

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

September 2009



COMMUTER RAIL ON-TIME PERFORMANCE

September 2009

This report presents an analysis of the September 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 September 2009, Metra operated 16,775 scheduled trains, including 'extras'. 596 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.4%. Table 2 lists on-time percentages by line for each month and year since 2004. Table 3 lists each train that was on time for less than 85% of its weekday runs in September 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 September 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during September 2009. Table 7.b shows the average frequencies over the previous five Septembers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 596 delays systemwide in September 2009, 2 less than the average over the previous five Septembers. Table 8.a shows delays from the beginning of the year through September 2009. Table 8.b shows the average frequencies through September 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 September of 2009, a total of 6,574 trains were delayed, compared to 6,338 trains delayed in the same nine months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In September 2009 freight operations delayed 58 trains systemwide, compared to 135 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 30 trains were delayed by lift deployment in September 2009.

A review of September 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 59.2% of all late trains. Table 13 shows that the average length of delay was 13.0 minutes in September 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
September 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			
BNSF	1,135	45	96.0%	862	33	96.2%	1,997	78	96.1%	112	5	95.5%	92	4	95.7%	2,201	87	96.0%
Elec -ML	942	27	97.1%	717	25	96.5%	1,659	52	96.9%	184	10	94.6%	104	5	95.2%	1,947	67	96.6%
-BI	294	4	98.6%	483	22	95.4%	777	26	96.7%	120	7	94.2%		--		897	33	96.3%
-SC	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>12</u>	98.5%	<u>1,134</u>	<u>14</u>	98.8%	<u>192</u>	<u>3</u>	98.4%	<u>100</u>	<u>4</u>	96.0%	<u>1,426</u>	<u>21</u>	98.5%
Subtotal	1,593	33	97.9%	1,977	59	97.0%	3,570	92	97.4%	496	20	96.0%	204	9	95.6%	4,270	121	97.2%
Heritage	126	12	90.5%		--		126	12	90.5%		--			--		126	12	90.5%
Milw -N	524	14	97.3%	736	25	96.6%	1,260	39	96.9%	96	13	86.5%	100	4	96.0%	1,456	56	96.2%
-W	<u>566</u>	<u>1</u>	99.8%	<u>652</u>	<u>8</u>	98.8%	<u>1,218</u>	<u>9</u>	99.3%	<u>96</u>	<u>0</u>	100.0%	<u>90</u>	<u>2</u>	97.8%	<u>1,404</u>	<u>11</u>	99.2%
Subtotal	1,090	15	98.6%	1,388	33	97.6%	2,478	48	98.1%	192	13	93.2%	190	6	96.8%	2,860	67	97.7%
NCS	231	5	97.8%	231	6	97.4%	462	11	97.6%		--			--		462	11	97.6%
RI	756	13	98.3%	672	20	97.0%	1,428	33	97.7%	80	8	90.0%	80	4	95.0%	1,588	45	97.2%
SWS	231	1	99.6%	398	11	97.2%	629	12	98.1%	24	1	95.8%		--		653	13	98.0%
UP -N	629	33	94.8%	841	39	95.4%	1,470	72	95.1%	107	17	84.1%	94	12	87.2%	1,671	101	94.0%
-NW	690	21	97.0%	673	18	97.3%	1,363	39	97.1%	96	13	86.5%	76	20	73.7%	1,535	72	95.3%
-W	<u>566</u>	<u>20</u>	96.5%	<u>673</u>	<u>20</u>	97.0%	<u>1,239</u>	<u>40</u>	96.8%	<u>80</u>	<u>18</u>	77.5%	<u>90</u>	<u>9</u>	90.0%	<u>1,409</u>	<u>67</u>	95.2%
Subtotal	1,885	74	96.1%	2,187	77	96.5%	4,072	151	96.3%	283	48	83.0%	260	41	84.2%	4,615	240	94.8%
SYSTEM	7,047	198	97.2%	7,715	239	96.9%	14,762	437	97.0%	1,187	95	92.0%	826	64	92.3%	16,775	596	96.4%

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

Delays data for most recent month is final (10/14/09) 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-SEP	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	96.0%	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	95.7%	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	96.1%	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	95.6%	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	95.1%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0				93.5%	93.5%
	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	95.7%	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	98.6%	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	98.8%	98.7%
	2006	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.1%	98.2%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.3%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2				97.7%	97.7%
	2004-2008 average	98.2	98.3	98.6	98.8	98.6	97.8	97.8	98.2	97.8	98.1	98.0	97.9	98.2%	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	92.6%	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	94.4%	93.1%
	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	92.7%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	90.4%	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	89.3%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5				92.1%	92.1%
	2004-2008 average	95.5	91.1	91.7	91.9	91.5	91.5	91.6	90.2	91.8	91.1	94.5	90.1	91.9%	91.9%
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	95.6%	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	95.0%	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	94.4%	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	93.9%	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	94.9%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2				94.8%	94.8%
	2004-2008 average	94.0	94.5	96.6	95.9	94.5	94.0	92.9	95.2	95.1	95.6	92.4	89.6	94.8%	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	95.0%	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	95.5%	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	95.9%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.5%	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	96.6%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2				97.0%	97.0%
	2004-2008 average	94.8	95.0	96.7	95.8	96.6	96.0	94.8	94.8	97.0	97.0	96.1	93.1	95.7%	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	90.2%	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	90.7%	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	95.5%	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	94.1%	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	95.5	95.2	93.2	97.8	92.4	97.6				94.7%	94.7%
	2004-2008 average	93.8	94.1	94.3	92.3	94.9	91.8	94.0	94.7	94.0	94.8	93.4	90.7	93.8%	93.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	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	97.9%	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	96.3%	94.7%
	2006	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.5%	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	94.2%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2				96.4%	96.4%
	2004-2008 average	96.0	94.8	96.7	98.2	97.0	95.7	95.0	96.8	95.9	93.9	95.5	92.4	96.2%	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	95.5%	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	95.4%	94.8%
	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	93.1%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.9%	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	95.3%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0				95.7%	95.7%
	2004-2008 average	95.2	95.1	96.4	96.4	95.1	95.7	95.9	93.8	93.4	93.4	95.0	92.7	95.2%	94.8%
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	98.6%	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	97.2%	97.4%
	2006	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	97.7%	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	95.3%	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	92.8%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0				93.8%	93.8%
	2004-2008 average	96.1	95.6	98.0	97.9	98.2	95.4	95.1	93.0	96.7	96.9	96.8	95.7	96.2%	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	97.1%	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	98.0%	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	95.9%	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	95.4%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3				95.7%	95.7%
	2004-2008 average	95.3	95.7	97.8	97.8	98.1	97.1	97.3	96.0	97.2	97.1	95.7	95.2	96.9%	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	94.9%	94.7%
	2006	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.6%	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	94.0%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.3%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2				95.2%	95.2%
	2004-2008 average	94.0	94.0	95.3	96.2	95.6	94.7	95.6	93.6	94.4	94.3	94.1	92.0	94.8%	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	97.1%	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	96.6%	96.3%
	2006	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	96.6%	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	95.6%	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	95.9%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4				95.7%	95.7%
	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	96.3%	96.1%

Delays data for most recent month is final (10/14/09) version from TOPS.

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'2004-2008 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2009**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1273 71% OT	Thu, Sep 03	13	G	FOLLOWED 1275
		Mon, Sep 14	35	R1	RULES VIOLATION AT FVW
		Wed, Sep 16	8	CC	1275 AHEAD CPK TO FVW
		Thu, Sep 17	7	CC	1275 AHEAD CPK TO FVW
		Thu, Sep 24	9	V1	TRAIN 1271 AHEAD WITH HEP FAILURE
		Mon, Sep 28	13	KP	TRESPASSER AT CICERO DEPOT, ATTEMPTING SUICIDE
BNSF	1275 81% OT	Thu, Sep 03	10	G	HELD FOR 1286 EAST AT CPK, WHO WAS WAITING FOR 1284
		Mon, Sep 14	23	R1	RULES VIOLATION AT FVW
		Wed, Sep 16	8	CC	WAITED FOR 1286 EAST AT CPK, WHO WAS WAITING FOR 1282 EAST
		Thu, Sep 24	7	V1	ROOSEVELT, 1273, 1271 AHEAD
BNSF	1279 76% OT	Thu, Sep 03	9	CC	DEPARTED CUS 4ML, LATE FLIP OFF 1278, BEHIND 1275, 1277 AT CPK
		Thu, Sep 10	7	G	LATE FLIP OFF 1278, DEPARTED 6 LATE, CODE BROWN FAILURE AT NAPERVILLE
		Mon, Sep 14	42	R1	RULES VIOLATION AT FVW
		Tue, Sep 22	7	R	WESTERN AVE, TRAIN WENT INTO EMERGENCY (PENALTY)
		Mon, Sep 28	19	KP	TRESPASSER AT CICERO DEPOT, ATTEMPTING SUICIDE
BNSF	1293 76% OT	Tue, Sep 01	20	K	STOP AT WASHINGTON ST. TRUCK HIT BRIDGE AT MILL ST.
		Wed, Sep 02	7	DD	EOLA, C-BTMCGW0-18 WAS LINED EAST MT1 TO MT3 WHILE 1293 DEPARTED NAP
		Fri, Sep 04	11	D	OPERATED MT 3 CICERO TO CP, Z-SSECH CECO, EOLA, RCHI8831 AHEAD MT1
		Tue, Sep 08	8	U	PASS LOADING AND 2 ADA'S
		Thu, Sep 17	7	I	HVY PSGR LDG
BNSF	1373 81% OT	Wed, Sep 02	8	D	CUS, DEPARTED 3ML (FLIP OFF 1284) EOLA HELD TO FOLLOW 1283
		Mon, Sep 14	0	XR	1255-1295 EQ
		Wed, Sep 16	10	CC	LATE FLIP OFF 1284
		Mon, Sep 28	7	KP	TRESPASSER AT CICERO DEPOT, ATTEMPTING SUICIDE
HC	0919 71% OT	Thu, Sep 17	12	AM	5" FOLLOWING AMTRAK #305 ENROUTE; 3" RED SIGNAL, CP BRIGHTON; 4" RED SIGNAL, JUD.
		Fri, Sep 18	9	D	8" X-TRAFFIC, CP CANAL; 1" S/O, MP 21.9 TO 22.1.
		Wed, Sep 23	10	AM	3" AMTRAK #30W CLEARING AHEAD, CUS; 3" S/O, MP 27.8-28.0.
		Thu, Sep 24	6	RF	5" WAITING FOR SIGNAL, BRIGHTON PK; 5" 25MPH S/O, MP 35.6 TO 36.6.
		Tue, Sep 29	12	RF	2" AMTRAK #370 AHEAD, CUS; 10" CONTACTING CN DISP IN ORDER TO COPY SPEED RESTRICTIONS.
		Wed, Sep 30	7	G1	8" RESTRICTING SIGS; MP 23.9; 3" RESTRICTING SIGS, STATEVILLE.
ELBI	0227 81% OT	Thu, Sep 03	6	C	6" FORM B, MP 5.31; CONGESTION, 115TH.
		Fri, Sep 18	7	I	7" GROUNDLOADING AND DETRAINING, 67TH TO 115TH; WOODEN X-WALK FOULING STATION, 107TH.
		Tue, Sep 22	7	II	6" MEETING #128, KENSINGTON.
		Fri, Sep 25	7	V	7" MECH PROBLEMS ENROUTE BAD PROPS.
ELBI	0247 62% OT	Tue, Sep 01	8	GX	3" NIRC MOVE CLEARING KENSINGTON; 5" GX PROCEDURES, HALSTED ST.
		Mon, Sep 14	7	II	7" HELD FOR CONNECTIONS OFF DELAYED #146, KENSINGTON.
		Tue, Sep 15	6	II	5" HELD FOR CONNECTIONS OFF #146, KENSINGTON.
		Wed, Sep 16	6	II	6" HELD FOR CONNECTIONS OFF #146, KENSINGTON.
		Tue, Sep 22	7	II	7" HELD FOR CONNECTIONS OFF #146, KENSINGTON.
		Fri, Sep 25	9	II	9" WAITING FOR #146 W/ PSGRS, 115TH.
		Mon, Sep 28	6	I	6" ENTRAINING ENROUTE AND NIRC #1 CLEARING AHEAD, BLUE ISLAND.
		Wed, Sep 30	6	II	5" HELD FOR CONNECTIONS OFF DELAYED #146, KENSINGTON; 1" NO REASON GIVEN ENROUTE.
ELML	0136 81% OT	Thu, Sep 03	14	I	2" NO REASON GIVEN, MATTESON; 12" HEAVY ENTRAINING ENROUTE.
		Thu, Sep 10	7	I	2" LATE DEPARTIN UP WAITING ON 703; SLOW LOADING ENROUTE
		Fri, Sep 11	7	I	7" HEAVY ENTRAINING ENROUTE.
		Mon, Sep 28	7	I	2" PLANT-IN-TIME, RICHTON; 5" HEAVY ENTRAINING ENROUTE
ELML	0144 76% OT	Wed, Sep 02	9	I	SLOW BOARDING PASSENGERS ENROUTE FROM 211 TO 11THST
		Thu, Sep 03	9	I	9" SLOW ENTRAINING ENROUTE.
		Thu, Sep 10	7	I	2" UNCOUPLING PROBLEM, UP; 1" SLOW ENTRAINING, 211TH; 1" SLOW ENTRAINING, HOMEWOOD; 4" FLAG STOPS, 111TH TO 75TH.
		Fri, Sep 11	6	I	6" SLOW ENTRAINING ENROUTE.
		Wed, Sep 16	6	I	7" SLOW ENTRAINING ENROUTE.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
ELML	0149	Wed, Sep 02	17	II	ALL RED WAITING FOR THE NB EXTRA TRN TO PASS MATTESON SLOW PASSENGERS AT RICHTON PK	
		81% OT	Fri, Sep 11	7	I	7" HEAVY/SLOW ENTRAINING ENROUTE.
			Wed, Sep 23	10	CC	9" GROUND-LEVEL LOADING (MT1), GRAND CROSSING-PULLMAN (ACCT GEOMETRY TRN INSPECTING MT2).
			Fri, Sep 25	8	I	8" MAKING FLAG STOPS, 75TH TO 111TH; 3" WRONG LINE UP, 65TH.
MW	2228	Tue, Sep 08	10	U	3" ADA, WOOD DALE; 5" PAS TRN INT, WESTERN; 2" SLO ENTRAINING/DETRAINING ENROUTE.	
		81% OT	Fri, Sep 11	15	D	06" LATE ARRIVAL OF EQU, BTR; 15" FRT X-TRAFFIC, CICERO; 3" ADA, WOODDALE.
			Thu, Sep 17	10	A1	6" LATE TURN OF #2205, BTR; 4" ADA'S WOODDALE & SCHAUMBURG.
			Mon, Sep 28	13	D	2" GROUP ENTRAINING, BARTLETT; 2" ADA, NATIONAL ST; 12" FRT X-TRAFFIC, BVILLE
RI	0505	Thu, Sep 10	9	S	5" ADA ENROUTE; 8" EFF TEST ENROUTE.	
		81% OT	Fri, Sep 11	6	I	2" LATE DEPT ACCT LATE PSGRS, LSS; 4" GROUP ENTRAINING, 95TH.
			Tue, Sep 15	6	U1	6" WAITING FOR RI506
			Wed, Sep 16	33	G	4" MEETING DELAYED #414, LSS; 30" MEETING THREE E/B TRNS/HAND- LING SW & TALKED BY SIG, 46TH.
UPN	0311	Thu, Sep 03	6	AA	6" RULE 6.30, WILMETTE.	
		81% OT	Wed, Sep 09	13	F1	13" #309 AHEAD ENROUTE.
			Fri, Sep 11	8	Q1	8" LATE DEPT ACCT CREW FOUND ERROR ON TK BULLETINS, OTC.
			Thu, Sep 17	6	RF	4" LATE TURN OF #604 CREW, OTC; 2" SLOW DETRAINING, CLYBOURN.
UPN	0326	Tue, Sep 01	8	II	8" DELAYED #324 AHEAD.	
		76% OT	Wed, Sep 09	15	F1	15" #324 AHEAD ENROUTE.
			Fri, Sep 11	12	Q1	12" #324 AHEAD ENROUTE.
			Thu, Sep 17	8	F1	8" #324 AHEAD ENROUTE.
			Mon, Sep 28	9	II	9" DELAYED #324 AHEAD, HIGHLAND PK-RP.
UPN	0352	Tue, Sep 01	8	U	8" TWO ADAS/SLOW ENTRAINING/RULE 6.30 ENROUTE.	
		52% OT	Wed, Sep 02	7	I	7" SLOW ENTRAINING/DETRAINING ENROUTE.
			Thu, Sep 03	12	I	12" SLOW ENTRAINING ENROUTE; HEAVY DETRAINING, RAVININA PK; MET NB FLEET ENROUTE.
			Fri, Sep 04	8	I	4" DOOR STUCK ON CC #6036; 4" HEAVY ENTRAINING, GREAT LAKES, LAKE BLUFF, DAVIS ST.
			Tue, Sep 08	10	I	5" UNABLE TO GET AIR TO CAB CAR, WAUKEGAN; 5" SLOW ENTRAINING, GLENCOE-RAVENSWOOD.
			Fri, Sep 11	9	I	9" SLOW ENTRAINING, LAKE BLUFF, LK FOREST, RAVENSWOOD, ROGERS PK; 4 ADA'S ENROUTE.
			Wed, Sep 16	11	U	11" SLOW ENTRAINING, NORTH CHICAGO-GLENCOE/SLOW DETRAINING, EVANSTON/DAVIS-CLYBOURN AND FOUR ADAS ENROUTE.
			Wed, Sep 23	6	I	6" SLOW ENTRAINING, LAKE BLUFF AND LAKE FOREST.
			Fri, Sep 25	12	I	12" HEAVY ENTRAINING, LAKE BLUFF, LAKE FOREST, ROGERS PK, RAVENSWOOD.
	Wed, Sep 30	7	U	7" SLOW ENTRAINING/DETRAINING AND TWO ADAS ENROUTE.		
UPN	0354	Thu, Sep 03	8	II	8" FOLLOWING #352 ENROUTE.	
		81% OT	Tue, Sep 08	8	II	8" DELAYED #352 AHEAD.
			Fri, Sep 11	8	II	8" #352 AHEAD ENROUTE.
			Fri, Sep 25	7	II	7" #352 AHEAD ENROUTE.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPN 33% OT	0359	Tue, Sep 01	17	U1	8" LATE TURN OF DELAYED #352; 9" HEAVY DETRAINING ENROUTE.
		Wed, Sep 02	10	I1	7" LATE TURN OF DELAYED #352; 3" SLOW ENTRAINING/DETRAINING ENROUTE.
		Thu, Sep 03	12	I1	12" LATE TURN OF #352, OTC.
		Tue, Sep 08	14	I1	8" LATE TURN OF DELAYED #352; 6" SLOW DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Fri, Sep 11	12	I1	9" LATE TURN OF #352, OTC; 3" SLOW DETRAINING, RAVENSWOOD TO CENTRAL ST.
		Mon, Sep 14	34	R	24" ENGINEER/EQUIP SWAPPED, OTC (MAY HAVE PREVIOUSLY RUN BY SIGAT OTC); 10" SLOW ENTRAINING/DETRAINING ENROUTE.
		Tue, Sep 15	9	I	4" LATE TURN OF DELAYED #352; 5" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Fri, Sep 18	9	I	4" LATE TURN OF #352, OTC; 5" HEVY DETRAINING, CLYBOURN TO CENTRAL.0352
		Mon, Sep 21	9	I	5" LATE TURN OF DELAYED #352; 4" HEAVY DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Tue, Sep 22	7	I	2" LATE TURN OF DELAYED #352; 5" SLOW DETRAINING, CLYBOURN-EVANSTON/CENTRAL.
		Wed, Sep 23	9	I1	6" LATE TURN OF DELAYED #352; 3" SLOW DETRAINING, RAVENSWOOD- GLENCOE.
		Fri, Sep 25	9	I1	12" LATE TURN OF #352, OTC.
		Mon, Sep 28	9	I	9" HEAVY ENTRAINING ENROUTE.
		Wed, Sep 30	9	U1	7" LATE TURN OF DELAYED #352; 2" SLOW DETRAINING, ROGERS PK & EVANSTON/CENTRAL.
	UPN 81% OT	0361	Tue, Sep 01	8	I
		Wed, Sep 02	6	I	6" HEAVY ENTRAINING/DETRAINING ENROUTE.
		Wed, Sep 09	7	I	7" HEAVY ENTRAINING/DETRAINING, CLYBOURN TO LAKE FOREST.
		Mon, Sep 14	20	R1	10" WAITING FOR ARRIVAL OF ENGINEER OFF #356 (DUE TO POSSIBLE RUNNING OF A SIG BY #359), OTC; 10" SLOW ENTRAINING/DETRAINING ENROUTE.
UPNW 71% OT	0652	Thu, Sep 03	8	I	8" SLOW ENTRAINING, CRYSTAL LAKE TO DESPLAINES.
		Fri, Sep 04	14	I	14" HEAVY ENTRAINING, PINGREE RD TO DES PLAINES.
		Fri, Sep 11	12	I	12" SLOW ENTRAINING, BARRINGTON TO DESPLAINES.
		Tue, Sep 15	17	I	17" SLOW ENTRAINING, CRYSTAL LK-DES PLAINES/SLOW DETRAINING, JEFFERSON PK, IRVING PK AND CLYBOURN.
		Wed, Sep 16	9	I	9" SLOW ENTRAINING, BARRINGTON-DES PLAINES/SLOW DETRAINING, IRVING PK ANI CLYBOURN.
		Tue, Sep 29	8	AM	5" AMTRAK PSGR TRN INT, MAYFAIR; 3" SLOW ENTRAINING ENROUTE.

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TABLE 4: DELAY CODES AND DEFINITIONS

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

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

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TABLE 6: NUMBER OF DELAYS BY DATE
September 2009

WEEKDAY	1	2	3	4	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	TOTAL
	Tu	We	Th	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
BNSF	1	7	9	6	3	1	2	2	17	2	4	2	1	3	1	1	5	2	8	0	1	78
Elec -ML	1	11	5	2	7	0	2	5	1	0	3	4	0	0	1	1	1	2	1	5	0	52
-BI	2	0	3	0	1	0	0	2	1	1	2	1	1	1	4	1	0	4	1	0	1	26
-SC	0	0	1	0	1	0	0	0	2	1	1	2	2	0	1	2	0	1	0	0	0	14
Heritage	0	0	0	1	0	0	0	0	0	0	2	2	1	0	1	1	1	0	0	1	2	12
Milw -N	0	0	2	2	2	0	2	0	0	1	7	3	12	1	0	3	2	0	0	2	0	39
-W	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	0	1	4	0	0	9
NCS	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	5	11
RI	0	0	4	3	0	0	1	1	3	2	8	0	1	0	8	0	1	1	0	0	0	33
SWS	1	0	1	2	4	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	12
UP -N	4	3	7	3	5	11	0	9	3	1	2	4	1	1	2	4	0	5	4	0	3	72
-NW	0	0	2	1	0	0	2	3	0	5	3	5	0	2	0	2	0	7	1	1	5	39
-W	6	2	3	1	3	0	0	4	2	2	2	7	2	0	0	3	0	0	2	0	1	40
SYSTEM	16	25	37	21	27	13	9	27	29	15	34	31	22	9	19	18	10	23	23	10	19	437

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	6	7	13	20	27	TOTAL
BNSF	1	2	2	0	5	BNSF	0	0	3	1	0	4
Elec -ML	3	4	2	1	10	Elec -ML	0	0	3	2	0	5
-BI	3	3	0	1	7	-BI	-	-	-	-	-	-
-SC	0	0	2	1	3	-SC	0	0	3	1	0	4
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-
Milw -N	2	5	6	0	13	Milw -N	2	0	0	0	2	4
-W	0	0	0	0	0	-W	2	0	0	0	0	2
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-
RI	4	0	1	3	8	RI	1	0	0	2	1	4
SWS	0	1	0	0	1	SWS	-	-	-	-	-	-
UP -N	7	8	2	0	17	UP -N	5	1	2	2	2	12
-NW	7	3	2	1	13	-NW	8	4	7	1	0	20
-W	4	4	3	7	18	-W	5	0	2	1	1	9
SYSTEM	31	30	20	14	95	SYSTEM	23	5	20	10	6	64

Data is final (10/14/09) version from TOPS.

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

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	2	1	1	0	0	0	2	4	1	14
<i>Freight Interference - Peak</i>	3	0	0	0	3	0	0	3	2	1	0	5	3	20
<i>Freight Interference - Off-Peak</i>	13	0	0	0	0	3	5	2	0	6	0	1	8	38
Freight Interference - Total	16	0	0	0	3	3	5	5	2	7	0	6	11	58
Accident	4	0	0	0	0	0	0	0	0	0	0	5	0	9
Passenger Loading	2	37	24	11	0	6	2	0	7	0	48	10	7	154
Lift Deployment	6	0	0	0	0	1	1	0	4	0	11	1	6	30
Obstruction/Debris	11	0	0	0	0	8	1	0	0	0	0	10	1	31
Signal/Switch Failure	7	13	3	3	4	12	0	2	8	0	1	1	8	62
Track Work	20	2	2	0	0	5	1	0	7	5	6	22	15	85
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	2	2	0	0	0	0	0	0	0	10	0	2	16
Locomotive Failure	0	0	0	0	0	5	0	3	9	0	1	2	2	22
Human Error	16	3	1	2	3	6	0	0	5	1	7	4	3	51
Sick, Injured, Unruly Passenger	0	6	0	5	0	2	0	1	1	0	7	4	4	30
Weather	0	1	0	0	0	1	0	0	0	0	1	0	0	3
Other	4	1	1	0	0	6	0	0	2	0	7	3	7	31
TOTAL TRAINS DELAYED	87	67	33	21	12	56	11	11	45	13	101	72	67	596

September - 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	4	2	2	0	5	2	2	1	2	1	0	0	23
<i>Freight Interference - Peak</i>	10	0	0	0	6	2	1	3	2	4	1	5	10	43
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	7	3	2	3	9	1	2	24	61
Freight Interference - Total	20	0	0	0	6	8	4	4	6	13	2	7	34	104
Accident	16	0	0	3	0	3	2	0	13	0	1	5	3	46
Passenger Loading	4	4	2	1	0	7	1	1	4	0	16	5	4	48
Lift Deployment	1	0	0	0	0	2	1	1	2	1	1	1	2	12
Obstruction/Debris	2	1	0	3	0	2	5	1	2	1	0	1	2	20
Signal/Switch Failure	22	11	2	3	2	13	7	6	7	8	5	6	13	104
Track Work	6	13	2	9	1	3	4	2	3	1	8	4	4	62
Catenary Failure	0	6	2	1	0	0	0	0	0	0	0	0	0	10
Non-Locomotive Equipment Failure	3	3	0	1	0	0	0	0	0	0	3	1	0	12
Locomotive Failure	8	0	0	0	0	9	2	1	2	0	3	2	4	32
Human Error	10	4	2	1	0	6	6	3	9	3	4	2	3	54
Sick, Injured, Unruly Passenger	1	4	0	0	0	5	3	0	4	0	1	2	2	22
Weather	1	0	0	0	0	4	1	0	3	3	1	4	4	23
Other	2	2	1	1	0	2	2	0	9	1	3	2	2	27
TOTAL TRAINS DELAYED	97	53	14	26	10	69	41	21	64	33	50	43	77	598

September 2009 Divergence From September 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	-2	-2	2	-4	-1	-2	-1	-2	1	4	1	-9
<i>Freight Interference - Peak</i>	-7	0	0	0	-3	-2	-1	0	0	-3	-1	0	-7	-23
<i>Freight Interference - Off-Peak</i>	3	0	0	0	0	-4	2	0	-3	-3	-1	-1	-16	-23
Freight Interference - Total	-4	0	0	0	-3	-5	1	1	-4	-6	-2	-1	-23	-46
Accident	-12	0	0	-3	0	-3	-2	0	-13	0	-1	0	-3	-37
Passenger Loading	-2	33	22	10	0	-1	1	-1	3	0	32	5	3	106
Lift Deployment	5	0	0	0	0	-1	0	-1	2	-1	10	0	4	18
Obstruction/Debris	9	-1	0	-3	0	6	-4	-1	-2	-1	0	9	-1	11
Signal/Switch Failure	-15	2	1	0	2	-1	-7	-4	1	-8	-4	-5	-5	-42
Track Work	14	-11	0	-9	-1	2	-3	-2	4	4	-2	18	11	23
Catenary Failure	0	-6	-2	-1	0	0	0	0	0	0	0	0	0	-10
Non-Locomotive Equipment Failure	-3	-1	2	-1	0	0	0	0	0	0	7	-1	2	4
Locomotive Failure	-8	0	0	0	0	-4	-2	2	7	0	-2	0	-2	-10
Human Error	6	-1	-1	1	3	0	-6	-3	-4	-2	3	2	0	-3
Sick, Injured, Unruly Passenger	-1	2	0	5	0	-3	-3	1	-3	0	6	2	2	8
Weather	-1	1	0	0	0	-3	-1	0	-3	-3	0	-4	-4	-20
Other	2	-1	0	-1	0	4	-2	0	-7	-1	4	1	5	4
TOTAL TRAINS DELAYED	-10	14	19	-5	2	-13	-30	-10	-19	-20	51	29	-10	-2

Data for current month is final (10/14/09) version from TOPS.

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

January-September 2009

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	55	24	8	3	6	25	16	17	24	13	10	10	16	227
<i>Freight Interference - Peak</i>	70	0	0	0	26	8	15	26	15	16	3	18	27	224
<i>Freight Interference - Off-Peak</i>	70	0	0	0	0	30	35	38	32	69	5	14	50	343
Freight Interference - Total	140	0	0	0	26	38	50	64	47	85	8	32	77	567
Accident	53	14	1	20	2	3	21	4	9	8	29	44	4	212
Passenger Loading	58	165	77	48	0	43	12	3	84	1	436	137	67	1,131
Lift Deployment	24	2	0	0	0	17	1	5	49	3	31	17	30	179
Obstruction/Debris	112	12	2	9	2	49	31	11	12	5	14	33	32	324
Signal/Switch Failure	290	74	26	21	26	202	70	70	65	49	50	73	99	1,115
Track Work	178	33	18	14	4	52	33	5	27	15	63	49	75	566
Catenary Failure	0	18	12	17	0	0	0	0	0	0	0	0	0*	47
Non-Locomotive Equipment Failure	11	35	21	10	0	14	3	2	4	6	17	7	19	149
Locomotive Failure	126	6	1	0	2	84	62	11	56	16	21	39	31	455
Human Error	98	24	9	10	7	38	10	4	26	20	68	45	32	391
Sick, Injured, Unruly Passenger	38	42	6	24	1	25	22	6	20	0	38	35	33	290
Weather	100	53	6	15	14	94	47	22	74	27	128	70	70	720
Other	16	26	8	4	1	11	6	0	30	9	41	20	29	201
TOTAL TRAINS DELAYED	1,299	528	195	195	91	695	384	224	527	257	954	611	614	6,574

January-September - 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	17	20	9	6	4	42	35	10	15	9	8	7	12	193
<i>Freight Interference - Peak</i>	65	0	0	0	45	11	20	22	18	30	5	18	53	287
<i>Freight Interference - Off-Peak</i>	86	0	1	0	0	70	38	24	31	58	8	19	202	536
Freight Interference - Total	151	0	1	0	45	81	58	46	49	88	13	37	255	823
Accident	79	4	2	10	1	34	37	12	32	8	13	42	31	305
Passenger Loading	40	49	24	22	0	76	39	3	104	0	205	40	33	635
Lift Deployment	10	1	0	0	1	26	17	5	25	1	7	7	15	116
Obstruction/Debris	58	10	7	21	2	25	28	6	17	8	15	29	32	259
Signal/Switch Failure	157	73	16	20	22	119	112	48	61	53	30	49	97	856
Track Work	51	41	7	41	4	39	33	16	22	9	54	25	28	371
Catenary Failure	0	31	8	13	0	0	0	0	0	0	0	0	0	51
Non-Locomotive Equipment Failure	21	25	13	8	0	6	6	2	9	2	12	7	11	121
Locomotive Failure	62	1	0	0	2	48	41	12	38	5	18	25	24	276
Human Error	96	34	10	14	4	50	53	13	54	14	56	51	32	480
Sick, Injured, Unruly Passenger	24	33	6	7	1	31	19	2	30	1	19	20	16	207
Weather	64	48	13	13	7	85	56	16	62	16	54	60	50	544
Other	27	17	6	5	2	23	17	7	28	6	23	29	28	218
TOTAL TRAINS DELAYED	856	386	122	180	94	684	551	198	545	221	526	429	663	5,455

January-September 2009 Divergence From January-September 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	38	4	-1	-3	2	-17	-19	7	9	4	2	3	4	34
<i>Freight Interference - Peak</i>	5	0	0	0	-19	-3	-5	4	-3	-14	-2	0	-26	-63
<i>Freight Interference - Off-Peak</i>	-16	0	-1	0	0	-40	-3	14	1	11	-3	-5	-152	-193
Freight Interference - Total	-11	0	-1	0	-19	-43	-8	18	-2	-3	-5	-5	-178	-256
Accident	-26	10	-1	10	1	-31	-16	-8	-23	0	16	2	-27	-93
Passenger Loading	18	116	53	26	0	-33	-27	0	-20	1	231	97	34	496
Lift Deployment	14	1	0	0	-1	-9	-16	0	24	2	24	10	15	63
Obstruction/Debris	54	2	-5	-12	0	24	3	5	-5	-3	-1	4	0	65
Signal/Switch Failure	133	1	10	1	4	83	-42	22	4	-4	20	24	2	259
Track Work	127	-8	11	-27	0	13	0	-11	5	6	9	24	47	195
Catenary Failure	0	-13	4	4	0	0	0	0	0	0	0	0	0*	-4
Non-Locomotive Equipment Failure	-10	10	8	2	0	8	-3	0	-5	4	5	0	8	28
Locomotive Failure	64	5	1	0	0	36	21	-1	18	11	3	14	7	179
Human Error	2	-10	-1	-4	3	-12	-43	-9	-28	6	12	-6	0	-89
Sick, Injured, Unruly Passenger	14	9	0	17	0	-6	3	4	-10	-1	19	15	17	83
Weather	36	5	-7	2	7	9	-9	6	12	11	74	10	20	176
Other	-11	9	2	-1	-1	-12	-11	-7	2	3	18	-9	1	-17
TOTAL TRAINS DELAYED	443	142	73	15	-3	11	-167	26	-18	36	428	182	-49	1,119

Data for current month is final (10/14/09) version from TOPS.

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* Two 'Catenary Failure' delays erroneously reported for the UP-W Line in January 2009 have been reclassified as 'Signal/Switch Failure' delays as of October 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 - Sep	
Passenger Train Interference	52	43	12	28	18	24	17	19	14				227	3.5%
<i>Freight Interference - Peak</i>	40	15	21	16	13	24	18	57	20				224	3.4%
<i>Freight Interference - Off-Peak</i>	56	22	42	28	38	36	35	48	38				343	5.2%
Freight Interference - Total	96	37	63	44	51	60	53	105	58				567	8.6%
Accident	98	12	9	27	8	20	20	9	9				212	3.2%
Passenger Loading	45	33	51	21	84	249	278	216	154				1,131	17.2%
Lift Deployment	23	15	13	8	12	16	41	21	30				179	2.7%
Obstruction/Debris	29	48	31	36	34	47	45	23	31				324	4.9%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62				1,115	17.0%
Track Work	15	15	25	58	47	117	34	170	85				566	8.6%
Catenary Failure	0*	8	0	11	1	19	8	0	0				47	0.7%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16				149	2.3%
Locomotive Failure	107	80	49	44	48	17	40	48	22				455	6.9%
Human Error	38	19	28	30	71	57	52	45	51				391	5.9%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30				290	4.4%
Weather	599	9	11	4	1	62	11	20	3				720	11.0%
Other	27	10	37	18	14	16	17	31	31				201	3.1%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596				6,574	100%

Data for current month is final (10/14/09) version from TOPS.

2008

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	152	2.4%
<i>Freight Interference - Peak</i>	29	38	27	30	17	35	28	23	48	43	26	25	275	4.3%
<i>Freight Interference - Off-Peak</i>	71	81	78	51	46	39	47	59	87	91	50	39	559	8.8%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	834	13.2%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	351	5.5%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	974	15.4%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	164	2.6%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	242	3.8%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	1,049	16.6%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	396	6.2%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	35	0.6%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	150	2.4%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	311	4.9%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	463	7.3%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	235	3.7%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	710	11.2%
Other	25	43	22	39	19	33	15	22	54	107	16	73	272	4.3%
TOTAL TRAINS DELAYED	954	901	582	521	440	714	698	805	723	810	760	1,495	6,338	100%

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* Two 'Catenary Failure' delays erroneously reported for the UP-W Line in January 2009 have been reclassified as 'Signal/Switch Failure' delays as of October 2009.

**TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINES
between October 2007 and September 2009**

	BNSF	HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
			N	W				N	NW	W	
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
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
Total	163	66	118	59	72	73	147	29	75	297	1,099
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
Mar-09	13	3	3	5	8	8	10	4	1	8	63
Apr-09	18	1	3	2	0	5	5	0	4	6	44
May-09	11	1	4	3	7	6	10	1	4	4	51
Jun-09	6	3	6	7	6	5	11	0	5	11	60
Jul-09	13	3	7	5	2	10	4	0	4	5	53
Aug-09	37	3	5	8	9	1	11	3	4	24	105
Sep-09	16	3	3	5	5	2	7	0	6	11	58
Total	182	42	58	68	76	68	139	19	45	144	841

Data for current month is final (10/14/09) version from TOPS.

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**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	1	2	3	4	5	6				24	1.85%
Electric ML	0	0	0	0	0	2	0	0	0				2	0.38%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0				0	0.00%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	13	0	0	0	0	0	2	1	1				17	2.45%
Milw W	0	0	0	0	0	0	0	0	1				1	0.26%
NCS	1	0	1	0	1	2	0	0	0				5	2.23%
RI	3	5	6	1	3	3	15	9	4				49	9.30%
SWS	0	0	0	3	0	0	0	0	0				3	1.17%
UP N	1	0	2	1	3	1	11	1	11				31	3.25%
UP NW	1	4	1	1	2	0	6	1	1				17	2.78%
UP W	4	4	2	1	1	5	3	4	6				30	4.89%
Total Lift Delays	23	15	13	8	12	16	41	21	30				179	2.72%
ALL DELAYS													6,574	

Data for current month is final (10/14/09) 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%
Total Lift Delays	24	14	18	20	15	15	16	26	16	12	17	23	216	2.30%
ALL DELAYS													9,403	

TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION

September 2009

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	25	22	3	1	6	6	0	4	8	0	21	13	15	124
11-15	5	4	1	1	4	5	1	1	1	1	7	2	3	36
16-20	3	0	0	0	0	1	0	0	1	0	4	1	1	11
21+	11	1	0	0	2	2	0	0	2	0	1	5	1	25
Annulled	<u>1</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>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	45	27	4	2	12	14	1	5	13	1	33	21	20	198
Off-Peak **														
6-10	18	34	27	11	0	16	4	1	26	7	48	20	17	229
11-15	11	2	2	6	0	9	4	1	3	1	15	12	16	82
16-20	5	4	0	0	0	8	0	1	0	2	1	11	6	38
21+	6	0	0	2	0	7	2	3	2	2	4	8	8	44
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	42	40	29	19	0	42	10	6	32	12	68	51	47	398
September 2009 Total														
6-10	43	56	30	12	6	22	4	5	34	7	69	33	32	353
11-15	16	6	3	7	4	14	5	2	4	2	22	14	19	118
16-20	8	4	0	0	0	9	0	1	1	2	5	12	7	49
21+	17	1	0	2	2	9	2	3	4	2	5	13	9	69
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
TOTAL	87	67	33	21	12	56	11	11	45	13	101	72	67	596
2009 Year-to-Date														
6-10	570	344	145	111	31	244	130	99	324	103	559	312	310	3,282
11-15	283	87	25	36	21	188	109	46	91	54	190	134	128	1,392
16-20	144	52	8	11	14	110	55	29	40	39	67	56	56	681
21+	248	41	14	27	25	142	76	47	55	59	124	93	106	1,057
Annulled	<u>54</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>0</u>	<u>11</u>	<u>14</u>	<u>3</u>	<u>17</u>	<u>2</u>	<u>14</u>	<u>16</u>	<u>14</u>	<u>162</u>
TOTAL	1,299	528	195	195	91	695	384	224	527	257	954	611	614	6,574
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2009 Total														
6-10	49.4%	83.6%	90.9%	57.1%	50.0%	39.3%	36.4%	45.5%	75.6%	53.8%	68.3%	45.8%	47.8%	59.2%
11-15	18.4%	9.0%	9.1%	33.3%	33.3%	25.0%	45.5%	18.2%	8.9%	15.4%	21.8%	19.4%	28.4%	19.8%
16-20	9.2%	6.0%	0.0%	0.0%	0.0%	16.1%	0.0%	9.1%	2.2%	15.4%	5.0%	16.7%	10.4%	8.2%
21+	19.5%	1.5%	0.0%	9.5%	16.7%	16.1%	18.2%	27.3%	8.9%	15.4%	5.0%	18.1%	13.4%	11.6%
Annulled	<u>3.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.2%</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%
2009 Year-to-Date Delays By Duration														
6-10	43.9%	65.2%	74.4%	56.9%	34.1%	35.1%	33.9%	44.2%	61.5%	40.1%	58.6%	51.1%	50.5%	49.9%
11-15	21.8%	16.5%	12.8%	18.5%	23.1%	27.1%	28.4%	20.5%	17.3%	21.0%	19.9%	21.9%	20.8%	21.2%
16-20	11.1%	9.8%	4.1%	5.6%	15.4%	15.8%	14.3%	12.9%	7.6%	15.2%	7.0%	9.2%	9.1%	10.4%
21+	19.1%	7.8%	7.2%	13.8%	27.5%	20.4%	19.8%	21.0%	10.4%	23.0%	13.0%	15.2%	17.3%	16.1%
Annulled	<u>4.2%</u>	<u>0.8%</u>	<u>1.5%</u>	<u>5.1%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>3.6%</u>	<u>1.3%</u>	<u>3.2%</u>	<u>0.8%</u>	<u>1.5%</u>	<u>2.6%</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 (10/14/09) 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	
September 2009														
Peak *	16.5	9.0	8.5	9.5	13.8	14.4	15.0	9.2	13.8	13.0	11.3	17.9	9.9	13.1
Off-Peak **	16.2	8.9	7.3	10.9	--	15.4	13.7	34.8	9.4	12.7	11.0	16.2	14.1	12.9
All	16.4	8.9	7.5	10.8	13.8	15.1	13.8	23.2	10.7	12.7	11.1	16.7	12.8	13.0
2009 Year-to-Date														
Peak *	16.1	11.6	10.5	13.1	18.3	16.5	16.2	14.5	13.6	17.3	16.2	16.3	14.0	15.3
Off-Peak **	16.7	11.9	10.0	12.6	--	16.1	18.0	20.1	11.6	16.8	14.1	14.6	14.8	14.7
All	16.3	11.8	10.2	12.7	18.3	16.2	17.3	17.1	12.3	16.9	14.7	15.3	14.5	15.0

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 (10/14/09) version from TOPS.