

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

January 2011



COMMUTER RAIL ON-TIME PERFORMANCE

January 2011

This report presents an analysis of the January 2011 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those trains arriving at their last station stop within five minutes of schedule. Trains that are six minutes or more behind schedule are regarded as late.

Table 1 presents the number of train delays by rail line and service period. During January 2011, Metra operated 16,904 scheduled trains, including 'extras'. 603 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.4%. Table 2 lists on-time percentages by line for each month and year since 2006. Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2011, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category in Table 5.

Table 6 provides a daily listing of the number of delays by line and branch for January 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during January 2011. Table 7.b shows the average frequencies over the previous five Januarys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 603 delays systemwide in January 2011, 202 less than the average over the previous five Januarys. Table 8.a shows delays from the beginning of the year through January 2011. Table 8.b shows the average frequencies through January of each of the previous five years, and Table 8.c shows the differences between Table 8.a and Table 8.b. Tables 9.a and 9.b display the systemwide frequency of train delays by cause and by month, for 2011 and 2010 respectively, and Table 9.c shows the difference between the two. From January through January of 2011, a total of 603 trains were delayed, compared to 585 trains delayed in the same one months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2011 freight operations delayed 86 trains systemwide, compared to 88 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2011 and 2010 respectively. A total of 18 trains were delayed by lift deployment in January 2011.

A review of January 2011 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 46.8% of all late trains. Table 13 shows that the average length of delay was 16.9 minutes in January 2011. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
January 2011**

	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	60	94.7%	840	21	97.5%	1,974	81	95.9%	112	2	98.2%	108	0	100.0%	2,194	83	96.2%
Elec -ML	945	22	97.7%	714	14	98.0%	1,659	36	97.8%	184	1	99.5%	120	3	97.5%	1,963	40	98.0%
-BI	294	2	99.3%	483	5	99.0%	777	7	99.1%	120	1	99.2%	--	--	--	897	8	99.1%
-SC	<u>357</u>	<u>4</u>	98.9%	<u>777</u>	<u>7</u>	99.1%	<u>1,134</u>	<u>11</u>	99.0%	<u>192</u>	<u>0</u>	100.0%	<u>120</u>	<u>0</u>	100.0%	<u>1,446</u>	<u>11</u>	99.2%
Subtotal	1,596	28	98.2%	1,974	26	98.7%	3,570	54	98.5%	496	2	99.6%	240	3	98.8%	4,306	59	98.6%
Heritage	126	10	92.1%	--	--	--	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
Milw -N	525	44	91.6%	735	48	93.5%	1,260	92	92.7%	96	6	93.8%	120	7	94.2%	1,476	105	92.9%
-W	<u>567</u>	<u>23</u>	95.9%	<u>651</u>	<u>27</u>	95.9%	<u>1,218</u>	<u>50</u>	95.9%	<u>96</u>	<u>0</u>	100.0%	<u>108</u>	<u>7</u>	93.5%	<u>1,422</u>	<u>57</u>	96.0%
Subtotal	1,092	67	93.9%	1,386	75	94.6%	2,478	142	94.3%	192	6	96.9%	228	14	93.9%	2,898	162	94.4%
NCS	231	8	96.5%	231	13	94.4%	462	21	95.5%	--	--	--	--	--	--	462	21	95.5%
RI	756	18	97.6%	672	16	97.6%	1,428	34	97.6%	80	0	100.0%	96	2	97.9%	1,604	36	97.8%
SWS	231	12	94.8%	399	19	95.2%	630	31	95.1%	24	1	95.8%	--	--	--	654	32	95.1%
UP -N	630	18	97.1%	840	31	96.3%	1,470	49	96.7%	104	5	95.2%	108	6	94.4%	1,682	60	96.4%
-NW	693	25	96.4%	672	16	97.6%	1,365	41	97.0%	96	1	99.0%	90	5	94.4%	1,551	47	97.0%
-W	<u>567</u>	<u>41</u>	92.8%	<u>672</u>	<u>45</u>	93.3%	<u>1,239</u>	<u>86</u>	93.1%	<u>80</u>	<u>2</u>	97.5%	<u>108</u>	<u>5</u>	95.4%	<u>1,427</u>	<u>93</u>	93.5%
Subtotal	1,890	84	95.6%	2,184	92	95.8%	4,074	176	95.7%	280	8	97.1%	306	16	94.8%	4,660	200	95.7%
SYSTEM	7,056	287	95.9%	7,686	262	96.6%	14,742	549	96.3%	1,184	19	98.4%	978	35	96.4%	16,904	603	96.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (02/18/11) 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-JAN	AVG
BNSF	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.9%	95.0%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	96.4%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	92.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	85.4%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	97.8%	95.2%
	2011	96.2												96.2%	96.2%
	2006-2010 average		93.9	93.8	96.7	97.0	96.3	92.7	95.8	94.0	95.9	93.4	94.5	93.9	93.9%
Electric	2006	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	99.3%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	99.2%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	96.4%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	96.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6												98.6%	98.6%
	2006-2010 average		97.8	98.0	98.4	98.5	98.4	97.1	97.2	97.6	97.4	97.8	98.1	96.9	97.8%
Heritage	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	94.4%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	98.5%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	93.9%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	79.4%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	92.5%	88.5%
	2011	92.1												92.1%	92.1%
	2006-2010 average		91.8	89.8	89.5	91.8	90.8	90.6	91.2	89.7	89.9	89.8	92.8	87.2	91.8%
Milw - N	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	92.7%	93.7%
	2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	96.0%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	96.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	85.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	96.1%	94.3%
	2011	92.9												92.9%	92.9%
	2006-2010 average		93.4	94.6	95.8	95.4	93.9	93.5	93.1	94.5	95.8	94.9	93.2	91.1	93.4%
Milw - W	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	91.9%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	98.8%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	94.5%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	92.6%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	2011	96.0												96.0%	96.0%
	2006-2010 average		94.8	95.3	97.1	97.5	97.2	96.2	95.4	94.9	97.8	97.4	97.3	94.1	94.8%
NCS	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	92.6%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	95.9%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	93.4%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	88.9%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	96.4%	93.2%
	2011	95.5												95.5%	95.5%
	2006-2010 average		93.6	94.2	94.9	93.7	95.4	93.1	95.3	94.9	95.7	94.7	95.1	91.4	93.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
RI	2006	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	95.9%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	96.0%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.5%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	93.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	95.4%	96.3%
	2011	97.8												97.8%	97.8%
	2006-2010 average		95.2	94.2	96.3	97.8	97.0	95.5	95.1	96.4	96.3	95.6	96.4	92.7	95.2%
SWS	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	92.3%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	98.6%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	93.5%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	87.1%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.6%	94.2%
	2011	95.1												95.1%	95.1%
	2006-2010 average		93.4	95.0	96.4	96.3	95.2	95.0	95.3	94.1	94.6	92.4	95.3	93.0	93.4%
UP - N	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.5%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	98.0%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	91.9%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	91.4%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	93.9%	95.0%
	2011	96.4												96.4%	96.4%
	2006-2010 average		94.6	95.0	97.0	97.2	96.7	92.9	93.2	91.5	95.2	96.8	96.1	94.9	94.6%
UP - NW	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	97.9%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	95.8%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	91.9%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	91.9%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0												97.0%	97.0%
	2006-2010 average		94.8	95.4	97.5	97.6	97.1	96.5	96.2	95.3	96.6	96.5	95.1		94.8%
UP - W	2006	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	91.7%	94.7%
	2007	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	95.9%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	95.2%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	92.3%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.6%	94.5%
	2011	93.5												93.5%	93.5%
	2006-2010 average		94.3	93.9	95.4	95.7	95.5	94.0	94.6	93.3	94.4	94.8	95.2	92.7	94.3%
SYSTEM (excluding South Shore)	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.2%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	97.4%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	94.5%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	91.6%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.5%	95.9%
	2011	96.4												96.4%	96.4%
	2006-2010 average		95.2	95.4	96.9	97.2	96.7	95.0	95.4	95.1	96.2	95.9	96.1	94.3	95.2%

Delays data for most recent month is final (02/18/11) version from TOPS.

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'2006-2010 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2011**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1279	Mon, Jan 03	10	D	DEPARTED 7" LATE, ACCT LATE ARRIVAL OF EQUIPMENT	
		81% OT	Wed, Jan 05	11	D1	TRAFFIC AHEAD REROUTING AROUND THE MBRGAL1-05
		Thu, Jan 06	0	R1	SWS 831 RED SIGNAL VIOLATION AT CUS AND TRAIN CANCELLED	
		Mon, Jan 24	0	G	DOWNERS GROVE, SWITCH FAILURE, 1278 ANNULLED AT DG	
BNSF	1281	Thu, Jan 06	0	R1	SWS 831 RED SIGNAL VIOLATION AT CUS AND TRAIN CANCELLED	
		81% OT	Tue, Jan 11	11	EW	DEPARTED 8" LATE ACCT LATE ARRIVAL OF EQUIPMENT
		Thu, Jan 13	50	M1	STOPPED FOR CROSSING ACCIDENT AT LAVERGNE WITH 1288	
		Mon, Jan 24	8	G	HEAVY LOADING FROM PASSENGERS FROM 1279	
BNSF	1373	Thu, Jan 06	19	R1	DEPARTED 9" LATE ACCT HEAVY PASSENGER HANDLING ACCT ANNULLED 1279 AND 1281	
		81% OT	Thu, Jan 13	50	M1	STOPPED FOR CROSSING ACCIDENT AT LAVERGNE WITH 1288
		Mon, Jan 24	8	G	HEAVY LOADING FROM PASSENGERS FROM 1279	
		Thu, Jan 27	15	RF	LATE FLIP OFF 1284/1255 DEPARTED CUS 1827	
ELML	0142	Wed, Jan 05	9	F	11" AIR PROBLEMS, UP.	
		81% OT	Fri, Jan 07	6	I	3" WAIT FOR SIGNAL TO TIME OUT, HW; 4" FLAG STOPS ENROUTE.
		Tue, Jan 18	8	O1	9" LATE TURN OF DELAYED #139.	
		Tue, Jan 25	9	G	11" TRK CIRCUIT (SW #1 LOCKED REVERSE), RICHTON YD.	
MN	2129	Thu, Jan 06	7	U	5" STOP, MAYFAIR; 6" ADA, LIBERTYVILLE & GRAYSLAKE.	
		81% OT	Fri, Jan 07	0	XE	ANNULLED ACCT LOCO FAILURE, MP 12.
		Mon, Jan 10	20	G1	16" DELAYED #2125 AHEAD.	
		Tue, Jan 18	8	GX	4" UP PSGR TRN INT, MAYFAIR; 4" GX PROCEDURES, FAIRFIELD RD.	
MN	2141	Mon, Jan 03	14	H1	15" OPERATED MT2, MORTON GROVE-A20 (AROUND ANNULLED #2135/2137 AT GLENVIEW) AND DELAYED #2139 AHEAD.	
		76% OT	Fri, Jan 07	58	E1	58" FOLLOWING TRAINS ENROUTE.
		Tue, Jan 11	8	R1	10" DELAYED #2139 AHEAD.	
		Mon, Jan 24	7	RO	5" "STOP SIG," TOWER A5; 2" NO REASON GIVEN.	
		Tue, Jan 25	11	AM	11" AMTRAK #7 AHEAD, CUS-RONDOUT.	
MN	2143	Mon, Jan 03	64	H1	35" ANNULLED #2135/2137 EQUIP AHEAD, GLENVIEW; 20" MEETING #2156, GRAYSLAKE	
		81% OT	Fri, Jan 07	53	E1	53" FOLLOWING TRAINS ENROUTE.
		Fri, Jan 14	15	G	17" FLAGGING CP/WC XING (HAD PROBS REACHING CN DISP BY RADIO - HAD TO USE NEXTEL).	
		Tue, Jan 25	8	AM	12" DELAYED #2141 AHEAD, MORTON GROVE-NORTHBROOK AND RONDOUT- ROUND LAKE.	
MN	2145	Fri, Jan 07	0	E1	ANNULLED ACCT LOCO PROBLEMS #2129.	
		81% OT	Mon, Jan 10	15	G1	14" LATE TURN OF DELAYED #2146; 1" NO REASON GIVEN.
		Fri, Jan 21	6	D1	7" LATE TURN OF #2146, CUS.	
		Fri, Jan 28	6	II	7" DELAY CUS LATE TURN FROM #2146.	
MN	2146	Thu, Jan 06	7	E1	17" LATE TURN OF #2121, FOX LAKE; HIGHBALLED FORM EDGEBROOK TO A2.	
		76% OT	Fri, Jan 07	38	E1	38" ACCT #2129 LOCO PROBLEMS ENROUTE.
		Mon, Jan 10	13	G	13" SW FAILURE, A20.	
		Fri, Jan 21	8	D1	13" LATE TURN OF #2121, FOX LAKE.	
		Fri, Jan 28	7	II	5" DELAY FOX LAKE LATE TURN FROM #2121; 2" DELAY DEERFIELD ADA.	
MN	2149	Mon, Jan 03	0	H1	ANNULLED. (WOULD HAVE BEEN TURN OF ANNULLED #2150).	
		81% OT	Fri, Jan 07	0	E1	ANNULLED ACCT LOCO PROBLEMS ON #2129.
		Tue, Jan 11	10	R1	12" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT.	
		Thu, Jan 27	10	D	HOLD FOR CN FRT NORTHBOUND	
MN	2151	Fri, Jan 07	16	E1	30" WAIT FOR RTA418 TO CLEAR, JLINE.	
		81% OT	Tue, Jan 11	8	R1	15" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.
		Thu, Jan 27	10	D1	MEET 2158.	
		Mon, Jan 31	11	D1	11" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.	
MN	2158	Thu, Jan 06	6	C1	16" WAIT FOR #2153 TO CLEAR RAILGRINDER, MORTON GROVE.	
		76% OT	Fri, Jan 07	15	E1	25" LATE TURN OF DELAYED #2141.
		Mon, Jan 24	24	D	5" MEETING #2149, GRAYSLAKE; 25" CP FRT AHEAD, LK COOK-A20.	
		Thu, Jan 27	9	D1	14" DUE TO WAITING AT GRAYSLAKE FOR #2149 TO CLEAR.	
		Mon, Jan 31	22	D	16" FRT TRN INT, CP/WC XING.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2011**

NCS 81% OT	0119	Wed, Jan 05	7	D	11" FRT TRN INT, RAM.
		Fri, Jan 07	7	R1	7" LATE TURN OF #118, CUS.
		Thu, Jan 27	16	D	WAIT FOR SWD FRT AND FOLLOW NWD FRT AR LEITHTON
		Mon, Jan 31	9	D	14" FRT TRN INT, LOMOND.
SWS 76% OT	0842	Mon, Jan 03	30	K	35" TRUCK STRUCK BRIDGE, 120TH ST.
		Thu, Jan 06	13	R1	4" NS X-TRAFFIC, BELT; 4" STOP, 23RD; 5" WAIT FOR TRAINS, CUS.
		Mon, Jan 10	6	D1	6" MEETING DELAYED #839, ASHBURN.
		Mon, Jan 17	17	G1	18" MEETING DELAYED #839, ASHBURN.
	Wed, Jan 19	10	D	10" AT FOREST HILL WAITING ON CSX #Q147 TO CLEAR.	
UPN 81% OT	0332	Tue, Jan 04	8	R	5" ATS FAILURE WHILE X/O (FROM #317), HIGHLAND PK; 3" HEAVY EN-TRAINING, EVANSTON/CENTRAL.
		Tue, Jan 11	9	IW	9" LATE TURN OF DELAYED #317 AND NO DELAY SHOWN FOR SLOW EN- TRAINING, GLENCOE-EVANSTON/DAVIS.
		Thu, Jan 13	7	II	7M LAT ARRIVAL OF M317 HIGHLAND PK HPL AT HUBBARD.
		Tue, Jan 25	0	XE	ANNULLED EVANSTON/MAIN (LOCO AIR COMPRESSOR PROBS). PSGRS FOR- WARDED ON #334.
UPN 81% OT	0356	Wed, Jan 05	8	AA	8" RULE 6.30, HIGHLAND PK & GLENCOE; ALL RED, SIGNAL 196.2.
		Fri, Jan 14	10	I	10" SLOW ENTRAINING, WAUKEGAN-EVANSTON/DAVIS AND SLOW DETRAIN- ING, HIGHLAND PK-RAVENSWOOD.
		Tue, Jan 25	10	U	10" TWO ADAS ENROUTE AND SLOW ENTRAINING (NORTH CHICAGO, LAKE BLUFF, LAKE FOREST, HIGHLAND PARK AND EVANSTON/DAVIS).
		Fri, Jan 28	6	I	6" RULE 6.30 (FT SHERIDAN, HIGHLAND PK AND GLENCOE) AND SLOW ENTRAINING (GREAT LAKES, FT FOREST, HIGHLAND PK AND EVANSTON/DAVIS).
UPNW 81% OT	0658	Tue, Jan 04	63	EW	63" LATE TURN OF DELAYED #625'S CREW. OPERATED WITH #627'S EQUIP.
		Fri, Jan 14	13	M1	13" LATE TURN OF DELAYED #625.
		Tue, Jan 18	45	FW	45" ANNULLED #656 AHEAD, BARRINGTON. P/U STRANDED #656 PSGRS AT BARRINGTON.
		Fri, Jan 28	21	T	27" AUTOMATIC BLOWDOWN VALVE CAME OFF, HARVARD.
UPW 81% OT	0030	Fri, Jan 14	20	M1	20" PEDESTRIAN INCIDENT #15, MP 5.3.
		Mon, Jan 17	10	D1	10" HELD TURNER (FOR DISABLED #MCBPR-16 (AT PARK) TO YARD). UN-ABLE TO RUN MT2 (#ADVBIR-15 WAITING RECREW). OPERATED MT3, TURNER-PARK.
		Thu, Jan 20	7	G1	7" UP #7983 CLEARING EJE XING AND TRN(S) AHEAD ACCT #47 SW FAILED, TOWER A2.
		Tue, Jan 25	6	U	6" TWO ADAS ENROUTE, PSGR TRN INT AT TOWER A2 AND CONGESTION, LAKE ST.
UPW 81% OT	0034	Wed, Jan 05	6	L	6" NEAR MISS, BELLWOOD; WAIT FOR SIG, PROVO; UNRULY PSGR, MELROSE PK.
		Fri, Jan 14	0	M1	ANNULLED. PEDESTRIAN INCIDENT #15, MP 5.3.
		Thu, Jan 20	6	G1	6" TRN(S) AHEAD ACCT SW #47 FAILED, TOWER A2.
		Tue, Jan 25	10	F1	10" HELD ELMHURST FOR DELAYED #32 TO CLEAR. NO DELAY FOR PSGR TRN INT, TOWER A2.
UPW 76% OT	0036	Fri, Jan 14	27	M1	27" PEDESTRIAN ACCIDENT #15, MP 5.3.
		Mon, Jan 17	0	D1	PER PSGR COUNT THIS TRAIN WAS ANNULLED.
		Thu, Jan 20	7	D	7" #MNMPROX-19 AHEAD, PARK.
		Mon, Jan 24	9	G	9" GX PROCEDURES AT 25TH AVE AND WAITING FOR LINE-UP, HALSTED ST (COMPUTER SHUTDOWN).
	Mon, Jan 31	7	J	7" REMOVAL OF UNRULY PSGR, GENEVA.	
UPW 76% OT	0058	Fri, Jan 07	35	EW	35" LATE ARRIVAL OF #39 CREW & EQU CREW USED #41 EQU, ELBURN.
		Fri, Jan 14	96	KP	96" LATE TURN OF ANNULLED #39'S EQUIPMENT.
		Mon, Jan 17	10	G	10" TRK LIGHT, PECK AND GX PROCEDURES, MP 33.05.
		Fri, Jan 21	11	D	11" CNDBT-20 BLOCKING, ELBURN.
	Wed, Jan 26	6	C	6" OPERATED MT2, TURNER-PARK (BROKEN RAIL, MP 17.7 ON MT1).	
UPW 81% OT	0060	Fri, Jan 07	8	EW	8" MADE XTRA STOPS ACCT #58 DELAY, ELMHURST TO OTC.
		Fri, Jan 14	0	KP	ANNULLED. WOULD HAVE BEEN TURN OF ANNULLED #59.
		Fri, Jan 21	10	D1	10" #58 AHEAD ENROUTE.
		Wed, Jan 26	8	C1	8" DELAYED #58 AHEAD.

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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
January 2011

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
BNSF	4	2	8	5	1	0	3	8	9	1	0	6	3	0	13	8	1	0	8	1	0	81
Elec -ML	0	9	2	2	1	2	0	0	0	1	0	8	0	1	3	1	4	0	1	0	1	36
-BI	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	0	0	7
-SC	0	0	5	0	0	0	0	0	1	0	0	0	1	0	1	2	0	0	0	1	0	11
Heritage	1	1	1	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	10
Milw -N	9	0	0	7	19	11	5	1	0	1	0	2	3	1	16	3	3	0	6	3	2	92
-W	0	1	0	5	0	1	6	5	2	1	22	2	0	1	0	0	1	2	0	1	0	50
NCS	1	0	2	0	3	3	0	0	0	0	0	0	5	0	0	1	0	2	1	1	2	21
RI	2	0	0	7	0	2	1	0	1	0	0	0	1	2	0	1	2	0	3	3	9	34
SWS	3	0	1	2	0	2	4	0	0	0	4	2	4	0	5	0	0	2	1	1	0	31
UP -N	0	1	2	1	0	1	2	0	3	1	1	0	4	0	10	4	5	0	2	10	2	49
-NW	1	10	0	1	5	0	0	0	1	4	0	3	4	1	2	2	0	1	1	2	3	41
-W	0	1	3	1	4	0	0	0	0	31	8	6	1	9	4	3	3	4	1	5	2	86
SYSTEM	21	25	25	32	33	22	22	14	17	40	35	31	28	16	54	26	21	12	24	28	23	549

SATURDAY	8	15	22	29	TOTAL	SUNDAY/HOLIDAY	1	2	9	16	23	30	TOTAL
BNSF	0	1	1	0	2	BNSF	0	0	0	0	0	0	0
Elec -ML	0	1	0	0	1	Elec -ML	0	0	0	0	0	3	3
-BI	1	0	0	0	1	-BI	-	-	-	-	-	-	-
-SC	0	0	0	0	0	-SC	0	0	0	0	0	0	0
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-	-
Milw -N	0	1	0	5	6	Milw -N	0	3	0	3	1	0	7
-W	0	0	0	0	0	-W	0	0	0	5	2	0	7
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-	-
RI	0	0	0	0	0	RI	0	0	1	0	0	1	2
SWS	1	0	0	0	1	SWS	-	-	-	-	-	-	-
UP -N	4	1	0	0	5	UP -N	0	0	1	1	2	2	6
-NW	1	0	0	0	1	-NW	1	0	0	2	2	0	5
-W	0	1	0	1	2	-W	0	1	0	0	0	4	5
SYSTEM	7	5	1	6	19	SYSTEM	1	4	2	11	7	10	35

Data is final (02/18/11) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	1	0	1	2	2	2	0	0	3	4	0	0	18
<i>Freight Interference - Peak</i>	11	0	0	0	3	1	4	2	2	3	0	0	9	35
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	11	1	7	4	7	2	1	12	51
Freight Interference - Total	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Accident	7	0	0	5	0	1	20	0	0	0	1	2	16	52
Passenger Loading	3	4	0	1	0	8	0	0	1	0	16	3	0	36
Lift Deployment	5	0	0	0	0	1	0	0	2	0	8	0	2	18
Obstruction/Debris	0	0	0	0	0	1	5	0	2	2	2	2	19	33
Signal/Switch Failure	12	10	5	2	2	21	12	3	12	9	2	9	13	112
Track Work	3	0	0	0	0	4	2	4	0	1	7	1	6	28
Catenary Failure	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	0	3	1	0	0	0	0	0	3	0	0	0	2	9
Locomotive Failure	11	0	0	0	1	35	7	2	2	0	2	9	0	69
Human Error	12	10	0	0	2	17	0	3	2	4	2	1	4	57
Sick, Injured, Unruly Passenger	2	3	0	2	0	3	3	0	1	0	7	1	3	25
Weather	8	0	0	0	0	0	0	0	0	0	5	15	5	33
Other	0	1	1	0	0	0	1	0	5	3	2	3	2	18
TOTAL TRAINS DELAYED	83	40	8	11	10	105	57	21	36	32	60	47	93	603

January - Average Over Previous Five Years: 2006-2010

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	1	1	0	7	6	2	3	1	4	2	3	37
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	1	4	2	4	2	1	4	35
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	6	6	5	6	7	2	3	18	62
Freight Interference - Total	20	0	0	0	4	7	7	8	8	11	4	4	22	97
Accident	18	2	0	1	0	1	4	3	2	2	2	11	6	54
Passenger Loading	3	2	3	1	0	3	2	0	4	0	19	5	3	45
Lift Deployment	2	0	0	0	0	4	3	1	5	0	2	1	2	20
Obstruction/Debris	4	1	1	1	0	4	5	1	2	0	2	8	2	31
Signal/Switch Failure	38	11	1	2	2	18	18	5	8	12	5	8	13	139
Track Work	3	1	0	3	0	3	1	1	4	2	2	3	0	22
Catenary Failure	0	2	1	1	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	2	6	4	0	0	1	0	0	2	0	1	2	1	20
Locomotive Failure	8	0	0	0	0	9	6	0	4	1	0	7	3	40
Human Error	7	4	1	1	1	6	5	0	6	2	11	8	3	55
Sick, Injured, Unruly Passenger	5	3	0	1	0	3	1	0	4	0	3	2	2	25
Weather	20	14	2	6	2	29	15	5	22	7	28	19	20	188
Other	0	7	1	1	0	4	2	0	3	1	4	1	1	26
TOTAL TRAINS DELAYED	136	58	17	19	10	98	75	27	77	39	87	81	81	805

January 2011 Divergence From January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-1	-3	-1	0	2	-5	-4	-2	-3	2	0	-2	-3	-19
<i>Freight Interference - Peak</i>	0	0	0	0	-1	0	3	-2	0	-1	-2	-1	5	0
<i>Freight Interference - Off-Peak</i>	-3	0	0	0	0	5	-5	2	-2	0	0	-2	-6	-11
Freight Interference - Total	-3	0	0	0	-1	5	-2	1	-2	-1	-2	-3	-1	-11
Accident	-11	-2	0	4	0	0	16	-3	-2	-2	-1	-9	10	-2
Passenger Loading	0	2	-3	0	0	5	-2	0	-3	0	-3	-2	-3	-9
Lift Deployment	3	0	0	0	0	-3	-3	-1	-3	0	6	-1	0	-2
Obstruction/Debris	-4	-1	-1	-1	0	-3	0	-1	0	2	0	-6	17	2
Signal/Switch Failure	-26	-1	4	0	0	3	-6	-2	4	-3	-3	1	0	-27
Track Work	0	-1	0	-3	0	1	1	3	-4	-1	5	-2	6	6
Catenary Failure	0	6	0	-1	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	-2	-3	-3	0	0	-1	0	0	1	0	-1	-2	1	-11
Locomotive Failure	3	0	0	0	1	26	1	2	-2	-1	2	2	-3	29
Human Error	5	6	-1	-1	1	11	-5	3	-4	2	-9	-7	1	2
Sick, Injured, Unruly Passenger	-3	0	0	1	0	0	2	0	-3	0	4	-1	1	0
Weather	-12	-14	-2	-6	-2	-29	-15	-5	-22	-7	-23	-4	-15	-155
Other	0	-6	0	-1	0	-4	-1	0	2	2	-2	2	1	-8
TOTAL TRAINS DELAYED	-53	-18	-9	-8	0	7	-18	-6	-41	-7	-27	-34	12	-202

Data for current month is final (02/18/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 02/18/2011

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-January 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	1	0	1	2	2	2	0	0	3	4	0	0	18
<i>Freight Interference - Peak</i>	11	0	0	0	3	1	4	2	2	3	0	0	9	35
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	11	1	7	4	7	2	1	12	51
Freight Interference - Total	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Accident	7	0	0	5	0	1	20	0	0	0	1	2	16	52
Passenger Loading	3	4	0	1	0	8	0	0	1	0	16	3	0	36
Lift Deployment	5	0	0	0	0	1	0	0	2	0	8	0	2	18
Obstruction/Debris	0	0	0	0	0	1	5	0	2	2	2	2	19	33
Signal/Switch Failure	12	10	5	2	2	21	12	3	12	9	2	9	13	112
Track Work	3	0	0	0	0	4	2	4	0	1	7	1	6	28
Catenary Failure	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	0	3	1	0	0	0	0	0	3	0	0	0	2	9
Locomotive Failure	11	0	0	0	1	35	7	2	2	0	2	9	0	69
Human Error	12	10	0	0	2	17	0	3	2	4	2	1	4	57
Sick, Injured, Unruly Passenger	2	3	0	2	0	3	3	0	1	0	7	1	3	25
Weather	8	0	0	0	0	0	0	0	0	0	5	15	5	33
Other	0	1	1	0	0	0	1	0	5	3	2	3	2	18
TOTAL TRAINS DELAYED	83	40	8	11	10	105	57	21	36	32	60	47	93	603

January-January - Average Over Previous Five Years: 2006-2010

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	1	1	0	7	6	2	3	1	4	2	3	37
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	1	4	2	4	2	1	4	35
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	6	6	5	6	7	2	3	18	62
Freight Interference - Total	20	0	0	0	4	7	7	8	8	11	4	4	22	97
Accident	18	2	0	1	0	1	4	3	2	2	2	11	6	54
Passenger Loading	3	2	3	1	0	3	2	0	4	0	19	5	3	45
Lift Deployment	2	0	0	0	0	4	3	1	5	0	2	1	2	20
Obstruction/Debris	4	1	1	1	0	4	5	1	2	0	2	8	2	31
Signal/Switch Failure	38	11	1	2	2	18	18	5	8	12	5	8	13	139
Track Work	3	1	0	3	0	3	1	1	4	2	2	3	0	22
Catenary Failure	0	2	1	1	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	2	6	4	0	0	1	0	0	2	0	1	2	1	20
Locomotive Failure	8	0	0	0	0	9	6	0	4	1	0	7	3	40
Human Error	7	4	1	1	1	6	5	0	6	2	11	8	3	55
Sick, Injured, Unruly Passenger	5	3	0	1	0	3	1	0	4	0	3	2	2	25
Weather	20	14	2	6	2	29	15	5	22	7	28	19	20	188
Other	0	7	1	1	0	4	2	0	3	1	4	1	1	26
TOTAL TRAINS DELAYED	136	58	17	19	10	98	75	27	77	39	87	81	81	805

January-January 2011 Divergence From January-January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-1	-3	-1	0	2	-5	-4	-2	-3	2	0	-2	-3	-19
<i>Freight Interference - Peak</i>	0	0	0	0	-1	0	3	-2	0	-1	-2	-1	5	0
<i>Freight Interference - Off-Peak</i>	-3	0	0	0	0	5	-5	2	-2	0	0	-2	-6	-11
Freight Interference - Total	-3	0	0	0	-1	5	-2	1	-2	-1	-2	-3	-1	-11
Accident	-11	-2	0	4	0	0	16	-3	-2	-2	-1	-9	10	-2
Passenger Loading	0	2	-3	0	0	5	-2	0	-3	0	-3	-2	-3	-9
Lift Deployment	3	0	0	0	0	-3	-3	-1	-3	0	6	-1	0	-2
Obstruction/Debris	-4	-1	-1	-1	0	-3	0	-1	0	2	0	-6	17	2
Signal/Switch Failure	-26	-1	4	0	0	3	-6	-2	4	-3	-3	1	0	-27
Track Work	0	-1	0	-3	0	1	1	3	-4	-1	5	-2	6	6
Catenary Failure	0	6	0	-1	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	-2	-3	-3	0	0	-1	0	0	1	0	-1	-2	1	-11
Locomotive Failure	3	0	0	0	1	26	1	2	-2	-1	2	2	-3	29
Human Error	5	6	-1	-1	1	11	-5	3	-4	2	-9	-7	1	2
Sick, Injured, Unruly Passenger	-3	0	0	1	0	0	2	0	-3	0	4	-1	1	0
Weather	-12	-14	-2	-6	-2	-29	-15	-5	-22	-7	-23	-4	-15	-155
Other	0	-6	0	-1	0	-4	-1	0	2	2	-2	2	1	-8
TOTAL TRAINS DELAYED	-53	-18	-9	-8	0	7	-18	-6	-41	-7	-27	-34	12	-202

Data for current month is final (02/18/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 02/18/2011

**TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	18												18 3.0%
<i>Freight Interference - Peak</i>	35												35 5.8%
<i>Freight Interference - Off-Peak</i>	51												51 8.5%
Freight Interference - Total	86												86 14.3%
Accident	52												52 8.6%
Passenger Loading	36												36 6.0%
Lift Deployment	18												18 3.0%
Obstruction/Debris	33												33 5.5%
Signal/Switch Failure	112												112 18.6%
Track Work	28												28 4.6%
Catenary Failure	9												9 1.5%
Non-Locomotive Equipment Failure	9												9 1.5%
Locomotive Failure	69												69 11.4%
Human Error	57												57 9.5%
Sick, Injured, Unruly Passenger	25												25 4.1%
Weather	33												33 5.5%
Other	18												18 3.0%
TOTAL TRAINS DELAYED	603												603 100%

2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	43 7.4%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	39 6.7%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	49 8.4%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	88 15.0%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	18 3.1%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	47 8.0%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	18 3.1%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	29 5.0%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	85 14.5%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	14 2.4%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	7 1.2%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	18 3.1%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	12 2.1%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	54 9.2%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	14 2.4%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	94 16.1%
Other	44	11	12	29	29	27	20	16	13	17	21	27	44 7.5%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652	719	767	585 100%

2011 Divergence From 2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	-25												-25 -4.4%
<i>Freight Interference - Peak</i>	-4												-4 -0.9%
<i>Freight Interference - Off-Peak</i>	2												2 0.1%
Freight Interference - Total	-2												-2 -0.8%
Accident	34												34 5.5%
Passenger Loading	-11												-11 -2.1%
Lift Deployment	0												0 -0.1%
Obstruction/Debris	4												4 0.5%
Signal/Switch Failure	27												27 4.0%
Track Work	14												14 2.3%
Catenary Failure	2												2 0.3%
Non-Locomotive Equipment Failure	-9												-9 -1.6%
Locomotive Failure	57												57 9.4%
Human Error	3												3 0.2%
Sick, Injured, Unruly Passenger	11												11 1.8%
Weather	-61												-61 -10.6%
Other	-26												-26 -4.5%
TOTAL TRAINS DELAYED	18												18

Data for current month is final (02/18/11) version from TOPS.

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

02/18/2011

TABLE 10: FREIGHT DELAYS
between February 2009 and January 2011

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Feb-09	6	0	0	0	2	1	6	9	5	6	0	0	2	37
Mar-09	13	0	0	0	3	3	5	8	8	10	4	1	8	63
Apr-09	18	0	0	0	1	3	2	0	5	5	0	4	6	44
May-09	11	0	0	0	1	4	3	7	6	10	1	4	4	51
Jun-09	6	0	0	0	3	6	7	6	5	11	0	5	11	60
Jul-09	13	0	0	0	3	7	5	2	10	4	0	4	5	53
Aug-09	37	0	0	0	3	5	8	9	1	11	3	4	24	105
Sep-09	16	0	0	0	3	3	5	5	2	7	0	6	11	58
Oct-09	22	0	0	0	14	13	3	4	5	68	2	14	18	163
Nov-09	6	0	0	0	8	5	1	4	1	11	0	0	11	47
Dec-09	13	0	0	0	5	10	7	9	4	10	5	1	23	87
Jan-10	9	0	0	0	7	8	8	10	8	11	15	1	11	88
Total	170	0	0	0	53	68	60	73	60	164	30	44	134	856
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
Nov-10	5	0	0	0	4	10	7	6	3	15	3	0	9	62
Dec-10	7	0	0	0	6	21	12	17	7	27	1	1	39	138
Jan-11	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Total	177	1	1	0	61	144	88	148	71	205	17	33	235	1,181

Data for current month is final (02/18/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 02/18/2011

**TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2011**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													YTD	YTD
BNSF	5												5	6.02%
Electric ML	0												0	0.00%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	1												1	0.95%
Milw W	0												0	0.00%
NCS	0												0	0.00%
RI	2												2	5.56%
SWS	0												0	0.00%
UP N	8												8	13.33%
UP NW	0												0	0.00%
UP W	2												2	2.15%
Total Lift Delays	18												18	2.99%
ALL DELAYS														603

Data for current month is final (02/18/11) version from TOPS.

2010

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													All Year	All Year
BNSF	1	2	2	2	5	7	2	5	3	1	1	8	39	3.08%
Electric ML	0	0	0	1	0	2	0	0	0	0	0	0	3	0.43%
Electric BI	0	0	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	2	0.83%
HER	0	0	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	0	1	14	1.38%
Milw W	4	4	7	1	2	1	2	2	1	4	3	0	31	4.51%
NCS	1	0	0	0	0	0	0	0	0	0	0	0	1	0.26%
RI	6	4	4	3	8	5	9	5	9	4	5	12	74	10.39%
SWS	0	0	0	0	0	0	0	0	1	0	1	0	2	0.43%
UP N	4	1	4	1	1	4	5	9	1	1	0	2	33	3.25%
UP NW	0	3	0	1	7	3	1	4	3	2	1	4	29	4.51%
UP W	1	0	1	8	7	3	1	4	2	1	2	0	30	3.19%
Total Lift Delays	18	14	18	18	32	30	22	31	20	14	14	27	258	3.04%
ALL DELAYS														8,482

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION
January 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	32	15	1	3	7	14	12	3	9	3	11	9	14	133
11-15	13	4	1	0	1	5	6	2	4	5	2	9	2	54
16-20	4	1	0	0	1	3	2	2	2	2	2	3	3	25
21+	7	1	0	1	1	15	3	0	2	1	3	3	18	55
Annulled	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>20</u>
Sub-Total	60	22	2	4	10	44	23	8	18	12	18	25	41	287
Off-Peak **														
6-10	7	13	4	4	0	31	12	7	8	10	26	9	18	149
11-15	7	3	1	0	0	10	8	2	5	6	9	2	9	62
16-20	3	0	1	0	0	4	6	3	4	1	3	1	6	32
21+	4	2	0	1	0	10	7	1	1	3	3	7	13	52
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>6</u>	<u>21</u>
Sub-Total	23	18	6	7	0	61	34	13	18	20	42	22	52	316
January 2011 Total														
6-10	39	28	5	7	7	45	24	10	17	13	37	18	32	282
11-15	20	7	2	0	1	15	14	4	9	11	11	11	11	116
16-20	7	1	1	0	1	7	8	5	6	3	5	4	9	57
21+	11	3	0	2	1	25	10	1	3	4	6	10	31	107
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>13</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>10</u>	<u>41</u>
TOTAL	83	40	8	11	10	105	57	21	36	32	60	47	93	603
2011 Year-to-Date														
6-10	39	28	5	7	7	45	24	10	17	13	37	18	32	282
11-15	20	7	2	0	1	15	14	4	9	11	11	11	11	116
16-20	7	1	1	0	1	7	8	5	6	3	5	4	9	57
21+	11	3	0	2	1	25	10	1	3	4	6	10	31	107
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>13</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>10</u>	<u>41</u>
TOTAL	83	40	8	11	10	105	57	21	36	32	60	47	93	603
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
January 2011 Total														
6-10	47.0%	70.0%	62.5%	63.6%	70.0%	42.9%	42.1%	47.6%	47.2%	40.6%	61.7%	38.3%	34.4%	46.8%
11-15	24.1%	17.5%	25.0%	0.0%	10.0%	14.3%	24.6%	19.0%	25.0%	34.4%	18.3%	23.4%	11.8%	19.2%
16-20	8.4%	2.5%	12.5%	0.0%	10.0%	6.7%	14.0%	23.8%	16.7%	9.4%	8.3%	8.5%	9.7%	9.5%
21+	13.3%	7.5%	0.0%	18.2%	10.0%	23.8%	17.5%	4.8%	8.3%	12.5%	10.0%	21.3%	33.3%	17.7%
Annulled	<u>7.2%</u>	<u>2.5%</u>	<u>0.0%</u>	<u>18.2%</u>	<u>0.0%</u>	<u>12.4%</u>	<u>1.8%</u>	<u>4.8%</u>	<u>2.8%</u>	<u>3.1%</u>	<u>1.7%</u>	<u>8.5%</u>	<u>10.8%</u>	<u>6.8%</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%
2011 Year-to-Date Delays By Duration														
6-10	47.0%	70.0%	62.5%	63.6%	70.0%	42.9%	42.1%	47.6%	47.2%	40.6%	61.7%	38.3%	34.4%	46.8%
11-15	24.1%	17.5%	25.0%	0.0%	10.0%	14.3%	24.6%	19.0%	25.0%	34.4%	18.3%	23.4%	11.8%	19.2%
16-20	8.4%	2.5%	12.5%	0.0%	10.0%	6.7%	14.0%	23.8%	16.7%	9.4%	8.3%	8.5%	9.7%	9.5%
21+	13.3%	7.5%	0.0%	18.2%	10.0%	23.8%	17.5%	4.8%	8.3%	12.5%	10.0%	21.3%	33.3%	17.7%
Annulled	<u>7.2%</u>	<u>2.5%</u>	<u>0.0%</u>	<u>18.2%</u>	<u>0.0%</u>	<u>12.4%</u>	<u>1.8%</u>	<u>4.8%</u>	<u>2.8%</u>	<u>3.1%</u>	<u>1.7%</u>	<u>8.5%</u>	<u>10.8%</u>	<u>6.8%</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 (02/18/11) 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>January 2011</i>														
Peak *	14.4	9.6	10.0	16.8	12.0	24.8	12.5	11.7	12.3	13.5	14.8	14.9	29.9	17.2
Off-Peak **	14.3	15.7	9.5	12.8	--	13.6	20.2	11.8	12.4	14.7	14.8	22.4	23.4	16.6
All	14.4	12.4	9.6	14.6	12.0	18.1	17.0	11.8	12.4	14.3	14.8	18.2	26.3	16.9
<i>2011 Year-to-Date</i>														
Peak *	14.4	9.6	10.0	16.8	12.0	24.8	12.5	11.7	12.3	13.5	14.8	14.9	29.9	17.2
Off-Peak **	14.3	15.7	9.5	12.8	--	13.6	20.2	11.8	12.4	14.7	14.8	22.4	23.4	16.6
All	14.4	12.4	9.6	14.6	12.0	18.1	17.0	11.8	12.4	14.3	14.8	18.2	26.3	16.9

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 (02/18/11) version from TOPS.