

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

February 2010



COMMUTER RAIL ON-TIME PERFORMANCE

February 2010

This report presents an analysis of the February 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 February 2010, Metra operated 15,878 scheduled trains, including 'extras'. 493 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.9%. 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 February 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 February 2010.

Table 7.a shows the frequency of train delays by delay-cause category and by line during February 2010. Table 7.b shows the average frequencies over the previous five Februarys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 493 delays systemwide in February 2010, 199 less than the average over the previous five Februarys. Table 8.a shows delays from the beginning of the year through February 2010. Table 8.b shows the average frequencies through February 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 February of 2010, a total of 1,078 trains were delayed, compared to 1,893 trains delayed in the same two months of 2009.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2010 freight operations delayed 91 trains systemwide, compared to 37 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 14 trains were delayed by lift deployment in February 2010.

A review of February 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 49.3% of all late trains. Table 13 shows that the average length of delay was 15.9 minutes in February 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
February 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	27	97.5%	800	21	97.4%	1,880	48	97.4%	112	6	94.6%	72	0	100.0%	2,064	54	97.4%
Elec -ML	900	25	97.2%	680	16	97.6%	1,580	41	97.4%	184	3	98.4%	80	3	96.3%	1,844	47	97.5%
-BI	280	7	97.5%	460	8	98.3%	740	15	98.0%	120	1	99.2%	--	--	--	860	16	98.1%
-SC	<u>340</u>	<u>2</u>	99.4%	<u>740</u>	<u>12</u>	98.4%	<u>1,080</u>	<u>14</u>	98.7%	<u>192</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>1,352</u>	<u>14</u>	99.0%
Subtotal	1,520	34	97.8%	1,880	36	98.1%	3,400	70	97.9%	496	4	99.2%	160	3	98.1%	4,056	77	98.1%
Heritage	120	8	93.3%	--	--	--	120	8	93.3%	--	--	--	--	--	--	120	8	93.3%
Milw -N	500	21	95.8%	700	24	96.6%	1,200	45	96.3%	96	3	96.9%	80	2	97.5%	1,376	50	96.4%
-W	<u>540</u>	<u>22</u>	95.9%	<u>620</u>	<u>31</u>	95.0%	<u>1,160</u>	<u>53</u>	95.4%	<u>96</u>	<u>1</u>	99.0%	<u>72</u>	<u>0</u>	100.0%	<u>1,328</u>	<u>54</u>	95.9%
Subtotal	1,040	43	95.9%	1,320	55	95.8%	2,360	98	95.8%	192	4	97.9%	152	2	98.7%	2,704	104	96.2%
NCS	220	14	93.6%	220	10	95.5%	440	24	94.5%	--	--	--	--	--	--	440	24	94.5%
RI	720	19	97.4%	640	25	96.1%	1,360	44	96.8%	80	3	96.3%	64	2	96.9%	1,504	49	96.7%
SWS	220	14	93.6%	380	24	93.7%	600	38	93.7%	24	3	87.5%	--	--	--	624	41	93.4%
UP -N	602	22	96.3%	800	21	97.4%	1,402	43	96.9%	104	7	93.3%	72	1	98.6%	1,578	51	96.8%
-NW	660	19	97.1%	640	21	96.7%	1,300	40	96.9%	96	0	100.0%	60	1	98.3%	1,456	41	97.2%
-W	<u>540</u>	<u>18</u>	96.7%	<u>640</u>	<u>18</u>	97.2%	<u>1,180</u>	<u>36</u>	96.9%	<u>80</u>	<u>3</u>	96.3%	<u>72</u>	<u>5</u>	93.1%	<u>1,332</u>	<u>44</u>	96.7%
Subtotal	1,802	59	96.7%	2,080	60	97.1%	3,882	119	96.9%	280	10	96.4%	204	7	96.6%	4,366	136	96.9%
SYSTEM	6,722	218	96.8%	7,320	231	96.8%	14,042	449	96.8%	1,184	30	97.5%	652	14	97.9%	15,878	493	96.9%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (03/15/10) 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-FEB	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	95.0%	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	96.6%	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	91.8%	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	93.6%	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	89.6%	93.6%
	2010	97.8	97.4											97.6%	97.6%
	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	93.3%
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	98.9%	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	98.9%	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	97.9%	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	97.4%	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	97.6%	97.5%
	2010	97.7	98.1											97.9%	97.9%
	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	98.1%
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	95.1%	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	94.3%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	89.7%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	91.9%	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	85.4%	90.8%
	2010	92.5	93.3											92.9%	92.9%
	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	91.3%
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	94.3%	94.4%
	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.9%	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	92.9%	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	94.4%	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	91.4%	94.9%
	2010	96.1	96.4											96.2%	96.2%
	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	93.6%
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	94.0%	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	94.7%	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	94.7%	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	95.5%	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	94.4%	97.1%
	2010	96.0	95.9											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	94.7%
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	92.7%	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	96.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.7%	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	93.9%	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	91.1%	94.8%
	2010	96.4	94.5											95.5%	95.5%
	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	93.4%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	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	97.6%	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	96.5%	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	90.3%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.6%	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	95.3%	96.2%
	2010	95.4	96.7											96.0%	96.0%
	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	95.0%
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	93.3%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	92.9%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.1%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	91.7%	95.1%
	2010	94.6	93.4											94.0%	94.0%
	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	94.1%
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	96.7%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.3%	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	95.5%	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	90.7%	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	94.6%	94.2%
	2010	93.9	96.8											95.3%	95.3%
	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	95.0%
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	95.7%	96.9%
	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.2%	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	93.9%	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	94.7%	95.6%
	2010	96.7	97.2											96.9%	96.9%
	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	94.8%
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	94.2%	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	92.7%	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	93.8%	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	92.8%	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	94.7%	95.4%
	2010	96.6	96.7											96.7%	96.7%
	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	93.6%
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	96.2%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.7%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	94.5%	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	94.2%	95.7%
	2010	96.5	96.9											96.7%	96.7%
	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	95.2%

Delays data for most recent month is final (03/15/10) 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
February 2010**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1298	Thu, Feb 04	9	D	FRT TRAFFIC AT CICERO	
		80% OT	Thu, Feb 11	11	J	POLIVE ACTIVITY AT RT59
		Wed, Feb 17	8	J	7ML LEAVING ATC - POLICE REMOVED A PSGR	
		Wed, Feb 24	12	DD	XBRCABE YARDING	
ELML	0111	Wed, Feb 03	6	I	3" WASH TRN AHEAD FROM RANDOLPH; 4" ENTRAINING/DETRAINING EN- ROUTE (18TH, CHI ST UNIV AND RICHTON).	
		75% OT	Tue, Feb 09	7	IW	2" LAYTE DEPT ACCT FOLLOWING YD TRAIN, RANDOLPH; 5" ENTRAINING ACCT WEATHER ENROUTE.
		Thu, Feb 11	8	IW	2" CONGESTION, RANDOLPH; 2" P/U EMPLOYEES, 18TH; 4" SNOW BRAKESAND ENTRAINING ENROUTE.	
		Mon, Feb 22	6	I	6" SLOW DETRAINING ENROUTE.	
		Thu, Feb 25	7	I	1" NO REASON GIVEN, RANDOLPH; 3" EMPLOYEE D/O, 18TH & RICHTON; 1" NO REASON GIVEN, 95TH; 2" SLOW ENTRAINING, HARVEY.	
ELML	0739	Wed, Feb 10	7	IW	7" SLOW PASS LOADING PICK UP CREW	
		80% OT	Thu, Feb 11	7	IW	7" CONGESTION, 115TH.MANDITORY SNOW BRAKE
		Tue, Feb 23	8	G	8" PROBS W/SIG 10R, KENSINGTON.	
		Thu, Feb 25	8	A1	5" NO REASON GIVEN, 115TH; 1" FOLLOWING #709 ENROUTE; 2" NO REASON GIVEN.	
MN	2151	Fri, Feb 05	7	AM	7" AMTRAK #339 STRUCK A PEDESTRIAN NEAR MP 28.3.	
		80% OT	Thu, Feb 11	8	G	3" FOLLOWING #183 ENROUTE; 5" STOP SIGNAL, CN XING.
		Mon, Feb 15	12	D	12" FRT TRN INT, CP/WC XING.	
		Wed, Feb 24	8	E1	10" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.	
MW	2228	Mon, Feb 01	11	D	5" ADA ON, BENSENVILLE/OFF, ELMWOOD PK; 13" CP #241 (GOING TO BENSENVILLE YD) CLEARING TOWER B12.	
		80% OT	Tue, Feb 02	10	E1	10" DELAYED #2226 AHEAD.
		Thu, Feb 18	9	RL	8" ENGR HAD NOSE BLEED, BTR; 1" NO REASON GIVEN.	
		Mon, Feb 22	15	U1	12" LATE TURN OF DELAYED #2205; 3" ADA ON, WOODDALE.	
NCS	0112	Tue, Feb 09	20	D	21" FRT TRN INT, DEVAL.	
		80% OT	Wed, Feb 10	10	GW	7" LATE TURN OF DELAYED #101; 2" GX PROCEDURES, WASHINGTON ST; 2" RED SIG, JCT 19.
		Thu, Feb 11	10	D	10" FRT AHEAD CP 486, GALEWOOD.	
		Thu, Feb 18	8	D	8" FRT X-TRAFFIC M341, B12.	
RI	0506	Mon, Feb 08	6	RO	5" RED SIG, 16TH/CLARK; 2" ENTRAINING/DETRAINING, GRESHAM.	
		80% OT	Tue, Feb 09	6	IW	5" SLOW ENTRAINING ENROUTE; 2" YARD STOP.
		Wed, Feb 10	6	IW	6" SLOW PASSENGER LOADING	
		Wed, Feb 17	6	U	2" ADA OFF, OAK FOREST; 4" NO REASON GIVEN.	
RI	0523	Thu, Feb 11	6	UF	4" ADA LIFT STUCK, TP80; 1" NO REASON GIVEN, 103RD; 1" SLOW ENTRAINING, 111TH.	
		75% OT	Mon, Feb 15	7	AM	5" AMTRAK #304/307 CLEARING JUD; 2" NO REASON GIVEN.
		Tue, Feb 16	45	K	47" MEETING DELAYED #526, GRESHAM JCT.	
		Mon, Feb 22	6	U	2" RULE 6.30 W/526, 111TH; 3" TWO ADAS, TINLEY/80; 1" RULE 6.30W/6062, HICKORY CREEK.	
		Fri, Feb 26	38	E1	12" MEET #528 ACCT SINGLE TRACKING ACCT #421 B/O ENG, CP 66TH; 22" P/U #421 PSGRS, 191ST; 4" NO REASON GIVEN.	
SWS	0806	Wed, Feb 03	7	D	6" UP #MASPR CLEARING BELT JCT; 4" #916/BN #1219 CLEARING AHEADAT CUS.	
		80% OT	Tue, Feb 09	15	GA	7" SLOW ENTRAINING ENROUTE; 7" MEETING DELAYED #803/PLANT-IN- TIME (WRONG LINE-UP), CP 518.
		Tue, Feb 23	21	D	23" NS #216 TAKING HEADROOM/MEETING DELAYED #803, ASHBURN.	
		Wed, Feb 24	12	G	7" IHB DISP NO ANS PHONE/FLAGGING CP RIDGE (TRK CIRCUIT); 3" ENTRAINING ENROUTE; 5" AMTRAK #350/BNSF #1226 CLEARING AHEAD, CUS.	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS	0822	Tue, Feb 02	8	G	11" NS MAINTAINER RELEASING FOUL TIME/REMOVING S/O (SW #9)/ MEETING DELAYED #811, CP 518.
	75% OT	Tue, Feb 09	45	GA	37" LATE TURN OF DELAYED #807; 5" FRT TRN INT, FOREST HILL; 3" NO REASON GIVEN
		Thu, Feb 11	21	D	27" NS25Z CLEARING, 51ST YD.
		Mon, Feb 15	15	D	11" CSX #Q16514 CLEARING FOREST HILL; 4" NO REASON GIVEN.
		Fri, Feb 26	76	M1	75" IHB AGBML-26 HIT A CAR, CHICAGO RIDGE; 3" NS21G X-TRAFFIC, CP 518.
UPN	0359	Tue, Feb 02	9	I	4" LATE TURN OF DELAYED #352; 5" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
	55% OT	Wed, Feb 03	9	I	5" LATE TURN OF DELAYED #352; 5" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Mon, Feb 08	9	I	3" LATE TURN OF DELAYED #352; 6" HEAVY DETRAINING (CLYBOURN- ROGERS PK AND EVANSTON/CENTRAL).
		Tue, Feb 09	9	IW	5" LATE TURN OF DELAYED #352; 4" SLOW DETRAINING ENROUTE.
		Wed, Feb 10	9	AA	5" LATE TURN OF DELAYED #352; 4" HEAVY DETRAINING, ROGERS PK- WILMETTE.
		Thu, Feb 11	9	A1	9" LATE TURN OF #352, OTC.
		Fri, Feb 12	9	AA	9" LATE TURN OF DELAYED #352.
		Tue, Feb 16	9	AA	7" LATE TURN OF DELAYED #352.
		Wed, Feb 17	9	AA	9" LATE TURN OF DELAYED #352.

Data is final (03/15/10) version from TOPS.

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TABLE 4: DELAY CODES AND DEFINITIONS

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

11/07/07 version

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

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

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

11/07/07 version

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TABLE 6: NUMBER OF DELAYS BY DATE
February 2010

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	1	0	1	1	0	2	1	21	1	0	1	6	5	0	0	1	0	5	0	2	48
Elec -ML	0	0	1	0	0	0	3	6	6	1	1	2	0	1	1	7	1	8	3	0	41
-BI	0	0	0	0	1	0	1	4	0	1	0	0	1	3	1	1	0	0	2	0	15
-SC	3	2	0	1	2	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	14
Heritage	1	0	0	0	0	1	2	0	1	0	0	1	0	0	0	0	1	0	0	1	8
Milw -N	0	0	0	1	8	0	15	4	3	2	1	1	0	0	1	1	0	4	4	0	45
-W	2	15	0	1	0	1	5	5	2	0	1	0	1	2	1	4	4	6	2	1	53
NCS	1	2	0	5	0	0	4	3	3	0	1	1	0	1	1	0	0	0	1	1	24
RI	0	0	0	1	2	2	2	6	5	5	2	3	5	0	0	4	0	1	1	5	44
SWS	0	4	1	0	1	0	10	3	5	1	1	0	2	2	0	0	2	1	3	2	38
UP -N	0	4	3	1	1	2	5	2	1	2	0	2	1	0	0	1	2	5	5	6	43
-NW	0	1	0	0	4	1	10	5	2	8	0	1	1	0	1	0	0	1	2	3	40
-W	0	1	0	0	0	0	1	1	2	3	0	3	1	0	2	6	9	7	0	0	36
SYSTEM	8	29	6	11	19	9	60	62	34	23	8	20	17	9	8	25	19	38	23	21	449

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	7	14	21	28	TOTAL
BNSF	0	6	0	0	6	BNSF	0	0	0	0	0
Elec -ML	0	0	2	1	3	Elec -ML	0	1	2	0	3
-BI	0	0	0	1	1	-BI	-	-	-	-	-
-SC	0	0	0	0	0	-SC	0	0	0	0	0
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-
Milw -N	2	0	1	0	3	Milw -N	0	2	0	0	2
-W	1	0	0	0	1	-W	0	0	0	0	0
NCS	-	-	-	-	-	NCS	-	-	-	-	-
RI	2	0	0	1	3	RI	0	0	2	0	2
SWS	1	1	1	0	3	SWS	-	-	-	-	-
UP -N	1	0	1	5	7	UP -N	0	0	0	1	1
-NW	0	0	0	0	0	-NW	0	0	1	0	1
-W	0	0	2	1	3	-W	1	0	4	0	5
SYSTEM	7	7	7	9	30	SYSTEM	1	3	9	1	14

Data is final (03/15/10) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	8	2	0	0	18	3	1	1	1	8	1	0	43
<i>Freight Interference - Peak</i>	6	0	0	0	3	1	7	2	1	4	0	0	6	30
<i>Freight Interference - Off-Peak</i>	11	1	1	0	0	8	6	7	4	13	0	2	8	61
Freight Interference - Total	17	1	1	0	3	9	13	9	5	17	0	2	14	91
Accident	26	0	0	0	0	0	0	4	0	2	0	9	8	49
Passenger Loading	0	8	3	2	0	1	0	0	0	1	17	1	1	34
Lift Deployment	2	0	0	0	0	0	4	0	4	0	1	3	0	14
Obstruction/Debris	0	0	1	2	0	0	2	1	3	1	1	2	0	13
Signal/Switch Failure	3	6	4	5	5	3	5	2	10	8	2	2	8	63
Track Work	1	1	0	0	0	0	2	0	1	0	1	0	3	9
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	1	0	0	0	1	0	0	2	3	3	0	0	10
Locomotive Failure	2	0	0	0	0	12	15	3	5	0	0	9	4	50
Human Error	1	2	1	1	0	2	5	1	5	4	4	4	3	33
Sick, Injured, Unruly Passenger	2	12	1	3	0	0	3	0	4	0	2	4	1	32
Weather	0	8	3	1	0	4	2	3	7	4	6	3	0	41
Other	0	0	0	0	0	0	0	0	2	0	6	1	2	11
TOTAL TRAINS DELAYED	54	47	16	14	8	50	54	24	49	41	51	41	44	493

February - 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	1	1	0	3	2	2	1	2	3	2	3	27
<i>Freight Interference - Peak</i>	5	0	0	0	4	2	2	2	2	3	1	2	8	32
<i>Freight Interference - Off-Peak</i>	12	0	0	0	0	7	5	3	5	7	2	4	21	66
Freight Interference - Total	17	0	0	0	4	9	7	5	7	10	2	7	29	98
Accident	6	0	0	1	0	4	1	0	0	2	0	4	2	20
Passenger Loading	2	3	1	1	0	2	1	0	3	0	14	1	5	32
Lift Deployment	1	0	0	0	0	1	1	1	4	0	2	2	2	13
Obstruction/Debris	8	0	0	2	0	5	4	0	4	2	6	5	3	39
Signal/Switch Failure	38	5	2	2	3	9	8	8	12	5	6	11	7	116
Track Work	5	2	0	3	0	3	1	0	2	1	0	0	2	21
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	6	2	1	1	0	0	2	0	1	0	2	4	1	21
Locomotive Failure	10	0	0	0	0	8	9	1	5	2	1	1	2	39
Human Error	13	2	1	1	1	4	3	1	5	1	5	7	4	48
Sick, Injured, Unruly Passenger	4	2	1	1	0	1	3	0	5	0	2	2	2	21
Weather	18	17	7	4	3	15	14	3	31	2	22	19	15	169
Other	3	1	1	1	0	5	3	0	2	1	2	3	5	25
TOTAL TRAINS DELAYED	136	39	15	17	12	68	60	22	82	27	67	66	81	692

February 2010 Divergence From February 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	-4	4	1	-1	0	15	1	-1	0	-1	5	-1	-3	16
<i>Freight Interference - Peak</i>	1	0	0	0	-1	-1	5	0	-1	1	-1	-2	-2	-2
<i>Freight Interference - Off-Peak</i>	-1	1	1	0	0	1	1	4	-1	6	-2	-2	-13	-5
Freight Interference - Total	0	1	1	0	-1	0	6	4	-2	7	-2	-5	-15	-7
Accident	20	0	0	-1	0	-4	-1	4	0	0	0	5	6	29
Passenger Loading	-2	5	2	1	0	-1	-1	0	-3	1	3	0	-4	2
Lift Deployment	1	0	0	0	0	-1	3	-1	0	0	-1	1	-2	1
Obstruction/Debris	-8	0	1	0	0	-5	-2	1	-1	-1	-5	-3	-3	-26
Signal/Switch Failure	-35	1	2	3	2	-6	-3	-6	-2	3	-4	-9	1	-53
Track Work	-4	-1	0	-3	0	-3	1	0	-1	-1	1	0	1	-12
Catenary Failure	0	-1	0	-1	0	0	0	0	0	0	0	0	0	-3
Non-Locomotive Equipment Failure	-6	-1	-1	-1	0	1	-2	0	1	3	1	-4	-1	-11
Locomotive Failure	-8	0	0	0	0	4	6	2	0	-2	-1	8	2	11
Human Error	-12	0	0	0	-1	-2	2	0	0	3	-1	-3	-1	-15
Sick, Injured, Unruly Passenger	-2	10	0	2	0	-1	0	0	-1	0	0	2	-1	11
Weather	-18	-9	-4	-3	-3	-11	-12	0	-24	2	-16	-16	-15	-128
Other	-3	-1	-1	-1	0	-5	-3	0	0	-1	4	-2	-3	-14
TOTAL TRAINS DELAYED	-82	8	1	-3	-4	-18	-6	2	-33	14	-16	-25	-37	-199

Data for current month is final (03/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 03/15/2010

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-February 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	11	4	2	0	28	4	1	3	3	18	7	4	86
<i>Freight Interference - Peak</i>	11	0	0	0	10	2	7	8	4	8	9	1	9	69
<i>Freight Interference - Off-Peak</i>	15	1	1	0	0	15	14	11	9	20	6	2	16	110
Freight Interference - Total	26	1	1	0	10	17	21	19	13	28	15	3	25	179
Accident	26	0	0	0	0	0	0	5	11	2	0	10	13	67
Passenger Loading	0	11	10	5	0	1	0	0	6	1	41	2	4	81
Lift Deployment	3	0	0	0	0	1	8	1	10	0	5	3	1	32
Obstruction/Debris	1	2	1	4	0	0	2	1	10	2	3	14	2	42
Signal/Switch Failure	7	27	5	9	7	8	24	3	13	21	3	10	11	148
Track Work	1	1	0	0	0	2	3	0	6	0	6	0	4	23
Catenary Failure	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	4	4	0	0	0	1	0	0	7	3	4	5	0	28
Locomotive Failure	2	0	0	0	0	16	16	3	5	1	1	12	6	62
Human Error	10	2	2	2	0	15	19	3	6	5	11	9	3	87
Sick, Injured, Unruly Passenger	3	14	1	5	0	0	3	0	8	0	5	6	1	46
Weather	16	10	4	1	0	15	9	4	19	8	27	9	13	135
Other	0	28	1	2	0	2	0	0	4	1	12	1	4	55
TOTAL TRAINS DELAYED	100	114	32	31	17	106	109	40	121	75	151	91	91	1,078

January-February - 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	9	7	2	2	0	10	11	4	4	2	5	3	6	64
<i>Freight Interference - Peak</i>	16	0	0	0	8	2	4	6	4	6	1	5	12	65
<i>Freight Interference - Off-Peak</i>	24	0	0	0	0	12	9	7	11	13	2	7	43	129
Freight Interference - Total	40	0	0	0	8	15	14	13	15	19	3	12	55	194
Accident	24	3	0	2	0	5	7	3	0	4	3	16	7	75
Passenger Loading	6	5	3	2	0	4	3	0	6	0	28	6	8	71
Lift Deployment	4	0	0	0	0	4	3	2	8	0	3	3	4	32
Obstruction/Debris	12	1	1	3	0	9	10	1	5	2	7	12	5	68
Signal/Switch Failure	78	12	3	4	5	29	24	13	20	14	12	18	23	255
Track Work	8	4	1	6	0	6	2	1	5	3	1	3	2	42
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	8	8	5	1	0	2	2	1	2	0	4	5	2	40
Locomotive Failure	20	0	0	0	0	16	15	2	10	3	1	9	7	83
Human Error	23	8	2	2	2	8	9	1	11	3	15	15	8	105
Sick, Injured, Unruly Passenger	10	5	1	2	0	5	5	0	9	0	6	3	4	49
Weather	41	33	10	11	6	62	40	9	56	12	57	43	38	417
Other	6	2	2	1	0	9	5	0	6	1	7	8	7	54
TOTAL TRAINS DELAYED	288	91	31	37	22	183	148	50	156	63	152	156	176	1,554

January-February 2010 Divergence From January-February 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	-8	4	2	0	0	18	-7	-3	-1	1	13	4	-2	22
<i>Freight Interference - Peak</i>	-5	0	0	0	2	0	3	2	0	2	8	-4	-3	4
<i>Freight Interference - Off-Peak</i>	-9	1	1	0	0	3	5	4	-2	7	4	-5	-27	-19
Freight Interference - Total	-14	1	1	0	2	2	7	6	-2	9	12	-9	-30	-15
Accident	2	-3	0	-2	0	-5	-7	2	11	-2	-3	-6	6	-8
Passenger Loading	-6	6	7	3	0	-3	-3	0	0	1	13	-4	-4	10
Lift Deployment	-1	0	0	0	0	-3	5	-1	2	0	2	0	-3	0
Obstruction/Debris	-11	1	0	1	0	-9	-8	0	5	0	-4	2	-3	-26
Signal/Switch Failure	-71	15	2	5	2	-21	0	-10	-7	7	-9	-8	-12	-107
Track Work	-7	-3	-1	-6	0	-4	1	-1	1	-3	5	-3	2	-19
Catenary Failure	0	0	2	-1	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	-4	-4	-5	-1	0	-1	-2	-1	5	3	0	0	-2	-12
Locomotive Failure	-18	0	0	0	0	0	1	1	-5	-2	0	3	-1	-21
Human Error	-13	-6	0	0	-2	7	10	2	-5	2	-4	-6	-5	-18
Sick, Injured, Unruly Passenger	-7	9	0	3	0	-5	-2	0	-1	0	-1	3	-3	-3
Weather	-25	-23	-6	-10	-6	-47	-31	-5	-37	-4	-30	-34	-25	-282
Other	-6	26	-1	1	0	-7	-5	0	-2	0	5	-7	-3	1
TOTAL TRAINS DELAYED	-188	23	1	-6	-5	-77	-39	-10	-35	12	-1	-65	-85	-476

Data for current month is final (03/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 03/15/2010

**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 - Feb	
Passenger Train Interference	43	43											86	8.0%
<i>Freight Interference - Peak</i>	39	30											69	6.4%
<i>Freight Interference - Off-Peak</i>	49	61											110	10.2%
Freight Interference - Total	88	91											179	16.6%
Accident	18	49											67	6.2%
Passenger Loading	47	34											81	7.5%
Lift Deployment	18	14											32	3.0%
Obstruction/Debris	29	13											42	3.9%
Signal/Switch Failure	85	63											148	13.7%
Track Work	14	9											23	2.1%
Catenary Failure	7	0											7	0.6%
Non-Locomotive Equipment Failure	18	10											28	2.6%
Locomotive Failure	12	50											62	5.8%
Human Error	54	33											87	8.1%
Sick, Injured, Unruly Passenger	14	32											46	4.3%
Weather	94	41											135	12.5%
Other	44	11											55	5.1%
TOTAL TRAINS DELAYED	585	493											1,078	100%

Data for current month is final (03/15/10) version from TOPS.

2009

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31	15	31	95	5.0%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20	73	18	29	55	2.9%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38	90	29	58	78	4.1%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163	47	87	133	7.0%
Accident	98	12	9	27	8	20	20	9	9	6	5	38	110	5.8%
Passenger Loading	45	33	51	21	84	249	278	216	154	56	68	113	78	4.1%
Lift Deployment	23	15	13	8	12	16	41	21	30	33	22	21	38	2.0%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26	14	35	77	4.1%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119	58	109	362	19.1%
Track Work	15	15	25	58	47	117	34	170	85	132	64	46	30	1.6%
Catenary Failure	0	8	0	11	1	19	8	0	0	0	0	9	8	0.4%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11	6	35	18	1.0%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59	26	61	187	9.9%
Human Error	38	19	28	30	71	57	52	45	51	55	24	59	57	3.0%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35	49	20	55	2.9%
Weather	599	9	11	4	1	62	11	20	3	84	14	257	608	32.1%
Other	27	10	37	18	14	16	17	31	31	40	11	17	37	2.0%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596	850	423	938	1,893	100%

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

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Feb-09	6	0	0	0	2	1	6	9	5	6	0	0	2	37
Total	162	0	0	0	67	90	70	80	74	171	24	41	243	1,022
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
Feb-10	17	1	1	0	3	9	13	9	5	17	0	2	14	91
Total	181	1	1	0	54	76	67	73	60	175	30	46	146	910

Data for current month is final (03/15/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 03/15/2010

**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 Delays YTD	% of All Delays YTD
	BNSF	1	2																															3	3.00%			
Electric ML	0	0																															0	0.00%				
Electric BI	0	0																															0	0.00%				
Electric SC	0	0																															0	0.00%				
HER	0	0																															0	0.00%				
Milw N	1	0																															1	0.94%				
Milw W	4	4																															8	7.34%				
NCS	1	0																															1	2.50%				
RI	6	4																															10	8.26%				
SWS	0	0																																0	0.00%			
UP N	4	1																																5	3.31%			
UP NW	0	3																																3	3.30%			
UP W	1	0																																1	1.10%			
Total Lift Delays	18	14																																32	2.97%			
ALL DELAYS																												1,078										

Data for current month is final (03/15/10) version from TOPS.

2009

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays 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
February 2010

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	13	20	4	1	1	7	3	7	11	6	18	11	9	111
11-15	9	3	2	1	2	3	4	3	2	4	2	1	2	38
16-20	1	1	1	0	3	1	2	3	1	1	0	2	0	16
21+	3	1	0	0	2	10	13	1	4	3	1	5	6	49
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>
Sub-Total	27	25	7	2	8	21	22	14	19	14	22	19	18	218
Off-Peak **														
6-10	12	12	7	4	0	14	14	7	18	7	21	8	8	132
11-15	8	5	1	0	0	6	10	1	6	4	5	2	6	54
16-20	1	4	0	3	0	2	2	2	1	2	1	1	2	21
21+	6	1	0	3	0	5	6	0	4	14	1	9	8	57
Annulled	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>11</u>
Sub-Total	27	22	9	12	0	29	32	10	30	27	29	22	26	275
February 2010 Total														
6-10	25	32	11	5	1	21	17	14	29	13	39	19	17	243
11-15	17	8	3	1	2	9	14	4	8	8	7	3	8	92
16-20	2	5	1	3	3	3	4	5	2	3	1	3	2	37
21+	9	2	0	3	2	15	19	1	8	17	2	14	14	106
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>15</u>
TOTAL	54	47	16	14	8	50	54	24	49	41	51	41	44	493
2010 Year-to-Date														
6-10	52	66	25	15	5	40	49	22	73	27	108	41	43	566
11-15	28	22	4	3	3	32	30	11	20	11	25	9	18	216
16-20	5	16	1	6	5	7	8	6	7	13	9	9	8	100
21+	14	10	1	5	4	24	22	1	18	24	7	29	19	178
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>18</u>
TOTAL	100	114	32	31	17	106	109	40	121	75	151	91	91	1,078
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	
February 2010 Total														
6-10	46.3%	68.1%	68.8%	35.7%	12.5%	42.0%	31.5%	58.3%	59.2%	31.7%	76.5%	46.3%	38.6%	49.3%
11-15	31.5%	17.0%	18.8%	7.1%	25.0%	18.0%	25.9%	16.7%	16.3%	19.5%	13.7%	7.3%	18.2%	18.7%
16-20	3.7%	10.6%	6.3%	21.4%	37.5%	6.0%	7.4%	20.8%	4.1%	7.3%	2.0%	7.3%	4.5%	7.5%
21+	16.7%	4.3%	0.0%	21.4%	25.0%	30.0%	35.2%	4.2%	16.3%	41.5%	3.9%	34.1%	31.8%	21.5%
Annulled	<u>1.9%</u>	<u>0.0%</u>	<u>6.3%</u>	<u>14.3%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>0.0%</u>	<u>3.9%</u>	<u>4.9%</u>	<u>6.8%</u>	<u>3.0%</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%
2010 Year-to-Date Delays By Duration														
6-10	52.0%	57.9%	78.1%	48.4%	29.4%	37.7%	45.0%	55.0%	60.3%	36.0%	71.5%	45.1%	47.3%	52.5%
11-15	28.0%	19.3%	12.5%	9.7%	17.6%	30.2%	27.5%	27.5%	16.5%	14.7%	16.6%	9.9%	19.8%	20.0%
16-20	5.0%	14.0%	3.1%	19.4%	29.4%	6.6%	7.3%	15.0%	5.8%	17.3%	6.0%	9.9%	8.8%	9.3%
21+	14.0%	8.8%	3.1%	16.1%	23.5%	22.6%	20.2%	2.5%	14.9%	32.0%	4.6%	31.9%	20.9%	16.5%
Annulled	<u>1.0%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>6.5%</u>	<u>0.0%</u>	<u>2.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>3.3%</u>	<u>3.3%</u>	<u>1.7%</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 (03/15/10) 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	
February 2010														
Peak *	13.1	9.6	10.1	9.0	17.3	19.0	27.3	12.6	14.8	16.1	10.5	20.1	14.5	15.5
Off-Peak **	18.4	11.6	8.4	18.0	--	13.1	13.5	11.0	11.4	24.6	9.6	22.7	28.0	16.2
All	15.8	10.5	9.2	16.5	17.3	15.6	19.1	12.0	12.7	21.7	10.0	21.4	22.4	15.9
2010 Year-to-Date														
Peak *	11.6	11.6	9.6	7.6	16.1	15.8	19.2	12.0	14.0	15.6	10.5	20.6	11.4	13.8
Off-Peak **	17.2	12.1	8.1	16.0	--	16.5	12.4	11.1	11.7	22.0	11.8	19.6	23.9	15.4
All	13.9	11.8	8.8	13.7	16.1	16.2	15.2	11.6	12.7	19.5	11.1	20.2	18.2	14.6

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 (03/15/10) version from TOPS.