

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2010



COMMUTER RAIL ON-TIME PERFORMANCE

October 2010

This report presents an analysis of the October 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 October 2010, Metra operated 17,045 scheduled trains, including 'extras'. 652 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.2%. 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 October 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 October 2010.

Table 7.a shows the frequency of train delays by delay-cause category and by line during October 2010. Table 7.b shows the average frequencies over the previous five Octobers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 652 delays systemwide in October 2010, 70 less than the average over the previous five Octobers. Table 8.a shows delays from the beginning of the year through October 2010. Table 8.b shows the average frequencies through October 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 October of 2010, a total of 6,996 trains were delayed, compared to 7,424 trains delayed in the same ten months of 2009.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2010 freight operations delayed 107 trains systemwide, compared to 163 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2010 and 2009 respectively. A total of 14 trains were delayed by lift deployment in October 2010.

A review of October 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 52.8% of all late trains. Table 13 shows that the average length of delay was 13.5 minutes in October 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
October 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	1,134	79	93.0%	840	26	96.9%	1,974	105	94.7%	140	9	93.6%	92	1	98.9%	2,206	115	94.8%
Elec -ML	945	18	98.1%	714	18	97.5%	1,659	36	97.8%	230	8	96.5%	100	4	96.0%	1,989	48	97.6%
-BI	294	4	98.6%	483	1	99.8%	777	5	99.4%	150	10	93.3%	--	--	--	927	15	98.4%
-SC	<u>357</u>	<u>4</u>	98.9%	<u>777</u>	<u>9</u>	98.8%	<u>1,134</u>	<u>13</u>	98.9%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>0</u>	100.0%	<u>1,474</u>	<u>15</u>	99.0%
Subtotal	1,596	26	98.4%	1,974	28	98.6%	3,570	54	98.5%	620	20	96.8%	200	4	98.0%	4,390	78	98.2%
Heritage	126	12	90.5%	--	--	--	126	12	90.5%	--	--	--	--	--	--	126	12	90.5%
Milw -N	525	33	93.7%	735	52	92.9%	1,260	85	93.3%	120	9	92.5%	102	8	92.2%	1,482	102	93.1%
-W	<u>567</u>	<u>33</u>	94.2%	<u>651</u>	<u>35</u>	94.6%	<u>1,218</u>	<u>68</u>	94.4%	<u>120</u>	<u>5</u>	95.8%	<u>90</u>	<u>1</u>	98.9%	<u>1,428</u>	<u>74</u>	94.8%
Subtotal	1,092	66	94.0%	1,386	87	93.7%	2,478	153	93.8%	240	14	94.2%	192	9	95.3%	2,910	176	94.0%
NCS	231	10	95.7%	231	24	89.6%	462	34	92.6%	--	--	--	--	--	--	462	34	92.6%
RI	756	14	98.1%	672	33	95.1%	1,428	47	96.7%	100	6	94.0%	80	1	98.8%	1,608	54	96.6%
SWS	231	13	94.4%	399	12	97.0%	630	25	96.0%	30	0	100.0%	--	--	--	660	25	96.2%
UP -N	628	12	98.1%	842	9	98.9%	1,470	21	98.6%	130	11	91.5%	90	10	88.9%	1,690	42	97.5%
-NW	693	32	95.4%	672	15	97.8%	1,365	47	96.6%	120	4	96.7%	77	6	92.2%	1,562	57	96.4%
-W	<u>567</u>	<u>18</u>	96.8%	<u>672</u>	<u>22</u>	96.7%	<u>1,239</u>	<u>40</u>	96.8%	<u>100</u>	<u>11</u>	89.0%	<u>92</u>	<u>8</u>	91.3%	<u>1,431</u>	<u>59</u>	95.9%
Subtotal	1,888	62	96.7%	2,186	46	97.9%	4,074	108	97.3%	350	26	92.6%	259	24	90.7%	4,683	158	96.6%
SYSTEM	7,054	282	96.0%	7,688	256	96.7%	14,742	538	96.4%	1,480	75	94.9%	823	39	95.3%	17,045	652	96.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/16/10) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-OCT	AVG
BNSF	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	95.6%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	95.9%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.7%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.1%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8			95.2%	95.2%
	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	95.0%	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	98.8%	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	98.1%	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	97.3%	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	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2			97.8%	97.8%
	2005-2009 average	98.0	98.3	98.6	98.8	98.5	97.3	97.4	97.9	97.6	97.9	97.9	97.1	98.0%	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	93.8%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	92.6%	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	90.6%	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	89.2%	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	91.3%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5			88.6%	88.6%
	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	95.3%	94.4%
	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.3%	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	94.1%	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	95.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1			94.0%	94.0%
	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	94.7%	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	95.6%	94.8%
	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	96.0%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.8%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.2%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8			96.1%	96.1%
	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	96.3%	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	91.0%	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	95.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.4%	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	95.3%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6			93.4%	93.4%
	2005-2009 average	92.3	94.4	94.9	93.9	95.3	93.0	95.8	94.5	94.9	95.0	94.7	91.0	94.4%	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-OCT	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	95.3%	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	96.4%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.5%	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	96.0%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6			96.4%	96.4%
	2005-2009 average	95.5	94.6	96.4	97.9	96.7	95.4	94.6	96.5	95.9	93.7	95.4	91.9	95.7%	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	95.4%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	92.9%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.7%	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	95.0%	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	94.8%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2			94.4%	94.4%
	2005-2009 average	93.2	95.1	96.4	96.1	95.3	96.3	96.3	94.3	94.3	91.9	95.2	93.1	94.9%	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	97.2%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	97.8%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.6%	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	93.1%	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	93.9%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5			94.9%	94.9%
	2005-2009 average	94.6	95.5	97.5	97.6	97.6	93.9	93.4	91.7	95.8	96.6	96.9	95.4	95.4%	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	97.2%	96.9%
	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	97.8%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.1%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.6%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4			96.7%	96.7%
	2005-2009 average	94.2	95.5	97.4	97.7	97.6	96.4	96.7	95.3	96.8	96.9	95.5	94.9	96.5%	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	94.9%	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	94.8%	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	94.2%	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	94.0%	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	95.2%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9			94.8%	94.8%
	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	94.6%	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	96.6%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.5%	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	95.8%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2			95.9%	95.9%
	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	96.0%	95.9%

Delays data for most recent month is final (11/16/10) 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
October 2010**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1256 81% OT	Mon, Oct 04	0	E	ENGINE 187 NO POWER AT DOWNERS
		Wed, Oct 06	11	C	DELAYED AT FAIRVIEW WHILE WORKING TRAIN 1252 AROUND BROKEN RAIL AT WEST HINSDALE
		Thu, Oct 07	18	E1	WORKING AROUND TRAFFIC AT RIVERSIDE AND LARAMIE, 1230 DOWN AND CSXMCBMO-04
		Fri, Oct 22	7	C1	BROKEN RAIL MT1 AT HINSDALE, 10 MPH OVER MP 18.31
BNSF	1258 71% OT	Fri, Oct 01	9	RF	LATE TURN OFF OF 1219, WAITING ON 1252 AT LISLE
		Mon, Oct 04	21	E1	1256 PASSENGERS ADDED
		Thu, Oct 07	18	E1	WORKING AROUND TRAFFIC AT RIVERSIDE AND LARAMIE, 1230 DOWN AND CSXMCBMO-04
		Fri, Oct 15	31	E1	LATE FLIP AT CUS, METRA 806 PUNCHED OUT WHEN NOT READY
		Fri, Oct 22	8	C1	BROKEN RAIL MT1 AT HINSDALE, 10 MPH OVER MP 18.31
		Tue, Oct 26	12	GW	STOPPED - TALKED BY AT CONGRESS
BNSF	1259 81% OT	Wed, Oct 06	17	RF	CUS, SWITCH FAILURE (4") 13" FAIRVIEW AVENUE MISROUTE
		Thu, Oct 14	9	E1	1257 AHEAD AT NPAERVILLE AND HILL EAST
		Fri, Oct 22	8	D	LAVERGNE, HELD FOR 1276 EAST, Z-PTLCHC2-19 CLEARING INTO YARD WITH 1257 AHEAD (6")
		Tue, Oct 26	8	AM	UNION AVENUE, AMTRAK 393 AIR PROBLEMS
BNSF	1279 76% OT	Mon, Oct 04	8	RF	FOLLOWED 1277 RT 59 TO WEST EOLA
		Wed, Oct 06	13	GA	LATE FLIP OFF 1278
		Thu, Oct 07	15	AM	FOLLOWED AMTRAK 383 AT NAPERVILLE AND EOLA
		Thu, Oct 14	7	E1	HILL WEST, WAITED FOR LATE TRAFFIC TO CLEAR
		Thu, Oct 21	7	V1	LATE FLIP OFF 1278
ELML	0111 81% OT	Thu, Oct 14	7	I	3" FOLLOWING YD TRAINS, RANDOLPH; 4" HEAVY ENTRAINING, 53RD.
		Fri, Oct 15	9	I	2" TRIPPED OVERLOAD ON #1565 ENROUTE; 2" WAIT FOR FOREMAN, RICHTON; 5" HEAVY ENTRAINING ENROUTE.
		Mon, Oct 18	7	I	7" PASSENGER LOADING
		Wed, Oct 27	6	G	6" SW PROBS, KENSINGTON.
ELML	0142 81% OT	Fri, Oct 01	6	G	6" FLAGGED BY SIGNAL AT 67TH ST
		Mon, Oct 04	6	I	6" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Fri, Oct 08	6	F	6" SWAPPING B/O EQU #1522 W/ #342, 63RD.
		Fri, Oct 22	9	G	9" SIGNAL PROBLEMS KENSINGTON
ELML	0737 81% OT	Tue, Oct 12	6	F	6" EQUIPMENT PROBS ENROUTE.
		Fri, Oct 15	6	AS	9" FOLLOWING RI705.
		Thu, Oct 21	6	I	6" PASSENGER LOADING
		Thu, Oct 28	6	I	6" HEAVY PASSENGER LOADING
MN	2125 81% OT	Fri, Oct 01	6	A	6" WAIT FOR #2146, RONDOUT.
		Mon, Oct 11	8	I1	2" ADA ON, CUS; 6" MEETING #2146 OFF THE J LINE, RONDOUT.
		Wed, Oct 27	14	G	14" HAND-LINING ROUTE, DEERFIELD.
		Fri, Oct 29	35	M1	35" DUE TO FATALITY LAKE COOK RD
MN	2141 81% OT	Mon, Oct 11	8	G	9" #115 CLEARING/FLAGGING CP/WC XING.
		Mon, Oct 18	8	C	4" CN CROSSING WAITING FOR #115; 6" RUNNING RESTRICTED SPEED
		Wed, Oct 27	11	G1	11" DELAYED #2139 AHEAD.
		Fri, Oct 29	11	M1	11" FATALITY LAKE COOK RD
MN	2143 76% OT	Wed, Oct 06	8	E	10" CUT OUT TRACTION MOTORS DUE WHEEL SLIP
		Mon, Oct 18	6	RF	7" CN STOP SIGNAL; 4" FOLLOWING #2141
		Wed, Oct 27	11	G1	11" DELAYED #2141 AHEAD.
		Thu, Oct 28	20	E	NOT LOADING
		Fri, Oct 29	7	M1	7" FATALITY LAKE COOK RD
MN	2146 81% OT	Fri, Oct 01	8	CC	4" LATE TURN OF #2121, FOX LAKE.
		Fri, Oct 08	8	CC	8" LATE TURN OF #2121, FOX LAKE.
		Wed, Oct 27	7	G1	15" LATE DEPART FROM DELAYED #2121, FOX LAKE.
		Fri, Oct 29	34	M1	34" FATALITY LAKE COOK RD

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MN	2151 81% OT	Mon, Oct 11	12	D1	12" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.
		Fri, Oct 22	7	D	2" STOP, A5; 4" FOLLOW 183, A5; 1" MEET #2158, RONDOUT.
		Wed, Oct 27	10	G1	10" SINGLE TRACK WAITING DELAYED #2158, RONDOUT.
		Fri, Oct 29	10	M1	10" FATALITY LAKE COOK RD
MN	2156 57% OT	Wed, Oct 06	10	E1	10" MEETING DELAYED #2143, FOX LAKE.
		Mon, Oct 11	19	D	7" MEETING DELAYED #2143, FOX LAKE; 8" FRT TRN INT, CP/WC XING; 4" STUDENT ENGINEER.
		Thu, Oct 14	8	AD	5" WAIT FOR #2143 TO YD, FOX LAKE; 2" WAIT FOR TRAINS, NORTHBROOK & GLENVIEW; 2" RED SIGNAL, A5.
		Fri, Oct 15	10	E	10" ENG PROBLEMS ENROUTE.
		Mon, Oct 18	8	D1	7" AT FOX LAKE WAITING ON #2143; 2" GRAYSLAKE SLOW ENTRAINING
		Fri, Oct 22	9	D	1" WAIT FOR #2156 TO YD; 8" FOLLOW FRT, LAKE FOREST; 3" X-TRAFFIC, A5.
		Tue, Oct 26	6	AD	6" #2143W YARDING, FOX LAKE.
		Wed, Oct 27	18	G1	18" MEETING DELAYED #2141/2143, FOX LAKE.
Fri, Oct 29	13	M1	13" LATE TURN ACCT ACCIDENT, FOX LAKE.		
MN	2158 81% OT	Mon, Oct 11	14	D1	18" MEETING DELAYED #2149, GRAYSLAKE.
		Thu, Oct 21	11	D	17" #342 X-TRAFFIC AND CP FRT X-TRAFFIC WHICH HAD TO HAND LINE SWITCH ON THE CUT OFF ENROUTE.
		Wed, Oct 27	14	G1	14" MEETING DELAYED #2149, GRAYSLAKE.
		Fri, Oct 29	14	R	14" NO REASON GIVEN.
MW	2200 76% OT	Fri, Oct 01	6	D	6" FRT X-TRAFFIC, FRANKLIN PK.
		Wed, Oct 06	8	U	8" "ADA AT BARTLETT, RUNNING MT1 B12-GALEWOOD...AND STUDENT ENGINEER."
		Thu, Oct 07	7	R	7" STUDENT ENGR ENROUTE.
		Mon, Oct 18	12	H	12" ELGIN REFUELING LOCO #416
Fri, Oct 22	8	U	8" FLAGGED, SPAULDING; ADA, HANOVER PK & ELMWOOD PK.		
MW	2233 81% OT	Tue, Oct 05	7	D	8" RED SIGNAL, MANNHEIM.
		Wed, Oct 06	7	A	7" TRAIN AHEAD, ENROUTE.
		Wed, Oct 13	10	J1	10" DELAYED #2231 AHEAD.
		Fri, Oct 22	12	G	12" FLAGGED SIGNAL
MW	2247 81% OT	Thu, Oct 07	9	Q	6" LATE TGBO, CUS; 6" STOP, ITASCA.
		Mon, Oct 11	7	D	12" CP #813-207 AHEAD, B12-TOWER B17.
		Fri, Oct 22	11	D	13" FRT X-TRAFFIC, B17; 2" FLAGGED, ALMORA.
Thu, Oct 28	13	K1	9" LATE TURN, CUS; 4" FRT X-TRAFFIC, B35.		
NCS	0105 76% OT	Wed, Oct 06	10	D	10" FRT TRN INT, MUNDELEIN.
		Fri, Oct 08	11	I	6" SLOW ENTRAINING ENROUTE; 2" 529A, RT 83; 3" NO REASON GIVEN.
		Thu, Oct 21	8	CC	10" MOW, GRAYSLAKE.
		Wed, Oct 27	25	L	35" "EN ROUTE -- MOVIE COMPANY."
		Fri, Oct 29	7	RL	2" NO REASON GIVEN, CUS; 5" CREW SWAP, WESTERN AVE; 2" X/O MT1-MT2, TOWER A5.
RI	0503 81% OT	Fri, Oct 01	8	I	4" RULE 6.30 W/614, 91ST; 8" ENTRAINING/DETRAINING (123RD, PRAIRIE, ROBBINS & HICKORY CREEK).
		Thu, Oct 14	6	U	4" ADA, NEW LENOX; 4" WAIT FOR E/B, 91ST; 3" WAIT FOR E/B, TP80TH.
		Thu, Oct 21	10	RO	10" WAITING FOR LINE UP, CP RICHARDS.
		Wed, Oct 27	6	R1	10" LATE TURN OF DELAYED #606.
RI	0506 81% OT	Thu, Oct 07	6	U	2" CN 5763 XING, EGE; 2" ADA, 103RD; 2" NO REASON GIVEN.
		Wed, Oct 13	8	L	2" PERSON HANGING ON SIDE OF TRN, JUD (PERSON REMOVED FROM TRN, TINLEY/OP) 3" RULE 6.30 W/505, BLUE ISLAND; 1" MOW, ENGLEWOOD.
		Thu, Oct 21	16	U	7" ADA'S, TP80TH & 103RD & BRAINARD; 4" WAIT FOR #503, MP 16; 5" TRUCK RAN THRU GATES PSGR P/U DEBRIS BEFORE BOARDING, LOOMIS ST.
Fri, Oct 22	12	D	14" FRT X-TRAFFIC, JOLIET.		

Data is final (11/16/10) version from TOPS.

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TABLE 4: DELAY CODES AND DEFINITIONS

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

11/07/07 version

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

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

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

11/07/07 version

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TABLE 6: NUMBER OF DELAYS BY DATE
October 2010

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	3	3	1	15	18	0	4	3	1	12	9	0	2	1	6	9	2	12	4	0	0	105
Elec -ML	2	10	0	1	1	1	0	1	0	2	3	1	0	2	1	3	0	2	4	1	1	36
-BI	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	1	5
-SC	0	0	1	0	1	1	0	0	0	0	2	1	1	1	0	0	5	0	0	0	0	13
Heritage	0	0	0	0	1	0	1	1	2	0	2	0	0	0	0	0	0	3	0	1	1	12
Milw -N	4	1	1	3	0	7	6	1	0	1	2	4	4	1	1	3	1	2	16	2	25	85
-W	1	0	2	7	3	0	1	2	3	5	0	8	7	7	0	7	1	5	2	6	1	68
NCS	0	0	0	3	1	5	1	0	2	2	4	1	0	1	2	3	0	2	2	2	3	34
RI	3	1	2	2	2	3	2	3	4	4	1	0	0	0	2	2	1	3	11	1	0	47
SWS	1	0	0	2	8	0	1	1	2	0	0	1	0	2	0	1	0	1	4	0	1	25
UP -N	1	2	1	3	0	0	3	0	0	0	0	1	0	0	0	0	0	3	1	5	1	21
-NW	4	0	5	1	0	0	1	0	0	4	15	0	1	1	0	1	0	2	0	0	12	47
-W	0	4	1	5	5	0	1	0	0	1	3	6	1	3	4	0	0	2	0	0	4	40
SYSTEM	19	21	14	42	40	17	21	13	14	31	42	23	16	20	16	30	10	37	44	18	50	538

SATURDAY	2	9	16	23	30	TOTAL	SUNDAY/HOLIDAY	3	10	17	24	31	TOTAL
BNSF	4	2	1	0	2	9	BNSF	1	0	0	0	0	1
Elec -ML	0	1	0	5	2	8	Elec -ML	1	2	0	0	1	4
-BI	3	2	0	0	5	10	-BI	-	-	-	-	-	-
-SC	0	2	0	0	0	2	-SC	0	0	0	0	0	0
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	-
Milw -N	3	3	0	0	3	9	Milw -N	2	5	0	0	1	8
-W	1	1	2	0	1	5	-W	0	0	0	1	0	1
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	-
RI	0	0	3	3	0	6	RI	0	0	0	1	0	1
SWS	0	0	0	0	0	0	SWS	-	-	-	-	-	-
UP -N	1	6	1	0	3	11	UP -N	1	6	2	1	0	10
-NW	1	0	2	0	1	4	-NW	0	1	1	3	1	6
-W	3	2	0	1	5	11	-W	1	4	1	1	1	8
SYSTEM	16	19	9	9	22	75	SYSTEM	6	18	4	7	4	39

Data is final (11/16/10) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	5	2	1	0	0	6	5	2	1	2	0	1	2	27
<i>Freight Interference - Peak</i>	3	0	0	0	3	1	5	3	1	9	0	11	5	41
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	14	10	7	6	9	1	2	11	66
Freight Interference - Total	9	0	0	0	3	15	15	10	7	18	1	13	16	107
Accident	0	0	0	0	0	22	1	0	0	0	0	6	2	31
Passenger Loading	2	13	2	5	0	4	1	1	2	0	5	5	4	44
Lift Deployment	1	0	0	0	0	1	4	0	4	0	1	2	1	14
Obstruction/Debris	0	4	0	0	0	0	3	0	1	0	7	18	9	42
Signal/Switch Failure	20	17	3	0	4	23	18	10	6	2	3	2	7	115
Track Work	9	2	1	2	0	12	9	2	10	0	14	0	3	64
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	6	1	3	0	0	0	0	0	0	0	0	1	11
Locomotive Failure	34	0	0	0	1	10	4	3	12	1	2	5	0	72
Human Error	12	1	2	0	2	7	3	4	4	2	2	0	4	43
Sick, Injured, Unruly Passenger	2	3	4	0	0	1	7	0	3	0	5	2	7	34
Weather	15	0	1	5	2	0	1	0	1	0	2	2	2	31
Other	6	0	0	0	0	1	3	2	3	0	0	1	1	17
TOTAL TRAINS DELAYED	115	48	15	15	12	102	74	34	54	25	42	57	59	652

October - Average Over Previous Five Years: 2005-2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	2	1	0	5	2	1	2	1	3	1	1	26
<i>Freight Interference - Peak</i>	14	0	0	0	8	1	3	2	2	9	1	3	9	52
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	10	4	3	5	20	1	2	23	78
Freight Interference - Total	23	0	0	0	8	11	6	5	7	29	2	5	31	129
Accident	2	2	1	2	0	1	1	0	1	0	4	3	1	16
Passenger Loading	9	5	6	1	0	4	2	0	9	0	13	2	3	53
Lift Deployment	2	0	0	0	0	5	1	1	5	0	1	1	2	19
Obstruction/Debris	11	3	0	3	0	7	5	2	4	1	5	4	2	46
Signal/Switch Failure	26	6	2	1	3	11	6	6	10	3	2	6	5	88
Track Work	25	10	2	8	1	6	3	2	17	4	4	4	9	95
Catenary Failure	0	2	1	2	0	0	0	0	1	0	0	0	0	6
Non-Locomotive Equipment Failure	4	3	1	1	0	2	0	0	4	0	1	1	1	16
Locomotive Failure	7	0	0	0	0	4	2	1	14	2	2	2	6	41
Human Error	13	4	2	2	0	6	3	2	7	3	3	5	8	56
Sick, Injured, Unruly Passenger	4	3	0	2	0	2	1	0	1	1	4	6	2	26
Weather	16	8	3	2	1	1	2	0	11	5	8	6	2	65
Other	5	3	1	0	0	1	0	1	13	2	4	4	5	39
TOTAL TRAINS DELAYED	151	52	19	25	14	64	34	22	106	50	56	50	79	722

October 2010 Divergence From October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	-2	-1	-1	0	1	3	1	-1	1	-3	0	1	1
<i>Freight Interference - Peak</i>	-11	0	0	0	-5	0	2	1	-1	0	-1	8	-4	-11
<i>Freight Interference - Off-Peak</i>	-4	0	0	0	0	4	6	4	1	-11	0	0	-12	-12
Freight Interference - Total	-14	0	0	0	-5	4	9	5	0	-11	-1	8	-15	-22
Accident	-2	-2	-1	-2	0	21	0	0	-1	0	-4	3	1	15
Passenger Loading	-7	8	-4	4	0	0	-1	1	-7	0	-8	3	1	-9
Lift Deployment	-1	0	0	0	0	-4	3	-1	-1	0	0	1	-1	-5
Obstruction/Debris	-11	1	0	-3	0	-7	-2	-2	-3	-1	2	14	7	-4
Signal/Switch Failure	-6	11	1	-1	1	12	12	4	-4	-1	1	-4	2	27
Track Work	-16	-8	-1	-6	-1	6	6	0	-7	-4	10	-4	-6	-31
Catenary Failure	0	-2	-1	-2	0	0	0	0	-1	0	0	0	0	-6
Non-Locomotive Equipment Failure	-4	3	0	2	0	-2	0	0	-4	0	-1	-1	0	-5
Locomotive Failure	27	0	0	0	1	6	2	2	-2	-1	0	3	-6	31
Human Error	-1	-3	0	-2	2	1	0	2	-3	-1	-1	-5	-4	-13
Sick, Injured, Unruly Passenger	-2	0	4	-2	0	-1	6	0	2	-1	1	-4	5	8
Weather	-1	-8	-2	3	1	-1	-1	0	-10	-5	-6	-4	0	-34
Other	1	-3	-1	0	0	0	3	1	-10	-2	-4	-3	-4	-22
TOTAL TRAINS DELAYED	-36	-4	-4	-10	-2	38	40	12	-52	-25	-14	7	-20	-70

Data for current month is final (11/16/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 11/16/2010

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	38	28	10	12	7	77	18	8	16	12	22	20	18	286
<i>Freight Interference - Peak</i>	74	0	0	0	55	15	19	63	14	52	13	21	32	358
<i>Freight Interference - Off-Peak</i>	83	1	1	0	0	94	53	63	49	112	13	11	145	625
Freight Interference - Total	157	1	1	0	55	109	72	126	63	164	26	32	177	983
Accident	59	12	1	4	0	69	19	12	32	2	2	71	44	327
Passenger Loading	72	122	37	42	1	64	35	4	62	3	297	93	58	890
Lift Deployment	30	3	0	1	0	13	28	1	57	1	31	24	28	217
Obstruction/Debris	41	15	7	19	1	18	8	1	30	10	40	55	39	284
Signal/Switch Failure	175	93	18	22	39	130	119	61	77	80	83	46	119	1,062
Track Work	89	19	5	3	9	140	36	8	47	18	110	11	88	583
Catenary Failure	0	15	10	10	0	0	0	0	0	0	0	0	0	35
Non-Locomotive Equipment Failure	21	71	35	30	0	7	14	1	20	5	18	8	8	238
Locomotive Failure	163	0	1	0	3	111	78	35	55	9	20	23	13	511
Human Error	72	12	21	4	18	59	47	28	28	32	50	40	27	438
Sick, Injured, Unruly Passenger	17	84	15	23	0	14	36	2	33	0	44	34	39	341
Weather	113	81	16	23	11	51	36	18	35	23	82	46	48	583
Other	16	34	4	3	1	27	11	3	22	10	32	17	38	218
TOTAL TRAINS DELAYED	1,063	590	181	196	145	889	557	308	577	369	857	520	744	6,996

January-October - 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	26	27	11	7	5	45	30	13	21	11	13	10	15	233
<i>Freight Interference - Peak</i>	82	0	0	0	49	13	18	24	19	37	6	19	58	325
<i>Freight Interference - Off-Peak</i>	92	0	1	0	0	75	43	32	37	89	9	19	194	592
Freight Interference - Total	175	0	1	0	49	88	61	56	56	126	15	38	252	917
Accident	84	8	3	15	1	22	31	11	26	7	19	49	25	301
Passenger Loading	52	81	43	31	0	81	38	3	126	0	296	68	45	863
Lift Deployment	15	1	0	0	1	31	15	6	38	2	14	12	21	156
Obstruction/Debris	77	11	4	21	3	36	34	8	21	9	20	37	37	318
Signal/Switch Failure	213	82	20	22	27	148	100	57	75	57	41	65	109	1,015
Track Work	104	55	12	48	5	50	36	12	43	16	69	38	51	537
Catenary Failure	0	24	9	16	0	0	0	0	1	0	0	0	0	51
Non-Locomotive Equipment Failure	25	31	16	9	0	9	5	1	11	3	15	9	14	147
Locomotive Failure	76	2	0	0	2	60	43	13	55	10	20	32	33	345
Human Error	117	40	12	15	5	51	45	15	62	19	65	57	44	546
Sick, Injured, Unruly Passenger	30	38	7	12	1	33	19	3	33	1	28	28	22	256
Weather	83	58	17	17	9	95	61	20	82	25	87	79	63	697
Other	31	22	7	5	2	24	16	8	46	9	33	32	38	274
TOTAL TRAINS DELAYED	1,106	482	162	216	109	773	534	227	695	295	735	552	771	6,657

January-October 2010 Divergence From January-October 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	12	1	-1	5	2	32	-12	-5	-5	1	9	10	3	53
<i>Freight Interference - Peak</i>	-8	0	0	0	6	2	1	39	-5	15	7	2	-26	33
<i>Freight Interference - Off-Peak</i>	-9	1	0	0	0	19	10	31	12	23	4	-8	-49	33
Freight Interference - Total	-18	1	0	0	6	21	11	70	7	38	11	-6	-75	66
Accident	-25	4	-2	-11	-1	47	-12	1	6	-5	-17	22	19	26
Passenger Loading	20	41	-6	11	1	-17	-3	1	-64	3	1	25	13	27
Lift Deployment	15	2	0	1	-1	-18	13	-5	19	-1	17	12	7	61
Obstruction/Debris	-36	4	3	-2	-2	-18	-26	-7	9	1	20	18	2	-34
Signal/Switch Failure	-38	11	-2	0	12	-18	19	4	2	23	42	-19	10	47
Track Work	-15	-36	-7	-45	4	90	0	-4	4	2	41	-27	37	46
Catenary Failure	0	-9	1	-6	0	0	0	0	-1	0	0	0	0	-16
Non-Locomotive Equipment Failure	-4	40	19	21	0	-2	9	0	9	2	3	-1	-6	91
Locomotive Failure	87	-2	1	0	1	51	35	22	0	-1	0	-9	-20	166
Human Error	-45	-28	9	-11	13	8	2	13	-34	13	-15	-17	-17	-108
Sick, Injured, Unruly Passenger	-13	46	8	11	-1	-19	17	-1	0	-1	16	6	17	85
Weather	30	23	-1	6	2	-44	-25	-2	-47	-2	-5	-33	-15	-114
Other	-15	12	-3	-2	-1	3	-5	-5	-24	1	-1	-15	0	-56
TOTAL TRAINS DELAYED	-43	108	19	-20	36	116	23	81	-118	74	122	-32	-27	339

Data for current month is final (11/16/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 11/16/2010

**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 - Oct	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27			286	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41			358	5.1%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66			625	8.9%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107			983	14.1%
Accident	18	49	15	9	44	51	35	55	20	31			327	4.7%
Passenger Loading	47	34	62	55	85	159	160	148	96	44			890	12.7%
Lift Deployment	18	14	18	18	32	30	22	31	20	14			217	3.1%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42			284	4.1%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115			1,062	15.2%
Track Work	14	9	31	45	120	84	92	70	54	64			583	8.3%
Catenary Failure	7	0	4	0	1	0	16	0	7	0			35	0.5%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11			238	3.4%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72			511	7.3%
Human Error	54	33	32	29	45	71	37	67	27	43			438	6.3%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34			341	4.9%
Weather	94	41	3	26	35	312	25	14	2	31			583	8.3%
Other	44	11	12	29	29	27	20	16	13	17			218	3.1%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652			6,996	100%

2009

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31	15	31	258	3.5%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20	73	18	29	297	4.0%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38	90	29	58	433	5.8%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163	47	87	730	9.8%
Accident	98	12	9	27	8	20	20	9	9	6	5	38	218	2.9%
Passenger Loading	45	33	51	21	84	249	278	216	154	56	68	113	1,187	16.0%
Lift Deployment	23	15	13	8	12	16	41	21	30	33	22	21	212	2.9%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26	14	35	350	4.7%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119	58	109	1,234	16.6%
Track Work	15	15	25	58	47	117	34	170	85	132	64	46	698	9.4%
Catenary Failure	0	8	0	11	1	19	8	0	0	0	0	9	47	0.6%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11	6	35	160	2.2%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59	26	61	514	6.9%
Human Error	38	19	28	30	71	57	52	45	51	55	24	59	446	6.0%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35	49	20	325	4.4%
Weather	599	9	11	4	1	62	11	20	3	84	14	257	804	10.8%
Other	27	10	37	18	14	16	17	31	31	40	11	17	241	3.2%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596	850	423	938	7,424	100%

2010 Divergence From 2009

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	-9	0	6	-10	11	16	-4	15	7	-4			28	0.6%
<i>Freight Interference - Peak</i>	-1	15	5	21	11	24	30	-12	0	-32			61	1.1%
<i>Freight Interference - Off-Peak</i>	-7	39	13	31	5	40	42	33	20	-24			192	3.1%
Freight Interference - Total	-8	54	18	52	16	64	72	21	20	-56			253	4.2%
Accident	-80	37	6	-18	36	31	15	46	11	25			109	1.7%
Passenger Loading	2	1	11	34	1	-90	-118	-68	-58	-12			-297	-3.3%
Lift Deployment	-5	-1	5	10	20	14	-19	10	-10	-19			5	0.2%
Obstruction/Debris	0	-35	-3	6	-9	-11	-11	-8	-11	16			-66	-0.7%
Signal/Switch Failure	-180	-34	11	20	20	-39	55	-64	43	-4			-172	-1.4%
Track Work	-1	-6	6	-13	73	-33	58	-100	-31	-68			-115	-1.1%
Catenary Failure	7	-8	4	-11	0	-19	8	0	7	0			-12	-0.1%
Non-Locomotive Equipment Failure	9	1	9	44	-12	-8	3	15	17	0			78	1.2%
Locomotive Failure	-95	-30	-3	-7	14	55	40	10	0	13			-3	0.4%
Human Error	16	14	4	-1	-26	14	-15	22	-24	-12			-8	0.3%
Sick, Injured, Unruly Passenger	-9	0	30	12	6	-8	-6	-2	-6	-1			16	0.5%
Weather	-505	32	-8	22	34	250	14	-6	-1	-53			-221	-2.5%
Other	17	1	-25	11	15	11	3	-15	-18	-23			-23	-0.1%
TOTAL TRAINS DELAYED	-841	26	71	151	199	247	95	-124	-54	-198			-428	

Data for current month is final (11/16/10) version from TOPS.

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

11/16/2010

TABLE 10: FREIGHT DELAYS
between November 2008 and October 2010

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	176	0	0	0	49	64	66	79	63	181	13	59	120	870
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
Jul-10	17	0	0	0	4	8	3	22	4	25	3	6	33	125
Aug-10	25	0	0	0	7	17	8	9	12	25	0	1	22	126
Sep-10	6	0	0	0	8	8	9	8	9	12	1	1	16	78
Oct-10	9	0	0	0	3	15	15	10	7	18	1	13	16	107
Total	176	1	1	0	68	124	80	139	68	185	31	33	211	1,117

Data for current month is final (11/16/10) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 11/16/2010

**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	5	3	1																							30	2.82%			
Electric ML	0	0	0	1	0	2	0	0	0	0																							3	0.51%				
Electric BI	0	0	0	0	0	0	0	0	0	0																							0	0.00%				
Electric SC	0	0	0	0	0	1	0	0	0	0																							1	0.51%				
HER	0	0	0	0	0	0	0	0	0	0																							0	0.00%				
Milw N	1	0	0	1	2	4	2	2	0	1																							13	1.46%				
Milw W	4	4	7	1	2	1	2	2	1	4																								28	5.03%			
NCS	1	0	0	0	0	0	0	0	0	0																								1	0.32%			
RI	6	4	4	3	8	5	9	5	9	4																								57	9.88%			
SWS	0	0	0	0	0	0	0	0	1	0																								1	0.27%			
UP N	4	1	4	1	1	4	5	9	1	1																								31	3.62%			
UP NW	0	3	0	1	7	3	1	4	3	2																								24	4.62%			
UP W	1	0	1	8	7	3	1	4	2	1																								28	3.76%			
Total Lift Delays	18	14	18	18	32	30	22	31	20	14																								217	3.10%			
ALL DELAYS																																				6,996		

Data for current month is final (11/16/10) version from TOPS.

2009

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

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION
October 2010

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	43	13	4	2	8	18	21	5	7	6	7	8	8	150
11-15	21	3	0	0	0	8	7	2	2	2	1	10	7	63
16-20	6	2	0	1	0	2	4	2	2	3	1	4	1	28
21+	4	0	0	1	4	5	1	1	0	2	2	10	2	32
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>9</u>
Sub-Total	79	18	4	4	12	33	33	10	14	13	12	32	18	282
Off-Peak **														
6-10	26	23	6	9	0	30	15	10	28	5	11	10	21	194
11-15	7	1	2	0	0	15	8	7	5	2	9	4	10	70
16-20	1	1	0	2	0	10	10	5	2	2	7	7	4	51
21+	2	2	3	0	0	14	8	2	4	3	3	4	6	51
Annulled	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	36	30	11	11	0	69	41	24	40	12	30	25	41	370
October 2010 Total														
6-10	69	36	10	11	8	48	36	15	35	11	18	18	29	344
11-15	28	4	2	0	0	23	15	9	7	4	10	14	17	133
16-20	7	3	0	3	0	12	14	7	4	5	8	11	5	79
21+	6	2	3	1	4	19	9	3	4	5	5	14	8	83
Annulled	<u>5</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>13</u>
TOTAL	115	48	15	15	12	102	74	34	54	25	42	57	59	652
2010 Year-to-Date														
6-10	473	332	106	114	74	357	249	152	347	180	479	227	327	3,417
11-15	244	100	28	23	28	230	140	67	107	65	182	82	167	1,463
16-20	107	60	12	18	14	107	50	27	41	51	75	59	74	695
21+	199	92	26	26	27	170	100	57	59	71	113	139	161	1,240
Annulled	<u>40</u>	<u>6</u>	<u>9</u>	<u>15</u>	<u>2</u>	<u>25</u>	<u>18</u>	<u>5</u>	<u>23</u>	<u>2</u>	<u>8</u>	<u>13</u>	<u>15</u>	<u>181</u>
TOTAL	1,063	590	181	196	145	889	557	308	577	369	857	520	744	6,996
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	
October 2010 Total														
6-10	60.0%	75.0%	66.7%	73.3%	66.7%	47.1%	48.6%	44.1%	64.8%	44.0%	42.9%	31.6%	49.2%	52.8%
11-15	24.3%	8.3%	13.3%	0.0%	0.0%	22.5%	20.3%	26.5%	13.0%	16.0%	23.8%	24.6%	28.8%	20.4%
16-20	6.1%	6.3%	0.0%	20.0%	0.0%	11.8%	18.9%	20.6%	7.4%	20.0%	19.0%	19.3%	8.5%	12.1%
21+	5.2%	4.2%	20.0%	6.7%	33.3%	18.6%	12.2%	8.8%	7.4%	20.0%	11.9%	24.6%	13.6%	12.7%
Annulled	<u>4.3%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.4%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</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%
2010 Year-to-Date Delays By Duration														
6-10	44.5%	56.3%	58.6%	58.2%	51.0%	40.2%	44.7%	49.4%	60.1%	48.8%	55.9%	43.7%	44.0%	48.8%
11-15	23.0%	16.9%	15.5%	11.7%	19.3%	25.9%	25.1%	21.8%	18.5%	17.6%	21.2%	15.8%	22.4%	20.9%
16-20	10.1%	10.2%	6.6%	9.2%	9.7%	12.0%	9.0%	8.8%	7.1%	13.8%	8.8%	11.3%	9.9%	9.9%
21+	18.7%	15.6%	14.4%	13.3%	18.6%	19.1%	18.0%	18.5%	10.2%	19.2%	13.2%	26.7%	21.6%	17.7%
Annulled	<u>3.8%</u>	<u>1.0%</u>	<u>5.0%</u>	<u>7.7%</u>	<u>1.4%</u>	<u>2.8%</u>	<u>3.2%</u>	<u>1.6%</u>	<u>4.0%</u>	<u>0.5%</u>	<u>0.9%</u>	<u>2.5%</u>	<u>2.0%</u>	<u>2.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.
 Data for most recent month is final (11/16/10) version from TOPS.

TABLE 13: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<i>October 2010</i>														
Peak *	11.8	9.5	7.3	14.3	21.8	12.2	10.5	12.3	10.6	16.5	12.5	15.8	12.6	12.7
Off-Peak **	10.5	9.8	13.5	8.9	--	15.5	17.2	12.8	10.9	17.4	16.9	18.4	14.8	14.2
All	11.4	9.7	11.8	10.3	21.8	14.4	14.2	12.6	10.8	16.9	15.7	16.9	14.2	13.5
<i>2010 Year-to-Date</i>														
Peak *	14.7	14.4	15.8	18.2	16.1	15.4	15.7	17.7	12.6	15.9	14.4	24.8	18.4	16.2
Off-Peak **	16.6	12.8	11.4	12.4	--	15.8	14.7	17.1	12.2	16.5	15.4	19.3	19.1	15.6
All	15.5	13.5	12.9	13.6	16.1	15.7	15.1	17.4	12.3	16.3	15.0	21.9	18.9	15.9

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 (11/16/10) version from TOPS.