

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

May 2009



COMMUTER RAIL ON-TIME PERFORMANCE

May 2009

This report presents an analysis of the May 2009 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those trains arriving at their last station stop within five minutes of schedule. Trains that are six minutes or more behind schedule are regarded as late.

Table 1 presents the number of train delays by rail line and service period. During May 2009, Metra operated 16,510 scheduled trains, including 'extras'. 540 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.7%. Table 2 lists on-time percentages by line for each month and year since 2004. Table 3 lists each train that was on time for less than 85% of its weekday runs in May 2009, 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 May 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during May 2009. Table 7.b shows the average frequencies over the previous five Mays, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 540 delays systemwide in May 2009, 66 more than the average over the previous five Mays. Table 8.a shows delays from the beginning of the year through May 2009. Table 8.b shows the average frequencies through May of each of the previous five years, and Table 8.c shows the differences between Table 8.a and Table 8.b. Tables 9.a and 9.b display the systemwide frequency of train delays by cause and by month, for 2009 and 2008 respectively. From January through May of 2009, a total of 3,315 trains were delayed, compared to 3,398 trains delayed in the same five months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In May 2009 freight operations delayed 51 trains systemwide, compared to 63 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2009 and 2008 respectively. A total of 12 trains were delayed by lift deployment in May 2009.

A review of May 2009 late trains by duration of delay is shown in Table 12. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 51.9% of all late trains. Table 13 shows that the average length of delay was 14.5 minutes in May 2009. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
May 2009**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,081	75	93.1%	803	33	95.9%	1,884	108	94.3%	140	5	96.4%	108	2	98.1%	2,132	115	94.6%
Elec -ML	906	17	98.1%	671	8	98.8%	1,577	25	98.4%	230	3	98.7%	120	1	99.2%	1,927	29	98.5%
-BI	289	4	98.6%	451	8	98.2%	740	12	98.4%	149	4	97.3%	--	--	--	889	16	98.2%
-SC	340	<u>1</u>	99.7%	<u>740</u>	<u>11</u>	98.5%	<u>1,080</u>	<u>12</u>	98.9%	<u>240</u>	<u>1</u>	99.6%	<u>120</u>	<u>1</u>	99.2%	<u>1,440</u>	<u>14</u>	99.0%
Subtotal	1,535	22	98.6%	1,862	27	98.5%	3,397	49	98.6%	619	8	98.7%	240	2	99.2%	4,256	59	98.6%
Heritage	120	4	96.7%	--	--	--	120	4	96.7%	--	--	--	--	--	--	120	4	96.7%
Milw -N	507	23	95.5%	699	36	94.8%	1,206	59	95.1%	120	4	96.7%	120	3	97.5%	1,446	66	95.4%
-W	<u>539</u>	<u>6</u>	98.9%	<u>621</u>	<u>9</u>	98.6%	<u>1,160</u>	<u>15</u>	98.7%	<u>120</u>	<u>4</u>	96.7%	<u>108</u>	<u>0</u>	100.0%	<u>1,388</u>	<u>19</u>	98.6%
Subtotal	1,046	29	97.2%	1,320	45	96.6%	2,366	74	96.9%	240	8	96.7%	228	3	98.7%	2,834	85	97.0%
NCS	220	7	96.8%	220	14	93.6%	440	21	95.2%	--	--	--	--	--	--	440	21	95.2%
RI	720	17	97.6%	645	17	97.4%	1,365	34	97.5%	100	1	99.0%	103	4	96.1%	1,568	39	97.5%
SWS	220	5	97.7%	380	26	93.2%	600	31	94.8%	30	0	100.0%	--	--	--	630	31	95.1%
UP -N	618	12	98.1%	781	31	96.0%	1,399	43	96.9%	130	19	85.4%	108	15	86.1%	1,637	77	95.3%
-NW	656	18	97.3%	638	23	96.4%	1,294	41	96.8%	120	10	91.7%	96	19	80.2%	1,510	70	95.4%
-W	<u>535</u>	<u>22</u>	95.9%	<u>640</u>	<u>8</u>	98.8%	<u>1,175</u>	<u>30</u>	97.4%	<u>100</u>	<u>4</u>	96.0%	<u>108</u>	<u>5</u>	95.4%	<u>1,383</u>	<u>39</u>	97.2%
Subtotal	1,809	52	97.1%	2,059	62	97.0%	3,868	114	97.1%	350	33	90.6%	312	39	87.5%	4,530	186	95.9%
SYSTEM	6,751	211	96.9%	7,289	224	96.9%	14,040	435	96.9%	1,479	55	96.3%	991	50	95.0%	16,510	540	96.7%

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

Delays data for most recent month is final (06/15/09) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
BNSF	2004	90.7	92.8	97.1	97.2	98.5	98.2	94.3	98.5	96.2	97.1	95.7	92.8	95.3%	95.8%
	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	96.1%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.7%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.1%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6								93.7%	93.7%
	2004-2008 average	94.2	93.2	96.6	97.6	97.2	95.5	96.1	95.3	95.4	94.9	94.5	92.9	95.8%	95.3%
Electric	2004	97.8	98.8	98.8	99.5	98.9	98.0	99.0	98.7	98.2	98.6	98.9	98.8	98.8%	98.7%
	2005	98.5	99.3	99.6	99.3	98.8	96.5	98.6	99.5	99.2	98.7	97.2	98.7	99.1%	98.7%
	2006	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.8%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.7%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6								98.3%	98.3%
	2004-2008 average	98.2	98.3	98.6	98.8	98.6	97.8	97.8	98.2	97.8	98.1	98.3	97.9	98.5%	98.2%
Heritage	2004	95.2	96.7	94.9	95.5	90.0	84.8	91.3	91.7	93.7	92.1	97.6	98.6	94.5%	93.5%
	2005	95.2	95.0	96.4	95.2	95.2	95.5	93.3	92.8	90.5	88.9	92.1	87.5	95.4%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	93.9%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	89.1%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	88.8%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7								91.6%	91.6%
	2004-2008 average	95.5	91.1	91.7	91.9	91.5	91.5	91.6	90.2	91.8	91.1	94.9	90.1	92.3%	91.8%
Milw - N	2004	95.0	94.8	98.1	97.3	91.5	94.2	96.5	96.9	95.7	95.3	94.8	94.6	95.4%	95.4%
	2005	90.4	98.4	97.5	95.4	95.7	94.3	92.4	95.8	95.6	97.7	91.3	88.3	95.5%	94.4%
	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	95.3%	93.7%
	2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.3%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.3%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4								94.2%	94.2%
	2004-2008 average	94.0	94.5	96.6	95.9	94.5	94.0	92.9	95.2	95.1	95.6	92.3	89.6	95.1%	94.2%
Milw - W	2004	97.3	93.5	96.7	92.0	93.2	93.8	94.7	97.3	96.6	95.8	94.6	96.2	94.6%	95.2%
	2005	91.1	97.0	96.1	96.6	97.7	95.5	96.2	93.8	96.0	96.2	93.0	89.1	95.7%	94.8%
	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	96.0%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.9%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.7%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6								96.9%	96.9%
	2004-2008 average	94.8	95.0	96.7	95.8	96.6	96.0	94.8	94.8	97.0	97.0	95.9	93.1	95.8%	95.6%
NCS	2004	96.2	89.0	94.8	85.0	91.5	83.6	85.7	91.8	93.8	92.4	90.5	92.6	91.3%	90.6%
	2005	88.6	97.0	89.6	90.0	98.1	85.5	89.5	90.0	89.0	93.3	88.2	84.9	92.5%	90.2%
	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.6%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2								94.1%	94.1%
	2004-2008 average	93.8	94.1	94.3	92.3	94.9	91.8	94.0	94.7	94.0	94.8	92.6	90.7	93.9%	93.5%

TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/Branch

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
RI	2004	96.0	98.5	97.6	98.4	99.0	97.9	97.7	98.6	97.3	98.0	96.8	95.8	97.9%	97.6%
	2005	96.6	98.6	97.9	98.0	96.3	93.7	94.2	97.4	93.8	86.5	91.8	91.6	97.5%	94.7%
	2006	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.7%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.3%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5								96.2%	96.2%
2004-2008 average		96.0	94.8	96.7	98.2	97.0	95.7	95.0	96.8	95.9	93.9	95.3	92.4	96.6%	95.7%
SWS	2004	95.8	97.8	95.7	98.0	93.4	92.9	96.1	95.2	94.9	95.2	96.1	96.7	96.2%	95.7%
	2005	94.0	92.5	97.0	96.7	94.7	96.0	94.4	96.7	96.1	95.5	93.2	90.5	95.1%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	94.8%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.2%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1								94.2%	94.2%
2004-2008 average		95.2	95.1	96.4	96.4	95.1	95.7	95.9	93.8	93.4	93.4	95.3	92.7	95.6%	94.9%
UP - N	2004	98.6	99.1	99.4	99.5	98.5	98.2	98.6	96.7	98.4	95.9	96.8	96.6	99.0%	98.0%
	2005	94.0	99.6	99.0	99.5	98.8	96.6	96.3	93.7	97.6	96.7	98.4	99.0	98.2%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.4%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	97.0%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.8%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3								95.9%	95.9%
2004-2008 average		96.1	95.6	98.0	97.9	98.2	95.4	95.1	93.0	96.7	96.9	97.2	95.7	97.2%	96.3%
UP - NW	2004	97.6	98.8	98.9	98.6	97.9	98.2	98.3	98.5	97.3	95.5	97.1	96.2	98.4%	97.7%
	2005	93.6	98.0	97.1	98.4	98.8	96.2	98.6	94.8	98.6	98.4	94.9	96.0	97.1%	96.9%
	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.4%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.2%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	94.8%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4								96.0%	96.0%
2004-2008 average		95.3	95.7	97.8	97.8	98.1	97.1	97.3	96.0	97.2	97.1	95.9	95.2	97.0%	96.7%
UP - W	2004	95.5	97.4	96.2	97.7	98.5	96.0	95.7	95.8	94.2	93.0	91.9	91.1	97.0%	95.2%
	2005	91.7	97.0	96.8	98.1	94.1	92.7	95.3	92.2	96.4	94.9	95.0	92.7	95.5%	94.7%
	2006	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.0%	94.7%
	2007	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.5%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.1%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2								95.9%	95.9%
2004-2008 average		94.0	94.0	95.3	96.2	95.6	94.7	95.6	93.6	94.4	94.3	94.3	92.0	95.0%	94.5%
SYSTEM (excluding South Shore)	2004	96.1	96.9	97.9	97.7	97.3	96.8	96.9	97.7	96.9	96.6	96.4	95.8	97.2%	96.9%
	2005	94.6	97.9	97.7	98.0	97.3	95.3	96.4	95.9	96.7	95.9	95.1	94.4	97.1%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	97.0%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.9%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	96.0%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7								96.1%	96.1%
2004-2008 average		95.8	95.6	97.2	97.4	97.2	96.0	95.9	95.8	96.3	96.1	95.7	94.2	96.6%	96.1%

Delays data for most recent month is final (06/15/09) version from TOPS.

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'2004-2008 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
May 2009**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1243	Tue, May 05	10	G1	TOL AT NAPERVILLE
	80% OT	Fri, May 08	8	CC	MOW FORM A'S BERWYN MT2=20MPH, 10.8 MT1=40 AND 15.9 MT1=25
		Fri, May 15	21	B1	HIGHLANDS SIGNAL ISSUES, CUT CABLES
		Fri, May 22	9	E	LOST CAB SIGNAL SOTPPED AND MOVED CONDUCTOR TO HE
BNSF	1249	Tue, May 05	9	U	ADA LIFT ISSUE DEPARTED CUS 6" LATE, PROBLEM REPAIRED BEFORE DEPARTING
	80% OT	Fri, May 08	9	CC	MOW FORM A'S BERWYN MT2=20MPH, 10.8 MT1=40 AND 15.9 MT1=25
		Fri, May 15	20	B1	HIGHLANDS SIGNAL ISSUES, CUT CABLES
		Wed, May 20	7	CC	FOLLOWED 1247, MOW ON MT 1 AT LAVERGNE
BNSF	1273	Fri, May 01	10	E1	1275 STOPPED AHEAD - MT 3 AT CPK
	65% OT	Thu, May 07	15	E1	TRAFFIC FROM 1257 SLOWED
		Fri, May 08	8	AM	HELD OUT OF LAGRANGE FOR AMTRAK 383 TO WORK OFF MT2 TO THE NORTHSIDE
		Fri, May 15	14	B1	HIGHLANDS SIGNAL ISSUES, CUT CABLES
		Mon, May 18	17	G1	SIGNAL ISSUES BETWEEN NAPERVILLE AND RT 59 DOWN TO RESTRICTING
		Tue, May 19	8	U	ADA
		Thu, May 28	7	C	WEST EOLA, HELD FOR MOW TO CLEAR
BNSF	1373	Fri, May 01	0	XE	COMBINED 1373 AND 1287
	80% OT	Thu, May 07	11	E1	TRAFFIC FROM 1257 SLOWED
		Fri, May 15	24	B1	HIGHLANDS SIGNAL ISSUES, CUT CABLES
		Mon, May 18	9	G1	SIGNAL ISSUES BETWEEN NAPERVILLE AND RT 59 DOWN TO RESTRICTING
MN	2125	Fri, May 01	20	C	10" STOP SIGNAL & RESTRICTED SPEED, MORTON GROVE TO GOLF; 10" STOP SIGNAL RESTRICTED SPEED TO NEXT SIGNAL, GRAYSLAKE.
	70% OT	Fri, May 08	7	I	3" SLOW ENTRAINING ENROUTE; 4" WAITING FOR #2146, RONDOUT.
		Thu, May 14	14	CC	14" WAITING FOR #2146, RONDOUT.
		Tue, May 19	12	GX	14" MEETING DELAYED #2146 OFF THE J LINE, RONDOUT.
		Thu, May 21	10	CC	10" WAITING FOR DELAYED #2146, RONDOUT.
		Fri, May 22	12	II	5" STOP SIGNAL, DEERFIELD; 7" WAITING FOR DELAYED #2146 TO CLEAR J LINE, RONDOUT.
RI	0523	Wed, May 06	8	U	5" ADA OFF, BLUE ISLAND AND ON, 95TH/OFF, ROBBINS; 2" SLOW DETRAINING, 103RD & 119TH.
	80% OT	Thu, May 14	7	D	7" EJE FRT X-TRAFFIC CN675 DISP STATED TRN WOULD BE THERE @ 1955 BUT DIDNT SHOW TILL 2000, EJE XING.
		Fri, May 15	9	I	9" PASSENGER LOADING
		Tue, May 26	15	GW	15" MILLER ST -- IAIS #154 W/B STOPPED AT BRIDGE 407 (LIGHTNINGSTRUCK CAUSED SIG TO DROP ON APPROACH TO BRIDGE).
SWS	0826	Mon, May 04	8	G	8" RESTRICTING SIGS, FOREST HILL/BELT JCT.
	60% OT	Tue, May 05	7	G	6" FLAGGING CP RIDGE; 2" FRT TRN INT, FOREST HILL.
		Wed, May 06	6	AM	5" AMTRAK LITE POWER CLEARING, LUMBER ST; 1" NO REASON GIVEN.
		Thu, May 07	19	D	10" RED SIGNAL ACCT IHB MOW, CHICAGO RIDGE; 13" FRT X-TRAFFIC Q161-05, FOREST HILL.
		Fri, May 15	19	D	10" FRT X-TRAFFIC UP ZEMCH AHEAD BLOCKING FOREST HILL, WRIGHTWOOD; 9" RESTRICTED SIGNAL WENT RED TRAP CIRCUIT W/I DROPED SIG, FOREST HILL.
		Mon, May 18	79	E	24" LOW WATER BUTTON WON'T RESET, PALOS PK; 56" LOW WATER BUTTON WON'T RESET, WORTH. TOOK LOCO #189 OFF TRN #815.
		Fri, May 22	11	G1	5" WAITING FOR #815 TO CLEAR, CP518; NS TK CIRCUIT DOWN, CP518; 4" AMTRAK MAKING YD MOVE, 21ST; 2" NO REASON GIVEN.
		Thu, May 28	7	D	2" ADA, 153RD; 3" RED SIGNAL SPERRY CAR AHEAD, ASHBURN; 2" COULDN'T CONTACT NS FOREMAN, CP 518.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
May 2009**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
SWS	0838	Mon, May 04	10	RF	10" PLANT-IN-TIME, FOREST HILL.
	80% OT	Mon, May 11	11	D	10" NS #BH23 CLEARING BELT JCT; 2" SOUTH BRANCH BRIDGE OPEN.
		Wed, May 20	8	D	6" FRT TRN INT, BELT JCT; 2" NO REASON GIVEN.
		Fri, May 22	29	G	26" SW11 FAILING CREW HAND LINED AND RESTRICTED SPEED, CP 518 TO 21ST; 3" NO REASON GIVEN.
UPN	0356	Fri, May 01	8	I	8" HEAVY ENTRAINING/DETRAINING ALL STATIONS.
	80% OT	Wed, May 20	9	CC	9" MOW, MP 42.1-40.6.
		Fri, May 22	20	CC	7" LATE TURN OF DELAYED #335, KENOSHA; 13" FORM B, KENOSHA TO ZION; RAN MT1 BETWEEN MOW LIMITS.
		Wed, May 27	25	L	25" TRESPASSER ON TRKS, MP 7.0.
UPN	0361	Tue, May 12	6	I	6" HEAVY ENTRAINING ENROUTE.
	75% OT	Thu, May 14	8	I	8" SLOW ENTRAINING/DETRAINING ALL STATIONS.
		Fri, May 15	6	I	6" SLOW ENTRAINING/DETRAINING ALL STATIONS.
		Tue, May 26	9	I	9" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Thu, May 28	7	I	7" HEAVY ENTRAINING/DETRAINING ENROUTE.
		UPN	0362	Fri, May 08	10
80% OT	Mon, May 18		0	XR	ANNULLED WAUKEGAN AFTER RUNNING THRU SWITCH.
	Tue, May 26		9	II	9" LATE TURN OF DELAYED #361.
	Thu, May 28		10	II	7" LATE TURN OF DELAYED #361, WAUKEGAN; SLOW ENTRAINING/ DETRAINING, HIGHLAND PARK TO CLYBOURN.
UPNW	0652	Fri, May 01	17	C1	10" LATE TURN OF DELAYED #621, CRYSTAL LAKE; 7" S/O, MP 40.8 TO 39.52; WAITING FOR SIGNAL, MAYFAIR; SLOW LOAD/UNLOAD ALL STATIONS.
	55% OT	Mon, May 04	7	I	7" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Tue, May 05	7	I	7" SLOW ENTRAINING ENROUTE.
		Fri, May 15	12	CC	15" LATE TURN OF DELAYED #621 (MOW DELAY), CRYSTAL LAKE; SLOW ENTRAINING/DETRAINING ALL STATIONS.
		Mon, May 18	9	G	9" SIG 426-2 RED.
		Thu, May 21	12	CC	10" LATE TURN OF DELAYED #621, CRYSTAL LAKE; 2" HEAVY ENTRAINING, CRYSTAL LAKE TO DESPLAINES.
		Fri, May 22	18	CC	15" LATE TURN OF #621 ACCT MOW DELAYE, CRYSTAL LAKE; 3" NO REASON GIVEN.
		Tue, May 26	7	G	7" FLAGGING MAYFAIR.
		Thu, May 28	14	I	14" HEAVY ENTRAINING, BARRINGTON TO ARLINGTON HEIGHTS; HEAVY DETRAINING IRVING PARK; ATS FAILURE, JEFFERSON PARK.
		UPW	0036	Tue, May 05	11
80% OT	Fri, May 08		8	I	8" SLOW GROUP ENTRAINING, LAFOX; X-TRAFFIC, WESTERN.
	Mon, May 11		7	A	7" PSGR TRN INT, TOWER A2.
	Thu, May 14		9	S	9" FTX TEST, HALSTED.
UPW	0056	Fri, May 01	9	D	9" FRT X-TRAFFIC MPRCB, PSCK; WAITING FOR SIGNAL, WESTERN.
	80% OT	Tue, May 05	6	U	6" GX PROCEDURES, WINFIELD RD, TWO ADAS ENROUTE AND RULE 6.30 W/51, MAYWOOD.
		Tue, May 19	12	F	12" B/O ATC. OPERATED ON BLOCKS, ELBURN-OTC.
		Thu, May 21	11	I	11" HEAVY ENTRAINING ENROUTE.

Data is final (06/15/09) version from TOPS.

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TABLE 4: DELAY CODES AND DEFINITIONS

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

11/07/07 version

P:\ONTIME\DownloadFromTOPS\[#Delay_ImportInstructions_& Codes_07.xls]Incident Code Table 08/15/2008

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

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

11/07/07 version

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TABLE 6: NUMBER OF DELAYS BY DATE
May 2009

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	26	27	28	29	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
BNSF	13	1	2	1	12	26	0	4	3	2	25	3	1	5	0	6	1	0	3	0	108
Elec -ML	0	4	0	2	0	0	0	3	2	2	0	1	1	1	0	1	0	2	6	0	25
-BI	2	0	0	0	0	1	0	0	3	2	1	1	1	1	0	0	0	0	0	0	12
-SC	2	0	0	0	1	0	0	1	2	0	0	3	0	1	0	0	0	0	2	0	12
Heritage	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	4
Milw -N	1	0	0	4	5	3	2	6	0	2	1	0	1	0	10	1	18	2	2	1	59
-W	0	0	5	0	0	0	0	0	1	0	0	1	2	0	0	0	4	2	0	0	15
NCS	0	0	0	0	0	1	0	0	0	2	1	4	1	1	4	0	4	1	0	2	21
RI	0	1	0	1	2	3	0	0	0	1	4	1	8	6	1	4	1	0	0	1	34
SWS	0	7	3	1	1	1	2	0	0	1	1	1	3	2	1	4	1	0	2	0	31
UP -N	1	0	0	1	0	2	4	3	0	1	1	8	0	3	5	4	3	1	6	0	43
-NW	2	4	1	0	0	1	0	0	0	0	1	1	4	2	3	3	17	0	1	1	41
-W	1	0	11	1	0	1	1	4	1	1	0	2	1	1	1	2	1	1	0	0	30
SYSTEM	22	17	23	11	21	39	9	21	12	15	35	27	23	23	25	25	50	9	22	6	435

SATURDAY	2	9	16	23	30	TOTAL
BNSF	2	0	0	3	0	5
Elec -ML	1	1	0	0	1	3
-BI	2	1	0	0	1	4
-SC	1	0	0	0	0	1
Heritage	-	-	-	-	-	-
Milw -N	0	1	2	0	1	4
-W	2	0	0	2	0	4
NCS	-	-	-	-	-	-
RI	1	0	0	0	0	1
SWS	0	0	0	0	0	0
UP -N	2	2	3	6	6	19
-NW	3	0	1	6	0	10
-W	0	0	0	3	1	4
SYSTEM	14	5	6	20	10	55

SUNDAY/HOLIDAY	3	10	17	24	25	31	TOTAL
BNSF	0	1	1	0	0	0	2
Elec -ML	0	1	0	0	0	0	1
-BI	-	-	-	-	-	-	-
-SC	0	0	0	0	0	1	1
Heritage	-	-	-	-	-	-	-
Milw -N	0	0	1	0	1	1	3
-W	0	0	0	0	0	0	0
NCS	-	-	-	-	-	-	-
RI	1	0	0	1	1	1	4
SWS	-	-	-	-	-	-	-
UP -N	0	5	1	7	2	0	15
-NW	2	3	3	7	3	1	19
-W	2	1	1	1	0	0	5
SYSTEM	5	11	7	16	7	4	50

Data is final (06/15/09) version from TOPS.

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

May 2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	1	3	0	0	1	0	1	5	1	1	0	3	18
<i>Freight Interference - Peak</i>	4	0	0	0	1	0	2	2	2	1	0	0	1	13
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	4	1	5	4	9	1	4	3	38
Freight Interference - Total	11	0	0	0	1	4	3	7	6	10	1	4	4	51
Accident	0	0	0	0	0	0	5	0	0	1	0	0	2	8
Passenger Loading	2	6	4	3	0	3	0	0	5	0	35	24	2	84
Lift Deployment	2	0	0	0	0	0	0	1	3	0	3	2	1	12
Obstruction/Debris	24	0	0	0	0	0	1	1	0	0	4	0	4	34
Signal/Switch Failure	7	3	6	4	2	23	6	4	8	11	7	21	1	103
Track Work	9	2	1	3	0	19	2	0	0	0	3	5	3	47
Catenary Failure	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	1	10	0	1	0	5	0	0	1	4	2	1	1	26
Locomotive Failure	23	0	0	0	0	1	1	1	6	1	3	2	10	48
Human Error	28	2	1	0	0	9	0	2	3	2	14	5	5	71
Sick, Injured, Unruly Passenger	5	1	0	2	0	1	1	4	1	0	1	5	1	22
Weather	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Other	1	4	0	1	1	0	0	0	0	1	3	1	2	14
TOTAL TRAINS DELAYED	115	29	16	14	4	66	19	21	39	31	77	70	39	540

May - Average Over Previous Five Years: 2004-2008

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	3	1	1	0	6	4	1	1	1	0	0	1	22
<i>Freight Interference - Peak</i>	6	0	0	0	5	2	2	1	2	4	1	0	5	28
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	8	3	4	2	8	1	1	21	57
Freight Interference - Total	14	0	0	0	5	9	6	5	5	12	2	2	26	85
Accident	7	0	0	1	0	13	4	3	3	1	3	2	0	37
Passenger Loading	4	3	3	2	0	6	3	0	5	0	8	4	2	39
Lift Deployment	1	0	0	0	0	3	1	0	2	0	0	1	2	10
Obstruction/Debris	2	0	0	1	1	3	1	0	2	2	0	1	4	19
Signal/Switch Failure	10	6	2	2	3	11	7	3	7	5	1	5	10	71
Track Work	2	2	0	3	0	5	5	2	3	1	2	3	3	31
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	1	2	2	0	0	0	0	0	1	0	1	1	3	11
Locomotive Failure	5	0	0	0	0	7	5	2	7	1	2	2	1	30
Human Error	8	5	1	3	0	4	6	1	6	2	6	4	2	47
Sick, Injured, Unruly Passenger	2	4	0	0	0	1	3	0	4	0	2	2	2	20
Weather	4	2	0	0	0	10	1	0	0	1	0	2	3	23
Other	2	2	1	1	0	2	3	0	2	0	3	3	4	24
TOTAL TRAINS DELAYED	63	34	12	16	11	80	49	18	48	25	28	29	62	474

May 2009 Divergence From May Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	-2	2	-1	0	-5	-4	0	4	0	1	0	2	-4
<i>Freight Interference - Peak</i>	-2	0	0	0	-4	-2	0	1	0	-3	-1	0	-4	-15
<i>Freight Interference - Off-Peak</i>	-1	0	0	0	0	-4	-2	1	2	1	0	3	-18	-19
Freight Interference - Total	-3	0	0	0	-4	-5	-3	2	1	-2	-1	2	-22	-34
Accident	-7	0	0	-1	0	-13	1	-3	-3	0	-3	-2	2	-29
Passenger Loading	-2	3	1	1	0	-3	-3	0	0	0	27	20	0	45
Lift Deployment	1	0	0	0	0	-3	-1	1	1	0	3	1	-1	2
Obstruction/Debris	22	0	0	-1	-1	-3	0	1	-2	-2	4	-1	0	15
Signal/Switch Failure	-3	-3	4	2	-1	12	-1	1	1	6	6	16	-9	32
Track Work	7	0	1	0	0	14	-3	-2	-3	-1	1	2	0	16
Catenary Failure	0	-3	0	-2	0	0	0	0	0	0	0	0	0	-5
Non-Locomotive Equipment Failure	0	8	-2	1	0	5	0	0	0	4	1	0	-2	15
Locomotive Failure	18	0	0	0	0	-6	-4	-1	-1	0	1	0	9	18
Human Error	20	-3	0	-3	0	5	-6	1	-3	0	8	1	3	24
Sick, Injured, Unruly Passenger	3	-3	0	2	0	0	-2	4	-3	0	-1	3	-1	2
Weather	-4	-2	0	0	0	-10	-1	0	1	-1	0	-2	-3	-22
Other	-1	2	-1	0	1	-2	-3	0	-2	1	0	-2	-2	-10
TOTAL TRAINS DELAYED	52	-5	4	-2	-7	-14	-30	3	-9	6	49	41	-23	66

Data for current month is final (06/15/09) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls>LastMonthByLine 06/16/2009

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-May 2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	34	20	5	1	1	16	13	13	23	9	5	3	10	153
<i>Freight Interference - Peak</i>	27	0	0	0	14	2	7	18	8	13	2	5	9	105
<i>Freight Interference - Off-Peak</i>	41	0	0	0	0	15	18	24	21	39	3	8	17	186
Freight Interference - Total	68	0	0	0	14	17	25	42	29	52	5	13	26	291
Accident	49	13	1	7	2	3	8	3	4	8	18	35	3	154
Passenger Loading	13	22	15	5	0	10	1	2	23	1	83	38	21	234
Lift Deployment	6	0	0	0	0	13	0	3	18	3	7	9	12	71
Obstruction/Debris	67	4	2	6	0	29	15	3	7	3	5	20	17	178
Signal/Switch Failure	191	33	13	14	18	95	37	35	38	41	39	46	37	637
Track Work	28	9	7	8	1	38	8	5	10	8	3	15	20	160
Catenary Failure	0	5	4	11	0	0	0	0	0	0	0	0	2	22
Non-Locomotive Equipment Failure	7	14	5	3	0	5	1	2	2	4	4	7	3	57
Locomotive Failure	108	3	1	0	2	65	42	8	32	10	10	26	21	328
Human Error	39	6	5	5	3	21	9	2	9	13	32	23	19	186
Sick, Injured, Unruly Passenger	12	12	2	9	0	13	11	4	10	0	14	15	12	114
Weather	65	52	6	15	11	93	47	12	73	27	101	53	69	624
Other	5	12	4	2	1	5	5	0	22	8	20	3	19	106
TOTAL TRAINS DELAYED	692	205	70	86	53	423	222	134	300	187	346	306	291	3,315

January-May - Average Over Previous Five Years: 2004-2008

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	11	11	4	4	1	19	21	5	9	4	5	4	9	107
<i>Freight Interference - Peak</i>	34	0	0	0	24	6	12	10	10	16	3	8	26	149
<i>Freight Interference - Off-Peak</i>	59	0	0	0	0	40	24	16	19	29	5	13	110	315
Freight Interference - Total	92	0	0	0	24	46	36	27	30	45	8	21	136	464
Accident	32	3	1	4	0	23	22	9	13	5	13	22	16	163
Passenger Loading	13	8	5	5	0	17	10	1	26	0	46	11	14	157
Lift Deployment	8	0	0	0	0	11	8	3	13	0	4	5	8	60
Obstruction/Debris	19	4	3	14	1	15	13	3	10	5	9	19	13	128
Signal/Switch Failure	102	33	7	10	11	63	60	24	38	25	13	29	48	463
Track Work	16	14	2	14	1	20	13	8	10	5	8	8	9	127
Catenary Failure	0	18	4	7	0	0	0	0	0	0	0	0	0	29
Non-Locomotive Equipment Failure	13	13	8	4	0	4	5	1	5	1	7	5	8	72
Locomotive Failure	25	0	0	0	1	21	24	7	24	3	8	16	15	144
Human Error	51	19	6	9	3	22	27	6	26	7	31	26	19	252
Sick, Injured, Unruly Passenger	15	17	4	4	0	14	10	1	16	0	10	8	10	108
Weather	51	32	11	9	5	64	39	10	48	9	43	38	33	392
Other	14	5	3	3	1	12	11	3	11	2	11	21	18	115
TOTAL TRAINS DELAYED	464	177	57	87	49	350	300	107	277	111	215	234	353	2,781

January-May 2009 Divergence From January-May Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	23	9	1	-3	0	-3	-8	8	14	5	0	-1	1	46
<i>Freight Interference - Peak</i>	-7	0	0	0	-10	-4	-5	8	-2	-3	-1	-3	-17	-44
<i>Freight Interference - Off-Peak</i>	-18	0	0	0	0	-25	-6	8	2	10	-2	-5	-93	-129
Freight Interference - Total	-24	0	0	0	-10	-29	-11	15	-1	7	-3	-8	-110	-173
Accident	17	10	0	3	2	-20	-14	-6	-9	3	5	13	-13	-9
Passenger Loading	0	14	10	0	0	-7	-9	1	-3	1	37	27	7	77
Lift Deployment	-2	0	0	0	0	2	-8	0	5	3	3	4	4	11
Obstruction/Debris	48	0	-1	-8	-1	14	2	0	-3	-2	-4	1	4	50
Signal/Switch Failure	89	0	6	4	7	32	-23	11	0	16	26	17	-11	174
Track Work	12	-5	5	-6	0	18	-5	-3	0	3	-5	7	11	33
Catenary Failure	0	-13	0	4	0	0	0	0	0	0	0	0	2	-7
Non-Locomotive Equipment Failure	-6	1	-3	-1	0	1	-4	1	-3	3	-3	2	-5	-15
Locomotive Failure	83	3	1	0	1	44	18	1	8	7	2	10	6	184
Human Error	-12	-13	-1	-4	0	-1	-18	-4	-17	6	1	-3	0	-66
Sick, Injured, Unruly Passenger	-3	-5	-2	5	0	-1	1	3	-6	0	4	7	2	6
Weather	14	20	-5	6	6	29	8	2	25	18	58	15	36	232
Other	-9	7	1	-1	0	-7	-6	-3	11	6	9	-18	1	-9
TOTAL TRAINS DELAYED	228	28	13	-1	4	73	-78	27	23	76	131	72	-62	534

Data for current month is final (06/15/09) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\YTDByLine 06/16/2009

**TABLES 9.a & 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2009**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	52	43	12	28	18								153	4.6%
<i>Freight Interference - Peak</i>	40	15	21	16	13								105	3.2%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38								186	5.6%
Freight Interference - Total	96	37	63	44	51								291	8.8%
Accident	98	12	9	27	8								154	4.6%
Passenger Loading	45	33	51	21	84								234	7.1%
Lift Deployment	23	15	13	8	12								71	2.1%
Obstruction/Debris	29	48	31	36	34								178	5.4%
Signal/Switch Failure	263	97	107	67	103								637	19.2%
Track Work	15	15	25	58	47								160	4.8%
Catenary Failure	2	8	0	11	1								22	0.7%
Non-Locomotive Equipment Failure	9	9	7	6	26								57	1.7%
Locomotive Failure	107	80	49	44	48								328	9.9%
Human Error	38	19	28	30	71								186	5.6%
Sick, Injured, Unruly Passenger	23	32	27	10	22								114	3.4%
Weather	599	9	11	4	1								624	18.8%
Other	27	10	37	18	14								106	3.2%
TOTAL TRAINS DELAYED	1,426	467	470	412	540								3,315	100%

Data for current month is final (06/15/09) version from TOPS.

2008

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	87	2.6%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28	23	48	43	26	25	141	4.1%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47	59	87	91	50	39	327	9.6%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	468	13.8%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	241	7.1%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	312	9.2%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	91	2.7%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	150	4.4%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	608	17.9%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	143	4.2%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	25	0.7%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	95	2.8%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	171	5.0%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	230	6.8%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	127	3.7%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	502	14.8%
Other	25	43	22	39	19	33	15	22	54	107	16	73	148	4.4%
TOTAL TRAINS DELAYED	954	901	582	521	440	714	698	805	723	810	760	1,495	3,398	100%

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 06/16/2009

**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between June 2007 and May 2009**

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
Jun-07	13	6	6	7	9	4	8	1	2	52	108
Jul-07	7	3	9	2	3	5	8	1	1	26	65
Aug-07	9	4	7	4	3	9	13	1	2	47	99
Sep-07	4	3	16	8	10	5	6	5	0	30	87
Oct-07	10	5	14	3	10	1	13	1	2	18	77
Nov-07	16	3	12	4	1	2	14	3	25	20	100
Dec-07	2	3	14	5	8	9	12	1	1	34	89
Jan-08	24	4	11	2	3	11	10	3	11	21	100
Feb-08	17	9	4	8	9	7	8	8	12	36	118
Mar-08	10	14	8	3	2	2	16	3	6	41	105
Apr-08	4	5	8	15	6	4	18	0	2	19	81
May-08	10	5	10	2	2	6	11	3	0	14	63
Total	126	64	119	63	66	65	137	30	64	358	1,092
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
Oct-08	28	7	7	5	1	10	26	8	0	42	134
Nov-08	9	5	5	4	1	6	15	1	9	21	76
Dec-08	5	4	8	9	10	5	13	2	4	4	64
Jan-09	20	7	6	9	18	5	21	0	4	6	96
Feb-09	6	2	1	6	9	5	6	0	0	2	37
Mar-09	13	3	3	5	8	8	10	4	1	8	63
Apr-09	18	1	3	2	0	5	5	0	4	6	44
May-09	11	1	4	3	7	6	10	1	4	4	51
Total	180	48	74	60	85	81	151	23	42	187	931

Data for current month is final (06/15/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 06/16/2009

**TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2009**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													YTD	YTD
BNSF	0	2	1	1	2								6	0.87%
Electric ML	0	0	0	0	0								0	0.00%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	0	0	0								0	0.00%
HER	0	0	0	0	0								0	0.00%
Milw N	13	0	0	0	0								13	3.07%
Milw W	0	0	0	0	0								0	0.00%
NCS	1	0	1	0	1								3	2.24%
RI	3	5	6	1	3								18	6.00%
SWS	0	0	0	3	0								3	1.60%
UP N	1	0	2	1	3								7	2.02%
UP NW	1	4	1	1	2								9	2.94%
UP W	4	4	2	1	1								12	4.12%
Total Lift Delays	23	15	13	8	12								71	2.14%
ALL DELAYS													3,315	

Data for current month is final (06/15/09) version from TOPS.

2008

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	3	0	0	1	0	0	0	2	2	0	10	0.67%
Electric ML	0	0	0	0	0	0	0	0	1	0	0	1	2	0.32%
Electric BI	0	0	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	0	0.00%
HER	0	0	0	0	0	0	0	1	0	0	0	0	1	0.57%
Milw N	2	0	3	4	6	1	8	12	2	3	3	5	49	4.60%
Milw W	1	2	2	1	1	3	8	3	1	0	0	5	27	4.33%
NCS	2	1	0	2	1	0	0	1	2	0	0	0	9	2.96%
RI	9	4	5	0	5	6	0	4	3	2	11	10	59	6.66%
SWS	0	0	0	1	0	0	0	0	0	0	0	0	1	0.23%
UP N	3	2	2	0	0	1	0	1	3	1	1	0	14	1.05%
UP NW	3	3	2	9	0	3	0	2	2	3	0	2	29	3.19%
UP W	3	1	1	3	2	0	0	2	2	1	0	0	15	1.39%
Total Lift Delays	24	14	18	20	15	15	16	26	16	12	17	23	216	2.30%
ALL DELAYS													9,403	

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION

May 2009

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	40	11	2	0	2	8	5	3	14	3	8	4	18	118
11-15	18	3	1	1	0	5	1	2	2	0	1	5	3	42
16-20	5	2	0	0	0	2	0	1	0	1	1	5	0	17
21+	7	1	1	0	2	8	0	1	0	1	1	4	0	26
Annulled	5	0	0	0	0	0	0	0	1	0	1	0	1	8
Sub-Total	75	17	4	1	4	23	6	7	17	5	12	18	22	211
Off-Peak **														
6-10	20	9	8	7	0	14	6	7	11	13	30	28	9	162
11-15	11	1	1	3	0	10	3	0	4	4	15	14	3	69
16-20	5	1	1	1	0	4	1	4	3	2	6	4	1	33
21+	4	1	2	2	0	15	3	3	4	7	12	6	4	63
Annulled	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Sub-Total	40	12	12	13	0	43	13	14	22	26	65	52	17	329
May 2009 Total														
6-10	60	20	10	7	2	22	11	10	25	16	38	32	27	280
11-15	29	4	2	4	0	15	4	2	6	4	16	19	6	111
16-20	10	3	1	1	0	6	1	5	3	3	7	9	1	50
21+	11	2	3	2	2	23	3	4	4	8	13	10	4	89
Annulled	5	0	0	0	0	0	0	0	1	0	3	0	1	10
TOTAL	115	29	16	14	4	66	19	21	39	31	77	70	39	540
2009 Year-to-Date														
6-10	293	117	51	44	16	122	69	49	164	71	207	156	169	1,528
11-15	145	40	7	20	9	119	70	29	56	37	62	66	54	714
16-20	75	28	3	4	11	72	36	19	31	31	19	23	25	377
21+	140	18	6	14	17	103	39	34	40	46	48	51	37	593
Annulled	39	2	3	4	0	7	8	3	9	2	10	10	6	103
TOTAL	692	205	70	86	53	423	222	134	300	187	346	306	291	3,315
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
May 2009 Total														
6-10	52.2%	69.0%	62.5%	50.0%	50.0%	33.3%	57.9%	47.6%	64.1%	51.6%	49.4%	45.7%	69.2%	51.9%
11-15	25.2%	13.8%	12.5%	28.6%	0.0%	22.7%	21.1%	9.5%	15.4%	12.9%	20.8%	27.1%	15.4%	20.6%
16-20	8.7%	10.3%	6.3%	7.1%	0.0%	9.1%	5.3%	23.8%	7.7%	9.7%	9.1%	12.9%	2.6%	9.3%
21+	9.6%	6.9%	18.8%	14.3%	50.0%	34.8%	15.8%	19.0%	10.3%	25.8%	16.9%	14.3%	10.3%	16.5%
Annulled	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	3.9%	0.0%	2.6%	1.9%
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%
2009 Year-to-Date Delays By Duration														
6-10	42.3%	57.1%	72.9%	51.2%	30.2%	28.8%	31.1%	36.6%	54.7%	38.0%	59.8%	51.0%	58.1%	46.1%
11-15	21.0%	19.5%	10.0%	23.3%	17.0%	28.1%	31.5%	21.6%	18.7%	19.8%	17.9%	21.6%	18.6%	21.5%
16-20	10.8%	13.7%	4.3%	4.7%	20.8%	17.0%	16.2%	14.2%	10.3%	16.6%	5.5%	7.5%	8.6%	11.4%
21+	20.2%	8.8%	8.6%	16.3%	32.1%	24.3%	17.6%	25.4%	13.3%	24.6%	13.9%	16.7%	12.7%	17.9%
Annulled	5.6%	1.0%	4.3%	4.7%	0.0%	1.7%	3.6%	2.2%	3.0%	1.1%	2.9%	3.3%	2.1%	3.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (06/15/09) version from TOPS.

TABLE 13: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
May 2009														
Peak *	12.0	10.8	13.8	13.0	19.5	19.5	8.8	13.1	7.8	17.4	11.9	17.2	8.9	12.8
Off-Peak **	13.2	11.8	12.1	13.9	--	18.5	22.3	15.2	17.1	18.2	16.1	12.1	18.2	15.6
All	12.4	11.2	12.5	13.9	19.5	18.9	18.1	14.5	13.2	18.0	15.4	13.4	13.1	14.5
2009 Year-to-Date														
Peak *	17.4	11.4	9.6	11.0	19.2	17.6	15.1	14.6	13.8	17.9	18.2	15.9	12.0	15.6
Off-Peak **	17.5	13.5	11.1	14.2	--	17.2	17.6	23.9	13.3	17.1	14.1	14.3	15.3	15.9
All	17.4	12.1	10.4	13.5	19.2	17.3	16.6	18.7	13.5	17.3	15.4	15.1	13.5	15.7

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 (06/15/09) version from TOPS.