

**COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT**

April 2010



COMMUTER RAIL ON-TIME PERFORMANCE

April 2010

This report presents an analysis of the April 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 April 2010, Metra operated 17,284 scheduled trains, including 'extras'. 563 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.7%. 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 April 2010.

Table 7.a shows the frequency of train delays by delay-cause category and by line during April 2010. Table 7.b shows the average frequencies over the previous five Aprils, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 563 delays systemwide in April 2010, 131 more than the average over the previous five Aprils. Table 8.a shows delays from the beginning of the year through April 2010. Table 8.b shows the average frequencies through April 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 April of 2010, a total of 2,182 trains were delayed, compared to 2,775 trains delayed in the same four months of 2009.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In April 2010 freight operations delayed 96 trains systemwide, compared to 44 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 April 2010.

A review of April 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 53.3% of all late trains. Table 13 shows that the average length of delay was 14.6 minutes in April 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
April 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 | 1,189 | 59 | 95.0% | 884 | 35 | 96.0% | 2,073 | 94 | 95.5% | 112 | 2 | 98.2% | 72 | 0 | 100.0% | 2,257 | 96 | 95.7% |
| Elec -ML | 987 | 20 | 98.0% | 751 | 22 | 97.1% | 1,738 | 42 | 97.6% | 184 | 1 | 99.5% | 80 | 0 | 100.0% | 2,002 | 43 | 97.9% |
| -BI | 308 | 9 | 97.1% | 506 | 13 | 97.4% | 814 | 22 | 97.3% | 120 | 0 | 100.0% | -- | -- | -- | 934 | 22 | 97.6% |
| -SC | <u>374</u> | <u>10</u> | 97.3% | <u>814</u> | <u>15</u> | 98.2% | <u>1,188</u> | <u>25</u> | 97.9% | <u>192</u> | <u>1</u> | 99.5% | <u>80</u> | <u>0</u> | 100.0% | <u>1,460</u> | <u>26</u> | 98.2% |
| Subtotal | 1,669 | 39 | 97.7% | 2,071 | 50 | 97.6% | 3,740 | 89 | 97.6% | 496 | 2 | 99.6% | 160 | 0 | 100.0% | 4,396 | 91 | 97.9% |
| Heritage | 132 | 11 | 91.7% | -- | -- | -- | 132 | 11 | 91.7% | -- | -- | -- | -- | -- | -- | 132 | 11 | 91.7% |
| Milw -N | 549 | 25 | 95.4% | 771 | 45 | 94.2% | 1,320 | 70 | 94.7% | 96 | 10 | 89.6% | 80 | 2 | 97.5% | 1,496 | 82 | 94.5% |
| -W | <u>593</u> | <u>9</u> | 98.5% | <u>683</u> | <u>22</u> | 96.8% | <u>1,276</u> | <u>31</u> | 97.6% | <u>96</u> | <u>0</u> | 100.0% | <u>72</u> | <u>0</u> | 100.0% | <u>1,444</u> | <u>31</u> | 97.9% |
| Subtotal | 1,142 | 34 | 97.0% | 1,454 | 67 | 95.4% | 2,596 | 101 | 96.1% | 192 | 10 | 94.8% | 152 | 2 | 98.7% | 2,940 | 113 | 96.2% |
| NCS | 242 | 15 | 93.8% | 242 | 28 | 88.4% | 484 | 43 | 91.1% | -- | -- | -- | -- | -- | -- | 484 | 43 | 91.1% |
| RI | 792 | 20 | 97.5% | 705 | 21 | 97.0% | 1,497 | 41 | 97.3% | 80 | 1 | 98.8% | 64 | 5 | 92.2% | 1,641 | 47 | 97.1% |
| SWS | 242 | 4 | 98.3% | 418 | 15 | 96.4% | 660 | 19 | 97.1% | 24 | 0 | 100.0% | -- | -- | -- | 684 | 19 | 97.2% |
| UP -N | 659 | 19 | 97.1% | 881 | 14 | 98.4% | 1,540 | 33 | 97.9% | 104 | 13 | 87.5% | 72 | 2 | 97.2% | 1,716 | 48 | 97.2% |
| -NW | 724 | 19 | 97.4% | 704 | 13 | 98.2% | 1,428 | 32 | 97.8% | 96 | 4 | 95.8% | 60 | 0 | 100.0% | 1,584 | 36 | 97.7% |
| -W | <u>594</u> | <u>18</u> | 97.0% | <u>704</u> | <u>24</u> | 96.6% | <u>1,298</u> | <u>42</u> | 96.8% | <u>80</u> | <u>14</u> | 82.5% | <u>72</u> | <u>3</u> | 95.8% | <u>1,450</u> | <u>59</u> | 95.9% |
| Subtotal | 1,977 | 56 | 97.2% | 2,289 | 51 | 97.8% | 4,266 | 107 | 97.5% | 280 | 31 | 88.9% | 204 | 5 | 97.5% | 4,750 | 143 | 97.0% |
| SYSTEM | 7,385 | 238 | 96.8% | 8,063 | 267 | 96.7% | 15,448 | 505 | 96.7% | 1,184 | 46 | 96.1% | 652 | 12 | 98.2% | 17,284 | 563 | 96.7% |

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

Delays data for most recent month is final (05/19/10) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPbyServPeriod&Line 05/19/10

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN- APR | 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 | 96.1% | 95.5% | |
| | 2006 | 96.9 | 96.4 | 96.4 | 97.7 | 96.2 | 93.4 | 97.4 | 95.0 | 96.2 | 93.7 | 90.2 | 91.4 | 96.8% | 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 | 94.2% | 95.8% | |
| | 2008 | 92.9 | 94.3 | 97.0 | 98.2 | 97.0 | 94.3 | 94.8 | 94.6 | 92.8 | 92.8 | 94.2 | 89.9 | 95.6% | 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 | 93.4% | 93.6% | |
| | 2010 | 97.8 | 97.4 | 96.4 | 95.7 | | | | | | | | | | 96.8% | 96.8% |
| | 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 | | 95.2% | 94.9% |
| 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 | 99.2% | 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 | 98.7% | 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 | 98.0% | 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 | 98.3% | 97.5% | |
| | 2010 | 97.7 | 98.1 | 98.4 | 97.9 | | | | | | | | | | 98.0% | 98.0% |
| | 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 | | 98.4% | 97.9% |
| 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 | 95.5% | 93.1% | |
| | 2006 | 94.4 | 94.2 | 92.8 | 92.5 | 95.5 | 92.4 | 91.7 | 90.6 | 90.0 | 92.4 | 92.9 | 95.0 | 93.5% | 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 | 89.6% | 91.1% | |
| | 2008 | 93.9 | 89.7 | 83.3 | 87.2 | 89.7 | 92.9 | 91.7 | 86.5 | 88.2 | 89.1 | 93.0 | 78.6 | 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 | 90.4% | 90.8% | |
| | 2010 | 92.5 | 93.3 | 89.1 | 91.7 | | | | | | | | | | 91.6% | 91.6% |
| | 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 | | 91.5% | 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 | 95.4% | 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 | 95.6% | 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 | 93.9% | 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 | 95.2% | 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 | 93.9% | 94.9% | |
| | 2010 | 96.1 | 96.4 | 94.2 | 94.5 | | | | | | | | | | 95.3% | 95.3% |
| | 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 | | 94.8% | 94.1% |
| 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 | 95.2% | 94.8% | |
| | 2006 | 91.9 | 97.7 | 96.0 | 97.3 | 97.4 | 97.2 | 93.4 | 95.2 | 97.4 | 96.9 | 98.2 | 94.1 | 95.7% | 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 | 95.7% | 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 | 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 | 96.4% | 97.1% | |
| | 2010 | 96.0 | 95.9 | 97.3 | 97.9 | | | | | | | | | | 96.8% | 96.8% |
| | 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 | | 95.9% | 96.0% |
| 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 | 91.2% | 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 | 94.6% | 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 | 93.6% | 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 | 95.0% | 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 | 93.9% | 94.8% | |
| | 2010 | 96.4 | 94.5 | 92.3 | 91.1 | | | | | | | | | | 93.5% | 93.5% |
| | 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 | | 93.9% | 94.2% |

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

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN- APR | 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 | 97.8% | 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 | 96.8% | 96.3% |
| | 2007 | 96.0 | 84.0 | 96.4 | 98.4 | 96.1 | 93.9 | 92.0 | 94.3 | 95.8 | 97.1 | 95.2 | 90.9 | 93.9% | 94.2% |
| | 2008 | 95.5 | 95.6 | 94.5 | 98.8 | 97.6 | 96.4 | 96.5 | 96.9 | 95.8 | 92.3 | 96.3 | 89.3 | 96.1% | 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 | 95.9% | 96.2% |
| | 2010 | 95.4 | 96.7 | 97.6 | 97.1 | | | | | | | | | | 96.7% |
| 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 | 96.1% | 95.4% |
| 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 | 95.1% | 94.8% |
| | 2006 | 92.3 | 93.3 | 97.0 | 96.2 | 94.1 | 96.4 | 93.0 | 89.7 | 85.2 | 90.8 | 95.7 | 93.0 | 95.0% | 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 | 97.2% | 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 | 94.8% | 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 | 94.0% | 95.1% |
| | 2010 | 94.6 | 93.4 | 96.9 | 97.2 | | | | | | | | | | 95.6% |
| 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 | 95.2% | 94.8% |
| 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 | 98.0% | 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 | 98.1% | 97.6% |
| | 2007 | 98.0 | 92.8 | 97.9 | 98.5 | 97.4 | 93.9 | 93.5 | 89.8 | 96.8 | 97.6 | 96.8 | 92.6 | 96.9% | 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 | 93.0% | 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 | 96.0% | 94.2% |
| | 2010 | 93.9 | 96.8 | 96.5 | 97.2 | | | | | | | | | | 96.1% |
| 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 | 96.3% | 95.5% |
| 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 | 96.7% | 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 | 95.7% | 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 | 94.3% | 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 | 96.2% | 95.6% |
| | 2010 | 96.7 | 97.2 | 97.3 | 97.7 | | | | | | | | | | 97.2% |
| 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 | 96.2% | 96.3% |
| 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 | 95.9% | 94.7% |
| | 2006 | 91.7 | 93.7 | 96.0 | 94.2 | 94.2 | 95.6 | 96.1 | 94.8 | 95.1 | 96.0 | 94.9 | 93.8 | 93.9% | 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 | 94.4% | 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 | 93.5% | 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 | 95.6% | 95.4% |
| | 2010 | 96.6 | 96.7 | 97.9 | 95.9 | | | | | | | | | | 96.8% |
| 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 | 94.7% | 94.5% |
| 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 | 97.1% | 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 | 97.0% | 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 | 95.7% | 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 | 95.9% | 95.7% |
| | 2010 | 96.5 | 96.9 | 97.0 | 96.7 | | | | | | | | | | 96.8% |
| 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 | 96.2% | 95.9% |

Delays data for most recent month is final (05/19/10) 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
April 2010**

| Line | Train | Date | Minutes Delay | | Delay Explanation | |
|------|-------|---------------|---------------|------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| | | | Late | Code | | |
| BNSF | 1243 | Thu, Apr 01 | 10 | U | ADA LIFTS AT DOWNERS GROVE, LISLE AND RT59 | |
| | | 82% OT | Mon, Apr 12 | 7 | G | TRACK INDICATION ON MT1 AT 84 LUMBER, MP 30 |
| | | Wed, Apr 14 | 7 | DD | FAIRVIEW, NO LINEUP (5") 2" PSGR LINEUP | |
| | | Thu, Apr 29 | 13 | KW | HIGH WIND WARNING | |
| BNSF | 1271 | Fri, Apr 09 | 10 | G | FAIRVIEW AVE SWITCH FAILURE, FLAGGED THROUGH PLANT | |
| | | 82% OT | Tue, Apr 20 | 8 | DD | WEST EOLA, S-SEACHI2-17 CLEARING INTO EAST YARD |
| | | Thu, Apr 22 | 11 | E | NAPERVILLE, ENGINE FAILURE ON ENGINE 194 | |
| | | Thu, Apr 29 | 7 | KW | HIGH WIND WARNING | |
| BNSF | 1279 | Fri, Apr 09 | 21 | DD | FAIRVIEW AVE SWITCH FAIULRE, 1271 AHEAD (8") 13" EOLA, WEST EOLA FRT TRAIN CLEARING | |
| | | 82% OT | Wed, Apr 21 | 11 | DD | FOLLOWED 1277 AT CPK |
| | | Thu, Apr 22 | 8 | EI | 1271 AHEAD AT FVW AVE WHO WAS DELAYED BY 1265 | |
| | | Mon, Apr 26 | 9 | D | DEPARTED 2" LATE OUT OF CUS, FOLLOWED 1277 MT 1, E-CGBBTM0-02 ON MT 2 AT EOLA | |
| BNSF | 1280 | Fri, Apr 02 | 14 | KD | STUCK BEHIND DISABLED 9302 | |
| | | 82% OT | Mon, Apr 05 | 7 | V | METX 183 ONLY ABLE TO OPERATE 42 MPH |
| | | Wed, Apr 07 | 8 | AM | 2" WEATHER RELATED LDG, 6" CUS, HELD FOR OUTBOUND TRAFFIC. OUTBOUND AMTK ENG 99 | |
| | | Mon, Apr 26 | 7 | K1 | LATE FLIP OFF 1280, DEPARTED ATC 1702 | |
| BNSF | 1281 | Mon, Apr 12 | 9 | I | HVY LDG FROM CUB FANS AND ADA LIFTS AT STONE AVE AND WESTMONT | |
| | | 82% OT | Wed, Apr 14 | 10 | GA | TRACK INDICATION AT TAYLOR STREET, SIGNAL HAD TO RUN TIME |
| | | Thu, Apr 15 | 9 | U | STONE AVE, ADA LIFT, (6"), EOLA, FRT INTERFERENCE, C-SXMCNB0-28 | |
| | | Fri, Apr 30 | 7 | I | HVY CUB FANS LDG AND ADA LIFT AT LAGRANGE RD | |
| HC | 0919 | Thu, Apr 01 | 40 | D | 45" MCHNP01 IN EMERGENCY, CP CANAL. | |
| | | 82% OT | Mon, Apr 05 | 7 | G | 6M FLAGING LEMOYNE; 3M S/O MP 34.5-35.0. |
| | | Thu, Apr 22 | 15 | D | 10M CP CANAL X-TRAFFIC, 5M FOLLOWING AMTRACK 305. | |
| | | Tue, Apr 27 | 6 | RO | 6" UD TOWER OPERATOR ERROR. | |
| ELML | 0149 | Fri, Apr 02 | 6 | I | 6" HEAVY DETRAINING ENROUTE. | |
| | | 82% OT | Thu, Apr 15 | 6 | F1 | 6" MAKING FLAG STOPS ENROUTE. |
| | | Thu, Apr 22 | 7 | I | 7M NO REASON GIVEN. | |
| | | Fri, Apr 30 | 8 | FW | 8" CC# 1600 DEAD AND HEAVY RAIN ENROUTE. | |
| ELSC | 0345 | Thu, Apr 01 | 7 | II | 7" MEETING #145, 67TH. | |
| | | 82% OT | Tue, Apr 06 | 6 | II | 6" HELD FOR CONNECTIONS OFF #145, 67TH. |
| | | Thu, Apr 15 | 7 | F1 | 7" ACCT #501 PROBLEMS, 67TH. | |
| | | Wed, Apr 28 | 6 | II | 6" HELD FOR CONNECTIONS OFF #145, 67TH. | |
| MN | 2125 | Thu, Apr 01 | 14 | D1 | 14" WAITING FOR #2146 TO CLEAR, RONDOUT. | |
| | | 82% OT | Fri, Apr 23 | 9 | E | 10M DELAY ENROUTE, LOCO #118 SLOW ENTRAINING, "WHEEL SLIP". |
| | | Wed, Apr 28 | 12 | G | 12" SW FAILURE, MORTON GROVE. | |
| | | Fri, Apr 30 | 12 | CC | 12" WAITING FOR #2146 TO CLEAR, RONDOUT. | |
| MN | 2149 | Wed, Apr 07 | 9 | D1 | 13" MEETING DELAYED #120/2156 OFF THE J LINE, RONDOUT. | |
| | | 77% OT | Mon, Apr 12 | 9 | G | 11" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT. |
| | | Tue, Apr 13 | 10 | E1 | 14" MEETING DELAYED #120/2156 OFF THE J LINE, RONDOUT. | |
| | | Wed, Apr 21 | 10 | D | 8" CP FRT AHEAD, TOWER A20-RONDOUT; 6" MEETING DELAYED #2156 OFF OF THE J LINE, RONDOUT. | |
| | | Wed, Apr 28 | 9 | D | 11" FRT TRN INT, CP/WC XING. | |
| MN | 2151 | Tue, Apr 13 | 10 | E1 | 12" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT. | |
| | | 77% OT | Wed, Apr 21 | 8 | D1 | 4" FOLLOWING CP #183-21; 6" MET DELAYED #2158 OFF THE J LINE, RONDOUT. |
| | | Thu, Apr 22 | 9 | K1 | 10M DELAY RONDOUT WAITING FOR #2158 TO CLEAR J-LINE. | |
| | | Wed, Apr 28 | 8 | D1 | 3" FOLLOWING CP #813; 6" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT. | |
| | | Thu, Apr 29 | 16 | D | 18" FRT X-TRAFFIC, CN XING. | |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|------|-------|---------------|--------------|------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| MN | 2156 | Wed, Apr 07 | 10 | D | 6" MEETING #2143, FOX LAKE; 9" STOP SIG, CP/WC XING. | |
| | | 77% OT | Mon, Apr 12 | 8 | G1 | 12" MEETING DELAYED #2143, FOX LAKE. |
| | | Tue, Apr 13 | 12 | E1 | 14" DELAYED #120 CLEARING AHEAD, CP/WC XING. | |
| | | Thu, Apr 15 | 8 | AD | 8" WAITING FOR #2143 TO YD, FOX LAKE; 4" S/O, MAYFAIR TO HEALY. | |
| | | Thu, Apr 29 | 11 | AD | 7" WAITING FOR #2143 TO YD, FOX LAKE; 5" X-TRAFFIC, CN XING; 3" X-TRAFFIC, MAYFAIR. | |
| NCS | 0105 | Fri, Apr 02 | 8 | D | 2" WAITING FOR LINE-UP, TOWER A2; 4" UP PSGR TRN INT, DEVAL; 2" ENTRAINING ENROUTE; 6" FRT TRN INT, LAMOND. | |
| | | 82% OT | Thu, Apr 15 | 7 | CC | 12" MOW WORK, DEVAL. |
| | | Mon, Apr 26 | 8 | E1 | 13M DEL MEETING DEL #114 @ LOMOND. | |
| | | Fri, Apr 30 | 8 | D | 14" FRT TRN INT, LOMOND. | |
| NCS | 0114 | Tue, Apr 06 | 8 | E1 | 2" LATE TURN OF DELAYED #103; 7" CUTTING OUT TRACTION MOTORS. | |
| | | 82% OT | Mon, Apr 12 | 15 | D | 15" MEETING N/B FRT, LAKE VILLA; 3" UP PSGR TRN INT, DEVAL. |
| | | Wed, Apr 14 | 10 | G | 4M SW PROBS, PROSPECT HTS; 4M TLK BY DEVAL; 4M EQIP TRNS AHEAD AT CP CANAL. | |
| | | Mon, Apr 26 | 152 | E1 | 2HR 32M LATE TURN OF DEL 103/FRT TRN INT. | |
| NCS | 0119 | Thu, Apr 01 | 6 | D1 | 1" ENTRAINING; 2" #2149 CLEARING CP/WC XING; 3" FRT TRN INT, MUNDELEIN. | |
| | | 77% OT | Wed, Apr 07 | 8 | D | 10" FRT TRN INT, LAMOND. |
| | | Wed, Apr 21 | 8 | D | 13" MEETING S/B FRT, LAMOND. | |
| | | Tue, Apr 27 | 24 | D1 | 25" LATE TURN OF EQUIP. #118. | |
| | | Wed, Apr 28 | 13 | D | 15" FRT TRN AHEAD, ALLISON RD. | |
| NCS | 0120 | Wed, Apr 07 | 6 | D | 15" TWO FRT TRNS AHEAD, ANTIOCH-ROUND LAKE BEACH. | |
| | | 82% OT | Thu, Apr 08 | 11 | D | 15" WAITING FOR #2149 TO CLEAR 1 MT AND CP FREIGHT STOPPED ON 2 MT, DEERFIELD. |
| | | Tue, Apr 13 | 23 | E1 | 31" LATE TURN OF DELAYED #113. | |
| | | Wed, Apr 21 | 6 | D1 | 14" MET DELAYED #115, RAM; 1" GX PROCEDURES, DUNEE RD. | |
| UPN | 0326 | Mon, Apr 12 | 6 | I1 | 6" DELAYED #324 AHEAD. | |
| | | 77% OT | Wed, Apr 14 | 13 | R1 | 13" DELAYED #324 AHEAD. |
| | | Tue, Apr 20 | 8 | I1 | 8" DELAYED #324 AHEAD. | |
| | | Thu, Apr 29 | 11 | R1 | 11" #324 AHEAD ENROUTE. | |
| | | Fri, Apr 30 | 7 | CC | 7" #324 AHEAD, HIGHLAKD PK-ROGERS PK AND S/O, MP 12.0-11.97 & 4.,8-4.2. | |
| UPN | 0359 | Thu, Apr 01 | 9 | I1 | 9" LATE TURN OF #352, OTC. | |
| | | 77% OT | Tue, Apr 06 | 6 | AA | 6" LATE TURN OF DELAYED #352. |
| | | Thu, Apr 08 | 9 | I1 | 9" LATE TURN OF #352. | |
| | | Mon, Apr 12 | 9 | I1 | 9" LATE TURN OF DELAYED #352. | |
| | | Tue, Apr 20 | 7 | I1 | 7" LATE TURN OF DELAYED #352. | |
| UPW | 0044 | Thu, Apr 01 | 7 | CC | 17" FORM B, MP 35.72 TO 35.5 & 30.4 TO 30 & 27.76 TO 25.25 & 17.25 TO 16.75 & 10.25 TO 9.75; HEAVY ENTRAINING, GENEVA TO ELMHURST. | |
| | | 82% OT | Wed, Apr 14 | 8 | CC | 18" MOW, MP 22.5, 8.0-7.0 & 5.3-5.2 AND HEAVY/SLOW ENTRAINING, GENEVA-ELMHURST, RIVER FOREST AND OAK PARK. |
| | | Thu, Apr 15 | 16 | CC | 26" FORM B, MP 22.5 TO 22.49 & 17.2; HEAVY ENTRAINING, GENEVA TO ELMHURST. | |
| | | Fri, Apr 30 | 13 | CC | 23" HEAVY ENTRAINING ENROUTE/OPERATING MT2, TURNER-PARK. | |
| UPW | 0064 | Tue, Apr 13 | 6 | I | 6" SLOW ENTRAINING, WEST CHICAGO AND OPERATED MT2, VALE-KEDZIE. | |
| | | 82% OT | Tue, Apr 20 | 9 | G | 9" OPERATED MT1 FROM KEDZIE (SW #33 FAILED, TOWER A2). |
| | | Wed, Apr 21 | 11 | V | 11" OEPERATED ON BLOCKS, LA FOX-OTC (B/O TRN CONTROL). | |
| | | Fri, Apr 30 | 24 | N1 | 10" LATE TURN OF DELAYED #57; 14" S/O, PARK AND #MKDPRG-30 AHEAD, VALE. | |

Data is final (05/19/10) version from TOPS.

TABLE 4: DELAY CODES AND DEFINITIONS

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

11/07/07 version

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

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

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

11/07/07 version

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TABLE 6: NUMBER OF DELAYS BY DATE
April 2010

| WEEKDAY | 1 2 | | 5 6 7 8 9 | | | | | 12 13 14 15 16 | | | | | 19 20 21 22 23 | | | | | 26 27 28 29 30 | | | | | TOTAL |
|-----------------|----------|----------|-----------|----------|----------|----------|----------|----------------|----------|----------|----------|----------|----------------|----------|----------|----------|----------|----------------|----------|----------|----------|-----------|-----------|
| | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | |
| BNSF | 1 | 15 | 1 | 1 | 2 | 1 | 4 | 4 | 1 | 3 | 3 | 0 | 2 | 5 | 3 | 27 | 0 | 6 | 0 | 0 | 11 | 4 | 94 |
| Elec -ML | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 2 | 2 | 2 | 2 | 1 | 0 | 1 | 2 | 1 | 2 | 42 |
| -BI | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 22 |
| -SC | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | 25 |
| Heritage | 2 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 11 |
| Milw -N | 3 | 2 | 5 | 6 | 3 | 0 | 0 | 4 | 5 | 0 | 4 | 0 | 0 | 1 | 4 | 4 | 6 | 2 | 2 | 6 | 3 | 10 | 70 |
| -W | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 5 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 5 | 2 | 1 | 0 | 1 | 31 |
| NCS | 2 | 2 | 0 | 6 | 3 | 1 | 1 | 1 | 4 | 2 | 2 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 | 2 | 0 | 3 | 43 |
| RI | 1 | 2 | 5 | 0 | 5 | 2 | 3 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 5 | 1 | 3 | 0 | 2 | 2 | 41 |
| SWS | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 3 | 0 | 1 | 2 | 0 | 0 | 19 |
| UP -N | 2 | 0 | 5 | 2 | 0 | 2 | 0 | 6 | 0 | 3 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 33 |
| -NW | 6 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 14 | 0 | 1 | 1 | 32 |
| -W | <u>2</u> | <u>0</u> | <u>0</u> | <u>4</u> | <u>1</u> | <u>3</u> | <u>0</u> | <u>1</u> | <u>3</u> | <u>1</u> | <u>2</u> | <u>3</u> | <u>2</u> | <u>2</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>0</u> | <u>1</u> | <u>1</u> | <u>13</u> | <u>42</u> |
| SYSTEM | 25 | 28 | 23 | 23 | 23 | 12 | 9 | 17 | 19 | 16 | 56 | 8 | 13 | 18 | 19 | 41 | 18 | 21 | 30 | 18 | 21 | 47 | 505 |

| SATURDAY | 3 | 10 | 17 | 24 | TOTAL | SUNDAY/HOLIDAY | 4 | 11 | 18 | 25 | TOTAL |
|-----------------|----------|----------|----------|----------|-----------|-----------------|----------|----------|----------|----------|----------|
| BNSF | 0 | 1 | 1 | 0 | 2 | BNSF | 0 | 0 | 0 | 0 | 0 |
| Elec -ML | 1 | 0 | 0 | 0 | 1 | Elec -ML | 0 | 0 | 0 | 0 | 0 |
| -BI | 0 | 0 | 0 | 0 | 0 | -BI | - | - | - | - | - |
| -SC | 1 | 0 | 0 | 0 | 1 | -SC | 0 | 0 | 0 | 0 | 0 |
| Heritage | - | - | - | - | - | Heritage | - | - | - | - | - |
| Milw -N | 0 | 1 | 6 | 3 | 10 | Milw -N | 0 | 0 | 2 | 0 | 2 |
| -W | 0 | 0 | 0 | 0 | 0 | -W | 0 | 0 | 0 | 0 | 0 |
| NCS | - | - | - | - | - | NCS | - | - | - | - | - |
| RI | 0 | 0 | 0 | 1 | 1 | RI | 1 | 1 | 3 | 0 | 5 |
| SWS | 0 | 0 | 0 | 0 | 0 | SWS | - | - | - | - | - |
| UP -N | 3 | 5 | 4 | 1 | 13 | UP -N | 1 | 1 | 0 | 0 | 2 |
| -NW | 0 | 1 | 3 | 0 | 4 | -NW | 0 | 0 | 0 | 0 | 0 |
| -W | <u>2</u> | <u>4</u> | <u>3</u> | <u>5</u> | <u>14</u> | -W | <u>0</u> | <u>1</u> | <u>1</u> | <u>1</u> | <u>3</u> |
| SYSTEM | 7 | 12 | 17 | 10 | 46 | SYSTEM | 2 | 3 | 6 | 1 | 12 |

Data is draft (05/05/10) version from TOPS.

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

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|----------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|-----------|-----------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 2 | 0 | 1 | 0 | 0 | 5 | 3 | 1 | 0 | 0 | 1 | 5 | 0 | 18 |
| <i>Freight Interference - Peak</i> | 10 | 0 | 0 | 0 | 7 | 3 | 2 | 10 | 1 | 1 | 0 | 3 | 0 | 37 |
| <i>Freight Interference - Off-Peak</i> | 3 | 0 | 0 | 0 | 0 | 14 | 2 | 16 | 4 | 7 | 2 | 1 | 10 | 59 |
| Freight Interference - Total | 13 | 0 | 0 | 0 | 7 | 17 | 4 | 26 | 5 | 8 | 2 | 4 | 10 | 96 |
| Accident | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 9 |
| Passenger Loading | 3 | 6 | 4 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 23 | 4 | 6 | 55 |
| Lift Deployment | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 8 | 18 |
| Obstruction/Debris | 30 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 1 | 1 | 2 | 42 |
| Signal/Switch Failure | 27 | 7 | 2 | 7 | 2 | 15 | 2 | 3 | 9 | 3 | 0 | 8 | 2 | 87 |
| Track Work | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 6 | 1 | 6 | 1 | 14 | 45 |
| Catenary Failure | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Non-Locomotive Equipment Failure | 0 | 20 | 12 | 13 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 50 |
| Locomotive Failure | 3 | 0 | 0 | 0 | 0 | 7 | 10 | 9 | 6 | 0 | 0 | 1 | 1 | 37 |
| Human Error | 1 | 1 | 0 | 0 | 2 | 3 | 1 | 2 | 2 | 5 | 6 | 5 | 1 | 29 |
| Sick, Injured, Unruly Passenger | 1 | 5 | 2 | 1 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 4 | 2 | 22 |
| Weather | 11 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 4 | 1 | 2 | 26 |
| Other | 3 | 0 | 1 | 0 | 0 | 7 | 3 | 0 | 1 | 1 | 3 | 0 | 10 | 29 |
| TOTAL TRAINS DELAYED | 96 | 43 | 22 | 26 | 11 | 82 | 31 | 43 | 47 | 19 | 48 | 36 | 59 | 563 |

April - 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 3 | 1 | 0 | 1 | 2 | 16 |
| <i>Freight Interference - Peak</i> | 5 | 0 | 0 | 0 | 4 | 1 | 3 | 3 | 1 | 4 | 1 | 2 | 2 | 26 |
| <i>Freight Interference - Off-Peak</i> | 9 | 0 | 0 | 0 | 0 | 7 | 6 | 3 | 3 | 6 | 1 | 2 | 14 | 51 |
| Freight Interference - Total | 14 | 0 | 0 | 0 | 4 | 8 | 9 | 5 | 4 | 10 | 2 | 4 | 16 | 76 |
| Accident | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 3 | 0 | 7 | 2 | 3 | 21 |
| Passenger Loading | 2 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 5 | 1 | 2 | 17 |
| Lift Deployment | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 12 |
| Obstruction/Debris | 1 | 2 | 0 | 4 | 1 | 6 | 3 | 1 | 1 | 0 | 1 | 4 | 1 | 24 |
| Signal/Switch Failure | 9 | 9 | 2 | 2 | 2 | 15 | 8 | 6 | 3 | 5 | 4 | 4 | 7 | 77 |
| Track Work | 3 | 6 | 2 | 3 | 0 | 9 | 3 | 2 | 2 | 1 | 3 | 4 | 6 | 43 |
| Catenary Failure | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Non-Locomotive Equipment Failure | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 8 |
| Locomotive Failure | 6 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 3 | 1 | 1 | 3 | 1 | 26 |
| Human Error | 7 | 1 | 1 | 1 | 0 | 8 | 5 | 2 | 4 | 2 | 7 | 4 | 7 | 50 |
| Sick, Injured, Unruly Passenger | 1 | 5 | 1 | 1 | 0 | 4 | 2 | 0 | 2 | 0 | 3 | 2 | 2 | 23 |
| Weather | 3 | 1 | 0 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 14 |
| Other | 3 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 3 | 5 | 21 |
| TOTAL TRAINS DELAYED | 55 | 29 | 8 | 16 | 10 | 64 | 39 | 25 | 33 | 23 | 38 | 36 | 55 | 432 |

April 2010 Divergence From April 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 | 0 | -1 | 1 | -1 | 0 | 3 | 2 | 0 | -3 | -1 | 1 | 4 | -2 | 2 |
| <i>Freight Interference - Peak</i> | 5 | 0 | 0 | 0 | 3 | 2 | -1 | 7 | 0 | -3 | -1 | 1 | -2 | 11 |
| <i>Freight Interference - Off-Peak</i> | -6 | 0 | 0 | 0 | 0 | 7 | -4 | 13 | 1 | 1 | 1 | -1 | -4 | 8 |
| Freight Interference - Total | -1 | 0 | 0 | 0 | 3 | 9 | -5 | 21 | 1 | -2 | 0 | 0 | -6 | 20 |
| Accident | 0 | 2 | 0 | -1 | 0 | -2 | -1 | -2 | 3 | 0 | -7 | -2 | -2 | -12 |
| Passenger Loading | 1 | 5 | 3 | 4 | 0 | -2 | 2 | 0 | -1 | 0 | 18 | 3 | 4 | 38 |
| Lift Deployment | 1 | 1 | 0 | 0 | 0 | -1 | 0 | -1 | 2 | -1 | 1 | -1 | 6 | 6 |
| Obstruction/Debris | 29 | -2 | 0 | -4 | -1 | -3 | -3 | -1 | 4 | 0 | 0 | -3 | 1 | 18 |
| Signal/Switch Failure | 18 | -2 | 0 | 5 | 0 | 0 | -6 | -3 | 6 | -2 | -4 | 4 | -5 | 10 |
| Track Work | -3 | -6 | -2 | -3 | 0 | 7 | -3 | -1 | 4 | 0 | 3 | -3 | 8 | 2 |
| Catenary Failure | 0 | -2 | 0 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 |
| Non-Locomotive Equipment Failure | -3 | 20 | 11 | 13 | 0 | 0 | -1 | 0 | 1 | 1 | -1 | 1 | 0 | 42 |
| Locomotive Failure | -3 | 0 | 0 | 0 | 0 | 3 | 8 | 6 | 3 | -1 | -1 | -2 | 0 | 11 |
| Human Error | -6 | 0 | -1 | -1 | 2 | -5 | -4 | 0 | -2 | 3 | -1 | 1 | -6 | -21 |
| Sick, Injured, Unruly Passenger | 0 | 0 | 1 | 0 | 0 | -3 | 3 | 0 | -2 | 0 | -2 | 2 | 0 | -1 |
| Weather | 8 | 0 | 0 | 0 | 0 | 3 | -1 | 0 | -1 | 0 | 2 | -1 | 1 | 12 |
| Other | 0 | -1 | 1 | 0 | -1 | 6 | 1 | 0 | -1 | 0 | 2 | -3 | 5 | 8 |
| TOTAL TRAINS DELAYED | 41 | 14 | 14 | 10 | 1 | 18 | -8 | 18 | 14 | -4 | 10 | 0 | 4 | 131 |

Data for current month is final (05/19/10) version from TOPS.

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

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|----------------------------------------|------------|------------|-----------|-----------|-----------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Passenger Train Interference | 9 | 11 | 5 | 2 | 3 | 39 | 7 | 3 | 3 | 4 | 19 | 13 | 4 | 122 |
| <i>Freight Interference - Peak</i> | 28 | 0 | 0 | 0 | 24 | 7 | 9 | 25 | 5 | 11 | 9 | 5 | 9 | 132 |
| <i>Freight Interference - Off-Peak</i> | 25 | 1 | 1 | 0 | 0 | 39 | 20 | 32 | 19 | 39 | 10 | 3 | 35 | 224 |
| Freight Interference - Total | 53 | 1 | 1 | 0 | 24 | 46 | 29 | 57 | 24 | 50 | 19 | 8 | 44 | 356 |
| Accident | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 2 | 2 | 10 | 14 | 91 |
| Passenger Loading | 6 | 25 | 15 | 16 | 0 | 6 | 9 | 0 | 12 | 1 | 74 | 20 | 14 | 198 |
| Lift Deployment | 7 | 1 | 0 | 0 | 0 | 2 | 16 | 1 | 17 | 0 | 10 | 4 | 10 | 68 |
| Obstruction/Debris | 35 | 5 | 2 | 10 | 0 | 3 | 4 | 1 | 16 | 5 | 4 | 21 | 6 | 112 |
| Signal/Switch Failure | 65 | 40 | 8 | 17 | 13 | 55 | 35 | 17 | 25 | 26 | 18 | 21 | 13 | 353 |
| Track Work | 4 | 2 | 1 | 0 | 0 | 34 | 3 | 2 | 13 | 1 | 18 | 1 | 20 | 99 |
| Catenary Failure | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Non-Locomotive Equipment Failure | 5 | 28 | 13 | 15 | 0 | 2 | 3 | 0 | 12 | 4 | 4 | 6 | 2 | 94 |
| Locomotive Failure | 15 | 0 | 0 | 0 | 0 | 37 | 26 | 20 | 11 | 1 | 14 | 14 | 7 | 145 |
| Human Error | 16 | 4 | 2 | 2 | 3 | 19 | 22 | 10 | 9 | 12 | 18 | 27 | 4 | 148 |
| Sick, Injured, Unruly Passenger | 6 | 38 | 4 | 10 | 0 | 3 | 11 | 1 | 13 | 0 | 12 | 14 | 13 | 125 |
| Weather | 29 | 11 | 4 | 1 | 0 | 21 | 10 | 5 | 19 | 8 | 31 | 10 | 15 | 164 |
| Other | 4 | 28 | 2 | 2 | 0 | 11 | 5 | 0 | 6 | 2 | 18 | 2 | 16 | 96 |
| TOTAL TRAINS DELAYED | 281 | 203 | 60 | 76 | 43 | 278 | 180 | 122 | 209 | 116 | 261 | 171 | 182 | 2,182 |

January-April - 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 | 13 | 10 | 3 | 3 | 1 | 13 | 15 | 6 | 10 | 4 | 6 | 4 | 9 | 97 |
| <i>Freight Interference - Peak</i> | 28 | 0 | 0 | 0 | 19 | 4 | 7 | 11 | 6 | 12 | 2 | 8 | 20 | 118 |
| <i>Freight Interference - Off-Peak</i> | 45 | 0 | 0 | 0 | 0 | 28 | 21 | 15 | 16 | 26 | 5 | 11 | 78 | 246 |
| Freight Interference - Total | 73 | 0 | 0 | 0 | 19 | 32 | 28 | 26 | 22 | 38 | 7 | 19 | 99 | 364 |
| Accident | 28 | 5 | 1 | 4 | 0 | 8 | 15 | 6 | 8 | 5 | 12 | 26 | 10 | 125 |
| Passenger Loading | 9 | 7 | 5 | 4 | 0 | 11 | 6 | 1 | 24 | 0 | 47 | 10 | 15 | 139 |
| Lift Deployment | 7 | 0 | 0 | 0 | 0 | 9 | 6 | 3 | 13 | 1 | 4 | 6 | 7 | 56 |
| Obstruction/Debris | 17 | 4 | 3 | 10 | 1 | 16 | 14 | 2 | 7 | 3 | 9 | 20 | 10 | 115 |
| Signal/Switch Failure | 106 | 30 | 6 | 9 | 10 | 58 | 41 | 25 | 30 | 25 | 18 | 28 | 39 | 424 |
| Track Work | 14 | 13 | 3 | 11 | 1 | 17 | 6 | 3 | 9 | 6 | 6 | 7 | 10 | 105 |
| Catenary Failure | 0 | 5 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Non-Locomotive Equipment Failure | 12 | 11 | 7 | 3 | 0 | 3 | 3 | 1 | 4 | 0 | 7 | 5 | 4 | 60 |
| Locomotive Failure | 31 | 1 | 0 | 0 | 1 | 24 | 21 | 5 | 18 | 4 | 6 | 18 | 15 | 143 |
| Human Error | 42 | 15 | 5 | 7 | 3 | 20 | 19 | 4 | 21 | 6 | 26 | 24 | 19 | 210 |
| Sick, Injured, Unruly Passenger | 13 | 13 | 3 | 4 | 0 | 13 | 8 | 1 | 14 | 0 | 9 | 6 | 8 | 92 |
| Weather | 45 | 35 | 11 | 11 | 6 | 68 | 42 | 11 | 57 | 12 | 62 | 46 | 41 | 448 |
| Other | 11 | 4 | 2 | 3 | 1 | 11 | 9 | 3 | 13 | 3 | 12 | 14 | 17 | 102 |
| TOTAL TRAINS DELAYED | 419 | 152 | 50 | 74 | 43 | 301 | 234 | 97 | 250 | 108 | 230 | 233 | 303 | 2,494 |

January-April 2010 Divergence From January-April 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 | 1 | 2 | -1 | 2 | 26 | -8 | -3 | -7 | 0 | 13 | 9 | -5 | 25 |
| <i>Freight Interference - Peak</i> | 0 | 0 | 0 | 0 | 5 | 3 | 2 | 14 | -1 | -1 | 7 | -3 | -11 | 14 |
| <i>Freight Interference - Off-Peak</i> | -20 | 1 | 1 | 0 | 0 | 11 | -1 | 17 | 3 | 13 | 5 | -8 | -43 | -22 |
| Freight Interference - Total | -20 | 1 | 1 | 0 | 5 | 14 | 1 | 31 | 2 | 12 | 12 | -11 | -55 | -8 |
| Accident | -1 | -3 | -1 | -4 | 0 | -8 | -15 | -1 | 21 | -3 | -10 | -16 | 4 | -34 |
| Passenger Loading | -3 | 18 | 10 | 12 | 0 | -5 | 3 | -1 | -12 | 1 | 27 | 10 | -1 | 59 |
| Lift Deployment | 0 | 1 | 0 | 0 | 0 | -7 | 10 | -2 | 4 | -1 | 6 | -2 | 3 | 12 |
| Obstruction/Debris | 18 | 1 | -1 | 0 | -1 | -13 | -10 | -1 | 9 | 2 | -5 | 1 | -4 | -3 |
| Signal/Switch Failure | -41 | 10 | 2 | 8 | 3 | -3 | -6 | -8 | -5 | 1 | 0 | -7 | -26 | -71 |
| Track Work | -10 | -11 | -2 | -11 | -1 | 17 | -3 | -1 | 4 | -5 | 12 | -6 | 10 | -6 |
| Catenary Failure | 0 | 2 | 1 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 |
| Non-Locomotive Equipment Failure | -7 | 17 | 6 | 12 | 0 | -1 | 0 | -1 | 8 | 4 | -3 | 1 | -2 | 34 |
| Locomotive Failure | -16 | -1 | 0 | 0 | -1 | 13 | 5 | 15 | -7 | -3 | 8 | -4 | -8 | 2 |
| Human Error | -26 | -11 | -3 | -5 | 0 | -1 | 3 | 6 | -12 | 6 | -8 | 3 | -15 | -62 |
| Sick, Injured, Unruly Passenger | -7 | 25 | 1 | 6 | 0 | -10 | 3 | 0 | -1 | 0 | 3 | 8 | 5 | 33 |
| Weather | -16 | -24 | -7 | -10 | -6 | -47 | -32 | -6 | -38 | -4 | -31 | -36 | -26 | -284 |
| Other | -7 | 24 | 0 | -1 | -1 | 0 | -4 | -3 | -7 | -1 | 6 | -12 | -1 | -6 |
| TOTAL TRAINS DELAYED | -138 | 51 | 10 | 2 | 0 | -23 | -54 | 25 | -41 | 8 | 31 | -62 | -121 | -312 |

Data for current month is final (05/19/10) version from TOPS.

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**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 - Apr |
|----------------------------------------|------------|------------|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-------------------|
| Passenger Train Interference | 43 | 43 | 18 | 18 | | | | | | | | | 122 5.6% |
| <i>Freight Interference - Peak</i> | 39 | 30 | 26 | 37 | | | | | | | | | 132 6.0% |
| <i>Freight Interference - Off-Peak</i> | 49 | 61 | 55 | 59 | | | | | | | | | 224 10.3% |
| Freight Interference - Total | 88 | 91 | 81 | 96 | | | | | | | | | 356 16.3% |
| Accident | 18 | 49 | 15 | 9 | | | | | | | | | 91 4.2% |
| Passenger Loading | 47 | 34 | 62 | 55 | | | | | | | | | 198 9.1% |
| Lift Deployment | 18 | 14 | 18 | 18 | | | | | | | | | 68 3.1% |
| Obstruction/Debris | 29 | 13 | 28 | 42 | | | | | | | | | 112 5.1% |
| Signal/Switch Failure | 85 | 63 | 118 | 87 | | | | | | | | | 353 16.2% |
| Track Work | 14 | 9 | 31 | 45 | | | | | | | | | 99 4.5% |
| Catenary Failure | 7 | 0 | 4 | 0 | | | | | | | | | 11 0.5% |
| Non-Locomotive Equipment Failure | 18 | 10 | 16 | 50 | | | | | | | | | 94 4.3% |
| Locomotive Failure | 12 | 50 | 46 | 37 | | | | | | | | | 145 6.6% |
| Human Error | 54 | 33 | 32 | 29 | | | | | | | | | 148 6.8% |
| Sick, Injured, Unruly Passenger | 14 | 32 | 57 | 22 | | | | | | | | | 125 5.7% |
| Weather | 94 | 41 | 3 | 26 | | | | | | | | | 164 7.5% |
| Other | 44 | 11 | 12 | 29 | | | | | | | | | 96 4.4% |
| TOTAL TRAINS DELAYED | 585 | 493 | 541 | 563 | | | | | | | | | 2,182 100% |

Data for current month is final (05/19/10) version from TOPS.

2009

| CAUSE CATEGORY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Apr |
|----------------------------------------|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------|
| Passenger Train Interference | 52 | 43 | 12 | 28 | 18 | 24 | 17 | 19 | 14 | 31 | 15 | 31 | 135 4.9% |
| <i>Freight Interference - Peak</i> | 40 | 15 | 21 | 16 | 13 | 24 | 18 | 57 | 20 | 73 | 18 | 29 | 92 3.3% |
| <i>Freight Interference - Off-Peak</i> | 56 | 22 | 42 | 28 | 38 | 36 | 35 | 48 | 38 | 90 | 29 | 58 | 148 5.3% |
| Freight Interference - Total | 96 | 37 | 63 | 44 | 51 | 60 | 53 | 105 | 58 | 163 | 47 | 87 | 240 8.6% |
| Accident | 98 | 12 | 9 | 27 | 8 | 20 | 20 | 9 | 9 | 6 | 5 | 38 | 146 5.3% |
| Passenger Loading | 45 | 33 | 51 | 21 | 84 | 249 | 278 | 216 | 154 | 56 | 68 | 113 | 150 5.4% |
| Lift Deployment | 23 | 15 | 13 | 8 | 12 | 16 | 41 | 21 | 30 | 33 | 22 | 21 | 59 2.1% |
| Obstruction/Debris | 29 | 48 | 31 | 36 | 34 | 47 | 45 | 23 | 31 | 26 | 14 | 35 | 144 5.2% |
| Signal/Switch Failure | 265 | 97 | 107 | 67 | 103 | 189 | 71 | 154 | 62 | 119 | 58 | 109 | 536 19.3% |
| Track Work | 15 | 15 | 25 | 58 | 47 | 117 | 34 | 170 | 85 | 132 | 64 | 46 | 113 4.1% |
| Catenary Failure | 0 | 8 | 0 | 11 | 1 | 19 | 8 | 0 | 0 | 0 | 0 | 9 | 19 0.7% |
| Non-Locomotive Equipment Failure | 9 | 9 | 7 | 6 | 26 | 41 | 16 | 19 | 16 | 11 | 6 | 35 | 31 1.1% |
| Locomotive Failure | 107 | 80 | 49 | 44 | 48 | 17 | 40 | 48 | 22 | 59 | 26 | 61 | 280 10.1% |
| Human Error | 38 | 19 | 28 | 30 | 71 | 57 | 52 | 45 | 51 | 55 | 24 | 59 | 115 4.1% |
| Sick, Injured, Unruly Passenger | 23 | 32 | 27 | 10 | 22 | 46 | 56 | 44 | 30 | 35 | 49 | 20 | 92 3.3% |
| Weather | 599 | 9 | 11 | 4 | 1 | 62 | 11 | 20 | 3 | 84 | 14 | 257 | 623 22.5% |
| Other | 27 | 10 | 37 | 18 | 14 | 16 | 17 | 31 | 31 | 40 | 11 | 17 | 92 3.3% |
| TOTAL TRAINS DELAYED | 1,426 | 467 | 470 | 412 | 540 | 980 | 759 | 924 | 596 | 850 | 423 | 938 | 2,775 100% |

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**TABLE 10: FREIGHT DELAYS
between May 2008 and April 2010**

| | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---------------|------------|----------|----------|----------|-----------|-----------|-----------|------------|-----------|------------|---------------|-----------|------------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| 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 |
| 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 |
| Total | 179 | 0 | 0 | 0 | 52 | 80 | 59 | 80 | 81 | 152 | 25 | 38 | 197 | 943 |
| 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 |
| Mar-10 | 14 | 0 | 0 | 0 | 7 | 12 | 4 | 12 | 6 | 14 | 2 | 1 | 9 | 81 |
| Apr-10 | 13 | 0 | 0 | 0 | 7 | 17 | 4 | 26 | 5 | 8 | 2 | 4 | 10 | 96 |
| Total | 177 | 1 | 1 | 0 | 64 | 99 | 68 | 103 | 58 | 182 | 30 | 46 | 151 | 980 |

Data for current month is final (05/19/10) version from TOPS.

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**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 | % of All Delays |
|--------------------------|-------------|-----------|-----------|-------------|-----|-----|-------------|-----|-----|-------------|-----|-----|--------------|-----------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | YTD | YTD |
| BNSF | 1 | 2 | 2 | 2 | | | | | | | | | 7 | 2.49% |
| Electric ML | 0 | 0 | 0 | 1 | | | | | | | | | 1 | 0.49% |
| Electric BI | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0.00% |
| Electric SC | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0.00% |
| HER | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0.00% |
| Milw N | 1 | 0 | 0 | 1 | | | | | | | | | 2 | 0.72% |
| Milw W | 4 | 4 | 7 | 1 | | | | | | | | | 16 | 8.89% |
| NCS | 1 | 0 | 0 | 0 | | | | | | | | | 1 | 0.82% |
| RI | 6 | 4 | 4 | 3 | | | | | | | | | 17 | 8.13% |
| SWS | 0 | 0 | 0 | 0 | | | | | | | | | 0 | 0.00% |
| UP N | 4 | 1 | 4 | 1 | | | | | | | | | 10 | 3.83% |
| UP NW | 0 | 3 | 0 | 1 | | | | | | | | | 4 | 2.34% |
| UP W | 1 | 0 | 1 | 8 | | | | | | | | | 10 | 5.49% |
| Total Lift Delays | 18 | 14 | 18 | 18 | | | | | | | | | 68 | 3.12% |
| ALL DELAYS | | | | | | | | | | | | | 2,182 | |

Data for current month is final (05/19/10) version from TOPS.

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 | 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

April 2010

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|-----------------------------------------------------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Peak * | | | | | | | | | | | | | | |
| 6-10 | 28 | 8 | 2 | 2 | 8 | 10 | 3 | 7 | 13 | 0 | 17 | 16 | 10 | 124 |
| 11-15 | 11 | 2 | 1 | 1 | 2 | 12 | 1 | 6 | 4 | 1 | 2 | 3 | 3 | 49 |
| 16-20 | 6 | 2 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 18 |
| 21+ | 11 | 7 | 3 | 3 | 1 | 1 | 4 | 2 | 0 | 3 | 0 | 0 | 2 | 37 |
| Annulled | <u>3</u> | <u>1</u> | <u>1</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>10</u> |
| Sub-Total | 59 | 20 | 9 | 10 | 11 | 25 | 9 | 15 | 20 | 4 | 19 | 19 | 18 | 238 |
| Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 17 | 14 | 7 | 8 | 0 | 32 | 10 | 17 | 12 | 10 | 19 | 9 | 21 | 176 |
| 11-15 | 7 | 4 | 3 | 3 | 0 | 11 | 3 | 6 | 6 | 4 | 5 | 4 | 13 | 69 |
| 16-20 | 2 | 3 | 1 | 0 | 0 | 4 | 2 | 0 | 3 | 1 | 1 | 2 | 3 | 22 |
| 21+ | 11 | 2 | 2 | 2 | 0 | 10 | 4 | 5 | 5 | 0 | 4 | 2 | 4 | 51 |
| Annulled | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>7</u> |
| Sub-Total | 37 | 23 | 13 | 16 | 0 | 57 | 22 | 28 | 27 | 15 | 29 | 17 | 41 | 325 |
| April 2010 Total | | | | | | | | | | | | | | |
| 6-10 | 45 | 22 | 9 | 10 | 8 | 42 | 13 | 24 | 25 | 10 | 36 | 25 | 31 | 300 |
| 11-15 | 18 | 6 | 4 | 4 | 2 | 23 | 4 | 12 | 10 | 5 | 7 | 7 | 16 | 118 |
| 16-20 | 8 | 5 | 3 | 1 | 0 | 6 | 3 | 0 | 4 | 1 | 1 | 2 | 6 | 40 |
| 21+ | 22 | 9 | 5 | 5 | 1 | 11 | 8 | 7 | 5 | 3 | 4 | 2 | 6 | 88 |
| Annulled | <u>3</u> | <u>1</u> | <u>1</u> | <u>6</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>17</u> |
| TOTAL | 96 | 43 | 22 | 26 | 11 | 82 | 31 | 43 | 47 | 19 | 48 | 36 | 59 | 563 |
| 2010 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 138 | 121 | 38 | 36 | 19 | 125 | 85 | 67 | 117 | 54 | 178 | 88 | 90 | 1,156 |
| 11-15 | 58 | 34 | 9 | 10 | 12 | 81 | 47 | 31 | 39 | 20 | 48 | 23 | 42 | 454 |
| 16-20 | 20 | 24 | 4 | 9 | 5 | 23 | 12 | 8 | 14 | 15 | 11 | 17 | 14 | 176 |
| 21+ | 57 | 23 | 7 | 13 | 7 | 45 | 33 | 15 | 30 | 27 | 19 | 39 | 33 | 348 |
| Annulled | <u>8</u> | <u>1</u> | <u>2</u> | <u>8</u> | <u>0</u> | <u>4</u> | <u>3</u> | <u>1</u> | <u>9</u> | <u>0</u> | <u>5</u> | <u>4</u> | <u>3</u> | <u>48</u> |
| TOTAL | 281 | 203 | 60 | 76 | 43 | 278 | 180 | 122 | 209 | 116 | 261 | 171 | 182 | 2,182 |
| 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 | |
| April 2010 Total | | | | | | | | | | | | | | |
| 6-10 | 46.9% | 51.2% | 40.9% | 38.5% | 72.7% | 51.2% | 41.9% | 55.8% | 53.2% | 52.6% | 75.0% | 69.4% | 52.5% | 53.3% |
| 11-15 | 18.8% | 14.0% | 18.2% | 15.4% | 18.2% | 28.0% | 12.9% | 27.9% | 21.3% | 26.3% | 14.6% | 19.4% | 27.1% | 21.0% |
| 16-20 | 8.3% | 11.6% | 13.6% | 3.8% | 0.0% | 7.3% | 9.7% | 0.0% | 8.5% | 5.3% | 2.1% | 5.6% | 10.2% | 7.1% |
| 21+ | 22.9% | 20.9% | 22.7% | 19.2% | 9.1% | 13.4% | 25.8% | 16.3% | 10.6% | 15.8% | 8.3% | 5.6% | 10.2% | 15.6% |
| Annulled | <u>3.1%</u> | <u>2.3%</u> | <u>4.5%</u> | <u>23.1%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>9.7%</u> | <u>0.0%</u> | <u>6.4%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</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 | 49.1% | 59.6% | 63.3% | 47.4% | 44.2% | 45.0% | 47.2% | 54.9% | 56.0% | 46.6% | 68.2% | 51.5% | 49.5% | 53.0% |
| 11-15 | 20.6% | 16.7% | 15.0% | 13.2% | 27.9% | 29.1% | 26.1% | 25.4% | 18.7% | 17.2% | 18.4% | 13.5% | 23.1% | 20.8% |
| 16-20 | 7.1% | 11.8% | 6.7% | 11.8% | 11.6% | 8.3% | 6.7% | 6.6% | 6.7% | 12.9% | 4.2% | 9.9% | 7.7% | 8.1% |
| 21+ | 20.3% | 11.3% | 11.7% | 17.1% | 16.3% | 16.2% | 18.3% | 12.3% | 14.4% | 23.3% | 7.3% | 22.8% | 18.1% | 15.9% |
| Annulled | <u>2.8%</u> | <u>0.5%</u> | <u>3.3%</u> | <u>10.5%</u> | <u>0.0%</u> | <u>1.4%</u> | <u>1.7%</u> | <u>0.8%</u> | <u>4.3%</u> | <u>0.0%</u> | <u>1.9%</u> | <u>2.3%</u> | <u>1.6%</u> | <u>2.2%</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 (05/19/10) 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 | |
| April 2010 | | | | | | | | | | | | | | |
| Peak * | 15.1 | 17.2 | 22.6 | 44.9 | 11.5 | 12.5 | 17.4 | 15.3 | 9.4 | 24.5 | 8.4 | 8.6 | 11.9 | 14.5 |
| Off-Peak ** | 17.1 | 11.7 | 14.2 | 17.5 | -- | 12.8 | 14.8 | 21.3 | 17.3 | 10.1 | 12.6 | 15.9 | 12.3 | 14.7 |
| All | 15.9 | 14.2 | 17.4 | 27.1 | 11.5 | 12.7 | 15.7 | 19.2 | 14.1 | 13.2 | 10.9 | 12.1 | 12.2 | 14.6 |
| 2010 Year-to-Date | | | | | | | | | | | | | | |
| Peak * | 14.2 | 12.2 | 13.5 | 21.2 | 13.6 | 14.6 | 17.7 | 14.9 | 13.5 | 16.2 | 13.0 | 17.2 | 11.5 | 14.4 |
| Off-Peak ** | 17.8 | 11.9 | 12.4 | 15.6 | -- | 14.2 | 12.3 | 15.3 | 13.9 | 16.8 | 12.0 | 17.0 | 18.8 | 14.8 |
| All | 15.6 | 12.1 | 12.8 | 17.3 | 13.6 | 14.3 | 14.4 | 15.1 | 13.8 | 16.6 | 12.5 | 17.1 | 16.2 | 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 (05/19/10) version from TOPS.