

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

**February 2009**



# COMMUTER RAIL ON-TIME PERFORMANCE

## February 2009

This report presents an analysis of the February 2009 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 February 2009, Metra operated 15,852 scheduled trains, including 'extras'. 467 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.1%. Table 2 lists on-time percentages by line for each month and year since 2004. Table 3 lists each train that was on time for less than 85% of its weekday runs in February 2009, 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 February 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during February 2009. Table 7.b shows the average frequencies over the previous five Februaries, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 467 delays systemwide in February 2009, 227 less than the average over the previous five Februaries. Table 8.a shows delays from the beginning of the year through February 2009. Table 8.b shows the average frequencies through February 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 2009 and 2008 respectively. From January through February of 2009, a total of 1,893 trains were delayed, compared to 1,855 trains delayed in the same two months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2009 freight operations delayed 37 trains systemwide, compared to 118 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2009 and 2008 respectively. A total of 15 trains were delayed by lift deployment in February 2009.

A review of February 2009 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 48.0% of all late trains. Table 13 shows that the average length of delay was 14.8 minutes in February 2009. 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  
February 2009**

	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>	1,080	85	92.1%	800	31	96.1%	1,880	116	93.8%	112	4	96.4%	72	1	98.6%	2,064	121	94.1%
<b>Elec -ML</b>	900	21	97.7%	680	8	98.8%	1,580	29	98.2%	184	3	98.4%	80	1	98.8%	1,844	33	98.2%
<b>-BI</b>	280	6	97.9%	460	7	98.5%	740	13	98.2%	120	0	100.0%		--		860	13	98.5%
<b>-SC</b>	<u>340</u>	<u>1</u>	99.7%	<u>740</u>	<u>13</u>	98.2%	<u>1,080</u>	<u>14</u>	98.7%	<u>192</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>1,352</u>	<u>14</u>	99.0%
<b>Subtotal</b>	1,520	28	98.2%	1,880	28	98.5%	3,400	56	98.4%	496	3	99.4%	160	1	99.4%	4,056	60	98.5%
<b>Heritage</b>	120	10	91.7%		--		120	10	91.7%		--			--		120	10	91.7%
<b>Milw -N</b>	500	10	98.0%	700	22	96.9%	1,200	32	97.3%	96	3	96.9%	80	2	97.5%	1,376	37	97.3%
<b>-W</b>	<u>540</u>	<u>23</u>	95.7%	<u>620</u>	<u>16</u>	97.4%	<u>1,160</u>	<u>39</u>	96.6%	<u>96</u>	<u>4</u>	95.8%	<u>72</u>	<u>6</u>	91.7%	<u>1,328</u>	<u>49</u>	96.3%
<b>Subtotal</b>	1,040	33	96.8%	1,320	38	97.1%	2,360	71	97.0%	192	7	96.4%	152	8	94.7%	2,704	86	96.8%
<b>NCS</b>	220	17	92.3%	220	12	94.5%	440	29	93.4%		--			--		440	29	93.4%
<b>RI</b>	720	18	97.5%	640	17	97.3%	1,360	35	97.4%	80	3	96.3%	64	0	100.0%	1,504	38	97.5%
<b>SWS</b>	220	2	99.1%	380	19	95.0%	600	21	96.5%		--			--		600	21	96.5%
<b>UP -N</b>	600	9	98.5%	800	18	97.8%	1,400	27	98.1%	104	4	96.2%	72	0	100.0%	1,576	31	98.0%
<b>-NW</b>	660	25	96.2%	640	8	98.8%	1,300	33	97.5%	96	2	97.9%	60	0	100.0%	1,456	35	97.6%
<b>-W</b>	<u>540</u>	<u>22</u>	95.9%	<u>640</u>	<u>12</u>	98.1%	<u>1,180</u>	<u>34</u>	97.1%	<u>80</u>	<u>2</u>	97.5%	<u>72</u>	<u>0</u>	100.0%	<u>1,332</u>	<u>36</u>	97.3%
<b>Subtotal</b>	1,800	56	96.9%	2,080	38	98.2%	3,880	94	97.6%	280	8	97.1%	204	0	100.0%	4,364	102	97.7%
<b>SYSTEM</b>	6,720	249	96.3%	7,320	183	97.5%	14,040	432	96.9%	1,160	25	97.8%	652	10	98.5%	15,852	467	97.1%

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

Delays data for most recent month is final (03/12/09) 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-FEB	AVG
BNSF	2004	90.7	92.8	97.1	97.2	98.5	98.2	94.3	98.5	96.2	97.1	95.7	92.8	91.7%	95.8%
	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	95.0%	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	96.6%	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	91.8%	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	93.6%	94.4%
	2009	85.4	94.1											89.6%	89.6%
	2004-2008 average	94.2	93.2	96.6	97.6	97.2	95.5	96.1	95.3	95.4	94.9	94.5	92.9	93.7%	95.3%
Electric	2004	97.8	98.8	98.8	99.5	98.9	98.0	99.0	98.7	98.2	98.6	98.9	98.8	98.3%	98.7%
	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	98.9%	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	98.9%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.9%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	97.4%	97.9%
	2009	96.7	98.5											97.6%	97.6%
	2004-2008 average	98.2	98.3	98.6	98.8	98.6	97.8	97.8	98.2	97.8	98.1	98.3	97.9	98.3%	98.2%
Heritage	2004	95.2	96.7	94.9	95.5	90.0	84.8	91.3	91.7	93.7	92.1	97.6	98.6	95.9%	93.5%
	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	95.1%	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	94.3%	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	86.5	88.2	89.1	93.0	78.6	91.9%	88.6%
	2009	79.4	91.7											85.4%	85.4%
	2004-2008 average	95.5	91.1	91.7	91.9	91.5	91.5	91.6	90.2	91.8	91.1	94.9	90.1	93.3%	91.8%
Milw - N	2004	95.0	94.8	98.1	97.3	91.5	94.2	96.5	96.9	95.7	95.3	94.8	94.6	94.9%	95.4%
	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	94.3%	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	94.9%	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	92.9%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.4%	94.0%
	2009	85.9	97.3											91.4%	91.4%
	2004-2008 average	94.0	94.5	96.6	95.9	94.5	94.0	92.9	95.2	95.1	95.6	92.3	89.6	94.3%	94.2%
Milw - W	2004	97.3	93.5	96.7	92.0	93.2	93.8	94.7	97.3	96.6	95.8	94.6	96.2	95.5%	95.2%
	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	94.0%	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	94.7%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	94.7%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	95.5%	96.4%
	2009	92.6	96.3											94.4%	94.4%
	2004-2008 average	94.8	95.0	96.7	95.8	96.6	96.0	94.8	94.8	97.0	97.0	95.9	93.1	94.9%	95.6%
NCS	2004	96.2	89.0	94.8	85.0	91.5	83.6	85.7	91.8	93.8	92.4	90.5	92.6	92.7%	90.6%
	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	92.7%	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	96.0%	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	93.7%	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	93.9%	94.6%
	2009	88.9	93.4											91.1%	91.1%
	2004-2008 average	93.8	94.1	94.3	92.3	94.9	91.8	94.0	94.7	94.0	94.8	92.6	90.7	93.9%	93.5%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
RI	2004	96.0	98.5	97.6	98.4	99.0	97.9	97.7	98.6	97.3	98.0	96.8	95.8	97.2%	97.6%
	2005	96.6	98.6	97.9	98.0	96.3	93.7	94.2	97.4	93.8	86.5	91.8	91.6	97.6%	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	96.5%	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	90.3%	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	95.6%	95.4%
	2009	93.4	97.5											95.3%	95.3%
	2004-2008 average	96.0	94.8	96.7	98.2	97.0	95.7	95.0	96.8	95.9	93.9	95.3	92.4	95.4%	95.7%
SWS	2004	95.8	97.8	95.7	98.0	93.4	92.9	96.1	95.2	94.9	95.2	96.1	96.7	96.8%	95.7%
	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	93.3%	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	97.1%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5											91.7%	91.7%
	2004-2008 average	95.2	95.1	96.4	96.4	95.1	95.7	95.9	93.8	93.4	93.4	95.3	92.7	95.1%	94.9%
UP - N	2004	98.6	99.1	99.4	99.5	98.5	98.2	98.6	96.7	98.4	95.9	96.8	96.6	98.9%	98.0%
	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	96.7%	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	98.3%	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	95.5%	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	90.7%	93.4%
	2009	91.4	98.0											94.6%	94.6%
	2004-2008 average	96.1	95.6	98.0	97.9	98.2	95.4	95.1	93.0	96.7	96.9	97.2	95.7	95.9%	96.3%
UP - NW	2004	97.6	98.8	98.9	98.6	97.9	98.2	98.3	98.5	97.3	95.5	97.1	96.2	98.2%	97.7%
	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	95.7%	96.9%
	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.2%	97.7%
	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	93.9%	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											94.7%	94.7%
	2004-2008 average	95.3	95.7	97.8	97.8	98.1	97.1	97.3	96.0	97.2	97.1	95.9	95.2	95.5%	96.7%
UP - W	2004	95.5	97.4	96.2	97.7	98.5	96.0	95.7	95.8	94.2	93.0	91.9	91.1	96.4%	95.2%
	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	94.2%	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	92.7%	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	93.8%	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	92.8%	93.7%
	2009	92.3	97.3											94.7%	94.7%
	2004-2008 average	94.0	94.0	95.3	96.2	95.6	94.7	95.6	93.6	94.4	94.3	94.3	92.0	94.0%	94.5%
SYSTEM (excluding South Shore)	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	96.5%	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	96.2%	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	94.5%	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											94.2%	94.2%
	2004-2008 average	95.8	95.6	97.2	97.4	97.2	96.0	95.9	95.8	96.3	96.1	95.7	94.2	95.7%	96.1%

Delays data for most recent month is final (03/12/09) version from TOPS.

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'2004-2008 average' calculated 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  
February 2009**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1253 <b>80% OT</b>	Wed, Feb 11	7	E1	CAUGHT 1247-51 AT WEST EOLA
		Tue, Feb 17	24	K1	LATE DEPARTURE
		Thu, Feb 26	7	RW	FVW CONGESTION - 1255 ISSUE, 1255 MISSED PLATFORM AND HAD TO BACK UP
		Fri, Feb 27	15	E1	1255 ISSUE TRAFFIC
BNSF	1271 <b>70% OT</b>	Thu, Feb 05	12	J	PSGR ISSUE DELAYED DEPARTURE CUS - CALLED FOR SECURITY
		Mon, Feb 09	11	E1	DEPARTED CUS 9 LATE - SERVICE RECOVERY TRAFFIC - GLASSHOUSE DECISION
		Tue, Feb 10	10	AM	LATE SET CUS - METRA 829 OUT OF ORDER - THEN 1273 AHEAD
		Wed, Feb 11	16	E1	HILL EAST TRAFFIC - 1261-1251-1267 CLEARING UP
		Tue, Feb 17	27	K1	LATE DEPARTURE
	Fri, Feb 27	8	E1	1255 ISSUE TRAFFIC	
BNSF	1273 <b>60% OT</b>	Thu, Feb 05	8	J1	1271 PSGR ISSUE
		Mon, Feb 09	10	E1	SERVICE RECOVERY TRAFFIC - LATE PARADE RUN SWAPS - GLASSHOUSE DECISION
		Tue, Feb 10	6	AM	CAUGHT 1275 - 1271 ISSUE
		Wed, Feb 11	10	E1	O TRACK - CAUGHT 1275
		Tue, Feb 17	19	K1	LATE DEPARTURE
		Fri, Feb 20	7	I	PSGR UNLDG
		Wed, Feb 25	8	RF	CAB SIGNALS HUNTING WESTERN TO CONGRESS - AMTRAK 383 LDG LAGRANGE - RUN UNDER REVIEW
	Fri, Feb 27	10	E1	SERVICE RECOVERY TRAFFIC	
BNSF	1275 <b>75% OT</b>	Mon, Feb 09	8	E1	DEPARTED CUS 3 LATE - SERVICE RECOVERY 1280 - GLASSHOUSE DECISION
		Tue, Feb 10	14	AM	CAUGHT 1271 ISSUE
		Wed, Feb 11	10	E1	DEPARTED CUS 5 LATE - SWS TRAFFIC AND 1277 LATE INTO CUS
		Fri, Feb 13	15	C1	LATE FLIP FROM 1239
		Tue, Feb 17	28	K1	LATE DEPARTURE
BNSF	1279 <b>75% OT</b>	Tue, Feb 03	10	RF	1292 WORKING MIDDLE AT 59 - MAIN 3 EAST EOLA IN USE
		Thu, Feb 05	10	J1	1271 PSGR ISSUE
		Tue, Feb 10	10	AM	CAUGHT 1271 ISSUE
		Wed, Feb 11	14	E1	HILL EAST TRAFFIC - 1261-1251-1267 CLEARING UP - PLUS 1292 EAST EOLA
		Tue, Feb 17	0	XK	PSGRS TO 1277
ELML	0604 <b>80% OT</b>	Tue, Feb 03	6	A	2" #504 CLEARING AHEAD, 51ST; 1" P/U CREW, 18TH; 1" FLAGGING 11TH PL; 2" RED SIG, RANDOLPH.
		Thu, Feb 05	8	A1	3" LATE EQU, 115TH; 1" FOLLOWING #504, 67 TH TO 51ST; 1" P/U CREWS, 18TH; 1" RED SIG, 11TH; 2" RED SIGNAL, RANDOLPH.
		Tue, Feb 10	6	A	1" #504 X/O AHEAD, 67TH; 1" P/U CREW, 18TH ST; 1" RED SIG, 11THPL; 3" RED SIG, RANDOLPH.
		Thu, Feb 19	6	AS	3" LATE EQU, 115TH; 1" P/U CREWS, 18TH; 2" ENTRAINING ENROUTE.
MN	2143 <b>80% OT</b>	Fri, Feb 06	7	G	9" TALKED BY, CN XING; 2" ADA, GRAYSLAKE.
		Thu, Feb 12	17	E	17" NO DITCH LIGHTS ENROUTE; 2" ADA, GRAYSLAKE.
		Mon, Feb 23	10	GX	7" GX PROCEDURES AND ROAD FLARES @ XINGS, SHERMER RD; 3" STOP SIG AND RESTRICTED SPEED, PRAIRIE XING & GRAYSLAKE WEST.
		Thu, Feb 26	8	G	2" UP PSGR TRN INT, MAYFAIR; 8" SIG FAILURE, RONDOUT; 2" DOOR PROBS, LIBERTYVILLE.
MW	2233 <b>75% OT</b>	Wed, Feb 04	8	G	3" NO DOOR LIGHT, CUS; 5" RESTRICTED SPEED, TOWER A5.
		Tue, Feb 10	12	E1	12" DELAYED #2231 AHEAD TO SCHAUMBURG. 11" P/U PSGRS OFF ANNULLED #2231 AT SCHAUMBURG AND MADE ALL STOPS TO BIG TIMBER.
		Thu, Feb 12	13	G	15" SIG FAILURE, B-17 TO ROSELLE.
		Thu, Feb 19	10	A	8" WAITING FOR NCS #111 TO X/O TO CN, B12; 2" NO REASON GIVEN.
		Mon, Feb 23	9	KD	3" UP X-TRAFFIC, A2; 4" STOP SIG, A5; 2" REPAIR PA CABLE BETWEEN ENGINE #115 AND HEAD CAR, SPAULDING.
NCS	0109 <b>80% OT</b>	Mon, Feb 09	15	D1	2" B/O LIFT, CUS; 5" S/O, GRAND AVE AND MP 32.5-32.9; 4" UP PSGR TRN INT, DEVAL; 7" MEETING DELAYED #118, LOMOND.
		Mon, Feb 23	8	D	11" FRT TRN INT #446, LOMOND; 6" S/O ENROUTE.
		Thu, Feb 26	6	A	3" PASS TRN INT, WESTERN; 4" PASS TRN INT, DEVAL.
		Fri, Feb 27	10	G	10" SIG FAILURE ENROUTE.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2009**

<b>Line</b>	<b>Train</b>	<b>Date</b>	<b>Minutes Late</b>	<b>Delay Code</b>	<b>Delay Explanation</b>
UPN	0361	Mon, Feb 09	14	J	14" HEAVY ENTRAINING/DETRAINING ENROUTE AND REMOVAL OF UNRULY PSGR AT GLENCOE.
<b>80% OT</b>		Tue, Feb 10	7	I	7" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Wed, Feb 11	8	I	8" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Wed, Feb 18	8	I	8" HEAVY ENTRAINING/DETRAINING ENROUTE.
UPW	0030	Tue, Feb 03	15	U	15" EFFICIENCY TEST, GENEVA AND THREE ADAS ENROUTE.
<b>80% OT</b>		Wed, Feb 04	7	U	7" TWO ADAS ENROUTE.
		Fri, Feb 13	0	RL	ANULLED ACCT NO ENGINEER.
		Mon, Feb 23	7	J1	7" DELAYED #28 AHEAD ENROUTE.

Data is final (03/12/09) 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

11/07/07 version

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



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

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

11/07/07 version

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**TABLE 6: NUMBER OF DELAYS BY DATE**  
**February 2009**

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	0	2	0	9	2	7	4	12	1	15	0	31	2	2	4	6	1	2	1	15	116
<b>Elec -ML</b>	0	3	3	5	0	3	1	0	1	1	0	1	1	4	0	0	0	1	2	3	29
<b>-BI</b>	1	3	1	0	0	2	0	0	0	1	0	0	0	1	1	2	0	1	0	0	13
<b>-SC</b>	4	1	0	1	0	4	0	0	1	0	0	2	0	0	0	0	0	0	1	0	14
<b>Heritage</b>	0	3	2	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	10
<b>Milw -N</b>	1	0	0	0	6	4	1	3	1	0	0	0	3	2	0	8	1	0	1	1	32
<b>-W</b>	0	6	1	0	0	1	9	0	6	0	6	1	0	2	0	1	0	0	4	2	39
<b>NCS</b>	1	0	1	0	1	7	0	1	0	0	0	1	0	0	0	2	2	1	1	11	29
<b>RI</b>	11	0	5	0	2	0	0	1	0	1	0	0	8	1	0	0	3	1	1	1	35
<b>SWS</b>	1	0	0	0	0	1	1	1	1	1	0	6	0	1	4	0	2	0	2	0	21
<b>UP -N</b>	0	0	0	0	1	3	1	9	1	1	0	0	2	1	3	0	1	0	4	0	27
<b>-NW</b>	1	4	3	0	0	2	0	6	0	3	0	5	3	0	0	4	0	1	0	1	33
<b>-W</b>	1	4	4	2	1	2	1	0	0	3	3	1	0	1	0	6	0	1	3	1	34
<b>SYSTEM</b>	21	26	20	18	13	38	18	34	12	26	10	48	19	15	12	29	10	8	20	35	432

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	TOTAL
<b>BNSF</b>	2	0	2	0	4	<b>BNSF</b>	0	0	0	1	1
<b>Elec -ML</b>	0	2	1	0	3	<b>Elec -ML</b>	0	0	1	0	1
<b>-BI</b>	0	0	0	0	0	<b>-BI</b>	-	-	-	-	-
<b>-SC</b>	0	0	0	0	0	<b>-SC</b>	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-
<b>Milw -N</b>	0	0	0	3	3	<b>Milw -N</b>	0	1	1	0	2
<b>-W</b>	0	4	0	0	4	<b>-W</b>	0	0	6	0	6
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	0
<b>RI</b>	1	0	2	0	3	<b>RI</b>	0	0	0	0	0
<b>SWS</b>	-	-	-	-	-	<b>SWS</b>	-	-	-	-	-
<b>UP -N</b>	1	1	1	1	4	<b>UP -N</b>	0	0	0	0	0
<b>-NW</b>	0	1	1	0	2	<b>-NW</b>	0	0	0	0	0
<b>-W</b>	0	0	1	1	2	<b>-W</b>	0	0	0	0	0
<b>SYSTEM</b>	4	8	8	5	25	<b>SYSTEM</b>	0	1	8	1	10

Data is final (03/12/09) version from TOPS.

**TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**February 2009**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	15	11	1	0	0	1	2	3	0	4	1	2	3	43
<i>Freight Interference - Peak</i>	1	0	0	0	2	0	4	6	1	0	0	0	1	15
<i>Freight Interference - Off-Peak</i>	5	0	0	0	0	1	2	3	4	6	0	0	1	22
Freight Interference - Total	6	0	0	0	2	1	6	9	5	6	0	0	2	37
Accident	5	1	0	1	0	0	0	0	1	0	0	4	0	12
Passenger Loading	2	5	4	1	0	0	0	0	1	1	14	0	5	33
Lift Deployment	2	0	0	0	0	0	0	0	5	0	0	4	4	15
Obstruction/Debris	31	0	0	3	0	3	1	0	0	0	0	10	0	48
Signal/Switch Failure	13	3	2	1	7	13	11	16	8	6	9	4	4	97
Track Work	4	0	0	0	1	3	3	0	0	2	0	1	1	15
Catenary Failure	0	3	2	3	0	0	0	0	0	0	0	0	0	8
Non-Locomotive Equipment Failure	2	2	1	1	0	0	0	0	1	0	1	0	1	9
Locomotive Failure	30	1	0	0	0	10	21	1	13	1	0	0	3	80
Human Error	4	1	3	1	0	1	1	0	1	0	0	6	1	19
Sick, Injured, Unruly Passenger	4	2	0	3	0	1	4	0	3	0	4	3	8	32
Weather	3	2	0	0	0	1	0	0	0	0	2	0	1	9
Other	0	2	0	0	0	3	0	0	0	1	0	1	3	10
<b>TOTAL TRAINS DELAYED</b>	<b>121</b>	<b>33</b>	<b>13</b>	<b>14</b>	<b>10</b>	<b>37</b>	<b>49</b>	<b>29</b>	<b>38</b>	<b>21</b>	<b>31</b>	<b>35</b>	<b>36</b>	<b>467</b>

**February - Average Over Previous Five Years: 2004-2008**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	2	1	1	0	4	2	2	1	1	2	1	2	21
<i>Freight Interference - Peak</i>	5	0	0	0	4	2	2	1	2	3	1	3	8	31
<i>Freight Interference - Off-Peak</i>	14	0	0	0	0	9	5	3	5	7	2	5	25	73
Freight Interference - Total	20	0	0	0	4	11	7	4	7	10	2	8	33	105
Accident	11	0	0	1	0	6	4	1	2	2	1	3	2	32
Passenger Loading	3	2	0	1	0	2	1	0	2	0	11	1	4	29
Lift Deployment	1	0	0	0	0	1	1	1	3	0	2	1	1	11
Obstruction/Debris	5	1	1	4	0	6	5	0	4	2	6	4	3	40
Signal/Switch Failure	48	5	1	2	2	8	9	5	12	4	5	10	8	119
Track Work	5	3	0	3	0	3	1	0	2	1	0	0	2	19
Catenary Failure	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	6	1	1	1	0	1	3	1	1	0	2	4	1	22
Locomotive Failure	5	0	0	0	0	8	9	2	3	2	1	2	1	33
Human Error	12	2	0	1	1	4	5	1	5	1	5	6	5	48
Sick, Injured, Unruly Passenger	3	2	1	0	0	1	2	0	4	0	2	1	0	18
Weather	18	17	7	4	3	16	15	3	31	2	22	19	15	172
Other	4	0	1	1	0	4	3	0	2	0	2	3	4	24
<b>TOTAL TRAINS DELAYED</b>	<b>142</b>	<b>36</b>	<b>14</b>	<b>19</b>	<b>11</b>	<b>75</b>	<b>67</b>	<b>20</b>	<b>79</b>	<b>24</b>	<b>63</b>	<b>62</b>	<b>81</b>	<b>694</b>

**February 2009 Divergence From February 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	13	9	0	-1	0	-3	0	1	-1	3	-1	1	1	22
<i>Freight Interference - Peak</i>	-4	0	0	0	-2	-2	2	5	-1	-3	-1	-3	-7	-16
<i>Freight Interference - Off-Peak</i>	-9	0	0	0	0	-8	-3	0	-1	-1	-2	-5	-24	-51
Freight Interference - Total	-14	0	0	0	-2	-10	-1	5	-2	-4	-2	-8	-31	-68
Accident	-6	1	0	0	0	-6	-4	-1	-1	-2	-1	1	-2	-20
Passenger Loading	-1	3	4	0	0	-2	-1	0	-1	1	3	-1	1	4
Lift Deployment	1	0	0	0	0	-1	-1	-1	2	0	-2	3	3	4
Obstruction/Debris	26	-1	-1	-1	0	-3	-4	0	-4	-2	-6	6	-3	8
Signal/Switch Failure	-35	-2	1	-1	5	5	2	11	-4	2	4	-6	-4	-22
Track Work	-1	-3	0	-3	1	0	2	0	-2	1	0	1	-1	-4
Catenary Failure	0	2	2	3	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	-4	1	0	0	0	-1	-3	-1	0	0	-1	-4	0	-13
Locomotive Failure	25	1	0	0	0	2	12	-1	10	-1	-1	-2	2	47
Human Error	-8	-1	3	0	-1	-3	-4	-1	-4	-1	-5	0	-4	-29
Sick, Injured, Unruly Passenger	1	0	-1	3	0	0	2	0	-1	0	2	2	8	14
Weather	-15	-15	-7	-4	-3	-15	-15	-3	-31	-2	-20	-19	-14	-163
Other	-4	2	-1	-1	0	-1	-3	0	-2	1	-2	-2	-1	-14
<b>TOTAL TRAINS DELAYED</b>	<b>-21</b>	<b>-3</b>	<b>-1</b>	<b>-5</b>	<b>-1</b>	<b>-38</b>	<b>-18</b>	<b>9</b>	<b>-41</b>	<b>-3</b>	<b>-32</b>	<b>-27</b>	<b>-45</b>	<b>-227</b>

Data for current month is final (03/12/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 03/12/2009

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January-February 2009**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	25	16	1	1	0	13	11	9	2	5	4	2	6	95
<i>Freight Interference - Peak</i>	13	0	0	0	9	1	5	12	3	9	0	2	1	55
<i>Freight Interference - Off-Peak</i>	13	0	0	0	0	6	10	15	7	18	0	2	7	78
Freight Interference - Total	26	0	0	0	9	7	15	27	10	27	0	4	8	133
Accident	49	13	1	7	2	3	0	0	1	7	0	27	0	110
Passenger Loading	5	10	9	2	0	7	0	1	1	1	25	7	10	78
Lift Deployment	2	0	0	0	0	13	0	1	8	0	1	5	8	38
Obstruction/Debris	37	0	0	3	0	7	12	2	1	0	1	11	3	77
Signal/Switch Failure	153	14	5	3	10	35	21	21	16	17	29	19	17	360
Track Work	5	0	1	3	1	7	3	1	0	4	0	4	1	30
Catenary Failure	0	3	2	3	0	0	0	0	0	0	0	0	2	10
Non-Locomotive Equipment Failure	2	2	1	1	0	0	1	2	1	0	1	5	2	18
Locomotive Failure	64	2	1	0	0	46	32	2	19	6	0	12	3	187
Human Error	7	4	3	1	3	9	5	0	2	6	6	6	5	57
Sick, Injured, Unruly Passenger	5	6	0	6	0	2	6	0	8	0	10	4	8	55
Weather	62	51	6	14	11	92	47	12	71	27	94	53	68	608
Other	0	7	3	1	0	5	1	0	5	2	6	2	5	37
<b>TOTAL TRAINS DELAYED</b>	<b>442</b>	<b>128</b>	<b>33</b>	<b>45</b>	<b>36</b>	<b>246</b>	<b>154</b>	<b>78</b>	<b>145</b>	<b>102</b>	<b>177</b>	<b>161</b>	<b>146</b>	<b>1,893</b>

**January-February - Average Over Previous Five Years: 2004-2008**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	6	4	2	1	0	9	9	3	4	1	4	3	5	51
<i>Freight Interference - Peak</i>	16	0	0	0	7	2	4	4	4	5	1	5	12	61
<i>Freight Interference - Off-Peak</i>	28	0	0	0	0	14	8	5	10	10	2	8	47	134
Freight Interference - Total	44	0	0	0	7	17	12	9	14	16	3	13	60	194
Accident	22	0	0	1	0	7	9	4	2	2	5	13	11	75
Passenger Loading	6	3	1	1	0	3	3	0	6	0	24	5	6	59
Lift Deployment	4	0	0	0	0	3	4	1	7	0	3	2	3	27
Obstruction/Debris	11	1	2	6	0	9	8	1	5	2	7	12	5	69
Signal/Switch Failure	65	10	2	3	3	27	27	10	23	11	6	15	23	225
Track Work	8	4	0	6	0	7	2	1	5	2	1	2	2	39
Catenary Failure	0	11	2	3	0	0	0	0	0	0	0	0	0	16
Non-Locomotive Equipment Failure	8	7	5	2	0	2	3	1	3	0	3	4	2	41
Locomotive Failure	13	0	0	0	1	9	13	2	7	2	2	9	7	64
Human Error	25	7	1	2	1	7	10	1	11	2	16	14	8	104
Sick, Injured, Unruly Passenger	9	5	1	1	0	6	4	0	7	0	4	3	3	45
Weather	43	29	10	8	4	48	34	8	46	8	38	33	26	336
Other	6	1	1	1	0	8	5	0	5	1	5	8	6	49
<b>TOTAL TRAINS DELAYED</b>	<b>270</b>	<b>83</b>	<b>28</b>	<b>36</b>	<b>17</b>	<b>162</b>	<b>143</b>	<b>40</b>	<b>145</b>	<b>47</b>	<b>123</b>	<b>135</b>	<b>167</b>	<b>1,395</b>

**January-February 2009 Divergence From January-February 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	19	12	-1	0	0	4	2	6	-2	4	0	-1	1	44
<i>Freight Interference - Peak</i>	-3	0	0	0	2	-1	1	8	-1	4	-1	-3	-11	-6
<i>Freight Interference - Off-Peak</i>	-15	0	0	0	0	-8	2	10	-3	8	-2	-6	-40	-56
Freight Interference - Total	-18	0	0	0	2	-10	3	18	-4	11	-3	-9	-52	-61
Accident	27	13	1	6	2	-4	-9	-4	-1	5	-5	14	-11	35
Passenger Loading	-1	7	8	1	0	4	-3	1	-5	1	1	2	4	19
Lift Deployment	-2	0	0	0	0	10	-4	0	1	0	-2	3	5	11
Obstruction/Debris	26	-1	-2	-3	0	-2	4	1	-4	-2	-6	-1	-2	8
Signal/Switch Failure	88	4	3	0	7	8	-6	11	-7	6	23	4	-6	135
Track Work	-3	-4	1	-3	1	0	1	0	-5	2	-1	2	-1	-9
Catenary Failure	0	-8	0	0	0	0	0	0	0	0	0	0	2	-6
Non-Locomotive Equipment Failure	-6	-5	-4	-1	0	-2	-2	1	-2	0	-2	1	0	-23
Locomotive Failure	51	2	1	0	-1	37	19	0	12	4	-2	3	-4	123
Human Error	-18	-3	2	-1	2	2	-5	-1	-9	4	-10	-8	-3	-47
Sick, Injured, Unruly Passenger	-4	1	-1	5	0	-4	2	0	1	0	6	1	5	10
Weather	19	22	-4	6	7	44	13	4	25	19	56	20	42	272
Other	-6	6	2	0	0	-3	-4	0	0	1	1	-6	-1	-12
<b>TOTAL TRAINS DELAYED</b>	<b>172</b>	<b>45</b>	<b>5</b>	<b>9</b>	<b>19</b>	<b>84</b>	<b>11</b>	<b>38</b>	<b>0</b>	<b>55</b>	<b>54</b>	<b>26</b>	<b>-21</b>	<b>498</b>

Data for current month is final (03/12/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 03/12/2009

**TABLES 9.a & 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2009**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	52	43											95	5.0%
<i>Freight Interference - Peak</i>	40	15											55	2.9%
<i>Freight Interference - Off-Peak</i>	56	22											78	4.1%
Freight Interference - Total	96	37											133	7.0%
Accident	98	12											110	5.8%
Passenger Loading	45	33											78	4.1%
Lift Deployment	23	15											38	2.0%
Obstruction/Debris	29	48											77	4.1%
Signal/Switch Failure	263	97											360	19.0%
Track Work	15	15											30	1.6%
Catenary Failure	2	8											10	0.5%
Non-Locomotive Equipment Failure	9	9											18	1.0%
Locomotive Failure	107	80											187	9.9%
Human Error	38	19											57	3.0%
Sick, Injured, Unruly Passenger	23	32											55	2.9%
Weather	599	9											608	32.1%
Other	27	10											37	2.0%
<b>TOTAL TRAINS DELAYED</b>	<b>1,426</b>	<b>467</b>											<b>1,893</b>	<b>100%</b>

Data for current month is final (03/12/09) version from TOPS.

**2008**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	60	3.2%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28	23	48	43	26	25	67	3.6%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47	59	87	91	50	39	152	8.2%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	219	11.8%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	114	6.1%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	148	8.0%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	38	2.0%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	101	5.4%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	273	14.7%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	30	1.6%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	18	1.0%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	70	3.8%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	83	4.5%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	115	6.2%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	68	3.7%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	450	24.3%
Other	25	43	22	39	19	33	15	22	54	107	16	73	68	3.7%
<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>805</b>	<b>723</b>	<b>810</b>	<b>760</b>	<b>1,495</b>	<b>1,855</b>	<b>100%</b>

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 03/12/2009

**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES  
between March 2007 and February 2009**

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
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
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
<b>Total</b>	<b>158</b>	<b>60</b>	<b>130</b>	<b>71</b>	<b>92</b>	<b>67</b>	<b>117</b>	<b>25</b>	<b>66</b>	<b>387</b>	<b>1,173</b>
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
Jul-08	12	4	10	5	4	9	6	2	3	20	75
Aug-08	15	6	10	3	3	5	12	2	1	25	82
Sep-08	35	4	8	2	7	9	17	3	8	42	135
Oct-08	28	7	7	5	1	10	26	8	0	42	134
Nov-08	9	5	5	4	1	6	15	1	9	21	76
Dec-08	5	4	8	9	10	5	13	2	4	4	64
Jan-09	20	7	6	9	18	5	21	0	4	6	96
<b>Feb-09</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>37</b>
<b>Total</b>	<b>162</b>	<b>67</b>	<b>90</b>	<b>70</b>	<b>80</b>	<b>74</b>	<b>171</b>	<b>24</b>	<b>41</b>	<b>243</b>	<b>1,022</b>

Data for current month is final (03/12/09) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 03/12/2009

**TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2009**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													YTD	YTD
BNSF	0	2											2	0.45%
Electric ML	0	0											0	0.00%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	13	0											13	5.28%
Milw W	0	0											0	0.00%
NCS	1	0											1	1.28%
RI	3	5											8	5.52%
SWS	0	0											0	0.00%
UP N	1	0											1	0.56%
UP NW	1	4											5	3.11%
UP W	4	4											8	5.48%
<b>Total Lift Delays</b>	<b>23</b>	<b>15</b>											<b>38</b>	<b>2.01%</b>
<b>ALL DELAYS</b>													<b>1,893</b>	

Data for current month is final (03/12/09) version from TOPS.

**2008**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													All Year	All Year
BNSF	1	1	3	0	0	1	0	0	0	2	2	0	10	0.67%
Electric ML	0	0	0	0	0	0	0	0	1	0	0	1	2	0.32%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
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	1	0	0	0	0	1	0.57%
Milw N	2	0	3	4	6	1	8	12	2	3	3	5	49	4.60%
Milw W	1	2	2	1	1	3	8	3	1	0	0	5	27	4.33%
NCS	2	1	0	2	1	0	0	1	2	0	0	0	9	2.96%
RI	9	4	5	0	5	6	0	4	3	2	11	10	59	6.66%
SWS	0	0	0	1	0	0	0	0	0	0	0	0	1	0.23%
UP N	3	2	2	0	0	1	0	1	3	1	1	0	14	1.05%
UP NW	3	3	2	9	0	3	0	2	2	3	0	2	29	3.19%
UP W	3	1	1	3	2	0	0	2	2	1	0	0	15	1.39%
<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>26</b>	<b>16</b>	<b>12</b>	<b>17</b>	<b>23</b>	<b>216</b>	<b>2.30%</b>
<b>ALL DELAYS</b>													<b>9,403</b>	

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

February 2009

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	40	17	6	1	3	5	7	10	9	2	9	17	12	138
11-15	14	3	0	0	4	2	11	4	3	0	0	3	5	49
16-20	7	0	0	0	3	1	1	1	2	0	0	0	1	16
21+	20	1	0	0	0	1	1	2	2	0	0	3	2	32
Annulled	4	0	0	0	0	1	3	0	2	0	0	2	2	14
Sub-Total	85	21	6	1	10	10	23	17	18	2	9	25	22	249
<b>Off-Peak **</b>														
6-10	10	4	4	6	0	8	6	4	6	8	18	5	7	86
11-15	12	3	1	5	0	10	8	3	5	2	1	1	6	57
16-20	5	4	1	0	0	4	8	4	4	1	3	1	0	35
21+	7	1	1	2	0	5	4	1	5	8	0	3	1	38
Annulled	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Sub-Total	36	12	7	13	0	27	26	12	20	19	22	10	14	218
<b>February 2009 Total</b>														
6-10	50	21	10	7	3	13	13	14	15	10	27	22	19	224
11-15	26	6	1	5	4	12	19	7	8	2	1	4	11	106
16-20	12	4	1	0	3	5	9	5	6	1	3	1	1	51
21+	27	2	1	2	0	6	5	3	7	8	0	6	3	70
Annulled	6	0	0	0	0	1	3	0	2	0	0	2	2	16
TOTAL	121	33	13	14	10	37	49	29	38	21	31	35	36	467
<b>2009 Year-to-Date</b>														
6-10	154	65	26	28	10	58	39	28	85	32	125	86	76	812
11-15	91	30	4	12	8	76	54	15	30	20	30	29	28	427
16-20	53	23	1	1	9	60	32	11	18	18	8	9	15	258
21+	117	8	2	3	9	51	23	21	9	30	14	32	25	344
Annulled	27	2	0	1	0	1	6	3	3	2	0	5	2	52
TOTAL	442	128	33	45	36	246	154	78	145	102	177	161	146	1,893
<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>February 2009 Total</b>														
6-10	41.3%	63.6%	76.9%	50.0%	30.0%	35.1%	26.5%	48.3%	39.5%	47.6%	87.1%	62.9%	52.8%	48.0%
11-15	21.5%	18.2%	7.7%	35.7%	40.0%	32.4%	38.8%	24.1%	21.1%	9.5%	3.2%	11.4%	30.6%	22.7%
16-20	9.9%	12.1%	7.7%	0.0%	30.0%	13.5%	18.4%	17.2%	15.8%	4.8%	9.7%	2.9%	2.8%	10.9%
21+	22.3%	6.1%	7.7%	14.3%	0.0%	16.2%	10.2%	10.3%	18.4%	38.1%	0.0%	17.1%	8.3%	15.0%
Annulled	5.0%	0.0%	0.0%	0.0%	0.0%	2.7%	6.1%	0.0%	5.3%	0.0%	0.0%	5.7%	5.6%	3.4%
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>2009 Year-to-Date</b>														
6-10	34.8%	50.8%	78.8%	62.2%	27.8%	23.6%	25.3%	35.9%	58.6%	31.4%	70.6%	53.4%	52.1%	42.9%
11-15	20.6%	23.4%	12.1%	26.7%	22.2%	30.9%	35.1%	19.2%	20.7%	19.6%	16.9%	18.0%	19.2%	22.6%
16-20	12.0%	18.0%	3.0%	2.2%	25.0%	24.4%	20.8%	14.1%	12.4%	17.6%	4.5%	5.6%	10.3%	13.6%
21+	26.5%	6.3%	6.1%	6.7%	25.0%	20.7%	14.9%	26.9%	6.2%	29.4%	7.9%	19.9%	17.1%	18.2%
Annulled	6.1%	1.6%	0.0%	2.2%	0.0%	0.4%	3.9%	3.8%	2.1%	2.0%	0.0%	3.1%	1.4%	2.7%
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(03/12/09) version from TOPS.



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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>February 2009</b>														
Peak *	15.5	9.9	7.5	8.0	13.4	11.8	12.2	15.2	15.4	8.0	7.7	11.6	11.3	13.1
Off-Peak **	21.1	14.1	11.9	12.6	--	15.7	17.8	24.2	17.8	22.4	8.9	15.2	10.6	16.6
All	17.2	11.4	9.8	12.3	13.4	14.8	15.3	18.9	16.8	21.0	8.5	12.7	11.0	14.8
<b>2009 Year-to-Date</b>														
Peak *	20.2	11.7	9.1	8.6	18.1	15.5	16.0	16.3	11.8	18.6	11.0	17.0	12.3	15.9
Off-Peak **	20.9	15.3	10.8	11.5	--	17.1	17.1	26.2	11.9	19.1	11.9	15.6	16.5	16.4
All	20.4	12.6	9.7	10.7	18.1	16.5	16.6	19.9	11.9	18.9	11.5	16.5	14.3	16.2

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(03/12/09) version from TOPS.