

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2009



COMMUTER RAIL ON-TIME PERFORMANCE

October 2009

This report presents an analysis of the October 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 October 2009, Metra operated 17,582 scheduled trains, including 'extras'. 850 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.2%. 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 October 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 October 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during October 2009. Table 7.b shows the average frequencies over the previous five Octobers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 850 delays systemwide in October 2009, 187 more than the average over the previous five Octobers. Table 8.a shows delays from the beginning of the year through October 2009. Table 8.b shows the average frequencies through October 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 October of 2009, a total of 7,424 trains were delayed, compared to 7,148 trains delayed in the same ten months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2009 freight operations delayed 163 trains systemwide, compared to 134 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 33 trains were delayed by lift deployment in October 2009.

A review of October 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 55.6% of all late trains. Table 13 shows that the average length of delay was 15.2 minutes in October 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
October 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	1,188	147	87.6%	880	68	92.3%	2,068	215	89.6%	140	11	92.1%	74	9	87.8%	2,282	235	89.7%
Elec -ML	990	32	96.8%	748	16	97.9%	1,738	48	97.2%	230	14	93.9%	80	3	96.3%	2,048	65	96.8%
-BI	308	11	96.4%	506	12	97.6%	814	23	97.2%	150	3	98.0%	--	--	--	964	26	97.3%
-SC	<u>374</u>	<u>6</u>	98.4%	<u>814</u>	<u>6</u>	99.3%	<u>1,188</u>	<u>12</u>	99.0%	<u>240</u>	<u>1</u>	99.6%	<u>80</u>	<u>0</u>	100.0%	<u>1,508</u>	<u>13</u>	99.1%
Subtotal	1,672	49	97.1%	2,068	34	98.4%	3,740	83	97.8%	620	18	97.1%	160	3	98.1%	4,520	104	97.7%
Heritage	132	21	84.1%	--	--	--	132	21	84.1%	--	--	--	--	--	--	132	21	84.1%
Milw -N	550	13	97.6%	770	30	96.1%	1,320	43	96.7%	120	10	91.7%	80	3	96.3%	1,520	56	96.3%
-W	<u>594</u>	<u>5</u>	99.2%	<u>682</u>	<u>4</u>	99.4%	<u>1,276</u>	<u>9</u>	99.3%	<u>120</u>	<u>2</u>	98.3%	<u>72</u>	<u>1</u>	98.6%	<u>1,468</u>	<u>12</u>	99.2%
Subtotal	1,144	18	98.4%	1,452	34	97.7%	2,596	52	98.0%	240	12	95.0%	152	4	97.4%	2,988	68	97.7%
NCS	242	16	93.4%	242	10	95.9%	484	26	94.6%	--	--	--	--	--	--	484	26	94.6%
RI	792	26	96.7%	704	28	96.0%	1,496	54	96.4%	100	2	98.0%	64	3	95.3%	1,660	59	96.4%
SWS	242	25	89.7%	418	57	86.4%	660	82	87.6%	30	2	93.3%	--	--	--	690	84	87.8%
UP -N	660	47	92.9%	880	28	96.8%	1,540	75	95.1%	130	8	93.8%	72	8	88.9%	1,742	91	94.8%
-NW	726	55	92.4%	704	18	97.4%	1,430	73	94.9%	120	5	95.8%	62	6	90.3%	1,612	84	94.8%
-W	<u>594</u>	<u>34</u>	94.3%	<u>704</u>	<u>32</u>	95.5%	<u>1,298</u>	<u>66</u>	94.9%	<u>100</u>	<u>7</u>	93.0%	<u>74</u>	<u>5</u>	93.2%	<u>1,472</u>	<u>78</u>	94.7%
Subtotal	1,980	136	93.1%	2,288	78	96.6%	4,268	214	95.0%	350	20	94.3%	208	19	90.9%	4,826	253	94.8%
SYSTEM	7,392	438	94.1%	8,052	309	96.2%	15,444	747	95.2%	1,480	65	95.6%	658	38	94.2%	17,582	850	95.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/17/09) 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-OCT	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	96.1%	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	95.6%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	95.9%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.7%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7			93.1%	93.1%
	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	95.6%	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	98.6%	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	98.8%	98.7%
	2006	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.1%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.3%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7			97.7%	97.7%
	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	98.2%	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	93.8%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	92.6%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	90.6%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.2%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1			91.3%	91.3%
	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	91.8%	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	95.6%	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	95.3%	94.4%
	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.3%	93.7%
	2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.1%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3			94.9%	94.9%
	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	94.9%	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	95.1%	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	95.6%	94.8%
	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	96.0%	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	95.8%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2			97.2%	97.2%
	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	95.8%	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	90.4%	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	91.0%	90.2%
	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.4%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.3%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6			94.7%	94.7%
	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	93.9%	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-OCT	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	95.3%	94.7%
	2006	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.4%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.5%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.0%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4			96.4%	96.4%
	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	96.0%	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	95.5%	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	95.4%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	92.9%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.7%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.0%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8			94.8%	94.8%
	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	95.0%	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	98.3%	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	97.2%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	97.8%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.6%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.1%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8			93.9%	93.9%
	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	96.3%	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	98.0%	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	97.8%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.1%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.6%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8			95.6%	95.6%
	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	96.9%	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	96.0%	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	94.9%	94.7%
	2006	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.8%	94.7%
	2007	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.2%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.0%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7			95.2%	95.2%
	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	94.8%	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	96.6%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.5%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.7%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.8%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2			95.7%	95.7%
	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	96.3%	96.1%

Delays data for most recent month is final (11/17/09) 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
October 2009**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1239	Tue, Oct 13	12	G	PICKED UP 1237 SHORTS AND OPERATED OVER 25MPH S/R MT1 MP 16.4 TO MP 19.0	
		82% OT	Thu, Oct 15	6	C	S/R FROM TP-10, RT59 OFF MT2, AND H-BRCKCK WEST EOLA, MOW MT1 NAP-EOLA
			Fri, Oct 16	17	C	MOW AT CP ON MT1 BALLAST REGULATORBROKEN DOWN
			Thu, Oct 22	17	KP	MP 11.0 RIVERSIDE POLICE ACTION, HELD ALL TRAFFIC
BNSF	1241	Mon, Oct 12	8	D	FOLLOWING B-CHCSEA5-12 FROM LISLE TO W EOLA. 3 SPEED RESTRICTIONS	
		73% OT	Fri, Oct 16	20	C	MOW CONGRESS PARK TO HIGHLANDS
			Mon, Oct 19	12	C	OPERATED MT 2 CONGRESS PARK TO HIGHLANDS, MOW ON MT 1
			Tue, Oct 20	20	R	TRAINMAN ACCIDENTLY ENGINE 183 WAS SHUT DOWN AND HAD PR OBLEMS RESTARTING
			Thu, Oct 22	9	KP	MP 11.0 RIVERSIDE POLICE ACTION, HELD ALL TRAFFIC
			Thu, Oct 29	12	KW	WHEEL SLIP ON ENGINE
BNSF	1243	Wed, Oct 07	8	V	DOOR PROBLEM ON CAR 7114, PROBLEM STARTED AT NAPERVILLE, WOULD NOT OPEN	
		68% OT	Mon, Oct 12	8	CC	S/R 4.7 TO 5.3 MT1 40MPH, 29.8-30.4 MT1 40 MPH, HELD FOR LATE 1280 AT W EOLA
			Thu, Oct 15	9	KP	25MPH S/R MP 13.0 TO MP 14.7, 40MPH 14.7 TO MP 17.5 AND POLICE AT DGM
			Fri, Oct 16	8	C	EQUIP 1288
			Mon, Oct 19	14	C	Z-CHCSSE9-19 AHEAD BETWEEN CONGRESS PARK TO HIGHLAND, MOW MT 1
			Thu, Oct 22	12	KP	CUS, HELD FOR AMTRAK 365, AND 1241 AHEAD AT FAIRVIEW AVE
			Mon, Oct 26	7	UF	7 MINS LATE-ADA LIFT INOPERABLE
BNSF	1245	Thu, Oct 15	7	D	LAVERGNE, Z-STPCHC9-15 CLEARING PLANT INTO CICERO	
		82% OT	Fri, Oct 16	12	C	OPERATE MT 2 CP TO HIGHLAND, MOW ON MT 1 CP TO HIGHLAND
			Mon, Oct 19	9	C	OPERATED MT 2 CONGRESS PARK TO HIGHLAND, MOW ON MT 1
			Fri, Oct 23	9	KW	ENGINEER REPORTED WHEEL SLIP, DUE TO RAIN AND LEAVES
BNSF	1247	Fri, Oct 02	8	KW	WOULD NOT GO OVER 50MPH	
		82% OT	Mon, Oct 12	7	CC	NO LINEUP AT CPK COMING UP TO BROOKFIELD, 29.8-30.4 MT1 40MPH
			Fri, Oct 16	10	D	CICERO A CECO SWITCH FOULING CROSSOVER
	Fri, Oct 23	38	AM	AMTRAK 364 MECHANICAL ISSUES AT UNION "A" AND WET RAIL (WHEEL SLIP)		
BNSF	1249	Fri, Oct 02	10	KW	FOLLOWING 1247	
		64% OT	Tue, Oct 06	7	I	PASS. HANDLING AND FORM B NOTIFICATION
			Mon, Oct 12	7	CC	S/R 17.4-19.0 MT1
			Thu, Oct 15	8	CC	25MPH S/R MP 13.0 TO MP 14.7, 40MPH 14.7 TO MP 17.5
			Fri, Oct 16	23	C	CICERO A CECO SWITCH FOULING CROSSOVERS. MOW CONGRESS PARK TO HIGHLANDS
			Thu, Oct 22	7	IW	WEATHER RELATED UNLOADING
			Fri, Oct 23	13	KW	ENGINEER REPORTED WHEEL SLIP, DUE TO RAIN AND LEAVES
	Mon, Oct 26	7	U	5 MINS LATE-ADA INOPERABLE		
BNSF	1255	Mon, Oct 05	7	G	FOLLOWED 1253 TO CICERO, TRACK INDICATION MT2, 25MPH LAVERGNE PLANT	
		77% OT	Fri, Oct 16	16	C	MOW CONGRESS PARK TO HIGHLANDS
			Wed, Oct 21	7	DD	NO LINEUP AT CONGRESS PARK, PLANT IN TIME.
			Fri, Oct 23	8	KW	FOLLOWED 1249 WHO HAD WHEEL SLIP ISSUES
			Tue, Oct 27	6	KP	POLICE ACTION-POSSIBLE JUMPER
BNSF	1256	Wed, Oct 07	35	C	HINSDALE RAIL ISSUE - WILL BE TALKED OVER WHEN TRACK INSPECTOR ARRIVES	
		82% OT	Mon, Oct 12	9	G	LAVERGNE SIGNAL DROPPED. ENGR PLACED THE TRAIN INTO EMERGENCY
			Tue, Oct 13	8	CC	LATE FLIP OFF 1221 - 1258 AHEAD
			Thu, Oct 29	13	G	SERV. RECOVERY TRAFFIC-1258
BNSF	1257	Mon, Oct 05	7	G	1255 AHEAD TO CICERO, TRACK INDICATION MT2, 25MPH LAVERGNE PLANT	
		82% OT	Wed, Oct 21	9	DD	LISLE, NO LINEUP, PLANT IN TIME, BEHIND 1255 AT CONGRESS PARK
			Fri, Oct 23	8	KW	LATE TRAIN 1251 AHEAD WITH WHEEL SLIP ISSUES
			Thu, Oct 29	10	KW	MULTIPLE GROUND RELAYS. ENG.192
BNSF	1258	Wed, Oct 07	40	C	HINSDALE RAIL ISSUE - REVERSING BACK TO FVW	
		82% OT	Mon, Oct 12	10	G1	STOPPED BEHIND 1256 FOR SIGNAL ISSUE
			Fri, Oct 23	15	CC	LATE FLIP FROM 1219
	Fri, Oct 30	10	GX	CROSSING GATE/PROTECT CROSSING AND LATE TURN		
BNSF	1259	Mon, Oct 05	7	G	25MPH S/R MT2 LAVERGNE PLANT AND FOLLOWED 1257, TRACK INDICATION MT2	
		73% OT	Tue, Oct 13	7	G	MT1 LAVERGNE TO CP FOLLOWED 1253, 1276 OPERATING MT2
			Wed, Oct 21	10	DD	1257 AHEAD
			Fri, Oct 23	9	KW	WET RAIL AND CAUGHT UP TO 1247 AT LISLE
			Tue, Oct 27	8	KP	POLICE ACTIVITY
			Thu, Oct 29	7	E1	REROUTED AROUND DISABLED 1251
BNSF	1265	Tue, Oct 13	10	CC	OPERATED AROUND S/R, SHOVED WEST THEN EAST AT FVW	
		82% OT	Fri, Oct 16	10	C	MOW CONGRESS PARK TO HIGHLANDS
			Wed, Oct 21	7	E1	OPERATED 1269 AHEAD AT HIGHLAND
			Fri, Oct 23	9	KW	FOLLOWED DELAYED 1261 TO FAIRVIEW AVENUE, WHO WAS PICKING UP 1253 SHORTS

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1269	Fri, Oct 16	9	C	MOW AT CP ON 1 MT BALLAST REGULATOR BROKEN DOWN	
		77% OT	Mon, Oct 19	11	G	SWITCH FAILURE, HILL WEST
		Wed, Oct 21	7	E1	METRA 1267 AHEAD	
		Fri, Oct 23	12	DD	FAIRVIEW AVENUE, WAITED FOR 1284 TO CLEAR MT 2 BEHIND 1267	
		Thu, Oct 29	13	E1	REROUTED AROUND DISABLED 1251	
BNSF	1271	Fri, Oct 16	8	C	MOW CONGRESS PARK TO HIGHLANDS	
		82% OT	Mon, Oct 19	16	G	SWITCH FAILURE, HILL WEST
		Wed, Oct 21	8	E1	FOLLOWED 1265, 1253	
		Fri, Oct 23	11	AM	HINSDALE, WAITED FOR 1265, DELAYED FOLLOWING 1253	
BNSF	1273	Mon, Oct 05	9	G	LATE FLIP OFF 1274, DEPARTED CUS 2" LATE, FOLLOWED 1275 AT CPK	
		77% OT	Mon, Oct 12	12	C1	FOLLOWING LATE 1275 FROM CPK-FVW. NO LINEUP EOLA WHEN TRAIN WAS AT 59
		Thu, Oct 15	34	G	DOWNERS GROVE, TRACK INDICATION, HAD TO BE FLAGGED AND TAKE SW ON HAND	
		Fri, Oct 16	16	C	COMBINE WITH 1275	
		Thu, Oct 29	12	KW	WENT INTO EMERGENCY WHEEL SLIP	
BNSF	1275	Mon, Oct 05	7	G	25MPH S/R LAVERGNE PLANT. FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2	
		68% OT	Fri, Oct 09	21	G	LATE FLIP OFF 1276
		Mon, Oct 12	13	C1	OUT CUS 7ML, LATE FLIP OFF 1276, 1277 AHEAD DEPARTING CUS. STUDENT ENGINEER AND SLOW ORDERS	
		Thu, Oct 15	9	DD	CPK, WAITED FOR 1286 EAST. AND OPERATING OVER S/R	
		Fri, Oct 16	0	C	COMBINED WITH 1273	
		Thu, Oct 22	21	KP	LATE FLIP OFF 1276	
		Fri, Oct 23	8	IW	CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282	
BNSF	1276	Fri, Oct 09	19	G	LATE FLIP OFF 1239, MADE EXTRA STOPS FOR 1272	
		77% OT	Mon, Oct 12	14	R	OUT ATC SML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER
		Tue, Oct 13	11	G	LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS	
		Fri, Oct 16	0	C	MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN	
		Thu, Oct 22	20	KP	LATE FLIP OFF 1239, EXPRESS TO DOWNERS GROVE MAIN STREET	
BNSF	1277	Thu, Oct 01	7	D	FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC4-29 OPR MT3	
		77% OT	Fri, Oct 16	10	C	MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC
		Mon, Oct 19	6	C	MOW CONGRESS PARK TO FAIRVIEW	
		Fri, Oct 23	8	IW	TRAIN 1275 AHEAD AT CONGRESS PARK AND WEATHER	
		Thu, Oct 29	8	E1	REROUTED AROUND 1251	
BNSF	1279	Mon, Oct 12	7	RF	OUT CUS 1ML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. S/R MT2 RIVER RD	
		68% OT	Thu, Oct 15	10	CC	LATE FLIP OFF 1279, DEPARTED 7" LATE
		Fri, Oct 16	14	C	MOW CONGRESS PARK TO HIGHLANDS	
		Mon, Oct 19	15	G	SWITCH FAILURE HILL WEST	
		Wed, Oct 21	7	C	3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING	
		Fri, Oct 23	7	IW	FOLLOWED 1277 AND WEATHER	
		Thu, Oct 29	15	E1	REROUTED AROUND DISABLED 1251	
BNSF	1280	Fri, Oct 09	7	G	FOLLOWED 1276	
		77% OT	Fri, Oct 16	32	C	COBO TRAIN WITH 1275
		Tue, Oct 20	18	R1	ATC-DEPARTED 16", LATE FLIP OFF 1241	
		Thu, Oct 22	12	KP	LATE FLIP OFF 1241, DEPARTED 6" LATE	
		Thu, Oct 29	9	KW	LATE FLIP OFF 1241	
BNSF	1281	Tue, Oct 06	8	U	ADA LIFT CUS TO LA GRANGE	
		64% OT	Mon, Oct 12	10	CC	DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4
		Tue, Oct 13	8	CC	25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING	
		Wed, Oct 14	7	C	25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1	
		Thu, Oct 15	16	G	1273 AHEAD GETTING SWITCH AT DOWNERS GROVE	
		Fri, Oct 16	8	C	FOLLOWING LATE TRAFFIC	
		Thu, Oct 22	10	AM	CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW	
Fri, Oct 23	9	IW	FOLLOWED 1373, DOWNERS GROVE TO LISLE			
BNSF	1285	Tue, Oct 13	12	CC	25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA	
		77% OT	Fri, Oct 16	26	C	DEPARTED CUS 19, LATE FLIP
		Wed, Oct 21	34	DD	LATE FLIP OFF 1284	
		Thu, Oct 22	9	IW	LATE FLIP OFF 1286	
		Thu, Oct 29	25	E1	COMBINE TRAIN 1281/1285	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1287	Thu, Oct 15	9	D	EOLA, Z-SSEHC9-12	
		82% OT	Wed, Oct 21	13	DD	FOLLOWED 1285 CONGRESS PARK, TO WEST HINSDALE
		Thu, Oct 22	9	AM	AMTRAK 354 AT UNION AVENUE WITH MECHANICAL PROBLEMS, HAD TO BACK UP INTO STATION	
		Thu, Oct 29	20	E1	FOLLOWED 1287	
BNSF	1293	Tue, Oct 06	7	IW	PASS. HANDLING ACCT. WEATHER	
		50% OT	Thu, Oct 08	8	U	ADA STONE
		Mon, Oct 12	30	I	WORKED MIDDLE PLATFORM - CROSSING IS OUT - USED ADA LIFT	
		Tue, Oct 13	12	CC	25MPH S/R MT1 16.4 - 19.0 AND WORKING MT2 AT RT 59	
		Thu, Oct 15	9	CC	PASSENGER LOADING & S/R 13.0 - 14.7	
		Fri, Oct 16	7	C	HIGHLAND RCH18831 16 CROSSED AHEAD	
		Mon, Oct 19	7	U	7" 2 ADA'S CUS/WEST SPRINGS	
		Fri, Oct 23	8	IW	3" HINSDALE MEDICAL EMERGENCY, 5" UNLOADING WITH WEATHER	
		Tue, Oct 27	8	I	HEAVY UNLOADING	
		Wed, Oct 28	6	I	WAITING ON PASSENGERS	
		Thu, Oct 29	17	KW	WHEEL SLIP FROM WET RAIL	
BNSF	1373	Thu, Oct 01	7	D	NAPERVILLE T W EOLA FOLLOWING 1283, C-CAMCPI-45 ON 2 MT	
		59% OT	Mon, Oct 12	14	C1	LATE FLIP 1284. OUT CUS 7ML. NO LINEUP UNIONA FOLLOWING 1285, S/R ON MT1. 1283 SWEEPING TRAIN AT RT59
		Thu, Oct 15	15	G	DOWNERS GROVE, TRACK INDICATION, SOUTH SIDE AFTER 1292 EAST	
		Fri, Oct 16	11	C	LATE FLIP	
		Mon, Oct 19	7	I	LATE FLIP OFF 1284, FOLLOWED 1283 LAVERGNE TO FAIRVIEW AVE	
		Tue, Oct 20	7	D	WEST EOLA, H-BRCKCK1-20 DEPARTING EOLA	
		Thu, Oct 22	9	IW	LATE FLIP OFF 1284, FOLLOWED 1283 OUT OF CUS, AND WEATHER	
		Fri, Oct 23	13	IW	LATE FLIP OFF 1255/1284	
		Thu, Oct 29	9	KW	CAUGHT UP W/1273	
HC	0917	Thu, Oct 01	13	D	7" WAITING FOR FRT NA-10 TO CLEAR, CP CANAL; 5" SPEED REST ENROUTE.	
		68% OT	Fri, Oct 02	10	AM	5" WAITING ON AMTRAK #22, 21ST; 5" NO REASON GIVEN.
		Mon, Oct 19	23	DD	12" CP #240 CLEARING LEMOYNE (CN DISP HAD NOT AUTHORIZED #917SMOVMEMENT); 14" CN #MCN1 CLEARING 47XOVER AND FOLLOWINGF SAME TO FLAGSTONE.	
		Thu, Oct 22	36	D	2" DOOR PROBS, CUS; 28" OPERATED VIA ST CHARLES AIR LINE AROUND FRT DERAILMENT, 21ST; 4" S/O ENROUTE; 3" ROCK PSGR TRN INT, JUD.	
		Fri, Oct 23	49	D	42" TALKED BY SIGNALS @ S. BRANCH BRIDGE; 7" RED SIGNAL, MP 21.7.	
		Mon, Oct 26	33	CC	15" WAITING FOR AUTHORITY BY CSX MOW/IHB DISP TO GET SWITCHES/ TALKED BY SIG, CP CANAL/ARGO; 18" NO REASON GIVEN.	
		Thu, Oct 29	10	KW	4" RED SIGNAL ROCKWELL 6" POOR PROPULSION LEAVES ON RAIL	
HC	0919	Mon, Oct 19	10	D	7" FRT TRN INT, 47 XOVER; 5" FOLLOWING AMTRAK #305.	
		73% OT	Tue, Oct 20	9	RF	5" WAITING FOR LINE-UP, CORWITH; 4" RESTRICTRING, CP CANAL/ARGO
		Thu, Oct 22	36	D	36" OPERATED VIA ST CHARLES AIR LINE AROUND FRT DERAILMENT, 21ST.	
		Fri, Oct 23	111	D	110" TALKED BY SIGNAL @ S. BRANCH BRIDGE; 1" NO REASON GIVEN.	
		Mon, Oct 26	13	CC	5" RESTRICTING, 47 XOVER; 14" CSX MOW/TALKED BY SIG AND S/O, CP CANAL/ARGO.	
Tue, Oct 27	10	GA	11" SIG PROBS, CUS.			
ELML	0105	Tue, Oct 13	8	A	8" CONGESTION, KENSINGTON.	
		82% OT	Wed, Oct 14	8	C1	8" MEETING DELAYED #700, KENSINGTON.
		Fri, Oct 16	7	CC	1" DROP OFF EMPLOYEES, 18TH; 1" X/O, 67TH; 5" CONGESTION, 115TH; 2" S/O, HARVEY.	
		Mon, Oct 19	7	CC	4" MEETING #700, KENSINGTON; 3" S/O, HARVEY.	
ELML	0111	Mon, Oct 12	8	I	3" FLAGGING CP 19.89; 5" PASSENGER LOADING	
		82% OT	Wed, Oct 14	6	G	WAITING FOR SIGNAL AND 59TH UNLOADING .
		Mon, Oct 19	7	CC	2" HEAVY ENTRAINING, MC CORMICK PL; 3" MEETING #508, KENSING- TON; 2" S/O, HARVEY.	
		Wed, Oct 21	11	U	3" ENTRAINING, ROOSEVELT/DETRAINING, UNIVERSITY OF CHICAGO; 4" RED SIG, 51ST; 3" ADA ON, 57TH/OFF, SIBLEY; 1" S/O, HARVEY.	
MN	2155	Fri, Oct 02	13	J1	13" WAITING ON LATE TRN #2160, RONDOUT.	
		82% OT	Tue, Oct 06	8	D1	5" #2253 X/O AHEAD, TOWER A5; 3" GX PROCEDURES, MAIN ST (LONG LAKE). FRT AROUND WYE AT A2
		Wed, Oct 14	8	RO	8" RED SIG, MAYFAIR.	
		Thu, Oct 22	28	E	28" LOCO PROBS, INGLESIDE.	
MN	2156	Mon, Oct 05	14	D	5" MEETING #2143, FOX LAKE; 13" FRT TRN INT, CP/WC XING.	
		82% OT	Fri, Oct 16	18	D	10" WAITING FOR #2143, FOX LAKE; 11" FRT X-TRAFFIC, CN XING.
		Thu, Oct 22	11	I1	11" MEETING DELAYED #2143, FOX LAKE.	
		Fri, Oct 23	11	G1	8" WAITING FOR #2143 TO CLEAR, FOX LAKE; 4" STOP, MAYFAIR.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	0115	Fri, Oct 09	8	U	4" STOP TO RECIEVE ORDER FROM DISP (NO LOCATION GIVEN); 3" ADA OFF, BUFFALO GROVE; 3" S/O, MP 15.57-15.59 AND GX PROCEDURES, 25.81.
	73% OT	Mon, Oct 12	7	CC	9" MOW ENROUTE.
		Tue, Oct 13	18	E1	20" P/U PSGRS OFF ANNULLED #113, RIVER GROVE/HEAVY & SLOW DE- TRAINING ENROUTE; 5" S/O, MP 20.2-20.8.
		Fri, Oct 16	7	CC	9" FOLLOWING TRAINS, A2 TO A5; 3" ADA, BUFFALO GROVE.
		Tue, Oct 20	6	E1	7" DELAYED TRN(S) AHEAD, CUS-TPOWER B12; 2" MOW, TOWER B12- JCT 19; 4" HEAD CAR OFF PLATFORM (FRANKLIN PK); 3" ADA OFF, PRAIRIE VIEW.
	Tue, Oct 27	18	CC	6" FOLLOWING CP FRT. 11" 10MPH S/O MP19.6 TO 21.1 2" DEVAL LOST TIME SLOT	
NCS	0119	Mon, Oct 12	22	D	20" FRT #446 X/O AHEAD, JCT 19; 2" UP PSGR TRN INT, DEVAL.
	82% OT	Tue, Oct 20	19	B1	15" LATE TURN OF DELAYED #118; 4" NO REASON GIVEN.
		Wed, Oct 21	42	T1	41" LATE TURN OF DELAYED #118; 1" NO REASON GIVEN.
		Fri, Oct 23	30	G1	20" LATE TURN OF #118, CUS; 10" NO REASON GIVEN ENROUTE.
RI	0505	Wed, Oct 14	7	CC	6" MEETING #616, 81ST.
	82% OT	Tue, Oct 20	11	CC	6" MEETING #616, 81ST; 2" "WAITING FOR PASSENGER" (NO LOCA- TION); 3" RUNNING TIME.
		Thu, Oct 22	8	U1	NO DELAY TIME/LOCATION FOR SINGLE TRACKING; 3" MEETING #616, 81ST; 6" RULE 6.30 W/DELAYED #506, BLUE ISLAND.
		Fri, Oct 23	12	G1	12" LATE TURN OF #608, LSS.
RI	0506	Tue, Oct 13	7	G	3" ADA ON, BRAINERD; 4" TALKED BY SIG #15, GRESHAM JCT.
	82% OT	Thu, Oct 22	6	U	4" ADA ON, NEW LENOX/OFF, BLUE ISLAND; 2" SLOW ENTRAINING, TINLEY/80 & TINLEY/OP.
		Fri, Oct 23	23	R1	14" LATE TURN OF #403 (NO DELAY SHOWN), JUD; 7" WAITING FOR #507, THROOP.
		Thu, Oct 29	0	XE	ANNULLED ACCT MECH PROBLEM RAN AS XTRA DEPT @ 919 ARRIVED @ 1018.
SWS	0826	Fri, Oct 02	9	D	9" FRT TRAFFIC, CP 518.
	68% OT	Mon, Oct 05	7	N	5" FLAGGED CP RIDGE (POWER OUTAGE); 2" NO REASON GIVEN.
		Mon, Oct 12	14	D	15" X-TRAFFIC, ASHBURN.
		Tue, Oct 13	9	D	4" FRT IN EMERGENCY (ADJACENT TRK), CP RIDGE; 7" WAITING FOR LINE-UP AND S/O, CP 518; 2" WAITING FOR LINE-UP, CUS.
		Thu, Oct 22	0	XD	ANNULLED ACCT FRT DERAILMENT, 21ST.
		Fri, Oct 23	0	XD	ANNULLED ACCT FRT DERAILMENT, 21ST.
Mon, Oct 26	8	D	8" CN #G820 CLEARING 21ST.		
SWS	0838	Wed, Oct 07	8	D	8" CSX #Q113 CLEARING FOREST HILL.
	77% OT	Thu, Oct 22	148	D	28" FRT, CP RIDGE; 6" FRT, FRST HILL; 4" FRT, CP 518; 1' 50" OPERATED VIA ST CHARLES AIR LINE AROUND FRT DERAILMENT, 21ST; 6" RED SIG, CUS
		Fri, Oct 23	36	D	11" X-TRAFFIC, CP 518; 25" TALKED BY SIGNAL @ S. BRANCH BRIDGE.
		Wed, Oct 28	10	D1	11" MEETING DELAYED #833, ASHBURN.
	Fri, Oct 30	7	D1	7" WAITING FOR #833 TO CLEAR, ASHBURN.	
SWS	0842	Thu, Oct 01	6	D	12" FRT TRN Y132 W/138C INT, CHICAGO RIDGE.
	82% OT	Thu, Oct 22	0	XD	ANNULLED ACCT FRT DERAILMENT, 21ST.
		Mon, Oct 26	6	D1	9" MEETING DELAYED #839, ASHBURN.
		Wed, Oct 28	20	AM	22" AMTRAK JOB #8 "HANGING OUT ON MAIN" W/LOCO PROBS, 21ST.
UPN	0326	Tue, Oct 06	37	E	9" CREW HAD TO CUTOUT "AUTO BLOW DOWN" TIMER, WAUKEGAN; 28" LOWWATER BUTTON TRIPPED, HUBBARD WOODS.
	77% OT	Fri, Oct 09	8	G1	8" #324 AHEAD ENROUTE.
		Thu, Oct 15	9	A1	9" FOLLOWING #324 ENROUTE.
		Thu, Oct 22	7	KW	7" DELAYED #324 AHEAD.
		Wed, Oct 28	8	A1	8" DELAYED #324 AHEAD.
UPN	0341	Wed, Oct 21	17	GX	16" GX PROCEDURES, 116TH ST (KENOSHA COUNTY).
	77% OT	Thu, Oct 22	13	KW	13" MEETING #356/HAND-LINING SWITCHES, ZION (TREE OBSTRUCTING MT2, TOBIN RD (116TH ST IN KENOSHA COUNTY).
		Fri, Oct 23	8	KW	8" SLIPPERY RAIL ACCT WEATHER ENROUTE.
		Mon, Oct 26	8	D	8" #LPK42-26 AHEAD, LAKE BLUFF.
	Thu, Oct 29	11	KW	11" WHEEL SLIP ACCT WEATHER ENROUTE.	
UPN	0343	Tue, Oct 20	9	V1	9" BLOCKED BY #345 (WHICH HAD TO BE DOUBLE-HEADED), OTC.
	73% OT	Wed, Oct 21	16	GX	16" GX PROCEDURES, 116TH ST (KENOSHA COUNTY).
		Thu, Oct 22	18	KW	18" DELAYED #341 AHEAD.
		Fri, Oct 23	6	KW	6" SLIPPERY RAIL ACCT BAD WEATHER ENROUTE.
		Mon, Oct 26	8	D1	8" DELAYED #341 AHEAD.
		Thu, Oct 29	9	KW	9" WHEEL SLIP ACCT WEATHER ENROUTE.
UPN	0347	Fri, Oct 09	11	V	11" LATE DEPT ACCT LAST MINUTE ENG SWAP, OTC.
	82% OT	Tue, Oct 20	16	E1	16" DELAYED #345 AHEAD.
		Fri, Oct 23	7	V1	7" #345 AHEAD ENROUTE.
		Thu, Oct 29	7	A	7" #345 AHEAD ENROUTE.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPN	0352	Fri, Oct 02	7	IW	7" SLO ENTRAINING DUE TO WEATHER ALL STATIONS.	
		73% OT	Thu, Oct 15	10	RL	4" LATE ARRIVAL OF CONDR & BRKMN NON CMS ERROR, WAUKEGAN; 2" 2 ADAS ENROUTE; 2" MET NBOUNT FLEET ENROUTE; 2" SLOW LOAD ACCT WEATHER, LK FST.
			Fri, Oct 16	9	U	9" 2 ADA'S ENROUTE; RULE 6.30 ENROUTE; SLOW ENTRAINING ENROUTE.
			Thu, Oct 22	8	KW	8" SLIPPERY RAIL ENROUTE (WEATHER) AND OUT-OF-PLACE RULE 6.30 ENROUTE.
			Fri, Oct 23	12	KW	12" SLOW ENTRAINING/DETRAINING ACCT WEATHER ENROUTE; SLIPPERY RAIL ACCT WEATHER ENROUTE; MET NB FLEET ENROUTE.
			Fri, Oct 30	8	KW	8" SLOW ENTRAINING/DETRAINING ENROUTE ACCT WEATHER.
UPN	0356	Thu, Oct 01	8	I	8" ENTRAINING/DETRAINING, WAUKEGAN.	
		82% OT	Wed, Oct 21	10	GX	10" GX PROCEDURES, 116TH ST (KENOSHA COUNTY).
			Thu, Oct 22	20	KW	20" OPERATED MT1, KENOSHA-ZION (TREE OBSTRUCTING MT2 AT TOBIN RD (116TH ST IN KENOSHA COUNTY)).
			Thu, Oct 29	8	V	8" CC#6072 WAS STICKING ENROUTE.
UPN	0359	Thu, Oct 01	9	II	9" LATE ARR OF TRN #352, OTC; SLO DETRAINING, ROGERS PK AND CENTRAL ST.	
		45% OT	Wed, Oct 07	9	I	5" LATE TURN OF DELAYED #352; 4" SLOW DETRAINING, CLYBOURN- ROGERS PK.
			Fri, Oct 09	9	II	5" LATE TURN OF #352, OTC; 4" HEAVY DETRAINING, CLYBOURN TO CENTRAL.
			Tue, Oct 13	7	U1	5" LATE TURN OF DELAYED #352; 2" SLOW DETRAINING (RAVENSWOOD & ROGERS PK).
			Thu, Oct 15	9	RL	10" LATE TURN OF #352, OTC.
			Fri, Oct 16	9	U1	10" LATE TURN OF #352, OTC.
			Thu, Oct 22	7	KW	8" LATE TURN OF DELAYED #352.
			Thu, Oct 23	15	KW	12" LATE TURN OF #352, OTC; 3" SLOW DETRAINING, CLYBOURN TO CENTRAL.
			Mon, Oct 26	6	II	5" LATE TURN OF DELAYED #352; 1" SLOW DETRAINING, ROGERS PK & EVANSTON/CENTRAL.
			Tue, Oct 27	9	IW	5" LATE TURN OF DELAYED #352; 4" SLOW DETRAINING, CLYBOURN- WILMETTE.
			Thu, Oct 29	7	IW	5" LATE TURN OF #352, OTC; 2" SLOW DETRAINING, RAVENSWOOD TO ROGERS PK & CENTRAL ST.
			Fri, Oct 30	9	KW	8" LATE TURN OF #352, OTC; 1" SLOW DETRAINING, CLYBOURN TO CENTRAL.
			UPNW	0610	Fri, Oct 02	11
82% OT	Thu, Oct 08	45			J	45" MEDICAL EMERGENCY, PALATINE.
	Mon, Oct 19	18			KD	18" UNABLE TO STOW LIFT, BARRINGTON. MECHANIC ASSISTED IN PLACING LIFT BACK IN PROPER POSITION. RUBBER BOTTOM REMOVED BY DEBRIS.
	Mon, Oct 26	10			G	10" FLAGGING EJE XING (CN SIG PROBS).
UPNW	0622	Fri, Oct 02	7	G1	7" RAN REST SPEED DUE TO SIG PROB FROM HARVARD TO WOODSTOCK	
		82% OT	Thu, Oct 08	15	J1	15" PASSENGER PROBLEMS
			Mon, Oct 26	28	KW	28" DELAYED #620 AHEAD.
Tue, Oct 27	11	D	11" CN #30131-26 CLEARING EJE XING.			
UPNW	0647	Mon, Oct 12	16	F	16" STOPPED (SOUTH) OF PK RIDGE. BRAKED ON MIDDLE CABCAR WOULD NOT RELEASE. HAD TO CUT-OUT MIDDLE CABCAR TO RESUME MOVEMENT.	
		82% OT	Thu, Oct 22	16	U	16" HAND-OPERATED LIFT, WOODSTOCK.
			Mon, Oct 26	6	D1	6" #639W (WHICH WAS DELAYED BY CN #M30251-22 CLEARING EJE XING)AHEAD.
			Wed, Oct 28	9	D1	9" DELAYED TRN(S) AHEAD (ACCT #641).
UPNW	0652	Thu, Oct 01	7	AM	7" WAIT FOR SIG DUE TO AMTRAK CROSSTRAFFIC, MAYFAIR.	
		73% OT	Wed, Oct 21	8	I	8" SLOW ENTRAINING/DETRAINING (BARRINGTON-DES PLAINES AND JEFFERSON PK-CLYBOURN).
			Thu, Oct 22	14	L	14" POSSIBLE SUICIDE, THREE OADS RD AND OUT-OF-PLACE RULE 6.30 W/OUTBOUND TRNS.
			Mon, Oct 26	8	KW	8" WHEEL SLIP (WET LEAVES).
			Tue, Oct 27	8	U	8" MANUALLY OPERATED LIFT, MT PROSPECT.
			Thu, Oct 29	17	CC	10" LATE TURN OF #621, CRYSTAL LAKE; 7" HEAVY ENTRAINING, BARRINGTON TO MT PROSPECT; X-TRAFFIC, MAYFAIR.
UPW	0044	Tue, Oct 13	7	L	17" MOW, MP 27.5-27.0 & MP 8.0-5.0. HELD MAYWOOD BY LOCAL PD- POSSIBLE SUICIDE ATTEMPT.	
		82% OT	Wed, Oct 14	23	CC	33" MOW, MP 33.0-31.5, 27.5-27.0, 31.5-21.0, 14.5-13.0 & 8.0- 5.0. RAN "CENTER TRACK, GENEVA"- ELMHURST.
			Tue, Oct 20	9	CC	19" MOW, MP 25.25-24.25, 20.25-19.25 & 10.08. SLOW ENTRAINING ENROUTE (OPERATED MT2, TURNER-PARK).
			Fri, Oct 23	12	CC	22" FORM B, MP 22.8 TO 21; HEAVY ENTRAINING, GLEN ELLYN.
			Thu, Oct 08	6	G1	6" #53 AHEAD ENROUTE.
82% OT	Mon, Oct 19	10	D1	10" #53 AHEAD.		
	Thu, Oct 22	10	E1	10" DELAYED #53 AHEAD.		
	Thu, Oct 29	10	D1	10" #53 AHEAD ENROUTE.		

Data is final (11/17/09) version from TOPS.

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
October 2009

WEEKDAY	1		5		6		7		8		9		12		13		14		15		16		19		20		21		22		23		26		27		28		29		30		TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr						
BNSF	4	3	6	3	10	3	7	21	12	2	13	26	10	10	21	12	20	2	3	2	20	5																			215		
Elec -ML	2	0	0	0	0	0	1	2	3	13	3	2	5	1	4	0	9	0	2	1	0	0																			48		
-BI	0	3	0	0	0	0	0	2	3	3	0	0	3	0	2	1	5	0	1	0	0	0																			23		
-SC	1	0	0	0	1	0	0	0	1	0	2	1	0	0	0	0	2	0	1	0	2	1																			12		
Heritage	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	3	6	3	1	0	1	0																			21		
Milw -N	0	2	4	2	0	0	2	1	0	1	1	11	1	0	0	4	13	0	0	1	0	0																			43		
-W	0	0	1	1	0	1	0	0	0	0	0	2	0	2	0	0	2	0	0	0	0	0																			9		
NCS	1	0	1	0	0	0	2	2	2	0	0	2	2	4	3	1	4	1	1	0	0	0																			26		
RI	2	1	2	2	0	1	0	1	3	1	3	0	0	8	0	3	21	0	1	0	1	4																			54		
SWS	1	7	2	3	1	1	1	2	1	0	0	1	0	0	0	23	27	2	0	3	5	2																			82		
UP -N	3	2	0	3	2	1	5	5	1	0	4	4	0	5	5	10	9	3	3	3	5	2																			75		
-NW	3	5	0	2	0	9	1	3	4	0	1	0	6	0	1	6	2	10	9	6	5	0																			73		
-W	7	2	1	0	0	6	3	1	2	3	0	4	8	2	1	8	3	1	0	7	4	3																			66		
SYSTEM	25	26	17	16	14	22	22	40	32	23	27	53	38	34	37	71	123	22	22	23	43	17																			747		

SATURDAY	3	10	17	24	31	TOTAL
BNSF	0	4	0	3	4	11
Elec -ML	4	2	5	3	0	14
-BI	1	0	0	1	1	3
-SC	0	0	0	1	0	1
Heritage	-	-	-	-	-	-
Milw -N	0	0	1	4	5	10
-W	0	0	2	0	0	2
NCS	-	-	-	-	-	-
RI	1	0	0	0	1	2
SWS	0	0	0	1	1	2
UP -N	2	0	1	1	4	8
-NW	1	0	3	1	0	5
-W	0	1	2	3	1	7
SYSTEM	9	7	14	18	17	65

SUNDAY/HOLIDAY	4	11	18	25	TOTAL
BNSF	1	7	0	1	9
Elec -ML	2	0	0	1	3
-BI	-	-	-	-	-
-SC	0	0	0	0	0
Heritage	-	-	-	-	-
Milw -N	0	0	0	3	3
-W	0	0	1	0	1
NCS	-	-	-	-	-
RI	2	1	0	0	3
SWS	-	-	-	-	-
UP -N	1	1	1	5	8
-NW	1	2	0	3	6
-W	3	1	0	1	5
SYSTEM	10	12	2	14	38

Data is final (11/17/09) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
October 2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	6	7	3	2	1	3	0	0	0	2	6	1	0	31
<i>Freight Interference - Peak</i>	14	0	0	0	14	0	0	2	1	17	2	13	10	73
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	13	3	2	4	51	0	1	8	90
Freight Interference - Total	22	0	0	0	14	13	3	4	5	68	2	14	18	163
Accident	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Passenger Loading	8	10	8	2	0	6	0	0	0	0	12	4	6	56
Lift Deployment	8	1	1	0	0	0	0	2	11	0	5	2	3	33
Obstruction/Debris	11	3	1	1	0	0	0	0	0	0	2	6	2	26
Signal/Switch Failure	32	7	4	2	1	17	1	4	19	7	7	10	8	119
Track Work	78	16	2	1	3	0	4	5	10	0	3	3	7	132
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	8	0	0	0	0	0	0	0	0	0	3	0	11
Locomotive Failure	14	0	0	0	0	6	3	3	6	3	5	3	16	59
Human Error	14	2	3	2	1	6	0	4	4	0	7	2	10	55
Sick, Injured, Unruly Passenger	5	2	0	1	0	2	1	0	0	0	5	14	5	35
Weather	29	1	1	2	1	2	0	0	2	0	26	19	1	84
Other	8	3	2	0	0	1	0	4	2	4	11	3	2	40
TOTAL TRAINS DELAYED	235	65	26	13	21	56	12	26	59	84	91	84	78	850

October - 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	4	2	1	0	0	5	3	2	2	0	2	1	1	23
<i>Freight Interference - Peak</i>	13	0	0	0	7	1	3	2	2	6	1	1	11	46
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	9	3	3	4	11	1	3	26	70
Freight Interference - Total	22	0	0	0	7	10	6	4	7	17	2	4	37	116
Accident	6	1	0	2	0	1	1	0	1	0	9	3	1	25
Passenger Loading	9	4	4	1	0	3	2	0	9	0	12	1	2	47
Lift Deployment	0	0	0	0	0	5	1	1	3	0	1	1	2	14
Obstruction/Debris	9	2	0	4	0	7	6	2	5	1	4	7	5	52
Signal/Switch Failure	21	5	1	1	3	12	7	6	7	2	1	5	6	77
Track Work	10	8	2	8	0	8	5	1	17	4	4	3	9	80
Catenary Failure	0	3	1	2	0	0	0	0	1	0	0	0	0	7
Non-Locomotive Equipment Failure	5	1	1	1	0	2	0	0	4	0	1	0	1	16
Locomotive Failure	4	0	0	0	0	4	2	0	14	2	1	2	3	31
Human Error	11	3	1	1	0	6	6	2	7	3	3	6	6	56
Sick, Injured, Unruly Passenger	3	4	0	2	0	1	2	1	1	1	4	5	2	26
Weather	10	8	4	2	0	0	2	1	11	5	3	2	2	50
Other	4	3	0	1	0	2	1	0	13	1	4	7	7	42
TOTAL TRAINS DELAYED	117	46	16	25	12	67	44	20	101	36	50	47	83	663

October 2009 Divergence From October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	5	2	2	1	-2	-3	-2	-2	2	4	0	-1	8
<i>Freight Interference - Peak</i>	1	0	0	0	7	-1	-3	0	-1	11	1	12	-1	27
<i>Freight Interference - Off-Peak</i>	-1	0	0	0	0	4	0	-1	0	40	-1	-2	-18	20
Freight Interference - Total	0	0	0	0	7	3	-3	0	-2	51	0	10	-19	47
Accident	-6	4	1	-2	0	-1	-1	0	-1	0	-9	-3	-1	-19
Passenger Loading	-1	6	4	1	0	3	-2	0	-9	0	0	3	4	9
Lift Deployment	8	1	1	0	0	-5	-1	1	8	0	4	1	1	19
Obstruction/Debris	2	1	1	-3	0	-7	-6	-2	-5	-1	-2	-1	-3	-26
Signal/Switch Failure	11	2	3	1	-2	5	-6	-2	12	5	6	5	2	42
Track Work	68	8	0	-7	3	-8	-1	4	-7	-4	-1	0	-2	52
Catenary Failure	0	-3	-1	-2	0	0	0	0	-1	0	0	0	0	-7
Non-Locomotive Equipment Failure	-5	7	-1	-1	0	-2	0	0	-4	0	-1	3	-1	-5
Locomotive Failure	10	0	0	0	0	2	1	3	-8	1	4	1	13	28
Human Error	3	-1	2	1	1	0	-6	2	-3	-3	4	-4	4	-1
Sick, Injured, Unruly Passenger	2	-2	0	-1	0	1	-1	-1	-1	-1	1	9	3	9
Weather	19	-7	-3	0	1	2	-2	-1	-9	-5	23	17	-1	34
Other	4	0	2	-1	0	-1	-1	4	-11	3	7	-4	-5	-2
TOTAL TRAINS DELAYED	118	19	10	-12	9	-11	-32	6	-42	48	41	37	-5	187

Data for current month is final (11/17/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 11/17/2009

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	61	31	11	5	7	28	16	17	24	15	16	11	16	258
<i>Freight Interference - Peak</i>	84	0	0	0	40	8	15	28	16	33	5	31	37	297
<i>Freight Interference - Off-Peak</i>	78	0	0	0	0	43	38	40	36	120	5	15	58	433
Freight Interference - Total	162	0	0	0	40	51	53	68	52	153	10	46	95	730
Accident	53	19	2	20	2	3	21	4	9	8	29	44	4	218
Passenger Loading	66	175	85	50	0	49	12	3	84	1	448	141	73	1,187
Lift Deployment	32	3	1	0	0	17	1	7	60	3	36	19	33	212
Obstruction/Debris	123	15	3	10	2	49	31	11	12	5	16	39	34	350
Signal/Switch Failure	322	81	30	23	27	219	71	74	84	56	57	83	107	1,234
Track Work	256	49	20	15	7	52	37	10	37	15	66	52	82	698
Catenary Failure	0	18	12	17	0	0	0	0	0	0	0	0	0	47
Non-Locomotive Equipment Failure	11	43	21	10	0	14	3	2	4	6	17	10	19	160
Locomotive Failure	140	6	1	0	2	90	65	14	62	19	26	42	47	514
Human Error	112	26	12	12	8	44	10	8	30	20	75	47	42	446
Sick, Injured, Unruly Passenger	43	44	6	25	1	27	23	6	20	0	43	49	38	325
Weather	129	54	7	17	15	96	47	22	76	27	154	89	71	804
Other	24	29	10	4	1	12	6	4	32	13	52	23	31	241
TOTAL TRAINS DELAYED	1,534	593	221	208	112	751	396	250	586	341	1,045	695	692	7,424

January-October - 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	20	22	10	6	4	47	37	12	17	10	10	8	12	216
<i>Freight Interference - Peak</i>	78	0	0	0	52	13	23	24	20	36	5	19	64	333
<i>Freight Interference - Off-Peak</i>	95	0	1	0	0	79	42	26	35	69	9	22	228	606
Freight Interference - Total	173	0	1	0	52	91	65	50	55	105	14	40	292	939
Accident	85	5	3	12	1	35	37	12	33	9	22	44	32	331
Passenger Loading	49	53	28	23	0	79	40	3	113	0	217	41	35	682
Lift Deployment	10	1	0	0	1	31	17	6	28	1	7	8	18	130
Obstruction/Debris	67	13	7	25	3	31	34	8	22	9	20	36	37	311
Signal/Switch Failure	178	79	17	21	25	131	120	54	68	55	30	54	102	933
Track Work	61	50	9	49	4	47	39	18	39	13	59	29	37	452
Catenary Failure	0	34	8	15	0	0	0	0	1	0	0	0	0	59
Non-Locomotive Equipment Failure	25	26	14	8	0	8	6	2	12	2	13	7	11	137
Locomotive Failure	66	1	0	0	2	53	43	12	52	6	19	27	27	308
Human Error	106	38	11	15	4	56	59	14	61	17	59	57	38	536
Sick, Injured, Unruly Passenger	27	36	6	8	1	32	22	3	31	2	22	24	18	233
Weather	74	56	18	14	7	85	58	16	73	21	57	63	52	594
Other	30	19	6	6	2	25	18	8	41	6	27	36	35	260
TOTAL TRAINS DELAYED	972	432	139	204	106	751	595	218	646	257	577	476	746	6,118

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	41	9	1	-1	3	-19	-21	5	7	5	6	3	4	42
<i>Freight Interference - Peak</i>	6	0	0	0	-12	-5	-8	4	-4	-3	0	12	-27	-36
<i>Freight Interference - Off-Peak</i>	-17	0	-1	0	0	-36	-4	14	1	51	-4	-7	-170	-173
Freight Interference - Total	-11	0	-1	0	-12	-40	-12	18	-3	48	-4	6	-197	-209
Accident	-32	14	-1	8	1	-32	-16	-8	-24	-1	7	0	-28	-113
Passenger Loading	17	122	57	27	0	-30	-28	0	-29	1	231	100	38	505
Lift Deployment	22	2	1	0	-1	-14	-16	1	32	2	29	11	15	82
Obstruction/Debris	56	2	-4	-15	-1	18	-3	3	-10	-4	-4	3	-3	39
Signal/Switch Failure	144	2	13	2	2	88	-49	20	16	1	27	29	5	301
Track Work	195	-1	11	-34	3	5	-2	-8	-2	2	7	23	45	246
Catenary Failure	0	-16	4	2	0	0	0	0	-1	0	0	0	0	-12
Non-Locomotive Equipment Failure	-14	17	7	2	0	6	-3	0	-8	4	4	3	8	23
Locomotive Failure	74	5	1	0	0	37	22	2	10	13	7	15	20	206
Human Error	6	-12	1	-3	4	-12	-49	-6	-31	3	16	-10	4	-90
Sick, Injured, Unruly Passenger	16	8	0	17	0	-5	1	3	-11	-2	21	25	20	92
Weather	55	-2	-11	3	8	11	-11	6	3	6	97	26	19	210
Other	-6	10	4	-2	-1	-13	-12	-4	-9	7	25	-13	-4	-19
TOTAL TRAINS DELAYED	562	161	82	4	6	0	-199	32	-60	84	468	219	-54	1,306

Data for current month is final (11/17/09) 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 - Oct	
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31			258	3.5%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20	73			297	4.0%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38	90			433	5.8%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163			730	9.8%
Accident	98	12	9	27	8	20	20	9	9	6			218	2.9%
Passenger Loading	45	33	51	21	84	249	278	216	154	56			1,187	16.0%
Lift Deployment	23	15	13	8	12	16	41	21	30	33			212	2.9%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26			350	4.7%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119			1,234	16.6%
Track Work	15	15	25	58	47	117	34	170	85	132			698	9.4%
Catenary Failure	0	8	0	11	1	19	8	0	0	0			47	0.6%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11			160	2.2%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59			514	6.9%
Human Error	38	19	28	30	71	57	52	45	51	55			446	6.0%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35			325	4.4%
Weather	599	9	11	4	1	62	11	20	3	84			804	10.8%
Other	27	10	37	18	14	16	17	31	31	40			241	3.2%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596	850			7,424	100%

Data for current month is final (11/17/09) version from TOPS.

2008

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	177	2.5%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28	23	48	43	26	25	318	4.4%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47	59	87	91	50	39	650	9.1%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	968	13.5%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	353	4.9%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	1,066	14.9%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	176	2.5%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	266	3.7%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	1,155	16.2%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	518	7.2%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	37	0.5%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	171	2.4%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	342	4.8%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	541	7.6%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	278	3.9%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	721	10.1%
Other	25	43	22	39	19	33	15	22	54	107	16	73	379	5.3%
TOTAL TRAINS DELAYED	954	901	582	521	440	714	698	805	723	810	760	1,495	7,148	100%

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**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between November 2007 and October 2009**

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
Nov-07	16	3	12	4	1	2	14	3	25	20	100
Dec-07	2	3	14	5	8	9	12	1	1	34	89
Jan-08	24	4	11	2	3	11	10	3	11	21	100
Feb-08	17	9	4	8	9	7	8	8	12	36	118
Mar-08	10	14	8	3	2	2	16	3	6	41	105
Apr-08	4	5	8	15	6	4	18	0	2	19	81
May-08	10	5	10	2	2	6	11	3	0	14	63
Jun-08	8	4	9	7	17	8	10	0	4	7	74
Jul-08	12	4	10	5	4	9	6	2	3	20	75
Aug-08	15	6	10	3	3	5	12	2	1	25	82
Sep-08	35	4	8	2	7	9	17	3	8	42	135
Oct-08	28	7	7	5	1	10	26	8	0	42	134
Total	181	68	111	61	63	82	160	36	73	321	1,156
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
Aug-09	37	3	5	8	9	1	11	3	4	24	105
Sep-09	16	3	3	5	5	2	7	0	6	11	58
Oct-09	22	14	13	3	4	5	68	2	14	18	163
Total	176	49	64	66	79	63	181	13	59	120	870

Data for current month is final (11/17/09) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 11/17/2009

**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	5	6	8			32	2.09%
Electric ML	0	0	0	0	0	2	0	0	0	1			3	0.51%
Electric BI	0	0	0	0	0	0	0	0	0	1			1	0.45%
Electric SC	0	0	0	0	0	0	0	0	0	0			0	0.00%
HER	0	0	0	0	0	0	0	0	0	0			0	0.00%
Milw N	13	0	0	0	0	0	2	1	1	0			17	2.26%
Milw W	0	0	0	0	0	0	0	0	1	0			1	0.25%
NCS	1	0	1	0	1	2	0	0	0	2			7	2.80%
RI	3	5	6	1	3	3	15	9	4	11			60	10.24%
SWS	0	0	0	3	0	0	0	0	0	0			3	0.88%
UP N	1	0	2	1	3	1	11	1	11	5			36	3.44%
UP NW	1	4	1	1	2	0	6	1	1	2			19	2.73%
UP W	4	4	2	1	1	5	3	4	6	3			33	4.77%
Total Lift Delays	23	15	13	8	12	16	41	21	30	33			212	2.86%
ALL DELAYS													7,424	

Data for current month is final (11/17/09) 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	

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11/17/2009

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION
October 2009

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	98	27	10	6	7	10	2	11	12	2	31	25	20	261
11-15	27	2	1	0	3	1	2	2	6	3	5	14	7	73
16-20	5	0	0	0	0	1	0	2	2	1	9	13	4	37
21+	16	3	0	0	11	1	1	0	5	17	2	3	2	61
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>						
Sub-Total	147	32	11	6	21	13	5	16	26	25	47	55	34	438
Off-Peak **														
6-10	38	26	13	7	0	18	3	2	23	19	31	17	15	212
11-15	25	3	1	0	0	13	3	1	4	3	4	5	12	74
16-20	14	1	0	0	0	4	1	3	2	2	5	3	6	41
21+	10	3	1	0	0	8	0	4	3	17	4	4	11	65
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>18</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>						
Sub-Total	88	33	15	7	0	43	7	10	33	59	44	29	44	412
October 2009 Total														
6-10	136	53	23	13	7	28	5	13	35	21	62	42	35	473
11-15	52	5	2	0	3	14	5	3	10	6	9	19	19	147
16-20	19	1	0	0	0	5	1	5	4	3	14	16	10	78
21+	26	6	1	0	11	9	1	4	8	34	6	7	13	126
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>26</u>
TOTAL	235	65	26	13	21	56	12	26	59	84	91	84	78	850
2009 Year-to-Date														
6-10	706	397	168	124	38	272	135	112	359	124	621	354	345	3,755
11-15	335	92	27	36	24	202	114	49	101	60	199	153	147	1,539
16-20	163	53	8	11	14	115	56	34	44	42	81	72	66	759
21+	274	47	15	27	36	151	77	51	63	93	130	100	119	1,183
Annulled	<u>56</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>0</u>	<u>11</u>	<u>14</u>	<u>4</u>	<u>19</u>	<u>22</u>	<u>14</u>	<u>16</u>	<u>15</u>	<u>188</u>
TOTAL	1,534	593	221	208	112	751	396	250	586	341	1,045	695	692	7,424
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	
October 2009 Total														
6-10	57.9%	81.5%	88.5%	100.0%	33.3%	50.0%	41.7%	50.0%	59.3%	25.0%	68.1%	50.0%	44.9%	55.6%
11-15	22.1%	7.7%	7.7%	0.0%	14.3%	25.0%	41.7%	11.5%	16.9%	7.1%	9.9%	22.6%	24.4%	17.3%
16-20	8.1%	1.5%	0.0%	0.0%	0.0%	8.9%	8.3%	19.2%	6.8%	3.6%	15.4%	19.0%	12.8%	9.2%
21+	11.1%	9.2%	3.8%	0.0%	52.4%	16.1%	8.3%	15.4%	13.6%	40.5%	6.6%	8.3%	16.7%	14.8%
Annulled	<u>0.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>3.4%</u>	<u>23.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>3.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2009 Year-to-Date Delays By Duration														
6-10	46.0%	66.9%	76.0%	59.6%	33.9%	36.2%	34.1%	44.8%	61.3%	36.4%	59.4%	50.9%	49.9%	50.6%
11-15	21.8%	15.5%	12.2%	17.3%	21.4%	26.9%	28.8%	19.6%	17.2%	17.6%	19.0%	22.0%	21.2%	20.7%
16-20	10.6%	8.9%	3.6%	5.3%	12.5%	15.3%	14.1%	13.6%	7.5%	12.3%	7.8%	10.4%	9.5%	10.2%
21+	17.9%	7.9%	6.8%	13.0%	32.1%	20.1%	19.4%	20.4%	10.8%	27.3%	12.4%	14.4%	17.2%	15.9%
Annulled	<u>3.7%</u>	<u>0.7%</u>	<u>1.4%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>1.5%</u>	<u>3.5%</u>	<u>1.6%</u>	<u>3.2%</u>	<u>6.5%</u>	<u>1.3%</u>	<u>2.3%</u>	<u>2.2%</u>	<u>2.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.
 Data for most recent month is final (11/17/09) 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	
October 2009														
Peak *	11.8	9.2	8.2	6.8	31.3	10.2	12.6	9.8	14.4	45.3	11.2	12.8	12.0	14.3
Off-Peak **	13.1	11.9	9.1	7.4	--	14.0	10.9	22.3	10.9	40.0	13.5	15.6	16.1	16.2
All	12.3	10.6	8.7	7.2	31.3	13.1	11.6	14.8	12.4	41.9	12.3	13.8	14.3	15.2
2009 Year-to-Date														
Peak *	15.4	11.3	10.1	12.2	20.7	16.1	16.0	14.0	13.7	24.7	15.4	15.6	13.8	15.2
Off-Peak **	16.1	11.9	9.9	12.3	--	15.9	17.8	20.3	11.6	20.9	14.0	14.7	15.0	14.9
All	15.7	11.7	10.0	12.3	20.7	16.0	17.1	16.9	12.3	21.9	14.5	15.1	14.5	15.0

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (11/17/09) version from TOPS.