

COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

First Quarter 2008
(January, February, and March)



COMMUTER RAIL ON-TIME PERFORMANCE

First Quarter 2008

This report presents an analysis of the first quarter (January, February, and March) 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 the first quarter, 2,437 of the 50,842 scheduled trains, not including the South Shore, were late. This represents an on-time performance rate of 95.2%. Overall system performance, including the South Shore, averaged 94.2%. Table 2 presents the January, February, and March on-time percentages by line for the weekday peak and off-peak, Saturday and Sunday service periods. Figure 1 tracks system-wide on-time performance by quarter since 1984. Table 3 lists on-time percentages by line for each month and year since 2005. The graphs in Figure 2 show the quarterly on-time performance by rail line since 1997. Table 4 provides a daily listing of the number of delays by line and branch for January, February, and March.

Table 5 presents line-level rankings of on-time performance for the first quarter of 2008. The Electric District ranked first both for the peak period (97.3%) and the off-peak period (98.2%), with an overall 97.9% performance. Table 6 lists the 77 trains annulled in the January, February, and March period.

Table 7 presents the number of late trains by line categorized by 16 possible reasons for delay for the first quarter of 2008. Table 8 lists the frequency of delay for the system by cause for each month since January of 2007. Ten of the 16 causes reflected increases in the first quarter of 2008 versus the first quarter of 2007, and six decreased. The categories with the greatest increase were Passenger Loading (116) and Accident (85). The greatest decreases occurred in Weather (-115) and Human Error (-105). Table 9 lists the causes of delay in rank order for the first quarter of 2008. The top four categories accounted for 55% of all delays reported.

A review of first quarter late trains by duration of delay is shown in Table 10. The range with the greatest number of delays was six-to-ten minutes, accounting for 52.5% of all late trains. Table 11 presents the number of minutes delayed by peak versus off-peak period in the first quarter. Table 12 shows that the average length of delay was 14.7 minutes for the first quarter of 2008. The median length of delay was 10 minutes (i.e., half the reportable delays were less than 10 minutes and half more than 10 minutes). It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

The following table lists significant incidents during the first quarter.

Major Incidents in 1st Quarter 2008

Date	Line	Delay Reason	Trains Annulled	Trains Late
Wed, Jan 02	UPNW	Auto on tracks in Arlington Heights	1	9
Thu, Jan 03	BNSF	Switch failure	1	11
Mon, Jan 07	ELML, ELBI, ELSC	Catenary failure at 47th	2	13
Tue, Jan 08	ELML, ELBI, ELSC	Coach failure		21
Tue, Jan 08	ELML, ELBI, ELSC	Flooding of electrical station		12
Tue, Jan 08	UPN	Struck conductor at Waukegan	5	4
Mon, Jan 14	ELBI, ELML	Coach failure		11
Fri, Jan 18	BNSF	Passenger medical emergency	1	13
Tue, Jan 22	BNSF	Signal failure		9
Tue, Jan 22	BNSF	Struck auto in Downers Grove	2	22
Tue, Jan 22	ELML, ELBI, ELSC	Catenary failure at 11th Pl.		10
Tue, Jan 22	ELML, ELBI, ELSC	Engineer error		11
Tue, Jan 22	NCS, MW, MN, UPN	Multiple switch failures due to weather		14
Thu, Jan 24	BNSF	Broken rail due to weather		8
Thu, Jan 24	NCS	CN freight derailment		9
Thu, Jan 24	UPNW	Broken rail due to weather		24
Fri, Jan 25	MW	Struck pedestrian in Roselle	3	10
Mon, Jan 28	BNSF	Struck auto in Hinsdale	6	19
Mon, Jan 28	ELML	Signal failure		10
Tue, Jan 29	MN	Sick passenger		6
Tue, Jan 29	MW, NCS	Auto on tracks	1	9
Fri, Feb 01	BNSF, ELML, ELBI, MN, RI, UPN, UPNW, UPW	Heavy loading due to weather		33
Fri, Feb 01	RI	Engine failure due to weather		8
Fri, Feb 01	UPNW	Coach brake failure	2	11
Mon, Feb 04	UPNW	Signal failure		13
Wed, Feb 06	MN, MW, RI, UPN, UPNW	Heavy loading due to weather		28
Thu, Feb 07	UPN	Snow in switches in Waukegan yard	1	10
Fri, Feb 08	BNSF	Engine failure due to weather		10
Mon, Feb 11	BNSF	Switch failure due to weather		15
Tue, Feb 12	ELML, ELSC, ELBI	Broken rail due to weather		11
Tue, Feb 12	UPN	Heavy loading due to weather		10
Wed, Feb 13	MN, NCS	Amtrak train disabled at Glenview	1	11
Fri, Feb 15	UPN	Engineer error		8
Tue, Feb 19	MN, NCS	Gas leak in Deerfield	1	8
Fri, Feb 22	MN, NCS	Amtrak train struck pedestrian in Lake Forest	2	19
Fri, Mar 07	ELML, ELBI	Derailment in yard	3	6
Fri, Mar 07	MW	Struck passenger at Elgin	3	6
Sun, Mar 09	RI	Heavy loading due to South Side Irish Parade		13
Mon, Mar 10	BNSF	Signal failure at Chicago Union Station	1	17
Mon, Mar 10	RI	Struck trespasser in Tinley Park	3	9
Mon, Mar 17	BNSF	Signal failure		9
Wed, Mar 19	RI, HC	Disabled Amtrak at Joliet	1	7
Wed, Mar 26	RI	Engine failure		8

TABLE 1: TRAIN DELAYS BY LINE/BRANCH -- 1st QUARTER 2008

	Weekday Peak*			Weekday Off-Peak**			Saturday			Sunday/Holiday			Total		
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time
BNSF	3,456	240	93.1%	2,564	96	96.3%	366	13	96.4%	252	2	99.2%	6,638	351	94.7%
Electric															
• Main Line	2,880	95	96.7%	2,178	60	97.2%	598	4	99.3%	280	7	97.5%	5,936	166	97.2%
• Blue Island	896	22	97.5%	1,472	27	98.2%	390	4	99.0%	--	--	--	2,758	53	98.1%
• S. Chicago	<u>1,088</u>	<u>13</u>	98.8%	<u>2,368</u>	<u>39</u>	98.4%	<u>624</u>	<u>4</u>	99.4%	<u>280</u>	<u>2</u>	99.3%	<u>4,360</u>	<u>58</u>	98.7%
Total	4,864	130	97.3%	6,018	126	97.9%	1,612	12	99.3%	560	9	98.4%	13,054	277	97.9%
Heritage	384	42	89.1%			--			--			--	384	42	89.1%
Milwaukee															
• North	1,600	67	95.8%	2,241	126	94.4%	260	16	93.8%	252	6	97.6%	4,353	215	95.1%
• West	<u>1,728</u>	<u>86</u>	95.0%	<u>1,985</u>	<u>74</u>	96.3%	<u>312</u>	<u>5</u>	98.4%	<u>252</u>	<u>3</u>	98.8%	<u>4,277</u>	<u>168</u>	96.1%
Total	3,328	153	95.4%	4,226	200	95.3%	572	21	96.3%	504	9	98.2%	8,630	383	95.6%
North Central	704	38	94.6%	704	32	95.5%			--			--	1,408	70	95.0%
Rock Island	2,304	110	95.2%	2,048	93	95.5%	260	9	96.5%	233	20	91.4%	4,845	232	95.2%
SouthWest	705	30	95.7%	1,216	67	94.5%			--			--	1,921	97	95.0%
Union Pacific															
• North	1,922	124	93.5%	2,560	237	90.7%	286	12	95.8%	224	18	92.0%	4,992	391	92.2%
• Northwest	2,112	153	92.8%	2,048	118	94.2%	312	17	94.6%	210	11	94.8%	4,682	299	93.6%
• West	<u>1,728</u>	<u>105</u>	93.9%	<u>2,048</u>	<u>149</u>	92.7%	<u>260</u>	<u>23</u>	91.2%	<u>252</u>	<u>18</u>	92.9%	<u>4,288</u>	<u>295</u>	93.1%
Total	5,762	382	93.4%	6,656	504	92.4%	858	52	93.9%	686	47	93.1%	13,962	985	92.9%
SYSTEM	21,507	1,125	94.8%	23,432	1,118	95.2%	3,668	107	97.1%	2,235	87	96.1%	50,842	2,437	95.2%
<i>South Shore</i>	<u>960</u>	<u>128</u>	86.7%	<u>1,664</u>	<u>383</u>	77.0%	<u>273</u>	<u>88</u>	67.8%	<u>294</u>	<u>88</u>	70.1%	<u>3,191</u>	<u>687</u>	78.5%
<i>SYS with SoShr</i>	22,467	1,253	94.4%	25,096	1,501	94.0%	3,941	195	95.1%	2,529	175	93.1%	54,033	3,124	94.2%

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

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH -- January, February, March 2008

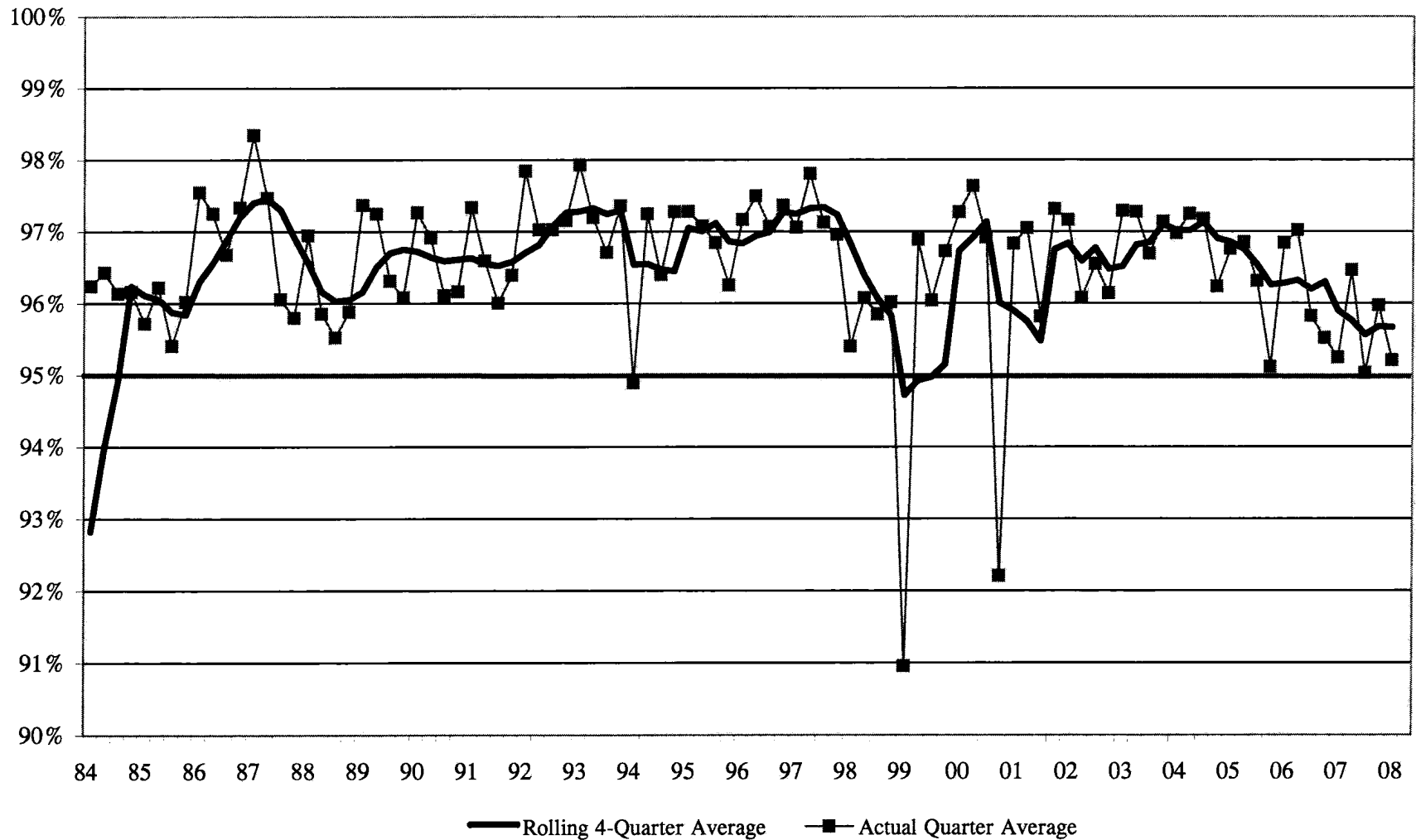
	January 2008					February 2008					March 2008				
	Weekday % On-Time		Weekend % On-Time		Total Percent On-Time	Weekday % On-Time		Weekend % On-Time		Total Percent On-Time	Weekday % On-Time		Weekend % On-Time		Total Percent On-Time
	Peak*	Off-Peak**	Saturday	Sunday		Peak*	Off-Peak**	Saturday	Sunday		Peak*	Off-Peak**	Saturday	Sunday	
BNSF	90.3%	95.1%	97.3%	100.0%	92.9%	92.5%	96.7%	92.9%	97.2%	94.3%	96.5%	97.0%	98.6%	100.0%	97.0%
Electric															
• Main Line	93.7%	96.0%	98.9%	98.0%	95.3%	98.1%	97.2%	100.0%	93.8%	97.8%	98.4%	98.6%	99.1%	100.0%	98.6%
• Blue Island	94.5%	96.8%	98.3%	--	96.3%	98.6%	98.6%	99.2%	--	98.7%	99.7%	99.2%	99.3%	--	99.4%
• S. Chicago	98.1%	97.4%	99.5%	100.0%	98.0%	99.7%	99.1%	99.5%	98.8%	99.3%	98.6%	98.6%	99.2%	99.0%	98.7%
• Total	94.9%	96.8%	99.0%	99.0%	96.4%	98.6%	98.3%	99.6%	96.3%	98.5%	98.7%	98.7%	99.2%	99.5%	98.8%
Heritage	93.9%	--	--	--	93.9%	89.7%	--	--	--	89.7%	83.3%	--	--	--	83.3%
Milwaukee															
• North	96.5%	96.5%	90.0%	95.6%	96.1%	92.8%	91.2%	98.8%	98.6%	92.6%	98.1%	95.4%	93.0%	98.9%	96.4%
• West	91.6%	95.9%	99.0%	98.9%	94.5%	96.3%	96.3%	99.0%	98.6%	96.6%	97.4%	96.6%	97.5%	98.9%	97.1%
• Total	94.0%	96.2%	94.9%	97.2%	95.3%	94.6%	93.6%	98.9%	98.6%	94.6%	97.7%	96.0%	95.5%	98.9%	96.8%
North Central	92.1%	94.6%	--	--	93.4%	94.8%	93.9%	--	--	94.4%	97.0%	97.8%	--	--	97.4%
Rock Island	94.9%	95.3%	100.0%	98.8%	95.5%	96.6%	94.6%	92.5%	98.4%	95.6%	94.2%	96.4%	97.0%	79.8%	94.5%
SouthWest	95.9%	92.1%	--	--	93.5%	96.1%	96.5%	--	--	96.3%	95.3%	95.0%	--	--	95.1%
Union Pacific															
• North	93.5%	90.2%	97.7%	91.3%	91.9%	89.7%	87.6%	100.0%	95.3%	89.4%	97.5%	94.4%	90.9%	90.0%	95.1%
• Northwest	89.9%	93.2%	96.9%	93.3%	91.9%	90.3%	92.7%	93.8%	96.7%	91.8%	98.1%	96.9%	93.3%	94.7%	97.1%
• West	94.9%	94.7%	97.5%	97.8%	95.2%	90.8%	90.6%	88.8%	86.1%	90.4%	95.9%	92.7%	88.0%	93.3%	93.7%
• Total	92.6%	92.5%	97.3%	94.3%	92.9%	90.3%	90.1%	94.3%	92.3%	90.5%	97.2%	94.6%	90.9%	92.7%	95.3%
SYSTEM	93.3%	94.8%	97.9%	97.2%	94.5%	94.2%	94.4%	97.1%	95.9%	94.5%	96.9%	96.5%	96.5%	95.1%	96.6%
<i>South Shore</i>	77.0%	70.3%	65.5%	60.0%	70.9%	87.0%	77.5%	56.0%	69.0%	77.9%	96.5%	83.5%	79.0%	81.0%	86.6%
<i>SYS with SoShr</i>	92.6%	93.2%	95.6%	92.9%	93.1%	93.9%	93.3%	94.2%	92.8%	93.6%	96.9%	95.6%	95.3%	93.5%	96.0%

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

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3/9/2008

Figure 1: Metra Quarterly On-Time Performance
Actual vs. Four-Quarter Rolling Average



**TABLE 3
ON-TIME PERFORMANCE BY LINE/BRANCH**

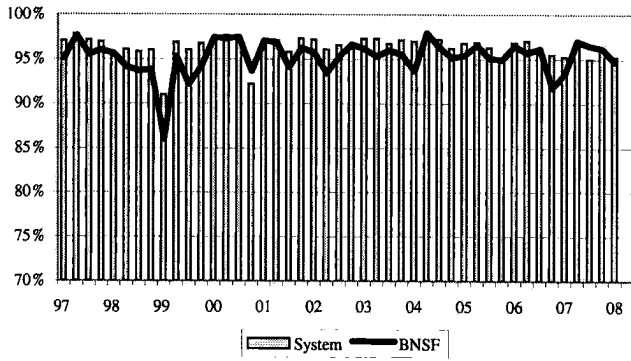
LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAR	AVG
BNSF	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	95.4%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.5%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	93.4%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

Data for most recent month is FINAL (04/14/08) version from TOPS.

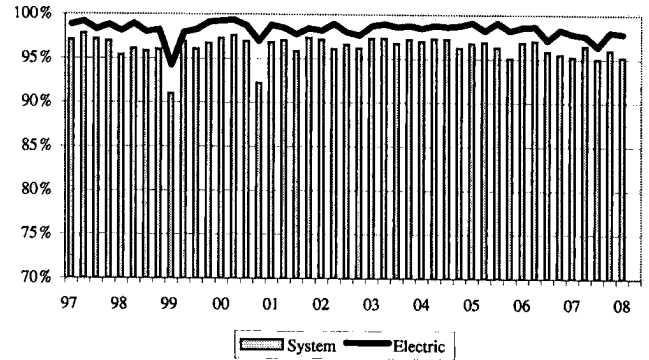
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Figure 2: Quarterly On-Time Performance

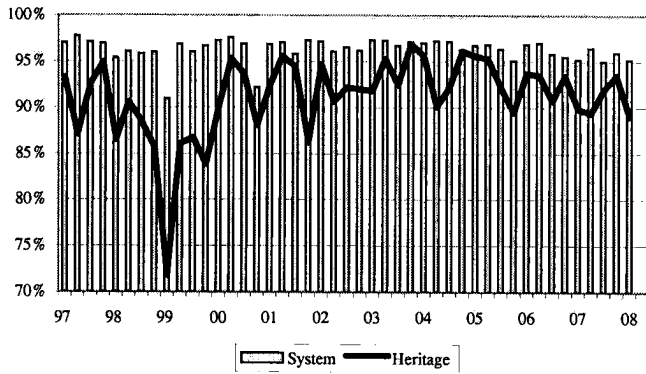
Burlington Northern Santa Fe



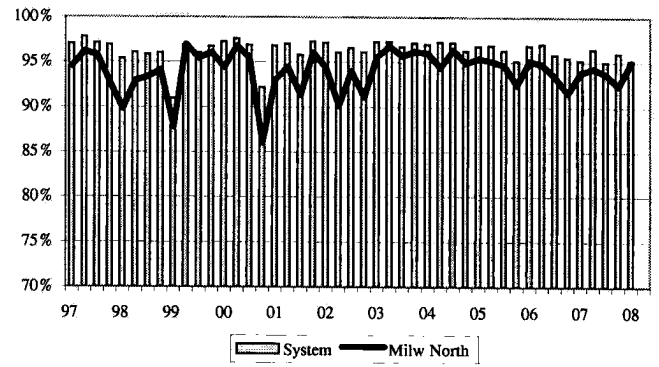
Electric



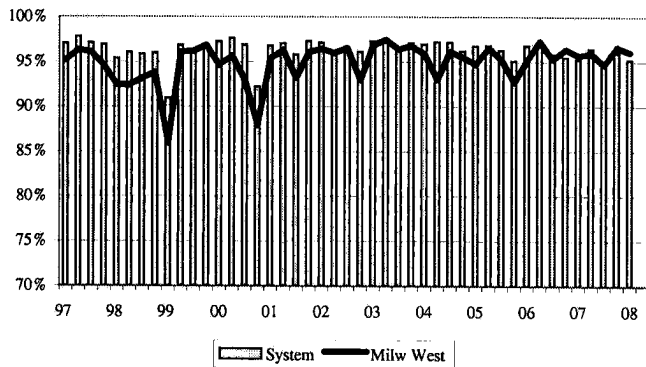
Heritage



Milwaukee North



Milwaukee West



North Central Service

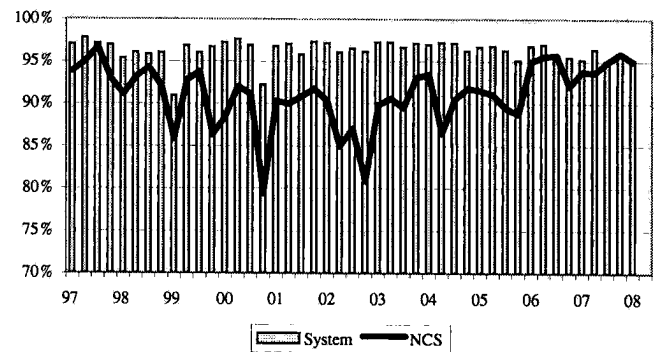


Figure 2: Quarterly On-Time Performance

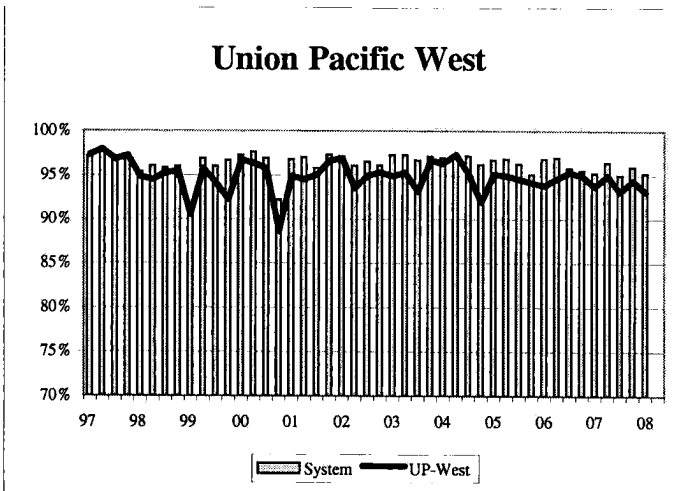
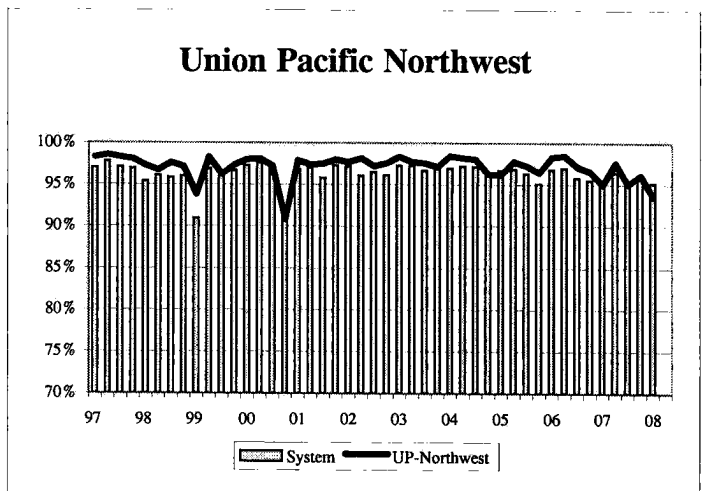
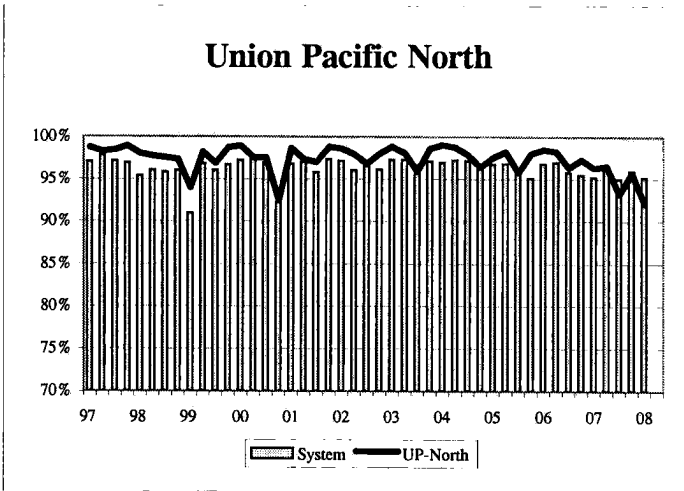
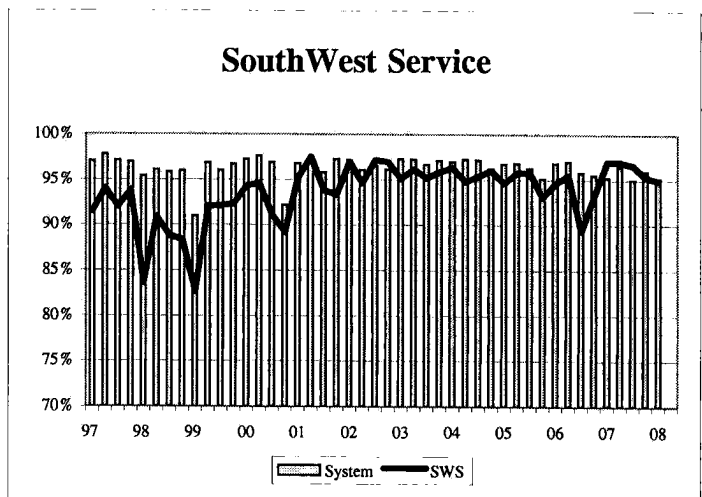
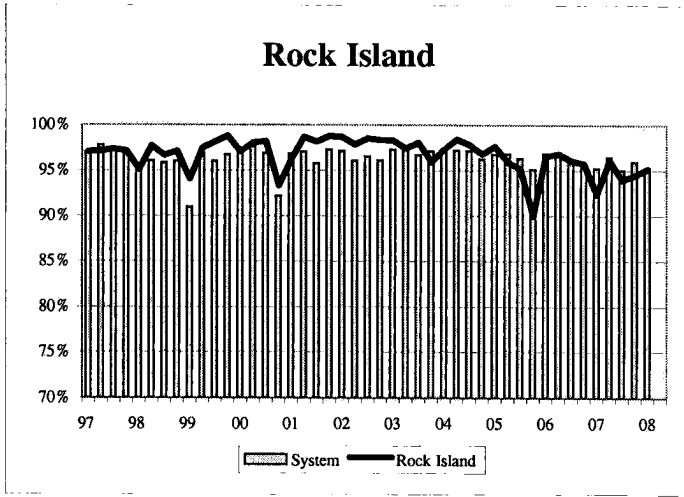


TABLE 4a: NUMBER OF DELAYS BY DATE
January 2008

WEEKDAY	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	TOTAL
BNSF	18	3	0	3	2	0	0	4	4	3	3	5	14	2	33	4	22	2	22	5	5	4	158
<i>Electric - Main Line</i>	3	1	0	10	21	3	0	0	9	1	0	6	1	0	14	2	6	0	11	0	1	3	92
<i>Electric - Blue Island</i>	2	3	0	4	6	0	0	0	3	0	2	1	2	0	4	0	0	1	1	1	2	1	33
<i>Electric - South Chicago</i>	1	0	1	8	6	1	0	0	0	0	0	2	0	1	6	0	0	0	0	2	0	0	28
<i>Heritage Corridor</i>	0	1	0	1	0	0	0	1	1	0	0	0	0	0	1	0	2	0	0	0	1	0	8
<i>Milwaukee - North</i>	3	5	3	1	1	0	0	0	1	2	1	0	0	0	7	2	1	3	2	10	3	1	46
<i>Milwaukee - West</i>	11	1	1	0	1	1	1	0	0	8	1	0	3	4	6	0	1	17	1	13	7	1	78
<i>North Central Service</i>	2	1	1	0	0	0	0	0	0	2	2	1	1	0	7	1	9	0	0	3	2	0	32
<i>Rock Island</i>	6	11	1	8	3	3	5	2	5	8	0	0	1	0	3	1	5	3	1	2	2	3	73
<i>SouthWest Service</i>	9	2	0	8	0	3	0	2	3	3	2	1	0	1	0	1	3	2	0	1	2	0	43
<i>UP - North</i>	14	4	2	2	19	4	10	5	4	4	2	5	10	1	3	7	11	5	3	1	3	10	129
<i>UP - Northwest</i>	24	7	0	0	8	2	2	2	4	1	1	14	1	0	0	3	29	3	3	1	4	12	121
<i>UP - West</i>	8	4	1	0	1	1	2	0	1	6	0	4	0	2	5	2	1	1	3	11	9	5	67
SYSTEM	101	43	10	45	68	18	20	16	35	38	14	39	33	11	89	23	90	37	47	50	41	40	908

SATURDAY	5	12	19	26	TOTAL
BNSF	0	0	3	0	3
<i>Electric - Main Line</i>	0	0	1	1	2
<i>Electric - Blue Island</i>	0	1	0	1	2
<i>Electric - South Chicago</i>	0	0	1	0	1
<i>Heritage Corridor</i>	-	-	-	-	-
<i>Milwaukee - North</i>	4	0	3	1	8
<i>Milwaukee - West</i>	0	0	1	0	1
<i>North Central Service</i>	-	-	-	-	-
<i>Rock Island</i>	0	0	0	0	0
<i>SouthWest Service</i>	-	-	-	-	-
<i>UP - North</i>	0	1	1	0	2
<i>UP - Northwest</i>	0	1	0	2	3
<i>UP - West</i>	0	0	0	2	2
SYSTEM	4	3	10	7	24

SUNDAY/HOLIDAY	1	6	13	20	27	TOTAL
BNSF	0	0	0	0	0	0
<i>Electric - Main Line</i>	0	1	0	1	0	2
<i>Electric - Blue Island</i>	-	-	-	-	-	-
<i>Electric - South Chicago</i>	0	0	0	0	0	0
<i>Heritage Corridor</i>	-	-	-	-	-	-
<i>Milwaukee - North</i>	1	1	1	0	1	4
<i>Milwaukee - West</i>	1	0	0	0	0	1
<i>North Central Service</i>	-	-	-	-	-	-
<i>Rock Island</i>	1	0	0	0	0	1
<i>SouthWest Service</i>	-	-	-	-	-	-
<i>UP - North</i>	2	0	3	2	0	7
<i>UP - Northwest</i>	2	1	2	0	0	5
<i>UP - West</i>	1	0	0	1	0	2
SYSTEM	8	3	6	4	1	22

Data is final (02/13/08) version from TOPS.

3/20/2008

TABLE 4b: NUMBER OF DELAYS BY DATE
February 2008

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
BNSF	17	14	7	3	1	15	14	3	6	6	1	4	5	1	0	4	4	2	3	1	2	113
<i>Electric - Main Line</i>	3	4	2	2	0	2	10	3	1	2	1	0	1	0	0	1	1	2	3	0	0	38
<i>Electric - Blue Island</i>	1	1	0	0	0	1	1	0	0	0	1	0	4	0	1	0	0	1	0	0	0	11
<i>Electric - South Chicago</i>	0	1	1	0	1	0	2	1	0	0	0	0	1	0	0	0	0	1	0	0	0	8
<i>Heritage Corridor</i>	2	3	0	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	1	2	0	13
<i>Milwaukee - North</i>	3	3	2	5	1	0	1	11	19	4	1	1	16	0	1	11	9	2	5	5	3	103
<i>Milwaukee - West</i>	3	1	0	4	2	0	0	4	4	0	2	1	2	1	5	0	5	5	3	3	0	45
<i>North Central Service</i>	3	3	0	4	0	0	0	2	4	2	0	1	1	0	0	1	1	0	1	0	3	26
<i>Rock Island</i>	21	5	0	4	1	3	1	0	5	0	2	1	5	1	2	1	0	1	6	1	2	62
<i>SouthWest Service</i>	1	0	0	2	0	0	2	1	0	1	1	1	1	0	0	0	3	0	1	7	2	23
<i>UP - North</i>	13	13	2	20	16	10	6	14	12	7	12	3	5	6	4	3	6	7	1	4	5	169
<i>UP - Northwest</i>	24	23	0	7	7	4	4	6	3	8	2	0	2	3	1	4	4	4	2	3	5	116
<i>UP - West</i>	13	4	0	2	1	5	9	12	9	2	10	5	5	2	11	4	4	3	2	6	6	115
SYSTEM	104	75	14	53	30	40	50	57	63	32	33	18	50	15	25	29	38	28	28	32	28	842

SATURDAY	2	9	16	23	TOTAL
BNSF	2	3	0	3	8
<i>Electric - Main Line</i>	0	0	0	0	0
<i>Electric - Blue Island</i>	0	0	1	0	1
<i>Electric - South Chicago</i>	0	0	0	1	1
<i>Heritage Corridor</i>	-	-	-	-	-
<i>Milwaukee - North</i>	0	0	1	0	1
<i>Milwaukee - West</i>	0	0	1	0	1
<i>North Central Service</i>	-	-	-	-	-
<i>Rock Island</i>	4	1	1	0	6
<i>SouthWest Service</i>	-	-	-	-	-
<i>UP - North</i>	0	0	0	0	0
<i>UP - Northwest</i>	0	3	2	1	6
<i>UP - West</i>	0	1	5	3	9
SYSTEM	6	8	11	8	33

SUNDAY/HOLIDAY	3	10	17	24	TOTAL
	1	1	0	0	2
	0	0	4	1	5
	-	-	-	-	-
	0	1	0	0	1
	-	-	-	-	-
	0	1	0	0	1
	0	0	1	0	1
	-	-	-	-	-
	0	0	0	1	1
	-	-	-	-	-
	2	0	0	1	3
	0	1	1	0	2
	0	7	0	3	10
	3	11	6	6	26

Data is final (03/14/08) version from TOPS.

3/19/2008

TABLE 4c: NUMBER OF DELAYS BY DATE
March 2008

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL
<i>BNSF</i>	7	0	3	1	1	16	1	0	3	1	10	1	1	0	3	3	4	2	5	2	1	65
<i>Electric - Main Line</i>	1	0	0	0	8	2	5	1	0	2	0	0	1	0	0	1	0	2	1	1	0	25
<i>Electric - Blue Island</i>	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	5
<i>Electric - South Chicago</i>	0	0	0	0	5	1	1	0	1	3	0	0	1	0	0	0	1	0	3	0	0	16
<i>Heritage Corridor</i>	0	0	1	0	3	2	0	1	1	1	1	1	4	1	2	0	0	0	3	0	0	21
<i>Milwaukee - North</i>	1	4	0	5	3	2	0	0	1	2	1	0	0	0	11	0	1	5	1	2	5	44
<i>Milwaukee - West</i>	2	1	0	4	9	3	0	1	2	1	0	0	0	2	2	1	2	0	0	1	6	37
<i>North Central Service</i>	2	0	0	0	0	0	0	1	0	1	1	0	0	0	6	0	0	0	0	1	0	12
<i>Rock Island</i>	1	1	4	1	2	13	0	2	1	1	8	2	7	1	9	2	2	9	2	0	0	68
<i>SouthWest Service</i>	1	0	0	0	0	1	1	1	2	0	5	0	1	3	6	0	1	4	1	0	4	31
<i>UP - North</i>	7	1	2	3	5	2	0	4	4	4	3	7	4	1	6	1	2	2	3	1	1	63
<i>UP - Northwest</i>	0	3	0	5	0	1	2	1	0	0	0	2	0	0	8	0	1	2	4	1	4	34
<i>UP - West</i>	7	2	2	15	4	3	2	1	2	3	3	4	3	1	4	2	1	3	7	1	2	72
SYSTEM	29	12	12	34	40	46	13	13	17	20	32	17	22	9	57	10	15	30	30	11	24	493

SATURDAY	1	8	15	22	29	TOTAL
<i>BNSF</i>	0	1	1	0	0	2
<i>Electric - Main Line</i>	0	0	0	0	2	2
<i>Electric - Blue Island</i>	0	1	0	0	0	1
<i>Electric - South Chicago</i>	0	0	0	0	2	2
<i>Heritage Corridor</i>	-	-	-	-	-	-
<i>Milwaukee - North</i>	0	0	7	0	0	7
<i>Milwaukee - West</i>	0	0	0	3	0	3
<i>North Central Service</i>	-	-	-	-	-	-
<i>Rock Island</i>	0	1	1	1	0	3
<i>SouthWest Service</i>	-	-	-	-	-	-
<i>UP - North</i>	2	1	6	1	0	10
<i>UP - Northwest</i>	1	2	5	0	0	8
<i>UP - West</i>	6	0	5	1	0	12
SYSTEM	9	6	25	6	4	50

SUNDAY/HOLIDAY	2	9	16	23	30	TOTAL
	0	0	0	0	0	0
	0	0	0	0	0	0
	-	-	-	-	-	-
	0	0	1	0	0	1
	-	-	-	-	-	-
	0	0	0	0	1	1
	0	0	0	1	0	1
	-	-	-	-	-	-
	-	-	-	-	-	0
	0	13	2	0	3	18
	-	-	-	-	-	-
	1	2	0	4	1	8
	2	0	1	0	1	4
	5	0	1	0	0	6
	8	15	5	5	6	39

Data is final (04/14/08) version from TOPS.

4/15/2008

TABLE 5: ON-TIME RANKINGS BY LINE
1st Quarter 2008

PEAK*			OFF-PEAK**			TOTAL		
RANK	LINE	%	RANK	LINE	%	RANK	LINE	%
1	Electric District	97.3%	1	Electric District	98.2%	1	Electric District	97.9%
2	Milw - North	95.8%	2	Milw - West	96.8%	2	Milw - West	96.1%
3	SWS	95.7%	3	BNSF	96.5%	3	RI	95.2%
4	RI	95.2%						
5	Milw - West	95.0%		SYSTEM AVERAGE	95.5%		SYSTEM AVERAGE	95.2%
	SYSTEM AVERAGE	94.8%	4	NCS	95.5%	4	Milw - North	95.1%
6	NCS	94.6%	5	RI	95.2%	5	NCS	95.0%
7	UP - West	93.9%	6	Milw - North	94.6%	6	SWS	95.0%
8	UP - North	93.5%	7	SWS	94.5%	7	BNSF	94.7%
9	BNSF	93.1%	8	UP - Northwest	94.3%	8	UP - Northwest	93.6%
10	UP - Northwest	92.8%	9	UP - West	92.6%	9	UP - West	93.1%
11	Heritage	89.1%	10	UP - North	91.3%	10	UP - North	92.2%
			na	Heritage	na	11	Heritage	89.1%

* Includes peak direction trains operating during weekday peak periods.

** Includes all other weekday trains and trains operating on Saturdays, Sundays, and holidays.

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5/9/2008

TABLE 6: ANNULMENTS
1st Quarter 2008

DATE	LINE	TRAIN(S)	CAUSE
Wed, Jan 02	UPN	328	No engineer
Wed, Jan 02	UPNW	633	Auto on tracks in Arlington Heights
Wed, Jan 02	UPNW	651	Engine failure
Thu, Jan 03	BNSF	1256	Switch failure
Mon, Jan 07	ELML, ELSC	140, 339	Catenary failure at 47th
Tue, Jan 08	UPN	357, 359, 361, 362, 363	Struck conductor at Waukegan
Mon, Jan 14	UPN	353	No engineer
Fri, Jan 18	BNSF	1254	Passenger medical emergency
Sat, Jan 19	ELSC	300	Catenary failure at Millennium
Mon, Jan 21	MW	2218	Engine failure
Tue, Jan 22	BNSF	1288, 1373	Struck auto in Downers Grove
Fri, Jan 25	MW	2221, 2237, 2242	Struck pedestrian in Roselle
Sat, Jan 26	UPW	507	Engineer error (operational test)
Sat, Jan 26	UPW	512	No crew
Mon, Jan 28	BNSF	1283, 1287, 1289, 1291, 1294, 1373	Struck auto in Hinsdale
Mon, Jan 28	MN	2125	Engine failure
Tue, Jan 29	MW	2252	Auto stuck on tracks
Tue, Jan 29	MW	2253	Coach failure
Wed, Jan 30	UPW	26	Engine failure
Fri, Feb 01	UPNW	610, 614	Coach brake failure
Mon, Feb 04	HC	914, 916, 918	Derailment near Glenn Yard
Wed, Feb 06	NCS	115	Disabled CN freight
Thu, Feb 07	UPN	313	Snow in switches in Waukegan yard
Wed, Feb 13	RI	613	Engine failure
Wed, Feb 13	MN	2144	Amtrak train disabled at Glenview
Thu, Feb 14	UPNW	645, 649	Auto struck train in Des Plaines
Mon, Feb 18	UPN	306	No engineer
Tue, Feb 19	MN	2120	Signal failure
Tue, Feb 19	MN	2142, 2146	Gas leak in Deerfield
Thu, Feb 21	UPW	22	Coach brake failure
Fri, Feb 22	MN	2147, 2156	Amtrak train struck pedestrian in Lake Forest
Mon, Feb 25	MW	2254, 2255	Engine failure
Wed, Feb 27	MW	2213	Engine failure
Thu, Feb 28	SWS	834	Engine failure
Sun, Mar 02	UPW	48	Engineer error (operational test)
Sun, Mar 02	UPW	503, 508	Engine failure
Wed, Mar 05	RI	302	Operator error
Thu, Mar 06	UPNW	638	Struck debris near Gladstone Park
Fri, Mar 07	ELSC	339, 407	Catenary failure at 80th St.
Fri, Mar 07	ELML	733, 735, 737	Derailment in yard
Fri, Mar 07	MN	2156	Engine failure
Fri, Mar 07	MW	2219, 2237, 2242	Struck passenger at Elgin
Mon, Mar 10	RI	302, 401, 414	Struck trespasser in Tinley Park
Mon, Mar 10	UPNW	636	No engineer
Mon, Mar 10	BNSF	1248	Signal failure
Thu, Mar 13	MW	2253	Engine failure
Wed, Mar 19	RI	526	Disabled Amtrak at Joliet
Mon, Mar 24	BNSF	1252	Engine failure
Fri, Mar 28	ELML	710	Mechanical problem

5/9/2008

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TABLE 7: FREQUENCY OF TRAIN DELAYS BY CAUSE BY LINE

1st Quarter 2008

CAUSE CATEGORY	BNSF	Electric			HER	Milwaukee		NCS	RI	SWS	Union Pacific			System
		ML	BI	SC		N	W				N	NW	W	
		Passenger Train Interference	0	11		3	2				2	5	4	
Freight Interference - Peak	22	1	0	0	27	1	6	5	5	7	3	4	13	94
Freight Interference - Off-Peak	29	0	0	0	0	22	7	9	15	27	11	25	85	230
Accident	46	8	0	1	0	22	31	11	15	0	10	6	0	150
Passenger Loading	3	7	1	1	0	11	2	0	21	0	127	25	30	228
Lift Deployment	5	0	0	0	0	5	5	3	18	0	7	8	5	56
Obstruction/Debris	5	3	3	7	0	9	14	3	6	2	15	36	16	119
Signal/Switch Failure	96	31	1	7	6	32	39	16	28	38	15	49	39	397
Track Work	10	7	1	5	1	4	0	1	2	3	8	4	8	54
Catenary Failure	0	9	4	10	0	0	0	0	0	0	0	0	0	23
Non-Locomotive Equipment Failure	3	26	18	2	0	3	0	0	1	0	8	14	5	80
Locomotive Failure	12	0	0	0	2	26	14	6	20	8	4	10	15	117
Human Error	17	14	4	1	3	8	4	2	21	6	44	17	13	154
Sick, Injured, Unruly Passenger	26	8	3	4	0	12	2	0	17	0	8	5	1	86
Weather	75	37	12	16	1	42	32	11	47	2	94	77	36	482
Other	2	4	3	2	0	13	8	1	10	4	12	11	20	90
TOTAL TRAINS DELAYED	351	166	53	58	42	215	168	70	232	97	391	299	295	2,437

TABLE 8: SYSTEMWIDE FREQUENCY OF TRAIN DELAYS BY CAUSE BY MONTH

CAUSE CATEGORY	2007												2008			2007	2008
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	1st Q	1st Q
	Passenger Train Interference	15	33	23	9	27	20	17	24	12	12	19	26	30	30	17	71
Freight Interference - Peak	22	41	35	28	18	44	14	27	33	22	39	23	29	38	27	98	94
Freight Interference - Off-Peak	51	92	91	81	77	64	52	72	54	55	61	66	71	81	78	234	230
Accident	29	28	8	2	3	40	13	56	37	32	54	63	81	33	36	65	150
Passenger Loading	38	22	52	15	55	153	335	127	56	37	61	92	72	76	80	112	228
Lift Deployment	9	26	9	8	11	16	14	9	7	11	10	19	24	14	18	44	56
Obstruction/Debris	25	49	25	33	33	22	21	55	20	34	15	34	46	55	18	99	119
Signal/Switch Failure	64	267	60	67	85	68	63	95	116	59	79	122	174	99	124	391	397
Track Work	31	24	22	56	50	97	114	126	134	86	43	47	19	11	24	77	54
Catenary Failure	0	0	4	3	26	5	5	1	6	3	0	0	16	2	5	4	23
Non-Locomotive Equipment Failure	11	31	17	11	10	5	12	14	6	10	16	5	55	15	10	59	80
Locomotive Failure	26	26	39	14	45	43	13	36	34	29	24	62	39	44	34	91	117
Human Error	54	98	107	54	82	55	45	83	70	79	55	67	57	58	39	259	154
Sick, Injured, Unruly Passenger	23	23	17	32	19	28	32	34	33	26	22	48	43	25	18	63	86
Weather	30	542	25	53	0	28	35	264	12	30	14	224	173	277	32	597	482
Other	22	52	48	31	25	51	42	23	26	31	64	25	25	43	22	122	90
TOTAL TRAINS DELAYED	450	1354	582	497	566	739	827	1046	656	556	576	923	954	901	582	2,386	2,437

TABLE 9: CAUSES OF DELAY IN RANK ORDER**1st Quarter 2008**

RANK	CAUSE CATEGORY	DELAYS	PERCENT
1	Weather	482	19.8%
2	Signal/Switch Failure	397	16.3%
3	Freight Interference - Off-Peak	230	9.4%
4	Passenger Loading	228	9.4%
5	Human Error	154	6.3%
6	Accident	150	6.2%
7	Obstruction/Debris	119	4.9%
8	Locomotive Failure	117	4.8%
9	Freight Interference - Peak	94	3.9%
10	Other	90	3.7%
11	Sick, Injured, Unruly Passenger	86	3.5%
12	Non-Locomotive Equipment Failure	80	3.3%
13	Passenger Train Interference	77	3.2%
14	Lift Deployment	56	2.3%
15	Track Work	54	2.2%
16	Catenary Failure	23	0.9%
	TOTAL TRAINS DELAYED	2,437	100.0%

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TABLE 10: FREQUENCY OF TRAIN DELAYS BY DURATION
1st Quarter 2008

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak Period														
6-10	136	44	9	4	17	17	42	19	61	16	81	77	72	595
11-15	41	12	4	1	13	29	27	6	18	4	18	27	16	216
16-20	21	8	3	2	3	4	5	3	10	4	12	18	11	104
21+	35	27	6	3	6	14	9	9	17	6	8	25	4	169
Annulled	7	4	0	3	3	3	3	1	4	0	5	6	2	41
Sub-Total	240	95	22	13	42	67	86	38	110	30	124	153	105	1,125
Off-Peak Periods														
6-10	56	36	18	26	0	66	28	8	75	20	190	67	95	685
11-15	20	13	8	8	0	40	19	11	24	16	35	37	48	279
16-20	12	8	1	6	0	11	5	3	8	18	18	18	13	121
21+	18	13	4	4	0	26	20	10	13	12	20	22	29	191
Annulled	5	1	0	1	0	5	10	0	2	1	4	2	5	36
Sub-Total	111	71	31	45	0	148	82	32	122	67	267	146	190	1,312
Total for Quarter														
6-10	192	80	27	30	17	83	70	27	136	36	271	144	167	1,280
11-15	61	25	12	9	13	69	46	17	42	20	53	64	64	495
16-20	33	16	4	8	3	15	10	6	18	22	30	36	24	225
21+	53	40	10	7	6	40	29	19	30	18	28	47	33	360
Annulled	12	5	0	4	3	8	13	1	6	1	9	8	7	77
TOTAL	351	166	53	58	42	215	168	70	232	97	391	299	295	2,437

PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
6-10	54.7%	48.2%	50.9%	51.7%	40.5%	38.6%	41.7%	38.6%	58.6%	37.1%	69.3%	48.2%	56.6%	52.5%
11-15	17.4%	15.1%	22.6%	15.5%	31.0%	32.1%	27.4%	24.3%	18.1%	20.6%	13.6%	21.4%	21.7%	20.3%
16-20	9.4%	9.6%	7.5%	13.8%	7.1%	7.0%	6.0%	8.6%	7.8%	22.7%	7.7%	12.0%	8.1%	9.2%
21+	15.1%	24.1%	18.9%	12.1%	14.3%	18.6%	17.3%	27.1%	12.9%	18.6%	7.2%	15.7%	11.2%	14.8%
Annulled	3.4%	3.0%	0.0%	6.9%	7.1%	3.7%	7.7%	1.4%	2.6%	1.0%	2.3%	2.7%	2.4%	3.2%
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%

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TABLE 11: TOTAL NUMBER OF MINUTES DELAYED BY TIME PERIOD
1st Quarter 2008

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak	4,027	1,693	491	159	547	1,274	1,079	718	1,520	429	1,305	2,363	1,119	16,724
Off-Peak	1,720	931	342	535	0	2,213	1,166	645	1,389	1,151	2,849	2,364	2,606	17,911
Total	5,747	2,624	833	694	547	3,487	2,245	1,363	2,909	1,580	4,154	4,727	3,725	34,635

TABLE 12: AVERAGE LENGTH OF DELAY BY TIME PERIOD (in minutes)
1st Quarter 2008

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak	17.3	18.6	22.3	15.9	14.0	19.9	13.0	19.4	14.3	14.3	11.0	16.1	10.9	15.4
Off-Peak	16.2	13.3	11.0	12.2	0.0	15.5	16.2	20.2	11.6	17.4	10.8	16.4	14.1	14.0
Total	17.0	16.3	15.7	12.9	14.0	16.8	14.5	19.8	12.9	16.5	10.9	16.2	12.9	14.7
Median	10	11	10	10	11	12	11	12	9	13	8	11	10	10

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