

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

**July 2008**



# COMMUTER RAIL ON-TIME PERFORMANCE

## July 2008

This report presents an analysis of the July 2008 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those trains arriving at their last station stop within five minutes of schedule. Trains that are six minutes or more behind schedule are regarded as late.

Table 1 presents the number of train delays by rail line and service period. During July 2008, Metra operated 17,591 scheduled trains, including 'extras'. 698 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.0%. Table 2 lists on-time percentages by line for each month and year since 2005. Table 3 lists each train that was on time for less than 85% of its weekday runs in June 2008, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay cause category in Table 5.

Table 6 provides a daily listing of the number of delays by line and branch for July 2008.

Table 7.a shows the frequency of train delays by delay cause category and by line during July 2008. Table 7.b shows the average frequencies over the previous five Julys, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 698 delays systemwide in July 2008, 36 more than the average over the previous five Julys. Tables 8.a and 8.b display the systemwide frequency of train delays by cause and by month, for 2008 and 2007 respectively. From January through July of 2008, a total of 4,810 trains were delayed, compared to 5,015 trains delayed in the same seven months of 2007.

Table 9 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2008 freight operations delayed 75 trains systemwide, compared to 65 a year earlier. Tables 10.a and 10.b display the frequency of lift-deployment train delays by line and month, for 2008 and 2007 respectively. A total of 16 trains were delayed by lift deployment in July 2008.

A review of July 2008 late trains by duration of delay is shown in Table 11. The range with the greatest number of delays as usual was six-to-ten minutes, accounting for 45.1% of all late trains. Table 12 shows that the average length of delay was 16.6 minutes in July 2008. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE  
July 2008**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,189	67	94.4%	913	37	95.9%	2,102	104	95.1%	118	7	94.1%	100	10	90.0%	2,320	121	94.8%
<b>Elec -ML</b>	990	6	99.4%	776	2	99.7%	1,766	8	99.5%	186	3	98.4%	109	7	93.6%	2,061	18	99.1%
<b>-BI</b>	308	0	100.0%	509	1	99.8%	817	1	99.9%	120	0	100.0%		--		937	1	99.9%
<b>-SC</b>	<u>374</u>	<u>2</u>	99.5%	<u>818</u>	<u>8</u>	99.0%	<u>1,192</u>	<u>10</u>	99.2%	<u>192</u>	<u>5</u>	97.4%	<u>100</u>	<u>1</u>	99.0%	<u>1,484</u>	<u>16</u>	98.9%
<b>Subtotal</b>	1,672	8	99.5%	2,103	11	99.5%	3,775	19	99.5%	498	8	98.4%	209	8	96.2%	4,482	35	99.2%
<b>Heritage</b>	132	11	91.7%		--		132	11	91.7%		--			--		132	11	91.7%
<b>Milw -N</b>	548	15	97.3%	784	50	93.6%	1,332	65	95.1%	100	31	69.0%	103	7	93.2%	1,535	103	93.3%
<b>-W</b>	<u>592</u>	<u>16</u>	97.3%	<u>696</u>	<u>20</u>	97.1%	<u>1,288</u>	<u>36</u>	97.2%	<u>96</u>	<u>8</u>	91.7%	<u>96</u>	<u>14</u>	85.4%	<u>1,480</u>	<u>58</u>	96.1%
<b>Subtotal</b>	1,140	31	97.3%	1,480	70	95.3%	2,620	101	96.1%	196	39	80.1%	199	21	89.4%	3,015	161	94.7%
<b>NCS</b>	241	10	95.9%	243	7	97.1%	484	17	96.5%		--			--		484	17	96.5%
<b>RI</b>	790	20	97.5%	719	25	96.5%	1,509	45	97.0%	88	7	92.0%	90	7	92.2%	1,687	59	96.5%
<b>SWS</b>	242	2	99.2%	420	9	97.9%	662	11	98.3%		--			--		662	11	98.3%
<b>UP -N</b>	659	26	96.1%	881	82	90.7%	1,540	108	93.0%	108	10	90.7%	93	18	80.6%	1,741	136	92.2%
<b>-NW</b>	720	37	94.9%	709	26	96.3%	1,429	63	95.6%	96	6	93.8%	75	9	88.0%	1,600	78	95.1%
<b>-W</b>	<u>590</u>	<u>22</u>	96.3%	<u>708</u>	<u>44</u>	93.8%	<u>1,298</u>	<u>66</u>	94.9%	<u>80</u>	<u>0</u>	100.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,468</u>	<u>69</u>	95.3%
<b>Subtotal</b>	1,969	85	95.7%	2,298	152	93.4%	4,267	237	94.4%	284	16	94.4%	258	30	88.4%	4,809	283	94.1%
<b>SYSTEM</b>	7,375	234	96.8%	8,176	311	96.2%	15,551	545	96.5%	1,184	77	93.5%	856	76	91.1%	17,591	698	96.0%

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

Delays data for most recent month is final (08/13/08) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTByServPeriod&Line 08/15/08

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JUL	AVG
BNSF	2005	94.3	95.7	96.2	98.1	95.9	95.7	96.8	94.2	94.4	95.0	96.1	93.8	96.1%	95.5%
	2006	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.3%	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	95.5%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8						95.5%	95.5%
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	98.7%	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	98.2%	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	97.6%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2						98.4%	98.4%
Heritage	2005	95.2	95.0	96.4	95.2	95.2	95.5	93.3	92.8	90.5	88.9	92.1	87.5	95.2%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	93.4%	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	89.7%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7						89.8%	89.8%
Milw - N	2005	90.4	98.4	97.5	95.4	95.7	94.3	92.4	95.8	95.6	97.7	91.3	88.3	94.9%	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	93.8%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3						95.0%	95.0%
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	95.7%	94.8%
	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	95.8%	95.0%
	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	95.6%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1						96.8%	96.8%
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	91.1%	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	95.3%	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	94.0%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5						94.7%	94.7%
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	96.4%	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	93.9%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5						96.4%	96.4%
SWS	2005	94.0	92.5	97.0	96.7	94.7	96.0	94.4	96.7	96.1	95.5	93.2	90.5	95.1%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	94.8%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.0%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3						95.5%	95.5%
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	97.7%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.0%	97.6%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	96.0%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2						93.2%	93.2%
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	98.4%	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	96.4%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1						95.0%	95.0%
UP - W	2005	91.7	97.0	96.8	98.1	94.1	92.7	95.3	92.2	96.4	94.9	95.0	92.7	95.1%	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	94.5%	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	94.5%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3						94.5%	94.5%
SYSTEM (not including South Shore)	2000	96.7	97.0	98.1	98.3	97.7	97.0	96.4	96.7	97.7	97.3	97.1	81.9	97.3%	96.0%
	2001	95.1	97.5	98.0	97.7	97.4	96.1	95.0	95.6	96.9	97.0	97.6	97.4	96.7%	96.8%
	2002	97.0	97.7	96.8	97.1	95.9	95.1	96.0	96.1	97.7	95.9	96.2	96.3	96.5%	96.5%
	2003	97.2	97.4	97.3	97.3	98.0	96.5	96.2	96.4	97.5	96.8	97.4	97.3	97.1%	97.1%
	2004	96.1	96.9	97.9	97.7	97.3	96.8	96.9	97.7	96.9	96.6	96.4	95.8	97.1%	96.9%
	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	96.8%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.7%	96.3%
	2007	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.8%	95.7%
2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0						96.0%	96.0%	

Delays data for most recent month is final (08/13/08) version from TOPS.

P:\(ONTIME)\report\Delays&TrainsByServPeriod.xls\OTP line&month - 4 yrs 8/15/2008

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
July 2008**

Line	Train	Date	Day	Minutes Delay		Delay Explanation	
				Late	Code		
BNSF	1249	Jul 1	TU	9	I	HEAVY UNLDG	
	<b>81%OT</b>	1249	Jul 2	WE	10	I	HEAVY PSGR UNLDG
		1249	Jul 15	TU	7	CC	MOW ON MT 2 FAIRVIEW AVE PLANT
		1249	Jul 17	TH	8	I	DEPARTED CUS 4 MINUTES LATE. 3 WHEELCHAIRS LATE ON AND OFF WESTERN SPRINGS
BNSF	1271	Jul 10	TH	11	E1	OPERATED MT 3 DG TO LISLE, PROTECTING EASTBOUND TRAFFIC	
	<b>81%OT</b>	1271	Jul 23	WE	16	KD	CAUGHT UP IN TRAFFIC AND MEET COAL TRAIN AT LISLI
		1271	Jul 29	TU	16	GA	TRACK INDICATION IN CUS
		1271	Jul 30	WE	12	R1	1247 SIGNAL VIOLATION
BNSF	1279	Jul 1	TU	8	D	H-NTWBRC5-30 OPERATING MT 2, HAD TO FOLLOW AMTRAK 383 AND 1277	
	<b>71%OT</b>	1279	Jul 10	TH	0	XE	1245 EQUIPMENT
		1279	Jul 16	WE	8	D	C-NAMXCX0-39 OPERATE MT 2, FOLLOW 1277
		1279	Jul 22	TU	16	D1	LATE FLIP OFF 1278
		1279	Jul 23	WE	11	KD	CAUGHT UP IN TRAFFIC AND MEET COAL TRAIN AT LISLI
		1279	Jul 29	TU	32	GA	TRACK INDICATION IN CUS
BNSF	1280	Jul 2	WE	13	G	MADE 1276 SCHEDULE FROM DG MAIN ST	
	<b>71%OT</b>	1280	Jul 8	TU	10	C	10 MPH S/R FAIRVIEW AVE AND PROTECT CROSSING MP 14.2
		1280	Jul 22	TU	18	D	C-BTMCNB0-70 AHEAD
		1280	Jul 23	WE	12	G1	MADE 1276 STOPS WHO EXPRESSED IN FROM AURORA
		1280	Jul 29	TU	23	GA	TRACK INDICATION IN CUS
		1280	Jul 30	WE	8	R1	1247 SIGNAL VIOLATION
BNSF	1281	Jul 1	TU	7	D	FOLLOWED 1373 AT DOWNERS GROVE AND WAITED FOR 1373 TO CLEAR IN YARD AT ATC	
	<b>81%OT</b>	1281	Jul 10	TH	13	E1	HEAVY LDG
		1281	Jul 23	WE	7	KD	LATE FLIP OFF 1280
		1281	Jul 29	TU	22	GA	TRACK INDICATION IN CUS
MN	2105	Jul 8	TU	10	K1	1" LATE TURN OF DELAYED #2106; 9" #618 (WHICH REFUSED TO ACCEPTLINE-UP), MAYFAIR. 618 HAD BROKEN AIR HOSE	
	<b>81%OT</b>	2105	Jul 10	TH	7	I1	4" LATE TURN OFF 2106; 3" SLOW ENTRAINING ENROUTE
		2105	Jul 11	FR	7	R	7" HEP RESTORED 2" PRIOR TO DEPARTURE / COND TRIED TO OPERATE ADA LIFT MANUALLY
		2105	Jul 16	WE	7	RF	7" X-TRAFFIC, MAYFAIR
MN	2107	Jul 14	MO	10	D	10" FRT TRN INT, CP/WC XING.	
	<b>81%OT</b>	2107	Jul 21	MO	11	I	2" UP PSGR TRN INT, TOWER A2; 6" ENTRAINING/DETRAINING ENROUTE; 3" APPROACH, RONDOUT.
		2107	Jul 22	TU	10	I	5" LATE TURN OF #2108; 2" ADA, GOLF; 4" HEAVY ENTRAINING/DE- TRAINING ENROUTE.
MN	2143	Jul 2	WE	65	E1	43" LATE TURN OF DELAYED #2140/ADDED PROTECTOR LOCO #422, CUS; 33" AIR PROBS ENROUTE; 15" MEETING DELAYED #2156, GRAYSLAKE.	
	<b>81%OT</b>	2143	Jul 11	FR	9	G	1" ADA, CUS; 1" AMTRAK X-TRAFFIC, LAKE FOREST; 8" CN X-TRAFFIC/SIGNAL FAILURE, CN XING.
		2143	Jul 21	MO	12	D	14" FREIGHT X-TRAFFIC RESTRICTING SIGNAL, CN XING
		2143	Jul 28	MO	10	U	1" ADA, LAKE COOK; 3" WAITING FOR LINE-UP, RONDOUT; 1" ADA OFF,LIBERTYVILLE; 8" B/O LIFT, GRAYSLAKE
MN	2151	Jul 2	WE	23	E1	6" LATE TURN OF DELAYED #2152; 23" ENTRAINING/DETRAINING EN- ROUTE	
	<b>81%OT</b>	2151	Jul 11	FR	8	G1	10" MEETING #2158, RONDOUT (NO DELAY GIVEN FOR #2158)
		2151	Jul 16	WE	8	A	9" MEET 2158, RONDOUT; 1" RULE 6.30 PROTECT AGAINST # 342, DEERFIELD.
		2151	Jul 28	MO	9	U1	4" CP #183 AHEAD, TOWER A5-TOWER A20; 8" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT.
MN	2156	Jul 1	TU	10	J	10" PSGR PROBS, GLENVIEW; 5" APPROACH STOP, MAYFAIR	
	<b>62%OT</b>	2156	Jul 2	WE	10	E1	13" MEETING DELAYED #2143, GRAYSLAKE.
		2156	Jul 11	FR	13	G1	12" LATE TURN OFF #2143; 7" WORKING WITH 9 CAR CONSIST
		2156	Jul 15	TU	8	I1	9" MEETING DELAYED #2143, FOX LAKE.
		2156	Jul 16	WE	10	I1	12" MEETING DELAYED #2143, FOX LAKE.
		2156	Jul 17	TH	8	D	4" MEETING #2143, FOX LAKE; 5" CP FRT AHEAD, RONDOUT-TOWER A20; 3" UP PSGR TRN INT, MAYFAIR.
		2156	Jul 21	MO	16	J	6" METRA PD REMOVED PASSENGER, GRAYLAND.
		2156	Jul 28	MO	8	U1	13" MEETING DELAYED #2143, FOX LAKE.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
July 2008**

Line	Train	Date	Day	Minutes Delay		Delay Explanation
				Late	Code	
MW <b>81%OT</b>	2244	Jul 2	WE	8	I	10" HEAVY ENTRAINING ENROUTE.
	2244	Jul 10	TH	11	U	3" LATE TURN OFF #2221; 6" ADAS ENROUTE, MARS/WESTERN/BVILLE
	2244	Jul 11	FR	8	AA	2" LATE TURN OFF #2221; 10" RULE 6.30/MEETING WWD TRAINS ENROUTE.
	2244	Jul 14	MO	11	G1	10" LATE TURN OF DELAYED #2221; 1" NO REASON GIVEN.
RI <b>81%OT</b>	0529	Jul 1	TU	17	I	17" ENTRAINING/DETRAINING ENROUTE.
	0529	Jul 2	WE	8	I	8" ENTRAINING/DETRAINING ENROUTE.
	0529	Jul 18	FR	14	J	11" PASSANGER REMOVAL BY POLICE, GRESHAM; 2" ADA PASSANGER, 111TH
	0529	Jul 24	TH	6	I	2" NO REASON GIVEN, LSS; 6" OPERATING WITH AN EIGHT-CAR CONSISTAND HEAVY ENTRAINING ENROUTE.
UPN <b>67%OT</b>	0352	Jul 2	WE	7	I	7" HEAVY ENTRAINING ENROUTE.
	0352	Jul 7	MO	8	I	8" HEAVY ENTRAINING ENROUTE.
	0352	Jul 8	TU	13	I	13" HEAVY ENTRAINING ENROUTE.
	0352	Jul 11	FR	12	I	12" SLOW ENTRAINING ENROUTE.
	0352	Jul 14	MO	20	I	20" HEAVY ENTRAINING/DETRAINING ENROUTE.
	0352	Jul 24	TH	9	I	9" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
UPN <b>81%OT</b>	0352	Jul 25	FR	15	I	15" HEAVY ENTRAINING, RAV PK.
	0356	Jul 11	FR	8	I	9" HEAVY ENTRAINING, RAV PK.
	0356	Jul 23	WE	8	I	8" HEAVY ENTRAINING/DETRAINING ENROUTE (RAVINIA PK)
	0356	Jul 24	TH	8	I	8" HEAVY ENTRAINING ENROUTE.
UPN <b>52%OT</b>	0356	Jul 25	FR	18	I	18" HEAVY ENTRAINING, RAV PK.
	0359	Jul 7	MO	11	II	8" LATE TURN OF DELAYED #352; 3" HEAVY DETRAINING ENROUTE
	0359	Jul 8	TU	13	II	13" LATE TURN OF DELAYED #352.
	0359	Jul 9	WE	10	GX	10" RESTRICTED SPEED OVER BRIDGE, MP 28.65 AND GX PROCEDURES, MP 19.58.
	0359	Jul 11	FR	37	I	37" HEAVY ENTRAINING ENROUTE.
	0359	Jul 14	MO	26	II	20" LATE TURN OF DELAYED #352; 6" SLOW ENTRAINING/DETRAINING ENROUTE
	0359	Jul 21	MO	8	V1	5" LATE TURN OF DELAYED #532 AND HEAVY/SLOW DETRAINING ENROUTE
	0359	Jul 22	TU	7	II	5" LATE TURN OF DELAYED #352; 2" SLOW ENTRAINING/DETRAINING ENROUTE
	0359	Jul 23	WE	8	I	8" HEAVY ENTRAINING/DETRAINING (RAVINIA PK)
	0359	Jul 24	TH	8	II	9" LATE TURN OF DELAYED #352.
UPN <b>10%OT</b>	0359	Jul 25	FR	15	II	15" LATE TURN OFF #352; HEAVY ENTRAINING ENROUTE.
	0361	Jul 2	WE	7	I	7" HEAVY DETRAINING ENROUTE.
	0361	Jul 8	TU	10	I	10" S/O, MP 10.0-10.1 AND HEAVY DETRAINING ENROUTE.
	0361	Jul 9	WE	7	I	7" GX PROCEDURES, MP 19.58 AND HEAVY ENTRAINING, RAVENSWOOD & ROGERS PK AND HEAVY DETRAINING, RAVINIA PK
	0361	Jul 10	TH	10	I	10" HEAVY DETRAINING, CLYBOURN--RAV PK
	0361	Jul 11	FR	15	I	15" HEAVY ENTRAINING/DETRAINING, RAV PK
	0361	Jul 14	MO	8	I	8" S/O, WILMETTE AND HEAVY ENTRAINING/DETRAINING ENROUTE (RAVINIA PK)
	0361	Jul 15	TU	10	I	10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 16	WE	7	I	7" HEAVY ENTRAINING/DETRAINING ENROUTE.
	0361	Jul 17	TH	10	I	10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE (RAVINIA PK)
	0361	Jul 18	FR	10	I	10" SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 21	MO	8	I	8" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 22	TU	10	I	10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 23	WE	10	I	10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 24	TH	10	I	10" HEAVY ENTRAINING/DETRAINING ENROUTE.
	0361	Jul 25	FR	10	I	10" HEAVY ENTRAINING ENROUTE.
	0361	Jul 28	MO	10	I	10" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0361	Jul 29	TU	10	I	10" HEAVY ENTRAINING/DETRAINING ENROUTE.
	0361	Jul 30	WE	10	I	10" HEAVY ENTRAINING/DETRAINING ENROUTE (RAVINIA PK)
	0361	Jul 31	TH	14	I	14" SLOW/HEAVY ENTRAINING AND DETRAINING ENROUTE.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
July 2008**

Line	Train	Date	Day	Minutes Delay		Delay Explanation
				Late	Code	
UPN	0362	Jul 1	TU	10	I	5" LATE TURN OF DELAYED #361; 5" HEAVY ENTRAINING ENROUTE.
<b>10%OT</b>	0362	Jul 7	MO	0	XE	ANNULLED (LOCO PROBS), LAKE FOREWST. PSGRS P/U BY #364 -- WHICHSHOVED DISABLED CONSIST TO OTC.
	0362	Jul 8	TU	10	II	10" LATE TURN OF DELAYED #361.
	0362	Jul 9	WE	10	II	7" LATE TURN OF DELAYED #361; 3" HEAVY ENTRAINING, GREAT LAKES AND RAVENSWOOD.
	0362	Jul 10	TH	10	II	10" LATE TURN OFF #361.
	0362	Jul 11	FR	27	I	10" LATE TURN OF EQ; 17" HEAVY ENTRAINING, RAV PK
	0362	Jul 14	MO	23	I	8" LATE TURN OF DELAYED #361; 15" HEAVY ENTRAINING/DETRAINING (RAVINIA PK).
	0362	Jul 15	TU	15	II	10" LATE TURN OF DELAEYD #361; 5" SLOW ENTRAINING/DETRAINING ENROUTE
	0362	Jul 16	WE	15	I	7" LATE TURN OF DELAEYD #362; 8" HEAVY ENTRAINING/DETRAINING (RAVINIA PK).
	0362	Jul 17	TH	15	II	10" LATE TURN OF DELAYED #361; 5" HEAVY ENTRAINING/DETRAINING ENROUTE (RAVINIA PK).
	0362	Jul 18	FR	13	I	13" SLOW AND HEAVY ENTRAINING ENROUTE; LATE TURN OFF M361
	0362	Jul 21	MO	15	II	8" LATE TURN OF DELAYED #361; 7" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE.
	0362	Jul 22	TU	15	II	10" LATE TURN OF DELAYED #361; 5" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE.
	0362	Jul 23	WE	15	II	10" LATE TURN OF DELAYED #361; 15" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE (RAVINIA PK).
	0362	Jul 24	TH	20	II	10" LATE TURN OF DELAYED #361; 10" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE.
	0362	Jul 25	FR	20	I	20" HEAVY ENTRAINING ENROUTE.
	0362	Jul 29	TU	19	I	10" LATE TURN OF DELAEYD #361; 9" HEAVY ENTRAINING/DETRAINING ERNROUTE
	0362	Jul 30	WE	20	I	10" LATE TURN OF DELAYED #361; 10" HEAVY/SLOW ENTRAINING/DE- TRAINING ENROUTE (RAVINIA PK).
	0362	Jul 31	TH	20	II	14" LATE TURN OFF #361; SLOW ENTRAINING/DETRAINING ENROUTE
UPN	0367	Jul 11	FR	14	I	14" HELD UNTIL CLEAR TO LEAVE, RAV PK
<b>81%OT</b>	0367	Jul 18	FR	7	I	7" SLOW ENTRAINING, RAVINIA PK; MEETING M368, WAUKEGAN
	0367	Jul 24	TH	8	I	8" HEAVY/SLOW ENTRAINING/DETRAINING ENROUTE
	0367	Jul 25	FR	11	I	11" SLOW ENTRAINING ENROUTE.
UPNW	0651	Jul 10	TH	11	KW	11" STOPPED ACCT HIGH WIND ADVISORY/TRAINS AHEAD
<b>81%OT</b>	0651	Jul 15	TU	10	RD	12" HEP PROBS & CONFUSION BY INEXPERIENCED LAKE ST OPERATOR
	0651	Jul 29	TU	127	CW	1' 07" DISABLED #645 AHEAD.
	0651	Jul 31	TH	24	RA	24" DELAYED TRAINS AHEAD.
UPNW	0662	Jul 2	WE	15	KW	15" LATE TURN OF DELAYED #653.
<b>76%OT</b>	0662	Jul 8	TU	17	V	17" STOPPED BY DEFECT DETECTOR, RIDGEFIELD. NO DEFECTS FOUND.
	0662	Jul 10	TH	21	KW	30" LATE TURN OFF #653
	0662	Jul 21	MO	30	G1	30" #APRPRB-21 STOPPED AT RIDGEFIELD (HOTBOX DETECTOR). NO DEFECTS FOUND.
	0662	Jul 29	TU	62	CW	1' 7" LATE TURN OF DELAYED #651.
UPW	0038	Jul 16	WE	11	J	11" ADA, GLEN ELLYN AND REMOVAL OF UNRULY PSGR, LOMBARD
<b>76%OT</b>	0038	Jul 18	FR	17	G	17" SWITCH FAILED TO LOCK, TURNER.
	0038	Jul 25	FR	10	J	10" CUSTOMER DISPUTE, MAYWOOD.
	0038	Jul 29	TU	15	K	15" NON-TRN RELATED AUTO ACCIDENT ON TRKS, ROOSEVELT RD.
	0038	Jul 31	TH	10	RA	10" LIGHT ENGINE AHEAD, WESTERN.
UPW	0058	Jul 15	TU	15	GX	15" RED SIG, GENEVA/GX PROCEDURES, THIRD AVE AND #60 AHEAD, PARK
<b>81%OT</b>	0058	Jul 24	TH	16	G1	20" LATE TURN OF DELAYED #39.
	0058	Jul 28	MO	11	C1	11" #KGNKR4-24 AHEAD, PECK.
	0058	Jul 31	TH	26	D	26" HUMP JOB/MCBPR-30 AHEAD, PARK.
UPW	0060	Jul 14	MO	0	K1	ANNULLED. (WOULD HAVE BEEN TURN OF #59, WHICH RESCUED STRANDED PSGRS OFF ANNULLED #55)
<b>81%OT</b>	0060	Jul 24	TH	14	G1	14" DELAYED #58 AHEAD.
	0060	Jul 28	MO	10	C1	10" DELAYED #58 AHEAD.
	0060	Jul 31	TH	11	D1	11" RAN AHEAD OF DELAYED #58, ELMHURST.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
July 2008**

Line	Train	Date	Day	Minutes	Delay	Delay Explanation
				Late	Code	
UPW	0064	Jul 14	MO	35	K1	41" LATE TURN OF DELAYED #57.
<b>81%OT</b>	0064	Jul 22	TU	11	D	11" #MNPPR-22/CNACK-21 AHEAD, PARK.
	0064	Jul 28	MO	9	C1	8" LATE TURN OF DELAYED #57; 1" NO REASON GIVEN.
	0064	Jul 31	TH	10	D	10" CIMNA-31 AHEAD, KEDZIE.

Data is final (08/13/08) version from TOPS.

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**TABLE 4: DELAY CODES AND DEFINITIONS**

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

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

**TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY**

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

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**TABLE 6: NUMBER OF DELAYS BY DATE**  
**July 2008**

WEEKDAY	1	2	3	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	TOTAL
	Tu	We	Th	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
<b>BNSF</b>	4	7	0	5	5	0	11	1	1	2	8	1	0	1	4	9	5	0	8	12	16	4	104
<b>Elec -ML</b>	1	1	0	2	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
<b>-BI</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>-SC</b>	5	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	10
<b>Heritage</b>	0	0	0	0	1	0	2	1	1	1	0	0	0	1	0	1	0	0	0	1	2	0	11
<b>Milw -N</b>	3	16	1	0	2	2	1	6	7	1	6	4	1	4	1	2	1	0	5	1	0	1	65
<b>-W</b>	0	3	0	0	0	4	2	2	7	2	0	1	0	2	2	1	0	0	4	2	2	2	36
<b>NCS</b>	1	1	0	3	0	1	0	1	1	1	0	0	2	0	1	0	1	3	1	0	0	0	17
<b>RI</b>	7	3	0	2	0	0	5	2	1	4	2	3	6	1	1	4	2	0	0	0	2	0	45
<b>SWS</b>	1	0	0	0	0	0	1	2	1	0	1	0	0	1	0	0	0	0	1	2	1	0	11
<b>UP -N</b>	1	2	0	5	4	3	2	14	9	3	2	2	4	6	6	6	7	15	4	2	3	8	108
<b>-NW</b>	0	3	0	1	3	2	8	1	1	3	2	1	3	2	1	4	3	0	3	17	1	4	63
<b>-W</b>	1	1	0	2	1	7	0	0	6	2	3	1	3	1	3	1	5	2	16	6	0	5	66
<b>SYSTEM</b>	24	38	1	20	16	21	32	30	35	19	26	15	19	21	19	28	25	20	42	43	27	24	545

  

<b>SATURDAY</b>	5	12	19	26	<b>TOTAL</b>
<b>BNSF</b>	4	3	0	0	7
<b>Elec -ML</b>	3	0	0	0	3
<b>-BI</b>	0	0	0	0	0
<b>-SC</b>	5	0	0	0	5
<b>Heritage</b>	-	-	-	-	-
<b>Milw -N</b>	7	5	12	7	31
<b>-W</b>	5	1	0	2	8
<b>NCS</b>	-	-	-	-	-
<b>RI</b>	5	1	1	0	7
<b>SWS</b>	-	-	-	-	-
<b>UP -N</b>	0	9	0	1	10
<b>-NW</b>	0	3	0	3	6
<b>-W</b>	0	0	0	0	0
<b>SYSTEM</b>	29	22	13	13	77

  

<b>SUNDAY/HOLIDAY</b>	4	6	13	20	27	<b>TOTAL</b>
<b>BNSF</b>	4	1	5	0	0	10
<b>Elec -ML</b>	1	4	1	0	1	7
<b>-BI</b>	-	-	-	-	-	-
<b>-SC</b>	0	1	0	0	0	1
<b>Heritage</b>	-	-	-	-	-	-
<b>Milw -N</b>	4	2	1	0	0	7
<b>-W</b>	9	5	0	0	0	14
<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	3	1	0	3	0	7
<b>SWS</b>	-	-	-	-	-	-
<b>UP -N</b>	6	0	3	3	6	18
<b>-NW</b>	5	0	0	0	4	9
<b>-W</b>	2	0	0	0	1	3
<b>SYSTEM</b>	34	14	10	6	12	76

Data is final (08/13/08) version from TOPS.

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

**July 2008**

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	0	0	0	1	2	0	0	1	0	0	1	8
<i>Freight Interference - Peak</i>	9	0	0	0	4	1	2	2	2	0	2	3	3	28
<i>Freight Interference - Off-Peak</i>	3	0	0	0	0	9	3	2	7	6	0	0	17	47
Freight Interference - Total	12	0	0	0	4	10	5	4	9	6	2	3	20	75
Accident	0	0	0	0	0	5	5	1	0	0	0	0	0	11
Passenger Loading	12	7	0	9	0	27	18	0	14	0	103	10	3	203
Lift Deployment	0	0	0	0	0	8	8	0	0	0	0	0	0	16
Obstruction/Debris	6	0	0	1	0	4	2	4	0	1	0	4	8	30
Signal/Switch Failure	30	2	0	1	4	13	4	2	7	3	1	10	13	90
Track Work	18	2	1	2	0	3	1	0	5	0	11	4	14	61
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	10	2	0	0	0	0	0	0	0	0	2	0	0	14
Locomotive Failure	12	0	0	0	0	16	2	4	2	0	4	1	2	43
Human Error	17	0	0	0	1	8	7	1	10	0	4	12	5	65
Sick, Injured, Unruly Passenger	1	2	0	2	1	5	2	1	8	0	4	9	3	38
Weather	0	0	0	0	0	1	1	0	4	0	0	23	0	29
Other	2	1	0	1	1	2	1	0	0	0	5	2	0	15
<b>TOTAL TRAINS DELAYED</b>	<b>121</b>	<b>18</b>	<b>1</b>	<b>16</b>	<b>11</b>	<b>103</b>	<b>58</b>	<b>17</b>	<b>59</b>	<b>11</b>	<b>136</b>	<b>78</b>	<b>69</b>	<b>698</b>

**July - Average Over Previous Five Years: 2003-2007**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	0	1	0	0	8	5	1	1	1	0	2	1	23
<i>Freight Interference - Peak</i>	6	0	0	0	4	1	1	2	1	4	0	1	4	24
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	8	3	2	1	6	1	0	24	52
Freight Interference - Total	13	0	0	0	4	10	4	4	2	9	1	1	27	76
Accident	0	0	0	0	0	0	3	1	0	0	0	0	1	8
Passenger Loading	11	18	8	4	0	28	13	1	41	0	32	9	10	174
Lift Deployment	0	0	0	0	0	4	2	0	2	0	1	0	1	11
Obstruction/Debris	10	1	2	1	1	3	6	1	2	1	1	2	2	32
Signal/Switch Failure	10	10	3	3	4	11	16	6	6	4	2	3	10	87
Track Work	4	6	0	3	1	1	7	2	3	0	13	5	4	50
Catenary Failure	0	5	2	3	0	0	0	0	0	0	0	0	0	10
Non-Locomotive Equipment Failure	2	3	1	1	0	1	0	0	1	0	1	0	1	11
Locomotive Failure	9	0	0	0	1	8	6	2	3	1	4	0	2	37
Human Error	13	2	1	1	1	8	7	1	6	2	5	4	2	54
Sick, Injured, Unruly Passenger	3	3	1	1	0	5	2	0	3	0	3	3	1	24
Weather	2	7	2	2	1	9	2	2	4	0	1	1	3	36
Other	3	6	2	1	0	6	2	1	3	1	1	2	2	29
<b>TOTAL TRAINS DELAYED</b>	<b>82</b>	<b>62</b>	<b>22</b>	<b>21</b>	<b>13</b>	<b>101</b>	<b>73</b>	<b>23</b>	<b>79</b>	<b>21</b>	<b>65</b>	<b>32</b>	<b>69</b>	<b>662</b>

**July 2008 Divergence From July Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-1	2	-1	0	0	-7	-3	-1	-1	0	0	-2	0	-15
<i>Freight Interference - Peak</i>	3	0	0	0	0	0	1	0	1	-4	2	2	-1	4
<i>Freight Interference - Off-Peak</i>	-5	0	0	0	0	1	0	0	6	0	-1	0	-7	-5
Freight Interference - Total	-1	0	0	0	0	0	1	0	7	-3	1	2	-7	-1
Accident	0	0	0	0	0	5	2	0	0	0	0	0	-1	3
Passenger Loading	1	-11	-8	5	0	-1	5	-1	-27	0	71	1	-7	29
Lift Deployment	0	0	0	0	0	4	6	0	-2	0	-1	0	-1	5
Obstruction/Debris	-4	-1	-2	0	-1	1	-4	3	-2	0	-1	2	6	-2
Signal/Switch Failure	20	-8	-3	-2	0	2	-12	-4	1	-1	-1	7	3	3
Track Work	14	-4	1	-1	-1	2	-6	-2	2	0	-2	-1	10	11
Catenary Failure	0	-5	-2	-3	0	0	0	0	0	0	0	0	0	-10
Non-Locomotive Equipment Failure	8	-1	-1	-1	0	-1	0	0	-1	0	1	0	-1	3
Locomotive Failure	3	0	0	0	-1	8	-4	2	-1	-1	0	1	0	6
Human Error	4	-2	-1	-1	0	0	0	0	4	-2	-1	8	3	11
Sick, Injured, Unruly Passenger	-2	-1	-1	1	1	0	0	1	5	0	1	6	2	14
Weather	-2	-7	-2	-2	-1	-8	-1	-2	0	0	-1	22	-3	-7
Other	-1	-5	-2	0	1	-4	-1	-1	-3	-1	4	0	-2	-14
<b>TOTAL TRAINS DELAYED</b>	<b>39</b>	<b>-44</b>	<b>-21</b>	<b>-5</b>	<b>-2</b>	<b>2</b>	<b>-15</b>	<b>-6</b>	<b>-20</b>	<b>-10</b>	<b>71</b>	<b>46</b>	<b>0</b>	<b>36</b>

Data for current month is final (08/13/08) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 08/15/2008

**TABLES 8.a & 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2008**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	30	30	17	7	3	6	8						101	2.1%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28						204	4.2%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47						413	8.6%
Freight Interference - Total	100	119	105	81	63	74	75						617	12.8%
Accident	81	33	36	34	57	44	11						296	6.2%
Passenger Loading	72	76	80	22	62	193	203						708	14.7%
Lift Deployment	24	14	18	20	15	15	16						122	2.5%
Obstruction/Debris	46	55	18	21	10	40	30						220	4.6%
Signal/Switch Failure	174	99	124	128	83	94	90						792	16.5%
Track Work	19	11	24	54	35	73	61						277	5.8%
Catenary Failure	16	2	5	0	2	0	0						25	0.5%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14						123	2.6%
Locomotive Failure	39	44	34	45	9	24	43						238	4.9%
Human Error	57	58	39	30	46	52	65						347	7.2%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38						194	4.0%
Weather	173	277	32	10	10	23	29						554	11.5%
Other	25	43	22	39	19	33	15						196	4.1%
<b>TOTAL TRAINS DELAYED</b>	<b>954</b>	<b>901</b>	<b>582</b>	<b>521</b>	<b>440</b>	<b>714</b>	<b>698</b>						<b>4,810</b>	<b>100%</b>

Data for current month is final (08/13/08) version from TOPS.

**2007**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Passenger Train Interference	15	33	23	9	27	20	17	24	12	12	19	26	144	2.9%
<i>Freight Interference - Peak</i>	22	41	35	28	18	44	14	27	33	22	39	23	202	4.0%
<i>Freight Interference - Off-Peak</i>	51	92	91	81	77	64	52	72	54	55	61	66	508	10.1%
Freight Interference - Total	73	133	126	109	95	108	66	99	87	77	100	89	710	14.2%
Accident	29	28	8	2	3	40	13	56	37	32	54	63	123	2.5%
Passenger Loading	38	22	52	15	55	153	335	127	56	37	61	92	670	13.4%
Lift Deployment	9	26	9	8	11	16	14	9	7	11	10	19	93	1.9%
Obstruction/Debris	25	49	25	33	33	22	21	55	20	34	15	34	208	4.1%
Signal/Switch Failure	64	267	60	67	85	68	63	95	116	59	79	122	674	13.4%
Track Work	31	24	22	56	50	97	114	126	134	86	43	47	394	7.9%
Catenary Failure	0	0	4	3	26	5	5	1	6	3	0	0	43	0.9%
Non-Locomotive Equipment Failure	11	31	17	11	10	5	12	14	6	10	16	5	97	1.9%
Locomotive Failure	26	26	39	14	45	43	13	36	34	29	24	62	206	4.1%
Human Error	54	98	107	54	82	55	45	83	70	79	55	67	495	9.9%
Sick, Injured, Unruly Passenger	23	23	17	32	19	28	32	34	33	26	22	48	174	3.5%
Weather	30	542	25	53	0	28	35	264	12	30	14	224	713	14.2%
Other	22	52	48	31	25	51	42	23	26	31	64	25	271	5.4%
<b>TOTAL TRAINS DELAYED</b>	<b>450</b>	<b>1,354</b>	<b>582</b>	<b>497</b>	<b>566</b>	<b>739</b>	<b>827</b>	<b>1,046</b>	<b>656</b>	<b>556</b>	<b>576</b>	<b>923</b>	<b>5,015</b>	<b>100%</b>

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 08/15/2008

**TABLE 9: FREIGHT DELAYS ON METRA DIESEL LINES  
between August 2006 and July 2008**

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
Aug-06	6	5	7	7	5	2	30	1	1	25	89
Sep-06	18	10	12	1	2	5	31	0	6	30	115
Oct-06	36	7	12	5	10	7	29	0	7	38	151
Nov-06	60	5	16	4	6	1	15	6	3	46	162
Dec-06	43	1	13	9	4	5	20	0	3	56	154
Jan-07	24	0	2	0	9	3	3	0	4	28	73
Feb-07	23	5	19	16	5	10	8	2	5	40	133
Mar-07	26	8	21	9	13	3	7	0	4	35	126
Apr-07	18	6	13	16	12	6	7	0	5	26	109
May-07	12	6	3	3	11	5	11	1	1	42	95
Jun-07	13	6	6	7	9	4	8	1	2	52	108
Jul-07	7	3	9	2	3	5	8	1	1	26	65
<b>Total</b>	<b>286</b>	<b>62</b>	<b>133</b>	<b>79</b>	<b>89</b>	<b>56</b>	<b>177</b>	<b>12</b>	<b>42</b>	<b>444</b>	<b>1,380</b>
Aug-07	9	4	7	4	3	9	13	1	2	47	99
Sep-07	4	3	16	8	10	5	6	5	0	30	87
Oct-07	10	5	14	3	10	1	13	1	2	18	77
Nov-07	16	3	12	4	1	2	14	3	25	20	100
Dec-07	2	3	14	5	8	9	12	1	1	34	89
Jan-08	24	4	11	2	3	11	10	3	11	21	100
Feb-08	17	9	4	8	9	7	8	8	12	36	118
Mar-08	10	14	8	3	2	2	16	3	6	41	105
Apr-08	4	5	8	15	6	4	18	0	2	19	81
May-08	10	5	10	2	2	6	11	3	0	14	63
Jun-08	8	4	9	7	17	8	10	0	4	7	74
<b>Jul-08</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>75</b>
<b>Total</b>	<b>126</b>	<b>63</b>	<b>123</b>	<b>66</b>	<b>75</b>	<b>73</b>	<b>137</b>	<b>30</b>	<b>68</b>	<b>307</b>	<b>1,068</b>

Data for current month is final (08/13/08) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 08/15/2008

**TABLES 10.a & 10.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2008**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lifts YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	1	3	0	0	1	0						6	0.85%
Electric ML	0	0	0	0	0	0	0						0	0.00%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	0	0	0	0	0						0	0.00%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	2	0	3	4	6	1	8						24	4.63%
Milw W	1	2	2	1	1	3	8						18	5.52%
NCS	2	1	0	2	1	0	0						6	3.45%
RI	9	4	5	0	5	6	0						29	7.13%
SWS	0	0	0	1	0	0	0						1	0.50%
UP N	3	2	2	0	0	1	0						8	1.00%
UP NW	3	3	2	9	0	3	0						20	3.62%
UP W	3	1	1	3	2	0	0						10	1.81%
<b>Total Lift Delays</b>	<b>24</b>	<b>14</b>	<b>18</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>16</b>						<b>122</b>	<b>2.54%</b>
<b>ALL DELAYS</b>													<b>4,810</b>	

Data for current month is final (08/13/08) version from TOPS.

**2007**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lifts All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	1	1	2	2	0	0	1	2	0	0	2	12	1.07%
Electric ML	0	0	0	0	0	0	1	0	0	0	0	0	1	0.13%
Electric BI	0	0	0	0	0	0	0	0	0	1	0	0	1	0.52%
Electric SC	0	1	0	0	0	0	0	1	0	0	0	0	2	0.56%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	3	4	1	3	6	3	0	0	7	3	5	36	3.20%
Milw W	1	2	0	3	0	0	3	1	0	0	1	2	13	1.79%
NCS	0	3	1	0	0	0	1	0	0	0	0	0	5	1.64%
RI	4	3	1	1	2	8	4	3	2	0	2	5	35	3.13%
SWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
UP N	1	9	0	1	1	0	0	1	1	0	0	0	14	1.58%
UP NW	0	0	1	0	2	1	0	0	0	0	0	2	6	0.80%
UP W	1	4	1	0	1	1	2	2	2	3	4	3	24	2.36%
<b>Total Lift Delays</b>	<b>9</b>	<b>26</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>11</b>	<b>10</b>	<b>19</b>	<b>149</b>	<b>1.70%</b>
<b>ALL DELAYS</b>													<b>8,772</b>	

**TABLE 11: FREQUENCY OF TRAIN DELAYS BY DURATION**

July 2008

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	22	5	0	2	6	7	10	4	14	1	7	10	6	94
11-15	18	0	0	0	2	5	3	5	4	1	6	8	7	59
16-20	12	1	0	0	0	0	0	0	1	0	8	6	5	33
21+	13	0	0	0	3	2	2	1	1	0	5	12	3	42
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>6</u>
Sub-Total	67	6	0	2	11	15	16	10	20	2	26	37	22	234
<b>Off-Peak **</b>														
6-10	23	7	1	12	0	44	17	5	26	4	54	15	13	221
11-15	9	3	0	2	0	17	9	0	7	1	23	8	16	95
16-20	12	0	0	0	0	6	6	1	2	2	17	7	7	60
21+	9	2	0	0	0	17	9	1	4	2	15	11	10	80
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>8</u>
Sub-Total	54	12	1	14	0	88	42	7	39	9	110	41	47	464
<b>July 2008 Total</b>														
6-10	45	12	1	14	6	51	27	9	40	5	61	25	19	315
11-15	27	3	0	2	2	22	12	5	11	2	29	16	23	154
16-20	24	1	0	0	0	6	6	1	3	2	25	13	12	93
21+	22	2	0	0	3	19	11	2	5	2	20	23	13	122
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>14</u>
TOTAL	121	18	1	16	11	103	58	17	59	11	136	78	69	698
<b>Year-to-Date</b>														
6-10	554	462	123	228	59	600	386	142	691	150	476	334	468	4,673
11-15	235	132	28	47	34	227	170	65	207	57	179	154	229	1,764
16-20	122	62	8	16	14	99	59	34	81	22	72	78	119	786
21+	160	100	24	45	27	177	108	57	121	34	132	163	178	1,326
Annulled	<u>54</u>	<u>10</u>	<u>8</u>	<u>19</u>	<u>2</u>	<u>22</u>	<u>5</u>	<u>6</u>	<u>18</u>	<u>6</u>	<u>27</u>	<u>23</u>	<u>23</u>	<u>223</u>
TOTAL	1,125	766	191	355	136	1,125	728	304	1,118	269	886	752	1,017	8,772
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>July 2008 Total</b>														
6-10	37.2%	66.7%	100.0%	87.5%	54.5%	49.5%	46.6%	52.9%	67.8%	45.5%	44.9%	32.1%	27.5%	45.1%
11-15	22.3%	16.7%	0.0%	12.5%	18.2%	21.4%	20.7%	29.4%	18.6%	18.2%	21.3%	20.5%	33.3%	22.1%
16-20	19.8%	5.6%	0.0%	0.0%	0.0%	5.8%	10.3%	5.9%	5.1%	18.2%	18.4%	16.7%	17.4%	13.3%
21+	18.2%	11.1%	0.0%	0.0%	27.3%	18.4%	19.0%	11.8%	8.5%	18.2%	14.7%	29.5%	18.8%	17.5%
Annulled	<u>2.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.7%</u>	<u>1.3%</u>	<u>2.9%</u>	<u>2.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Year-to-Date</b>														
6-10	49.2%	60.3%	64.4%	64.2%	43.4%	53.3%	53.0%	46.7%	61.8%	55.8%	53.7%	44.4%	46.0%	53.3%
11-15	20.9%	17.2%	14.7%	13.2%	25.0%	20.2%	23.4%	21.4%	18.5%	21.2%	20.2%	20.5%	22.5%	20.1%
16-20	10.8%	8.1%	4.2%	4.5%	10.3%	8.8%	8.1%	11.2%	7.2%	8.2%	8.1%	10.4%	11.7%	9.0%
21+	14.2%	13.1%	12.6%	12.7%	19.9%	15.7%	14.8%	18.8%	10.8%	12.6%	14.9%	21.7%	17.5%	15.1%
Annulled	<u>4.8%</u>	<u>1.3%</u>	<u>4.2%</u>	<u>5.4%</u>	<u>1.5%</u>	<u>2.0%</u>	<u>0.7%</u>	<u>2.0%</u>	<u>1.6%</u>	<u>2.2%</u>	<u>3.0%</u>	<u>3.1%</u>	<u>2.3%</u>	<u>2.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (08/13/08) version from TOPS.



**TABLE 12: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES**

*July 2008*

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *	15.5	9.0	0.0	8.0	15.2	16.8	14.7	12.7	10.4	11.0	16.3	35.1	18.4	18.1
Off-Peak **	16.1	12.7	9.0	8.0	--	17.8	16.5	13.4	11.3	20.7	14.1	22.2	16.7	15.9
All	15.8	11.4	9.0	8.0	15.2	17.7	16.0	13.0	11.0	18.9	14.5	28.2	17.3	16.6

*Year-to-Date*

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *	17.2	15.6	17.6	12.0	13.2	19.3	13.8	17.4	12.9	12.9	12.2	20.2	13.7	15.7
Off-Peak **	16.0	13.2	11.1	11.8	--	16.2	15.6	18.6	11.3	16.7	12.0	17.8	15.8	14.7
All	16.7	14.4	13.7	11.9	13.2	17.0	14.9	18.0	12.0	15.4	12.1	19.0	15.0	15.1

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (08/13/08) version from TOPS.