

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

December 2009



COMMUTER RAIL ON-TIME PERFORMANCE

December 2009

This report presents an analysis of the December 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 December 2009, Metra operated 17,424 scheduled trains, including 'extras'. 938 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.6%. 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 December 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 December 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during December 2009. Table 7.b shows the average frequencies over the previous five Decembers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 938 delays systemwide in December 2009, 25 less than the average over the previous five Decembers. Table 8.a shows delays from the beginning of the year through December 2009. Table 8.b shows the average frequencies through December 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 December of 2009, a total of 8,785 trains were delayed, compared to 9,403 trains delayed in the same twelve months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In December 2009 freight operations delayed 87 trains systemwide, compared to 64 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 21 trains were delayed by lift deployment in December 2009.

A review of December 2009 late trains by duration of delay is shown in Table 12. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 51.3% of all late trains. Table 13 shows that the average length of delay was 17.5 minutes in December 2009. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Tables 14 to 18 report year-end statistics. Table 14 presents annual train delays and on-time performance by line. Table 15 displays the frequency of 2009 annual train delays by cause and by line. The top two causes for each line are highlighted. Annual system causes of delay for 2004 to 2009 are shown in Table 16. The annual frequencies of train delays by duration for the Metra system are shown in Table 17, and for each line in Table 18.

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
December 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 | 1,170 | 77 | 93.4% | 890 | 25 | 97.2% | 2,060 | 102 | 95.0% | 112 | 3 | 97.3% | 90 | 2 | 97.8% | 2,262 | 107 | 95.3% |
| Elec -ML | 984 | 80 | 91.9% | 753 | 52 | 93.1% | 1,737 | 132 | 92.4% | 184 | 2 | 98.9% | 100 | 1 | 99.0% | 2,021 | 135 | 93.3% |
| -BI | 308 | 26 | 91.6% | 506 | 25 | 95.1% | 814 | 51 | 93.7% | 120 | 2 | 98.3% | -- | -- | -- | 934 | 53 | 94.3% |
| -SC | <u>374</u> | <u>15</u> | 96.0% | <u>814</u> | <u>25</u> | 96.9% | <u>1,188</u> | <u>40</u> | 96.6% | <u>192</u> | <u>4</u> | 97.9% | <u>100</u> | <u>1</u> | 99.0% | <u>1,480</u> | <u>45</u> | 97.0% |
| Subtotal | 1,666 | 121 | 92.7% | 2,073 | 102 | 95.1% | 3,739 | 223 | 94.0% | 496 | 8 | 98.4% | 200 | 2 | 99.0% | 4,435 | 233 | 94.7% |
| Heritage | 130 | 15 | 88.5% | 2 | 0 | 100.0% | 132 | 15 | 88.6% | -- | -- | -- | -- | -- | -- | 132 | 15 | 88.6% |
| Milw -N | 546 | 25 | 95.4% | 774 | 64 | 91.7% | 1,320 | 89 | 93.3% | 96 | 7 | 92.7% | 100 | 2 | 98.0% | 1,516 | 98 | 93.5% |
| -W | <u>590</u> | <u>26</u> | 95.6% | <u>685</u> | <u>46</u> | 93.3% | <u>1,275</u> | <u>72</u> | 94.4% | <u>96</u> | <u>5</u> | 94.8% | <u>90</u> | <u>5</u> | 94.4% | <u>1,461</u> | <u>82</u> | 94.4% |
| Subtotal | 1,136 | 51 | 95.5% | 1,459 | 110 | 92.5% | 2,595 | 161 | 93.8% | 192 | 12 | 93.8% | 190 | 7 | 96.3% | 2,977 | 180 | 94.0% |
| NCS | 240 | 21 | 91.3% | 244 | 13 | 94.7% | 484 | 34 | 93.0% | -- | -- | -- | -- | -- | -- | 484 | 34 | 93.0% |
| RI | 783 | 30 | 96.2% | 709 | 52 | 92.7% | 1,492 | 82 | 94.5% | 80 | 18 | 77.5% | 80 | 6 | 92.5% | 1,652 | 106 | 93.6% |
| SWS | 242 | 9 | 96.3% | 418 | 16 | 96.2% | 660 | 25 | 96.2% | 24 | 1 | 95.8% | -- | -- | -- | 684 | 26 | 96.2% |
| UP -N | 652 | 28 | 95.7% | 886 | 39 | 95.6% | 1,538 | 67 | 95.6% | 104 | 14 | 86.5% | 91 | 4 | 95.6% | 1,733 | 85 | 95.1% |
| -NW | 716 | 27 | 96.2% | 710 | 19 | 97.3% | 1,426 | 46 | 96.8% | 96 | 28 | 70.8% | 75 | 8 | 89.3% | 1,597 | 82 | 94.9% |
| -W | <u>588</u> | <u>19</u> | 96.8% | <u>710</u> | <u>23</u> | 96.8% | <u>1,298</u> | <u>42</u> | 96.8% | <u>80</u> | <u>13</u> | 83.8% | <u>90</u> | <u>15</u> | 83.3% | <u>1,468</u> | <u>70</u> | 95.2% |
| Subtotal | 1,956 | 74 | 96.2% | 2,306 | 81 | 96.5% | 4,262 | 155 | 96.4% | 280 | 55 | 80.4% | 256 | 27 | 89.5% | 4,798 | 237 | 95.1% |
| SYSTEM | 7,323 | 398 | 94.6% | 8,101 | 399 | 95.1% | 15,424 | 797 | 94.8% | 1,184 | 97 | 91.8% | 816 | 44 | 94.6% | 17,424 | 938 | 94.6% |

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

Delays data for most recent month is final (01/14/10) 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-DEC | 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 | 95.8% | 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 | 95.5% | 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 | 95.0% | 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 | 95.8% | 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 | 94.4% | 94.4% |
| | 2009 | 85.4 | 94.1 | 97.5 | 96.5 | 94.6 | 90.9 | 95.1 | 91.2 | 96.0 | 89.7 | 97.3 | 95.3 | 93.6% | 93.6% |
| | 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 | 95.3% | 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 | 97.5% | 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 | 97.9% | 97.9% |
| | 2009 | 96.7 | 98.5 | 98.7 | 99.1 | 98.6 | 95.7 | 97.2 | 97.2 | 97.2 | 97.7 | 98.5 | 94.7 | 97.5% | 97.5% |
| | 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 | 93.5% | 93.5% |
| | 2005 | 95.2 | 95.0 | 96.4 | 95.2 | 95.2 | 95.5 | 93.3 | 92.8 | 90.5 | 88.9 | 92.1 | 87.5 | 93.1% | 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 | 92.9% | 92.9% |
| | 2007 | 98.5 | 80.0 | 90.2 | 89.1 | 87.1 | 92.1 | 90.1 | 89.1 | 97.4 | 92.8 | 96.8 | 90.8 | 91.1% | 91.1% |
| | 2008 | 93.9 | 89.7 | 83.3 | 87.2 | 89.7 | 92.9 | 91.7 | 86.5 | 88.2 | 89.1 | 93.0 | 78.6 | 88.6% | 88.6% |
| | 2009 | 79.4 | 91.7 | 91.7 | 98.5 | 96.7 | 92.4 | 94.9 | 92.9 | 90.5 | 84.1 | 88.3 | 88.6 | 90.8% | 90.8% |
| | 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 | 91.9% | 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 | 94.4% | 94.4% |
| | 2006 | 92.7 | 97.3 | 95.6 | 97.1 | 93.9 | 93.5 | 90.6 | 95.4 | 94.2 | 92.8 | 89.3 | 92.6 | 93.7% | 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 | 93.6% | 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 | 94.0% | 94.0% |
| | 2009 | 85.9 | 97.3 | 97.1 | 95.5 | 95.4 | 94.7 | 96.0 | 95.1 | 96.2 | 96.3 | 95.3 | 93.5 | 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 | 94.2% | 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 | 95.2% | 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 | 94.8% | 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 | 96.4% | 96.4% |
| | 2009 | 92.6 | 96.3 | 97.4 | 99.2 | 98.6 | 96.3 | 97.9 | 95.4 | 99.2 | 99.2 | 98.8 | 94.4 | 97.1% | 97.1% |
| | 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 | 95.6% | 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 | 90.6% | 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 | 90.2% | 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 | 94.5% | 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 | 94.6% | 94.6% |
| | 2008 | 93.4 | 94.4 | 97.4 | 95.1 | 95.0 | 91.3 | 96.5 | 97.4 | 94.4 | 98.0 | 95.9 | 86.5 | 94.6% | 94.6% |
| | 2009 | 88.9 | 93.4 | 97.3 | 95.5 | 95.2 | 93.2 | 97.8 | 92.4 | 97.6 | 94.6 | 97.7 | 93.0 | 94.8% | 94.8% |
| | 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-DEC | 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 | 97.6% | 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 | 94.7% | 94.7% |
| | 2006 | 95.9 | 97.1 | 96.8 | 97.5 | 96.3 | 96.7 | 94.4 | 97.1 | 96.8 | 95.7 | 97.4 | 94.2 | 96.3% | 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 | 94.2% | 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 | 95.4% | 95.4% |
| | 2009 | 93.4 | 97.5 | 96.2 | 96.8 | 97.5 | 96.2 | 95.9 | 97.1 | 97.2 | 96.4 | 96.7 | 93.6 | 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 | 95.7% | 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 | 94.8% | 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 | 93.1% | 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 | 96.5% | 96.5% |
| | 2008 | 93.5 | 96.3 | 95.1 | 94.4 | 95.4 | 95.7 | 98.3 | 93.5 | 95.3 | 92.2 | 93.7 | 89.2 | 94.4% | 94.4% |
| | 2009 | 87.1 | 96.5 | 96.1 | 95.9 | 95.1 | 97.1 | 97.5 | 97.1 | 98.0 | 87.8 | 96.8 | 96.2 | 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 | 94.8% | 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 | 98.0% | 98.0% |
| | 2005 | 94.0 | 99.6 | 99.0 | 99.5 | 98.8 | 96.6 | 96.3 | 93.7 | 97.6 | 96.7 | 98.4 | 99.0 | 97.4% | 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 | 97.6% | 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 | 95.4% | 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 | 93.4% | 93.4% |
| | 2009 | 91.4 | 98.0 | 96.9 | 97.8 | 95.3 | 90.7 | 90.4 | 89.9 | 94.0 | 94.8 | 97.3 | 95.1 | 94.2% | 94.2% |
| 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 | 97.7% | 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 | 96.9% | 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 | 97.7% | 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 | 96.0% | 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 | 95.2% | 95.2% |
| | 2009 | 91.9 | 97.6 | 97.4 | 97.9 | 95.4 | 94.7 | 95.4 | 95.3 | 95.3 | 94.8 | 96.5 | 94.9 | 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 | 96.7% | 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 | 95.2% | 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 | 94.7% | 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 | 94.7% | 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 | 94.1% | 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 | 93.7% | 93.7% |
| | 2009 | 92.3 | 97.3 | 95.5 | 97.2 | 97.2 | 94.3 | 95.7 | 92.5 | 95.2 | 94.7 | 97.8 | 95.2 | 95.4% | 95.4% |
| 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 | 94.5% | 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 | 96.9% | 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 | 96.3% | 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 | 96.3% | 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 | 95.4% | 95.4% |
| | 2009 | 91.6 | 97.1 | 97.3 | 97.6 | 96.7 | 94.3 | 95.8 | 94.6 | 96.4 | 95.2 | 97.4 | 94.6 | 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 | 96.1% | 96.1% |

Delays data for most recent month is final (01/14/10) 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
December 2009**

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|------|-----------------------|-------------|---------------|------|--|
| | | | Late | Code | |
| BNSF | 1243 77% OT | Wed, Dec 09 | 7 | IW | SLOW UNLDG DUE TO WEATHER |
| | | Thu, Dec 10 | 21 | E | ENGINE FAILURE ON ENGINE 213 AT EOLA |
| | | Fri, Dec 11 | 9 | C | FOLLOWED Z-CHCSSE1-11, 1272 OPR MT1, MOW BROKEN FROG AT HIGHLANDS MT3 |
| | | Mon, Dec 21 | 7 | R | DEPARTED CUS 4ML, EXTRA BOARD YARDMASTER REPORTED WRONG TRAIN TO CUS |
| | | Wed, Dec 23 | 7 | IW | HVY UNLDG WITH WEATHER |
| BNSF | 1251 77% OT | Tue, Dec 08 | 7 | IW | WEATHER RELATED UNLDG, WAITED FOR 1247 TO CLEAR HILL WEST |
| | | Thu, Dec 10 | 11 | FW | LATE EQ FROM YARD, DOOR PROBLEMS AT 14TH ST, DEPARTED CUS 10" |
| | | Fri, Dec 11 | 9 | C | FOLLOWED 1249 OUT OF CUS |
| | | Mon, Dec 14 | 8 | DD | CPK, MISROUTE, LINED BEHIND 1249 |
| | | Tue, Dec 15 | 7 | D | WORKED SOUTH SIDE DG TO RT 59, 1280 OPR MT 1, WAITED FOR 1278 EAST |
| BNSF | 1271 68% OT | Mon, Dec 07 | 8 | G | FLAGGED THROUGH CICERO "B" |
| | | Wed, Dec 09 | 19 | AM | LATE FROM YARD. CONGESTION ON TRACKS 6 AND 8 WITH 1276 UNLDG, AND LDG 1275, 1271 |
| | | Thu, Dec 10 | 8 | G | HELD FOR 1292 AT EOLA, SWITCH FAILURES AT EOLA |
| | | Fri, Dec 11 | 13 | C | HELD AT CPK FOR 1282 AND 1284 EAST |
| | | Tue, Dec 15 | 9 | G | EOLA, SWITCH FAILURE, 1267 AHEAD TAKING SWITCHES ON HAND. |
| | | Thu, Dec 17 | 8 | G | HILL WEST, SWITCH FAILURE, TIME RAN ON SIGNAL AT HILL EAST |
| BNSF | 1279 73% OT | Mon, Dec 07 | 18 | E1 | FLAGGED THROUGH CICERO "B" AND HELD AT CPK ACCT OF DISABLED 1265 |
| | | Wed, Dec 09 | 11 | AM | AMTRAK 59 IN AHEAD (4"), FOLLOWED 1277, 1271, 1275 |
| | | Fri, Dec 11 | 9 | C | HELD AT CPK FOR 1282 AND 1284 EAST |
| | | Tue, Dec 15 | 12 | G | EOLA, SWITCH FAILURE, 1267 AHEAD TAKING SWITCHES ON HAND. |
| | | Thu, Dec 17 | 10 | G | HILL WEST, SWITCH FAILURE |
| | | Fri, Dec 18 | 14 | G | HILL WEST, 1SW FAILED TO NORMAL |
| BNSF | 1281 73% OT | Mon, Dec 07 | 8 | E | CAB SIGNAL FAILURE ON ENGINE 192 |
| | | Wed, Dec 09 | 9 | AM | FOLLOWED OUT LATE TRAFFIC, 1275, 1279 |
| | | Thu, Dec 10 | 9 | R | 3" CUS WAITED FOR 1282 INBOUND, AND FOLLOWED DELAYED 1373 FV TO LISLE |
| | | Fri, Dec 11 | 8 | C | PROTECT ASHLAND AVE MP 13.87 AND FAIRVIEW AVE MP 20.39 |
| | | Thu, Dec 17 | 9 | G | HILL WEST, SWITCH FAILURE |
| | | Tue, Dec 29 | 8 | A | HELD OUT WHILE A-383 WORKED MIDDLE AT LAGRANGE RD |
| BNSF | 1293 77% OT | Wed, Dec 02 | 10 | KW | WHEEL SLIPPAGE DUE TO RAIN |
| | | Thu, Dec 03 | 7 | I | PASSENGER HANDLING AND ADA |
| | | Wed, Dec 09 | 14 | D | CICERO HELD FOR 1294 EAST IB 1MT BLOCKED BY Z-SSECHC9-06 |
| | | Fri, Dec 11 | 8 | I | HVY PSGR LDG |
| | | Mon, Dec 14 | 7 | D | 7" LINED BEHIND G-CSXWOH AT EOLA |
| BNSF | 1373 82% OT | Wed, Dec 09 | 10 | E1 | CAB SIGNAL FAILURE ON ENGINE 213 |
| | | Thu, Dec 10 | 12 | R | LATE FLIP OFF 1284-1255 DEPARTED CUS 8" |
| | | Fri, Dec 11 | 22 | C | LATE FLIP OFF 1284, DEPARTED CUS 11" LATE |
| | | Thu, Dec 17 | 7 | G | HILL WEST, SWITCH FAILURE |
| HC | 0914 77% OT | Fri, Dec 04 | 8 | D | 2" S/O'S ENROUTE; 13" FRT X-TRAFFIC QCHPD604, CORWITH; SWITCH AND SIGNAL PROBLEMS, LEMOYNE. |
| | | Fri, Dec 11 | 10 | G | 9" FLAGGED, OHIO ST; 2" X-TRAFFIC, BRIGHTON PK. |
| | | Mon, Dec 14 | 8 | D | 10" CROSS TRAFFIC CP/CANAL 4" WAITING FOR LINE-UP, CERMAK. |
| | | Mon, Dec 21 | 9 | RF | 6" WAITING FOR LINE-UP, LEMOYNE; 4" HAND-LINING SWITCHES, CER-MAK. |
| | | Tue, Dec 22 | 28 | D | 21" HELD CP CANAL/ARGO FOR CN #M39591-20 SHOVING INTO GLENN YD (ADJACENT MAIN OCCUPIED BY TRN); 2" FRT TRN INT, LEMOYNE. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|------|-------|---------------|--------------|------------|---|--|
| ELBI | 0504 | Mon, Dec 07 | 13 | G | 15" SW #33 FAILED, KENSINGTON. | |
| | | 77% OT | Thu, Dec 10 | 8 | I1 | 4" WAITIGN FOR RID MEET, BI; 1" GX PROCEDURES, STATE; 3" SLOW ENTRAINING ENROUTE. |
| | | | Fri, Dec 11 | 16 | AS | 6" HELD FOR #205, MP 14.22; 4" HELD , MP 8.37; 6" FOLLOWING LOCAL, 67TH. |
| | | | Fri, Dec 18 | 8 | A | 3" WAITING FOR #205, 115TH; 5" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 23 | OW | 23" WEATHER-RELATED PROBLEMS. |
| ELBI | 0506 | Thu, Dec 10 | 9 | IW | 9" CONMGESTION, 11TH TO RANDOLPH. | |
| | | 82% OT | Fri, Dec 18 | 10 | A | 10" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 20 | OW | 20" WEATHER-RELATED PROBLEMS. |
| | | | Mon, Dec 28 | 10 | FW | 8" WAIT TO MEET #205, W. PULLMAN; 4" CONGESTION, KENS. |
| ELML | 0106 | Thu, Dec 10 | 7 | OW | 3" LATE DEPT NO REASON GIVEN, UP; 4" TRAINS AHEAD RANDOLPH DUE TO UNFOUNDED WIRE PROBLEM REPORTED BY SS9104 | |
| | | 82% OT | Fri, Dec 11 | 6 | I | 6" PASSENGER LOADING |
| | | | Wed, Dec 16 | 9 | I | 3" "RUNNING TIME," UNIVERSITY PK-KENSINGTON; 2" NO REASON GIVENAT KENSINGTON; 4" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 54 | OW | 54" WEATHER-RELATED PROBLEMS. |
| ELML | 0111 | Mon, Dec 07 | 6 | I | 6" HEAVY PASSENGER LOADING | |
| | | 73% OT | Thu, Dec 10 | 13 | OW | 5" LATE TURN OF #500 CREW, RANDOLPH; 6" FOLLOWING TRAINS, RAND TO 111TH; 2" X/O, 67TH. DUE TO UNFOUNDED REPORT OF WIRE PROBLEM BY SS9104 |
| | | | Wed, Dec 23 | 7 | OW | 7" "WEATHER-RELATED PROBLEMS." |
| | | | Thu, Dec 24 | 74 | OW | 20" LATE TURN OF EQUIP; 54" WEATHER-RELATED PROBLEMS. |
| | | | Mon, Dec 28 | 33 | O1 | 33" WAITED FOR ALL NB'S THRU TRN #114, KENSINGTON. |
| | | | Wed, Dec 30 | 7 | I | 3" WAITING FOR LINE-UP, RANDOLPH; 4" ENTRAINING, CHI STATE UNIVAND HOMEWOOD-RICHTON PK. |
| ELML | 0132 | Tue, Dec 01 | 8 | RD | 4" PLANT-IN-TIME (WRONG LINE-UP), 51ST; 2" NO REASON GIVEN. | |
| | | 82% OT | Wed, Dec 23 | 9 | OW | 9" "DUE TO WEATHER CONDITIONS AND TRAVELING AT A LOW RATE OF SPEED. DELAYED AT RANDOLPH DUE TO CONGESTION." |
| | | | Thu, Dec 24 | 6 | OW | 4" WEATHER-RELATED PROBLEMS. |
| | | | Tue, Dec 29 | 30 | F1 | 30" CONGESTION, RANDOLPH. |
| ELML | 0136 | Wed, Dec 23 | 11 | OW | 11" "WEATHER-RELATED PROBLEMS." | |
| | | 82% OT | Mon, Dec 28 | 10 | G | 2" YELLOW BOARD FROM 59TH TO 51ST; 3" RED SIG, M.P. 2.2; 2" WAITING FOR SIG FROM VAN BUREN TO RAND. |
| | | | Tue, Dec 29 | 14 | G | 5" LATE TURN OF DELAYED #127; 15" SIG PROBS, MP 19.28-KENSING- TON. |
| | | | Thu, Dec 31 | 21 | GW | 20" SIG PROBS, HW AND HARVEY; 1" NO REASON GIVEN. |
| ELML | 0147 | Thu, Dec 03 | 8 | T | 7" TK CIRCUIT DOWN, 115TH AND HARVEY. | |
| | | 82% OT | Thu, Dec 10 | 14 | J | 15" MEDICAL EMERGENCY, FLOSSMOOR. |
| | | | Wed, Dec 23 | 11 | OW | 5" HELD FOR CONNECTIONS OFF #347, WOODLAWN; 6" WEATHER-RELATED PROBLEM! ENROUTE. |
| | | | Mon, Dec 28 | 9 | IW | 9" NO REASON GIVEN. |
| ELML | 0704 | Thu, Dec 10 | 8 | OW | 3" FOLLOWING #734, HARVEY TO 59TH; 5" CONGESTION, RANDOLPH. DUE TO UNFOUNDED REPORT OF WIRE PROBLEM BY SS9104 | |
| | | 82% OT | Tue, Dec 15 | 7 | A | 2" RESTRICTING SIGS, 18TH-11TH PL; 5" CONGESTION, RANDOLPH. |
| | | | Fri, Dec 18 | 20 | R1 | 4" FOLLOWING #734, 115TH; 16" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 129 | OW | 110" WEATHER-RELATED PROBLEMS. COMBINED WITH #706. |
| ELML | 0706 | Mon, Dec 07 | 6 | G1 | 3" DELAYED #736 CLEARING AHEAD, KENSINGTON; 3" NO REASON GIVEN. | |
| | | 73% OT | Thu, Dec 10 | 11 | OW | 11" CONGESTION, 11TH TO RANDOLPH DUE TO UNFOUNDED REPORT OF WIRE PROBLEM BY SS9104 |
| | | | Fri, Dec 11 | 10 | RD | 10" FOLLOWING #758, MATTESON TO RANDOLPH. |
| | | | Fri, Dec 18 | 13 | R1 | 13" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 0 | OW | ANNULLED. PSGRS ACCOMODATED ON DELAYED #704. |
| | | | Mon, Dec 28 | 15 | O1 | 15" FOLLOWING TRN #758 AND #SS9112. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|------|-------|---------------|-----------------|---------------|---|---|
| ELML | 0732 | Mon, Dec 07 | 6 | I | 6" HEAVY PASSENGER LOADING | |
| | | 82% OT | Thu, Dec 10 | 9 | OW | 9" CONGESTION, RANDOLPH. DUE TO UNFOUNDED WIRE PROBLEM BY SS9104 |
| | | | Thu, Dec 24 | 138 | OW | 128" WEATHER-RELATED PROBLEMS. COMBINED WITH #758/738. |
| | | | Thu, Dec 31 | 11 | AS | 11" DELAYED #752 AHEAD. |
| ELML | 0736 | Thu, Dec 10 | 9 | OW | 9" CONGESTION, 11TH TO RANDOLPH DUE TO UNFOUNDED REPORT OF WIRE PROBLEM BY SS9104 | |
| | | 82% OT | Fri, Dec 18 | 14 | R1 | 19" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 115 | OW | 115" WEATHER-RELATED PROBLEMS. |
| | | | Mon, Dec 28 | 0 | XO | ANNULLED CAUGHT IN WIRE UNDER I-80 BRIDGE, CALUMET STATION. |
| ELML | 0738 | Thu, Dec 10 | 9 | OW | 9" CONGESTION, 11TH TO RANDOLPH. | |
| | | 82% OT | Fri, Dec 18 | 12 | R1 | 12" CONGESTION, RANDOLPH. |
| | | | Thu, Dec 24 | 0 | OW | ANNULLED. PSGRS ACCOMMODATED ON DELAYED #732. |
| | | | Mon, Dec 28 | 9 | O1 | 9" NO REASON GIVEN. |
| ELSC | 0332 | Wed, Dec 16 | 6 | R | 6" NO REASON GIVEN. | |
| | | 82% OT | Wed, Dec 23 | 10 | OW | 10" "WEATHER CONDITIONS AND TRAVELING AT A LOW RATE OF SPEED. DELAYED AT RANDOLPH DUE TO CONGESTION." |
| | | | Mon, Dec 28 | 13 | A | 13" HELD OUT DUE TO SWITCHING/CONGESTION, DEPOT. |
| | | | Tue, Dec 29 | 30 | F1 | 30" CONGESTION, RANDOLPH. |
| MN | 2101 | Tue, Dec 08 | 7 | I | 7" SLOW DETRAINING ENROUTE. | |
| | | 77% OT | Thu, Dec 10 | 39 | E1 | 25" LATE TURN FROM #2102, CUS. |
| | | | Fri, Dec 11 | 33 | C1 | 29" LATE TURN FROM #2102, CUS; 2" WROTE DELAY BOARDING ENROUTE. |
| | | | Mon, Dec 28 | 11 | G1 | 7" LATE TURN OF #2102, CUS; 3" ENTRAINING ENROUTE; 2" X-TRAFFIC, MAYFAIR. |
| | | | Tue, Dec 29 | 9 | EW | 11" LATE TURN OF DELAYED #2102. |
| MN | 2102 | Wed, Dec 09 | 7 | D | 7" FREIGHT TRAIN IN EMERGENCY, DEERFIELD. | |
| | | 77% OT | Thu, Dec 10 | 29 | E | 19" NO LOAD, TOOK #2104'S TRAIN, FOX LAKE. |
| | | | Fri, Dec 11 | 35 | C | 26" STOP FOR BROKEN RAIL @ M.P. 42.0; 2" NO REASON GIVEN, FOX LAKE. |
| | | | Mon, Dec 28 | 14 | G | 12" FLAGGED, CN XING; 2" NO REASON GIVEN. |
| | | | Tue, Dec 29 | 17 | EW | 28" AIR PROBS, PRAIRIE XING. |
| MN | 2124 | Thu, Dec 10 | 21 | E1 | 15" HELD TO FOLLOW #2122, DEERFIELD; 7" TRAIN AHEAD, FOREST GLEN TO A2. | |
| | | 82% OT | Fri, Dec 11 | 15 | D | 11" RED DIG, LAKE FOREST E; 5" TRAIN AHEAD, A-5; 2" X-TRAFFIC, A-2. |
| | | | Wed, Dec 16 | 7 | G | 10" SIG DROPPED, GRAYLAND INT; 1" "TRAFFIC," TOWER A2. |
| | | | Mon, Dec 28 | 9 | G1 | 9" FOLLOWING #2122 ENROUTE. |
| MN | 2149 | Thu, Dec 10 | 48 | M1 | 48" AMTRAK #7 STRUCK PED, LAKE FOREST. | |
| | | 77% OT | Mon, Dec 14 | 16 | K1 | 19" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT. |
| | | | Mon, Dec 21 | 10 | G1 | 8" MEETING DELAYED #2156, RONDOUT; 5" FRT TRN INT, CP/WC XING. |
| | | | Wed, Dec 23 | 6 | GW | 4" MEETING #2136 OFF THE J LINE, RONDOUT; 4" RED SIG, CP/WC XING. |
| | | | Mon, Dec 28 | 7 | G | 6" WAITING FOR #2156 TO CLEAR, RONDOUT; 4" RED SIGNAL, CN XING. |
| MN | 2151 | Wed, Dec 02 | 16 | D1 | 11" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT; 7" FRT TRN INT, CP/WC XING. | |
| | | 55% OT | Tue, Dec 08 | 10 | G1 | 10" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT. |
| | | | Thu, Dec 10 | 35 | M1 | 35" AMTRAK #7 STRUCK PED, LAKE FOREST. |
| | | | Fri, Dec 11 | 8 | AM | 10" WAITING FOR #2158 TO CLEAR, RONDOUT. |
| | | | Mon, Dec 14 | 15 | K1 | 4" LATE TURN OF DELAYED #2152; 15" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT. |
| | | | Fri, Dec 18 | 7 | D | 7" 183-18 AHEAD, A5. |
| | | | Mon, Dec 21 | 28 | G1 | 28" MEETING DELAYED #2158 OFF THE J LINE. |
| | | | Wed, Dec 23 | 7 | IW | 4" ICY PLATFORMS; 3" MEETING #2158 OFF THE J LINE, RONDOUT. |
| | | | Mon, Dec 28 | 9 | G1 | 3" X-TRAFFIC, MAYFAIR; 6" WAITING FOR #2158 TO CLEAR, RONDOUT. |
| | | | Tue, Dec 29 | 51 | E | 4" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT; 48" LOCO FAILURE, LONG LAKE. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|------|-------|---------------|--------------|------------|--|--|
| MN | 2153 | Wed, Dec 02 | 52 | E | 30" LOCO #110 FAILED, WESTERN AVE (SWAPPED EQUIP W/2156); 23" STOPPED SHORT OF ROUND LAKE (PER ROUND LAKE PD). | |
| | | 82% OT | Wed, Dec 09 | 13 | D | 13" WAITING FOR 183-09 AND #121 TO CLEAR, A5. |
| | | | Fri, Dec 11 | 19 | AM | 12" RAN 2MT, A5 TO MAYFAIR; 8" FRT X-TRAFFIC, CN XING. |
| | | | Mon, Dec 14 | 6 | D | 7" CP #183-14 AHEAD, TOWER A5-TOWER A20. |
| MN | 2155 | Wed, Dec 02 | 60 | E1 | 60" MEETING DELAYED #2160, GRAYSLAKE. | |
| | | 73% OT | Wed, Dec 09 | 12 | I | 7" ENTRAINING/DETRAINING ENROUTE. |
| | | | Thu, Dec 10 | 13 | M1 | 11" AMTRAK #7 STRUCK PED, LAKE FOREST; 2" STOP SIG WAIT ON #2160, RONDOUT. |
| | | | Fri, Dec 11 | 15 | AM | 11" STOP WAIT ON #2160 TO CLEAR FOX LAKE SUB, RONDOUT. |
| | | | Mon, Dec 14 | 10 | K1 | 10" LATE TURN OF DELAYED #2158. |
| | | | Fri, Dec 18 | 10 | U | 10" ITEM 1, TOUHY AVE; 2 ADA'S, LIBERTYVILLE. |
| MN | 2156 | Wed, Dec 02 | 0 | E1 | ANNULLED WESTERN AVE (EQUIP USED FOR DISABLED #2153). PSGRS FORWARDED ONTO CUS ON-BOARD AMTRAK #342-ARRIVING CUS 2128 HRS. | |
| | | 68% OT | Tue, Dec 08 | 11 | G1 | 13" CP/WC XING-4" DELAYED #120 CLEARING/9" DELAYED #120 AHEAD. |
| | | | Wed, Dec 09 | 8 | D | 5" HELD FOR #2143, FOX LAKE; 6" WAITING FOR 183-09 AND #121 TO CLEAR, A5. |
| | | | Thu, Dec 10 | 39 | M1 | 39" AMTRAK #7 STRUCK PED, LAKE FOREST. |
| | | | Fri, Dec 11 | 33 | AM | 10" WAITIGN FOR #2143 TO CLEAR, FOX LAKE; 20" WAITIGN FOR AMTRAK #341 TO CLEAR, MAYFAIR; 1" NO REASON GIVEN. |
| | | | Mon, Dec 14 | 23 | K1 | 16" MEETING DELAYED #2147, GRAYSLAKE; 7" CP #282-13 AHEAD, RONDOUT-TOWER A20. |
| | | | Mon, Dec 21 | 11 | G | 11" FLAGGING CP/WC XING; 7" WAITING FOR #2143, FOX LAKE. |
| | | | | | | |
| MN | 2158 | Wed, Dec 02 | 10 | D | 12" FRT TRN INT, CP/WC XING. | |
| | | 77% OT | Thu, Dec 10 | 11 | M1 | 11" AMTRAK #7 STRUCK PED, LAKE FOREST. |
| | | | Mon, Dec 14 | 13 | K1 | 18" MEETING DELAYED #2149, GRAYSLAKE. |
| | | | Mon, Dec 21 | 32 | G1 | 32" FLAGGING CP/WC XING. |
| | | | Wed, Dec 23 | 7 | G1 | 7" WAITING FOR #2149 TO ARRIVE, GRAYSLAKE. |
| MN | 2159 | Wed, Dec 02 | 33 | E1 | 40" LATE TURN OF DELAYED #2160. | |
| | | 82% OT | Thu, Dec 10 | 83 | C | 85" STOP TO LET TRK INSPECTOR AHEAD TO INSPECT BROKEN RAIL, M.P. 40.0. |
| | | | Tue, Dec 15 | 13 | G | 5" SW FAILURE (COMM ED POWER OUTAGE), TOWER A2; 8" MAINTAINER WORKING, TOWER A20. |
| | | Wed, Dec 23 | 13 | GW | 5" RED SIG, CP/WX ING; 7" FOLLOWING WSOR, GRAYSLAKE-FOX LAKE (WSOR TALKIN BY SIG, WEST END GRAYSLAKE SIDING). | |
| MW | 2218 | Thu, Dec 10 | 15 | I1 | 6" LATE DEPT FOLLOWING #2216, BARTLETT; 5" FOLLOWING #2216, SCHAUMBURG; 3" DOOR PROBLEMS CC #8532, MONT CLARE; 2" X-TRAFFIC, A2. | |
| | | 82% OT | Fri, Dec 11 | 10 | U1 | 7" BEHIND #2216, B35 TO BARTLETT; 3" DOOR PROBLEMS, MARS. |
| | | | Mon, Dec 14 | 33 | E | 25" MECHANICAL PROBS, BARTLETT; 1" STOP SIG, EAST ITASCA; 4" ENTRAINING ENROUTE; 3" NO REASON GIVEN. |
| | | | Mon, Dec 28 | 26 | E1 | 26" FOLLOWING #22149 ENROUTE. |
| MW | 2228 | Tue, Dec 08 | 8 | U | 3" ADA, BARTLETT; 3" ADA, ITASCA; 3" SLOW ENTRAINING (WEATHER) ENROUTE; 1" WAITING FOR LINE-UP, LAKE ST. | |
| | | 73% OT | Thu, Dec 10 | 10 | E1 | 9" LATE TURN OF #2205, BTR; 2" ITEM 2, GRAND AVE; 3" SLOW ENTRAINING ENROUTE. |
| | | | Fri, Dec 11 | 10 | U1 | 5" LATE TURN OF #2205(NO DELAY GIVEN), BTR; 3" ADA, WOODDALE; 4" SWITCH FAILURE, A2. |
| | | | Wed, Dec 16 | 8 | U | 4" LATE TURN OF DELAYED #2205; 2" ADA, WOODDALE; 2" S/O, YORK RD. |
| | | | Fri, Dec 18 | 7 | I1 | 4" LATE EQU, BTR; 1" ADA, WOODDALE; 3" MEN ON TK, WESTERN TO CUS. |
| | | | Mon, Dec 21 | 6 | U | 4" SLOW ENTRAINING ENROUTE; 2" ADA ON, WOODDALE. |
| | | | | | | |

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

| Line | Train | Date | Minutes Delay | | Delay Explanation | |
|------|-------|---------------|---------------|------|--|--|
| | | | Late | Code | | |
| MW | 2254 | Wed, Dec 09 | 12 | IW | 8" ENTRAINING/DETRAINING ACCT WEATHER ENROUTE; 8" WAITING FOR CP FRT TO CLEAR, A5. | |
| | | 82% OT | Thu, Dec 10 | 10 | M1 | 10" MADE STOPS FOR PSGRS @ GRAND/CICERO AND HANOVER PK. |
| | | | Mon, Dec 14 | 18 | D1 | 15" LATE TURN OF DELAYED #2249; 4" "STOP SIGNAL," TOWER B17. |
| | | | Fri, Dec 18 | 9 | D | 9" STOP SIGNAL ACCT FRT COMING OUT OF UP YARD, GALEWOOD. |
| MW | 2255 | Wed, Dec 09 | 18 | IW | 13" LATE TURN FROM #2254, CUS; 5" POLICE REMOVED PSGR, WESTERN. | |
| | | 82% OT | Thu, Dec 10 | 16 | J | 5" LATE EQUIP #2246, CUS; 10" SICK PSGR REMOVED, WESTERN; 1" ADA, BENDEVILLE |
| | | | Mon, Dec 14 | 11 | R | 12" NO REASON GIVEN. |
| | | | Tue, Dec 15 | 14 | G | 14" HAND-LINING SWITCHES, TOWER B12 (TRK LIGHT LEFT BEHIND AFTER CN #A446 CLEARED). |
| NCS | 0100 | Thu, Dec 10 | 27 | D | 27" FRT X-TRAFFIC, MUNDELEIN. | |
| | | 77% OT | Fri, Dec 11 | 10 | D | 8" FRT X-TRAFFIC, GRAYSLAKE; 7" FRT X-TRAFFIC, DEVAL. |
| | | | Mon, Dec 14 | 9 | D | 8" FRT TRN INT, GRAYSLAKE; 1" NO REASON GIVEN. |
| | | | Wed, Dec 23 | 14 | I | 9" QUESTIONABLE DISPATCHING-WAIT FOR PSGRS; 5" SIGNAL, DEVAL. |
| | | | Mon, Dec 28 | 20 | G | 25" CTC FAILURE ENROUTE. |
| RI | 0505 | Fri, Dec 04 | 8 | AM | 5" WAITING FOR #616, 81ST; 3" WAITING FOR AMTRAK #300, JUD. | |
| | | 59% OT | Mon, Dec 07 | 7 | CC | 5" MET #616, 81ST; 4" ENTRAINING/DETRAINING, 115TH & TINLEY/80. |
| | | | Thu, Dec 10 | 8 | CC | 3" #614 AND 412 WASH AHEAD, PERSHING; 2" #616 AHEAD, CP81. |
| | | | Mon, Dec 14 | 9 | CC | 5" MEETING #616, 81ST; 5" MEETING #508, MOKENA (SINGLE TRACK- ING-MOW). |
| | | | Wed, Dec 16 | 12 | CC | 9" MEETING DELAYED #616, 81ST; 3" MEETING #506, MOKENA (SINGLE TRACKING-BROKEN JOINT BOLT, MP 32.5). |
| | | | Thu, Dec 17 | 7 | E1 | 5" WAITING FOR #616, 81ST; 3" #416/506 IN DEPOT, OAK FOREST. |
| | | | Thu, Dec 24 | 8 | GW | 8" WEATHER-RELATED SW/SIG PROBS. |
| | | | Mon, Dec 28 | 6 | RD | 5" WAIT FOR DELAYED #616, 81ST; 1" NO REASON GIVEN. |
| RI | 0506 | Mon, Dec 14 | 6 | U | 2" SLOW ENTRAINING, MOKENA-OAK FOREST; 4" ADA ON, 123RD/OFF, 95TH. | |
| | | 82% OT | Thu, Dec 17 | 52 | E1 | 20" COUPLING ONTO #416, TP80TH; 37" WAITING FOR #416 SHORTS THEN MAKING ALL RUNS INTO LSS. |
| | | | Tue, Dec 22 | 6 | U | 2" ADA ON, BRAINERD; 2" HEAVY ENTRAINING ENROUTE; 4" RESTRICTEDSPEED, THROOP-81ST. |
| | | | Thu, Dec 24 | 7 | GW | 8" WEATHER-RELATED SW/SIG PROBS. |
| RI | 0508 | Wed, Dec 16 | 12 | RD | 3" NO REASON GIVEN, JUD; 4" RED SIG, 66TH CT. | |
| | | 82% OT | Mon, Dec 21 | 8 | C1 | 8" LATE TURN OFF 503 DELAYED FOR SINGLE TRACK GH |
| | | | Wed, Dec 23 | 9 | D | 6" CN #675 CLEARING EJE XING; 3" RULE 6.30 W/507, BLUE ISLAND. |
| | | | Wed, Dec 30 | 52 | GW | 41" LATE TURN OF DELAYED #503; 4" DISABLED AMTRAK #351 STOPPED ACROSS-THE-DIAMONDS, ENGLEWOOD; 7" NO REASON GIVEN. |
| RI | 0509 | Wed, Dec 09 | 12 | G | 2" NO REASON GIVEN, OAKFOREST-JOLIET; 10" SWITCH PROBLEM, CP RICHARDS. | |
| | | 82% OT | Wed, Dec 16 | 8 | U | 4" FRT TRN INT, 16TH/CLARK; 3" FRT TRN INT, ENGLEWOOD; 2" ADA, OAK FOREST; 3" MEETING X409, CP 35.5 (SINGLE TRACKING-TRK REPAIR, MP 38.9). |
| | | | Wed, Dec 23 | 7 | F | 5" MEETING DELAYED #508, 81ST; 5" DOORS WOULD NOT CLOSE (7270),111TH. HAD TO MOVE PSGRS TO NEXT COACH FOR DETRAINING. |
| | | | Thu, Dec 24 | 6 | IW | 6" OPERATING WITH AN EIGHT-CAR CONSIST. |
| RI | 0513 | Wed, Dec 09 | 7 | G | 7" SWITCH FAILURE, UD TOWER. | |
| | | 82% OT | Wed, Dec 23 | 7 | U | 3" ADA, 95TH; 3" ADA, OAK FOREST; 1" NO REASON GIVEN. |
| | | | Thu, Dec 24 | 8 | IW | 6" SLOW ENTRAINING ENROUTE; 2" NO REASON GIVEN. |
| | | | Thu, Dec 31 | 7 | I | 7" PASSENGER LOADING |

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

| Line | Train | Date | Minutes | Delay | Delay Explanation |
|---------------|---------------|-------------|-------------|-------|--|
| | | | Late | Code | |
| RI | 0523 | Wed, Dec 09 | 18 | J | 18" WAIT ON METRA POLICE TO REMOVE 2 PASSENGERS FOR VERBAL ALTERCATION, 107TH STREET. |
| | 82% OT | Tue, Dec 15 | 10 | D | 10" IAIS #512 W/B AHEAD, EJE XING-JUD. |
| | | Tue, Dec 22 | 11 | J | 9" PSGR PROBS, 95TH; 2" NO REASON GIVEN. |
| | | Thu, Dec 24 | 7 | KW | 5" LATE TURN OF DELAYED #420; 2" NO REASON GIVEN. |
| SWS | 0838 | Mon, Dec 07 | 7 | RA | 8" RED SIG, 21ST. |
| | 82% OT | Wed, Dec 09 | 30 | GW | 28" SWITCH FAILURE, BELT JCT; 2" NO REASON GIVEN. |
| | | Mon, Dec 21 | 8 | D | 8" NS #BC31 CLEARING CP 518. |
| | | Mon, Dec 28 | 7 | D1 | 4" WAIT FOR #833, ASHBURN. |
| UPN | 0336 | Wed, Dec 02 | 7 | J | 17" MOW, MP 19.5-16.0 & 5.56-5.0 AND REMOVAL OF UNRULY PSGR, EVANSTON/MAIN. |
| | 73% OT | Tue, Dec 15 | 7 | G | 7" ATS PENATLY APPLICATION, MP 18.25 AND EFFICIENY TEST, ERIE ST. TRACK CIRCUIT PROBLEM CAUSING ATS APP. |
| | | Fri, Dec 18 | 7 | I | 7" HEAVY ENTRAINING, GREAT LAKES & LK FOREST & HIGHLAND PK. |
| | | Mon, Dec 21 | 7 | I | 7" HEAVY ENTRAINING ENROUTE. |
| | | Tue, Dec 22 | 18 | I | 18" HEAVY ENTRAINING ENROUTE. |
| | | Wed, Dec 23 | 7 | IW | 7" HEAVY ENTRAINING (NORTH CHICAGO-EVANSTON/CENTRAL AND ROGERS PK). |
| | | | | | |
| UPN | 0352 | Tue, Dec 01 | 8 | I | 8" SLOW ENTRAINING, NORTH CHICAGO-GLENCOE AND EVANSTON/CENTRAL-RAVENSWOOD. |
| | 50% OT | Wed, Dec 02 | 8 | I | 8" RULE 6.30 ENROUTE & HEAVY ENTRAINING, EVANSTON/DAVIS-RAVENS-WOOD. |
| | | Fri, Dec 04 | 10 | I | 10" HEAVY ENTRAINING ENROUTE; MET N/B FLEET ENROUTE; 2 ADA'S ENROUTE. |
| | | Mon, Dec 07 | 7 | I | 7" SLOW ENTRAINING/DETRAINING AND RULE 6.30 ENROUTE. |
| | | Tue, Dec 08 | 7 | IW | 7" SLOW ENTRAINING ENROUTE (WEATHER)/RULE 6.30 ENROUTE. |
| | | Thu, Dec 10 | 8 | IW | 8" SLOW PASSENGER ENTRAINING/DETRAINING ENROUTE; |
| | | Fri, Dec 11 | 7 | IW | 7" SLOW ENTRAINING ENROUTE ACCT WEATHER; MET N/B FLEET ENROUTE. |
| | | Mon, Dec 14 | 8 | I | 8" SLOW ENTRAINING, NORTH CHICAGO-LAKE FOREST & EVANSTON/CEN-TRAL-CLYBOURN AND RULE 6.30 ENROUTE. |
| | | Tue, Dec 15 | 7 | IW | 7" SLOW ENTRAINING/RULE 6.30 ENROUTE. |
| | | Fri, Dec 18 | 7 | I | 7" HEAVY ENTRAINING ENROUTE. |
| | | Tue, Dec 22 | 7 | I | 7" HEAVY ENTRAINING/RULE 6.30 ENROUTE. |
| | UPN | 0359 | Tue, Dec 01 | 8 | I1 |
| 59% OT | | Fri, Dec 04 | 10 | I1 | 10" LATE TURN OF #352, OTC. |
| | | Mon, Dec 07 | 9 | I1 | 7" LATE TURN OF DELAYED #352; 2" HEAVY DETRAINING, CLYBOURN- ROGERS PK. |
| | | Tue, Dec 08 | 9 | IW | 7" LATE TURN OF DELAYED #352; 2" SLOW DETRAINING, RAVENSWOOD-EVANSTON/CENTRAL. |
| | | Mon, Dec 14 | 9 | I1 | 8" LATE TURN OF DELAYED #352; 2" HEAVY DETRAINING, EVANSTON/ DAVIS. |
| | | Tue, Dec 15 | 7 | IW | 7" LATE TURN OF DELAYED #352. |
| | | Fri, Dec 18 | 9 | F1 | 9" WAITING FOR # 354, OTC. |
| | | Tue, Dec 22 | 9 | I1 | 7" LATE TURN OF DELAYED #352; 2" HEAVY DETRAINING, RAVENSWOOD & ROGERS PK. |
| | | Wed, Dec 30 | 7 | IW | 2" LATE TURN OF DELAYED #352; 5" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL. |
| | | | | | |
| | | | | | |

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

| Line | Train | Date | Minutes | Delay | Delay Explanation | |
|------|-------|-------------|-------------|-------|--|--|
| | | | Late | Code | | |
| UPNW | 0652 | Fri, Dec 04 | 10 | I | 10" HEAVY ENTRAINING ENROUTE; 3 ADA'S ENROUTE. | |
| | | 73% OT | Wed, Dec 09 | 7 | I | SLOW PASSENGER ENTRAINING/DETRAINING BAD WEATHER ENROUTE. |
| | | | Thu, Dec 10 | 7 | I | 7" ADA LIFT, BARRINGTON; SLOW PASSENGER ENTRAINING/DETRAINING ENROUTE. |
| | | | Fri, Dec 11 | 16 | U1 | 9" LATE TURN OF #621, CRYSTAL LAKE; 7" SLOW ENTRAINING, CRYSTAL LAKE TO MT PROSPECT. |
| | | | Wed, Dec 23 | 17 | IW | 5" LATE TURN OF DELAYED #621; 12" SLOW ENTRAINING ENROUTE. |
| | | | Tue, Dec 29 | 7 | V | 7" ATS PROBS ENROUTE. |
| UPW | 0056 | Fri, Dec 04 | 16 | F | 16" RAN ON DISP BLOCKS ACCT MOTION LIGHT WAS BURNT OUT ON CC #8441, ELBURN TO OTC. | |
| | | 82% OT | Tue, Dec 08 | 8 | G | 8" DEAD TRK, CLBURN-MP 41.2 AND SLOW ENTRAINING ENROUTE (DUE TO WEATHER). |
| | | | Fri, Dec 11 | 26 | V | 26" B/O ATC OPERATED ON BLOCKS, ELBURN TO OTC; SLOW ENTRAINING, WINFIELD TO ELMHURST; X-TRAFFIC, A2. |
| | | | Wed, Dec 16 | 41 | D | 41" #MNPPRB-16/AG3GE-16 AHEAD, WINFIELD. |

Data is final (01/14/10) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85%_table.xls]PrintOriginal 01/14/2010

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
December 2009

| WEEKDAY | 1 | 2 | 3 | 4 | 7 | 8 | 9 | 10 | 11 | 14 | 15 | 16 | 17 | 18 | 21 | 22 | 23 | 24 | 28 | 29 | 30 | 31 | TOTAL |
|-----------------|----|----|----|----|----|----|----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
| | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Mo | Tu | We | Th | |
| BNSF | 1 | 2 | 1 | 1 | 10 | 2 | 12 | 18 | 23 | 4 | 4 | 0 | 4 | 5 | 2 | 1 | 4 | 1 | 0 | 2 | 0 | 5 | 102 |
| Elec -ML | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 12 | 3 | 1 | 1 | 2 | 1 | 10 | 1 | 0 | 19 | 36 | 16 | 10 | 3 | 10 | 132 |
| -BI | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 4 | 1 | 1 | 1 | 4 | 2 | 2 | 1 | 0 | 10 | 9 | 5 | 1 | 1 | 2 | 51 |
| -SC | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 | 11 | 9 | 3 | 4 | 0 | 0 | 40 |
| Heritage | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| Milw -N | 0 | 8 | 0 | 0 | 0 | 3 | 4 | 25 | 9 | 8 | 1 | 1 | 0 | 2 | 4 | 2 | 4 | 3 | 9 | 6 | 0 | 0 | 89 |
| -W | 0 | 0 | 1 | 2 | 8 | 1 | 2 | 24 | 5 | 4 | 3 | 2 | 0 | 4 | 1 | 2 | 4 | 2 | 5 | 0 | 2 | 0 | 72 |
| NCS | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 34 |
| RI | 0 | 0 | 0 | 2 | 2 | 4 | 6 | 10 | 0 | 4 | 1 | 9 | 3 | 0 | 1 | 2 | 6 | 14 | 2 | 2 | 12 | 2 | 82 |
| SWS | 0 | 1 | 0 | 2 | 2 | 3 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 25 |
| UP -N | 4 | 4 | 0 | 9 | 11 | 3 | 3 | 1 | 3 | 3 | 4 | 0 | 2 | 8 | 1 | 4 | 3 | 0 | 3 | 0 | 1 | 0 | 67 |
| -NW | 1 | 0 | 0 | 1 | 0 | 2 | 13 | 5 | 6 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 4 | 0 | 3 | 1 | 4 | 0 | 46 |
| -W | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 4 | 1 | 1 | 4 | 2 | 2 | 1 | 3 | 0 | 0 | 4 | 1 | 10 | 0 | 42 |
| SYSTEM | 7 | 16 | 4 | 21 | 45 | 28 | 45 | 122 | 62 | 30 | 16 | 25 | 15 | 39 | 18 | 23 | 68 | 75 | 59 | 27 | 33 | 19 | 797 |

| SATURDAY | 5 | 12 | 19 | 26 | TOTAL | SUNDAY/HOLIDAY | 6 | 13 | 20 | 25 | 27 | TOTAL |
|-----------------|----|----|----|----|-------|-----------------|---|----|----|----|----|-------|
| BNSF | 1 | 2 | 0 | 0 | 3 | BNSF | 2 | 0 | 0 | 0 | 0 | 2 |
| Elec -ML | 0 | 2 | 0 | 0 | 2 | Elec -ML | 0 | 0 | 1 | 0 | 0 | 1 |
| -BI | 0 | 0 | 1 | 1 | 2 | -BI | - | - | - | - | - | - |
| -SC | 0 | 4 | 0 | 0 | 4 | -SC | 0 | 1 | 0 | 0 | 0 | 1 |
| Heritage | - | - | - | - | - | Heritage | - | - | - | - | - | - |
| Milw -N | 0 | 2 | 2 | 3 | 7 | Milw -N | 0 | 1 | 0 | 0 | 1 | 2 |
| -W | 1 | 2 | 1 | 1 | 5 | -W | 2 | 0 | 0 | 2 | 1 | 5 |
| NCS | - | - | - | - | - | NCS | - | - | - | - | - | - |
| RI | 2 | 3 | 9 | 4 | 18 | RI | 0 | 3 | 0 | 2 | 1 | 6 |
| SWS | 0 | 0 | 0 | 1 | 1 | SWS | - | - | - | - | - | - |
| UP -N | 2 | 6 | 1 | 5 | 14 | UP -N | 1 | 1 | 0 | 1 | 1 | 4 |
| -NW | 4 | 8 | 9 | 7 | 28 | -NW | 1 | 2 | 3 | 1 | 1 | 8 |
| -W | 2 | 6 | 0 | 5 | 13 | -W | 1 | 6 | 2 | 3 | 3 | 15 |
| SYSTEM | 12 | 35 | 23 | 27 | 97 | SYSTEM | 7 | 14 | 6 | 9 | 8 | 44 |

Data is final (01/14/10) version from TOPS.

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

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|---------------|-----------|-----------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 5 | 6 | 3 | 3 | 1 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 31 |
| <i>Freight Interference - Peak</i> | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 5 | 1 | 5 | 1 | 1 | 4 | 29 |
| <i>Freight Interference - Off-Peak</i> | 8 | 0 | 0 | 0 | 0 | 8 | 7 | 4 | 3 | 5 | 4 | 0 | 19 | 58 |
| Freight Interference - Total | 13 | 0 | 0 | 0 | 5 | 10 | 7 | 9 | 4 | 10 | 5 | 1 | 23 | 87 |
| Accident | 0 | 1 | 0 | 3 | 0 | 13 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 38 |
| Passenger Loading | 3 | 10 | 4 | 2 | 1 | 3 | 9 | 2 | 12 | 1 | 29 | 20 | 17 | 113 |
| Lift Deployment | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 6 | 0 | 4 | 3 | 0 | 21 |
| Obstruction/Debris | 1 | 0 | 7 | 1 | 0 | 10 | 0 | 3 | 1 | 1 | 1 | 10 | 0 | 35 |
| Signal/Switch Failure | 24 | 5 | 3 | 3 | 3 | 19 | 6 | 13 | 10 | 2 | 6 | 9 | 6 | 109 |
| Track Work | 21 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 11 | 2 | 4 | 3 | 0 | 46 |
| Catenary Failure | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Non-Locomotive Equipment Failure | 3 | 8 | 5 | 5 | 0 | 4 | 1 | 0 | 1 | 0 | 7 | 0 | 1 | 35 |
| Locomotive Failure | 16 | 0 | 0 | 0 | 0 | 13 | 19 | 2 | 6 | 0 | 2 | 1 | 2 | 61 |
| Human Error | 6 | 12 | 1 | 4 | 1 | 2 | 3 | 0 | 9 | 2 | 10 | 6 | 3 | 59 |
| Sick, Injured, Unruly Passenger | 2 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 3 | 0 | 20 |
| Weather | 9 | 77 | 28 | 21 | 4 | 13 | 6 | 0 | 38 | 8 | 14 | 23 | 16 | 257 |
| Other | 3 | 3 | 1 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 3 | 1 | 17 |
| TOTAL TRAINS DELAYED | 107 | 135 | 53 | 45 | 15 | 98 | 82 | 34 | 106 | 26 | 85 | 82 | 70 | 938 |

December - 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 | 6 | 4 | 1 | 1 | 0 | 12 | 7 | 2 | 4 | 1 | 1 | 1 | 2 | 40 |
| <i>Freight Interference - Peak</i> | 8 | 0 | 0 | 0 | 3 | 2 | 1 | 2 | 3 | 6 | 1 | 4 | 11 | 43 |
| <i>Freight Interference - Off-Peak</i> | 11 | 0 | 0 | 0 | 0 | 9 | 5 | 3 | 4 | 8 | 1 | 2 | 27 | 71 |
| Freight Interference - Total | 19 | 0 | 0 | 0 | 4 | 12 | 7 | 5 | 7 | 14 | 1 | 6 | 38 | 114 |
| Accident | 12 | 0 | 1 | 0 | 0 | 7 | 7 | 2 | 5 | 1 | 8 | 6 | 6 | 55 |
| Passenger Loading | 13 | 3 | 2 | 1 | 0 | 18 | 8 | 1 | 17 | 0 | 12 | 6 | 11 | 92 |
| Lift Deployment | 1 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 6 | 0 | 1 | 2 | 2 | 18 |
| Obstruction/Debris | 5 | 0 | 1 | 2 | 1 | 5 | 5 | 0 | 8 | 2 | 1 | 6 | 3 | 39 |
| Signal/Switch Failure | 26 | 6 | 1 | 2 | 4 | 17 | 19 | 5 | 10 | 5 | 4 | 7 | 7 | 113 |
| Track Work | 13 | 2 | 0 | 3 | 0 | 8 | 2 | 2 | 4 | 0 | 2 | 2 | 3 | 40 |
| Catenary Failure | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Non-Locomotive Equipment Failure | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 10 |
| Locomotive Failure | 12 | 0 | 0 | 0 | 0 | 5 | 4 | 2 | 9 | 1 | 3 | 3 | 3 | 41 |
| Human Error | 17 | 1 | 1 | 2 | 1 | 6 | 4 | 2 | 9 | 2 | 8 | 5 | 6 | 63 |
| Sick, Injured, Unruly Passenger | 2 | 6 | 1 | 1 | 0 | 3 | 4 | 0 | 4 | 0 | 1 | 3 | 1 | 26 |
| Weather | 29 | 25 | 9 | 6 | 3 | 50 | 25 | 11 | 34 | 11 | 20 | 21 | 29 | 272 |
| Other | 2 | 1 | 0 | 1 | 0 | 6 | 7 | 1 | 4 | 0 | 5 | 5 | 2 | 35 |
| TOTAL TRAINS DELAYED | 160 | 52 | 18 | 20 | 13 | 152 | 100 | 34 | 123 | 37 | 67 | 75 | 114 | 963 |

December 2009 Divergence From December 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 | -1 | 2 | 2 | 2 | 1 | -6 | -5 | 0 | -2 | -1 | -1 | -1 | -1 | -9 |
| <i>Freight Interference - Peak</i> | -3 | 0 | 0 | 0 | 2 | 0 | -1 | 3 | -2 | -1 | 0 | -3 | -7 | -14 |
| <i>Freight Interference - Off-Peak</i> | -3 | 0 | 0 | 0 | 0 | -1 | 2 | 1 | -1 | -3 | 3 | -2 | -8 | -13 |
| Freight Interference - Total | -6 | 0 | 0 | 0 | 1 | -2 | 0 | 4 | -3 | -4 | 4 | -5 | -15 | -27 |
| Accident | -12 | 1 | -1 | 3 | 0 | 6 | 11 | 1 | -5 | -1 | -8 | -6 | -6 | -17 |
| Passenger Loading | -10 | 7 | 2 | 1 | 1 | -15 | 1 | 1 | -5 | 1 | 17 | 14 | 6 | 21 |
| Lift Deployment | 0 | 0 | 0 | 0 | 0 | -2 | 4 | -1 | 0 | 0 | 3 | 1 | -2 | 3 |
| Obstruction/Debris | -4 | 0 | 6 | -1 | -1 | 5 | -5 | 3 | -7 | -1 | 0 | 4 | -3 | -4 |
| Signal/Switch Failure | -2 | -1 | 2 | 1 | -1 | 2 | -13 | 8 | 0 | -3 | 2 | 2 | -1 | -4 |
| Track Work | 8 | -2 | 0 | -3 | 0 | -4 | -1 | -2 | 7 | 2 | 2 | 1 | -3 | 6 |
| Catenary Failure | 0 | 8 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Non-Locomotive Equipment Failure | 3 | 5 | 3 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 7 | -1 | 0 | 25 |
| Locomotive Failure | 4 | 0 | 0 | 0 | 0 | 8 | 15 | 0 | -3 | -1 | -1 | -2 | -1 | 20 |
| Human Error | -11 | 11 | 0 | 2 | 0 | -4 | -1 | -2 | 0 | 0 | 2 | 1 | -3 | -4 |
| Sick, Injured, Unruly Passenger | 0 | -2 | 0 | 0 | 0 | -3 | -2 | 0 | 1 | 0 | 1 | 0 | -1 | -6 |
| Weather | -20 | 52 | 19 | 15 | 1 | -37 | -19 | -11 | 4 | -3 | -6 | 2 | -13 | -15 |
| Other | 1 | 2 | 1 | 1 | 0 | -6 | -5 | -1 | -3 | 0 | -4 | -2 | -1 | -18 |
| TOTAL TRAINS DELAYED | -53 | 83 | 35 | 25 | 2 | -54 | -18 | 0 | -17 | -11 | 18 | 7 | -44 | -25 |

Data for current month is final (01/14/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 01/14/2010

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

January-December 2009

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 68 | 38 | 15 | 8 | 9 | 35 | 19 | 21 | 29 | 16 | 16 | 13 | 17 | 304 |
| <i>Freight Interference - Peak</i> | 92 | 0 | 0 | 0 | 53 | 11 | 15 | 36 | 17 | 41 | 6 | 32 | 41 | 344 |
| <i>Freight Interference - Off-Peak</i> | 89 | 0 | 0 | 0 | 0 | 55 | 46 | 45 | 40 | 133 | 9 | 15 | 88 | 520 |
| Freight Interference - Total | 181 | 0 | 0 | 0 | 53 | 66 | 61 | 81 | 57 | 174 | 15 | 47 | 129 | 864 |
| Accident | 53 | 20 | 2 | 23 | 2 | 19 | 39 | 7 | 11 | 8 | 29 | 44 | 4 | 261 |
| Passenger Loading | 79 | 193 | 91 | 56 | 1 | 60 | 22 | 5 | 100 | 2 | 495 | 171 | 93 | 1,368 |
| Lift Deployment | 36 | 3 | 1 | 0 | 0 | 18 | 8 | 7 | 76 | 3 | 42 | 25 | 36 | 255 |
| Obstruction/Debris | 126 | 15 | 10 | 14 | 5 | 59 | 31 | 14 | 13 | 7 | 17 | 54 | 34 | 399 |
| Signal/Switch Failure | 358 | 91 | 33 | 27 | 32 | 257 | 81 | 87 | 99 | 61 | 67 | 95 | 113 | 1,401 |
| Track Work | 279 | 53 | 20 | 15 | 7 | 71 | 42 | 10 | 57 | 17 | 77 | 69 | 91 | 808 |
| Catenary Failure | 0 | 27 | 12 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Non-Locomotive Equipment Failure | 14 | 54 | 28 | 16 | 0 | 18 | 4 | 2 | 5 | 6 | 24 | 10 | 20 | 201 |
| Locomotive Failure | 160 | 6 | 1 | 0 | 2 | 114 | 84 | 20 | 73 | 19 | 28 | 44 | 50 | 601 |
| Human Error | 125 | 41 | 13 | 18 | 9 | 47 | 13 | 8 | 43 | 25 | 85 | 57 | 45 | 529 |
| Sick, Injured, Unruly Passenger | 47 | 58 | 12 | 33 | 1 | 30 | 30 | 6 | 32 | 0 | 49 | 55 | 41 | 394 |
| Weather | 142 | 131 | 36 | 38 | 19 | 109 | 53 | 22 | 115 | 35 | 176 | 112 | 87 | 1,075 |
| Other | 29 | 32 | 11 | 6 | 1 | 12 | 8 | 4 | 33 | 14 | 54 | 33 | 32 | 269 |
| TOTAL TRAINS DELAYED | 1,697 | 762 | 285 | 271 | 141 | 915 | 495 | 294 | 743 | 387 | 1,174 | 829 | 792 | 8,785 |

January-December - 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 | 30 | 29 | 12 | 8 | 5 | 66 | 48 | 17 | 24 | 12 | 12 | 10 | 15 | 288 |
| <i>Freight Interference - Peak</i> | 99 | 0 | 0 | 0 | 60 | 17 | 26 | 27 | 25 | 45 | 7 | 28 | 86 | 420 |
| <i>Freight Interference - Off-Peak</i> | 119 | 0 | 1 | 0 | 0 | 99 | 52 | 30 | 42 | 86 | 11 | 27 | 279 | 746 |
| Freight Interference - Total | 218 | 1 | 1 | 0 | 60 | 116 | 78 | 57 | 67 | 131 | 18 | 56 | 365 | 1,166 |
| Accident | 102 | 7 | 4 | 14 | 1 | 47 | 53 | 16 | 39 | 10 | 30 | 60 | 46 | 428 |
| Passenger Loading | 69 | 61 | 32 | 26 | 0 | 110 | 52 | 5 | 140 | 0 | 245 | 52 | 48 | 839 |
| Lift Deployment | 13 | 1 | 0 | 0 | 1 | 39 | 21 | 8 | 39 | 1 | 9 | 10 | 22 | 166 |
| Obstruction/Debris | 79 | 13 | 9 | 30 | 3 | 42 | 41 | 10 | 33 | 12 | 23 | 48 | 41 | 385 |
| Signal/Switch Failure | 218 | 94 | 19 | 24 | 29 | 175 | 148 | 67 | 86 | 66 | 39 | 74 | 124 | 1,164 |
| Track Work | 82 | 61 | 10 | 59 | 5 | 63 | 44 | 20 | 51 | 14 | 63 | 32 | 47 | 550 |
| Catenary Failure | 0 | 37 | 10 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 |
| Non-Locomotive Equipment Failure | 28 | 31 | 16 | 11 | 0 | 10 | 7 | 2 | 14 | 3 | 15 | 8 | 13 | 157 |
| Locomotive Failure | 86 | 1 | 0 | 0 | 3 | 62 | 48 | 14 | 69 | 9 | 24 | 32 | 31 | 380 |
| Human Error | 133 | 43 | 14 | 17 | 5 | 66 | 68 | 18 | 79 | 20 | 71 | 67 | 48 | 648 |
| Sick, Injured, Unruly Passenger | 34 | 46 | 8 | 10 | 1 | 37 | 29 | 4 | 37 | 2 | 26 | 31 | 20 | 284 |
| Weather | 117 | 85 | 32 | 22 | 10 | 138 | 86 | 28 | 110 | 33 | 84 | 91 | 83 | 920 |
| Other | 42 | 22 | 7 | 7 | 2 | 40 | 27 | 9 | 51 | 7 | 36 | 45 | 39 | 335 |
| TOTAL TRAINS DELAYED | 1,251 | 530 | 172 | 245 | 125 | 1,011 | 750 | 275 | 841 | 320 | 693 | 616 | 943 | 7,772 |

January-December 2009 Divergence From January-December 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 | 9 | 3 | 0 | 4 | -31 | -29 | 4 | 5 | 4 | 4 | 3 | 2 | 16 |
| <i>Freight Interference - Peak</i> | -7 | 0 | 0 | 0 | -7 | -6 | -11 | 9 | -8 | -4 | -1 | 4 | -45 | -76 |
| <i>Freight Interference - Off-Peak</i> | -30 | 0 | -1 | 0 | 0 | -44 | -6 | 15 | -2 | 47 | -2 | -12 | -191 | -226 |
| Freight Interference - Total | -37 | -1 | -1 | 0 | -7 | -50 | -17 | 24 | -10 | 43 | -3 | -9 | -236 | -302 |
| Accident | -49 | 13 | -2 | 9 | 1 | -28 | -14 | -9 | -28 | -2 | -1 | -16 | -42 | -167 |
| Passenger Loading | 10 | 132 | 59 | 30 | 1 | -50 | -30 | 0 | -40 | 2 | 250 | 119 | 45 | 529 |
| Lift Deployment | 23 | 2 | 1 | 0 | -1 | -21 | -13 | -1 | 37 | 2 | 33 | 15 | 14 | 89 |
| Obstruction/Debris | 47 | 2 | 1 | -16 | 2 | 17 | -10 | 4 | -20 | -5 | -6 | 6 | -7 | 14 |
| Signal/Switch Failure | 140 | -3 | 14 | 3 | 3 | 82 | -67 | 20 | 13 | -5 | 28 | 21 | -11 | 237 |
| Track Work | 197 | -8 | 10 | -44 | 2 | 8 | -2 | -10 | 6 | 3 | 14 | 37 | 44 | 258 |
| Catenary Failure | 0 | -10 | 2 | 0 | 0 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | -8 |
| Non-Locomotive Equipment Failure | -14 | 23 | 12 | 5 | 0 | 8 | -3 | 0 | -9 | 3 | 9 | 2 | 7 | 44 |
| Locomotive Failure | 74 | 5 | 1 | 0 | -1 | 52 | 36 | 6 | 4 | 10 | 4 | 12 | 19 | 221 |
| Human Error | -8 | -2 | -1 | 1 | 4 | -19 | -55 | -10 | -36 | 5 | 14 | -10 | -3 | -119 |
| Sick, Injured, Unruly Passenger | 13 | 12 | 4 | 23 | 0 | -7 | 1 | 2 | -5 | -2 | 23 | 24 | 21 | 110 |
| Weather | 25 | 46 | 4 | 16 | 9 | -29 | -33 | -6 | 5 | 2 | 92 | 21 | 4 | 155 |
| Other | -13 | 10 | 4 | -1 | -1 | -28 | -19 | -5 | -18 | 7 | 18 | -12 | -7 | -66 |
| TOTAL TRAINS DELAYED | 446 | 232 | 113 | 26 | 16 | -96 | -255 | 19 | -98 | 67 | 481 | 213 | -151 | 1,013 |

Data for current month is final (01/14/10) 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 - Dec | |
|--|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|-------------|
| Passenger Train Interference | 52 | 43 | 12 | 28 | 18 | 24 | 17 | 19 | 14 | 31 | 15 | 31 | 304 | 3.5% |
| <i>Freight Interference - Peak</i> | 40 | 15 | 21 | 16 | 13 | 24 | 18 | 57 | 20 | 73 | 18 | 29 | 344 | 3.9% |
| <i>Freight Interference - Off-Peak</i> | 56 | 22 | 42 | 28 | 38 | 36 | 35 | 48 | 38 | 90 | 29 | 58 | 520 | 5.9% |
| Freight Interference - Total | 96 | 37 | 63 | 44 | 51 | 60 | 53 | 105 | 58 | 163 | 47 | 87 | 864 | 9.8% |
| Accident | 98 | 12 | 9 | 27 | 8 | 20 | 20 | 9 | 9 | 6 | 5 | 38 | 261 | 3.0% |
| Passenger Loading | 45 | 33 | 51 | 21 | 84 | 249 | 278 | 216 | 154 | 56 | 68 | 113 | 1,368 | 15.6% |
| Lift Deployment | 23 | 15 | 13 | 8 | 12 | 16 | 41 | 21 | 30 | 33 | 22 | 21 | 255 | 2.9% |
| Obstruction/Debris | 29 | 48 | 31 | 36 | 34 | 47 | 45 | 23 | 31 | 26 | 14 | 35 | 399 | 4.5% |
| Signal/Switch Failure | 265 | 97 | 107 | 67 | 103 | 189 | 71 | 154 | 62 | 119 | 58 | 109 | 1,401 | 15.9% |
| Track Work | 15 | 15 | 25 | 58 | 47 | 117 | 34 | 170 | 85 | 132 | 64 | 46 | 808 | 9.2% |
| Catenary Failure | 0 | 8 | 0 | 11 | 1 | 19 | 8 | 0 | 0 | 0 | 0 | 9 | 56 | 0.6% |
| Non-Locomotive Equipment Failure | 9 | 9 | 7 | 6 | 26 | 41 | 16 | 19 | 16 | 11 | 6 | 35 | 201 | 2.3% |
| Locomotive Failure | 107 | 80 | 49 | 44 | 48 | 17 | 40 | 48 | 22 | 59 | 26 | 61 | 601 | 6.8% |
| Human Error | 38 | 19 | 28 | 30 | 71 | 57 | 52 | 45 | 51 | 55 | 24 | 59 | 529 | 6.0% |
| Sick, Injured, Unruly Passenger | 23 | 32 | 27 | 10 | 22 | 46 | 56 | 44 | 30 | 35 | 49 | 20 | 394 | 4.5% |
| Weather | 599 | 9 | 11 | 4 | 1 | 62 | 11 | 20 | 3 | 84 | 14 | 257 | 1,075 | 12.2% |
| Other | 27 | 10 | 37 | 18 | 14 | 16 | 17 | 31 | 31 | 40 | 11 | 17 | 269 | 3.1% |
| TOTAL TRAINS DELAYED | 1,426 | 467 | 470 | 412 | 540 | 980 | 759 | 924 | 596 | 850 | 423 | 938 | 8,785 | 100% |

Data for current month is final (01/14/10) version from TOPS.

2008

| CAUSE CATEGORY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Dec | |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|--------------|-------------|
| Passenger Train Interference | 30 | 30 | 17 | 7 | 3 | 6 | 8 | 4 | 47 | 25 | 16 | 65 | 258 | 2.7% |
| <i>Freight Interference - Peak</i> | 29 | 38 | 27 | 30 | 17 | 35 | 28 | 23 | 48 | 43 | 26 | 25 | 369 | 3.9% |
| <i>Freight Interference - Off-Peak</i> | 71 | 81 | 78 | 51 | 46 | 39 | 47 | 59 | 87 | 91 | 50 | 39 | 739 | 7.9% |
| Freight Interference - Total | 100 | 119 | 105 | 81 | 63 | 74 | 75 | 82 | 135 | 134 | 76 | 64 | 1,108 | 11.8% |
| Accident | 81 | 33 | 36 | 34 | 57 | 44 | 11 | 16 | 39 | 2 | 15 | 83 | 451 | 4.8% |
| Passenger Loading | 72 | 76 | 80 | 22 | 62 | 193 | 203 | 188 | 78 | 92 | 117 | 87 | 1,270 | 13.5% |
| Lift Deployment | 24 | 14 | 18 | 20 | 15 | 15 | 16 | 26 | 16 | 12 | 17 | 23 | 216 | 2.3% |
| Obstruction/Debris | 46 | 55 | 18 | 21 | 10 | 40 | 30 | 7 | 15 | 24 | 29 | 23 | 318 | 3.4% |
| Signal/Switch Failure | 174 | 99 | 124 | 128 | 83 | 94 | 90 | 108 | 149 | 106 | 169 | 171 | 1,495 | 15.9% |
| Track Work | 19 | 11 | 24 | 54 | 35 | 73 | 61 | 67 | 52 | 122 | 119 | 56 | 693 | 7.4% |
| Catenary Failure | 16 | 2 | 5 | 0 | 2 | 0 | 0 | 1 | 9 | 2 | 8 | 11 | 56 | 0.6% |
| Non-Locomotive Equipment Failure | 55 | 15 | 10 | 9 | 6 | 14 | 14 | 15 | 12 | 21 | 10 | 17 | 198 | 2.1% |
| Locomotive Failure | 39 | 44 | 34 | 45 | 9 | 24 | 43 | 41 | 32 | 31 | 55 | 40 | 437 | 4.6% |
| Human Error | 57 | 58 | 39 | 30 | 46 | 52 | 65 | 77 | 39 | 78 | 39 | 70 | 650 | 6.9% |
| Sick, Injured, Unruly Passenger | 43 | 25 | 18 | 21 | 20 | 29 | 38 | 20 | 21 | 43 | 33 | 29 | 340 | 3.6% |
| Weather | 173 | 277 | 32 | 10 | 10 | 23 | 29 | 131 | 25 | 11 | 41 | 683 | 1,445 | 15.4% |
| Other | 25 | 43 | 22 | 39 | 19 | 33 | 15 | 22 | 54 | 107 | 16 | 73 | 468 | 5.0% |
| TOTAL TRAINS DELAYED | 954 | 901 | 582 | 521 | 440 | 714 | 698 | 805 | 723 | 810 | 760 | 1,495 | 9,403 | 100% |

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**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between January 2008 and December 2009**

| | BNSF | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---------------|------------|-----------|-----------|-----------|-----------|-----------|------------|---------------|-----------|------------|--------------|
| | | | N | W | | | | N | NW | W | |
| 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 |
| 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 |
| Total | 177 | 71 | 98 | 65 | 65 | 82 | 162 | 35 | 60 | 292 | 1,107 |
| 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 |
| Nov-09 | 6 | 8 | 5 | 1 | 4 | 1 | 11 | 0 | 0 | 11 | 47 |
| Dec-09 | 13 | 5 | 10 | 7 | 9 | 4 | 10 | 5 | 1 | 23 | 87 |
| Total | 181 | 53 | 66 | 61 | 81 | 57 | 174 | 15 | 47 | 129 | 864 |

Data for current month is final (01/14/10) version from TOPS.

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**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 Delays | % of All Delays |
|--------------------------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|--------------|-----------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | YTD | YTD |
| BNSF | 0 | 2 | 1 | 1 | 2 | 3 | 4 | 5 | 6 | 8 | 3 | 1 | 36 | 2.12% |
| Electric ML | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0.39% |
| Electric BI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0.35% |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Milw N | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 18 | 1.97% |
| Milw W | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 8 | 1.62% |
| NCS | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 2.38% |
| RI | 3 | 5 | 6 | 1 | 3 | 3 | 15 | 9 | 4 | 11 | 10 | 6 | 76 | 10.23% |
| SWS | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.78% |
| UP N | 1 | 0 | 2 | 1 | 3 | 1 | 11 | 1 | 11 | 5 | 2 | 4 | 42 | 3.58% |
| UP NW | 1 | 4 | 1 | 1 | 2 | 0 | 6 | 1 | 1 | 2 | 3 | 3 | 25 | 3.02% |
| UP W | 4 | 4 | 2 | 1 | 1 | 5 | 3 | 4 | 6 | 3 | 3 | 0 | 36 | 4.55% |
| Total Lift Delays | 23 | 15 | 13 | 8 | 12 | 16 | 41 | 21 | 30 | 33 | 22 | 21 | 255 | 2.90% |
| ALL DELAYS | | | | | | | | | | | | | 8,785 | |

Data for current month is final (01/14/10) version from TOPS.

2008

| LINE | Jan Feb Mar | | | Apr May Jun | | | Jul Aug Sep | | | Oct Nov Dec | | | Lift Delays | % of All Delays |
|--------------------------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|--------------|-----------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | 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

December 2009

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Peak * | | | | | | | | | | | | | | |
| 6-10 | 49 | 36 | 14 | 8 | 8 | 9 | 4 | 5 | 15 | 4 | 22 | 15 | 12 | 201 |
| 11-15 | 12 | 13 | 4 | 5 | 3 | 3 | 2 | 8 | 7 | 1 | 4 | 5 | 5 | 72 |
| 16-20 | 7 | 6 | 2 | 1 | 2 | 4 | 1 | 5 | 2 | 4 | 2 | 2 | 1 | 39 |
| 21+ | 7 | 17 | 5 | 0 | 2 | 9 | 16 | 3 | 3 | 0 | 0 | 5 | 1 | 68 |
| Annulled | <u>2</u> | <u>8</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>18</u> |
| Sub-Total | 77 | 80 | 26 | 15 | 15 | 25 | 26 | 21 | 30 | 9 | 28 | 27 | 19 | 398 |
| Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 13 | 25 | 12 | 18 | 0 | 22 | 23 | 6 | 56 | 10 | 44 | 29 | 22 | 280 |
| 11-15 | 10 | 13 | 4 | 6 | 0 | 19 | 11 | 5 | 9 | 1 | 7 | 12 | 13 | 110 |
| 16-20 | 2 | 1 | 2 | 1 | 0 | 6 | 9 | 1 | 6 | 3 | 3 | 7 | 7 | 48 |
| 21+ | 5 | 15 | 9 | 4 | 0 | 25 | 10 | 1 | 5 | 3 | 3 | 7 | 9 | 96 |
| Annulled | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>6</u> |
| Sub-Total | 30 | 55 | 27 | 30 | 0 | 73 | 56 | 13 | 76 | 17 | 57 | 55 | 51 | 540 |
| December 2009 Total | | | | | | | | | | | | | | |
| 6-10 | 62 | 61 | 26 | 26 | 8 | 31 | 27 | 11 | 71 | 14 | 66 | 44 | 34 | 481 |
| 11-15 | 22 | 26 | 8 | 11 | 3 | 22 | 13 | 13 | 16 | 2 | 11 | 17 | 18 | 182 |
| 16-20 | 9 | 7 | 4 | 2 | 2 | 10 | 10 | 6 | 8 | 7 | 5 | 9 | 8 | 87 |
| 21+ | 12 | 32 | 14 | 4 | 2 | 34 | 26 | 4 | 8 | 3 | 3 | 12 | 10 | 164 |
| Annulled | <u>2</u> | <u>9</u> | <u>1</u> | <u>2</u> | <u>0</u> | <u>1</u> | <u>6</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>24</u> |
| TOTAL | 107 | 135 | 53 | 45 | 15 | 98 | 82 | 34 | 106 | 26 | 85 | 82 | 70 | 938 |
| 2009 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 805 | 481 | 200 | 157 | 53 | 320 | 170 | 130 | 464 | 156 | 713 | 431 | 386 | 4,466 |
| 11-15 | 364 | 123 | 39 | 51 | 28 | 249 | 130 | 64 | 126 | 62 | 223 | 181 | 181 | 1,821 |
| 16-20 | 178 | 62 | 13 | 18 | 17 | 136 | 69 | 41 | 54 | 49 | 89 | 87 | 78 | 891 |
| 21+ | 291 | 82 | 29 | 33 | 40 | 197 | 106 | 55 | 75 | 98 | 135 | 114 | 132 | 1,387 |
| Annulled | <u>59</u> | <u>14</u> | <u>4</u> | <u>12</u> | <u>3</u> | <u>13</u> | <u>20</u> | <u>4</u> | <u>24</u> | <u>22</u> | <u>14</u> | <u>16</u> | <u>15</u> | <u>220</u> |
| TOTAL | 1,697 | 762 | 285 | 271 | 141 | 915 | 495 | 294 | 743 | 387 | 1,174 | 829 | 792 | 8,785 |
| 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 | |
| December 2009 Total | | | | | | | | | | | | | | |
| 6-10 | 57.9% | 45.2% | 49.1% | 57.8% | 53.3% | 31.6% | 32.9% | 32.4% | 67.0% | 53.8% | 77.6% | 53.7% | 48.6% | 51.3% |
| 11-15 | 20.6% | 19.3% | 15.1% | 24.4% | 20.0% | 22.4% | 15.9% | 38.2% | 15.1% | 7.7% | 12.9% | 20.7% | 25.7% | 19.4% |
| 16-20 | 8.4% | 5.2% | 7.5% | 4.4% | 13.3% | 10.2% | 12.2% | 17.6% | 7.5% | 26.9% | 5.9% | 11.0% | 11.4% | 9.3% |
| 21+ | 11.2% | 23.7% | 26.4% | 8.9% | 13.3% | 34.7% | 31.7% | 11.8% | 7.5% | 11.5% | 3.5% | 14.6% | 14.3% | 17.5% |
| Annulled | <u>1.9%</u> | <u>6.7%</u> | <u>1.9%</u> | <u>4.4%</u> | <u>0.0%</u> | <u>1.0%</u> | <u>7.3%</u> | <u>0.0%</u> | <u>2.8%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>2.6%</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 | 47.4% | 63.1% | 70.2% | 57.9% | 37.6% | 35.0% | 34.3% | 44.2% | 62.4% | 40.3% | 60.7% | 52.0% | 48.7% | 50.8% |
| 11-15 | 21.4% | 16.1% | 13.7% | 18.8% | 19.9% | 27.2% | 26.3% | 21.8% | 17.0% | 16.0% | 19.0% | 21.8% | 22.9% | 20.7% |
| 16-20 | 10.5% | 8.1% | 4.6% | 6.6% | 12.1% | 14.9% | 13.9% | 13.9% | 7.3% | 12.7% | 7.6% | 10.5% | 9.8% | 10.1% |
| 21+ | 17.1% | 10.8% | 10.2% | 12.2% | 28.4% | 21.5% | 21.4% | 18.7% | 10.1% | 25.3% | 11.5% | 13.8% | 16.7% | 15.8% |
| Annulled | <u>3.5%</u> | <u>1.8%</u> | <u>1.4%</u> | <u>4.4%</u> | <u>2.1%</u> | <u>1.4%</u> | <u>4.0%</u> | <u>1.4%</u> | <u>3.2%</u> | <u>5.7%</u> | <u>1.2%</u> | <u>1.9%</u> | <u>1.9%</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 (01/14/10) 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 | |
| <i>December 2009</i> | | | | | | | | | | | | | | |
| Peak * | 11.2 | 28.5 | 12.7 | 9.9 | 13.3 | 18.4 | 83.4 | 14.9 | 12.1 | 12.9 | 9.9 | 13.1 | 10.3 | 19.8 |
| Off-Peak ** | 13.7 | 22.8 | 16.7 | 15.6 | -- | 21.8 | 16.8 | 11.7 | 10.9 | 13.6 | 10.1 | 16.5 | 16.1 | 16.0 |
| All | 11.9 | 26.0 | 14.8 | 13.7 | 13.3 | 20.9 | 37.0 | 13.7 | 11.2 | 13.3 | 10.0 | 15.4 | 14.6 | 17.5 |
| <i>2009 Year-to-Date</i> | | | | | | | | | | | | | | |
| Peak * | 14.9 | 14.8 | 10.8 | 11.7 | 19.3 | 16.2 | 24.7 | 13.9 | 13.4 | 22.5 | 14.9 | 15.0 | 13.6 | 15.5 |
| Off-Peak ** | 15.9 | 13.4 | 10.9 | 12.9 | -- | 16.8 | 17.5 | 19.2 | 11.3 | 19.9 | 13.6 | 14.8 | 15.2 | 14.9 |
| All | 15.3 | 14.0 | 10.9 | 12.6 | 19.3 | 16.6 | 20.2 | 16.3 | 12.0 | 20.7 | 14.0 | 14.9 | 14.5 | 15.1 |

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 (01/14/10) version from TOPS.

**TABLE 14: ANNUAL TRAIN DELAYS AND ON-TIME PERFORMANCE
2004 - 2009**

| | DELAYS | | | | | | | | | ON-TIME PERFORMANCE | | | | | | |
|-----------------|--------|-------|-------|-------|-------|--------------------|-------|-------------------------|--------|---------------------|-------|-------|-------|-------|--------------------|-------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2004 - 2008 Avg | 2009 | 2008 vs. 2009 change | | 2004 | 2005 | 2006 | 2007 | 2008 | 2004 - 2008 Avg | 2009 |
| BNSF | 1,126 | 1,191 | 1,312 | 1,125 | 1,503 | 1,251.4 | 1,697 | 194 | 12.9% | 95.8% | 95.5% | 95.0% | 95.8% | 94.4% | 95.3% | 93.6% |
| Elec-ML | 406 | 340 | 513 | 766 | 627 | 530.4 | 762 | 135 | 21.5% | 98.3% | 98.6% | 97.8% | 96.8% | 97.4% | 97.8% | 96.8% |
| Elec-BI | 120 | 131 | 230 | 191 | 190 | 172.4 | 285 | 95 | 50.0% | 98.9% | 98.8% | 97.9% | 98.3% | 98.3% | 98.4% | 97.4% |
| Elec-SC | 174 | 224 | 203 | 355 | 270 | 245.2 | 271 | 1 | 0.4% | 99.0% | 98.7% | 98.8% | 98.0% | 98.5% | 98.6% | 98.4% |
| Heritage | 100 | 105 | 109 | 136 | 175 | 125.0 | 141 | -34 | -19.4% | 93.5% | 93.1% | 92.9% | 91.1% | 88.6% | 91.9% | 90.8% |
| M-N | 797 | 975 | 1,094 | 1,125 | 1,065 | 1,011.2 | 915 | -150 | -14.1% | 95.4% | 94.4% | 93.7% | 93.6% | 94.0% | 94.2% | 94.9% |
| M-W | 834 | 884 | 680 | 728 | 623 | 749.8 | 495 | -128 | -20.5% | 95.2% | 94.8% | 96.0% | 95.8% | 96.4% | 95.6% | 97.1% |
| NCS | 242 | 249 | 276 | 304 | 304 | 275.0 | 294 | -10 | -3.3% | 90.6% | 90.2% | 94.5% | 94.6% | 94.6% | 93.6% | 94.8% |
| RI | 465 | 1,026 | 708 | 1,118 | 886 | 840.6 | 743 | -143 | -16.1% | 97.6% | 94.7% | 96.3% | 94.2% | 95.4% | 95.7% | 96.2% |
| SWS | 178 | 211 | 507 | 269 | 433 | 319.6 | 387 | -46 | -10.6% | 95.7% | 94.8% | 93.1% | 96.5% | 94.4% | 94.8% | 95.1% |
| UP-N | 353 | 463 | 425 | 886 | 1,338 | 693.0 | 1,174 | -164 | -12.3% | 98.0% | 97.4% | 97.6% | 95.4% | 93.4% | 96.3% | 94.2% |
| UP-NW | 417 | 567 | 436 | 752 | 908 | 616.0 | 829 | -79 | -8.7% | 97.7% | 96.9% | 97.7% | 96.0% | 95.2% | 96.7% | 95.6% |
| UP-W | 815 | 894 | 907 | 1,017 | 1,081 | 942.8 | 792 | -289 | -26.7% | 95.2% | 94.7% | 94.7% | 94.1% | 93.7% | 94.5% | 95.4% |
| SYSTEM | 6,027 | 7,260 | 7,400 | 8,772 | 9,403 | 7,772.4 | 8,785 | -618 | -6.6% | 96.9% | 96.3% | 96.3% | 95.7% | 95.4% | 96.1% | 95.7% |

Delays data for 2009 is final (01/14/10) version from TOPS.

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

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**TABLE 15: FREQUENCY OF TRAIN DELAYS BY CAUSE BY LINE
2009**

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|--------------|--|------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| | | Top 2 causes for each line are shaded* | | | | | | | | | | | | |
| Passenger Train Interference | 68 | 38 | 15 | 8 | 9 | 35 | 19 | 21 | 29 | 16 | 16 | 13 | 17 | 304 |
| <i>Freight Interference - Peak</i> | 92 | 0 | 0 | 0 | 53 | 11 | 15 | 36 | 17 | 41 | 6 | 32 | 41 | 344 |
| <i>Freight Interference - Off-Peak</i> | 89 | 0 | 0 | 0 | 0 | 55 | 46 | 45 | 40 | 133 | 9 | 15 | 88 | 520 |
| Freight Interference - Total | 181 | 0 | 0 | 0 | 53 | 66 | 61 | 81 | 57 | 174 | 15 | 47 | 129 | 864 |
| Accident | 53 | 20 | 2 | 23 | 2 | 19 | 39 | 7 | 11 | 8 | 29 | 44 | 4 | 261 |
| Passenger Loading | 79 | 193 | 91 | 56 | 1 | 60 | 22 | 5 | 100 | 2 | 495 | 171 | 93 | 1,368 |
| Lift Deployment | 36 | 3 | 1 | 0 | 0 | 18 | 8 | 7 | 76 | 3 | 42 | 25 | 36 | 255 |
| Obstruction/Debris | 126 | 15 | 10 | 14 | 5 | 59 | 31 | 14 | 13 | 7 | 17 | 54 | 34 | 399 |
| Signal/Switch Failure | 358 | 91 | 33 | 27 | 32 | 257 | 81 | 87 | 99 | 61 | 67 | 95 | 113 | 1,401 |
| Track Work | 279 | 53 | 20 | 15 | 7 | 71 | 42 | 10 | 57 | 17 | 77 | 69 | 91 | 808 |
| Catenary Failure | 0 | 27 | 12 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Non-Locomotive Equipment Failure | 14 | 54 | 28 | 16 | 0 | 18 | 4 | 2 | 5 | 6 | 24 | 10 | 20 | 201 |
| Locomotive Failure | 160 | 6 | 1 | 0 | 2 | 114 | 84 | 20 | 73 | 19 | 28 | 44 | 50 | 601 |
| Human Error | 125 | 41 | 13 | 18 | 9 | 47 | 13 | 8 | 43 | 25 | 85 | 57 | 45 | 529 |
| Sick, Injured, Unruly Passenger | 47 | 58 | 12 | 33 | 1 | 30 | 30 | 6 | 32 | 0 | 49 | 55 | 41 | 394 |
| Weather | 142 | 131 | 36 | 38 | 19 | 109 | 53 | 22 | 115 | 35 | 176 | 112 | 87 | 1,075 |
| Other | 29 | 32 | 11 | 6 | 1 | 12 | 8 | 4 | 33 | 14 | 54 | 33 | 32 | 269 |
| TOTAL TRAINS DELAYED | 1,697 | 762 | 285 | 271 | 141 | 915 | 495 | 294 | 743 | 387 | 1,174 | 829 | 792 | 8,785 |

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* For calculating top 2 causes, uses "Freight Interference - Total" instead of "... Peak" and "... Off-Peak".

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**TABLE 16: ANNUAL SYSTEM CAUSES OF DELAY
2004 to 2009**

| Cause | 2004 | | 2005 | | 2006 | | 2007 | | 2008 | | 2004-2008 Avg | | 2009 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|----------------|---------------|--------------|---------------|
| | Delays | % | Delays | % | Delays | % |
| Passenger Train Interference | 234 | 3.9% | 292 | 4.0% | 421 | 5.7% | 237 | 2.7% | 258 | 2.7% | 288.4 | 3.7% | 304 | 3.5% |
| <i>Freight Interference - Peak</i> | 424 | 7.0% | 459 | 6.3% | 500 | 6.8% | 346 | 3.9% | 369 | 3.9% | 419.6 | 5.4% | 344 | 3.9% |
| <i>Freight Interference - Off-Peak</i> | 636 | 10.6% | 648 | 8.9% | 892 | 12.1% | 816 | 9.3% | 739 | 7.9% | 746.2 | 9.6% | 520 | 5.9% |
| Freight Interference - Total | 1,060 | 17.6% | 1,107 | 15.2% | 1,392 | 18.8% | 1,162 | 13.2% | 1,108 | 11.8% | 1,165.8 | 15.0% | 864 | 9.8% |
| Accident | 499 | 8.3% | 458 | 6.3% | 366 | 4.9% | 365 | 4.2% | 451 | 4.8% | 427.8 | 5.5% | 261 | 3.0% |
| Passenger Loading | 399 | 6.6% | 766 | 10.6% | 716 | 9.7% | 1,043 | 11.9% | 1,270 | 13.5% | 838.8 | 10.8% | 1,368 | 15.6% |
| Lift Deployment | 117 | 1.9% | 171 | 2.4% | 175 | 2.4% | 149 | 1.7% | 216 | 2.3% | 165.6 | 2.1% | 255 | 2.9% |
| Obstruction/Debris | 368 | 6.1% | 392 | 5.4% | 483 | 6.5% | 366 | 4.2% | 318 | 3.4% | 385.4 | 5.0% | 399 | 4.5% |
| Signal/Switch Failure | 950 | 15.8% | 1,098 | 15.1% | 1,130 | 15.3% | 1,145 | 13.1% | 1,495 | 15.9% | 1,163.6 | 15.0% | 1,401 | 15.9% |
| Track Work | 346 | 5.7% | 449 | 6.2% | 432 | 5.8% | 830 | 9.5% | 693 | 7.4% | 550.0 | 7.1% | 808 | 9.2% |
| Catenary Failure | 90 | 1.5% | 46 | 0.6% | 76 | 1.0% | 53 | 0.6% | 56 | 0.6% | 64.2 | 0.8% | 56 | 0.6% |
| Non-Locomotive Equipment Failure | 131 | 2.2% | 174 | 2.4% | 132 | 1.8% | 148 | 1.7% | 198 | 2.1% | 156.6 | 2.0% | 201 | 2.3% |
| Locomotive Failure | 367 | 6.1% | 391 | 5.4% | 312 | 4.2% | 391 | 4.5% | 437 | 4.6% | 379.6 | 4.9% | 601 | 6.8% |
| Human Error | 497 | 8.2% | 616 | 8.5% | 626 | 8.5% | 849 | 9.7% | 650 | 6.9% | 647.6 | 8.3% | 529 | 6.0% |
| Sick, Injured, Unruly Passenger | 254 | 4.2% | 261 | 3.6% | 228 | 3.1% | 337 | 3.8% | 340 | 3.6% | 284.0 | 3.7% | 394 | 4.5% |
| Weather | 487 | 8.1% | 783 | 10.8% | 630 | 8.5% | 1,257 | 14.3% | 1,445 | 15.4% | 920.4 | 11.8% | 1,075 | 12.2% |
| Other | 228 | 3.8% | 256 | 3.5% | 281 | 3.8% | 440 | 5.0% | 468 | 5.0% | 334.6 | 4.3% | 269 | 3.1% |
| TOTAL TRAINS DELAYED | 6,027 | 100.0% | 7,260 | 100.0% | 7,400 | 100.0% | 8,772 | 100.0% | 9,403 | 100.0% | 7,772.4 | 100.0% | 8,785 | 100.0% |

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TABLE 17: FREQUENCY OF TRAIN DELAYS BY DURATION
Year End 2004 to 2009

| Minutes | 2004 | | 2005 | | 2006 | | 2007 | | 2008 | | 2004 - 2008 Avg | | 2009 | |
|--------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|-----------------|---------------|--------------|---------------|
| | Delays | % | Delays | % | Delays | % |
| 6-10 | 2,970 | 49.3% | 3,900 | 53.7% | 3,815 | 51.6% | 4,673 | 53.3% | 4,570 | 48.6% | 3,985.6 | 51.3% | 4,466 | 50.8% |
| 11-15 | 1,201 | 19.9% | 1,434 | 19.8% | 1,419 | 19.2% | 1,764 | 20.1% | 1,929 | 20.5% | 1,549.4 | 19.9% | 1,821 | 20.7% |
| 16-20 | 607 | 10.1% | 704 | 9.7% | 645 | 8.7% | 786 | 9.0% | 991 | 10.5% | 746.6 | 9.6% | 891 | 10.1% |
| 21+ | 1,045 | 17.3% | 1,042 | 14.4% | 1,268 | 17.1% | 1,326 | 15.1% | 1,647 | 17.5% | 1,265.6 | 16.3% | 1,387 | 15.8% |
| Annulled | 204 | 3.4% | 180 | 2.5% | 253 | 3.4% | 223 | 2.5% | 266 | 2.8% | 225.2 | 2.9% | 220 | 2.5% |
| TOTAL | 6,027 | 100.0% | 7,260 | 100.0% | 7,400 | 100.0% | 8,772 | 100.0% | 9,403 | 100.0% | 7,772.4 | 100.0% | 8,785 | 100.0% |

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TABLE 18: FREQUENCY OF TRAIN DELAYS BY DURATION AND LINE
Year End 2009

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| 6-10 | 805 | 481 | 200 | 157 | 53 | 320 | 170 | 130 | 464 | 156 | 713 | 431 | 386 | 4,466 |
| 11-15 | 364 | 123 | 39 | 51 | 28 | 249 | 130 | 64 | 126 | 62 | 223 | 181 | 181 | 1,821 |
| 16-20 | 178 | 62 | 13 | 18 | 17 | 136 | 69 | 41 | 54 | 49 | 89 | 87 | 78 | 891 |
| 21+ | 291 | 82 | 29 | 33 | 40 | 197 | 106 | 55 | 75 | 98 | 135 | 114 | 132 | 1,387 |
| Annulled | <u>59</u> | <u>14</u> | <u>4</u> | <u>12</u> | <u>3</u> | <u>13</u> | <u>20</u> | <u>4</u> | <u>24</u> | <u>22</u> | <u>14</u> | <u>16</u> | <u>15</u> | <u>220</u> |
| TOTAL | 1,697 | 762 | 285 | 271 | 141 | 915 | 495 | 294 | 743 | 387 | 1,174 | 829 | 792 | 8,785 |
| 6-10 | 47.4% | 63.1% | 70.2% | 57.9% | 37.6% | 35.0% | 34.3% | 44.2% | 62.4% | 40.3% | 60.7% | 52.0% | 48.7% | 50.8% |
| 11-15 | 21.4% | 16.1% | 13.7% | 18.8% | 19.9% | 27.2% | 26.3% | 21.8% | 17.0% | 16.0% | 19.0% | 21.8% | 22.9% | 20.7% |
| 16-20 | 10.5% | 8.1% | 4.6% | 6.6% | 12.1% | 14.9% | 13.9% | 13.9% | 7.3% | 12.7% | 7.6% | 10.5% | 9.8% | 10.1% |
| 21+ | 17.1% | 10.8% | 10.2% | 12.2% | 28.4% | 21.5% | 21.4% | 18.7% | 10.1% | 25.3% | 11.5% | 13.8% | 16.7% | 15.8% |
| Annulled | <u>3.5%</u> | <u>1.8%</u> | <u>1.4%</u> | <u>4.4%</u> | <u>2.1%</u> | <u>1.4%</u> | <u>4.0%</u> | <u>1.4%</u> | <u>3.2%</u> | <u>5.7%</u> | <u>1.2%</u> | <u>1.9%</u> | <u>1.9%</u> | <u>2.5%</u> |
| TOTAL | 100.0% |

1/14/2010

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