

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

**July 2010**



# COMMUTER RAIL ON-TIME PERFORMANCE

## July 2010

This report presents an analysis of the July 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 July 2010, Metra operated 17,138 scheduled trains, including 'extras'. 854 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.0%. 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 July 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 July 2010.

Table 7.a shows the frequency of train delays by delay-cause category and by line during July 2010. Table 7.b shows the average frequencies over the previous five Julys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 854 delays systemwide in July 2010, 125 more than the average over the previous five Julys. Table 8.a shows delays from the beginning of the year through July 2010. Table 8.b shows the average frequencies through July 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, and Table 9.c shows the difference between the two. From January through July of 2010, a total of 5,002 trains were delayed, compared to 5,054 trains delayed in the same seven months of 2009.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2010 freight operations delayed 125 trains systemwide, compared to 53 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 22 trains were delayed by lift deployment in July 2010.

A review of July 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 50.0% of all late trains. Table 13 shows that the average length of delay was 14.6 minutes in July 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  
July 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			
<b>BNSF</b>	1,135	72	93.7%	845	32	96.2%	1,980	104	94.7%	147	8	94.6%	99	7	92.9%	2,226	119	94.7%
<b>Elec -ML</b>	945	7	99.3%	724	47	93.5%	1,669	54	96.8%	236	4	98.3%	105	1	99.0%	2,010	59	97.1%
<b>-BI</b>	294	3	99.0%	483	8	98.3%	777	11	98.6%	149	4	97.3%	--	--	--	926	15	98.4%
<b>-SC</b>	<u>357</u>	<u>0</u>	100.0%	<u>777</u>	<u>30</u>	96.1%	<u>1,134</u>	<u>30</u>	97.4%	<u>240</u>	<u>3</u>	98.8%	<u>100</u>	<u>1</u>	99.0%	<u>1,474</u>	<u>34</u>	97.7%
<b>Subtotal</b>	1,596	10	99.4%	1,984	85	95.7%	3,580	95	97.3%	625	11	98.2%	205	2	99.0%	4,410	108	97.6%
<b>Heritage</b>	126	16	87.3%	--	--	--	126	16	87.3%	--	--	--	--	--	--	126	16	87.3%
<b>Milw -N</b>	524	26	95.0%	736	51	93.1%	1,260	77	93.9%	123	18	85.4%	100	2	98.0%	1,483	97	93.5%
<b>-W</b>	<u>566</u>	<u>23</u>	95.9%	<u>652</u>	<u>35</u>	94.6%	<u>1,218</u>	<u>58</u>	95.2%	<u>123</u>	<u>4</u>	96.7%	<u>93</u>	<u>1</u>	98.9%	<u>1,434</u>	<u>63</u>	95.6%
<b>Subtotal</b>	1,090	49	95.5%	1,388	86	93.8%	2,478	135	94.6%	246	22	91.1%	193	3	98.4%	2,917	160	94.5%
<b>NCS</b>	231	29	87.4%	231	13	94.4%	462	42	90.9%	--	--	--	--	--	--	462	42	90.9%
<b>RI</b>	756	8	98.9%	672	33	95.1%	1,428	41	97.1%	113	8	92.9%	92	3	96.7%	1,633	52	96.8%
<b>SWS</b>	231	20	91.3%	399	40	90.0%	630	60	90.5%	30	3	90.0%	--	--	--	660	63	90.5%
<b>UP -N</b>	631	16	97.5%	841	41	95.1%	1,472	57	96.1%	133	19	85.7%	94	15	84.0%	1,699	91	94.6%
<b>-NW</b>	693	19	97.3%	674	17	97.5%	1,367	36	97.4%	125	9	92.8%	79	16	79.7%	1,571	61	96.1%
<b>-W</b>	<u>568</u>	<u>44</u>	92.3%	<u>673</u>	<u>61</u>	90.9%	<u>1,241</u>	<u>105</u>	91.5%	<u>99</u>	<u>14</u>	85.9%	<u>94</u>	<u>23</u>	75.5%	<u>1,434</u>	<u>142</u>	90.1%
<b>Subtotal</b>	1,892	79	95.8%	2,188	119	94.6%	4,080	198	95.1%	357	42	88.2%	267	54	79.8%	4,704	294	93.8%
<b>SYSTEM</b>	7,057	283	96.0%	7,707	408	94.7%	14,764	691	95.3%	1,518	94	93.8%	856	69	91.9%	17,138	854	95.0%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (08/12/10) version from TOPS.

P:\(ONTIME)report\Delays&TrainsByServPeriod.xls\OTPhyServPeriod&Line 08/12/10

**TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JUL	AVG
<b>BNSF</b>	<b>2005</b>	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%
	<b>2006</b>	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.3%	95.0%
	<b>2007</b>	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.5%	95.8%
	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.5%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.5%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7						95.1%	95.1%
	<b>2005-2009 average</b>	93.2	93.5	96.7	97.5	96.4	94.0	96.3	93.9	95.4	93.4	94.8	93.4	95.4%	94.9%
<b>Electric</b>	<b>2005</b>	98.5	99.3	99.6	99.3	98.8	96.5	98.6	99.5	99.2	98.7	97.2	98.7	98.7%	98.7%
	<b>2006</b>	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.2%	98.2%
	<b>2007</b>	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.6%	97.5%
	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.4%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.8%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6						97.6%	97.6%
	<b>2005-2009 average</b>	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%	97.9%
<b>Heritage</b>	<b>2005</b>	95.2	95.0	96.4	95.2	95.2	95.5	93.3	92.8	90.5	88.9	92.1	87.5	95.2%	93.1%
	<b>2006</b>	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	93.4%	92.9%
	<b>2007</b>	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%
	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.8%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.2%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3						88.9%	88.9%
	<b>2005-2009 average</b>	92.4	90.1	91.0	92.5	92.8	93.1	92.4	90.4	91.2	89.5	92.7	87.9	92.0%	91.3%
<b>Milw - N</b>	<b>2005</b>	90.4	98.4	97.5	95.4	95.7	94.3	92.4	95.8	95.6	97.7	91.3	88.3	94.9%	94.4%
	<b>2006</b>	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.3%	93.7%
	<b>2007</b>	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	93.8%	93.6%
	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.0%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.6%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5						93.5%	93.5%
	<b>2005-2009 average</b>	92.2	95.0	96.4	95.5	95.3	94.1	92.9	94.9	95.2	95.8	92.5	89.4	94.5%	94.1%
<b>Milw - W</b>	<b>2005</b>	91.1	97.0	96.1	96.6	97.7	95.5	96.2	93.8	96.0	96.2	93.0	89.1	95.7%	94.8%
	<b>2006</b>	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	95.8%	96.0%
	<b>2007</b>	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.6%	95.8%
	<b>2008</b>	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6						96.1%	96.1%
	<b>2005-2009 average</b>	93.8	95.6	96.9	97.2	97.6	96.5	95.5	94.4	97.5	97.7	96.9	92.7	96.2%	96.0%
<b>NCS</b>	<b>2005</b>	88.6	97.0	89.6	90.0	98.1	85.5	89.5	90.0	89.0	93.3	88.2	84.9	91.1%	90.2%
	<b>2006</b>	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.3%	94.5%
	<b>2007</b>	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.0%	94.6%
	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	94.7%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.6%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9						93.1%	93.1%
	<b>2005-2009 average</b>	92.3	94.4	94.9	93.9	95.3	93.0	95.8	94.5	94.9	95.0	94.7	91.0	94.3%	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- JUL	AVG
<b>RI</b>	<b>2005</b>	96.6	98.6	97.9	98.0	96.3	93.7	94.2	97.4	93.8	86.5	91.8	91.6	96.4%	94.7%
	<b>2006</b>	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.4%	96.3%
	<b>2007</b>	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%
	<b>2008</b>	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	<b>2009</b>	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	96.2%
	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8						96.5%	96.5%
	<b>2005-2009 average</b>		95.5	94.6	96.4	97.9	96.7	95.4	94.6	96.5	95.9	93.7	95.4	91.9	95.9%
<b>SWS</b>	<b>2005</b>	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%
	<b>2006</b>	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	94.8%	93.1%
	<b>2007</b>	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.0%	96.5%
	<b>2008</b>	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.5%	94.4%
	<b>2009</b>	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.1%	95.1%
	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5						93.9%	93.9%
	<b>2005-2009 average</b>		93.2	95.1	96.4	96.1	95.3	96.3	96.3	94.3	94.3	91.9	95.2	93.1	95.6%
<b>UP - N</b>	<b>2005</b>	94.0	99.6	99.0	99.5	98.8	96.6	96.3	93.7	97.6	96.7	98.4	99.0	97.7%	97.4%
	<b>2006</b>	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.0%	97.6%
	<b>2007</b>	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	96.0%	95.4%
	<b>2008</b>	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.2%	93.4%
	<b>2009</b>	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.3%	94.2%
	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6						95.0%	95.0%
	<b>2005-2009 average</b>		94.6	95.5	97.5	97.6	97.6	93.9	93.4	91.7	95.8	96.6	96.9	95.4	95.7%
<b>UP - NW</b>	<b>2005</b>	93.6	98.0	97.1	98.4	98.8	96.2	98.6	94.8	98.6	98.4	94.9	96.0	97.2%	96.9%
	<b>2006</b>	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.4%	97.7%
	<b>2007</b>	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.4%	96.0%
	<b>2008</b>	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.0%	95.2%
	<b>2009</b>	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.8%	95.6%
	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1						96.8%	96.8%
	<b>2005-2009 average</b>		94.2	95.5	97.4	97.7	97.6	96.4	96.7	95.3	96.8	96.9	95.5	94.9	96.5%
<b>UP - W</b>	<b>2005</b>	91.7	97.0	96.8	98.1	94.1	92.7	95.3	92.2	96.4	94.9	95.0	92.7	95.1%	94.7%
	<b>2006</b>	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.5%	94.7%
	<b>2007</b>	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.5%	94.1%
	<b>2008</b>	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.5%	93.7%
	<b>2009</b>	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%
	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1						94.7%	94.7%
	<b>2005-2009 average</b>		93.4	93.9	95.1	96.1	95.4	94.3	95.6	92.9	94.6	94.6	95.2	92.9	94.9%
<b>SYSTEM (excluding South Shore)</b>	<b>2005</b>	94.6	97.9	97.7	98.0	97.3	95.3	96.4	95.9	96.7	95.9	95.1	94.4	96.8%	96.3%
	<b>2006</b>	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%
	<b>2007</b>	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.8%	95.7%
	<b>2008</b>	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	96.0%	95.4%
	<b>2009</b>	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.8%	95.7%
	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0						95.8%	95.8%
	<b>2005-2009 average</b>		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%

Delays data for most recent month is final (08/12/10) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls|OTPbyLine&Month 8/12/2010

'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  
July 2010**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1252	Thu, Jul 01	7	J	C NAMCNRO 06 AND MEDICAL ISSUE WITH PASSENGER	
		<b>81% OT</b>	Tue, Jul 06	17	G1	SERVICE RECOVERY - H NTWBRC 05
		Fri, Jul 09	10	J	DEPARTED ATC 10 LATE - CLEANING ISSUE - PASSENGER SICK	
		Fri, Jul 30	11	DD	MIS-ROUTE AT CONGRESS PARK	
BNSF	1259	Tue, Jul 06	8	D	FOLLOWED 1257, H NSINTW1-06 ON MT 1 BETWEEN EOLA AND WEST EOLA	
		<b>81% OT</b>	Wed, Jul 07	10	AM	CUS, LINEUP GIVEN TO 1259, HAD TO RUN TIME, FOLLOWED 1257, WAITED FOR 1249 X OVER
		Fri, Jul 16	8	F1	FOLLOWING 1255 WHICH DEPARTED LATE FOR MECHANICAL FAILURE	
		Mon, Jul 19	7	E1	TRACK CHANGE, FOLLOWED 1255	
BNSF	1373	Tue, Jul 06	11	IW	FOLLOWED 1283, HEAVY RAIN	
		<b>76% OT</b>	Wed, Jul 07	12	G	PROTECTED 8 CROSSING BERWYN, LEFT FLAGMAN
		Fri, Jul 16	12	F1	DEPARTED 9" LATE FOR LATE ARRIVAL OF EQUIPMENT, MECHANICAL FAILURE	
		Fri, Jul 23	10	KW	HIGH WIND WARNING FOR WINDS IN EXCESS OF 60 MPH	
		Tue, Jul 27	7	D	DEPARTED 1834, 4" LATE, LATE FLIP OFF 1284	
HC	0914	Wed, Jul 07	6	RF	3" S/O, OHIO ST; 12" "WAITING FOR CN DISP," CP CANAL/ARGO.	
		<b>81% OT</b>	Thu, Jul 08	11	G	14" FLAGGED DIAMONDS AND HAND OPERATED SWITCHES DUE TO BNSF DERAILMENT, LEMOYNE.
		Mon, Jul 12	22	G	28" SW #74 FAILED NORMAL, JUD.	
		Thu, Jul 29	57	E	35" LATE DEPT ACCT MECH PROBLEMS, JUD; 25" SHOVING AND RUNNING 30 MPH ENROUTE; 2" S/O'S ENROUTE.	
HC	0917	Tue, Jul 06	16	GX	4" RESTRICTING, CP CANAL/ARGO; 2" DETRAINING, LOCKPORT; 4" RESTRICTING, STATEVILLE; 6" GX PROCEDURES, OHIO AND JACKSON.	
		<b>81% OT</b>	Thu, Jul 08	9	G	13" FLAGGED ACCT BNSF DERAILMENT, LEMOYNE.
		Mon, Jul 19	21	D	12" FRT TRN INT, CORWITH; 10" FRT TRN INT, LEMOYNE; 2" S/O.	
		Thu, Jul 22	8	D	8" IHB NA 10 X-TRAFFIC, CP CANAL.	
ELML	0140	Thu, Jul 01	9	I	5" HEAVY ENTRAINING, ENROUTE; 4" NO REASON GIVEN.	
		<b>81% OT</b>	Fri, Jul 09	8	I	2" DUE TO SLOW LOADING AT FLOSSMOOR AND HW; 2" NO REASON GIVEN.
		Fri, Jul 16	9	I	5" HEAVY ENTRAINING/DETRAINING ENROUTE.	
		Fri, Jul 23	14	G	10" TRACK CIRCUITS DUE TO WEATHER, 67TH-KENSINGTON; 3" NO REASON	
ELML	0142	Thu, Jul 01	18	II	8" LATE TURN, UNIVERSITY PARK; 10" HEAVY ENTRAINING -FLAGGED RICHTON YARD, ENROUTE-RICHTON.	
		<b>81% OT</b>	Mon, Jul 12	24	O	27" MEETING #143, HW (SINGLE TRACKING-UNSCHEDULED AC LINE WORK)
		Wed, Jul 21	7	O1	7" WAITING FOR ME 342 AT 67TH ST	
		Fri, Jul 23	20	J	14" METRA POLICE PASS REMOVAL, 53RD; 6" GROUND LOADING, KENSING; 3" LATE DEPART WAITING #141, U. PARK.	
ELML	0145	Thu, Jul 01	30	J	15" MED ASST, CALUMET; 15" HEAVY ENTRAINING ENROUTE.	
		<b>67% OT</b>	Tue, Jul 06	10	V	8" MECH PROBS, RANDOLPH; 2" NO REASON GIVEN.
		Wed, Jul 14	6	I	5" HEAVY ENTRAINING.	
		Thu, Jul 15	7	I	6" HEAVY ENTRAINING/DETRAINING ENROUTE.	
		Fri, Jul 16	8	I	8" HEAVY ENTRAINING ENROUTE.	
		Wed, Jul 21	9	I	9" HEAVY ENTRAINING ENROUTE.	
		Fri, Jul 23	8	J1	8" LATE TURN OF EQUIPMENT.	
ELML	0146	Thu, Jul 01	30	II	30" LATE TURN FROM DELAYED OUTBOUND, UNIVERSITY PARK.	
		<b>67% OT</b>	Tue, Jul 06	7	V1	6" LATE TURN OF DELAYED #145; 1" NO REASON GIVEN.
		Mon, Jul 12	27	O	3" LATE TURN OF DELAYED #145; 35" MEETING #147, HW (SINGLE TRACKING-UNSCHEDULED AC LINE WORK).	
		Wed, Jul 14	10	J	6" UNDECIDED TEENAGED NOT KNOWING WHERE TO GO.	
		Fri, Jul 16	10	II	4" LATE TURN OF #145, UP; 3" HEAVY ENTRAINING ENROUTE; 1" NO REASON GIVEN.	
		Wed, Jul 21	10	R	4" LATE TURN OF DELAYED #145; 6" STUDENT ENGINEER.	
		Fri, Jul 23	9	J1	4" LATE TRUN FROM #145, UNIVERSITY PARK; 4" WAITING ON TRAIN SS922 KENSINGTON.	
ELML	0151	Thu, Jul 01	41	I	9" LATE DEPT NO REASON GIVEN, RAND; 15" UNRULY PSGRS, 51ST; 17" HEAVY ENTRAINING ENROUTE.	
		<b>76% OT</b>	Tue, Jul 13	8	I	5" HEAVY ENTRAINING, MUSEUM CAMPUS.
		Fri, Jul 16	7	I	7" PASSENGER LOADING	
		Tue, Jul 20	9	G	8" FLAGGING CP 19.89 (NOT BEING ABLE TO RE-CLEAR SIG) AND HEAVY ENTRAINING/DETRAINING ENROUTE.	
		Wed, Jul 21	9	I	4" STUDENT ENGINEER; 3" DETRAINING, GRAND CROSSING; 2" KIDS COULD NOT DECIDE IF THEY WANTED TO GET OFF THE TRN, HOMEWOOD.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
ELSC	0345	Thu, Jul 01	9	J1	9" WAITING FOR #145, 63RD.	
		<b>67% OT</b>	Tue, Jul 06	11	F1	10" HELD FOR CONNECTIONS OFF DELAYED #145M WOODLAWN; 1" NO REASON GIVEN.
		Mon, Jul 12	12	O1	12" HELD FOR CONNECTIONS OFF DELAYED #142 AND #145, 67TH.	
		Tue, Jul 13	6	I1	7" HELD FOR CONNECTIONS OFF #145, WOODLAWN.	
		Wed, Jul 14	7	I1	7" HELD FOR CONNECTIONS OFF #145, WOODLAWN.	
		Fri, Jul 16	7	I	7" WAITING FOR #145, 63RD.	
		Wed, Jul 21	31	K1	31" LATE TURN OF DELAYED #342.	
MN	2113	Thu, Jul 01	14	M1	20" SINGLE TRACKING HELD FOR #2130, MAYFAIR; 4" ENTRAINING ENROUTE.	
		<b>81% OT</b>	Tue, Jul 06	8	E1	17" LATE TURN OF DELAYED #2128; 2" X/O. MT1-MT2, MAYFAIR; 3" ADA, GOLF.
		Wed, Jul 07	11	CC	5" LATE TURN OF #2128; 12" MEETING #2130, MAYFAIR (SINGLE TRACKING-MOW), 5" COPY MOVEMENT AUTHORITY, RONDOUT.	
		Wed, Jul 21	38	E	10" LATE TURN OF DELAYED #2128; 3" FLAGGING TOWER A5; 22" TRN WENT INTO EMERGENCY, MP 37.0.	
MN	2122	Thu, Jul 01	17	M1	17" 2105 EQU IN ROW ACCIDENT, FOREST GLEN.	
		<b>81% OT</b>	Tue, Jul 06	15	E1	15" DELAYED #2120 AHEAD.
		Wed, Jul 07	9	A1	6" RED SIGNAL, RONDOUT & A2; 3" FOLLOWING #2120 ENROUTE.	
		Mon, Jul 19	8	M1	8" DELAYED #2120 AHEAD.	
MN	2134	Thu, Jul 01	22	M1	20" WAITING FOR #2113 ENROUTE; 12" LOCO #102 WOULDNT LOAD, FOREST GLEN.	
		<b>81% OT</b>	Tue, Jul 06	11	E1	14" MEETING DELAYED #2113, GRAYSLAKE; 8" MEETING #2117, MORTON GROVE (SINGLE TRACKING-MOW).
		Wed, Jul 07	12	CC	25" MEETING DELAYED #2113, GRAYSLAKE; 10" MEETING #2117, MORTONGROVE (SINGLE TRACKING-MOW).	
		Wed, Jul 21	31	E1	40" MEETING DELAYED #2113, GRAYSLAKE; 1" NO REASON GIVEN.	
MN	2150	Thu, Jul 01	12	U	5" LATE TURN OF #2133, DEERFIELD; 7" ADA LIFT FAILURE CC #7464, NORTHBROOK.	
		<b>81% OT</b>	Fri, Jul 09	10	I	4" LATE TURN DEERFIELD TRAIN #2133; 4" HEAVY PSGR LOADING.
		Fri, Jul 23	9	E1	11" LATE TURN OF #2133, DEERFIELD.	
		Mon, Jul 26	8	E1	12" LATE TURN OF EQUIPMENT; 8" LATE ARRIVAL, CUS.	
MN	2151	Mon, Jul 12	8	D1	9" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.	
		<b>71% OT</b>	Thu, Jul 22	9	D	2" PROTECT AGAINST #120, EDGEBROOK; 7" FRT X-TRAFFIC, CN XING.
		Tue, Jul 27	10	G1	10" WAITING FOR #2158, RONDOUT.	
		Wed, Jul 28	7	D	7" DELAY ENROUTE FOLLOWING #183.	
		Thu, Jul 29	8	D1	8" WAITING FOR #2158 TO CLEAR, JLINE.	
		Fri, Jul 30	8	D1	8" WAITING FOR #2158 TO CLEAR, JLINE.	
MN	2157	Mon, Jul 12	13	E	16" WHEEL SLIP, PRAIRIE XING.	
		<b>81% OT</b>	Fri, Jul 16	20	J	17" POLICE ACTIVITY, LIBERTYVILLE; 5" FREIGHT, CN XING.
		Mon, Jul 26	42	E	42" AIR PROBLEMS, PRAIRIE CROSSING TO FOX LAKE.	
		Thu, Jul 29	43	E	43" LATE DEPT ACCT LOST HEP IN LOCO #419 USED PROTECTOR LOCO #417, CUS.	
MW	2237	Thu, Jul 22	13	E	10" LATE DEPT ACCT LOST HEP, CUS; 4" LOST HEP AGAIN, CUS TO A2.	
		<b>76% OT</b>	Fri, Jul 23	6	E1	6" FOLLOWING #2235 EQU ENROUTE.
		Tue, Jul 27	16	G	17" SWITCH FAILURE, A2.	
		Wed, Jul 28	11	G	15" SIGNAL FAILURE, B17-WOODDALE.	
		Thu, Jul 29	7	E	7" LOCO #418 HOT AIR BYPASS LOST POWER THEN RESET 2 TO 3 TIMES ENROUTE.	
MW	2239	Thu, Jul 22	11	E1	15" FOLLOWING DELAYED #2237 ENROUTE.	
		<b>81% OT</b>	Tue, Jul 27	12	G1	12" FOLLOWING TRAIN AHEAD.
		Wed, Jul 28	10	G	12" SIGNAL FAILURE, B17-WOODDALE.	
		Thu, Jul 29	10	E1	10" FOLLOWING #2237 ENROUTE.	
NCS	0100	Thu, Jul 01	8	H	12" E NG #425 NOT LOADING, ANTIOCH.	
		<b>81% OT</b>	Fri, Jul 02	9	D	11" FREIGHT TRAIN INTERFERENCE, CP X-ING.
		Tue, Jul 13	10	D	11" FREIGHT TRAIN, GRAYS LAKE.	
		Wed, Jul 28	62	D	62" CN FREIGHT IN EMERGENCY	
NCS	0102	Thu, Jul 01	10	I	5" WAITING FOR BLUE FLAG TO BE RELEASED, ANTIOCH YD; 3" RED SIGNAL, GRAYSLAKE; 5" ENTRAINING EXTRA PSGRS ACCT RUNNING LATE ENROUTE.	
		<b>67% OT</b>	Tue, Jul 06	9	D	8" MEETING N/B FRT, ROUND LAKE BEACH; 2" UP PSGR TRN INT, DEVAL
		Mon, Jul 19	12	D	14" MEETING N/B FRT #119, GRAYS LAKE.	
		Tue, Jul 20	7	D	7" FRT TRN INT, DEVAL; 2" UP PSGR TRN INT, TOWER A2.	
		Wed, Jul 21	9	D	5" FRT TRN INT, GRAYSLAKE; 7" UP PSGR TRN INT, DEVAL.	
		Fri, Jul 23	9	D	8" X-TRAFFIC, DEVAL; 2" STOP, A2.	
		Wed, Jul 28	46	D	43" CN FREIGHT IN EMERGENCY, MUNDELEIN; 3" ADA ON, BUFFALO GRV.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	0119	Tue, Jul 06	6	D	6" MEETING S/B FRT, LOMAND.	
		81% OT	Wed, Jul 07	11	GX	10" GX PROCEDURES, HARLEM AND GRAND AVES; 2" MEETING S/B FRT #198, LOMAND.
			Fri, Jul 16	6	G	6" PERMISSION BY STOP, GRAYSLAKE; S/O, RAM.
			Tue, Jul 27	7	D	10" CROSS TRAFFIC, CN 342 AT LAMOND.
RI	0508	Thu, Jul 01	8	U	3" ADA, NEW LENOX; 1" GX PROCEDURES, 191ST; 2" RED SIG, BRAODWAY; 2" NO REASON GIVEN.	
		81% OT	Thu, Jul 08	0	XF	ANNULLED ACCT B/O LIFT, JUD.
			Mon, Jul 12	7	I	7" HEAVY ENTRAINING ENROUTE.
			Wed, Jul 28	11	U	2" ADA NEW LENOX; 2" ADA OAK FOREST; 2" WAITING FOR #505 AT MOKENA; 4" WALKING SPEED, GRESHAM, MECHANICAL WORKING ON #9 SWITCH
RI	0510	Thu, Jul 01	8	U	9" ADA, TP80TH & OAK FOREST & MIDLOTHIAN.	
		71% OT	Wed, Jul 07	8	AM	5" AMTRAK PSGR TRN INT, JUD; 1" RULE 6.30 W/507, MOKENA; 4" RULE 6.30 W/509, BLUE ISLAND; 3" ADA ON, 103RD.
			Mon, Jul 12	9	D	6" FRT TRN INT, 16TH/CLARK; 3" HEAVY ENTRAINING ENROUTE.
			Mon, Jul 26	7	CC	6" MEETING DELAYED #511, CP PERSHING (SINGLE TRACKING D401); 1" NO REASON GIVEN.
			Wed, Jul 28	6	C	6" SPEED RESTRICTION AT GRESHAM.
			Thu, Jul 29	7	U	3" PSGR RAN INFRONT OF TRAIN, NEW LENOX; 4" ADA, MOKENA & TP80TH; 2" POLICE WALK THRU, BRAINERD.
SWS	0806	Thu, Jul 01	65	R1	48" SET OUT B/O CAR, MANHATTAN; 16" FLAGGED, LANDERS & FOREST HILL.	
		71% OT	Thu, Jul 08	6	G1	5" WAITING FOR #803 TO CLEAR, ASHBURN; 4" S/O, WRIGHTWOOD TO CP 74TH; 2" WAITING FOR BN 1219 TO CLEAR, HARRISON.
			Fri, Jul 09	8	D	4" WAITING ON SWS803 @ ASHBURN; 3" SPEED RESTRICTION @ BELT JCT; 6" RED SIGNAL @ FOREST HILL.
			Mon, Jul 19	18	E1	15" DELAYED #804 AHEAD; 6" SLOW ENTRAINING, ORLAND/179 & 153.
			Mon, Jul 26	10	F	3" NO DOOR LIGHT, MANHATTAN, 2" NO SIGNAL, LANDERS, 3" CP 518 NO SIGNAL, 2" 12TH ST WAITING ON AMTRAK TO CLEAR.
			Tue, Jul 27	8	D	10" NS 216 HEADROOM MOVE/MEETING DELAYED #803, ASHBURN.
SWS	0810	Thu, Jul 01	25	R1	24" SWITCHING B/O CAR, MANHATTAN; 2" 4201-201 ENROUTE; 5" FLAGGED, LANDERS & FOREST HILL.	
		76% OT	Tue, Jul 06	8	D	8" SOO #6034 CLEARING BELT JCT.
			Mon, Jul 12	6	CC	2" ADA,OAK LAWN; 2" MEETING #805, ASHBURN; 2" S/O, BELT JCT.
			Fri, Jul 16	13	D	13" WAITING FOR FRT 14A WITH WRONG LINE UP, CP 518.
			Thu, Jul 22	8	RF	7" WAITING FOR SIGNAL FORM NS DISPR, CP 518; 1" NO REASON GIVEN
SWS	0822	Wed, Jul 07	9	D	12" NS #BC06 AHEAD, CP 518-21ST ST.	
		71% OT	Mon, Jul 12	10	CC	13" LATE TURN OF DELAYED #807; 2" NO REASON GIVEN.
			Tue, Jul 13	7	CC	7" LATE TURN OF DELAYED #807; 5" NO REASON GIVEN.
			Thu, Jul 15	23	CC	17" LATE TURN OF #807, 179TH; 3" FLAGGED, CP RIDGE; 7" NO REASON GIVEN.
			Fri, Jul 16	15	CC	20" D4401 LINE 401, ASHBURN.
			Tue, Jul 20	8	S	7" EFFICIENCY TEST, CP RIDGE; 5" AMTRAK #371 AHEAD FROM CP 518;1" NO REASON GIVEN.
SWS	0838	Tue, Jul 06	6	D	4" MEETING DELAYED #829, ORLAND/179; 7" CSX FRT TRN INT, BELT CT.	
		71% OT	Wed, Jul 07	18	G1	6" MEETING DELAYED #829, ORLAND/179; 16" MEETING DELAYED #833, ASHBURN.
			Mon, Jul 12	6	K1	8" MEETING DELAYED #829, ORLAND/179.
			Tue, Jul 20	9	D	7" CN #M336 CLEARING 21ST.
			Thu, Jul 29	8	D1	8" WAITING ON TRAIN
			Fri, Jul 30	17	R	17" NO REASON GIVEN.
UPN	0352	Thu, Jul 01	9	I	9" MET N/B FLEET ENROUTE; SLOW ENTRAINING ENROUTE; SLOW DETRAINING, RAVINIA PK.	
		67% OT	Fri, Jul 02	7	I	7" HEAVY PASSENGER LOADING ENROUTE (TASTE OF CHICAGO).
			Thu, Jul 08	7	I	7" HEAVY ENTRAINING, GREAT LAKES TO LAKE FOREST; SLOW DETRAINING, RAVENSWOOD TO CLYBOURN.
			Fri, Jul 09	7	I	7" DUE TO HPL FROM GREAT LAKES TO RAVENSWOOD.
			Mon, Jul 12	8	I	8" SLOW ENTRAINING, LK BLUFF & LK FOREST/SLOW DETRAINING, RAV- ENSWOOD.
			Tue, Jul 13	8	I	8" SLOW ENTRAINING, LK BLUFF AND LK FOREST AND RULE 6.30 EN- ROUTE.
Fri, Jul 30	15	I	15" SLOW DETRAINING, RAVININA PARK.			



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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	0356	Thu, Jul 01	7	I	7" SLOW ENTRAINING ENROUTE.	
		<b>71% OT</b>	Fri, Jul 02	13	I	13" HEAVY PASSENGER LOADING ENROUTE (TASTE OF CHICAGO) AND S/O,MP 51.1 TO 49.75.
		Thu, Jul 08	7	I	7" HEAVY ENTRAINING, WAUKEGAN TO DAVIS ST.	
		Fri, Jul 09	8	I	8" DUE TO HPL FROM GREAT LAKES TO DAVIS STREET.	
		Mon, Jul 12	6	I	6" SLOW ENTRAINING, WAUKEGAN, HIGHLAND PK & EVANSTON/DAVIS.	
		Tue, Jul 13	6	I	6" HEAVY ENTRAINING, WAUKEGAN, HIGHLAND PK AND EVANSTON/DAVIS.	
UPN	0359	Thu, Jul 08	6	II	6" LATE TURN OF #352, OTC.	
		<b>67% OT</b>	Fri, Jul 09	8	II	8" DUE TO LATE DEPARTURE OUT OF OTC ACCT. LATE ARRIVAL OF M352 CREW.
		Mon, Jul 12	13	II	10" LATE TURN OF DELAYED #352; 3" DOOR LIGHT PROBS (LOOSE CABLE) FROM RAVENSWOOD.	
		Tue, Jul 13	11	II	9" LATE TURN OF DELAYED #352; 2" SLOW DETRAINING, ROGERS PK AND RAVINIA PK.	
		Wed, Jul 14	12	I	2" QUICK TURN OF CREW OF #352 (FOR WHICH NO DELAY WAS REPORTED)AND 10" HEAVY ENTRAINING, CLYBOURN-ROGERS PK/HEAVY DETRAINING, RAVINIA PK.	
		Thu, Jul 15	31	J	31" ADA LIFT FAILURE, ROGERS PK; REMOVED UNRULY PSGR, FORT SHERIDAN.	
UPN	0368	Thu, Jul 01	38	CC	40" LATE TURN OF #365, KENOSHA; 8" UPON DEPT AIR PROBLEMS, KENOSHA.	
		<b>81% OT</b>	Fri, Jul 02	32	I	30" LATE TURN OF DELAYED # 365; 2" FORM B, MP3.5.
		Mon, Jul 19	20	K	30" STRUCK DEER, WINTHROP HARBOR.	
		Thu, Jul 22	15	RF	25" IMPROPER DISPLAYED SIGNAL, E038; CREW WAITED FOR DISP INST IN ORDER TO PROCEED & MET MOP @ WAUKEGAN.	
UPNW	0652	Thu, Jul 01	7	I	7" SLOW ENTRAINING ENROUTE.	
		<b>67% OT</b>	Fri, Jul 02	10	I	10" HEAVY PASSENGER LOADING ENROUTE (TASTE OF CHICAGO).
		Fri, Jul 09	12	I	12" DUE TO HEAVY PSGRS LOADING AT ALL STATIONS.	
		Thu, Jul 15	8	S	8" FTX TEST, WAKE UP AVE; FORM A ENROUTE; ADA, BARRINGTON.	
		Fri, Jul 16	10	I	10" HEAVY ENTRAINING, ARLINGTON HTS TO PARK RIDGE.	
		Thu, Jul 29	22	J	22" UNRULY PSGR REMOVED ACCT FOUND ON THE OUTSIDE OF THE TRAIN, CUMBERLAND TO DESPLAINES, DESPLAINES.	
UPW	0030	Fri, Jul 09	20	K1	20" DUE TO TRAIN #28 AHEAD.	
		<b>81% OT</b>	Fri, Jul 16	0	RL	ANNULLED ACCT NO ENGR, ELBURN.
		Wed, Jul 21	10	G	10" DEAD TRK, MP 6.5-4.6 (ACCT CONTACT IN THE SW CIRCUIT CON- TROLLER AT PULASKI).	
		Fri, Jul 23	13	J1	13" FOLLOWING TRAIN #26.	
UPW	0032	Mon, Jul 12	7	GX	7" GX PROCEDURES, MP 11.73.	
		<b>81% OT</b>	Fri, Jul 16	9	RL	9" MADE ALL STOPS FOR ANNULLED #30 ENROUTE.
		Wed, Jul 21	7	G	7" DEAD TRK, MP 6.5-4.6 (ACCT CONTACT IN THE SW CIRCUIT CON- TROLLER AT PULASKI).	
UPW	0035	Fri, Jul 23	13	J1	13" FOLLOWING TRAIN #30.	
		Wed, Jul 07	22	K	32" HELD KEDZIE ACCT TRUCK STRUCK BRIDGE, MP 7.5. AFTER TRK INSPECTOR RELEASED TRN, OPERATED RESTRICTED SPEED ACROSS BRIDGE.	
		<b>81% OT</b>	Thu, Jul 22	17	D	17" ZCSLT-22 AHEAD, KEDZIE; 10" SIGNAL C/O, WHEATON TO W. CHICAGO.
		Tue, Jul 27	7	GX	7" XH AT MP22.28, 22.32, 22.50& 22.67, MPRCB-27 AHEAD AT WEST CHICAGO.	
UPW	0041	Wed, Jul 28	11	D	11" CNDNA-28 AHEAD, EJE XING, OPER ON TK 1 FROM TURNER TO LK FOX ACCT KGILT W/DPU PROB ON TK2, WAITED FOR LINEUP FROM CN DISP	
		Thu, Jul 08	11	D	11" IG20A-8 AHEADN, COLLEGE AVE.	
		<b>81% OT</b>	Tue, Jul 20	25	D	25" #CPLNA-19 AHEAD, LA FOX.
		Tue, Jul 27	15	D	15" ZCHEM-27 AT VALE INT.	
UPW	0042	Wed, Jul 28	12	D	12" IG2SE-28 AT TURNER	
		Fri, Jul 02	6	I	6" HEAVY PASSENGER LOADING ENROUTE (TASTE OF CHICAGO).	
		<b>81% OT</b>	Fri, Jul 09	9	D	9" DUE TO CNAPL 7 AHEAD @ GENEVA WITH BROKEN DRAWBAR, SLOW PSGR LOADING FROM WINFIELD TO ELMHURST AND SLOW ORDER FROM MP 12.5 TO MP 11.9.
		Fri, Jul 16	10	CC	20" SLOW ENTRAINING, GENEVA TO ELMHURST; X-TRAFFIC, A2.	
		Fri, Jul 23	10	D	10" X-TRAFFIC,GENEVA;SLOW ENTRAINING,GENEVA-ELMHURST.	
UPW	0044	Fri, Jul 02	13	I	13" HEAVY PASSENGER LOADING ENROUTE (TASTE OF CHICAGO).	
		<b>71% OT</b>	Tue, Jul 20	6	CG	6" RESTRICTED SPEED, WEST CHICAGO-TURNER (SIG CUTOVER).
		Wed, Jul 21	13	CG	23" RESTRICTED SPEED, WEST CHICAGO-WHEATON (SIG CUTOVER) AND SLOW ENTRAINING ENROUTE.	
		Thu, Jul 22	18	D	18" CNAWL1-18 AHEADM PECK; 10" QNPPR-21 AHEAD, ELMHURST.	
		Tue, Jul 27	7	CC	7" FORM B AT MP 22.67, 22.50, 22.32 &22.28	
		Wed, Jul 28	8	CC	8" FORM B, SLOW ENTRAINING, GENEVA-ELMHURST, 2 ADA	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPW	0054	Wed, Jul 07	13	K1	13" LATE TURN OF DELAYED #35; 10" #ADVBIR-06 AHEAD, GENEVA- PARK.	
		<b>67% OT</b>	Fri, Jul 09	16	D	13" QNPPR-8 AHEAD @ PECK, SLOW PSGR LOADING FROM GENEVA TO VILLA PAKR, ZCIG1- 07 AHEAD AT VALE.
			Wed, Jul 21	8	CG	18" #CBBNQ-19 AHEAD, EJE XING AND RESTRICTED SPEED, WEST CHICAGO-WHEATON ACCT SIG CUTOVER.
			Thu, Jul 22	18	G1	28" LATE TURN OF #35, ELBURN; 11" SIGNAL C/O, W.CHICAGO TO WHEATON.
			Tue, Jul 27	8	D	8" MNPPRB-26 AHEAD AT PECK; ZCHEM-27 AHEAD AT MELROSE PK.
			Wed, Jul 28	7	D1	7" LATE ARR. #35 AT ELBURN
			Thu, Jul 29	16	D	26" CNAMQ-27 AHEAD, PECK; MET ZCHEMJ-29, VALE.
UPW	0056	Thu, Jul 08	21	D	21" CNAWI-5 AHEAD, KRESS.	
		<b>81% OT</b>	Wed, Jul 21	7	CG	7" RESTRICTED SPEED, WEST CHICAGO-WHEATON (SIG CUTOVER).
			Thu, Jul 22	6	G	14" LATE TURN OF #37, ELBURN.
			Fri, Jul 30	6	I	6" SLOW ENTRAINING GENEVA TO ELMHURST.
UPW	0062	Wed, Jul 14	8	D	8" P/U FRT CREW, FINLEY RD.	
		<b>76% OT</b>	Thu, Jul 15	11	GX	6" LATE TURN OF #47, ELBURN; 5" GX PROCEDURES, 25TH AVE.
			Mon, Jul 19	34	CG	34" SIG CUTOVER WORK.
			Wed, Jul 21	12	K	6" LATE TURN OF DELAYED #47; 6" S/O, MP 6.2-6.0 (SEMI STRUCK BRIDGE, MP 6.1).
			Mon, Jul 26	19	D	19" #CNAND-09 AHEAD, PARK-KEDZIE.

Data is final (08/12/10) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%\_table.xls\PrintOriginal 08/12/2010

**TABLE 4: DELAY CODES AND DEFINITIONS**

<b>Code</b>	<b>Definition</b>	<b>Code</b>	<b>Definition</b>
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
<b>1 PASSENGER TRAIN INTERFERENCE</b>		<b>13 HUMAN ERROR</b>	
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
<b>2 &amp; 3 FREIGHT INTERFERENCE</b>		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
<b>4 ACCIDENT</b>		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.	<b>14 SICK, INJURED, UNRULY PASSENGER</b>	
<b>5 PASSENGER LOADING</b>		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
<b>6 LIFT DEPLOYMENT</b>		<b>15 WEATHER</b>	
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
<b>7 OBSTRUCTION/DEBRIS</b>		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
<b>8 SIGNAL/SWITCH FAILURE</b>		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
<b>9 TRACK WORK</b>		UW	Accessibility, Weather
C1	M of W Work, Train Ahead	WW	Gas Leak, Weather
C	M of W Work	<b>16 OTHER</b>	
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
<b>10 CATENARY FAILURE</b>		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
<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>		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
<b>12 LOCOMOTIVE FAILURE</b>		XL	Train Annulled - Unauthorized People On Trk
E1	Locomotive Malfunction, Train Ahead	XN	Train Annulled - ComEd Problem
E	Locomotive Malfunction	XQ	Train Annulled - No Track Warrant
EA	Amtrak Locomotive Malfunction	XT	Train Annulled - Vandalism
XE	Train Annulled - Engine Failure	XV	Train Annulled - Mech. Problem, Nothing Found
		XW	Train Annulled - Gas Leak

11/07/07 version

P:\ONTIME\DownloadFromTOPS[#Delay\_ImportInstructions\_& Codes\_07.xls]instructions\_& codes 08/15/2008

**TABLE 6: NUMBER OF DELAYS BY DATE**  
**July 2010**

<b>WEEKDAY</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>	<b>TOTAL</b>
	Th	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	14	0	14	9	6	6	2	0	0	2	7	7	2	3	3	19	1	2	0	0	7	104
<b>Elec -ML</b>	18	0	3	0	0	2	5	2	2	1	4	1	3	7	0	4	2	0	0	0	0	54
<b>-BI</b>	1	0	0	0	0	2	1	0	0	0	0	0	2	0	0	5	0	0	0	0	0	11
<b>-SC</b>	7	0	1	0	0	2	6	1	1	0	2	1	0	6	0	1	0	0	0	2	0	30
<b>Heritage</b>	0	0	2	1	3	1	1	1	0	0	0	1	0	1	1	1	0	0	1	2	0	16
<b>Milw -N</b>	17	1	10	4	0	3	3	0	0	2	1	5	1	5	2	3	3	11	1	3	2	77
<b>-W</b>	4	1	0	2	2	3	0	1	2	2	2	2	3	4	4	6	1	8	6	3	2	58
<b>NCS</b>	2	1	2	1	0	0	0	3	2	2	5	1	3	2	1	1	0	7	9	0	0	42
<b>RI</b>	9	0	1	3	2	1	4	0	5	0	1	1	2	1	0	0	4	1	3	1	2	41
<b>SWS</b>	6	0	3	4	1	2	6	2	1	3	3	8	7	0	2	1	1	2	2	3	3	60
<b>UP -N</b>	6	5	0	0	3	4	3	3	3	4	5	2	0	1	1	2	1	2	4	1	7	57
<b>-NW</b>	2	1	2	7	0	2	3	1	1	3	3	0	0	0	0	5	4	0	0	1	1	36
<b>-W</b>	<u>2</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>7</u>	<u>7</u>	<u>1</u>	<u>3</u>	<u>3</u>	<u>4</u>	<u>6</u>	<u>4</u>	<u>6</u>	<u>15</u>	<u>8</u>	<u>7</u>	<u>1</u>	<u>15</u>	<u>7</u>	<u>1</u>	<u>2</u>	<u>105</u>
<b>SYSTEM</b>	88	11	39	34	24	35	35	17	20	23	39	33	29	45	22	55	18	48	33	17	26	691

  

<b>SATURDAY</b>	<b>3</b>	<b>10</b>	<b>17</b>	<b>24</b>	<b>31</b>	<b>TOTAL</b>
<b>BNSF</b>	0	2	3	3	0	8
<b>Elec -ML</b>	0	0	0	4	0	4
<b>-BI</b>	1	0	0	3	0	4
<b>-SC</b>	0	1	0	0	2	3
<b>Heritage</b>	-	-	-	-	-	-
<b>Milw -N</b>	2	1	8	4	3	18
<b>-W</b>	2	0	0	0	2	4
<b>NCS</b>	-	-	-	-	-	-
<b>RI</b>	0	1	0	1	6	8
<b>SWS</b>	0	2	1	0	0	3
<b>UP -N</b>	3	3	8	4	1	19
<b>-NW</b>	0	1	2	1	5	9
<b>-W</b>	<u>0</u>	<u>2</u>	<u>11</u>	<u>1</u>	<u>0</u>	<u>14</u>
<b>SYSTEM</b>	8	13	33	21	19	94

  

<b>SUNDAY/HOLIDAY</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>18</b>	<b>25</b>	<b>TOTAL</b>
<b>BNSF</b>	1	1	0	4	1	7
<b>Elec -ML</b>	0	0	0	0	1	1
<b>-BI</b>	-	-	-	-	-	-
<b>-SC</b>	0	0	0	1	0	1
<b>Heritage</b>	-	-	-	-	-	-
<b>Milw -N</b>	1	0	1	0	0	2
<b>-W</b>	1	0	0	0	0	1
<b>NCS</b>	-	-	-	-	-	-
<b>RI</b>	0	0	0	1	2	3
<b>SWS</b>	-	-	-	-	-	-
<b>UP -N</b>	4	2	1	7	1	15
<b>-NW</b>	4	2	3	6	1	16
<b>-W</b>	<u>3</u>	<u>3</u>	<u>2</u>	<u>15</u>	<u>0</u>	<u>23</u>
<b>SYSTEM</b>	14	8	7	34	6	69

Data is final (08/12/10) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	0	0	1	0	1	0	1	4	0	0	0	3	13
<i>Freight Interference - Peak</i>	5	0	0	0	4	0	1	14	0	11	2	4	7	48
<i>Freight Interference - Off-Peak</i>	12	0	0	0	0	8	2	8	4	14	1	2	26	77
Freight Interference - Total	17	0	0	0	4	8	3	22	4	25	3	6	33	125
Accident	2	0	0	0	0	20	4	1	0	0	0	8	0	35
Passenger Loading	16	28	2	8	0	13	5	1	9	0	53	21	4	160
Lift Deployment	2	0	0	0	0	2	2	0	9	0	5	1	1	22
Obstruction/Debris	1	0	0	5	0	0	1	0	3	4	1	3	16	34
Signal/Switch Failure	19	5	1	2	7	14	24	9	10	7	0	6	22	126
Track Work	4	2	0	1	0	6	2	0	2	13	13	4	45	92
Catenary Failure	0	6	1	9	0	0	0	0	0	0	0	0	0	16
Non-Locomotive Equipment Failure	6	3	3	1	0	0	0	0	3	1	2	0	0	19
Locomotive Failure	30	0	1	0	2	22	10	5	2	4	0	1	3	80
Human Error	3	2	3	0	3	5	2	2	0	7	5	2	3	37
Sick, Injured, Unruly Passenger	2	8	2	5	0	2	9	0	3	0	6	4	9	50
Weather	13	2	2	1	0	0	0	0	2	1	1	2	1	25
Other	1	3	0	1	0	4	1	1	1	1	2	3	2	20
<b>TOTAL TRAINS DELAYED</b>	<b>119</b>	<b>59</b>	<b>15</b>	<b>34</b>	<b>16</b>	<b>97</b>	<b>63</b>	<b>42</b>	<b>52</b>	<b>63</b>	<b>91</b>	<b>61</b>	<b>142</b>	<b>854</b>

**July - 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	1	0	1	7	5	1	1	2	0	1	1	24
<i>Freight Interference - Peak</i>	6	0	0	0	4	1	1	1	2	3	1	1	2	22
<i>Freight Interference - Off-Peak</i>	5	0	0	0	0	8	3	1	3	7	0	1	17	46
Freight Interference - Total	11	0	0	0	4	10	5	2	5	10	1	2	19	68
Accident	0	0	0	0	0	1	4	1	1	0	2	0	1	12
Passenger Loading	12	24	10	7	0	31	14	1	43	0	65	16	8	231
Lift Deployment	1	0	0	0	0	5	3	0	5	0	3	1	1	19
Obstruction/Debris	6	0	1	1	0	4	6	2	2	2	1	2	3	31
Signal/Switch Failure	14	12	3	3	3	12	11	4	7	3	3	4	12	93
Track Work	7	7	1	4	1	2	5	1	3	1	13	7	8	59
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	3	3	1	1	0	1	0	0	1	0	0	0	1	11
Locomotive Failure	6	0	0	0	0	10	2	1	3	1	4	0	2	31
Human Error	11	3	1	1	0	7	5	1	7	2	6	5	2	54
Sick, Injured, Unruly Passenger	4	6	1	2	0	6	3	1	5	0	4	4	2	37
Weather	4	2	0	0	0	7	1	1	2	0	0	6	1	24
Other	2	7	2	1	0	4	2	0	4	1	3	2	1	28
<b>TOTAL TRAINS DELAYED</b>	<b>84</b>	<b>67</b>	<b>22</b>	<b>23</b>	<b>10</b>	<b>107</b>	<b>66</b>	<b>17</b>	<b>88</b>	<b>22</b>	<b>107</b>	<b>52</b>	<b>63</b>	<b>729</b>

**July 2010 Divergence From July Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	-1	-1	1	-1	-6	-5	0	3	-2	0	-1	2	-11
<i>Freight Interference - Peak</i>	-1	0	0	0	0	-1	0	13	-2	8	1	3	5	26
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	0	-1	7	1	7	1	1	9	31
Freight Interference - Total	6	0	0	0	0	-2	-2	20	-1	15	2	4	14	57
Accident	2	0	0	0	0	19	0	0	-1	0	-2	8	-1	23
Passenger Loading	4	4	-8	1	0	-18	-9	0	-34	0	-12	5	-4	-71
Lift Deployment	1	0	0	0	0	-3	-1	0	4	0	2	0	0	3
Obstruction/Debris	-5	0	-1	4	0	-4	-5	-2	1	2	0	1	13	3
Signal/Switch Failure	5	-7	-2	-1	4	2	13	5	3	4	-3	2	10	33
Track Work	-3	-5	-1	-3	-1	4	-3	-1	-1	12	0	-3	37	33
Catenary Failure	0	3	0	7	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	3	0	2	0	0	-1	0	0	2	1	2	0	-1	8
Locomotive Failure	24	0	1	0	2	12	8	4	-1	3	-4	1	1	49
Human Error	-8	-1	2	-1	3	-2	-3	1	-7	5	-1	-3	1	-17
Sick, Injured, Unruly Passenger	-2	2	1	3	0	-4	6	-1	-2	0	2	0	7	13
Weather	9	0	2	1	0	-7	-1	-1	0	1	1	-4	0	1
Other	-1	-4	-2	0	0	0	-1	1	-3	0	-1	1	1	-8
<b>TOTAL TRAINS DELAYED</b>	<b>35</b>	<b>-8</b>	<b>-7</b>	<b>11</b>	<b>6</b>	<b>-10</b>	<b>-3</b>	<b>25</b>	<b>-36</b>	<b>41</b>	<b>-16</b>	<b>9</b>	<b>79</b>	<b>125</b>

Data for current month is final (08/12/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 08/12/2010

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	25	16	8	9	5	58	12	4	10	7	20	17	13	204
<i>Freight Interference - Peak</i>	59	0	0	0	37	10	12	53	7	30	13	9	22	252
<i>Freight Interference - Off-Peak</i>	58	1	1	0	0	59	28	46	28	79	11	8	101	420
Freight Interference - Total	117	1	1	0	37	69	40	99	35	109	24	17	123	672
Accident	59	12	1	4	0	47	9	6	32	2	2	29	18	221
Passenger Loading	50	82	25	33	1	45	24	3	53	1	175	66	44	602
Lift Deployment	21	3	0	1	0	10	21	1	39	0	20	15	21	152
Obstruction/Debris	39	7	2	16	0	17	5	1	26	9	29	26	30	207
Signal/Switch Failure	120	55	14	21	31	93	90	35	59	70	59	33	72	752
Track Work	48	14	4	1	4	123	9	2	21	16	62	11	80	395
Catenary Failure	0	13	5	10	0	0	0	0	0	0	0	0	0	28
Non-Locomotive Equipment Failure	13	42	19	17	0	7	13	1	16	5	16	8	3	160
Locomotive Failure	107	0	1	0	2	88	59	31	23	6	17	15	10	359
Human Error	43	10	13	4	12	28	42	22	18	26	36	31	16	301
Sick, Injured, Unruly Passenger	11	67	9	22	0	8	27	2	22	0	25	22	26	241
Weather	93	81	15	18	6	51	35	18	27	23	79	44	46	536
Other	7	34	4	3	1	24	6	1	16	10	28	10	28	172
<b>TOTAL TRAINS DELAYED</b>	<b>753</b>	<b>437</b>	<b>121</b>	<b>159</b>	<b>99</b>	<b>668</b>	<b>392</b>	<b>226</b>	<b>397</b>	<b>284</b>	<b>592</b>	<b>344</b>	<b>530</b>	<b>5,002</b>

**January-July - 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	19	17	6	4	3	31	24	9	16	8	7	7	13	164
<i>Freight Interference - Peak</i>	47	0	0	0	31	9	14	17	12	21	4	11	36	202
<i>Freight Interference - Off-Peak</i>	65	0	1	0	0	52	31	25	27	49	7	15	131	401
Freight Interference - Total	112	0	1	0	31	60	45	42	39	70	10	26	167	603
Accident	43	5	1	9	1	19	25	11	12	6	14	35	17	198
Passenger Loading	30	55	27	22	0	59	29	2	102	0	188	46	31	593
Lift Deployment	10	1	0	0	0	19	11	4	26	1	8	9	14	103
Obstruction/Debris	50	7	4	14	2	25	23	5	14	6	12	25	27	213
Signal/Switch Failure	151	54	14	16	19	105	72	39	50	39	26	49	74	709
Track Work	49	28	7	24	2	37	21	6	19	8	31	19	26	277
Catenary Failure	0	15	6	11	0	0	0	0	0	0	0	0	0	33
Non-Locomotive Equipment Failure	17	23	14	7	0	6	4	1	6	2	8	7	9	103
Locomotive Failure	54	1	0	0	1	44	31	10	34	6	13	22	20	237
Human Error	80	28	8	11	4	34	30	8	40	12	47	40	26	369
Sick, Injured, Unruly Passenger	24	26	5	8	1	23	13	2	27	1	18	16	15	179
Weather	56	40	11	12	6	85	44	16	61	13	69	56	46	514
Other	21	15	6	5	2	17	13	6	22	6	23	21	27	182
<b>TOTAL TRAINS DELAYED</b>	<b>717</b>	<b>315</b>	<b>110</b>	<b>144</b>	<b>71</b>	<b>563</b>	<b>384</b>	<b>162</b>	<b>466</b>	<b>179</b>	<b>475</b>	<b>378</b>	<b>513</b>	<b>4,478</b>

**January-July 2010 Divergence From January-July 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	6	-1	2	5	2	27	-12	-5	-6	-1	13	10	0	40
<i>Freight Interference - Peak</i>	12	0	0	0	6	1	-2	36	-5	9	9	-2	-14	50
<i>Freight Interference - Off-Peak</i>	-7	1	0	0	0	7	-3	21	1	30	4	-7	-30	19
Freight Interference - Total	5	1	0	0	6	9	-5	57	-4	39	14	-9	-44	69
Accident	16	7	0	-5	-1	28	-16	-5	20	-4	-12	-6	1	23
Passenger Loading	20	27	-2	11	1	-14	-5	1	-49	1	-13	20	13	9
Lift Deployment	11	2	0	1	0	-9	10	-3	13	-1	12	6	7	49
Obstruction/Debris	-11	0	-2	2	-2	-8	-18	-4	12	3	17	1	3	-6
Signal/Switch Failure	-31	1	0	5	12	-12	18	-4	9	31	33	-16	-2	43
Track Work	-1	-14	-3	-23	2	86	-12	-4	2	8	31	-8	54	118
Catenary Failure	0	-2	-1	-1	0	0	0	0	0	0	0	0	0	-5
Non-Locomotive Equipment Failure	-4	19	5	10	0	1	9	0	10	3	8	1	-6	57
Locomotive Failure	53	-1	1	0	1	44	28	21	-11	0	4	-7	-10	122
Human Error	-37	-18	5	-7	8	-6	12	14	-22	14	-11	-9	-10	-68
Sick, Injured, Unruly Passenger	-13	41	4	14	-1	-15	14	0	-5	-1	7	6	11	62
Weather	37	41	4	6	0	-34	-9	2	-34	10	10	-12	0	22
Other	-14	19	-2	-2	-1	7	-7	-5	-6	4	5	-11	1	-10
<b>TOTAL TRAINS DELAYED</b>	<b>36</b>	<b>122</b>	<b>11</b>	<b>15</b>	<b>28</b>	<b>105</b>	<b>8</b>	<b>64</b>	<b>-69</b>	<b>105</b>	<b>117</b>	<b>-34</b>	<b>17</b>	<b>524</b>

Data for current month is final (08/12/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 08/12/2010

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	43	43	18	18	29	40	13						204	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48						252	5.0%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77						420	8.4%
Freight Interference - Total	88	91	81	96	67	124	125						672	13.4%
Accident	18	49	15	9	44	51	35						221	4.4%
Passenger Loading	47	34	62	55	85	159	160						602	12.0%
Lift Deployment	18	14	18	18	32	30	22						152	3.0%
Obstruction/Debris	29	13	28	42	25	36	34						207	4.1%
Signal/Switch Failure	85	63	118	87	123	150	126						752	15.0%
Track Work	14	9	31	45	120	84	92						395	7.9%
Catenary Failure	7	0	4	0	1	0	16						28	0.6%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19						160	3.2%
Locomotive Failure	12	50	46	37	62	72	80						359	7.2%
Human Error	54	33	32	29	45	71	37						301	6.0%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50						241	4.8%
Weather	94	41	3	26	35	312	25						536	10.7%
Other	44	11	12	29	29	27	20						172	3.4%
<b>TOTAL TRAINS DELAYED</b>	<b>585</b>	<b>493</b>	<b>541</b>	<b>563</b>	<b>739</b>	<b>1,227</b>	<b>854</b>						<b>5,002</b>	<b>100%</b>

**2009**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31	15	31	194	3.8%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20	73	18	29	147	2.9%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38	90	29	58	257	5.1%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163	47	87	404	8.0%
Accident	98	12	9	27	8	20	20	9	9	6	5	38	194	3.8%
Passenger Loading	45	33	51	21	84	249	278	216	154	56	68	113	761	15.1%
Lift Deployment	23	15	13	8	12	16	41	21	30	33	22	21	128	2.5%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26	14	35	270	5.3%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119	58	109	899	17.8%
Track Work	15	15	25	58	47	117	34	170	85	132	64	46	311	6.2%
Catenary Failure	0	8	0	11	1	19	8	0	0	0	0	9	47	0.9%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11	6	35	114	2.3%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59	26	61	385	7.6%
Human Error	38	19	28	30	71	57	52	45	51	55	24	59	295	5.8%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35	49	20	216	4.3%
Weather	599	9	11	4	1	62	11	20	3	84	14	257	697	13.8%
Other	27	10	37	18	14	16	17	31	31	40	11	17	139	2.8%
<b>TOTAL TRAINS DELAYED</b>	<b>1,426</b>	<b>467</b>	<b>470</b>	<b>412</b>	<b>540</b>	<b>980</b>	<b>759</b>	<b>924</b>	<b>596</b>	<b>850</b>	<b>423</b>	<b>938</b>	<b>5,054</b>	<b>100%</b>

**2010 Divergence From 2009**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	-9	0	6	-10	11	16	-4						10	0.2%
<i>Freight Interference - Peak</i>	-1	15	5	21	11	24	30						105	2.1%
<i>Freight Interference - Off-Peak</i>	-7	39	13	31	5	40	42						163	3.3%
Freight Interference - Total	-8	54	18	52	16	64	72						268	5.4%
Accident	-80	37	6	-18	36	31	15						27	0.6%
Passenger Loading	2	1	11	34	1	-90	-118						-159	-3.0%
Lift Deployment	-5	-1	5	10	20	14	-19						24	0.5%
Obstruction/Debris	0	-35	-3	6	-9	-11	-11						-63	-1.2%
Signal/Switch Failure	-180	-34	11	20	20	-39	55						-147	-2.8%
Track Work	-1	-6	6	-13	73	-33	58						84	1.7%
Catenary Failure	7	-8	4	-11	0	-19	8						-19	-0.4%
Non-Locomotive Equipment Failure	9	1	9	44	-12	-8	3						46	0.9%
Locomotive Failure	-95	-30	-3	-7	14	55	40						-26	-0.4%
Human Error	16	14	4	-1	-26	14	-15						6	0.2%
Sick, Injured, Unruly Passenger	-9	0	30	12	6	-8	-6						25	0.5%
Weather	-505	32	-8	22	34	250	14						-161	-3.1%
Other	17	1	-25	11	15	11	3						33	0.7%
<b>TOTAL TRAINS DELAYED</b>	<b>-841</b>	<b>26</b>	<b>71</b>	<b>151</b>	<b>199</b>	<b>247</b>	<b>95</b>						<b>-52</b>	

Data for current month is final (08/12/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths

08/12/2010



**TABLE 10: FREIGHT DELAYS  
between August 2008 and July 2010**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>179</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>68</b>	<b>60</b>	<b>72</b>	<b>79</b>	<b>150</b>	<b>21</b>	<b>44</b>	<b>176</b>	<b>895</b>
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
May-10	21	0	0	0	3	8	3	8	3	9	0	2	10	67
Jun-10	26	0	0	0	6	7	5	12	4	25	2	1	36	124
<b>Jul-10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>3</b>	<b>22</b>	<b>4</b>	<b>25</b>	<b>3</b>	<b>6</b>	<b>33</b>	<b>125</b>
<b>Total</b>	<b>211</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>105</b>	<b>64</b>	<b>130</b>	<b>48</b>	<b>216</b>	<b>34</b>	<b>42</b>	<b>210</b>	<b>1,132</b>

Data for current month is final (08/12/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 08/12/2010

**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	2	2	5	7	2						21
Electric ML	0	0	0	1	0	2	0						3	0.69%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	0	0	0	1	0						1	0.63%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	1	0	0	1	2	4	2						10	1.50%
Milw W	4	4	7	1	2	1	2						21	5.36%
NCS	1	0	0	0	0	0	0						1	0.44%
RI	6	4	4	3	8	5	9						39	9.82%
SWS	0	0	0	0	0	0	0						0	0.00%
UP N	4	1	4	1	1	4	5						20	3.38%
UP NW	0	3	0	1	7	3	1						15	4.36%
UP W	1	0	1	8	7	3	1						21	3.96%
<b>Total Lift Delays</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>32</b>	<b>30</b>	<b>22</b>						<b>152</b>	<b>3.04%</b>
<b>ALL DELAYS</b>													<b>5,002</b>	

Data for current month is final (08/12/10) 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
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%
<b>Total Lift Delays</b>	<b>23</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>12</b>	<b>16</b>	<b>41</b>	<b>21</b>	<b>30</b>	<b>33</b>	<b>22</b>	<b>21</b>	<b>255</b>	<b>2.90%</b>
<b>ALL DELAYS</b>													<b>8,785</b>	

**TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION**  
**July 2010**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	37	4	1	0	9	7	14	14	7	10	7	10	22	142
11-15	16	3	0	0	2	5	7	4	0	2	5	3	9	56
16-20	12	0	1	0	1	7	1	2	0	2	2	2	6	36
21+	2	0	1	0	4	6	0	8	1	6	2	3	6	39
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>10</u>
Sub-Total	72	7	3	0	16	26	23	29	8	20	16	19	44	283
<b>Off-Peak **</b>														
6-10	19	31	7	21	0	30	14	7	32	24	41	20	39	285
11-15	10	6	2	7	0	19	12	1	8	9	17	10	14	115
16-20	9	5	1	0	0	6	5	0	3	8	7	2	18	64
21+	9	10	1	6	0	15	7	4	0	2	10	9	27	100
Annulled	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>7</u>
Sub-Total	47	52	12	34	0	71	40	13	44	43	75	42	98	571
<b>July 2010 Total</b>														
6-10	56	35	8	21	9	37	28	21	39	34	48	30	61	427
11-15	26	9	2	7	2	24	19	5	8	11	22	13	23	171
16-20	21	5	2	0	1	13	6	2	3	10	9	4	24	100
21+	11	10	2	6	4	21	7	12	1	8	12	12	33	139
Annulled	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>17</u>
TOTAL	119	59	15	34	16	97	63	42	52	63	91	61	142	854
<b>2010 Year-to-Date</b>														
6-10	313	241	73	88	49	252	174	111	240	133	329	163	239	2,405
11-15	173	71	19	20	20	174	102	49	73	52	123	52	107	1,035
16-20	83	43	9	12	9	84	30	18	25	40	48	38	55	494
21+	156	79	15	25	21	135	71	43	43	57	85	84	120	934
Annulled	<u>28</u>	<u>3</u>	<u>5</u>	<u>14</u>	<u>0</u>	<u>23</u>	<u>15</u>	<u>5</u>	<u>16</u>	<u>2</u>	<u>7</u>	<u>7</u>	<u>9</u>	<u>134</u>
TOTAL	753	437	121	159	99	668	392	226	397	284	592	344	530	5,002
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>July 2010 Total</b>														
6-10	47.1%	59.3%	53.3%	61.8%	56.3%	38.1%	44.4%	50.0%	75.0%	54.0%	52.7%	49.2%	43.0%	50.0%
11-15	21.8%	15.3%	13.3%	20.6%	12.5%	24.7%	30.2%	11.9%	15.4%	17.5%	24.2%	21.3%	16.2%	20.0%
16-20	17.6%	8.5%	13.3%	0.0%	6.3%	13.4%	9.5%	4.8%	5.8%	15.9%	9.9%	6.6%	16.9%	11.7%
21+	9.2%	16.9%	13.3%	17.6%	25.0%	21.6%	11.1%	28.6%	1.9%	12.7%	13.2%	19.7%	23.2%	16.3%
Annulled	<u>4.2%</u>	<u>0.0%</u>	<u>6.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>4.8%</u>	<u>4.8%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>0.7%</u>	<u>2.0%</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%
<b>2010 Year-to-Date Delays By Duration</b>														
6-10	41.6%	55.1%	60.3%	55.3%	49.5%	37.7%	44.4%	49.1%	60.5%	46.8%	55.6%	47.4%	45.1%	48.1%
11-15	23.0%	16.2%	15.7%	12.6%	20.2%	26.0%	26.0%	21.7%	18.4%	18.3%	20.8%	15.1%	20.2%	20.7%
16-20	11.0%	9.8%	7.4%	7.5%	9.1%	12.6%	7.7%	8.0%	6.3%	14.1%	8.1%	11.0%	10.4%	9.9%
21+	20.7%	18.1%	12.4%	15.7%	21.2%	20.2%	18.1%	19.0%	10.8%	20.1%	14.4%	24.4%	22.6%	18.7%
Annulled	<u>3.7%</u>	<u>0.7%</u>	<u>4.1%</u>	<u>8.8%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>3.8%</u>	<u>2.2%</u>	<u>4.0%</u>	<u>0.7%</u>	<u>1.2%</u>	<u>2.0%</u>	<u>1.7%</u>	<u>2.7%</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 (08/12/10) 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	
<b>July 2010</b>														
Peak *	11.9	10.0	17.3	0.0	15.9	16.6	10.0	17.3	9.1	16.7	12.8	15.1	12.6	13.6
Off-Peak **	18.3	14.0	12.2	12.9	--	16.5	14.8	30.8	9.4	11.8	13.1	17.1	17.0	15.1
All	14.5	13.6	13.3	12.9	15.9	16.5	13.1	21.4	9.4	13.3	13.1	16.5	15.7	14.6
<b>2010 Year-to-Date</b>														
Peak *	15.9	14.9	15.6	19.9	16.5	16.7	16.9	18.0	12.6	16.0	16.2	20.3	19.4	16.6
Off-Peak **	17.2	13.8	11.4	13.1	--	15.8	14.0	19.3	12.5	17.0	15.9	18.3	20.1	16.0
All	16.4	14.3	12.8	14.5	16.5	16.0	15.2	18.6	12.5	16.7	16.0	19.2	19.9	16.3

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 (08/12/10) version from TOPS.