Th       | Fr       | Mo       | Tu       | We        | Th       | Fr       |            |
| <b>BNSF</b>     | 3        | 4        | 22       | 3        | 21       | 9         | 12        | 8        | 1         | 0        | 5        | 2        | 10       | 13       | 1        | 3         | 1        | 4        | 2        | 10       | 4         | 14       | 13       | 165        |
| <b>Elec -ML</b> | 2        | 2        | 4        | 0        | 0        | 1         | 0         | 2        | 0         | 1        | 1        | 1        | 2        | 0        | 0        | 0         | 0        | 0        | 0        | 19       | 0         | 2        | 1        | 38         |
| <b>-BI</b>      | 0        | 0        | 0        | 0        | 1        | 0         | 1         | 0        | 0         | 2        | 1        | 1        | 1        | 0        | 0        | 0         | 1        | 0        | 2        | 3        | 1         | 1        | 2        | 17         |
| <b>-SC</b>      | 0        | 0        | 0        | 0        | 1        | 1         | 0         | 0        | 0         | 2        | 0        | 0        | 0        | 1        | 1        | 0         | 1        | 2        | 2        | 0        | 0         | 0        | 0        | 11         |
| <b>Heritage</b> | 0        | 1        | 2        | 0        | 1        | 0         | 0         | 2        | 0         | 0        | 0        | 4        | 0        | 1        | 1        | 0         | 0        | 0        | 0        | 3        | 0         | 0        | 0        | 15         |
| <b>Milw -N</b>  | 3        | 2        | 3        | 0        | 0        | 1         | 0         | 2        | 3         | 0        | 2        | 2        | 1        | 5        | 1        | 1         | 0        | 2        | 0        | 7        | 2         | 3        | 2        | 42         |
| <b>-W</b>       | 1        | 0        | 0        | 3        | 0        | 0         | 0         | 0        | 0         | 1        | 0        | 0        | 0        | 1        | 0        | 2         | 0        | 7        | 1        | 0        | 9         | 2        | 2        | 29         |
| <b>NCS</b>      | 0        | 0        | 0        | 0        | 0        | 1         | 0         | 0        | 0         | 0        | 1        | 0        | 0        | 1        | 0        | 0         | 0        | 5        | 1        | 0        | 1         | 0        | 0        | 10         |
| <b>RI</b>       | 4        | 6        | 0        | 2        | 1        | 1         | 4         | 0        | 3         | 4        | 5        | 1        | 1        | 1        | 5        | 3         | 11       | 2        | 3        | 1        | 5         | 11       | 51       | 125        |
| <b>SWS</b>      | 2        | 1        | 3        | 3        | 3        | 3         | 2         | 1        | 1         | 1        | 3        | 4        | 2        | 1        | 1        | 4         | 1        | 3        | 3        | 5        | 3         | 0        | 4        | 54         |
| <b>UP -N</b>    | 0        | 0        | 2        | 2        | 8        | 4         | 7         | 3        | 4         | 2        | 2        | 2        | 3        | 0        | 1        | 3         | 4        | 5        | 1        | 6        | 2         | 1        | 7        | 69         |
| <b>-NW</b>      | 0        | 0        | 0        | 0        | 3        | 1         | 1         | 4        | 1         | 1        | 0        | 12       | 2        | 7        | 6        | 0         | 6        | 0        | 0        | 2        | 0         | 1        | 1        | 48         |
| <b>-W</b>       | <u>1</u> | <u>4</u> | <u>1</u> | <u>2</u> | <u>2</u> | <u>10</u> | <u>10</u> | <u>3</u> | <u>11</u> | <u>4</u> | <u>3</u> | <u>3</u> | <u>3</u> | <u>9</u> | <u>3</u> | <u>17</u> | <u>4</u> | <u>4</u> | <u>2</u> | <u>3</u> | <u>14</u> | <u>2</u> | <u>1</u> | <u>116</u> |
| <b>SYSTEM</b>   | 16       | 20       | 37       | 15       | 41       | 32        | 37        | 25       | 24        | 18       | 23       | 32       | 25       | 40       | 20       | 33        | 29       | 34       | 17       | 59       | 41        | 37       | 84       | 739        |

  

| <b>SATURDAY</b> | 4        | 11       | 18       | 25       | <b>TOTAL</b> | <b>SUNDAY/HOLIDAY</b> | 5        | 12       | 19       | 26       | <b>TOTAL</b> |
|-----------------|----------|----------|----------|----------|--------------|-----------------------|----------|----------|----------|----------|--------------|
| <b>BNSF</b>     | 2        | 0        | 0        | 0        | 2            | <b>BNSF</b>           | 0        | 0        | 2        | 0        | 2            |
| <b>Elec -ML</b> | 0        | 0        | 2        | 2        | 4            | <b>Elec -ML</b>       | 1        | 2        | 2        | 0        | 5            |
| <b>-BI</b>      | 0        | 0        | 0        | 0        | 0            | <b>-BI</b>            | -        | -        | -        | -        | -            |
| <b>-SC</b>      | 0        | 4        | 2        | 1        | 7            | <b>-SC</b>            | 0        | 0        | 0        | 1        | 1            |
| <b>Heritage</b> | -        | -        | -        | -        | -            | <b>Heritage</b>       | -        | -        | -        | -        | -            |
| <b>Milw -N</b>  | 1        | 2        | 2        | 2        | 7            | <b>Milw -N</b>        | 0        | 0        | 0        | 0        | 0            |
| <b>-W</b>       | 0        | 2        | 1        | 0        | 3            | <b>-W</b>             | 0        | 0        | 0        | 0        | 0            |
| <b>NCS</b>      | -        | -        | -        | -        | -            | <b>NCS</b>            | -        | -        | -        | -        | -            |
| <b>RI</b>       | 0        | 1        | 2        | 1        | 4            | <b>RI</b>             | 0        | 2        | 0        | 0        | 2            |
| <b>SWS</b>      | -        | -        | -        | -        | -            | <b>SWS</b>            | -        | -        | -        | -        | -            |
| <b>UP -N</b>    | 4        | 2        | 0        | 0        | 6            | <b>UP -N</b>          | 0        | 2        | 0        | 2        | 4            |
| <b>-NW</b>      | 0        | 0        | 3        | 0        | 3            | <b>-NW</b>            | 0        | 1        | 0        | 0        | 1            |
| <b>-W</b>       | <u>3</u> | <u>2</u> | <u>4</u> | <u>1</u> | <u>10</u>    | <b>-W</b>             | <u>0</u> | <u>5</u> | <u>3</u> | <u>2</u> | <u>10</u>    |
| <b>SYSTEM</b>   | 10       | 13       | 16       | 7        | 46           | <b>SYSTEM</b>         | 1        | 12       | 7        | 5        | 25           |

Data is final (11/14/08) version from TOPS.

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

**October 2008**

| CAUSE CATEGORY                         | BNSF       | Electric  |           |           | HER       | Milw      |           | NCS       | RI         | SWS       | Union Pacific |           |            | SYSTEM     |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|---------------|-----------|------------|------------|
|  |            | ML        | BI        | SC        |           | N         | W         |           |            |           | N             | NW        | W          |            |
| Passenger Train Interference           | 1          | 5         | 1         | 0         | 0         | 1         | 1         | 0         | 3          | 1         | 8             | 2         | 2          | 25         |
| <i>Freight Interference - Peak</i>     | 17         | 0         | 0         | 0         | 7         | 1         | 1         | 1         | 3          | 6         | 4             | 0         | 3          | 43         |
| <i>Freight Interference - Off-Peak</i> | 11         | 0         | 0         | 0         | 0         | 6         | 4         | 0         | 7          | 20        | 4             | 0         | 39         | 91         |
| Freight Interference - Total           | 28         | 0         | 0         | 0         | 7         | 7         | 5         | 1         | 10         | 26        | 8             | 0         | 42         | 134        |
| Accident                               | 0          | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 0             | 0         | 2          | 2          |
| Passenger Loading                      | 21         | 2         | 11        | 2         | 0         | 1         | 1         | 0         | 6          | 0         | 42            | 2         | 4          | 92         |
| Lift Deployment                        | 2          | 0         | 0         | 0         | 0         | 3         | 0         | 0         | 2          | 0         | 1             | 3         | 1          | 12         |
| Obstruction/Debris                     | 0          | 0         | 0         | 0         | 0         | 0         | 8         | 5         | 3          | 3         | 0             | 2         | 3          | 24         |
| Signal/Switch Failure                  | 31         | 6         | 0         | 3         | 8         | 17        | 1         | 2         | 13         | 2         | 1             | 11        | 11         | 106        |
| Track Work                             | 27         | 23        | 3         | 6         | 0         | 4         | 3         | 0         | 11         | 11        | 3             | 2         | 29         | 122        |
| Catenary Failure                       | 0          | 0         | 0         | 2         | 0         | 0         | 0         | 0         | 0          | 0         | 0             | 0         | 0          | 2          |
| Non-Locomotive Equipment Failure       | 14         | 0         | 1         | 3         | 0         | 1         | 1         | 0         | 1          | 0         | 0             | 0         | 0          | 21         |
| Locomotive Failure                     | 6          | 0         | 0         | 0         | 0         | 3         | 0         | 0         | 15         | 3         | 0             | 0         | 4          | 31         |
| Human Error                            | 14         | 3         | 0         | 0         | 0         | 8         | 9         | 1         | 7          | 4         | 5             | 5         | 22         | 78         |
| Sick, Injured, Unruly Passenger        | 6          | 3         | 0         | 3         | 0         | 2         | 3         | 1         | 4          | 1         | 8             | 10        | 2          | 43         |
| Weather                                | 4          | 2         | 1         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 3             | 0         | 1          | 11         |
| Other                                  | 15         | 3         | 0         | 0         | 0         | 2         | 0         | 0         | 56         | 3         | 0             | 15        | 13         | 107        |
| <b>TOTAL TRAINS DELAYED</b>            | <b>169</b> | <b>47</b> | <b>17</b> | <b>19</b> | <b>15</b> | <b>49</b> | <b>32</b> | <b>10</b> | <b>131</b> | <b>54</b> | <b>79</b>     | <b>52</b> | <b>136</b> | <b>810</b> |

**October - 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           | 4          | 1         | 1         | 0         | 0        | 6         | 3         | 3         | 2          | 0         | 1             | 0         | 1         | 23         |
| <i>Freight Interference - Peak</i>     | 14         | 0         | 0         | 0         | 6        | 2         | 3         | 2         | 2          | 5         | 0             | 2         | 13        | 48         |
| <i>Freight Interference - Off-Peak</i> | 9          | 0         | 0         | 0         | 0        | 9         | 3         | 3         | 3          | 8         | 0             | 3         | 24        | 63         |
| Freight Interference - Total           | 22         | 0         | 0         | 0         | 6        | 11        | 5         | 5         | 6          | 14        | 0             | 5         | 37        | 111        |
| Accident                               | 7          | 2         | 0         | 2         | 0        | 2         | 1         | 0         | 1          | 0         | 10            | 5         | 1         | 31         |
| Passenger Loading                      | 5          | 5         | 2         | 0         | 0        | 4         | 2         | 0         | 8          | 0         | 4             | 3         | 2         | 35         |
| Lift Deployment                        | 1          | 0         | 0         | 0         | 0        | 4         | 1         | 1         | 3          | 0         | 0             | 1         | 2         | 15         |
| Obstruction/Debris                     | 9          | 2         | 0         | 4         | 0        | 7         | 7         | 1         | 5          | 0         | 6             | 8         | 5         | 55         |
| Signal/Switch Failure                  | 18         | 4         | 1         | 1         | 1        | 10        | 8         | 6         | 5          | 3         | 1             | 3         | 4         | 64         |
| Track Work                             | 7          | 5         | 1         | 11        | 0        | 8         | 5         | 2         | 16         | 2         | 4             | 3         | 3         | 67         |
| Catenary Failure                       | 0          | 3         | 1         | 2         | 0        | 0         | 0         | 0         | 1          | 0         | 0             | 0         | 0         | 7          |
| Non-Locomotive Equipment Failure       | 2          | 1         | 1         | 0         | 0        | 1         | 1         | 0         | 3          | 0         | 2             | 0         | 1         | 13         |
| Locomotive Failure                     | 3          | 0         | 0         | 0         | 0        | 4         | 2         | 0         | 11         | 1         | 1             | 2         | 2         | 27         |
| Human Error                            | 9          | 3         | 1         | 1         | 0        | 5         | 4         | 1         | 27         | 2         | 2             | 7         | 2         | 66         |
| Sick, Injured, Unruly Passenger        | 2          | 3         | 0         | 1         | 0        | 1         | 2         | 1         | 1          | 1         | 3             | 4         | 2         | 22         |
| Weather                                | 9          | 7         | 4         | 2         | 0        | 0         | 2         | 1         | 11         | 5         | 3             | 2         | 2         | 49         |
| Other                                  | 6          | 3         | 0         | 1         | 0        | 1         | 1         | 0         | 2          | 0         | 4             | 4         | 4         | 28         |
| <b>TOTAL TRAINS DELAYED</b>            | <b>105</b> | <b>40</b> | <b>13</b> | <b>26</b> | <b>9</b> | <b>63</b> | <b>45</b> | <b>22</b> | <b>102</b> | <b>29</b> | <b>41</b>     | <b>47</b> | <b>69</b> | <b>611</b> |

**October 2008 Divergence From October 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           | -3        | 4        | 0        | 0         | 0        | -5         | -2         | -3         | 1         | 1         | 7             | 2        | 1         | 2          |
| <i>Freight Interference - Peak</i>     | 3         | 0        | 0        | 0         | 1        | -1         | -2         | -1         | 1         | 1         | 4             | -2       | -10       | -5         |
| <i>Freight Interference - Off-Peak</i> | 2         | 0        | 0        | 0         | 0        | -3         | 1          | -3         | 4         | 12        | 4             | -3       | 15        | 28         |
| Freight Interference - Total           | 6         | 0        | 0        | 0         | 1        | -4         | 0          | -4         | 4         | 12        | 8             | -5       | 5         | 23         |
| Accident                               | -7        | -2       | 0        | -2        | 0        | -2         | -1         | 0          | -1        | 0         | -10           | -5       | 1         | -29        |
| Passenger Loading                      | 16        | -3       | 9        | 2         | 0        | -3         | -1         | 0          | -2        | 0         | 38            | -1       | 2         | 57         |
| Lift Deployment                        | 1         | 0        | 0        | 0         | 0        | -1         | -1         | -1         | -1        | 0         | 1             | 2        | -1        | -3         |
| Obstruction/Debris                     | -9        | -2       | 0        | -4        | 0        | -7         | 1          | 4          | -2        | 3         | -6            | -6       | -2        | -31        |
| Signal/Switch Failure                  | 13        | 2        | -1       | 2         | 7        | 7          | -7         | -4         | 8         | -1        | 0             | 8        | 7         | 42         |
| Track Work                             | 20        | 18       | 2        | -5        | 0        | -4         | -2         | -2         | -5        | 9         | -1            | -1       | 26        | 55         |
| Catenary Failure                       | 0         | -3       | -1       | 0         | 0        | 0          | 0          | 0          | -1        | 0         | 0             | 0        | 0         | -5         |
| Non-Locomotive Equipment Failure       | 12        | -1       | 0        | 3         | 0        | 0          | 0          | 0          | -2        | 0         | -2            | 0        | -1        | 8          |
| Locomotive Failure                     | 3         | 0        | 0        | 0         | 0        | -1         | -2         | 0          | 4         | 2         | -1            | -2       | 2         | 4          |
| Human Error                            | 5         | 0        | -1       | -1        | 0        | 3          | 5          | 0          | -20       | 2         | 3             | -2       | 20        | 12         |
| Sick, Injured, Unruly Passenger        | 4         | 0        | 0        | 2         | 0        | 1          | 1          | 0          | 3         | 0         | 5             | 6        | 0         | 21         |
| Weather                                | -5        | -5       | -3       | -2        | 0        | 0          | -2         | -1         | -11       | -5        | 0             | -2       | -1        | -38        |
| Other                                  | 9         | 0        | 0        | -1        | 0        | 1          | -1         | 0          | 54        | 3         | -4            | 11       | 9         | 79         |
| <b>TOTAL TRAINS DELAYED</b>            | <b>64</b> | <b>7</b> | <b>4</b> | <b>-7</b> | <b>6</b> | <b>-14</b> | <b>-13</b> | <b>-12</b> | <b>29</b> | <b>25</b> | <b>38</b>     | <b>5</b> | <b>67</b> | <b>199</b> |

Data for current month is final (11/14/08) 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 - Oct    |             |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----|-----|--------------|-------------|
| Passenger Train Interference           | 30         | 30         | 17         | 7          | 3          | 6          | 8          | 4          | 47         | 25         |     |     | 177          | 2.5%        |
| <i>Freight Interference - Peak</i>     | 29         | 38         | 27         | 30         | 17         | 35         | 28         | 23         | 48         | 43         |     |     | 318          | 4.4%        |
| <i>Freight Interference - Off-Peak</i> | 71         | 81         | 78         | 51         | 46         | 39         | 47         | 59         | 87         | 91         |     |     | 650          | 9.1%        |
| Freight Interference - Total           | 100        | 119        | 105        | 81         | 63         | 74         | 75         | 82         | 135        | 134        |     |     | 968          | 13.5%       |
| Accident                               | 81         | 33         | 36         | 34         | 57         | 44         | 11         | 16         | 39         | 2          |     |     | 353          | 4.9%        |
| Passenger Loading                      | 72         | 76         | 80         | 22         | 62         | 193        | 203        | 188        | 78         | 92         |     |     | 1,066        | 14.9%       |
| Lift Deployment                        | 24         | 14         | 18         | 20         | 15         | 15         | 16         | 26         | 16         | 12         |     |     | 176          | 2.5%        |
| Obstruction/Debris                     | 46         | 55         | 18         | 21         | 10         | 40         | 30         | 7          | 15         | 24         |     |     | 266          | 3.7%        |
| Signal/Switch Failure                  | 174        | 99         | 124        | 128        | 83         | 94         | 90         | 108        | 149        | 106        |     |     | 1,155        | 16.2%       |
| Track Work                             | 19         | 11         | 24         | 54         | 35         | 73         | 61         | 67         | 52         | 122        |     |     | 518          | 7.2%        |
| Catenary Failure                       | 16         | 2          | 5          | 0          | 2          | 0          | 0          | 1          | 9          | 2          |     |     | 37           | 0.5%        |
| Non-Locomotive Equipment Failure       | 55         | 15         | 10         | 9          | 6          | 14         | 14         | 15         | 12         | 21         |     |     | 171          | 2.4%        |
| Locomotive Failure                     | 39         | 44         | 34         | 45         | 9          | 24         | 43         | 41         | 32         | 31         |     |     | 342          | 4.8%        |
| Human Error                            | 57         | 58         | 39         | 30         | 46         | 52         | 65         | 77         | 39         | 78         |     |     | 541          | 7.6%        |
| Sick, Injured, Unruly Passenger        | 43         | 25         | 18         | 21         | 20         | 29         | 38         | 20         | 21         | 43         |     |     | 278          | 3.9%        |
| Weather                                | 173        | 277        | 32         | 10         | 10         | 23         | 29         | 131        | 25         | 11         |     |     | 721          | 10.1%       |
| Other                                  | 25         | 43         | 22         | 39         | 19         | 33         | 15         | 22         | 54         | 107        |     |     | 379          | 5.3%        |
| <b>TOTAL TRAINS DELAYED</b>            | <b>954</b> | <b>901</b> | <b>582</b> | <b>521</b> | <b>440</b> | <b>714</b> | <b>698</b> | <b>805</b> | <b>723</b> | <b>810</b> |     |     | <b>7,148</b> | <b>100%</b> |

Data for current month is final (11/14/08) version from TOPS.

**2007**

| CAUSE CATEGORY                         | Jan        | Feb          | Mar        | Apr        | May        | Jun        | Jul        | Aug          | Sep        | Oct        | Nov        | Dec        | Jan - Oct    |             |
|--|------------|--------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|--------------|-------------|
| Passenger Train Interference           | 15         | 33           | 23         | 9          | 27         | 20         | 17         | 24           | 12         | 12         | 19         | 26         | 192          | 2.6%        |
| <i>Freight Interference - Peak</i>     | 22         | 41           | 35         | 28         | 18         | 44         | 14         | 27           | 33         | 22         | 39         | 23         | 284          | 3.9%        |
| <i>Freight Interference - Off-Peak</i> | 51         | 92           | 91         | 81         | 77         | 64         | 52         | 72           | 54         | 55         | 61         | 66         | 689          | 9.5%        |
| Freight Interference - Total           | 73         | 133          | 126        | 109        | 95         | 108        | 66         | 99           | 87         | 77         | 100        | 89         | 973          | 13.4%       |
| Accident                               | 29         | 28           | 8          | 2          | 3          | 40         | 13         | 56           | 37         | 32         | 54         | 63         | 248          | 3.4%        |
| Passenger Loading                      | 38         | 22           | 52         | 15         | 55         | 153        | 335        | 127          | 56         | 37         | 61         | 92         | 890          | 12.2%       |
| Lift Deployment                        | 9          | 26           | 9          | 8          | 11         | 16         | 14         | 9            | 7          | 11         | 10         | 19         | 120          | 1.6%        |
| Obstruction/Debris                     | 25         | 49           | 25         | 33         | 33         | 22         | 21         | 55           | 20         | 34         | 15         | 34         | 317          | 4.4%        |
| Signal/Switch Failure                  | 64         | 267          | 60         | 67         | 85         | 68         | 63         | 95           | 116        | 59         | 79         | 122        | 944          | 13.0%       |
| Track Work                             | 31         | 24           | 22         | 56         | 50         | 97         | 114        | 126          | 134        | 86         | 43         | 47         | 740          | 10.2%       |
| Catenary Failure                       | 0          | 0            | 4          | 3          | 26         | 5          | 5          | 1            | 6          | 3          | 0          | 0          | 53           | 0.7%        |
| Non-Locomotive Equipment Failure       | 11         | 31           | 17         | 11         | 10         | 5          | 12         | 14           | 6          | 10         | 16         | 5          | 127          | 1.7%        |
| Locomotive Failure                     | 26         | 26           | 39         | 14         | 45         | 43         | 13         | 36           | 34         | 29         | 24         | 62         | 305          | 4.2%        |
| Human Error                            | 54         | 98           | 107        | 54         | 82         | 55         | 45         | 83           | 70         | 79         | 55         | 67         | 727          | 10.0%       |
| Sick, Injured, Unruly Passenger        | 23         | 23           | 17         | 32         | 19         | 28         | 32         | 34           | 33         | 26         | 22         | 48         | 267          | 3.7%        |
| Weather                                | 30         | 542          | 25         | 53         | 0          | 28         | 35         | 264          | 12         | 30         | 14         | 224        | 1,019        | 14.0%       |
| Other                                  | 22         | 52           | 48         | 31         | 25         | 51         | 42         | 23           | 26         | 31         | 64         | 25         | 351          | 4.8%        |
| <b>TOTAL TRAINS DELAYED</b>            | <b>450</b> | <b>1,354</b> | <b>582</b> | <b>497</b> | <b>566</b> | <b>739</b> | <b>827</b> | <b>1,046</b> | <b>656</b> | <b>556</b> | <b>576</b> | <b>923</b> | <b>7,273</b> | <b>100%</b> |

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11/14/2008

**TABLE 9: FREIGHT DELAYS ON METRA DIESEL LINES  
between November 2006 and October 2008**

|               | BNSF       | HER       | Milw       |           | NCS       | RI        | SWS        | Union Pacific |           |            | SYSTEM       |
|---------------|------------|-----------|------------|-----------|-----------|-----------|------------|---------------|-----------|------------|--------------|
|               |            |           | N          | W         |           |           |            | N             | NW        | W          |              |
| 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           |
| 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           |
| <b>Total</b>  | <b>249</b> | <b>52</b> | <b>139</b> | <b>81</b> | <b>95</b> | <b>57</b> | <b>119</b> | <b>18</b>     | <b>32</b> | <b>446</b> | <b>1,288</b> |
| 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           |
| Jun-08        | 8          | 4         | 9          | 7         | 17        | 8         | 10         | 0             | 4         | 7          | 74           |
| Jul-08        | 12         | 4         | 10         | 5         | 4         | 9         | 6          | 2             | 3         | 20         | 75           |
| Aug-08        | 15         | 6         | 10         | 3         | 3         | 5         | 12         | 2             | 1         | 25         | 82           |
| Sep-08        | 35         | 4         | 8          | 2         | 7         | 9         | 17         | 3             | 8         | 42         | 135          |
| <b>Oct-08</b> | <b>28</b>  | <b>7</b>  | <b>7</b>   | <b>5</b>  | <b>1</b>  | <b>10</b> | <b>26</b>  | <b>8</b>      | <b>0</b>  | <b>42</b>  | <b>134</b>   |
| <b>Total</b>  | <b>181</b> | <b>68</b> | <b>111</b> | <b>61</b> | <b>63</b> | <b>82</b> | <b>160</b> | <b>36</b>     | <b>73</b> | <b>321</b> | <b>1,156</b> |

Data for current month is final (11/14/08) version from TOPS.

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

| LINE                     | Jan       | Feb       | Mar       | Apr       | May       | Jun       | Jul       | Aug       | Sep       | Oct       | Nov | Dec | Lift         | % of All     |
|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----|-----|--------------|--------------|
|                          |           |           |           |           |           |           |           |           |           |           |     |     | Delays       | Delays       |
|                          |           |           |           |           |           |           |           |           |           |           |     |     | YTD          | YTD          |
| BNSF                     | 1         | 1         | 3         | 0         | 0         | 1         | 0         | 0         | 0         | 2         |     |     | 8            | 0.69%        |
| Electric ML              | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         |     |     | 1            | 0.24%        |
| Electric BI              | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |     |     | 0            | 0.00%        |
| Electric SC              | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |     |     | 0            | 0.00%        |
| HER                      | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 0         | 0         |     |     | 1            | 0.72%        |
| Milw N                   | 2         | 0         | 3         | 4         | 6         | 1         | 8         | 12        | 2         | 3         |     |     | 41           | 5.62%        |
| Milw W                   | 1         | 2         | 2         | 1         | 1         | 3         | 8         | 3         | 1         | 0         |     |     | 22           | 4.72%        |
| NCS                      | 2         | 1         | 0         | 2         | 1         | 0         | 0         | 1         | 2         | 0         |     |     | 9            | 4.05%        |
| RI                       | 9         | 4         | 5         | 0         | 5         | 6         | 0         | 4         | 3         | 2         |     |     | 38           | 5.81%        |
| SWS                      | 0         | 0         | 0         | 1         | 0         | 0         | 0         | 0         | 0         | 0         |     |     | 1            | 0.31%        |
| UP N                     | 3         | 2         | 2         | 0         | 0         | 1         | 0         | 1         | 3         | 1         |     |     | 13           | 1.12%        |
| UP NW                    | 3         | 3         | 2         | 9         | 0         | 3         | 0         | 2         | 2         | 3         |     |     | 27           | 3.87%        |
| UP W                     | 3         | 1         | 1         | 3         | 2         | 0         | 0         | 2         | 2         | 1         |     |     | 15           | 1.73%        |
| <b>Total Lift Delays</b> | <b>24</b> | <b>14</b> | <b>18</b> | <b>20</b> | <b>15</b> | <b>15</b> | <b>16</b> | <b>26</b> | <b>16</b> | <b>12</b> |     |     | <b>176</b>   | <b>2.46%</b> |
| <b>ALL DELAYS</b>        |           |           |           |           |           |           |           |           |           |           |     |     | <b>7,148</b> |              |

Data for current month is final (11/14/08) version from TOPS.

**2007**

| LINE                     | Jan      | Feb       | Mar      | Apr      | May       | Jun       | Jul       | Aug      | Sep      | Oct       | Nov       | Dec       | Lift         | % of All     |
|--------------------------|----------|-----------|----------|----------|-----------|-----------|-----------|----------|----------|-----------|-----------|-----------|--------------|--------------|
|                          |          |           |          |          |           |           |           |          |          |           |           |           | Delays       | Delays       |
|                          |          |           |          |          |           |           |           |          |          |           |           |           | All Year     | 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%        |
| <b>Total Lift Delays</b> | <b>9</b> | <b>26</b> | <b>9</b> | <b>8</b> | <b>11</b> | <b>16</b> | <b>14</b> | <b>9</b> | <b>7</b> | <b>11</b> | <b>10</b> | <b>19</b> | <b>149</b>   | <b>1.70%</b> |
| <b>ALL DELAYS</b>        |          |           |          |          |           |           |           |          |          |           |           |           | <b>8,772</b> |              |



**TABLE 11: FREQUENCY OF TRAIN DELAYS BY DURATION**

**October 2008**

| Minutes   | BNSF        | Electric    |             |             | Her         | Milwaukee   |             | NCS         | RI          | SWS         | UP          |             |             | System      |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|   |             | ML          | BI          | SC          |             | N           | W           |             |             |             | N           | NW          | W           |             |
| <b>Peak *</b>   |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 59          | 18          | 6           | 1           | 5           | 16          | 8           | 2           | 33          | 8           | 13          | 17          | 19          | 205         |
| 11-15   | 20          | 4           | 0           | 0           | 4           | 2           | 1           | 4           | 13          | 2           | 6           | 9           | 12          | 77          |
| 16-20   | 15          | 2           | 0           | 0           | 1           | 1           | 5           | 1           | 9           | 1           | 1           | 6           | 4           | 46          |
| 21+   | 17          | 0           | 0           | 1           | 5           | 1           | 6           | 1           | 6           | 5           | 2           | 0           | 7           | 51          |
| Annulled  | <u>5</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>5</u>    | <u>0</u>    | <u>1</u>    | <u>0</u>    | <u>1</u>    | <u>12</u>   |
| Sub-Total   | 116         | 24          | 6           | 2           | 15          | 20          | 20          | 8           | 66          | 16          | 23          | 32          | 43          | 391         |
| <b>Off-Peak **</b>  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 24          | 13          | 10          | 8           | 0           | 16          | 6           | 1           | 44          | 18          | 36          | 10          | 32          | 218         |
| 11-15   | 18          | 2           | 1           | 3           | 0           | 8           | 3           | 1           | 10          | 11          | 14          | 1           | 20          | 92          |
| 16-20   | 7           | 2           | 0           | 2           | 0           | 2           | 1           | 0           | 2           | 6           | 5           | 1           | 23          | 51          |
| 21+   | 4           | 6           | 0           | 3           | 0           | 3           | 2           | 0           | 9           | 3           | 1           | 5           | 17          | 53          |
| Annulled  | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>1</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>3</u>    | <u>1</u>    | <u>5</u>    |
| Sub-Total   | 53          | 23          | 11          | 17          | 0           | 29          | 12          | 2           | 65          | 38          | 56          | 20          | 93          | 419         |
| <b>October 2008 Total</b>                                 |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 83          | 31          | 16          | 9           | 5           | 32          | 14          | 3           | 77          | 26          | 49          | 27          | 51          | 423         |
| 11-15   | 38          | 6           | 1           | 3           | 4           | 10          | 4           | 5           | 23          | 13          | 20          | 10          | 32          | 169         |
| 16-20   | 22          | 4           | 0           | 2           | 1           | 3           | 6           | 1           | 11          | 7           | 6           | 7           | 27          | 97          |
| 21+   | 21          | 6           | 0           | 4           | 5           | 4           | 8           | 1           | 15          | 8           | 3           | 5           | 24          | 104         |
| Annulled  | <u>5</u>    | <u>0</u>    | <u>0</u>    | <u>1</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>0</u>    | <u>5</u>    | <u>0</u>    | <u>1</u>    | <u>3</u>    | <u>2</u>    | <u>17</u>   |
| TOTAL   | 169         | 47          | 17          | 19          | 15          | 49          | 32          | 10          | 131         | 54          | 79          | 52          | 136         | 810         |
| <b>Year-to-Date</b>                                       |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 545         | 218         | 76          | 106         | 66          | 349         | 210         | 102         | 402         | 157         | 681         | 319         | 387         | 3,618       |
| 11-15   | 231         | 63          | 18          | 34          | 34          | 179         | 112         | 54          | 115         | 65          | 208         | 146         | 193         | 1,452       |
| 16-20   | 129         | 39          | 9           | 15          | 13          | 54          | 43          | 19          | 56          | 44          | 118         | 93          | 103         | 735         |
| 21+   | 201         | 88          | 21          | 32          | 22          | 123         | 80          | 44          | 66          | 57          | 128         | 125         | 156         | 1,143       |
| Annulled  | <u>46</u>   | <u>6</u>    | <u>1</u>    | <u>7</u>    | <u>4</u>    | <u>25</u>   | <u>21</u>   | <u>3</u>    | <u>15</u>   | <u>3</u>    | <u>28</u>   | <u>14</u>   | <u>27</u>   | <u>200</u>  |
| TOTAL   | 1,152       | 414         | 125         | 194         | 139         | 730         | 466         | 222         | 654         | 326         | 1,163       | 697         | 866         | 7,148       |
| <b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b> |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| Minutes   | BNSF        | Electric    |             |             | Her         | Milwaukee   |             | NCS         | RI          | SWS         | UP          |             |             | System      |
|   |             | ML          | BI          | SC          |             | N           | W           |             |             |             | N           | NW          | W           |             |
| <b>October 2008 Total</b>                                 |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 49.1%       | 66.0%       | 94.1%       | 47.4%       | 33.3%       | 65.3%       | 43.8%       | 30.0%       | 58.8%       | 48.1%       | 62.0%       | 51.9%       | 37.5%       | 52.2%       |
| 11-15   | 22.5%       | 12.8%       | 5.9%        | 15.8%       | 26.7%       | 20.4%       | 12.5%       | 50.0%       | 17.6%       | 24.1%       | 25.3%       | 19.2%       | 23.5%       | 20.9%       |
| 16-20   | 13.0%       | 8.5%        | 0.0%        | 10.5%       | 6.7%        | 6.1%        | 18.8%       | 10.0%       | 8.4%        | 13.0%       | 7.6%        | 13.5%       | 19.9%       | 12.0%       |
| 21+   | 12.4%       | 12.8%       | 0.0%        | 21.1%       | 33.3%       | 8.2%        | 25.0%       | 10.0%       | 11.5%       | 14.8%       | 3.8%        | 9.6%        | 17.6%       | 12.8%       |
| Annulled  | <u>3.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>5.3%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>3.8%</u> | <u>0.0%</u> | <u>1.3%</u> | <u>5.8%</u> | <u>1.5%</u> | <u>2.1%</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%      |
| <b>Year-to-Date</b>                                       |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 6-10  | 47.3%       | 52.7%       | 60.8%       | 54.6%       | 47.5%       | 47.8%       | 45.1%       | 45.9%       | 61.5%       | 48.2%       | 58.6%       | 45.8%       | 44.7%       | 50.6%       |
| 11-15   | 20.1%       | 15.2%       | 14.4%       | 17.5%       | 24.5%       | 24.5%       | 24.0%       | 24.3%       | 17.6%       | 19.9%       | 17.9%       | 20.9%       | 22.3%       | 20.3%       |
| 16-20   | 11.2%       | 9.4%        | 7.2%        | 7.7%        | 9.4%        | 7.4%        | 9.2%        | 8.6%        | 8.6%        | 13.5%       | 10.1%       | 13.3%       | 11.9%       | 10.3%       |
| 21+   | 17.4%       | 21.3%       | 16.8%       | 16.5%       | 15.8%       | 16.8%       | 17.2%       | 19.8%       | 10.1%       | 17.5%       | 11.0%       | 17.9%       | 18.0%       | 16.0%       |
| Annulled  | <u>4.0%</u> | <u>1.4%</u> | <u>0.8%</u> | <u>3.6%</u> | <u>2.9%</u> | <u>3.4%</u> | <u>4.5%</u> | <u>1.4%</u> | <u>2.3%</u> | <u>0.9%</u> | <u>2.4%</u> | <u>2.0%</u> | <u>3.1%</u> | <u>2.8%</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 (11/14/08) version from TOPS.

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

*October 2008*

|             | BNSF | Electric |     |      | Her  | Milwaukee |      | NCS  | RI   | SWS  | UP   |      |      | System |
|-------------|------|----------|-----|------|------|-----------|------|------|------|------|------|------|------|--------|
|             |      | ML       | BI  | SC   |      | N         | W    |      |      |      | N    | NW   | W    |        |
| Peak *      | 14.1 | 9.3      | 8.0 | 17.0 | 17.7 | 12.4      | 15.8 | 15.5 | 11.8 | 19.3 | 11.6 | 11.1 | 13.4 | 13.3   |
| Off-Peak ** | 12.7 | 17.7     | 7.7 | 17.2 | --   | 13.4      | 12.0 | 11.0 | 12.5 | 12.1 | 10.6 | 15.2 | 16.3 | 13.6   |
| All         | 13.7 | 13.4     | 7.8 | 17.2 | 17.7 | 13.0      | 14.3 | 14.6 | 12.2 | 14.2 | 10.9 | 12.5 | 15.4 | 13.4   |

*Year-to-Date*

|             | BNSF | Electric |      |      | Her  | Milwaukee |      | NCS  | RI   | SWS  | UP   |      |      | System |
|-------------|------|----------|------|------|------|-----------|------|------|------|------|------|------|------|--------|
|             |      | ML       | BI   | SC   |      | N         | W    |      |      |      | N    | NW   | W    |        |
| Peak *      | 17.5 | 16.8     | 18.2 | 13.4 | 13.7 | 17.0      | 14.0 | 16.2 | 12.3 | 13.6 | 13.3 | 20.2 | 13.9 | 15.7   |
| Off-Peak ** | 16.6 | 15.5     | 13.9 | 14.4 | --   | 16.3      | 15.3 | 18.0 | 11.6 | 15.6 | 12.8 | 17.9 | 16.7 | 15.2   |
| All         | 17.1 | 16.2     | 15.6 | 14.2 | 13.7 | 16.5      | 14.7 | 16.9 | 11.9 | 15.0 | 12.9 | 19.0 | 15.7 | 15.4   |

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (11/14/08) version from TOPS.