

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

July 2009



COMMUTER RAIL ON-TIME PERFORMANCE

July 2009

This report presents an analysis of the July 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 July 2009, Metra operated 18,051 scheduled trains, including 'extras'. 759 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.8%. 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 July 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 July 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during July 2009. Table 7.b shows the average frequencies over the previous five Julys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 759 delays systemwide in July 2009, 82 more than the average over the previous five Julys. Table 8.a shows delays from the beginning of the year through July 2009. Table 8.b shows the average frequencies through July 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 July of 2009, a total of 5,054 trains were delayed, compared to 4,810 trains delayed in the same seven months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2009 freight operations delayed 53 trains systemwide, compared to 75 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 41 trains were delayed by lift deployment in July 2009.

A review of July 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 56.5% of all late trains. Table 13 shows that the average length of delay was 13.4 minutes in July 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
July 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 | 1,241 | 53 | 95.7% | 954 | 36 | 96.2% | 2,195 | 89 | 95.9% | 87 | 10 | 88.5% | 99 | 18 | 81.8% | 2,381 | 117 | 95.1% |
| Elec -ML | 1,026 | 16 | 98.4% | 808 | 36 | 95.5% | 1,834 | 52 | 97.2% | 140 | 9 | 93.6% | 111 | 17 | 84.7% | 2,085 | 78 | 96.3% |
| -BI | 320 | 3 | 99.1% | 532 | 16 | 97.0% | 852 | 19 | 97.8% | 90 | 5 | 94.4% | | -- | | 942 | 24 | 97.5% |
| -SC | <u>391</u> | <u>1</u> | 99.7% | <u>852</u> | <u>14</u> | 98.4% | <u>1,243</u> | <u>15</u> | 98.8% | <u>144</u> | <u>9</u> | 93.8% | <u>100</u> | <u>0</u> | 100.0% | <u>1,487</u> | <u>24</u> | 98.4% |
| Subtotal | 1,737 | 20 | 98.8% | 2,192 | 66 | 97.0% | 3,929 | 86 | 97.8% | 374 | 23 | 93.9% | 211 | 17 | 91.9% | 4,514 | 126 | 97.2% |
| Heritage | 138 | 7 | 94.9% | | -- | | 138 | 7 | 94.9% | | -- | | | -- | | 138 | 7 | 94.9% |
| Milw -N | 573 | 17 | 97.0% | 819 | 32 | 96.1% | 1,392 | 49 | 96.5% | 74 | 6 | 91.9% | 110 | 8 | 92.7% | 1,576 | 63 | 96.0% |
| -W | <u>618</u> | <u>10</u> | 98.4% | <u>730</u> | <u>19</u> | 97.4% | <u>1,348</u> | <u>29</u> | 97.8% | <u>74</u> | <u>2</u> | 97.3% | <u>98</u> | <u>1</u> | 99.0% | <u>1,520</u> | <u>32</u> | 97.9% |
| Subtotal | 1,191 | 27 | 97.7% | 1,549 | 51 | 96.7% | 2,740 | 78 | 97.2% | 148 | 8 | 94.6% | 208 | 9 | 95.7% | 3,096 | 95 | 96.9% |
| NCS | 252 | 5 | 98.0% | 254 | 6 | 97.6% | 506 | 11 | 97.8% | | -- | | | -- | | 506 | 11 | 97.8% |
| RI | 826 | 17 | 97.9% | 753 | 34 | 95.5% | 1,579 | 51 | 96.8% | 60 | 10 | 83.3% | 99 | 11 | 88.9% | 1,738 | 72 | 95.9% |
| SWS | 253 | 2 | 99.2% | 439 | 15 | 96.6% | 692 | 17 | 97.5% | 18 | 1 | 94.4% | 6 | 0 | 100.0% | 716 | 18 | 97.5% |
| UP -N | 692 | 39 | 94.4% | 932 | 84 | 91.0% | 1,624 | 123 | 92.4% | 85 | 29 | 65.9% | 94 | 21 | 77.7% | 1,803 | 173 | 90.4% |
| -NW | 750 | 14 | 98.1% | 741 | 27 | 96.4% | 1,491 | 41 | 97.3% | 72 | 13 | 81.9% | 83 | 21 | 74.7% | 1,646 | 75 | 95.4% |
| -W | <u>616</u> | <u>20</u> | 96.8% | <u>741</u> | <u>26</u> | 96.5% | <u>1,357</u> | <u>46</u> | 96.6% | <u>60</u> | <u>13</u> | 78.3% | <u>96</u> | <u>6</u> | 93.8% | <u>1,513</u> | <u>65</u> | 95.7% |
| Subtotal | 2,058 | 73 | 96.5% | 2,414 | 137 | 94.3% | 4,472 | 210 | 95.3% | 217 | 55 | 74.7% | 273 | 48 | 82.4% | 4,962 | 313 | 93.7% |
| SYSTEM | 7,696 | 204 | 97.3% | 8,555 | 345 | 96.0% | 16,251 | 549 | 96.6% | 904 | 107 | 88.2% | 896 | 103 | 88.5% | 18,051 | 759 | 95.8% |

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

Delays data for most recent month is final (08/13/09) 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- JUL | 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 | 95.6% | 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 | 96.3% | 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 | 95.5% | 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 | 95.5% | 94.4% |
| | 2009 | 85.4 | 94.1 | 97.5 | 96.5 | 94.6 | 90.9 | 95.1 | | | | | | 93.5% | 93.5% |
| | 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 | 98.7% | 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 | 98.7% | 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 | 98.2% | 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 | 97.6% | 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 | 98.4% | 97.9% |
| | 2009 | 96.7 | 98.5 | 98.7 | 99.1 | 98.6 | 95.7 | 97.2 | | | | | | 97.8% | 97.8% |
| | 2004-2008 average | 98.2 | 98.3 | 98.6 | 98.8 | 98.6 | 97.8 | 97.8 | 98.2 | 97.8 | 98.1 | 98.0 | 97.9 | 98.3% | 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 | 92.6% | 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 | 95.2% | 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 | 93.4% | 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 | 89.7% | 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 | 89.8% | 88.6% |
| | 2009 | 79.4 | 91.7 | 91.7 | 98.5 | 96.7 | 92.4 | 94.9 | | | | | | 92.2% | 92.2% |
| | 2004-2008 average | 95.5 | 91.1 | 91.7 | 91.9 | 91.5 | 91.5 | 91.6 | 90.2 | 91.8 | 91.1 | 94.5 | 90.1 | 92.1% | 91.9% |
| 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 | 94.9% | 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 | 93.8% | 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 | 95.0% | 94.0% |
| | 2009 | 85.9 | 97.3 | 97.1 | 95.5 | 95.4 | 94.7 | 96.0 | | | | | | 94.6% | 94.6% |
| | 2004-2008 average | 94.0 | 94.5 | 96.6 | 95.9 | 94.5 | 94.0 | 92.9 | 95.2 | 95.1 | 95.6 | 92.4 | 89.6 | 94.7% | 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 | 94.5% | 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 | 95.8% | 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 | 95.6% | 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 | 96.8% | 96.4% |
| | 2009 | 92.6 | 96.3 | 97.4 | 99.2 | 98.6 | 96.3 | 97.9 | | | | | | 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 | 96.1 | 93.1 | 95.7% | 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 | 89.4% | 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 | 91.1% | 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 | 95.3% | 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 | 94.0% | 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 | 94.7% | 94.6% |
| | 2009 | 88.9 | 93.4 | 97.3 | 95.5 | 95.2 | 93.2 | 97.8 | | | | | | 94.6% | 94.6% |
| | 2004-2008 average | 93.8 | 94.1 | 94.3 | 92.3 | 94.9 | 91.8 | 94.0 | 94.7 | 94.0 | 94.8 | 93.4 | 90.7 | 93.6% | 93.6% |

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

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN- JUL | 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 | 96.4% | 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 | 93.9% | 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 | 95.9 | | | | | | 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 | 95.5 | 92.4 | 96.2% | 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 | 95.7% | 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 | 97.0% | 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 | 95.5% | 94.4% |
| | 2009 | 87.1 | 96.5 | 96.1 | 95.9 | 95.1 | 97.1 | 97.5 | | | | | | 95.1% | 95.1% |
| | 2004-2008 average | 95.2 | 95.1 | 96.4 | 96.4 | 95.1 | 95.7 | 95.9 | 93.8 | 93.4 | 93.4 | 95.0 | 92.7 | 95.7% | 94.8% |
| 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 | 98.9% | 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 | 97.7% | 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 | 98.0% | 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 | 96.0% | 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 | 93.2% | 93.4% |
| | 2009 | 91.4 | 98.0 | 96.9 | 97.8 | 95.3 | 90.7 | 90.4 | | | | | | 94.3% | 94.3% |
| | 2004-2008 average | 96.1 | 95.6 | 98.0 | 97.9 | 98.2 | 95.4 | 95.1 | 93.0 | 96.7 | 96.9 | 96.8 | 95.7 | 96.6% | 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 | 98.3% | 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 | 97.2% | 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 | 98.4% | 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 | 96.4% | 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 | 95.0% | 95.2% |
| | 2009 | 91.9 | 97.6 | 97.4 | 97.9 | 95.4 | 94.7 | 95.4 | | | | | | 95.8% | 95.8% |
| | 2004-2008 average | 95.3 | 95.7 | 97.8 | 97.8 | 98.1 | 97.1 | 97.3 | 96.0 | 97.2 | 97.1 | 95.7 | 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 | 96.7% | 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 | 95.1% | 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 | 94.5% | 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 | 94.5% | 93.7% |
| | 2009 | 92.3 | 97.3 | 95.5 | 97.2 | 97.2 | 94.3 | 95.7 | | | | | | 95.6% | 95.6% |
| | 2004-2008 average | 94.0 | 94.0 | 95.3 | 96.2 | 95.6 | 94.7 | 95.6 | 93.6 | 94.4 | 94.3 | 94.1 | 92.0 | 95.1% | 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 | 97.1% | 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 | 96.8% | 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 | 96.7% | 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 | 95.8% | 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 | 94.3 | 95.8 | | | | | | 95.8% | 95.8% |
| | 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 | 96.4% | 96.1% |

Delays data for most recent month is final (08/13/09) 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
July 2009**

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|------|---------------|-------------|---------------|------|--|
| | | | Late | Code | |
| BNSF | 1225 | Thu, Jul 09 | 8 | U | UNSCHEDULED GROUP MOVE AND HANDICAP PSGR ON WRONG SIDE OF PLATFORM AT BELMONT |
| | 83% OT | Tue, Jul 14 | 15 | R1 | LATE FLIP IN CUS |
| | | Wed, Jul 15 | 7 | I | HVY PSGR LDG |
| | | Thu, Jul 16 | 9 | CC | FORM "B", UNABLE TO GET A HOLD OF FOREMAN TATE RADIO NOT WORKING |
| BNSF | 1249 | Thu, Jul 02 | 7 | GX | CROSSING MALFUNCTION AT LAGRANGE RD AND RIDERSHIP |
| | 74% OT | Mon, Jul 06 | 7 | I | 4" FOLLOWED 1247 OUT TO BERWYN, 3" PSGR HANDLING |
| | | Tue, Jul 07 | 9 | I | CONDUCTOR REPORTED HVY UNLDG |
| | | Fri, Jul 10 | 8 | I | UNLDG WITH A 9 CAR SET |
| | | Tue, Jul 14 | 9 | I | PSGR LDG AND FOLLOWING 1247 |
| | | Thu, Jul 23 | 7 | IW | FLASH FLOOD WARNING FROM WESTERN AVE TO LAGRANGE RD |
| BNSF | 1262 | Fri, Jul 03 | 10 | I | 1230 PSGRS HVY LDG |
| | 83% OT | Tue, Jul 14 | 13 | CC | 6 FORM "B"S FOR MOW ON EAST END AND LATE FLIP |
| | | Fri, Jul 17 | 11 | J | 10" WESTMONT, POLICE REMOVED PSGR FOR NON-PAYMENT OF FARE. 6" LDG |
| | | Mon, Jul 20 | 12 | C | MOW AND PSGR HANDLING |
| BNSF | 1281 | Wed, Jul 08 | 8 | U | 2 ADA LIFTS AT STONE AVE AND 1 AT WESTERN SPRINGS |
| | 83% OT | Mon, Jul 13 | 8 | U | 2 WHEELCHAIR LIFTS AT STONE AVE, LAGRANGE |
| | | Thu, Jul 23 | 8 | D1 | 1373 AHEAD DOWNERS GROVE TO LISLE |
| | | Mon, Jul 27 | 7 | AM | 7" FOLLOWED AMTRAK 383 OUT OF CUS TO UNION AVE. WHEELCHAIR LIFT AT STONE AVE |
| BNSF | 1283 | Fri, Jul 17 | 9 | J | CUS, MEDICAL EMERGENCY, DEPARTED CUS 12ML, PSGR REMOVED |
| | 83% OT | Thu, Jul 23 | 8 | D | DEPARTED CUS 11 LATE, LATE FLIP OFF 1282 |
| | | Fri, Jul 24 | 8 | G | CAB SIGNAL FAILURE ON THE METX 183, AT CICERO |
| | | Thu, Jul 30 | 7 | G | SWITCH AT EOLA FLASHING OUT OF CORRESPONDENCE DROPPED CAB SIGNALS TO RESTRICTING NAPERVILLE |
| BNSF | 1373 | Fri, Jul 10 | 9 | DD | FOLLOWED 1281, 1283 TO CPK |
| | 83% OT | Mon, Jul 13 | 10 | R1 | LATE FLIP OFF 1284-1255, DEPARTED CUS 10 LATE |
| | | Thu, Jul 23 | 10 | D | DEPARTED CUS 9 LATE, LATE FLIP OFF 1284 |
| | | Mon, Jul 27 | 7 | AM | FOLLOWED 1281, 1283 BETWEEN BERWYN AND CPK |
| HC | 0917 | Tue, Jul 07 | 6 | G | 6" FLAGGED AT CP BRIGHTON AND RESTRICTED AT CP CANAL |
| | 83% OT | Wed, Jul 08 | 8 | AM | 8" MEETING #834/AMTRAK #353, LUMBER ST, AMTRAK SHOULD HAVE RUN HC917 AHEAD OF SWS834 |
| | | Mon, Jul 13 | 25 | D | 16" NS #33G (GOING TO BN) IN EMERGENCY AHEAD; 10" PLANT PROBS, JUD. |
| | | Mon, Jul 20 | 17 | D | 19" CN #M393 (WHICH WAS HAND-LINING SWITCHES INTO HAWTHORNE YARD) CLEARING LEMOYNE. |
| ELBI | 0228 | Wed, Jul 01 | 6 | I1 | AWAITING FOR #128 AT 115TH LOCAL STOP 111TH TO 51ST. |
| | 83% OT | Thu, Jul 02 | 12 | B | 10" ASHLAND, COULD NOT REACH FOREMAN IN CHARGE OF FORM "B", FOREMAN PICKED UP FLAGS AND DEPARTED PREMISES WITHOUT VOIDING ITEM |
| | | Tue, Jul 07 | 9 | C1 | 7" HELD FOR CONNECTIONS OFF #128, KENSINGTON; 2" ENTRAINING/DE-TRAINING ENROUTE, ME128 SINGLE TRACKING KENS-HW |
| | | Wed, Jul 08 | 6 | C1 | 6" HELD FOR CONNECTIONS OFF DELAYED #128, KENSINGTON, 2" ENTRAINING/DETRAINING ENROUTE |
| ELML | 0142 | Thu, Jul 02 | 8 | I | 8" HEAVY LOADING ENROUTE |
| | 83% OT | Tue, Jul 07 | 7 | I | 7" PASSENGER LOADING |
| | | Tue, Jul 28 | 8 | G | SIGNAL PROBLEMS AT RICHTON INTERLOCKING AND RESTRICTED SPEED TO NEXT SIGNAL. |
| | | Wed, Jul 29 | 8 | G | SIGNAL PROBLEMS AT RICHTON INTERLOCKING AND RESTRICTED SPEED TO NEXT SIGNAL. |
| ELML | 0144 | Wed, Jul 01 | 6 | I | 6" SLOW ENTRAINING ENROUTE. |
| | 83% OT | Wed, Jul 22 | 7 | I | 5" TROUBLE W/CUT, UNIVERSITY PK; 2" GROUND-LEVEL LOADING, KEN- WOOD AND 27TH ST. |
| | | Thu, Jul 30 | 8 | J1 | 8" WAITING FOR MEET W/ #344, 67TH. |
| | | Fri, Jul 31 | 8 | I | 8" HEAVY GROUP ENTRAINING ENROUTE. |
| ELML | 0149 | Wed, Jul 01 | 10 | I | HEAVY AND SLOW LOADING PASSENGER BOARDING THROUGH OUT DISTRICT. |
| | 78% OT | Thu, Jul 02 | 13 | G | 5" PASSENGERS ENROUTE, 8" SIGNAL PROBLEMS AT 67TH ST. |
| | | Wed, Jul 15 | 6 | I | ASSISTING ADA PASSENGER 55TH TO KENSINGTON |
| | | Thu, Jul 16 | 6 | I | MADE FLAG STOPS 75TH THRU 111TH. |
| | | Thu, Jul 30 | 10 | I1 | MADE FLAGS STOPS 75TH THRU 111TH |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation | |
|-------------|-------|---------------|---|------|--|---|
| | | | Late | Code | | |
| ELSC | 0345 | Wed, Jul 01 | 8 | II | 8" WTNG ON 145, 63RD ST. | |
| | | 83% OT | Thu, Jul 02 | 7 | I | 7" HEAVY ENTRAINING, 63RD. |
| | | Mon, Jul 06 | 7 | II | 7" #145 WAITING FOR ME145 TO MAKE MEET AT 63RD ST. | |
| | | Wed, Jul 15 | 9 | JI | 9" RED SIG, WOODLAWN (ACCT INCIDENT INVOLVING #145). | |
| RI | 0417 | Thu, Jul 09 | 6 | V1 | 5" LATE DEPT ACCT LEFT @ #303 TIME, LSS; 2" MADE #303 STOPS, GRESHAM TO BI. | |
| | | 83% OT | Fri, Jul 17 | 12 | J1 | 12" WAITING FOR #415EQ TO CLEQR, JOLIET. |
| | | Mon, Jul 27 | 28 | M1 | 28" DELAYED #415 AHEAD. | |
| | | Wed, Jul 29 | 10 | V | 11" MECH PROBS, LSS/AFTER TYING ON PROTECTOR #179, IT DEVELOP- ED HEP PROBS. | |
| RI | 0510 | Wed, Jul 01 | 8 | U | 6" ADA ON, ROBBINS; 3" HVY ENTRAINING, 80TH AVE; 2" AMTRAK INT, DEPOT. | |
| | | 78% OT | Fri, Jul 03 | 6 | I | 6" SLOW PASSENGER LOADING |
| | | Mon, Jul 06 | 7 | U | 7" HEAVY ENTRAINING ENROUTE AND ADA ON, ROBBINS/OFF, 119TH. | |
| | | Wed, Jul 08 | 18 | I | 5" WRONG PLATROBBINS; 8" SLOW ENTRAINING ENROUTE; 4" CN #M394 CLEARING 16TH/CLARK; 1" NO REASON GIVEN. | |
| | | Tue, Jul 21 | 10 | U | 2" HEAVY ENTRAINING; 3" ADA ON, 123RD; 5" B 101 L 1, ENGLEWOOD. | |
| UPN | 0326 | Mon, Jul 06 | 8 | II | 8" DELAYED #324 AHEAD, HIGHLAND PK-RP. | |
| | | 83% OT | Fri, Jul 10 | 7 | II | 7" FOLLOWING DELAYED #324, HIGHLAND PARK TO RP. |
| | | Mon, Jul 13 | 8 | II | 8" DELAYED #324 AHEAD. | |
| | | Tue, Jul 21 | 6 | II | 6" #324 AHEAD. | |
| UPN | 0348 | Fri, Jul 17 | 13 | J | 13" MEDICAL EMERGENCY, GREAT LAKES. | |
| | | 74% OT | Mon, Jul 20 | 11 | C1 | 10" "LATE ARRIVAL OF #329" (NO DELAY REPORTED FOR #329); 1" HEAVY ENTRAINING/SLOW DETRAINING ENROUTE (RAVINIA PK). |
| | | Tue, Jul 21 | 7 | I | 5" LATE TURN OF DELAYED #329; 2" HEAVY DETRAINING, BRASIDE (RAVINIA PK). | |
| | | Fri, Jul 24 | 8 | I | 8" HEAVY ENTRAINING, GREAT LAKES--DAVIS ST; SLOW DETRAINING, DAVIS ST--RAVENSWOOD | |
| | | Thu, Jul 30 | 7 | I | 7" SLOW ENTRAINING, WAUKEGAN TO HIGHLAND PARK; SLOW DETRAINING,RAVINIA PK. | |
| Fri, Jul 31 | 7 | I | 7" HEAVY ENTRAINING/DETRAINING ENROUTE. | | | |
| UPN | 0352 | Mon, Jul 13 | 12 | U | 12" ADA, KENILWORTH AND RULE 6.30 ENROUTE. | |
| | | 43% OT | Tue, Jul 14 | 10 | U | 10" TWO ADAS ENROUTE, GX PROCEDURES AT LAKE BLUFF PED XING, SLOW ENTRAINING/DETRAINING ENROUTE AND RULE 6.30 ENROUTE. |
| | | Thu, Jul 16 | 7 | I | 7" HEAVY ENTRAINING/DETRAINING ENROUTE; 4 ADA LIFTS ENROUTE. | |
| | | Fri, Jul 17 | 12 | I | 12" SLOW ENTRAINING ENROUTE; SLOW DETRAINING, RAVINIA PK; 4 ADALIFT; | |
| | | Mon, Jul 20 | 12 | I | 12" HEAVY ENTRAINING/SLOW DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 11 | I | 11" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Wed, Jul 22 | 7 | I | 7" SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Thu, Jul 23 | 7 | I | 7" SLOW ENTRAINING/DETRAININ WEATHER RELATED ENROUTE. | |
| | | Fri, Jul 24 | 10 | I | 10" SLOW/HEAVY ENTRAINING/ DETRAINING ALL STATIONS; 2 ADA LOADING/UNLOADING ENROUTE; MET WITH NORTHBOUND FLEET | |
| | | Mon, Jul 27 | 10 | I | 10" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Tue, Jul 28 | 7 | U | 7" SLOW ENTRAINING/DETRAINING, TWO ADAS AND RULE 6.30 ENROUTE. | |
| Thu, Jul 30 | 9 | I | 9" HEAVY ENTRAINING, WAUKEGAN TO HIGHLAND PARK; HEAVY DETRAINING, RAVINIA PK. | | | |
| Fri, Jul 31 | 7 | I | 7" HEAVY ENTRAINING/DETRAINING ENROUTE. | | | |
| UPN | 0354 | Fri, Jul 10 | 12 | II | 12" FOLLOWING DELAYED #352 ENROUTE. | |
| | | 74% OT | Tue, Jul 14 | 6 | U1 | 6" DELAYED #352 AHEAD. |
| | | Fri, Jul 17 | 8 | II | 8" #352 AHEAD ENROUTE. | |
| | | Tue, Jul 21 | 8 | II | 8" DELAYED #352 AHEAD. | |
| | | Fri, Jul 24 | 6 | II | 6" M352 AHEAD ENROUTE | |
| | | Thu, Jul 30 | 8 | II | 8" FOLLOWING #352 ENROUTE. | |
| UPN | 0355 | Tue, Jul 14 | 8 | I | 8" SLOW DETRAINING, RAVINIA PK. | |
| | | 83% OT | Fri, Jul 17 | 8 | II | 8" TRAINS AHEAD, RAVINIA PK. |
| | | Mon, Jul 20 | 10 | I | 10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 13 | I | 13" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| UPN | 0356 | Fri, Jul 10 | 7 | I | 7" SLOW DETRAINING, RAVINIA PK. | |
| | | 83% OT | Tue, Jul 21 | 9 | J | 9" REMOVAL OF UNRULY PSGR, KENOSHA. |
| | | Thu, Jul 23 | 7 | E1 | 7" LATE #335, KENOSHA. | |
| | | Tue, Jul 28 | 9 | I | 9" SLOW ENTRAINING ENROUTE. | |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation | |
|----------------------|----------------------|-------------|---------------|------|--|------------------------------|
| | | | Late | Code | | |
| UPN 48% OT | 0359 | Tue, Jul 07 | 8 | II | 8" "LATE TURN OF #352" (UP REPORTS TRN DEPARTED OTC ON-TIME). | |
| | | Fri, Jul 10 | 21 | II | 15" LATE TURN OF #352, OTC, 6" NO REASON GIVEN. | |
| | | Mon, Jul 13 | 9 | U1 | 12" LATE TURN OF DELAYED #352. | |
| | | Tue, Jul 14 | 17 | U1 | 10" LATE TURN OF DELAYED #352; 7" HEAVY DETRAINING ENROUTE. | |
| | | Fri, Jul 17 | 19 | II | 12" LATE TURN OF #352; 7" HEAVY ENTRAINING, CLYBOURN TO CENTRAL; HEAVY DETRAINING, RAVINIA PK. | |
| | | Mon, Jul 20 | 17 | II | 12" LATE TURN OF DELAYED #352; 5" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 14 | II | 11" LATE TURN OF DELAYED #352; 3" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Thu, Jul 23 | 9 | II | 9" LATE ARRIVAL OF #352, WAUKEGAN; SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Fri, Jul 24 | 10 | II | 10" LATE ARRIVAL OF M352, OTC | |
| | | Mon, Jul 27 | 10 | II | 10" LATE TURN OF DELAYED #352. | |
| | | Tue, Jul 28 | 14 | U1 | 7" LATE TURN OF DELAYED #352; 7" SLOW DETRAINING ENROUTE. | |
| | | Thu, Jul 30 | 19 | I | 9" LATE TURN OF #352, OTC; 10" SLOW ENTRAINING/DETRAINING, ROGERS PARK TO WILMETTE & RAVINIA PK. | |
| | UPN 39% OT | 0361 | Mon, Jul 06 | 7 | I | 7" SLOW ENTRAINING ENROUTE. |
| | | | Tue, Jul 07 | 7 | I | 7" HEAVY ENTRAINING ENROUTE. |
| | | Wed, Jul 08 | 7 | I | 7" HEAVY ENTRAINING ENROUTE. | |
| | | Fri, Jul 10 | 7 | I | 7" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Mon, Jul 13 | 7 | I | 7" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Tue, Jul 14 | 7 | I | 7" HEAVY ENTRAINING/DETRAINING ENROUTE. | |
| | | Wed, Jul 15 | 10 | I | 10" HEAVY ENTRAINING/DETRAINING ENROUTE. | |
| | | Thu, Jul 16 | 10 | I | 10" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Mon, Jul 20 | 8 | I | 8" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 10 | I | 10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Thu, Jul 23 | 7 | I | 7" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Fri, Jul 24 | 11 | I | 11" SLOW/HEAVY ENTRAINING/DETRAINING, ALL STATIONS | |
| | | Mon, Jul 27 | 7 | I | 7" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| | | Tue, Jul 28 | 8 | I | 8" SLOW ENTRAINING/DETRAINING ENROUTE. | |
| UPN 39% OT | 0362 | Mon, Jul 06 | 8 | I | 8" HEAVY ENTRAINING ENROUTE. | |
| | | Tue, Jul 07 | 10 | I | 10" SLOW ENTRAINING ENROUTE. | |
| | | Thu, Jul 09 | 30 | G | 30" PLANT FAILURE, LAKE ST; HEAVY ENTRAINING ENROUTE. | |
| | | Fri, Jul 10 | 9 | II | 7" LATE TURN OF #361, WAUKEGAN; 2" SLOW ENTRAINING ENROUTE. | |
| | | Mon, Jul 13 | 12 | II | 7" LATE TURN OF DELAYED #361; 5" SLOW ENTRAINING/DETRAINING EN-ROUTE. | |
| | | Tue, Jul 14 | 12 | II | 7" LATE TURN OF DELAYED #361; 5" SLOW ENTRAINING/DETRAINING EN-ROUTE (RAVINIA PK). | |
| | | Wed, Jul 15 | 9 | II | 10" LATE TURN OF DELAYED #361. | |
| | | Thu, Jul 16 | 11 | II | 10" LATE TURN OF #361, WAUKEGAN; SLOW ENTRAINING/DETRAINING, ROGERS PARK & RAVENSWOOD. | |
| | | Mon, Jul 20 | 14 | II | 8" LATE TURN OF DELAYED #361; 6" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 15 | I | 10" LATE TURN OF DELAYED #361; 5" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE. | |
| | | Fri, Jul 24 | 13 | II | 11" LATE ARRIVAL OF M361, WAUKEGAN; 2" SLOW ENTRAINING/DETRAINING, ALL STATIONS | |
| | | Tue, Jul 28 | 11 | II | 8" LATE TURN OF DELAYED #361; 3" HEAVY ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Thu, Jul 30 | 11 | I | 5" LATE TURN OF #361; 6" SLOW ENTRAINING, RAVINIA PK; SLOW DETRAINING, BRAESIDE. | |
| | | Fri, Jul 31 | 10 | I | 10" HEAVY ENTRAINING, RAVINIA PK; SLOW DETRAINING, GLENCOE. | |
| UPN 78% OT | 0366 | Thu, Jul 09 | 20 | G | 20" PLANT FAILURE, LAKE ST. | |
| | | Fri, Jul 17 | 8 | J | 5" LATE DEPT ACCT REMOVED PSGR, WAUKEGAN; 2" HEAVY ENTRAINING, RAVINIA PK; SLOW DETRAINING, GLENCOE TO RAVENSWOOD. | |
| | | Mon, Jul 20 | 15 | I | 15" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 21 | 10 | I | 10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK). | |
| | | Tue, Jul 28 | 10 | U | 10" ADA & HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK) | |

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

| Line | Train | Date | Minutes | Delay | Delay Explanation |
|---------------|-------|-------------|---------|-------|--|
| | | | Late | Code | |
| UPNW | 0652 | Wed, Jul 01 | 7 | I | 7" HEAVY ENTRAINING, CRYSTAL LAKE TO DESPLAINES; WAITING FOR SIGNAL ACCT AMTRAK X-TRAFFIC, MAYFAIR. |
| 48% OT | | Wed, Jul 08 | 10 | I | 10" SLOW ENTRAINING ENROUTE AND RED SIG, MAYFAIR. |
| | | Thu, Jul 09 | 10 | D | 10" FRT X-TRAFFIC, BARRINGTON; TK CIRCUIT OUT, SOUTH OF DEVAL. |
| | | Fri, Jul 10 | 10 | CC | 10" LATE TURN OF #621, CRYSTAL LAKE; SLOW ENTRAINING ENROUTE. |
| | | Thu, Jul 16 | 6 | II | 6" LATE ARRIVAL OF #621, CRYSTAL LAKE; SLOW ENTRAINING, CRYSTAL LAKE TO DESPLAINES. |
| | | Fri, Jul 17 | 12 | I | 12" SLOW ENTRAINING/DETRAINING, CRYSTAL LAKE TO DESPLAINES; 2 ADA LIFTS ENROUTE. |
| | | Thu, Jul 23 | 12 | I | 12" SLOW ENTRAINING/DETRAINING ENROUTE. |
| | | Mon, Jul 27 | 11 | C1 | 10" "LATE ARRIVAL OF #621" (NO DELAY REPORTED FOR #621); 1" SLOW ENTRAINING/DETRAINING ENROUTE. |
| | | Tue, Jul 28 | 7 | U | 7" TWO ADAS AND SLOW ENTRAINING/DETRAINING ENROUTE. |
| | | Wed, Jul 29 | 15 | I | 15" SLOW ENTRAINING ENROUTE AND S/O, MP 18.0-16.0 (POWER OUT INDES PLAINES). |
| | | Thu, Jul 30 | 15 | I | 15" SLOW ENTRAINING/DETRAINING, CRYSTAL LAKE TO DESPLAINES; S/OACCT TRESPASSER REPORTED, PALATINE; X-TRAFFIC, MAYFAIR. |
| | | Fri, Jul 31 | 15 | I | 15" SLOW ENTRAINING/DETRAINING ENROUTE. |
| UPW | 0032 | Wed, Jul 01 | 20 | RL | 20" LATE DEPT ACCT LATE ENG (NON-CMS ERROR), ELBURN. |
| 83% OT | | Wed, Jul 08 | 0 | XF | ANNULLED. CREWS BEING SET BACK TO LATER TRNS ACCT #10 HAD B/O CAB CAR. |
| | | Mon, Jul 20 | 23 | G | 23" SW #33 FAILED/DELAYED #30 AHEAD, TOWER A2. |
| | | Fri, Jul 31 | 29 | RL | 29" LATE DEPT ACCT ENGR RECIEVED LATE CALL FROM CMS, ELBURN. |

Data is final (08/13/09) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85%_table.xls]PrintCopy 08/13/2009

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

P:\ONTIME\DownloadFromTOPS[#Delay_ImportInstructions_& Codes_07.xls]instructions_& codes 08/15/2008

TABLE 6: NUMBER OF DELAYS BY DATE
July 2009

| 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 | |
| BNSF | 1 | 5 | 4 | 4 | 2 | 5 | 3 | 9 | 3 | 8 | 1 | 3 | 2 | 2 | 3 | 7 | 5 | 1 | 9 | 1 | 3 | 7 | 1 | 89 |
| Elec -ML | 6 | 7 | 2 | 4 | 2 | 1 | 2 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 3 | 2 | 4 | 3 | 52 |
| -BI | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 19 |
| -SC | 3 | 5 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 |
| Heritage | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| Milw -N | 2 | 0 | 3 | 3 | 5 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 12 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 0 | 2 | 7 | 49 |
| -W | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 2 | 29 |
| NCS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 11 |
| RI | 4 | 5 | 6 | 1 | 0 | 3 | 3 | 0 | 0 | 6 | 0 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 3 | 0 | 3 | 0 | 5 | 51 |
| SWS | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 17 |
| UP -N | 0 | 0 | 0 | 5 | 4 | 3 | 6 | 6 | 8 | 9 | 3 | 3 | 8 | 10 | 12 | 1 | 11 | 6 | 3 | 6 | 10 | 5 | 4 | 123 |
| -NW | 1 | 2 | 0 | 1 | 2 | 1 | 5 | 2 | 1 | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 3 | 6 | 3 | 41 |
| -W | 1 | 1 | 0 | 0 | 5 | 5 | 6 | 8 | 1 | 0 | 2 | 1 | 2 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 3 | 46 |
| SYSTEM | 22 | 28 | 17 | 21 | 27 | 24 | 26 | 30 | 21 | 37 | 16 | 21 | 37 | 21 | 21 | 14 | 20 | 16 | 23 | 24 | 23 | 29 | 31 | 549 |

| SATURDAY | 11 | 18 | 25 | TOTAL | SUNDAY/HOLIDAY | 4 | 5 | 12 | 19 | 26 | TOTAL |
|-----------------|----|----|----|-------|-----------------|----|----|----|----|----|-------|
| BNSF | 6 | 1 | 3 | 10 | BNSF | 9 | 3 | 1 | 0 | 5 | 18 |
| Elec -ML | 0 | 0 | 9 | 9 | Elec -ML | 4 | 10 | 2 | 0 | 1 | 17 |
| -BI | 2 | 0 | 3 | 5 | -BI | - | - | - | - | - | - |
| -SC | 1 | 1 | 7 | 9 | -SC | 0 | 0 | 0 | 0 | 0 | 0 |
| Heritage | - | - | - | - | Heritage | - | - | - | - | - | - |
| Milw -N | 2 | 1 | 3 | 6 | Milw -N | 3 | 0 | 2 | 1 | 2 | 8 |
| -W | 0 | 2 | 0 | 2 | -W | 0 | 0 | 0 | 1 | 0 | 1 |
| NCS | - | - | - | - | NCS | - | - | - | - | - | - |
| RI | 1 | 1 | 8 | 10 | RI | 3 | 0 | 1 | 2 | 5 | 11 |
| SWS | 0 | 1 | 0 | 1 | SWS | - | - | - | - | - | - |
| UP -N | 9 | 8 | 12 | 29 | UP -N | 5 | 5 | 4 | 5 | 2 | 21 |
| -NW | 4 | 2 | 7 | 13 | -NW | 3 | 6 | 3 | 4 | 5 | 21 |
| -W | 5 | 5 | 3 | 13 | -W | 1 | 2 | 2 | 0 | 1 | 6 |
| SYSTEM | 30 | 22 | 55 | 107 | SYSTEM | 28 | 26 | 15 | 13 | 21 | 103 |

Data is final (08/13/09) version from TOPS.

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

July 2009

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|------------|-----------|-----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|---------------|-----------|-----------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 8 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 17 |
| <i>Freight Interference - Peak</i> | 8 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 18 |
| <i>Freight Interference - Off-Peak</i> | 5 | 0 | 0 | 0 | 0 | 5 | 5 | 2 | 7 | 4 | 0 | 3 | 4 | 35 |
| Freight Interference - Total | 13 | 0 | 0 | 0 | 3 | 7 | 5 | 2 | 10 | 4 | 0 | 4 | 5 | 53 |
| Accident | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 3 | 0 | 10 | 1 | 0 | 20 |
| Passenger Loading | 22 | 37 | 11 | 9 | 0 | 10 | 0 | 1 | 20 | 0 | 114 | 42 | 12 | 278 |
| Lift Deployment | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 15 | 0 | 11 | 6 | 3 | 41 |
| Obstruction/Debris | 3 | 0 | 0 | 2 | 0 | 12 | 15 | 4 | 3 | 0 | 2 | 1 | 3 | 45 |
| Signal/Switch Failure | 13 | 10 | 0 | 2 | 2 | 12 | 0 | 3 | 3 | 3 | 5 | 5 | 13 | 71 |
| Track Work | 10 | 1 | 5 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 1 | 4 | 7 | 34 |
| Catenary Failure | 0 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Non-Loomotive Equipment Failure | 1 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 16 |
| Locomotive Failure | 8 | 0 | 0 | 0 | 0 | 8 | 2 | 0 | 4 | 4 | 9 | 0 | 5 | 40 |
| Human Error | 11 | 7 | 2 | 0 | 0 | 6 | 0 | 0 | 4 | 2 | 11 | 5 | 4 | 52 |
| Sick, Injured, Unruly Passenger | 13 | 14 | 2 | 6 | 0 | 3 | 2 | 0 | 2 | 0 | 5 | 4 | 5 | 56 |
| Weather | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 |
| Other | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 0 | 1 | 17 |
| TOTAL TRAINS DELAYED | 117 | 78 | 24 | 24 | 7 | 63 | 32 | 11 | 72 | 18 | 173 | 75 | 65 | 759 |

July - 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 | 1 | 1 | 0 | 0 | 8 | 5 | 1 | 1 | 1 | 0 | 2 | 1 | 24 |
| <i>Freight Interference - Peak</i> | 6 | 0 | 0 | 0 | 4 | 1 | 2 | 2 | 1 | 4 | 1 | 1 | 4 | 26 |
| <i>Freight Interference - Off-Peak</i> | 6 | 0 | 0 | 0 | 0 | 8 | 3 | 1 | 2 | 6 | 0 | 0 | 21 | 49 |
| Freight Interference - Total | 12 | 0 | 0 | 0 | 4 | 10 | 4 | 3 | 4 | 10 | 1 | 2 | 25 | 75 |
| Accident | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |
| Passenger Loading | 10 | 19 | 8 | 6 | 0 | 30 | 15 | 1 | 41 | 0 | 44 | 8 | 6 | 188 |
| Lift Deployment | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 2 | 0 | 1 | 0 | 1 | 12 |
| Obstruction/Debris | 9 | 0 | 1 | 1 | 0 | 2 | 4 | 2 | 2 | 2 | 1 | 2 | 2 | 27 |
| Signal/Switch Failure | 12 | 10 | 3 | 3 | 4 | 12 | 14 | 6 | 7 | 3 | 2 | 5 | 11 | 92 |
| Track Work | 7 | 7 | 0 | 4 | 1 | 2 | 6 | 2 | 4 | 0 | 13 | 6 | 7 | 58 |
| Catenary Failure | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Non-Loomotive Equipment Failure | 4 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 11 |
| Locomotive Failure | 11 | 0 | 0 | 0 | 1 | 10 | 5 | 2 | 3 | 1 | 3 | 0 | 1 | 37 |
| Human Error | 13 | 2 | 1 | 1 | 0 | 8 | 8 | 1 | 7 | 2 | 4 | 5 | 2 | 57 |
| Sick, Injured, Unruly Passenger | 3 | 3 | 0 | 1 | 0 | 6 | 2 | 1 | 5 | 0 | 3 | 5 | 2 | 30 |
| Weather | 2 | 4 | 0 | 0 | 0 | 7 | 1 | 1 | 2 | 0 | 0 | 5 | 1 | 25 |
| Other | 2 | 6 | 2 | 1 | 0 | 4 | 2 | 0 | 3 | 1 | 2 | 2 | 1 | 26 |
| TOTAL TRAINS DELAYED | 86 | 58 | 19 | 19 | 11 | 104 | 75 | 21 | 81 | 21 | 76 | 42 | 62 | 677 |

July 2009 Divergence From July 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 | 6 | 1 | 0 | 0 | 1 | -7 | -4 | -1 | -1 | 0 | 0 | -2 | 1 | -7 |
| <i>Freight Interference - Peak</i> | 2 | 0 | 0 | 0 | -1 | 1 | -2 | -2 | 2 | -4 | -1 | 0 | -3 | -8 |
| <i>Freight Interference - Off-Peak</i> | -1 | 0 | 0 | 0 | 0 | -3 | 2 | 1 | 5 | -2 | 0 | 3 | -17 | -14 |
| Freight Interference - Total | 1 | 0 | 0 | 0 | -1 | -3 | 1 | -1 | 6 | -6 | -1 | 2 | -20 | -22 |
| Accident | 0 | 0 | 0 | 0 | 0 | -1 | 1 | 0 | 3 | 0 | 10 | 1 | -1 | 11 |
| Passenger Loading | 12 | 18 | 3 | 3 | 0 | -20 | -15 | 0 | -21 | 0 | 70 | 34 | 6 | 90 |
| Lift Deployment | 4 | 0 | 0 | 0 | 0 | -3 | -4 | 0 | 13 | 0 | 10 | 6 | 2 | 29 |
| Obstruction/Debris | -6 | 0 | -1 | 1 | 0 | 10 | 11 | 2 | 1 | -2 | 1 | -1 | 1 | 18 |
| Signal/Switch Failure | 1 | 0 | -3 | -1 | -2 | 0 | -14 | -3 | -4 | 0 | 3 | 0 | 2 | -21 |
| Track Work | 3 | -6 | 5 | -3 | 0 | -2 | -4 | -2 | -3 | 1 | -12 | -2 | 0 | -24 |
| Catenary Failure | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Non-Loomotive Equipment Failure | -3 | -1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 5 |
| Locomotive Failure | -3 | 0 | 0 | 0 | -1 | -2 | -3 | -2 | 1 | 3 | 6 | 0 | 4 | 3 |
| Human Error | -2 | 5 | 1 | -1 | 0 | -2 | -8 | -1 | -3 | 0 | 7 | 0 | 2 | -5 |
| Sick, Injured, Unruly Passenger | 10 | 11 | 2 | 5 | 0 | -3 | 0 | -1 | -3 | 0 | 2 | -1 | 3 | 26 |
| Weather | 6 | -4 | 0 | 0 | 0 | -7 | -1 | -1 | -2 | 0 | 0 | -2 | -1 | -14 |
| Other | 1 | -4 | -2 | -1 | 0 | -4 | -2 | 0 | 2 | 0 | 3 | -2 | 0 | -9 |
| TOTAL TRAINS DELAYED | 31 | 20 | 5 | 5 | -4 | -41 | -43 | -10 | -9 | -3 | 97 | 33 | 3 | 82 |

Data for current month is final (08/13/09) version from TOPS.

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

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|--------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 52 | 22 | 7 | 3 | 3 | 17 | 14 | 15 | 24 | 12 | 7 | 5 | 13 | 194 |
| <i>Freight Interference - Peak</i> | 39 | 0 | 0 | 0 | 20 | 5 | 11 | 20 | 12 | 13 | 2 | 10 | 15 | 147 |
| <i>Freight Interference - Off-Peak</i> | 48 | 0 | 0 | 0 | 0 | 25 | 26 | 30 | 32 | 54 | 3 | 12 | 27 | 257 |
| Freight Interference - Total | 87 | 0 | 0 | 0 | 20 | 30 | 37 | 50 | 44 | 67 | 5 | 22 | 42 | 404 |
| Accident | 49 | 14 | 1 | 20 | 2 | 3 | 13 | 4 | 9 | 8 | 29 | 39 | 3 | 194 |
| Passenger Loading | 47 | 101 | 41 | 27 | 0 | 27 | 5 | 3 | 73 | 1 | 284 | 107 | 45 | 761 |
| Lift Deployment | 13 | 2 | 0 | 0 | 0 | 15 | 0 | 5 | 36 | 3 | 19 | 15 | 20 | 128 |
| Obstruction/Debris | 100 | 8 | 2 | 9 | 0 | 41 | 30 | 7 | 11 | 3 | 8 | 21 | 30 | 270 |
| Signal/Switch Failure | 238 | 51 | 17 | 18 | 22 | 163 | 57 | 52 | 49 | 48 | 47 | 67 | 68 | 897 |
| Track Work | 92 | 13 | 15 | 11 | 2 | 42 | 24 | 5 | 14 | 10 | 20 | 20 | 43 | 311 |
| Catenary Failure | 0 | 18 | 12 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 49 |
| Non-Locomotive Equipment Failure | 11 | 32 | 18 | 9 | 0 | 11 | 2 | 2 | 4 | 6 | 4 | 7 | 8 | 114 |
| Locomotive Failure | 120 | 3 | 1 | 0 | 2 | 74 | 47 | 8 | 36 | 14 | 20 | 33 | 27 | 385 |
| Human Error | 75 | 15 | 8 | 7 | 3 | 28 | 9 | 3 | 16 | 17 | 56 | 33 | 25 | 295 |
| Sick, Injured, Unruly Passenger | 37 | 32 | 5 | 18 | 1 | 17 | 17 | 4 | 17 | 0 | 24 | 23 | 21 | 216 |
| Weather | 84 | 52 | 6 | 15 | 14 | 93 | 47 | 20 | 74 | 27 | 127 | 68 | 70 | 697 |
| Other | 10 | 14 | 6 | 4 | 1 | 5 | 5 | 0 | 28 | 9 | 30 | 5 | 22 | 139 |
| TOTAL TRAINS DELAYED | 1,015 | 377 | 139 | 158 | 70 | 566 | 307 | 178 | 435 | 225 | 680 | 465 | 439 | 5,054 |

January-July - 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 | 14 | 14 | 6 | 4 | 3 | 34 | 30 | 8 | 12 | 7 | 6 | 6 | 11 | 153 |
| <i>Freight Interference - Peak</i> | 46 | 0 | 0 | 0 | 34 | 8 | 19 | 17 | 13 | 23 | 3 | 12 | 38 | 214 |
| <i>Freight Interference - Off-Peak</i> | 70 | 0 | 1 | 0 | 0 | 57 | 31 | 21 | 25 | 40 | 6 | 16 | 153 | 419 |
| Freight Interference - Total | 116 | 0 | 1 | 0 | 34 | 65 | 50 | 38 | 38 | 63 | 9 | 27 | 191 | 633 |
| Accident | 41 | 3 | 1 | 7 | 1 | 30 | 28 | 11 | 15 | 7 | 13 | 31 | 22 | 208 |
| Passenger Loading | 28 | 40 | 20 | 19 | 0 | 59 | 32 | 2 | 92 | 0 | 136 | 25 | 24 | 477 |
| Lift Deployment | 8 | 0 | 0 | 0 | 0 | 19 | 14 | 4 | 20 | 1 | 5 | 6 | 11 | 89 |
| Obstruction/Debris | 43 | 6 | 4 | 16 | 2 | 19 | 19 | 5 | 13 | 7 | 12 | 23 | 23 | 194 |
| Signal/Switch Failure | 129 | 52 | 13 | 15 | 17 | 89 | 91 | 37 | 49 | 34 | 18 | 39 | 70 | 655 |
| Track Work | 35 | 27 | 4 | 24 | 2 | 32 | 22 | 12 | 17 | 6 | 27 | 15 | 18 | 242 |
| Catenary Failure | 0 | 24 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Non-Locomotive Equipment Failure | 17 | 19 | 12 | 7 | 0 | 5 | 6 | 1 | 8 | 1 | 7 | 6 | 9 | 97 |
| Locomotive Failure | 46 | 1 | 0 | 0 | 2 | 38 | 33 | 10 | 34 | 4 | 12 | 19 | 17 | 214 |
| Human Error | 74 | 27 | 8 | 13 | 3 | 36 | 39 | 8 | 39 | 10 | 40 | 39 | 24 | 360 |
| Sick, Injured, Unruly Passenger | 21 | 24 | 5 | 6 | 1 | 23 | 14 | 2 | 24 | 1 | 16 | 16 | 13 | 164 |
| Weather | 55 | 37 | 11 | 9 | 5 | 75 | 41 | 12 | 51 | 9 | 45 | 44 | 35 | 430 |
| Other | 23 | 12 | 5 | 4 | 2 | 18 | 14 | 6 | 16 | 5 | 18 | 24 | 23 | 171 |
| TOTAL TRAINS DELAYED | 650 | 286 | 95 | 134 | 71 | 543 | 433 | 158 | 428 | 154 | 363 | 321 | 491 | 4,126 |

January-July 2009 Divergence From January-July 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 | 38 | 8 | 1 | -1 | 0 | -17 | -16 | 7 | 12 | 5 | 1 | -1 | 2 | 41 |
| <i>Freight Interference - Peak</i> | -7 | 0 | 0 | 0 | -14 | -3 | -8 | 3 | -1 | -10 | -1 | -2 | -23 | -67 |
| <i>Freight Interference - Off-Peak</i> | -22 | 0 | -1 | 0 | 0 | -32 | -5 | 9 | 7 | 14 | -3 | -4 | -126 | -162 |
| Freight Interference - Total | -29 | 0 | -1 | 0 | -14 | -35 | -13 | 12 | 6 | 4 | -4 | -5 | -149 | -229 |
| Accident | 8 | 11 | 0 | 13 | 1 | -27 | -15 | -7 | -6 | 1 | 16 | 8 | -19 | -14 |
| Passenger Loading | 19 | 61 | 21 | 8 | 0 | -32 | -27 | 1 | -19 | 1 | 148 | 82 | 21 | 284 |
| Lift Deployment | 5 | 2 | 0 | 0 | 0 | -4 | -14 | 1 | 16 | 2 | 14 | 9 | 9 | 39 |
| Obstruction/Debris | 57 | 2 | -2 | -7 | -2 | 22 | 11 | 2 | -2 | -4 | -4 | -2 | 7 | 76 |
| Signal/Switch Failure | 109 | -1 | 4 | 3 | 5 | 74 | -34 | 15 | 0 | 14 | 29 | 28 | -2 | 242 |
| Track Work | 57 | -14 | 11 | -13 | 0 | 10 | 2 | -7 | -3 | 4 | -7 | 5 | 25 | 69 |
| Catenary Failure | 0 | -6 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| Non-Locomotive Equipment Failure | -6 | 13 | 6 | 2 | 0 | 6 | -4 | 1 | -4 | 5 | -3 | 1 | -1 | 17 |
| Locomotive Failure | 74 | 2 | 1 | 0 | 0 | 36 | 14 | -2 | 2 | 10 | 8 | 14 | 10 | 171 |
| Human Error | 1 | -12 | 0 | -6 | 0 | -8 | -30 | -5 | -23 | 7 | 16 | -6 | 1 | -65 |
| Sick, Injured, Unruly Passenger | 16 | 8 | 0 | 12 | 0 | -6 | 3 | 2 | -7 | -1 | 8 | 7 | 8 | 52 |
| Weather | 29 | 15 | -5 | 6 | 9 | 18 | 6 | 8 | 23 | 18 | 82 | 24 | 35 | 267 |
| Other | -13 | 2 | 1 | 0 | -1 | -13 | -9 | -6 | 12 | 4 | 12 | -19 | -1 | -32 |
| TOTAL TRAINS DELAYED | 365 | 91 | 44 | 24 | -1 | 23 | -126 | 20 | 7 | 71 | 317 | 144 | -52 | 928 |

Data for current month is final (08/13/09) version from TOPS.

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**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 - Jul | |
|--|--------------|------------|------------|------------|------------|------------|------------|-----|-----|-----|-----|-----|--------------|-------------|
| Passenger Train Interference | 52 | 43 | 12 | 28 | 18 | 24 | 17 | | | | | | 194 | 3.8% |
| <i>Freight Interference - Peak</i> | 40 | 15 | 21 | 16 | 13 | 24 | 18 | | | | | | 147 | 2.9% |
| <i>Freight Interference - Off-Peak</i> | 56 | 22 | 42 | 28 | 38 | 36 | 35 | | | | | | 257 | 5.1% |
| Freight Interference - Total | 96 | 37 | 63 | 44 | 51 | 60 | 53 | | | | | | 404 | 8.0% |
| Accident | 98 | 12 | 9 | 27 | 8 | 20 | 20 | | | | | | 194 | 3.8% |
| Passenger Loading | 45 | 33 | 51 | 21 | 84 | 249 | 278 | | | | | | 761 | 15.1% |
| Lift Deployment | 23 | 15 | 13 | 8 | 12 | 16 | 41 | | | | | | 128 | 2.5% |
| Obstruction/Debris | 29 | 48 | 31 | 36 | 34 | 47 | 45 | | | | | | 270 | 5.3% |
| Signal/Switch Failure | 263 | 97 | 107 | 67 | 103 | 189 | 71 | | | | | | 897 | 17.7% |
| Track Work | 15 | 15 | 25 | 58 | 47 | 117 | 34 | | | | | | 311 | 6.2% |
| Catenary Failure | 2 | 8 | 0 | 11 | 1 | 19 | 8 | | | | | | 49 | 1.0% |
| Non-Locomotive Equipment Failure | 9 | 9 | 7 | 6 | 26 | 41 | 16 | | | | | | 114 | 2.3% |
| Locomotive Failure | 107 | 80 | 49 | 44 | 48 | 17 | 40 | | | | | | 385 | 7.6% |
| Human Error | 38 | 19 | 28 | 30 | 71 | 57 | 52 | | | | | | 295 | 5.8% |
| Sick, Injured, Unruly Passenger | 23 | 32 | 27 | 10 | 22 | 46 | 56 | | | | | | 216 | 4.3% |
| Weather | 599 | 9 | 11 | 4 | 1 | 62 | 11 | | | | | | 697 | 13.8% |
| Other | 27 | 10 | 37 | 18 | 14 | 16 | 17 | | | | | | 139 | 2.8% |
| TOTAL TRAINS DELAYED | 1,426 | 467 | 470 | 412 | 540 | 980 | 759 | | | | | | 5,054 | 100% |

Data for current month is final (08/13/09) version from TOPS.

2008

| CAUSE CATEGORY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Jul | |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|--------------|-------------|
| Passenger Train Interference | 30 | 30 | 17 | 7 | 3 | 6 | 8 | 4 | 47 | 25 | 16 | 65 | 101 | 2.1% |
| <i>Freight Interference - Peak</i> | 29 | 38 | 27 | 30 | 17 | 35 | 28 | 23 | 48 | 43 | 26 | 25 | 204 | 4.2% |
| <i>Freight Interference - Off-Peak</i> | 71 | 81 | 78 | 51 | 46 | 39 | 47 | 59 | 87 | 91 | 50 | 39 | 413 | 8.6% |
| Freight Interference - Total | 100 | 119 | 105 | 81 | 63 | 74 | 75 | 82 | 135 | 134 | 76 | 64 | 617 | 12.8% |
| Accident | 81 | 33 | 36 | 34 | 57 | 44 | 11 | 16 | 39 | 2 | 15 | 83 | 296 | 6.2% |
| Passenger Loading | 72 | 76 | 80 | 22 | 62 | 193 | 203 | 188 | 78 | 92 | 117 | 87 | 708 | 14.7% |
| Lift Deployment | 24 | 14 | 18 | 20 | 15 | 15 | 16 | 26 | 16 | 12 | 17 | 23 | 122 | 2.5% |
| Obstruction/Debris | 46 | 55 | 18 | 21 | 10 | 40 | 30 | 7 | 15 | 24 | 29 | 23 | 220 | 4.6% |
| Signal/Switch Failure | 174 | 99 | 124 | 128 | 83 | 94 | 90 | 108 | 149 | 106 | 169 | 171 | 792 | 16.5% |
| Track Work | 19 | 11 | 24 | 54 | 35 | 73 | 61 | 67 | 52 | 122 | 119 | 56 | 277 | 5.8% |
| Catenary Failure | 16 | 2 | 5 | 0 | 2 | 0 | 0 | 1 | 9 | 2 | 8 | 11 | 25 | 0.5% |
| Non-Locomotive Equipment Failure | 55 | 15 | 10 | 9 | 6 | 14 | 14 | 15 | 12 | 21 | 10 | 17 | 123 | 2.6% |
| Locomotive Failure | 39 | 44 | 34 | 45 | 9 | 24 | 43 | 41 | 32 | 31 | 55 | 40 | 238 | 4.9% |
| Human Error | 57 | 58 | 39 | 30 | 46 | 52 | 65 | 77 | 39 | 78 | 39 | 70 | 347 | 7.2% |
| Sick, Injured, Unruly Passenger | 43 | 25 | 18 | 21 | 20 | 29 | 38 | 20 | 21 | 43 | 33 | 29 | 194 | 4.0% |
| Weather | 173 | 277 | 32 | 10 | 10 | 23 | 29 | 131 | 25 | 11 | 41 | 683 | 554 | 11.5% |
| Other | 25 | 43 | 22 | 39 | 19 | 33 | 15 | 22 | 54 | 107 | 16 | 73 | 196 | 4.1% |
| TOTAL TRAINS DELAYED | 954 | 901 | 582 | 521 | 440 | 714 | 698 | 805 | 723 | 810 | 760 | 1,495 | 4,810 | 100% |

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 08/13/2009

**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between August 2007 and July 2009**

| | BNSF | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---------------|------------|-----------|------------|-----------|-----------|-----------|------------|---------------|-----------|------------|--------------|
| | | | N | W | | | | N | NW | W | |
| 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 |
| 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 |
| Total | 126 | 63 | 123 | 66 | 75 | 73 | 137 | 30 | 68 | 307 | 1,068 |
| 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 |
| Jun-09 | 6 | 3 | 6 | 7 | 6 | 5 | 11 | 0 | 5 | 11 | 60 |
| Jul-09 | 13 | 3 | 7 | 5 | 2 | 10 | 4 | 0 | 4 | 5 | 53 |
| Total | 179 | 46 | 68 | 60 | 72 | 79 | 150 | 21 | 44 | 176 | 895 |

Data for current month is final (08/13/09) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 08/13/2009

**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 | 3 | 4 | | | | | | 13 | 1.28% |
| Electric ML | 0 | 0 | 0 | 0 | 0 | 2 | 0 | | | | | | 2 | 0.53% |
| Electric BI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0.00% |
| Electric SC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0.00% |
| HER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0.00% |
| Milw N | 13 | 0 | 0 | 0 | 0 | 0 | 2 | | | | | | 15 | 2.65% |
| Milw W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | 0 | 0.00% |
| NCS | 1 | 0 | 1 | 0 | 1 | 2 | 0 | | | | | | 5 | 2.81% |
| RI | 3 | 5 | 6 | 1 | 3 | 3 | 15 | | | | | | 36 | 8.28% |
| SWS | 0 | 0 | 0 | 3 | 0 | 0 | 0 | | | | | | 3 | 1.33% |
| UP N | 1 | 0 | 2 | 1 | 3 | 1 | 11 | | | | | | 19 | 2.79% |
| UP NW | 1 | 4 | 1 | 1 | 2 | 0 | 6 | | | | | | 15 | 3.23% |
| UP W | 4 | 4 | 2 | 1 | 1 | 5 | 3 | | | | | | 20 | 4.56% |
| Total Lift Delays | 23 | 15 | 13 | 8 | 12 | 16 | 41 | | | | | | 128 | 2.53% |
| ALL DELAYS | | | | | | | | | | | | | 5,054 | |

Data for current month is final (08/13/09) 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

July 2009

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Peak * | | | | | | | | | | | | | | |
| 6-10 | 36 | 10 | 2 | 1 | 3 | 14 | 7 | 2 | 7 | 0 | 21 | 10 | 12 | 125 |
| 11-15 | 10 | 4 | 1 | 0 | 2 | 3 | 0 | 3 | 4 | 2 | 7 | 3 | 3 | 42 |
| 16-20 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 1 | 13 |
| 21+ | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 3 | 17 |
| Annulled | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>7</u> |
| Sub-Total | 53 | 16 | 3 | 1 | 7 | 17 | 10 | 5 | 17 | 2 | 39 | 14 | 20 | 204 |
| Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 34 | 39 | 14 | 18 | 0 | 19 | 7 | 2 | 43 | 6 | 72 | 26 | 24 | 304 |
| 11-15 | 11 | 10 | 4 | 3 | 0 | 11 | 6 | 2 | 6 | 3 | 30 | 22 | 10 | 118 |
| 16-20 | 8 | 5 | 1 | 2 | 0 | 8 | 2 | 0 | 2 | 2 | 11 | 6 | 2 | 49 |
| 21+ | 11 | 7 | 2 | 0 | 0 | 6 | 5 | 2 | 3 | 5 | 18 | 7 | 7 | 73 |
| Annulled | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>2</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>2</u> | <u>11</u> |
| Sub-Total | 64 | 62 | 21 | 23 | 0 | 46 | 22 | 6 | 55 | 16 | 134 | 61 | 45 | 555 |
| July 2009 Total | | | | | | | | | | | | | | |
| 6-10 | 70 | 49 | 16 | 19 | 3 | 33 | 14 | 4 | 50 | 6 | 93 | 36 | 36 | 429 |
| 11-15 | 21 | 14 | 5 | 3 | 2 | 14 | 6 | 5 | 10 | 5 | 37 | 25 | 13 | 160 |
| 16-20 | 11 | 6 | 1 | 2 | 1 | 8 | 2 | 0 | 2 | 2 | 17 | 7 | 3 | 62 |
| 21+ | 14 | 8 | 2 | 0 | 1 | 6 | 5 | 2 | 8 | 5 | 22 | 7 | 10 | 90 |
| Annulled | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>5</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>4</u> | <u>0</u> | <u>3</u> | <u>18</u> |
| TOTAL | 117 | 78 | 24 | 24 | 7 | 63 | 32 | 11 | 72 | 18 | 173 | 75 | 65 | 759 |
| 2009 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 457 | 223 | 97 | 86 | 21 | 182 | 102 | 74 | 257 | 87 | 394 | 238 | 234 | 2,452 |
| 11-15 | 213 | 66 | 18 | 28 | 14 | 160 | 92 | 39 | 80 | 48 | 132 | 106 | 88 | 1,084 |
| 16-20 | 113 | 44 | 8 | 10 | 13 | 90 | 46 | 24 | 37 | 35 | 46 | 35 | 37 | 538 |
| 21+ | 188 | 40 | 13 | 24 | 22 | 125 | 53 | 38 | 48 | 53 | 94 | 71 | 69 | 838 |
| Annulled | <u>44</u> | <u>4</u> | <u>3</u> | <u>10</u> | <u>0</u> | <u>9</u> | <u>14</u> | <u>3</u> | <u>13</u> | <u>2</u> | <u>14</u> | <u>15</u> | <u>11</u> | <u>142</u> |
| TOTAL | 1,015 | 377 | 139 | 158 | 70 | 566 | 307 | 178 | 435 | 225 | 680 | 465 | 439 | 5,054 |
| 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 | |
| July 2009 Total | | | | | | | | | | | | | | |
| 6-10 | 59.8% | 62.8% | 66.7% | 79.2% | 42.9% | 52.4% | 43.8% | 36.4% | 69.4% | 33.3% | 53.8% | 48.0% | 55.4% | 56.5% |
| 11-15 | 17.9% | 17.9% | 20.8% | 12.5% | 28.6% | 22.2% | 18.8% | 45.5% | 13.9% | 27.8% | 21.4% | 33.3% | 20.0% | 21.1% |
| 16-20 | 9.4% | 7.7% | 4.2% | 8.3% | 14.3% | 12.7% | 6.3% | 0.0% | 2.8% | 11.1% | 9.8% | 9.3% | 4.6% | 8.2% |
| 21+ | 12.0% | 10.3% | 8.3% | 0.0% | 14.3% | 9.5% | 15.6% | 18.2% | 11.1% | 27.8% | 12.7% | 9.3% | 15.4% | 11.9% |
| Annulled | <u>0.9%</u> | <u>1.3%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>3.2%</u> | <u>15.6%</u> | <u>0.0%</u> | <u>2.8%</u> | <u>0.0%</u> | <u>2.3%</u> | <u>0.0%</u> | <u>4.6%</u> | <u>2.4%</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% |
| 2009 Year-to-Date Delays By Duration | | | | | | | | | | | | | | |
| 6-10 | 45.0% | 59.2% | 69.8% | 54.4% | 30.0% | 32.2% | 33.2% | 41.6% | 59.1% | 38.7% | 57.9% | 51.2% | 53.3% | 48.5% |
| 11-15 | 21.0% | 17.5% | 12.9% | 17.7% | 20.0% | 28.3% | 30.0% | 21.9% | 18.4% | 21.3% | 19.4% | 22.8% | 20.0% | 21.4% |
| 16-20 | 11.1% | 11.7% | 5.8% | 6.3% | 18.6% | 15.9% | 15.0% | 13.5% | 8.5% | 15.6% | 6.8% | 7.5% | 8.4% | 10.6% |
| 21+ | 18.5% | 10.6% | 9.4% | 15.2% | 31.4% | 22.1% | 17.3% | 21.3% | 11.0% | 23.6% | 13.8% | 15.3% | 15.7% | 16.6% |
| Annulled | <u>4.3%</u> | <u>1.1%</u> | <u>2.2%</u> | <u>6.3%</u> | <u>0.0%</u> | <u>1.6%</u> | <u>4.6%</u> | <u>1.7%</u> | <u>3.0%</u> | <u>0.9%</u> | <u>2.1%</u> | <u>3.2%</u> | <u>2.5%</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 (08/13/09) 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 | |
| July 2009 | | | | | | | | | | | | | | |
| Peak * | 11.0 | 10.9 | 9.7 | 6.0 | 12.0 | 9.8 | 8.4 | 11.2 | 16.6 | 12.0 | 12.4 | 9.6 | 12.5 | 11.6 |
| Off-Peak ** | 15.3 | 14.0 | 11.6 | 9.1 | -- | 15.3 | 19.8 | 19.3 | 10.0 | 20.3 | 14.6 | 13.4 | 14.1 | 14.1 |
| All | 13.4 | 13.4 | 11.3 | 9.0 | 12.0 | 13.8 | 16.8 | 15.6 | 11.5 | 19.3 | 14.1 | 12.7 | 13.6 | 13.4 |
| 2009 Year-to-Date | | | | | | | | | | | | | | |
| Peak * | 16.2 | 12.6 | 11.0 | 13.6 | 19.4 | 17.2 | 15.3 | 14.0 | 13.8 | 17.6 | 18.1 | 15.9 | 13.4 | 15.5 |
| Off-Peak ** | 16.6 | 13.3 | 11.1 | 12.9 | -- | 16.7 | 17.6 | 21.2 | 11.9 | 16.8 | 14.4 | 14.6 | 15.1 | 15.1 |
| All | 16.3 | 13.0 | 11.1 | 13.0 | 19.4 | 16.8 | 16.7 | 17.3 | 12.6 | 17.1 | 15.4 | 15.2 | 14.3 | 15.3 |

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 (08/13/09) version from TOPS.