

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

**March 2009**



# COMMUTER RAIL ON-TIME PERFORMANCE

## March 2009

This report presents an analysis of the March 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 March 2009, Metra operated 17,460 scheduled trains, including 'extras'. 470 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.3%. 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 March 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 March 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during March 2009. Table 7.b shows the average frequencies over the previous five Marchs, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 470 delays systemwide in March 2009, 17 less than the average over the previous five Marchs. Table 8.a shows delays from the beginning of the year through March 2009. Table 8.b shows the average frequencies through March 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 March of 2009, a total of 2,363 trains were delayed, compared to 2,437 trains delayed in the same three months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In March 2009 freight operations delayed 63 trains systemwide, compared to 105 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 13 trains were delayed by lift deployment in March 2009.

A review of March 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 54.0% of all late trains. Table 13 shows that the average length of delay was 13.6 minutes in March 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  
March 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>	1,188	29	97.6%	880	20	97.7%	2,068	49	97.6%	114	5	95.6%	90	2	97.8%	2,272	56	97.5%
<b>Elec -ML</b>	990	20	98.0%	749	10	98.7%	1,739	30	98.3%	187	2	98.9%	102	3	97.1%	2,028	35	98.3%
<b>-BI</b>	308	5	98.4%	506	1	99.8%	814	6	99.3%	122	1	99.2%		--		936	7	99.3%
<b>-SC</b>	<u>374</u>	<u>4</u>	98.9%	<u>818</u>	<u>7</u>	99.1%	<u>1,192</u>	<u>11</u>	99.1%	<u>198</u>	<u>3</u>	98.5%	<u>100</u>	<u>0</u>	100.0%	<u>1,490</u>	<u>14</u>	99.1%
<b>Subtotal</b>	1,672	29	98.3%	2,073	18	99.1%	3,745	47	98.7%	507	6	98.8%	202	3	98.5%	4,454	56	98.7%
<b>Heritage</b>	132	11	91.7%		--		132	11	91.7%		--			--		132	11	91.7%
<b>Milw -N</b>	550	11	98.0%	770	24	96.9%	1,320	35	97.3%	96	5	94.8%	100	4	96.0%	1,516	44	97.1%
<b>-W</b>	<u>594</u>	<u>13</u>	97.8%	<u>682</u>	<u>12</u>	98.2%	<u>1,276</u>	<u>25</u>	98.0%	<u>96</u>	<u>11</u>	88.5%	<u>90</u>	<u>2</u>	97.8%	<u>1,462</u>	<u>38</u>	97.4%
<b>Subtotal</b>	1,144	24	97.9%	1,452	36	97.5%	2,596	60	97.7%	192	16	91.7%	190	6	96.8%	2,978	82	97.2%
<b>NCS</b>	242	6	97.5%	242	7	97.1%	484	13	97.3%		--			--		484	13	97.3%
<b>RI</b>	792	23	97.1%	704	25	96.4%	1,496	48	96.8%	87	5	94.3%	80	11	86.3%	1,663	64	96.2%
<b>SWS</b>	242	8	96.7%	418	18	95.7%	660	26	96.1%	12	0	100.0%		--		672	26	96.1%
<b>UP -N</b>	660	20	97.0%	880	12	98.6%	1,540	32	97.9%	105	10	90.5%	91	12	86.8%	1,736	54	96.9%
<b>-NW</b>	726	20	97.2%	704	12	98.3%	1,430	32	97.8%	96	9	90.6%	75	1	98.7%	1,601	42	97.4%
<b>-W</b>	<u>594</u>	<u>43</u>	92.8%	<u>704</u>	<u>16</u>	97.7%	<u>1,298</u>	<u>59</u>	95.5%	<u>80</u>	<u>5</u>	93.8%	<u>90</u>	<u>2</u>	97.8%	<u>1,468</u>	<u>66</u>	95.5%
<b>Subtotal</b>	1,980	83	95.8%	2,288	40	98.3%	4,268	123	97.1%	281	24	91.5%	256	15	94.1%	4,805	162	96.6%
<b>SYSTEM</b>	7,392	213	97.1%	8,057	164	98.0%	15,449	377	97.6%	1,193	56	95.3%	818	37	95.5%	17,460	470	97.3%

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

Delays data for most recent month is final (04/14/09) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTpbyServPeriod&Line 04/14/09

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAR	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	93.6%	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	95.4%	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	96.5%	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	93.4%	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	94.7%	94.4%
	2009	85.4	94.1	97.5										92.4%	92.4%
	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	94.7%	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	98.5%	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	99.1%	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	98.6%	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	97.8%	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	97.9%	97.9%
	2009	96.7	98.5	98.7										98.0%	98.0%
	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	98.4%	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	95.6%	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	95.6%	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	93.8%	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	89.8%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.1%	88.6%
	2009	79.4	91.7	91.7										87.6%	87.6%
	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	92.8%	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	96.0%	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	95.4%	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	95.2%	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	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	2009	85.9	97.3	97.1										93.4%	93.4%
	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	95.1%	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	95.9%	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	94.7%	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	95.2%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.7%	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	96.1%	96.4%
	2009	92.6	96.3	97.4										95.4%	95.4%
	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	95.5%	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	93.4%	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	91.6%	90.2%
	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.0%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.8%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3										93.3%	93.3%
	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	94.0%	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-MAR	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	97.3%	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	97.7%	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	96.6%	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	92.4%	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	95.2%	95.4%
	2009	93.4	97.5	96.2										95.6%	95.6%
	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	95.8%	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	96.4%	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	94.6%	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	94.6%	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	93.5	95.3	92.2	93.7	89.2	95.0%	94.4%
	2009	87.1	96.5	96.1										93.3%	93.3%
	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	95.6%	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	99.0%	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	97.6%	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	98.5%	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	96.3%	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	92.2%	93.4%
	2009	91.4	98.0	96.9										95.4%	95.4%
	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	96.6%	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	98.4%	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	96.2%	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	98.3%	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	95.0%	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	93.6%	95.2%
	2009	91.9	97.6	97.4										95.6%	95.6%
	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	96.3%	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	96.3%	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	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	93.9%	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	93.1%	93.7%
	2009	92.3	97.3	95.5										95.0%	95.0%
	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	94.4%	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	97.0%	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	96.8%	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	95.2%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.2%	95.4%
	2009	91.6	97.1	97.3										95.3%	95.3%
	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	96.2%	96.1%

Delays data for most recent month is final (04/14/09) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPhyLine&Month 4/14/2009

'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  
March 2009**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1280 <b>82% OT</b>	Thu, Mar 05	7	C1	CAUGHT 1278 (1237 ISSUE ABOVE)
		Fri, Mar 13	8	D	WAITED FOR Z-PTLCHC9-11 TO CLEAR INTO YARD
		Fri, Mar 20	8	D	4" WEST EOLA, WAITED FOR 1243, 4" CAUGHT UP TO 1278
		Tue, Mar 24	8	K1	DELAYED BY 1243 ISSUE AT WEST EOLA
HC	0919 <b>82% OT</b>	Mon, Mar 02	36	G	40" FLAG RED SIG AND FOLLOWING AMTRAK #305, ROCKWELL, 45 XOVER, CP CANAL TO CP JUSTICE.
		Tue, Mar 03	8	G	10" FLAGGING ROCKWELL & CORWITH.
		Wed, Mar 11	9	D	5" DELAYED #827/AMTRAK #305 AHEAD (SOUTH BRANCH BRIDGE OPEN); 8" FRT TRN INT, CP CANAL/ARGO.
		Wed, Mar 25	53	DD	53" SIG PROBS/DELAYED AMTRAK #305 AHEAD, CP BRIGHTON; 6" FLAGGING CORWITH DISPR WOULD NO TALK TRN BY SIGNAL
ELML	0604 <b>82% OT</b>	Mon, Mar 09	6	A	2" #504 XING OVER AHEAD, 67TH; 1" P/U CREW, 18TH; 1" RED SIG, 11TH; 2" RED SIG, RANDOLPH.
		Mon, Mar 23	10	G	7" SIG PROBS, 67TH ST; 2" P/U CREW, 18TH ST; 2" RED SIG, RAND- OLPH.
		Tue, Mar 24	6	I	6" HEAVY ENTRAINING ENROUTE.
		Mon, Mar 30	8	I	2" HEAVY ENTRAINING ENROUTE.
MN	2149 <b>77% OT</b>	Fri, Mar 06	10	J1	12" WAITING FOR #2156 TO CLEAR, RONDOUT.
		Mon, Mar 09	33	E1	16" LATE TURN OF DELAYED #2150/ADDING PROTECTOR LOCO, CUS; 7" SLOW ENTRAINING ENROUTE; 10" MEETING #2158 OFF THE J LINE, RONDOUT.
		Thu, Mar 12	11	G	11" FLAGGED BY RED SIGNAL, GRAYSLAKE; RESTRICTING SIGNALS TO ROUND LAKE.
		Mon, Mar 16	11	K1	13" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT.
MN	2151 <b>82% OT</b>	Tue, Mar 24	6	GX	8" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT.
		Fri, Mar 06	9	J1	10" WAITING ON #2158 TO CLEAR, RONDOUT; 2" S/O.MP 40.7 TO 40.8.
		Mon, Mar 09	8	E1	10" DELAYED #2149 AHEAD.
		Mon, Mar 16	13	K1	15" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.
RI	0418 <b>82% OT</b>	Tue, Mar 24	6	GX	7" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.
		Thu, Mar 05	9	L1	8" LATE DUE TO 407 IN EMERGENCY HELD OUT OF STATION
		Tue, Mar 10	9	U	5" ADA ON, JUD; 4" ADA OFF, BLUE ISLAND.
		Thu, Mar 12	53	L1	14" LATE DEPT ACCT CHANGING ENDS; TURNED FROM RID 407 @ MOKENA ACCT CRIME SCENE; 39" NO REASON GIVEN.
RI	0419 <b>82% OT</b>	Mon, Mar 16	8	D	8" ISIA YARDING AT BI
		Tue, Mar 10	6	U1	4" LATE TURN OF DELAYED #418; 2" NO REASON GIVEN.
		Wed, Mar 11	6	U	3" EMPLOYEE STOP, 51ST ST; 4" TWO ADAS, BLUE ISLAND; 2" ADA, ROBBINS.
		Thu, Mar 12	14	L1	5" LATE DEPT ACCT HELD FOR PSGRS, LSS; WAITING FOR SIGNAL, LSS; 9" NO REASON GIVEN.
RI	0523 <b>77% OT</b>	Thu, Mar 19	10	L	10" WALKING SPEED 1/10 MILE E AND W ACCT LOOKING FOR BODY, MP 20.75; MISCOMMUNICATION BETWEEN COND AND ENG WENT FOR 1/4 MILE.
		Wed, Mar 04	8	U	4" ADA 2" SLOW PASSENGER LOADING 2" 6.30
		Thu, Mar 12	16	D	2" NS23K HAD SIG FOR 15 MINPROBS CONTACTING 55TH YD RAN TIME; 5" 10 MINUTE RULE, ABERDEEN; 1" ADA, 103; 3" ADA, YORK; 2" RED SIG, YORK.
		Mon, Mar 16	6	G	4" SW FAILURE, GRESHAM JCT.
SWS	0822 <b>82% OT</b>	Wed, Mar 18	6	U	4" ADA ON, 95TH/OFF, ROBBINS; 3" ADA ON, 119TH; 4" EFFICIENCY TEST, CP 15.6.
		Thu, Mar 19	15	K1	5" #619 AHEAD ENROUTE; 5" STOP, GRESHAM AND ABERDEEN; 5" NO REASON GIVEN.
		Tue, Mar 03	6	D	7" CSX #Q15603 CLEARING FOREST HILL.
		Thu, Mar 05	16	C1	10" LATE TURN OF DELAYED #807; S/O, FOREST HILL; 5" NO REASON GIVEN, CP518; 2" NO REASON GIVEN.
UPN	0326 <b>82% OT</b>	Wed, Mar 11	8	D1	7" LATE TURN OF DELAYED #807; 9" AMTRAK #371 AHEAD, CP 518- 21ST ST.
		Thu, Mar 26	15	G	11" TK CIRCUIT LEFT DOWN AFTER CLEARED #822 FLAGGED PAST SIGNAL, CP 518; 4" NO REASON GIVEN.
		Mon, Mar 02	11	E1	11" DELAYED #324, HIGHLAND PARK - RP.
		Fri, Mar 06	9	RF	9" FOLLOWING DELAYED #324 ENROUTE.
UPN	0326 <b>82% OT</b>	Wed, Mar 11	7	GW	7" DELAYED #324 AHEAD AND ADA ENROUTE (CAB CAR WAS SPOTTED ON UNEVEN SURFACE-HAD TO USE 2ND CAR).
		Mon, Mar 16	10	R1	10" DELAYED #324 AHEAD.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPN	0361	Fri, Mar 13	8	I	8" SLOW ENTRAINING, RAVENSWOOD, ROGERS PK, DAVIS ST.
	<b>82% OT</b>	Mon, Mar 23	12	I	12" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Thu, Mar 26	8	I	8" LATE DEPT ACCT CAR DEPT HAD TO RECONNECT AIR HOSE, OTC; SLOWENTRAINING/DETRAINING, ROGERS PARK TO WINNETKA.
		Mon, Mar 30	9	G	9" SLOW ENTRAINING/DETRAINING ENROUTE AND SIG 31.7 RED.
UPW	0030	Wed, Mar 11	12	V	12" CREW ALERTER TOOK AIR TWICE ENROUTE, THREE ADAS ENROUTE, S/O, MP 36.5 & 32.1 AND PSGR TRN INT, TOWER A2.
	<b>82% OT</b>	Wed, Mar 18	8	J	8" MEDICAL EMERGENCY, VILLA PK AND PSGR TRN INT, TOWER A2.
		Fri, Mar 27	10	GX	10" ADA, WINFIELD; GX PROCEDURES, MP 33.02.
		Tue, Mar 31	20	K1	20" DELAYED #26 AHEAD.
UPW	0032	Wed, Mar 11	10	V1	10" DELAYED #30 AHEAD AND S/O, MP 35.6 & 32.1.
	<b>82% OT</b>	Tue, Mar 17	12	D	12" OPERATED THRU ELBURN YARD ACCT #KLAG1-14 HAD A RED BLOCK VIOATION ON MT2.
		Fri, Mar 27	10	GX	10" FOLLOWING DELAYE D#30 ENROUTE; GX PROCEDURES, MP 33.02.
		Tue, Mar 31	10	K1	10" DELAYED #30 AHEAD.
UPW	0049	Tue, Mar 10	12	T	12" AIR GUAGES "TURNED" IN CAB CAR, OTC.
	<b>82% OT</b>	Fri, Mar 20	7	E1	7" RAN AROUND ANNULLED #47, HALSTED.
		Tue, Mar 24	7	KD	7" DOOR PROBS ENROUTE AND P/U CONDUCTOR (OFF DELAYED #45) AT RIVER FOREST (COND STAYED TO ASSIST SICK PSGR OFF THAT TRN).
		Tue, Mar 31	10	G	10" TRK CIRCUIT OUT, 25TH AVE/GX PROCEDURES, MP 17.61.
UPW	0061	Thu, Mar 05	28	KD	28" TRAIN WENT INTO EMERGENCY ACCT STRUCK DEBRIS, MP 34.5.
	<b>82% OT</b>	Tue, Mar 10	7	I	7" SLOW DETRAINING ENROUTE.
		Fri, Mar 20	0	R1	ANNULLED ACCT NO CREW, CREW ON #56 RAN XTRA TRN.
		Tue, Mar 31	14	G	14" TRK CIRCUIT OUT, 25TH AVE/GX PROCEDURES, MP 17.61.

Data is final (04/14/09) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%\_table.xls]PrintCopy 04/14/2009

**TABLE 4: DELAY CODES AND DEFINITIONS**

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

11/07/07 version

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



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

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

11/07/07 version

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

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

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
<b>BNSF</b>	8	2	0	2	0	7	8	0	0	4	1	2	1	1	3	0	4	4	0	2	0	0	49
<b>Elec -ML</b>	2	0	0	4	0	3	5	5	1	0	0	0	0	0	2	4	1	0	0	2	1	0	30
<b>-BI</b>	1	1	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
<b>-SC</b>	1	1	0	0	3	0	1	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	11
<b>Heritage</b>	4	2	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	0	11
<b>Milw -N</b>	2	0	1	0	4	5	0	0	1	1	4	1	2	6	0	0	6	0	1	1	0	0	35
<b>-W</b>	0	0	2	0	0	0	0	0	1	1	5	0	0	3	5	0	2	0	1	0	0	5	25
<b>NCS</b>	0	0	0	0	5	0	0	2	0	1	0	0	1	1	0	1	0	2	0	0	0	0	13
<b>RI</b>	0	0	3	1	1	2	3	3	14	1	5	2	1	7	1	1	1	0	0	1	1	0	48
<b>SWS</b>	0	1	1	4	1	0	0	3	2	0	0	3	0	1	3	0	1	1	4	1	0	0	26
<b>UP -N</b>	6	0	0	4	3	0	0	1	0	7	3	0	0	1	2	1	0	0	1	0	3	0	32
<b>-NW</b>	6	1	0	1	0	1	1	1	0	7	0	0	8	5	0	0	1	0	0	0	0	0	32
<b>-W</b>	0	0	2	1	0	1	4	4	0	3	0	3	1	4	12	0	3	2	2	2	1	14	59
<b>SYSTEM</b>	30	8	9	17	17	19	23	21	19	28	21	14	14	29	28	7	19	11	9	9	6	19	377

  

<b>SATURDAY</b>	7	14	21	28	<b>TOTAL</b>
<b>BNSF</b>	0	2	2	1	5
<b>Elec -ML</b>	2	0	0	0	2
<b>-BI</b>	1	0	0	0	1
<b>-SC</b>	3	0	0	0	3
<b>Heritage</b>	-	-	-	-	-
<b>Milw -N</b>	1	2	2	0	5
<b>-W</b>	2	8	0	1	11
<b>NCS</b>	-	-	-	-	-
<b>RI</b>	0	2	2	1	5
<b>SWS</b>	0	0	0	0	0
<b>UP -N</b>	1	5	2	2	10
<b>-NW</b>	0	6	0	3	9
<b>-W</b>	0	3	1	1	5
<b>SYSTEM</b>	10	28	9	9	56

  

<b>SUNDAY/HOLIDAY</b>	1	8	15	22	29	<b>TOTAL</b>
<b>BNSF</b>	0	0	0	1	1	2
<b>Elec -ML</b>	1	1	0	0	1	3
<b>-BI</b>	-	-	-	-	-	-
<b>-SC</b>	0	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	-
<b>Milw -N</b>	0	1	0	1	2	4
<b>-W</b>	2	0	0	0	0	2
<b>NCS</b>	-	-	-	-	-	-
<b>RI</b>	0	0	11	0	0	11
<b>SWS</b>	-	-	-	-	-	-
<b>UP -N</b>	2	0	1	4	5	12
<b>-NW</b>	1	0	0	0	0	1
<b>-W</b>	0	0	0	1	1	2
<b>SYSTEM</b>	6	2	12	7	10	37

Data is final (04/14/09) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	3	1	0	1	2	2	0	0	0	0	0	0	12
<i>Freight Interference - Peak</i>	1	0	0	0	3	0	0	4	3	2	2	1	5	21
<i>Freight Interference - Off-Peak</i>	12	0	0	0	0	3	5	4	5	8	2	0	3	42
Freight Interference - Total	13	0	0	0	3	3	5	8	8	10	4	1	8	63
Accident	0	0	0	0	0	0	0	0	0	0	0	8	1	9
Passenger Loading	3	4	1	0	0	0	1	0	16	0	15	5	6	51
Lift Deployment	1	0	0	0	0	0	0	1	6	0	2	1	2	13
Obstruction/Debris	4	0	0	1	0	4	1	0	4	2	0	6	9	31
Signal/Switch Failure	22	13	1	5	5	15	8	2	7	7	2	6	14	107
Track Work	1	5	1	2	0	1	2	2	3	4	0	0	4	25
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	1	2	2	1	0	0	0	0	0	0	1	0	0	7
Locomotive Failure	5	1	0	0	2	5	8	0	1	0	7	12	8	49
Human Error	1	0	0	4	0	3	4	0	2	2	7	1	4	28
Sick, Injured, Unruly Passenger	2	5	1	1	0	10	4	0	0	0	0	2	2	27
Weather	0	1	0	0	0	1	0	0	1	0	7	0	1	11
Other	0	1	0	0	0	0	3	0	16	1	9	0	7	37
<b>TOTAL TRAINS DELAYED</b>	<b>56</b>	<b>35</b>	<b>7</b>	<b>14</b>	<b>11</b>	<b>44</b>	<b>38</b>	<b>13</b>	<b>64</b>	<b>26</b>	<b>54</b>	<b>42</b>	<b>66</b>	<b>470</b>

**March - 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	1	1	1	0	2	4	1	3	1	1	0	0	20
<i>Freight Interference - Peak</i>	7	0	0	0	7	1	0	2	3	3	0	1	6	29
<i>Freight Interference - Off-Peak</i>	13	0	0	0	0	9	5	5	3	5	1	2	26	70
Freight Interference - Total	20	0	0	0	7	10	5	7	6	8	1	3	32	99
Accident	3	2	1	1	0	0	9	1	6	2	1	7	2	34
Passenger Loading	1	1	1	2	0	5	3	1	13	0	11	2	4	43
Lift Deployment	2	0	0	0	0	2	2	0	2	0	0	1	1	11
Obstruction/Debris	5	1	1	3	0	1	2	1	1	0	1	2	3	21
Signal/Switch Failure	17	9	1	3	2	13	11	6	6	5	2	5	8	88
Track Work	3	2	0	2	0	2	2	1	1	1	2	0	1	17
Catenary Failure	0	4	1	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	1	3	0	2	0	1	0	0	1	0	1	0	2	11
Locomotive Failure	4	0	0	0	0	3	3	1	5	0	2	3	5	27
Human Error	12	6	2	4	0	4	4	1	6	2	3	6	3	53
Sick, Injured, Unruly Passenger	2	2	1	1	0	2	2	0	3	0	1	2	3	19
Weather	1	1	1	0	0	3	1	1	0	0	2	2	2	15
Other	3	1	1	1	0	1	1	2	2	0	2	3	3	21
<b>TOTAL TRAINS DELAYED</b>	<b>78</b>	<b>32</b>	<b>11</b>	<b>20</b>	<b>11</b>	<b>50</b>	<b>48</b>	<b>21</b>	<b>56</b>	<b>20</b>	<b>32</b>	<b>36</b>	<b>70</b>	<b>487</b>

**March 2009 Divergence From March 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	0	-1	1	0	-2	-1	-3	-1	-1	0	0	-8
<i>Freight Interference - Peak</i>	-6	0	0	0	-4	-1	0	2	0	-1	2	0	-1	-8
<i>Freight Interference - Off-Peak</i>	-1	0	0	0	0	-6	0	-1	2	3	1	-2	-23	-28
Freight Interference - Total	-7	0	0	0	-4	-7	0	1	2	2	3	-2	-24	-36
Accident	-3	-2	-1	-1	0	0	-9	-1	-6	-2	-1	1	-1	-25
Passenger Loading	2	3	0	-2	0	-5	-2	-1	3	0	4	3	2	8
Lift Deployment	-1	0	0	0	0	-2	-2	1	4	0	2	0	1	2
Obstruction/Debris	-1	-1	-1	-2	0	3	-1	-1	3	2	-1	4	6	10
Signal/Switch Failure	5	4	0	2	3	2	-3	-4	1	2	0	1	6	19
Track Work	-2	3	1	0	0	-1	0	1	2	3	-2	0	3	8
Catenary Failure	0	-4	-1	-2	0	0	0	0	0	0	0	0	0	-6
Non-Locomotive Equipment Failure	0	-1	2	-1	0	-1	0	0	-1	0	0	0	-2	-4
Locomotive Failure	1	1	0	0	2	2	5	-1	-4	0	5	9	3	22
Human Error	-11	-6	-2	0	0	-1	0	-1	-4	0	4	-5	1	-25
Sick, Injured, Unruly Passenger	0	3	0	0	0	8	2	0	-3	0	-1	0	-1	8
Weather	-1	0	-1	0	0	-2	-1	-1	1	0	5	-2	-1	-4
Other	-3	0	-1	-1	0	-1	2	-2	14	1	7	-3	4	16
<b>TOTAL TRAINS DELAYED</b>	<b>-22</b>	<b>3</b>	<b>-4</b>	<b>-6</b>	<b>0</b>	<b>-6</b>	<b>-10</b>	<b>-8</b>	<b>8</b>	<b>6</b>	<b>22</b>	<b>6</b>	<b>-4</b>	<b>-17</b>

Data for current month is final (04/14/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 04/14/2009

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	28	19	2	1	1	15	13	9	2	5	4	2	6	107
<i>Freight Interference - Peak</i>	14	0	0	0	12	1	5	16	6	11	2	3	6	76
<i>Freight Interference - Off-Peak</i>	25	0	0	0	0	9	15	19	12	26	2	2	10	120
Freight Interference - Total	39	0	0	0	12	10	20	35	18	37	4	5	16	196
Accident	49	13	1	7	2	3	0	0	1	7	0	35	1	119
Passenger Loading	8	14	10	2	0	7	1	1	17	1	40	12	16	129
Lift Deployment	3	0	0	0	0	13	0	2	14	0	3	6	10	51
Obstruction/Debris	41	0	0	4	0	11	13	2	5	2	1	17	12	108
Signal/Switch Failure	175	27	6	8	15	50	29	23	23	24	31	25	31	467
Track Work	6	5	2	5	1	8	5	3	3	8	0	4	5	55
Catenary Failure	0	3	2	3	0	0	0	0	0	0	0	0	2	10
Non-Locomotive Equipment Failure	3	4	3	2	0	0	1	2	1	0	2	5	2	25
Locomotive Failure	69	3	1	0	2	51	40	2	20	6	7	24	11	236
Human Error	8	4	3	5	3	12	9	0	4	8	13	7	9	85
Sick, Injured, Unruly Passenger	7	11	1	7	0	12	10	0	8	0	10	6	10	82
Weather	62	52	6	14	11	93	47	12	72	27	101	53	69	619
Other	0	8	3	1	0	5	4	0	21	3	15	2	12	74
<b>TOTAL TRAINS DELAYED</b>	<b>498</b>	<b>163</b>	<b>40</b>	<b>59</b>	<b>47</b>	<b>290</b>	<b>192</b>	<b>91</b>	<b>209</b>	<b>128</b>	<b>231</b>	<b>203</b>	<b>212</b>	<b>2,363</b>

**January-March - 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	8	6	3	2	1	11	13	4	7	2	5	3	5	71
<i>Freight Interference - Peak</i>	23	0	0	0	14	3	4	6	7	8	1	6	18	90
<i>Freight Interference - Off-Peak</i>	41	0	0	0	0	24	13	10	14	15	3	10	74	204
Freight Interference - Total	64	0	0	0	14	27	17	15	21	23	4	16	92	293
Accident	25	2	1	2	0	8	18	5	8	4	6	19	12	109
Passenger Loading	8	4	2	3	0	9	6	1	18	0	34	7	10	103
Lift Deployment	6	0	0	0	0	5	6	2	9	0	3	2	4	38
Obstruction/Debris	16	2	3	9	0	10	10	2	6	2	8	14	8	90
Signal/Switch Failure	82	18	3	6	5	40	37	16	29	16	8	21	31	313
Track Work	10	6	1	8	0	9	4	2	6	3	3	2	3	57
Catenary Failure	0	14	3	5	0	0	0	0	0	0	0	0	0	22
Non-Locomotive Equipment Failure	9	10	6	4	0	3	4	1	4	0	5	4	4	53
Locomotive Failure	17	0	0	0	1	12	16	3	13	2	5	12	12	91
Human Error	37	13	4	6	2	11	14	2	17	4	19	20	11	157
Sick, Injured, Unruly Passenger	12	8	2	2	0	8	5	0	10	0	6	5	6	64
Weather	44	29	10	9	4	52	35	8	47	8	41	34	29	351
Other	10	2	2	2	0	9	6	2	7	1	8	11	9	70
<b>TOTAL TRAINS DELAYED</b>	<b>349</b>	<b>115</b>	<b>39</b>	<b>57</b>	<b>28</b>	<b>212</b>	<b>191</b>	<b>62</b>	<b>201</b>	<b>67</b>	<b>155</b>	<b>171</b>	<b>237</b>	<b>1,882</b>

**January-March 2009 Divergence From January-March 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	20	13	-1	-1	0	4	0	5	-5	3	-1	-1	1	36
<i>Freight Interference - Peak</i>	-9	0	0	0	-2	-2	1	10	-1	3	1	-3	-12	-14
<i>Freight Interference - Off-Peak</i>	-16	0	0	0	0	-15	2	9	-2	11	-1	-8	-64	-84
Freight Interference - Total	-25	0	0	0	-2	-17	3	20	-3	14	0	-11	-76	-97
Accident	24	11	0	5	2	-5	-18	-5	-7	3	-6	16	-11	10
Passenger Loading	0	10	8	-1	0	-2	-5	0	-1	1	6	5	6	26
Lift Deployment	-3	0	0	0	0	8	-6	0	5	0	0	4	6	13
Obstruction/Debris	25	-2	-3	-5	0	1	3	0	-1	0	-7	3	4	18
Signal/Switch Failure	93	9	3	2	10	10	-8	7	-6	8	23	4	0	154
Track Work	-4	-1	1	-3	1	-1	1	1	-3	5	-3	2	2	-2
Catenary Failure	0	-11	-1	-2	0	0	0	0	0	0	0	0	2	-12
Non-Locomotive Equipment Failure	-6	-6	-3	-2	0	-3	-3	1	-3	0	-3	1	-2	-28
Locomotive Failure	52	3	1	0	1	39	24	-1	7	4	2	12	-1	145
Human Error	-29	-9	-1	-1	1	1	-5	-2	-13	4	-6	-13	-2	-72
Sick, Injured, Unruly Passenger	-5	3	-1	5	0	4	5	0	-2	0	4	1	4	18
Weather	18	23	-4	5	7	41	12	4	25	19	60	19	40	268
Other	-10	6	1	-1	0	-4	-2	-2	14	2	7	-9	3	4
<b>TOTAL TRAINS DELAYED</b>	<b>149</b>	<b>48</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>78</b>	<b>1</b>	<b>29</b>	<b>8</b>	<b>61</b>	<b>76</b>	<b>32</b>	<b>-25</b>	<b>481</b>

Data for current month is final (04/14/09) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 04/14/2009

**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 - Mar	
Passenger Train Interference	52	43	12										107	4.5%
<i>Freight Interference - Peak</i>	40	15	21										76	3.2%
<i>Freight Interference - Off-Peak</i>	56	22	42										120	5.1%
Freight Interference - Total	96	37	63										196	8.3%
Accident	98	12	9										119	5.0%
Passenger Loading	45	33	51										129	5.5%
Lift Deployment	23	15	13										51	2.2%
Obstruction/Debris	29	48	31										108	4.6%
Signal/Switch Failure	263	97	107										467	19.8%
Track Work	15	15	25										55	2.3%
Catenary Failure	2	8	0										10	0.4%
Non-Locomotive Equipment Failure	9	9	7										25	1.1%
Locomotive Failure	107	80	49										236	10.0%
Human Error	38	19	28										85	3.6%
Sick, Injured, Unruly Passenger	23	32	27										82	3.5%
Weather	599	9	11										619	26.2%
Other	27	10	37										74	3.1%
<b>TOTAL TRAINS DELAYED</b>	<b>1,426</b>	<b>467</b>	<b>470</b>										<b>2,363</b>	<b>100%</b>

Data for current month is final (04/14/09) version from TOPS.

**2008**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	77	3.2%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28	23	48	43	26	25	94	3.9%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47	59	87	91	50	39	230	9.4%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	324	13.3%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	150	6.2%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	228	9.4%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	56	2.3%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	119	4.9%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	397	16.3%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	54	2.2%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	23	0.9%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	80	3.3%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	117	4.8%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	154	6.3%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	86	3.5%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	482	19.8%
Other	25	43	22	39	19	33	15	22	54	107	16	73	90	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>2,437</b>	<b>100%</b>

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 04/14/2009

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

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
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
Mar-08	10	14	8	3	2	2	16	3	6	41	105
<b>Total</b>	<b>142</b>	<b>66</b>	<b>117</b>	<b>65</b>	<b>81</b>	<b>66</b>	<b>126</b>	<b>28</b>	<b>68</b>	<b>393</b>	<b>1,152</b>
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
Feb-09	6	2	1	6	9	5	6	0	0	2	37
<b>Mar-09</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>63</b>
<b>Total</b>	<b>165</b>	<b>56</b>	<b>85</b>	<b>72</b>	<b>86</b>	<b>80</b>	<b>165</b>	<b>25</b>	<b>36</b>	<b>210</b>	<b>980</b>

Data for current month is final (04/14/09) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 04/14/2009

**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	1										3	0.60%
Electric ML	0	0	0										0	0.00%
Electric BI	0	0	0										0	0.00%
Electric SC	0	0	0										0	0.00%
HER	0	0	0										0	0.00%
Milw N	13	0	0										13	4.48%
Milw W	0	0	0										0	0.00%
NCS	1	0	1										2	2.20%
RI	3	5	6										14	6.70%
SWS	0	0	0										0	0.00%
UP N	1	0	2										3	1.30%
UP NW	1	4	1										6	2.96%
UP W	4	4	2										10	4.72%
<b>Total Lift Delays</b>	<b>23</b>	<b>15</b>	<b>13</b>										<b>51</b>	<b>2.16%</b>
<b>ALL DELAYS</b>													<b>2,363</b>	

Data for current month is final (04/14/09) 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**

March 2009

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	17	15	3	3	3	7	5	3	12	3	12	12	24	119
11-15	10	2	1	1	0	4	5	1	2	2	5	5	10	48
16-20	1	0	0	0	2	0	0	1	3	1	0	0	4	12
21+	0	3	0	0	6	0	2	1	4	2	3	1	3	25
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>9</u>
Sub-Total	29	20	5	4	11	11	13	6	23	8	20	20	43	213
<b>Off-Peak **</b>														
6-10	17	10	2	4	0	16	12	1	19	9	20	10	15	135
11-15	8	3	0	3	0	11	2	4	7	4	4	3	3	52
16-20	1	0	0	1	0	3	3	0	4	3	3	2	3	23
21+	1	2	0	2	0	3	8	2	10	2	6	4	1	41
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>6</u>
Sub-Total	27	15	2	10	0	33	25	7	41	18	34	22	23	257
<b>March 2009 Total</b>														
6-10	34	25	5	7	3	23	17	4	31	12	32	22	39	254
11-15	18	5	1	4	0	15	7	5	9	6	9	8	13	100
16-20	2	0	0	1	2	3	3	1	7	4	3	2	7	35
21+	1	5	0	2	6	3	10	3	14	4	9	5	4	66
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>3</u>	<u>15</u>
TOTAL	56	35	7	14	11	44	38	13	64	26	54	42	66	470
<b>2009 Year-to-Date</b>														
6-10	188	90	31	35	13	81	56	32	116	44	157	108	115	1,066
11-15	109	35	5	16	8	91	61	20	39	26	39	37	41	527
16-20	55	23	1	2	11	63	35	12	25	22	11	11	22	293
21+	118	13	2	5	15	54	33	24	23	34	23	37	29	410
Annulled	<u>28</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>7</u>	<u>3</u>	<u>6</u>	<u>2</u>	<u>1</u>	<u>10</u>	<u>5</u>	<u>67</u>
TOTAL	498	163	40	59	47	290	192	91	209	128	231	203	212	2,363
<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>March 2009 Total</b>														
6-10	60.7%	71.4%	71.4%	50.0%	27.3%	52.3%	44.7%	30.8%	48.4%	46.2%	59.3%	52.4%	59.1%	54.0%
11-15	32.1%	14.3%	14.3%	28.6%	0.0%	34.1%	18.4%	38.5%	14.1%	23.1%	16.7%	19.0%	19.7%	21.3%
16-20	3.6%	0.0%	0.0%	7.1%	18.2%	6.8%	7.9%	7.7%	10.9%	15.4%	5.6%	4.8%	10.6%	7.4%
21+	1.8%	14.3%	0.0%	14.3%	54.5%	6.8%	26.3%	23.1%	21.9%	15.4%	16.7%	11.9%	6.1%	14.0%
Annulled	<u>1.8%</u>	<u>0.0%</u>	<u>14.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>4.7%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>11.9%</u>	<u>4.5%</u>	<u>3.2%</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>2009 Year-to-Date</b>														
6-10	37.8%	55.2%	77.5%	59.3%	27.7%	27.9%	29.2%	35.2%	55.5%	34.4%	68.0%	53.2%	54.2%	45.1%
11-15	21.9%	21.5%	12.5%	27.1%	17.0%	31.4%	31.8%	22.0%	18.7%	20.3%	16.9%	18.2%	19.3%	22.3%
16-20	11.0%	14.1%	2.5%	3.4%	23.4%	21.7%	18.2%	13.2%	12.0%	17.2%	4.8%	5.4%	10.4%	12.4%
21+	23.7%	8.0%	5.0%	8.5%	31.9%	18.6%	17.2%	26.4%	11.0%	26.6%	10.0%	18.2%	13.7%	17.4%
Annulled	<u>5.6%</u>	<u>1.2%</u>	<u>2.5%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>0.3%</u>	<u>3.6%</u>	<u>3.3%</u>	<u>2.9%</u>	<u>1.6%</u>	<u>0.4%</u>	<u>4.9%</u>	<u>2.4%</u>	<u>2.8%</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(04/14/09) 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>March 2009</b>														
Peak *	10.2	11.2	8.8	7.5	24.1	9.2	13.0	11.8	17.2	14.1	12.3	10.6	13.3	12.9
Off-Peak **	11.9	10.3	8.0	13.2	--	12.1	17.5	23.6	14.7	13.6	14.4	19.0	12.2	14.2
All	11.0	10.8	8.5	11.6	24.1	11.4	16.0	18.2	15.6	13.8	13.6	14.9	12.9	13.6
<b>2009 Year-to-Date</b>														
Peak *	19.3	11.6	9.0	8.3	19.5	14.9	15.6	15.8	13.2	17.8	11.3	16.0	12.6	15.4
Off-Peak **	19.4	13.7	10.4	11.9	--	16.2	17.2	25.6	12.8	17.9	12.4	16.5	15.4	15.9
All	19.3	12.2	9.5	10.9	19.5	15.7	16.5	19.6	13.0	17.8	12.0	16.2	13.9	15.6

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(04/14/09) version from TOPS.