

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

January 2010



COMMUTER RAIL ON-TIME PERFORMANCE

January 2010

This report presents an analysis of the January 2010 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 January 2010, Metra operated 16,498 scheduled trains, including 'extras'. 585 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.5%. Table 2 lists on-time percentages by line for each month and year since 2005. Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2010, 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 January 2010.

Table 7.a shows the frequency of train delays by delay-cause category and by line during January 2010. Table 7.b shows the average frequencies over the previous five Januarys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 585 delays systemwide in January 2010, 276 less than the average over the previous five Januarys. Table 8.a shows delays from the beginning of the year through January 2010. Table 8.b shows the average frequencies through January 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 2010 and 2009 respectively. From January through January of 2010, a total of 585 trains were delayed, compared to 1,426 trains delayed in the same one months of 2009.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2010 freight operations delayed 88 trains systemwide, compared to 96 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2010 and 2009 respectively. A total of 18 trains were delayed by lift deployment in January 2010.

A review of January 2010 late trains by duration of delay is shown in Table 12. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 55.2% of all late trains. Table 13 shows that the average length of delay was 13.5 minutes in January 2010. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
January 2010**

	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	1,080	33	96.9%	800	10	98.8%	1,880	43	97.7%	140	1	99.3%	108	2	98.1%	2,128	46	97.8%
Elec -ML	900	48	94.7%	680	15	97.8%	1,580	63	96.0%	230	4	98.3%	120	0	100.0%	1,930	67	96.5%
-BI	280	7	97.5%	460	8	98.3%	740	15	98.0%	150	1	99.3%	--	--	--	890	16	98.2%
-SC	<u>340</u>	<u>6</u>	98.2%	<u>740</u>	<u>9</u>	98.8%	<u>1,080</u>	<u>15</u>	98.6%	<u>240</u>	<u>2</u>	99.2%	<u>120</u>	<u>0</u>	100.0%	<u>1,440</u>	<u>17</u>	98.8%
Subtotal	1,520	61	96.0%	1,880	32	98.3%	3,400	93	97.3%	620	7	98.9%	240	0	100.0%	4,260	100	97.7%
Heritage	120	9	92.5%	--	--	--	120	9	92.5%	--	--	--	--	--	--	120	9	92.5%
Milw -N	500	23	95.4%	700	18	97.4%	1,200	41	96.6%	120	13	89.2%	120	2	98.3%	1,440	56	96.1%
-W	<u>540</u>	<u>23</u>	95.7%	<u>620</u>	<u>28</u>	95.5%	<u>1,160</u>	<u>51</u>	95.6%	<u>120</u>	<u>1</u>	99.2%	<u>108</u>	<u>3</u>	97.2%	<u>1,388</u>	<u>55</u>	96.0%
Subtotal	1,040	46	95.6%	1,320	46	96.5%	2,360	92	96.1%	240	14	94.2%	228	5	97.8%	2,828	111	96.1%
NCS	220	8	96.4%	220	8	96.4%	440	16	96.4%	--	--	--	--	--	--	440	16	96.4%
RI	720	31	95.7%	640	34	94.7%	1,360	65	95.2%	100	3	97.0%	96	4	95.8%	1,556	72	95.4%
SWS	220	15	93.2%	380	18	95.3%	600	33	94.5%	30	1	96.7%	--	--	--	630	34	94.6%
UP -N	600	61	89.8%	800	28	96.5%	1,400	89	93.6%	130	9	93.1%	108	2	98.1%	1,638	100	93.9%
-NW	660	34	94.8%	640	11	98.3%	1,300	45	96.5%	120	2	98.3%	90	3	96.7%	1,510	50	96.7%
-W	<u>540</u>	<u>23</u>	95.7%	<u>640</u>	<u>22</u>	96.6%	<u>1,180</u>	<u>45</u>	96.2%	<u>100</u>	<u>1</u>	99.0%	<u>108</u>	<u>1</u>	99.1%	<u>1,388</u>	<u>47</u>	96.6%
Subtotal	1,800	118	93.4%	2,080	61	97.1%	3,880	179	95.4%	350	12	96.6%	306	6	98.0%	4,536	197	95.7%
SYSTEM	6,720	321	95.2%	7,320	209	97.1%	14,040	530	96.2%	1,480	38	97.4%	978	17	98.3%	16,498	585	96.5%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (02/15/10) version from TOPS.

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-JAN	AVG
BNSF	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	94.3%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.9%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	96.4%	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	92.9%	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	85.4%	93.6%
	2010	97.8												97.8%	97.8%
	2005-2009 average		93.2	93.5	96.7	97.5	96.4	94.0	96.3	93.9	95.4	93.4	94.8	93.4	93.2%
Electric	2005	98.5	99.3	99.6	99.3	98.8	96.5	98.6	99.5	99.2	98.7	97.2	98.7	98.5%	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	99.3%	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	99.2%	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	96.4%	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	96.7%	97.5%
	2010	97.7												97.7%	97.7%
	2005-2009 average		98.0	98.3	98.6	98.8	98.5	97.3	97.4	97.9	97.6	97.9	97.9	97.1	98.0%
Heritage	2005	95.2	95.0	96.4	95.2	95.2	95.5	93.3	92.8	90.5	88.9	92.1	87.5	95.2%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	94.4%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	98.5%	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	93.9%	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	79.4%	90.8%
	2010	92.5												92.5%	92.5%
	2005-2009 average		92.4	90.1	91.0	92.5	92.8	93.1	92.4	90.4	91.2	89.5	92.7	87.9	92.4%
Milw - N	2005	90.4	98.4	97.5	95.4	95.7	94.3	92.4	95.8	95.6	97.7	91.3	88.3	90.4%	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	92.7%	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	96.0%	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	96.1%	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	85.9%	94.9%
	2010	96.1												96.1%	94.1%
	2005-2009 average		92.2	95.0	96.4	95.5	95.3	94.1	92.9	94.9	95.2	95.8	92.5	89.4	92.2%
Milw - W	2005	91.1	97.0	96.1	96.6	97.7	95.5	96.2	93.8	96.0	96.2	93.0	89.1	91.1%	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	91.9%	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	98.8%	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	94.5%	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	92.6%	97.1%
	2010	96.0												96.0%	96.0%
	2005-2009 average		93.8	95.6	96.9	97.2	97.6	96.5	95.5	94.4	97.5	97.7	96.9	92.7	93.8%
NCS	2005	88.6	97.0	89.6	90.0	98.1	85.5	89.5	90.0	89.0	93.3	88.2	84.9	88.6%	90.2%
	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	92.6%	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	95.9%	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	93.4%	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	88.9%	94.8%
	2010	96.4												96.4%	96.4%
	2005-2009 average		92.3	94.4	94.9	93.9	95.3	93.0	95.8	94.5	94.9	95.0	94.7	91.0	92.3%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
RI	2005	96.6	98.6	97.9	98.0	96.3	93.7	94.2	97.4	93.8	86.5	91.8	91.6	96.6%	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	95.9%	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	96.0%	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	95.5%	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	93.4%	96.2%
	2010	95.4												95.4%	95.4%
	2005-2009 average		95.5	94.6	96.4	97.9	96.7	95.4	94.6	96.5	95.9	93.7	95.4	91.9	95.5%
SWS	2005	94.0	92.5	97.0	96.7	94.7	96.0	94.4	96.7	96.1	95.5	93.2	90.5	94.0%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	92.3%	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	98.6%	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	93.5%	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	87.1%	95.1%
	2010	94.6												94.6%	94.6%
	2005-2009 average		93.2	95.1	96.4	96.1	95.3	96.3	96.3	94.3	94.3	91.9	95.2	93.1	93.2%
UP - N	2005	94.0	99.6	99.0	99.5	98.8	96.6	96.3	93.7	97.6	96.7	98.4	99.0	94.0%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.5%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	98.0%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	91.9%	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	91.4%	94.2%
	2010	93.9												93.9%	93.9%
	2005-2009 average		94.6	95.5	97.5	97.6	97.6	93.9	93.4	91.7	95.8	96.6	96.9	95.4	94.6%
UP - NW	2005	93.6	98.0	97.1	98.4	98.8	96.2	98.6	94.8	98.6	98.4	94.9	96.0	93.6%	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	97.9%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	95.8%	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	91.9%	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	91.9%	95.6%
	2010	96.7												96.7%	96.7%
	2005-2009 average		94.2	95.5	97.4	97.7	97.6	96.4	96.7	95.3	96.8	96.9	95.5	94.9	94.2%
UP - W	2005	91.7	97.0	96.8	98.1	94.1	92.7	95.3	92.2	96.4	94.9	95.0	92.7	91.7%	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	91.7%	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	95.9%	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	95.2%	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	92.3%	95.4%
	2010	96.6												96.6%	96.6%
	2005-2009 average		93.4	93.9	95.1	96.1	95.4	94.3	95.6	92.9	94.6	94.6	95.2	92.9	93.4%
SYSTEM (excluding South Shore)	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	94.6%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.2%	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	97.4%	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	94.5%	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	91.6%	95.7%
	2010	96.5												96.5%	96.5%
	2005-2009 average		94.9	95.6	97.1	97.4	97.0	95.5	95.7	95.2	96.2	95.8	95.9	94.0	94.9%

Delays data for most recent month is final (02/15/10) version from TOPS.

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'2005-2009 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
January 2010**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1281	Mon, Jan 04	7	EW	FOLLOWED 1373 AT DOWNERS GROVE	
		75% OT	Tue, Jan 05	8	R	CUS, DEPARTED 6" LATE, PROBLEM PUNCHING OUT AND DOOR PROBLEMS
			Thu, Jan 07	8	IW	SLOW UNLDG DUE TO SNOW
			Fri, Jan 08	24	H1	LATE FLIP OFF 1280 (1286 EQUIPMENT)
			Wed, Jan 13	8	U	ADA, STONE AVE. LAGRANGE
ELBI	0241	Mon, Jan 04	7	A1	1" DELAY, RANDOLPH; 7" FOLLOWING #142.	
		80% OT	Wed, Jan 06	6	I1	7" HEAVY ENTRAINING.
			Wed, Jan 13	6	I	6" NO REASON GIVEN.
			Mon, Jan 25	6	IW	6" ENTRAINING/DETRAINING ENROUTE.
ELBI	0243	Mon, Jan 04	6	I1	6" MEETING #142, KENSINGTON.	
		80% OT	Fri, Jan 08	13	G1	13" WAIT FOR MEET W/TRN #142, KENS.
			Wed, Jan 13	6	I1	6" HELD FOR CONNECTIONS OFF #142, KENSINGTON.
			Wed, Jan 20	7	I	1" HELD FOR CONNECTIONS OFF DELAYED #142, KENSINGTON; 6" HEAVY PASS LOADING.
MN	2124	Fri, Jan 08	7	GA	8" FOLLOWING DELAYED #2122 ENROUTE; 2" WHEELCHAIR ENROUTE.	
		80% OT	Thu, Jan 14	8	U	2" ADA, NORTHBROOK; 3" ITEM 2, OAKTON; 3" FOLLOWING #2226, A5 TO CUS.
			Mon, Jan 18	11	RL	18" NO ENGINEER, FOX LAKE.
			Thu, Jan 28	12	AM	12" WAITING ON DELAYED #2122.
MN	2156	Thu, Jan 07	13	D	9" MEETING #2143, FOX LAKE (NO DELAY REPORTED FOR #2143); 9" FRT TRN INT, CP/WC XING.	
		80% OT	Fri, Jan 08	13	D1	12" WAITING FOR DELAYED #2143, FOX LAKE YARD; 1" NO REASON GIVEN.
			Wed, Jan 13	12	E1	18" MEETING DELAYED #2143, FOX LAKE.
			Mon, Jan 18	6	RO	12" CP #183-18 X/O, MT2-MT1 AHEAD, MAYFAIR. (A5 OPERATOR WAS SUPPOSED TO SEND #183 N/B ON MT2 -AFTER- #2156 WAS BY A5)
MW	2228	Thu, Jan 07	10	IW	3" LATE TURN OF #2205; 8" SLOW ENTRAINING ENROUTE.	
		70% OT	Fri, Jan 08	13	GA	10" LATE TURN FROM DELAYED #2205, BIG TIMBER; 3" ADA, WOODDALE.
			Mon, Jan 11	15	GW	3" LATE TURN OF #2205; 1" ADA, WOODDALE; 11" SW #55 FAILED- HAND-LINED ROUTE THROUGH TOWER B17.
			Tue, Jan 12	9	U1	4" LATE TURN OF DELAYED #2205; 3" ADA, WOODDALE; 3" ENTRAINING ENROUTE.
			Wed, Jan 13	8	D	5" LATE TURN OF DELAEYD #2205; 7" CP #F42 (2ND) CLEARING TWR B12.
			Thu, Jan 14	8	U1	3" LATE TURN OF #2205, BTR; 3" ADA, WOODDALE; 3" FRT IN EMERGENCY @ ELMWOOD PK, GRAND AVE.
RI	0505	Wed, Jan 06	10	EW	10" MEETING DELAYED #616, 81ST.	
		80% OT	Wed, Jan 13	10	F1	10" WAITING LOCO SWAP BETW #408/608. NO DELAY REPORTED FOR HEP PROBS, 16TH/CLARK.
			Tue, Jan 19	8	I1	5" WAITING FOR #616, 81ST; 2" ADA, OAK FOREST TO JOLIET; 2" REDSIGNAL WALKING SPEED OVER DIA., UD.
			Thu, Jan 21	7	CC	5" WAITING FOR #616, CP 81ST; 2" NO REASON GIVEN.
RI	0506	Thu, Jan 07	7	IW	7" ENTRAINING.	
		75% OT	Fri, Jan 08	8	IW	5" SLO ENTRAINING DUE TO WEATHER ENROUTE; 2" ADA, 123RD.
			Mon, Jan 11	13	M1	11" LATE TURN OF DELAYED #403; 2" NO REASON GIVEN.
			Thu, Jan 21	8	U	2" ADA, NEW LENOX; 2" RED SIGNAL, 16TH; 2" NO REASON GIVEN. 2" SLOW ORDERS
			Fri, Jan 29	11	F	7" CAB SIGNAL PROBLEMS, EJE; 2" ADA, BRAINARD; 2" NO REASON GIVEN.
RI	0507	Thu, Jan 07	8	IW	8" SLOW ENTRAINING.	
		80% OT	Mon, Jan 11	7	M1	11" MEETING DELAYED #506, 81ST.
			Fri, Jan 15	14	D	13" FRT X-TRAFFIC, EJE; 1" NO REASON GIVEN.
		Fri, Jan 29	7	CC	7" WAITING #506, GRESHAM.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2010**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	0508	Thu, Jan 07	7	IW	7" ENTRAINING.
	75% OT	Wed, Jan 13	20	UF	15" LIFT PROBS, JUD; 5" NO REASON GIVEN.
		Thu, Jan 21	7	D	3" FRT X-TRAFFIC BNSFE 4924, JUD; 2" NO REASON GIVEN. 2" SLOW ORDERS
		Wed, Jan 27	8	C1	8" LATE TURN FROM DELAYED #503, JUD.
		Thu, Jan 28	8	I	2" LATE TURN FROM R1503, 2" MOKENA SINGLE TRACKING AROUND COLD WEATHER INSPECTION. 4" LOADING IN ROUTE
RI	0523	Thu, Jan 07	9	IW	5" SLOW DETRAINING (WEATHER) AND SLICK RAIL CONDITIONS ENROUTE.
	80% OT	Tue, Jan 19	7	U	2" LATE DEPART ADA 2"103 ADA, 3" TINLEY PARK ADA 2" MEET 527
		Wed, Jan 20	9	I	4" PLANT-IN-TIME, GRESHAM JCT; 4" SLOW ENTRAINING/DETRAINING & F STOPS ENROUTE; 1" NO REASON GIVEN.
		Tue, Jan 26	8	I	1" ADA, LSS; 3" ENTRAINING/DETRAINING ENROUTE; 2" RULE 6.30 #526, 107TH; 2" RULE 6.30 #528, TINLEY/80TH.
SWS	0810	Fri, Jan 08	17	G	10" SWITCH FAILURE, C.P.518; 8" X-TRAFFIC, 23RD.
	80% OT	Mon, Jan 11	9	E	9" "LOST RUNNING TIME DUE TO MECHANICAL (PROBLEM), MAX SPEED APPROX 50 MPH."
		Tue, Jan 19	21	G	21" SIGNAL PROBLEMS FROM 179TH THRU 143RD ST.
		Thu, Jan 21	8	D	10" WAITING FOR NS21J, CP 518.
UPN	0322	Tue, Jan 05	6	U	7" ADA, WILMETTE AND HEAVY ENTRAINING, WILMETTE-CLYBOURN.
	50% OT	Thu, Jan 07	12	AD	8" S/O, WAUKEGAN YARD LIMITS; 4" ENTRAINING/DETRAINING ENROUTE.
		Fri, Jan 08	12	IW	12" ENTRAINING/DETRAINING ENROUTE #320 AHEAD.
		Mon, Jan 11	14	GW	14" OPERATED RESTRICTE SPEED THRU WAUKEGAN YARD LIMITES. HEAVY ENTRAINING, NORTH CHICAGO-ROGERS PK.
		Tue, Jan 12	21	D1	21" DELAYED #320 AHEAD, WAUKEGAN.
		Thu, Jan 14	6	I	6" #320 AHEAD, WAUKEGAN.
		Tue, Jan 19	8	II	8" WAITING FOR #320 TO CLEAR WAUKEGAN. COMPLIED WITH WAUKEGAN YARD SPEED LIMIT RESTRICTION.
		Wed, Jan 20	9	AD	9" COMPLYING WITH WAUKEGAN YARD LIMITS S/O.
		Thu, Jan 21	9	C	9" S/O, WAUKEGAN YD.
		Fri, Jan 29	18	H	18" LOCOMOTIVE FAILURE, WK.
UPN	0324	Mon, Jan 04	14	IW	14" LATE ARRIVAL OF #313 CREW & EQUIPMENT.
	70% OT	Thu, Jan 07	10	AD	10" DELAYED #322 AHEAD.
		Fri, Jan 08	10	IW	10" DELAYED #322 AHEAD.
		Mon, Jan 11	10	GW	10" DELAYED #322 AHEAD (ALTHOUGH UP REPORTED TRN DEPARTED HIGH-LAND PK ON-TIME).
		Wed, Jan 20	7	AD	7" DELAYED #322 AHEAD (ALTHOUGH UP REPORTED THAT TRN DEPARTED HIGHLAND PK ON-TIME).
		Fri, Jan 29	16	H1	16" WAITING ON DELAYED #322, WT.
UPN	0326	Tue, Jan 05	7	U1	7" DELAYED #324 AHEAD.
	50% OT	Thu, Jan 07	15	AD	15" DELAYED #324 AHEAD.
		Fri, Jan 08	12	IW	12" DELAYED #324 AHEAD.
		Mon, Jan 11	13	GW	13" DELAYED #324 AHEAD.
		Tue, Jan 12	16	D1	15" DELAYED #324 AHEAD.
		Thu, Jan 14	8	I	8" #324 AHEAD ENROUTE.
		Tue, Jan 19	8	II	8" FOLLOWING #324.
		Wed, Jan 20	10	AD	10" DELAYED #324 AHEAD.
		Thu, Jan 21	8	AD	8" #324 AHEAD.
		Fri, Jan 29	17	H1	17" WAITING ON DELAYED #324, WK.
UPN	0352	Thu, Jan 07	6	IW	6" ENTRAINING/DETRAINING GREAT LAKES TO RAVENSWOOD.
	80% OT	Mon, Jan 11	7	I	7" SLOW ENTRAINING, NORTH CHICAGO-GLENCOE AND EVANSTON/CENTRAL AND RULE 6.30 ENROUTE.
		Wed, Jan 13	7	I	7" SLOW ENTRAINING/DETRAINING, WINNETKA-CLYBOURN.
		Fri, Jan 29	12	J	12" RULE 6.30 ENROUTE; POLICE ACTIVITY, LAKE FOREST.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2010**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPN	0359	Mon, Jan 04	7	IW	7" LATE ARRIVAL OF #352 CREW; HEAVY PSGR DETRAINING, CLYBOURN TO WILMETTE
	35% OT	Tue, Jan 05	14	G	4" LATE TURN OF DELAYED #352; 10" OPERATED RESTRICTED SPEED AT WAUKEGAN YARD LIMITS.
		Wed, Jan 06	9	I	3" LATE TURN OF DELAYED #352; 6" HEAVY DETRAINING, RAVENSWOOD-EVANSTON/CENTRAL.
		Thu, Jan 07	9	IW	6" LATE TURN OF #352; 3" ENTRAINING/DETRAINING ENROUTE.
		Fri, Jan 08	9	IW	9" ENTRAINING/DETRAINING ENROUTE LATE FLIP FROM DELAYED #337.
		Mon, Jan 11	10	II	7" LATE TURN OF DELAYED #352; 3" HEAVY DETRAINING, CLYBOURN- WILMETTE.
		Wed, Jan 13	9	II	7" LATE TURN OF DELAYED #352; 2" MEETING #358, WAUKEGAN (#358 WAS COMPLYING WITH WAUKEGAN YARD LIMITS S/O).
		Thu, Jan 14	9	II	5" LATE TURN OF #352, 4" WAITING FOR #358 TO DEPART ACCT S/O, WAUKEGAN YD.
		Tue, Jan 19	9	S	9" FTX TEST, HUBBARD WOODS; HEAVY PSGR DETRAINING, RAVENSWOOD TO CENTRAL STREET.
		Wed, Jan 20	9	II	5" LATE TURN OF DELAYED #352; 4" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Mon, Jan 25	9	II	5" LATE TURN FROM DELAYED #352, OLGILVIE; 4" ENTRAINING, RAVEN-SWOOD-WILMETTE.
		Tue, Jan 26	9	II	5" LATE TURN FROM DELAYED #352, OLGILVIE; 4" ENTRAINING/DE- TRAINING CLYBOURN TO CENTRAL ST.
		Wed, Jan 27	9	II	9" LATE TURN FROM DELAYED #352, OGILVIE; ENTRAINING/DETRAINING CLYBOURN TO ROGERS PARK.
UPNW	0632	Fri, Jan 08	6	G1	6" SWITCH FAILURE, HALSTED.
	80% OT	Thu, Jan 14	8	GX	8" GX PROCEDURES, MP 31.77.
		Thu, Jan 28	7	RL	7" LATE DEPARTURE DUE TO LACK OF ENGINEER ON #612.
		Fri, Jan 29	31	F1	31" LATE TURN DELAYED #603 AND DELAYED #630 AHEAD.
UPNW	0641	Fri, Jan 08	9	II	9" #635 YARDING TRAIN, HARVARD.
	80% OT	Tue, Jan 12	7	AD	7" #635W YARDING AHEAD, CRYSTAL LK AND COMPLYING W/HARVARD YARDLIMITS S/O.
		Wed, Jan 20	6	AD	6" #635W YARDING AHEAD, CRYSTAL LK AND COPLYING WITH HARVARD YARD LIMITS S/O.
		Wed, Jan 27	7	AD	7" WAITING FOR #635 TO YARD COMPLIED WITH SPEED RESTRICTIONS, HARVARD.

Data is final (02/15/10) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%_table.xls]PrintOriginal 02/15/2010

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

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TABLE 6: NUMBER OF DELAYS BY DATE
January 2010

WEEKDAY	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	12	3	0	5	5	0	2	1	0	1	0	0	3	0	1	1	0	2	1	6	43
Elec -ML	5	0	0	5	20	0	1	0	0	0	1	24	1	3	1	0	2	0	0	0	63
-BI	6	0	1	1	1	0	0	2	0	0	1	1	1	0	0	1	0	0	0	0	15
-SC	5	0	0	1	0	0	0	0	1	2	0	0	0	2	0	0	1	0	1	2	15
Heritage	0	0	1	1	1	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	9
Milw -N	0	0	9	5	9	1	1	4	1	0	3	0	0	0	0	0	0	0	7	1	41
-W	4	2	5	1	10	2	3	4	1	4	1	0	2	4	2	0	2	2	1	1	51
NCS	2	2	0	0	3	4	1	1	1	0	1	0	1	0	0	0	0	0	0	0	16
RI	7	0	4	9	3	12	0	6	0	1	2	4	4	6	0	0	2	2	1	2	65
SWS	1	0	0	1	4	6	0	1	2	1	0	8	1	1	1	0	0	0	5	1	33
UP -N	5	3	4	15	6	7	14	2	5	3	2	3	6	4	0	2	1	1	0	6	89
-NW	12	1	0	2	6	1	3	0	1	1	0	2	1	1	0	0	0	2	3	9	45
-W	0	0	2	3	3	5	8	3	2	6	1	1	1	7	0	0	0	0	2	1	45
SYSTEM	59	11	26	49	71	39	33	24	14	20	12	43	22	28	5	5	8	11	21	29	530

SATURDAY	2	9	16	23	30	TOTAL	SUNDAY/HOLIDAY	1	3	10	17	24	31	TOTAL
BNSF	0	0	1	0	0	1	BNSF	0	1	0	0	0	1	2
Elec -ML	1	0	1	2	0	4	Elec -ML	0	0	0	0	0	0	0
-BI	0	0	0	1	0	1	-BI	-	-	-	-	-	-	-
-SC	0	0	0	2	0	2	-SC	0	0	0	0	0	0	0
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	-	-
Milw -N	5	1	0	3	4	13	Milw -N	0	0	1	0	1	0	2
-W	1	0	0	0	0	1	-W	0	0	0	0	3	0	3
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	-	-
RI	1	1	0	1	0	3	RI	1	1	2	0	0	0	4
SWS	1	0	0	0	0	1	SWS	-	-	-	-	-	-	-
UP -N	1	0	5	2	1	9	UP -N	0	1	0	1	0	0	2
-NW	0	0	0	1	1	2	-NW	0	2	0	1	0	0	3
-W	0	1	0	0	0	1	-W	0	1	0	0	0	0	1
SYSTEM	10	3	7	12	6	38	SYSTEM	1	6	3	2	4	1	17

Data is final (02/15/10) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January 2010

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	3	2	2	0	10	1	0	2	2	10	6	4	43
<i>Freight Interference - Peak</i>	5	0	0	0	7	1	0	6	3	4	9	1	3	39
<i>Freight Interference - Off-Peak</i>	4	0	0	0	0	7	8	4	5	7	6	0	8	49
Freight Interference - Total	9	0	0	0	7	8	8	10	8	11	15	1	11	88
Accident	0	0	0	0	0	0	0	1	11	0	0	1	5	18
Passenger Loading	0	3	7	3	0	0	0	0	6	0	24	1	3	47
Lift Deployment	1	0	0	0	0	1	4	1	6	0	4	0	1	18
Obstruction/Debris	1	2	0	2	0	0	0	0	7	1	2	12	2	29
Signal/Switch Failure	4	21	1	4	2	5	19	1	3	13	1	8	3	85
Track Work	0	0	0	0	0	2	1	0	5	0	5	0	1	14
Catenary Failure	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	4	3	0	0	0	0	0	0	5	0	1	5	0	18
Locomotive Failure	0	0	0	0	0	4	1	0	0	1	1	3	2	12
Human Error	9	0	1	1	0	13	14	2	1	1	7	5	0	54
Sick, Injured, Unruly Passenger	1	2	0	2	0	0	0	0	4	0	3	2	0	14
Weather	16	2	1	0	0	11	7	1	12	4	21	6	13	94
Other	0	28	1	2	0	2	0	0	2	1	6	0	2	44
TOTAL TRAINS DELAYED	46	67	16	17	9	56	55	16	72	34	100	50	47	585

January - Average Over Previous Five Years: 2005-2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	0	1	0	6	8	2	3	0	2	2	4	36
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	2	4	2	4	0	2	4	34
<i>Freight Interference - Off-Peak</i>	11	0	0	0	0	5	5	4	6	6	1	3	21	63
Freight Interference - Total	23	0	0	0	4	6	7	8	7	9	1	6	26	96
Accident	18	2	0	1	0	1	5	3	0	2	3	13	5	55
Passenger Loading	4	2	2	0	0	3	2	0	3	0	15	5	3	39
Lift Deployment	3	0	0	0	0	4	2	1	4	0	1	1	2	19
Obstruction/Debris	4	0	1	2	0	4	5	1	1	0	1	7	2	29
Signal/Switch Failure	40	7	1	2	2	20	16	5	7	9	5	7	17	139
Track Work	3	1	0	3	0	3	1	1	3	2	1	3	0	21
Catenary Failure	0	1	1	1	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	2	6	4	0	0	2	0	0	1	0	2	1	1	19
Locomotive Failure	10	0	0	0	0	8	6	0	5	1	1	8	5	44
Human Error	11	6	1	1	1	4	6	0	6	2	10	8	3	57
Sick, Injured, Unruly Passenger	6	3	0	1	0	4	2	0	4	0	3	2	2	28
Weather	22	17	3	7	3	47	26	7	25	10	34	24	23	248
Other	2	2	1	1	0	4	2	0	4	1	5	5	2	28
TOTAL TRAINS DELAYED	151	52	16	20	10	114	89	28	74	36	85	91	95	861

January 2010 Divergence From January 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	-3	-1	2	1	0	4	-7	-2	-1	2	8	4	0	7
<i>Freight Interference - Peak</i>	-6	0	0	0	3	0	-2	2	1	0	9	-1	-1	5
<i>Freight Interference - Off-Peak</i>	-7	0	0	0	0	2	3	0	-1	1	5	-3	-13	-14
Freight Interference - Total	-14	0	0	0	3	2	1	2	1	2	14	-5	-15	-8
Accident	-18	-2	0	-1	0	-1	-5	-2	11	-2	-3	-12	0	-37
Passenger Loading	-4	1	5	3	0	-3	-2	0	3	0	9	-4	0	8
Lift Deployment	-2	0	0	0	0	-3	2	0	2	0	3	-1	-1	-1
Obstruction/Debris	-3	2	-1	0	0	-4	-5	-1	6	1	1	5	0	0
Signal/Switch Failure	-36	14	0	2	0	-15	3	-4	-4	4	-4	1	-14	-54
Track Work	-3	-1	0	-3	0	-1	0	-1	2	-2	4	-3	1	-7
Catenary Failure	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	2	-3	-4	0	0	-2	0	0	4	0	-1	4	-1	-1
Locomotive Failure	-10	0	0	0	0	-4	-5	0	-5	0	0	-5	-3	-32
Human Error	-2	-6	0	0	-1	9	8	2	-5	-1	-3	-3	-3	-3
Sick, Injured, Unruly Passenger	-5	-1	0	1	0	-4	-2	0	0	0	0	0	0	-2
Weather	-6	-15	-2	-7	-3	-36	-19	-6	-13	-6	-13	-18	-10	-154
Other	-2	26	0	1	0	-2	-2	0	-2	0	1	-5	0	16
TOTAL TRAINS DELAYED	-105	15	0	-3	-1	-58	-34	-12	-2	-2	15	-41	-48	-276

Data for current month is final (02/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 02/15/2010

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-January 2010

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	3	2	2	0	10	1	0	2	2	10	6	4	43
<i>Freight Interference - Peak</i>	5	0	0	0	7	1	0	6	3	4	9	1	3	39
<i>Freight Interference - Off-Peak</i>	4	0	0	0	0	7	8	4	5	7	6	0	8	49
Freight Interference - Total	9	0	0	0	7	8	8	10	8	11	15	1	11	88
Accident	0	0	0	0	0	0	0	1	11	0	0	1	5	18
Passenger Loading	0	3	7	3	0	0	0	0	6	0	24	1	3	47
Lift Deployment	1	0	0	0	0	1	4	1	6	0	4	0	1	18
Obstruction/Debris	1	2	0	2	0	0	0	0	7	1	2	12	2	29
Signal/Switch Failure	4	21	1	4	2	5	19	1	3	13	1	8	3	85
Track Work	0	0	0	0	0	2	1	0	5	0	5	0	1	14
Catenary Failure	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	4	3	0	0	0	0	0	0	5	0	1	5	0	18
Locomotive Failure	0	0	0	0	0	4	1	0	0	1	1	3	2	12
Human Error	9	0	1	1	0	13	14	2	1	1	7	5	0	54
Sick, Injured, Unruly Passenger	1	2	0	2	0	0	0	0	4	0	3	2	0	14
Weather	16	2	1	0	0	11	7	1	12	4	21	6	13	94
Other	0	28	1	2	0	2	0	0	2	1	6	0	2	44
TOTAL TRAINS DELAYED	46	67	16	17	9	56	55	16	72	34	100	50	47	585

January-January - Average Over Previous Five Years: 2005-2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	0	1	0	6	8	2	3	0	2	2	4	36
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	2	4	2	4	0	2	4	34
<i>Freight Interference - Off-Peak</i>	11	0	0	0	0	5	5	4	6	6	1	3	21	63
Freight Interference - Total	23	0	0	0	4	6	7	8	7	9	1	6	26	96
Accident	18	2	0	1	0	1	5	3	0	2	3	13	5	55
Passenger Loading	4	2	2	0	0	3	2	0	3	0	15	5	3	39
Lift Deployment	3	0	0	0	0	4	2	1	4	0	1	1	2	19
Obstruction/Debris	4	0	1	2	0	4	5	1	1	0	1	7	2	29
Signal/Switch Failure	40	7	1	2	2	20	16	5	7	9	5	7	17	139
Track Work	3	1	0	3	0	3	1	1	3	2	1	3	0	21
Catenary Failure	0	1	1	1	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	2	6	4	0	0	2	0	0	1	0	2	1	1	19
Locomotive Failure	10	0	0	0	0	8	6	0	5	1	1	8	5	44
Human Error	11	6	1	1	1	4	6	0	6	2	10	8	3	57
Sick, Injured, Unruly Passenger	6	3	0	1	0	4	2	0	4	0	3	2	2	28
Weather	22	17	3	7	3	47	26	7	25	10	34	24	23	248
Other	2	2	1	1	0	4	2	0	4	1	5	5	2	28
TOTAL TRAINS DELAYED	151	52	16	20	10	114	89	28	74	36	85	91	95	861

January-January 2010 Divergence From January-January 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	-3	-1	2	1	0	4	-7	-2	-1	2	8	4	0	7
<i>Freight Interference - Peak</i>	-6	0	0	0	3	0	-2	2	1	0	9	-1	-1	5
<i>Freight Interference - Off-Peak</i>	-7	0	0	0	0	2	3	0	-1	1	5	-3	-13	-14
Freight Interference - Total	-14	0	0	0	3	2	1	2	1	2	14	-5	-15	-8
Accident	-18	-2	0	-1	0	-1	-5	-2	11	-2	-3	-12	0	-37
Passenger Loading	-4	1	5	3	0	-3	-2	0	3	0	9	-4	0	8
Lift Deployment	-2	0	0	0	0	-3	2	0	2	0	3	-1	-1	-1
Obstruction/Debris	-3	2	-1	0	0	-4	-5	-1	6	1	1	5	0	0
Signal/Switch Failure	-36	14	0	2	0	-15	3	-4	-4	4	-4	1	-14	-54
Track Work	-3	-1	0	-3	0	-1	0	-1	2	-2	4	-3	1	-7
Catenary Failure	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	2	-3	-4	0	0	-2	0	0	4	0	-1	4	-1	-1
Locomotive Failure	-10	0	0	0	0	-4	-5	0	-5	0	0	-5	-3	-32
Human Error	-2	-6	0	0	-1	9	8	2	-5	-1	-3	-3	-3	-3
Sick, Injured, Unruly Passenger	-5	-1	0	1	0	-4	-2	0	0	0	0	0	0	-2
Weather	-6	-15	-2	-7	-3	-36	-19	-6	-13	-6	-13	-18	-10	-154
Other	-2	26	0	1	0	-2	-2	0	-2	0	1	-5	0	16
TOTAL TRAINS DELAYED	-105	15	0	-3	-1	-58	-34	-12	-2	-2	15	-41	-48	-276

Data for current month is final (02/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 02/15/2010

**TABLES 9.a & 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2010**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	43												43	7.4%
<i>Freight Interference - Peak</i>	39												39	6.7%
<i>Freight Interference - Off-Peak</i>	49												49	8.4%
Freight Interference - Total	88												88	15.0%
Accident	18												18	3.1%
Passenger Loading	47												47	8.0%
Lift Deployment	18												18	3.1%
Obstruction/Debris	29												29	5.0%
Signal/Switch Failure	85												85	14.5%
Track Work	14												14	2.4%
Catenary Failure	7												7	1.2%
Non-Locomotive Equipment Failure	18												18	3.1%
Locomotive Failure	12												12	2.1%
Human Error	54												54	9.2%
Sick, Injured, Unruly Passenger	14												14	2.4%
Weather	94												94	16.1%
Other	44												44	7.5%
TOTAL TRAINS DELAYED	585												585	100%

Data for current month is final (02/15/10) version from TOPS.

2009

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31	15	31	52	3.6%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20	73	18	29	40	2.8%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38	90	29	58	56	3.9%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163	47	87	96	6.7%
Accident	98	12	9	27	8	20	20	9	9	6	5	38	98	6.9%
Passenger Loading	45	33	51	21	84	249	278	216	154	56	68	113	45	3.2%
Lift Deployment	23	15	13	8	12	16	41	21	30	33	22	21	23	1.6%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26	14	35	29	2.0%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119	58	109	265	18.6%
Track Work	15	15	25	58	47	117	34	170	85	132	64	46	15	1.1%
Catenary Failure	0	8	0	11	1	19	8	0	0	0	0	9	0	0.0%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11	6	35	9	0.6%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59	26	61	107	7.5%
Human Error	38	19	28	30	71	57	52	45	51	55	24	59	38	2.7%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35	49	20	23	1.6%
Weather	599	9	11	4	1	62	11	20	3	84	14	257	599	42.0%
Other	27	10	37	18	14	16	17	31	31	40	11	17	27	1.9%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596	850	423	938	1,426	100%

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 02/15/2010

**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between February 2008 and January 2010**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Feb-08	17	1	0	0	9	4	8	9	7	8	8	12	36	119
Mar-08	10	0	0	0	14	8	3	2	2	16	3	6	41	105
Apr-08	4	0	0	0	5	8	15	6	4	18	0	2	19	81
May-08	10	0	0	0	5	10	2	2	6	11	3	0	14	63
Jun-08	8	0	0	0	4	9	7	17	8	10	0	4	7	74
Jul-08	12	0	0	0	4	10	5	4	9	6	2	3	20	75
Aug-08	15	0	0	0	6	10	3	3	5	12	2	1	25	82
Sep-08	35	0	0	0	4	8	2	7	9	17	3	8	42	135
Oct-08	28	0	0	0	7	7	5	1	10	26	8	0	42	134
Nov-08	9	0	0	0	5	5	4	1	6	15	1	9	21	76
Dec-08	5	0	0	0	4	8	9	10	5	13	2	4	4	64
Jan-09	20	0	0	0	7	6	9	18	5	21	0	4	6	96
Total	173	1	0	0	74	93	72	80	76	173	32	53	277	1,104
Feb-09	6	0	0	0	2	1	6	9	5	6	0	0	2	37
Mar-09	13	0	0	0	3	3	5	8	8	10	4	1	8	63
Apr-09	18	0	0	0	1	3	2	0	5	5	0	4	6	44
May-09	11	0	0	0	1	4	3	7	6	10	1	4	4	51
Jun-09	6	0	0	0	3	6	7	6	5	11	0	5	11	60
Jul-09	13	0	0	0	3	7	5	2	10	4	0	4	5	53
Aug-09	37	0	0	0	3	5	8	9	1	11	3	4	24	105
Sep-09	16	0	0	0	3	3	5	5	2	7	0	6	11	58
Oct-09	22	0	0	0	14	13	3	4	5	68	2	14	18	163
Nov-09	6	0	0	0	8	5	1	4	1	11	0	0	11	47
Dec-09	13	0	0	0	5	10	7	9	4	10	5	1	23	87
Jan-10	9	0	0	0	7	8	8	10	8	11	15	1	11	88
Total	170	0	0	0	53	68	60	73	60	164	30	44	134	856

Data for current month is final (02/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 02/15/2010

**TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2010**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													YTD	YTD
BNSF	1												1	2.17%
Electric ML	0												0	0.00%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	1												1	1.79%
Milw W	4												4	7.27%
NCS	1												1	6.25%
RI	6												6	8.33%
SWS	0												0	0.00%
UP N	4												4	4.00%
UP NW	0												0	0.00%
UP W	1												1	2.13%
Total Lift Delays	18												18	3.08%
ALL DELAYS														585

Data for current month is final (02/15/10) version from TOPS.

2009

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

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION
January 2010

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	21	25	6	6	4	8	13	4	16	7	43	17	19	189
11-15	8	8	0	0	1	11	7	3	6	1	12	2	3	62
16-20	2	10	0	0	2	1	2	1	2	4	4	2	1	31
21+	2	5	1	0	2	3	1	0	6	3	2	12	0	37
Annulled	0	0	0	0	0	0	0	0	1	0	0	1	0	2
Sub-Total	33	48	7	6	9	23	23	8	31	15	61	34	23	321
Off-Peak **														
6-10	6	9	8	4	0	11	19	4	28	7	26	5	7	134
11-15	3	6	1	2	0	12	9	4	6	2	6	4	7	62
16-20	1	1	0	3	0	3	2	0	3	6	4	4	5	32
21+	3	3	0	2	0	6	2	0	4	4	3	3	5	35
Annulled	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Sub-Total	13	19	9	11	0	33	32	8	41	19	39	16	24	264
January 2010 Total														
6-10	27	34	14	10	4	19	32	8	44	14	69	22	26	323
11-15	11	14	1	2	1	23	16	7	12	3	18	6	10	124
16-20	3	11	0	3	2	4	4	1	5	10	8	6	6	63
21+	5	8	1	2	2	9	3	0	10	7	5	15	5	72
Annulled	0	0	0	0	0	1	0	0	1	0	0	1	0	3
TOTAL	46	67	16	17	9	56	55	16	72	34	100	50	47	585
2010 Year-to-Date														
6-10	27	34	14	10	4	19	32	8	44	14	69	22	26	323
11-15	11	14	1	2	1	23	16	7	12	3	18	6	10	124
16-20	3	11	0	3	2	4	4	1	5	10	8	6	6	63
21+	5	8	1	2	2	9	3	0	10	7	5	15	5	72
Annulled	0	0	0	0	0	1	0	0	1	0	0	1	0	3
TOTAL	46	67	16	17	9	56	55	16	72	34	100	50	47	585
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	
January 2010 Total														
6-10	58.7%	50.7%	87.5%	58.8%	44.4%	33.9%	58.2%	50.0%	61.1%	41.2%	69.0%	44.0%	55.3%	55.2%
11-15	23.9%	20.9%	6.3%	11.8%	11.1%	41.1%	29.1%	43.8%	16.7%	8.8%	18.0%	12.0%	21.3%	21.2%
16-20	6.5%	16.4%	0.0%	17.6%	22.2%	7.1%	7.3%	6.3%	6.9%	29.4%	8.0%	12.0%	12.8%	10.8%
21+	10.9%	11.9%	6.3%	11.8%	22.2%	16.1%	5.5%	0.0%	13.9%	20.6%	5.0%	30.0%	10.6%	12.3%
Annulled	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	1.4%	0.0%	0.0%	2.0%	0.0%	0.5%
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%
2010 Year-to-Date Delays By Duration														
6-10	58.7%	50.7%	87.5%	58.8%	44.4%	33.9%	58.2%	50.0%	61.1%	41.2%	69.0%	44.0%	55.3%	55.2%
11-15	23.9%	20.9%	6.3%	11.8%	11.1%	41.1%	29.1%	43.8%	16.7%	8.8%	18.0%	12.0%	21.3%	21.2%
16-20	6.5%	16.4%	0.0%	17.6%	22.2%	7.1%	7.3%	6.3%	6.9%	29.4%	8.0%	12.0%	12.8%	10.8%
21+	10.9%	11.9%	6.3%	11.8%	22.2%	16.1%	5.5%	0.0%	13.9%	20.6%	5.0%	30.0%	10.6%	12.3%
Annulled	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	1.4%	0.0%	0.0%	2.0%	0.0%	0.5%
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 (02/15/10) 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	
January 2010														
Peak *	10.5	12.6	9.0	7.2	15.0	12.8	11.4	11.0	13.5	15.2	10.6	20.9	9.0	12.6
Off-Peak **	14.7	12.7	7.9	14.1	--	19.3	11.3	11.1	12.0	18.3	13.4	15.9	19.8	14.5
All	11.7	12.6	8.4	11.6	15.0	16.6	11.4	11.1	12.6	16.9	11.7	19.2	14.6	13.5
2010 Year-to-Date														
Peak *	10.5	12.6	9.0	7.2	15.0	12.8	11.4	11.0	13.5	15.2	10.6	20.9	9.0	12.6
Off-Peak **	14.7	12.7	7.9	14.1	--	19.3	11.3	11.1	12.0	18.3	13.4	15.9	19.8	14.5
All	11.7	12.6	8.4	11.6	15.0	16.6	11.4	11.1	12.6	16.9	11.7	19.2	14.6	13.5

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 (02/15/10) version from TOPS.