# **COMMUTER RAIL SYSTEM**

# **ON-TIME PERFORMANCE REPORT**

## October 2009



**Division of Capital & Strategic Planning** 

November 2009

### COMMUTER RAIL ON-TIME PERFORMANCE October 2009

This report presents an analysis of the October 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 October 2009, Metra operated 17,582 scheduled trains, including 'extras'. 850 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.2%. 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 October 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 October 2009.

Table 7.a shows the frequency of train delays by delay-cause category and by line during October 2009. Table 7.b shows the average frequencies over the previous five Octobers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 850 delays systemwide in October 2009, 187 more than the average over the previous five Octobers. Table 8.a shows delays from the beginning of the year through October 2009. Table 8.b shows the average frequencies through October 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 October of 2009, a total of 7,424 trains were delayed, compared to 7,148 trains delayed in the same ten months of 2008.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2009 freight operations delayed 163 trains systemwide, compared to 134 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 33 trains were delayed by lift deployment in October 2009.

A review of October 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 55.6% of all late trains. Table 13 shows that the average length of delay was 15.2 minutes in October 2009. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

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				W	eekday	5						Weel	kends					
	]	Peak*		Of	f-Peak*	*		Total		Sa	turday	s	Sunday	s & Ho	lidays			
	Trains Scheduled	Trains Late	Percent On-Time															
BNSF	1,188	147	87.6%	880	68	92.3%	2,068	215	89.6%	140	11	92.1%	74	9	87.8%	2,282	235	89.7%
Elec -ML	990	32	96.8%	748	16	97.9%	1,738	48	97.2%	230	14	93.9%	80	3	96.3%	2,048	65	96.8%
-BI	308	11	96.4%	506	12	97.6%	814	23	97.2%	150	3	98.0%				964	26	97.3%
-SC	<u>374</u>	<u>6</u>	98.4%	<u>814</u>	<u>6</u>	99.3%	<u>1,188</u>	<u>12</u>	99.0%	<u>240</u>	<u>1</u>	99.6%	<u>80</u>	<u>0</u>	100.0%	1,508	<u>13</u>	99.1%
Subtotal	1,672	49	97.1%	2,068	34	98.4%	3,740	83	97.8%	620	18	97.1%	160	3	98.1%	4,520	104	97.7%
Heritage	132	21	84.1%				132	21	84.1%							132	21	84.1%
Milw -N	550	13	97.6%	770	30	96.1%	1,320	43	96.7%	120	10	91.7%	80	3	96.3%	1,520	56	96.3%
-W	<u>594</u>	<u>5</u>	99.2%	<u>682</u>	<u>4</u>	99.4%	1,276	<u>9</u>	99.3%	<u>120</u>	<u>2</u>	98.3%	<u>72</u>	<u>1</u>	98.6%	<u>1,468</u>	<u>12</u>	99.2%
Subtotal	1,144	18	98.4%	1,452	34	97.7%	2,596	52	98.0%	240	12	95.0%	152	4	97.4%	2,988	68	97.7%
NCS	242	16	93.4%	242	10	95.9%	484	26	94.6%							484	26	94.6%
RI	792	26	96.7%	704	28	96.0%	1,496	54	96.4%	100	2	98.0%	64	3	95.3%	1,660	59	96.4%
sws	242	25	89.7%	418	57	86.4%	660	82	87.6%	30	2	93.3%				690	84	87.8%
UP -N	660	47	92.9%	880	28	96.8%	1,540	75	95.1%	130	8	93.8%	72	8	88.9%	1,742	91	94.8%
-NW	726	55	92.4%	704	18	97.4%	1,430	73	94.9%	120	5	95.8%	62	6	90.3%	1,612	84	94.8%
-W	<u>594</u>	<u>34</u>	94.3%	<u>704</u>	<u>32</u>	95.5%	<u>1,298</u>	<u>66</u>	94.9%	<u>100</u>	<u>7</u>	93.0%	<u>74</u>	<u>5</u>	93.2%	<u>1,472</u>	<u>78</u>	94.7%
Subtotal	1,980	136	93.1%	2,288	78	96.6%	4,268	214	95.0%	350	20	94.3%	208	19	90.9%	4,826	253	94.8%
SYSTEM	7,392	438	94.1%	8,052	309	96.2%	15,444	747	95.2%	1,480	65	95.6%	658	38	94.2%	17,582	850	95.2%

### TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE October 2009

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains. Delays data for most recent month is final (11/17/09) version from TOPS.

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													JAN-	
LINE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	OCT	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	96.1%	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	95.6%	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	95.9%	95.0%
2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.7%	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	94.9%	94.4%
2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7			93.1%	93.1%
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	95.6%	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%	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	93.8%	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	92.6%	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	90.6%	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	89.2%	88.6%
2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1			91.3%	91.3%
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	91.8%	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	95.3%	94.4%
2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.3%	93.7%
2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.1%	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	95.5	95.4	94.7	96.0	95.1	96.2	96.3			94.9%	94.9%
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	94.9%	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	95.1%	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	95.6%	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	96.0%	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	95.8%	95.8%
2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2			97.2%	97.2%
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	95.8%	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	90.4%	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	91.0%	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	94.4%	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	95.3%	94.6%
2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6			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	93.9%	93.6%

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

														JAN-	
LINE Y	EAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	OCT	AVG
											00.0	06.0	05.0	07.00/	
	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	95.3%	94.7%
	2006 2007	95.9 06.0	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.4%	96.3%
	2007 2008	96.0 95.5	84.0 95.6	96.4 94.5	98.4 98.8	96.1 97.6	93.9 96.4	92.0 96.5	94.3 96.9	95.8 95.8	97.1 92.3	95.2 96.3	90.9 89.3	94.5%	94.2% 95.4%
	2008	93.3 93.4	93.0 97.5	94.3 96.2	98.8 96.8	97.0 97.5	96.4 96.2	90.5 95.9	90.9 97.1	95.8 97.2	92.5 96.4	90.5	69.5	96.0% 96.4%	95.4% 96.4%
2004-2008 av		95.4	94.8	96.7	90.8	97.0	90.2	95.9	96.8	97.2	90.4	95.5	92.4	90.4% 96.0%	90.4% 95.7%
2004-2000 av	erage	90.0	94.0	90.7	90.2	97.0	95.1	95.0	90.8	95.9	93.9	95.5	92.4	90.070	95.170
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	92.9%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.7%	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	95.9	95.1	97.1	97.5	97.1	98.0	87.8			94.8%	94.8%
2004-2008 av	verage	95.2	95.1	96.4	96.4	95.1	95.7	95.9	93.8	93.4	93.4	95.0	92.7	95.0%	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	98.3%	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	97.8%	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	95.6%	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	93.1%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8		, <u> </u>	93.9%	93.9%
2004-2008 av		96.1	95.6	98.0	97.9	98.2	95.4	95.1	93.0	96.7	96.9	96.8	95.7	96.3%	96.3%
	2004	07.6	00.0	00.0	00.6	07.0	00.0	00.2	00.5	07.2	05.5	07.1	06.0	00.00/	07.70
	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	98.0%	97.7%
	2005 2006	93.6 97.9	98.0 98.6	97.1 98.5	98.4 98.0	98.8 99.1	96.2 98.4	98.6 98.0	94.8 96.3	98.6 97.3	98.4 96.5	94.9 96.6	96.0 96.9	97.2% 97.8%	96.9% 97.7%
	2000	97.9 95.8	98.0 91.8	98.5 97.1	98.0 97.7	99.1 98.0	98.4 97.2	98.0 96.5	90.5 93.2	97.5 95.7	90.5 98.0	90.0 95.2	96.9 95.2	97.8% 96.1%	97.7% 96.0%
	2007	95.8 91.9	91.8 91.8	97.1 97.1	96.5	98.0 96.8	97.2 95.5	90.5 95.1	93.2 97.1	95.7 96.9	96.0 96.9	93.2 94.5	93.2 91.7	90.1% 95.6%	90.0% 95.2%
	2008	91.9 91.9	97.6	97.1 97.4	90.5 97.9	90.8 95.4	95.5 94.7	95.1 95.4	97.1 95.3	90.9 95.3	90.9 94.8	94.5	91.7	95.6%	95.6%
2004-2008 av		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%
	0														
	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	96.0%	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	94.8%	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	94.2%	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	94.0%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	04.1	02.0	95.2%	95.2%
2004-2008 av	erage	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	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%	
. 0	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	96.5%	
	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	95.7%	
	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	95.8%	
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2			95.7%	
2004-2008 av		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%

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

Delays data for most recent month is final (11/17/09) 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.

		Minutes	Delav	
Line Train	Date	Late	•	Delay Explanation
BNSF 1239	Tue, Oct 13	12	G	PICKED UP 1237 SHORTS AND OPERATED OVER 25MPH S/R MT1 MP 16.4 TO MP 19.0
82% OT	Thu, Oct 15	6	С	S/R FROM TP-10, RT59 OFF MT2, AND H-BRCKCK WEST EOLA, MOW MT1 NAP-EOLA
	Fri, Oct 16	17	С	MOW AT CP ON MT1 BALLAST REGULATORBROKEN DOWN
	Thu, Oct 22	17	KP	MP 11.0 RIVERSIDE POLICE ACTION, HELD ALL TRAFFIC
BNSF 1241	Mon, Oct 12	8	D	FOLLOWING B-CHCSEA5-12 FROM LISLE TO W EOLA. 3 SPEED RESTRICTIONS
73% OT	Fri, Oct 16	20	С	MOW CONGRESS PARK TO HIGHLANDS
	Mon, Oct 19	12	С	OPERATED MT 2 CONGRESS PARK TO HIGHLANDS, MOW ON MT 1
	Tue, Oct 20	20	R	TRAINMAN ACCIDENTLY ENGINE 183 WAS SHUT DOWN AND HAD PR OBLEMS RESTARTING
	Thu, Oct 22	9	KP	MP 11.0 RIVERSIDE POLICE ACTION, HELD ALL TRAFFIC
	Thu, Oct 29	12	KW	WHEEL SLIP ON ENGINE
BNSF 1243	Wed, Oct 07	8	v	DOOR PROBLEM ON CAR 7114, PROBLEM STARTED AT NAPERVILLE, WOULD NOT OPEN
68% OT	Mon, Oct 12	8	CC	S/R 4.7 TO 5.3 MT1 40MPH, 29.8-30.4 MT1 40 MPH, HELD FOR LATE 1280 AT W EOLA
	Thu, Oct 15	9	KP	25MPH S/R MP 13.0 TO MP 14.7, 40MPH 14.7 TO MP 17.5 AND POLICE AT DGM
	Fri, Oct 16	8	С	EQUIP 1288
	Mon, Oct 19	14	С	Z-CHCSSE9-19 AHEAD BETWEEN CONGRESS PARK TO HIGHLAND, MOW MT 1
	Thu, Oct 22	12	KP	CUS, HELD FOR AMTRAK 365, AND 1241 AHEAD AT FAIRVIEW AVE
	Mon, Oct 26	7	UF	7 MINS LATE-ADA LIFT INOPERABLE
3NSF 1245	Thu, Oct 15	7	D	LAVERGNE, Z-STPCHC9-15 CLEARING PLANT INTO CICERO
82% OT	Fri, Oct 16	12	С	OPERATE MT 2 CP TO HIGHLAND, MOW ON MT 1 CP TO HIGHLAND
	Mon, Oct 19	9	С	OPERATED MT 2 CONGRESS PARK TO HIGHLAND, MOW ON MT 1
	Fri, Oct 23	9		ENGINEER REPORTED WHEEL SLIP, DUE TO RAIN AND LEAVES
BNSF 1247	Fri, Oct 02	8		WOULD NOT GO OVER 50MPH
82% OT		7	CC	NO LINEUP AT CPK COMING UP TO BROOKFIELD, 29.8-30.4 MT1 40MPH
02/001	Fri, Oct 16	10	D	CICERO A CECO SWITCH FOULING CROSSOVER
	Fri, Oct 23	38		AMTRAK 364 MECHANICAL ISSUES AT UNION "A" AND WET RAIL (WHEEL SLIP)
3NSF 1249		10		FOLLOWING 1247
64% OT	Tue, Oct 02	7	I	PASS. HANDLING AND FORM B NOTIFICATION
04/001	Mon, Oct 12	7		S/R 17.4-19.0 MT1
	Thu, Oct 15	8		25MPH S/R MP 13.0 TO MP 14.7, 40MPH 14.7 TO MP 17.5
	Fri, Oct 16	23	c	CICERO A CECO SWITCH FOULING CROSSOVERS. MOW CONGRESS PARK TO HIGHLANDS
	Thu, Oct 22	25 7	IW	WEATHER RELATED UNLOADING
	Fri, Oct 23	13		ENGINEER REPORTED WHEEL SLIP, DUE TO RAIN AND LEAVES
NOF 1055	Mon, Oct 26	7	U	5 MINS LATE-ADA INOPERABLE
	Mon, Oct 05	7	G	FOLLOWED 1253 TO CICERO, TRACK INDICATION MT2, 25MPH LAVERGNE PLANT
77% OT	Fri, Oct 16	16	C	MOW CONGRESS PARK TO HIGHLANDS
	Wed, Oct 21	7		NO LINEUP AT CONGRESS PARK, PLANT IN TIME.
	Fri, Oct 23	8		FOLLOWED 1249 WHO HAD WHEEL SLIP ISSUES
	Tue, Oct 27	6		POLICE ACTION-POSSIBLE JUMPER
	Wed, Oct 07	35	С	HINSDALE RAIL ISSUE - WILL BE TALKED OVER WHEN TRACK INSPECTOR ARRIVES
82% OT	,	9	G	LAVERGNE SIGNAL DROPPED. ENGR PLACED THE TRAIN INTO EMERGENCY
	Tue, Oct 13	8		LATE FLIP OFF 1221 - 1258 AHEAD
	Thu, Oct 29	13	G	SERV. RECOVERY TRAFFIC-1258
	Mon, Oct 05	7	G	1255 AHEAD TO CICERO, TRACK INDICATION MT2, 25MPH LAVERGNE PLANT
82% OT	Wed, Oct 21	9		LISLE, NO LINEUP, PLANT IN TIME, BEHIND 1255 AT CONGRESS PARK
	Fri, Oct 23	8		LATE TRAIN 1251 AHEAD WITH WHEEL SLIP ISSUES
	Thu, Oct 29	10		MULTIPLE GROUND RELAYS. ENG. 192
3NSF 1258	Wed, Oct 07	40	С	HINSDALE RAIL ISSUE - REVERSING BACK TO FVW
82% OT		10	G1	STOPPED BEHIND 1256 FOR SIGNAL ISSUE
	Fri, Oct 23	15		LATE FLIP FROM 1219
	Fri, Oct 30	10		CROSSING GATE/PROTECT CROSSING AND LATE TURN
BNSF 1259	,	7	G	25MPH S/R MT2 LAVERGNE PLANT AND FOLLOWED 1257, TRACK INDICATION MT2
73% OT	Tue, Oct 13	7	G	MT1 LAVERGNE TO CP FOLLOWED 1253, 1276 OPERATING MT2
	Wed, Oct 21	10		1257 AHEAD
	Fri, Oct 23	9	KW	WET RAIL AND CAUGHT UP TO 1247 AT LISLE
	Tue, Oct 27	8	KP	POLICE ACTIVITY
	Thu, Oct 29	7	E1	REROUTED AROUND DISABLED 1251
BNSF 1265	Tue, Oct 13	10	CC	OPERATED AROUND S/R, SHOVED WEST THEN EAST AT FVW
82% OT	Fri, Oct 16	10	С	MOW CONGRESS PARK TO HIGHLANDS
	Wed, Oct 21	7	E1	OPERATED 1269 AHEAD AT HIGHLAND

77% OT         Mon, Oct 12         14         R         OUT ATC 5ML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER           Tue, Oct 13         11         G         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fri, Oct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN           Thu, Oct 22         0         KP         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fri, Oct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN           77% OT         Fri, Oct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 19         6         C         MOW CONGRESS PARK TO FIARVIEW         MOW CONGRESS PARK TO FIARVIEW           BNSF         1279         Mon, Oct 12         7         RF         OTT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERONE. SR MT2 RIVER RD           6% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           6% OT         Thu, Oct 21         7         C         3" 30 MPH SR MT 160 TO MP 16.2, SOUTH SIDE UNLOADING           6% OT         Thu, Oct 21         15         E         REROUTED AROUND LISABLED 1251           77% OT         Fri, Oct 16					
NNF         129         Fr. Oc. 16         9         C         Mow AT CP ON 1 MT BALL AST REGULATOR BROKEN DOWN           775: OT         MG, OG. 19         11         SWITCH FALLING, MILE, MLL WEST         MILER HILL WEST           Web, Og. 21         12         IN         FIRA 1977 AHEAD         The AC 29         12           The, Og. 29         13         FI         REDUCTED ABOUTED ABOUTED MADIND DASALED 1251           Web, Og. 21         S         FI         REDUCTED ABOUTED ABOUTED MADIND TO MASALED 1251           Web, Og. 21         S         C         MOW CONCERSES PARK TO INFORMATINE           SNFF 1275         Mon, Od. 12         12         C         FOLLOWING LATE 1275 FROM CPK-FVW. NO LINEUP EDLA WHEN TRAIN WAS AT 59           The, Od. 15         9         G         LATTE FLIP OFF 127:0 DEPARTED TO ST. LATE END OFE AND TAKES W ON HAND           FI, Od. 16         10         C         COMMING UT 127:0 TAMAD TO BE FLAGEDER TANT           SNFF 1275         Mon, Od. 12         12         KW         WENT INTO DEMERGER FLANT FOLLOWED 1273 TO CICCEO, TAKCK INDICATION MAD           SNFF 1275         MON, Od. 12         12         KW         WEST INTO DEMERGER FLANT FOLLOWED 1273 TO CICCEO, TAKCK INDICATION MT2           SNFF 1275         MON, Od. 12         15         C         CONTROL FLIP OFF 1276, TAT AH	Line Train			•	Delay Explanation
17% 0         Mos. 04:19         11         G         SWITCH FAULURE HILL WEST           Web. 042:17         Fr. 04:23         12         DD         FABWYEEW AVENUE, WATCH FOR 1294 TO CLEARMT 2 BEHIND 1267           Time, 04:78         13         E         BERNET 120         FR. 04:16         8         C           STAT         Mon. 041         6         C         SWITCH FAULURE, HILL WEBL         124           STAT         Mon. 0415         8         E         FOLLOWED 1263, 123           Fr. 04:07:13         I.M.         HISSDALE WATED FOR 1563 DELAYED FOLLOWIN 1233           STAT         Mon. 0415         9         C         HOLOWED 1263, 123           Fr. 05:00:11         12         Kon. 0415         7         C         HOLOWED 1263, 123           Fr. 06:01         13         C         COMMENTE WATE 170: NORCATION, HAD TO BE FLAGGED AND TAKE SW ON HAND           Fr. 07:18         Mon. 0415         12         KW         WITT INFO MARK MAR AND PARATHOLOWED 1273 TO CICERO, TRACK INDICATION MT2           Fr. 1275         Mon. 0415         13         C         OUT CICES TAL MERCINE WATE FOR 1266 EAST. WHO WAS WATTEN FOR 128           Fr. 1275         Fr. 04:03         14         G         ZSMIT SET AL LATE FLIP OFF 1276, 1273 TO CICERO, TRACK INDICATION MT2      <					
West, 0.421         7         E.I.         METRA 1267 AHEAD           File, 0.423         12         DE         FARVENCE WATNEL WATED FOR 1254 TO CLEARMT 2 BEHIND 1267           The, 0.42         13         E.I.         REROUTED AROUND DESAILED 123           8784         Tot, 0.16         6         SWITCH FAILURE, HLL WEST           8784         Tot, 0.42         8         File OCLUME 1253, 1253           975         Men, 0.612         1         A         HISSDALE, WATED FOR 1255, DELAYED POLLOWING 1253           977         Men, 0.612         1         C         LATE ELFOPE 1254, DEPARTURE OUT SPLATE FOR TOUS SPLATE FOR TOWED 1257 AT CFK           977.60 T         Men, 0.612         1         G         DOWNERS GROVE, TRACK INDICATION, IAD TO BE FLACED ANTIEND INTER AND ANTIES FOR MERS GROVE, TRACK INDICATION, IAD TO BE FLACED ANTIES AT CFK           977.60 T         Men, 0.612         1         G         COMBINIT UT 1257           978.125 Men, 0.612         1         G         COMBINIT WIT 1257         COMENT ANTIES OF TOT DUCLED FOR 1265           988.125 Men, 0.612         1         G         C         COMBINED WITH 1275         COMENT ANTIES OF TOT DUCLED FOR 1265           988.125 Men, 0.612         1         G         C         COMBINED WITH 1275         C           988.125 Men,		,			
Fig. 0.4.23         12         DD         FARVEW AVENUE, WATED FOR 124 TO CLEARM 7.2 BEHIND 1247           TM., 0.42         13         E         RESET 121         Fig. 0.14         8         C         MOW CONCRESS PARK TO HIGHLANDS           825-07         Mon. 0.14         8         E         FIG. 100, 125, 125, 125, 125, 125, 125, 125, 125	///001				
Thus, 04.729         13         EI         RESOUTED AROUND DEAMLED 121           BYS 107         Mon. 04.19         16         G         MONTCH FAULURE, HILL WEST           BYS 017         Mon. 04.19         16         G         SWITCH FAULURE, DISS, DELAYED FOLLOWING 1253           MONTCH 121         AM         HINSDALE, WATED FOR 125, DELAYED FOLLOWING 1253         TATE, TAT					
BISF         1271         FR. OR 16         8         C         Mow CONCRESS PARK TO HIGHLANDS           825-00         Mon, OR 19         6         6         SWITCH FAILURE, HILL WEST           Wed, 04.21         8         E         FRULOWED 125, 123           FR, 04.23         11         MIRSDALE, WAITED FOR 125, DEFAVED CUS 21, LATE FOLLOWED 125, ATC FK           BYSF         127         Mon, 04.12         12         C1         FOLLOWING LATE 127, SERON CPK, FVW, NO LINEUP EOLA WHEN TAIN WAS AT 59           Thu, 04.15         3         G         DOWNERG GROVE, TRACK NORCATION, HAD TO BE FLAGGED AND TAKE SW ON HAND           THO, 04.16         C         COMBINE WITH 123         Thu, 04.12         IX         W WENT INTO DIMERGENCY WHEEL SUP           DINSF         123         Mon, 04.12         IX         W WENT INTO DIMERGENCY WHEEL SUP           DINSF         123         C1         OUT CUT SMIL, LATE FLIP OFF 1276, IX77 AHEAD DEPARTING CUS STUDENT ENGINEER AND SLOW           MEN         041         13         G         CONNERSE PARK, WATED FOR 1286 EAST WHO WAS WAITING FOR 1282           DINSF         127         FIL, 0410         9         G         CATE FLIP OFF 1276, IX77 AHEAD DEPARTING COVER S.R           FIL, 0416         0         C         CONNERSE PARK, WATED FOR 1286 EAST WHO WAS WAITING F		,			
825:0         Mos. Oct 19         16         G         SWITCH FAILURE, HILL WIST           F6, Oct 32         11         AM         HINSDALE WATED FOR 1265, DELAYED FOLLOWING 1253           BNSF         123         Mos. Oct 10         9         G         LATE FLIP OFF 1274, DEPARTED CUI 27 LATE, FOLLOWED 1275 AT CFK           7% OT         Mos. Oct 10         12         C         FOLLOWING LATE 1275 FROM CPK, FVM. No LINEUP EOLA WHEN TAAIN WAS AT 59           7% OT         Mos. Oct 10         12         C         COMMIRES GWTH 1275           7% OT         Mos. Oct 12         12         C         COMMIRES GWTH 1275           7% OT         Mos. Oct 12         12         C         OUT FLIP OFF 1276           7% OT         Mos. Oct 12         12         C         10         CUT SWT, LATE FLIP OFF 1276           7% OT         Mos. Oct 12         13         C         10         CUT SWT, LATE FLIP OFF 1276, LATE FLIP OFF 1276           7% OT         Mos. Oct 12         14         R         0         C         COMBINES WATE AND OPERATING OVER SR           7% OT         Mos. Oct 12         14         R         0         C         COMBINES WATE AND OPERATING OVER SR           7% OT         Mos. Oct 12         14         R         0	BNSE 1271		-		
Web, Oc. 21         8         E1         POLLOWED 125, 1253           Fit, Oc. 23         11         M.         HINSDALE, WATTED FOR 126, DELAYED FOLLOWING 1253           77% 0T         Mon, Oct 12         12         C1         FOLLOWED L275 AT CFK           77% 0T         Mon, Oct 15         34         G         DOWNERS GROVE, TRACK INDICATION, HAD TO BE PLAGGED AND TAKE SW ON HAND           Fit, Oct 16         16         C         COMBINE WITH 1275         Thu, Oct 27         12         CU         WEST FITO, TO COMBINE WITH 1275           SWS 0T         Fit, Oct 7         G         ZMMPLS RELAVERGINE PLANT. FOLLOWED 1275 TO CICERO, TRACK INDICATION MT2           SWS 0T         Fit, Oct 9         9         DD         CK, WATTED FOR 1236 EAST, AND OPERATING OVER S.           SWS 107         Fit, Oct 23         8         IV         CONGRESS PARK, WATTED FOR 1236 EAST, AND OPERATING OVER S.R           Fit, Oct 23         8         IV         CONGRESS PARK, WATTED FOR 1236 EAST, WHO WAS WATTING FOR 1282           SWS 1276         Fit, Oct 79         9         G         LATE FLIP OFF 1276           Tot, Oct 33         11         G         LATE FLIP OFF 129, DROPED SHORTS OF AND COULD NOT CLOSE THEM. WORKED MT2 AT 95, STOERD 212           SWS 0T         Mon, Oct 12         14         R         OUT ATC SML C					
Fit 0 ct 23         11         AM         HINSDALE WATED FOR 1265 DELAYED FOLLOWING 1253           BNSF 127         Ma, 0x105         9         G         LATE ELP OFF 1224 DEPARTED CUS 2 'LATE FOLLOWED 1275 AT CFK           7% 07         Ma, 0x12         12         C         FOLLOWING LATE 1275 FROM CPK, FVW. NO LINEUP EOLA WHEN TRAIN WAS AT 59           7% 07         Ma, 0x12         12         KW         WENT INTO EMERGENCY WHEEL SLP           8587         07         Fri, 0x16         12         C         COMBINE ALVERINGENCY WHEEL SLP           8587         07         Fri, 0x16         2         OT C         CONDENSE CST         CONCENSE CST           8587         07         Fri, 0x16         2         O         CC         CONDENSE CST         CONCENSE CST           8587         07         Fri, 0x16         0         C         CONDENSE CST         CONCENSE NARK, WATTED FOR 1286 EAST. AND OPERATING CUS. STUDENT ENGINEER AND SLOW           8587         101         Start ELP OFF 127.0         EFG. STORS FOR 127.2         STORE CST         CONCENSE NARK, WATTED FOR 1286 EAST. WHO WAS WATTING FOR 1282           8587         127         Fri, 0x16         19         C         CATTE FLP OFF 127.0         CFG. STORS FOR 127.2           8587         127         Fri, 0x16	0270 01				
ENSF         127         Mon. Oct 10         9         G         LATE FLIP OFF 127A DEFARETD CUS 21 LATE, FOLLOWED 127A AT CPK           77% OT         Mon. Oct 12         12         C1         FOLLOWING LATE 127S FOLOW CEXF, UWA DOI LOREUP EGLA MURET TRAIN WAS AT 59           Thu. Oct 15         34         G         DOWNERS GROVE, TRACK INDICATION, HAD TO BE FLAGGED AND TAKE SW ON HAND           FR, Oct 16         16         C         COMBINE WITH 1275           Thu. Oct 23         12         G         LATE FLIP OFF 1276           68% OT         Fri, Oct 03         12         G         LATE FLIP OFF 1276           68% OT         Fri, Oct 03         9         DD         CVR, WATTEP CPI 1286 EAST, AND OPERATING OVER S/R           716, Oct 15         9         DD         CVR, WATTEP CPI 1286 EAST, AND OPERATING OVER S/R         Fri, Oct 23           716, Oct 23         14         P         CONGRESS PARK, WATTEP OFF 1276         Fri           717% OT         Mon. Oct 12         14         R         CONGRESS PARK, WATTEP OFF 1239, MADE EXTRAST ROPLOVER S/R         Fri, Oct 16         C         CONGRESS FARK YOTEP OFF 1239, DROPED SHOKTS OFF AT BROOKFIELD FAT OR USE           717% OT         Mon. Oct 12         14         R         CONGRESS FARK YOTEP OFF 1239, DROPED SHOKTS OFF AT BROOKFIELD EXP TO CUS           71					,
77% OT         Mac, Oct 12         12         CL         FOLLOWING LATE 1275 FROM CPK.FVW. NO LINEUP EOLA WHEN TRAIN WAS AT 59           710, Oct 15         14         G         COMBINE WITH 1275           710, Oct 05         7         C         COMBINE WITH 1275           710, Oct 05         7         G         SWENT INTO EMERGENCY WHEEL SLP           887% OT         Fri, Oct 16         0         C         CONTAML_CANT, FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2           887% OT         Fri, Oct 16         0         C         CONTAML_CANT, FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2           887% ID         Fri, Oct 16         0         C         CONTAML_CANT, FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2           8876 ID         Fri, Oct 23         21         KP         LATE FLP OFF 1276         Fri, Oct 23           710, Oct 23         21         KP         LATE FLP OFF 1236, MADE EXTRA STORF FOR 1272         TO TO CONTRESS PARK. WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           8185F 127         Men, Oct 12         4         R         OUT ATTE FLP OFF 1236, MADE EXTRA STORF FOR 1272           716* OT         Men, Oct 12         7         R         OUT ATTE FLP OFF 1236, MADE EXTRA STORF FOR 1272           717* OT         Men, Oct 12         7         R         OUT EXTRA STORF 1239, MA	BNSE 1273	,			
The. Qc. 15         34         G         DOWNERS GROVE, TRACK INDICATION, HAD TO BE FLAGGED AND TAKE SW ON HAND Fit, Qc12           NUSF         127         Mon. Qc150         7         G         COMBINE WITH 1275           NUSF         127         Mon. Qc150         7         G         SAMPH SR LAVERONE PLANT. FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2           68%         OT         Fit, Qc16         G         LATE FLIP OFF 1276           68%         OT         Fit, Qc15         9         DD         CR, WATTED FOR 1286 EAST. AND OPERATING OVER SR           Fit, Qc123         8         UV         CONBINED WITH 1273         OUT ALSE SP ARK, WATTED FOR 1286 EAST. AND OPERATING OVER SR           Fit, Qc123         8         UV         CONCRESS PARK, WATTED FOR 1286 EAST WHO WAS WATTING FOR 1282           108.57         1276         Fit, Qc123         14         R         QUT ATC SML, CONDUCTOR BROKEN FOR TOPS FOR 1272           778, OT         Mon, Qc12         14         R         QUT ATC SML, CONDUCTOR BROKEN FOR TOPS FOR 1272           778, OT         Fit, Qc16         0         C         MOW ATC PON ATTI BALLAST REGULTANDE BOKEN DOWN         Thau, Qc120         NT LACC 220           78.5         11.8         G         LATE TURN OFF 1239, DEOPED SHORTSO FOR AT BROOKEN DOWN         Thau, Qc120					
Fig. Qu 16         16         C         COMBINE WITH 1275           Thu, Qu 29         12         KW         WENT INTO EMERGENCY WHELE SLIP           8NSF         1275         Mon, Qu 12         1         G         LATTE FLP OFF 1276           68% OT         Fit, Qu 10         21         G         LATTE FLP OFF 1276, 1277 AHEAD DEPARTING CUS. STUDENT ENGINEER AND SLOW           68% OT         Fit, Qu 12         1         G         C         CONSINCE WITH 1275           Thu, Qu 12         1         K         LATE FLP OFF 1276         Fit, Qu 12         K         LATE FLP OFF 1276           Fit, Qu 12         K         LATE FLP OFF 1276         Fit, Qu 12         K         LATE FLP OFF 1276           Fit, Qu 12         K         LATE FLP OFF 1236, MADE EXITAS STOPS FOR 1272         TOMOUT 12         K         OTT MEN, CONSIDUCTOR BROKE KEY IN DOOKS AND COULD NOT CLOSE THEM. WORKED MT2 AT S9, STUDENT ENGINEER           8NSF 1277         Mon, Qu 12         I         K         LATE FLP OFF 1236, MADE EXITAN STOP FOR 1230         COM MAT CONSTRUCTOR BROKE KEY IN DOOKS AND COULD NOT CLOSE THEM. WORKED MT2 AT S9, STUDENT ENGINEER           17% OT         Mon, Qu 12         7         C         LATE FLP OFF 1236, MADE EXITA ND QUENT SN DOWEN AND COULD NOT CLOSE THEM. WORKED MT2 AT S9, STUDENT ENGINEER           18NSF 1277         Thue, Q	/////01				
The, Oct 20         12         KW         WENT INTO EMBRGENCY WHEEL SLIP           BNSF         1275         Mon, Oct 12         7         6         SMPH SR LAVERORE PLANT, FOLLOWED 1273 TO CICERO, TRACK INDICATION MT2           68% OT         Fit, Oct 19         2         6         LATE FLIP OFF 1276           Mon, Oct 12         13         C1         OUT CUS 7ML, LATE FLIP OFF 1276, 1277 AHEAD DEPARTING OVER S.R           Fit, Oct 23         2         14         K         C         CONSIDEW UTT 1370           Thu, Oct 15         9         D         C         CONSIDEW UTT 1370           Thu, Oct 23         2         14         K         LATE FLIP OFF 1276           Thu, Oct 23         8         W         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF 1270         Fit, Oct 33         11         G         LATE TURN OFF 1239, DROPED SHORTS OFF AT BROOK STELD, EVT OLDSE THEM. WORKED MT2 AT 59, STUTED FOR 1286 EAST WHO WAS WAITING FOR 1282           Thu, Oct 3         11         G         LATE TURN OFF 1239, DROPED SHORTS OFF AT BROOK FREID, EVT O CUS           Thu, Oct 3         11         G         LATE TURN OFF 1239, DROPED SHORTS OFF AT BROOK FREID, EVT O CUS           Thu, Oct 10         7         D         FAIRVEW AVE NO LINE UT CON ATT BALLAST REGULTAND REGOVEM AIN STREET					
BNSF         125         Man, Oct 03         7         G         SMM DT           68%         07         Fri, Oxt 09         21         G         LATE FLIP OFF 1276           Mon, Oxt 12         13         C1         Out TC US 7ML, LATE FLIP OFF 1276, 1277 AHEAD DEPARTING CUS. STUDENT ENGINEER AND SLOW ORDERS           Thu, Oxt 15         9         DC         CFK, WAITED FOR 1286 EAST. AND OPERATING OVER S/R           Fri, Oxt 16         0         C         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF         1276         Fri, Oxt 13         I         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF         1276         Fri, Oxt 16         0         C         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF         1276         Fri, Oxt 13         I         R         OUT ATC 5ML CONDUCTOR BROKE REV EV IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER           Two, Oxt 13         I         G         LATE FLIP OFF 1239, ENDEPED BIORTS OFF AT BROCKFIELD, EXP TO CUS           Fri, Oxt 16         0         C         MOW CONCRESS PARK TO EMOREW           Fri, Oxt 16         10         C         MOW CONCRESS PARK TO EMOREW           Fri, Oxt 16         10         C         MOW CONCRESS PARK TO EMOREW <td></td> <td>,</td> <td></td> <td></td> <td></td>		,			
68% OT         Fi. 0a 0         21         G         LATE FLIP OFF 1276           Man, 0a 12         13         C         OUT CUS 7ML, LATE FLIP OFF 1276, 1277 AHEAD DEPARTING CUS. STUDENT ENGINEER AND SLOW ORDERS           Thu, 0a 15         9         DD         CFK, WAITED FOR 1286 EAST. AND OPERATING OVER S.R.           Fin, 0a 23         8         IW         CONGRESS PARK, WAITED FOR 1286 EAST. WHO WAS WAITING FOR 1282           BNSF 1276         Fin, 0a 23         8         IW         CONGRESS PARK, WAITED FOR 1286 EAST. WHO WAS WAITING FOR 1282           BNSF 1276         Fin, 0a 23         8         UT ATT SML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER           BNSF 1276         Fin, 0a 23         IK         PL ATT FLIP OFF 1239, BADE EXTRA STORS FOR 1272           77% OT         Fin, 0a 23         IK         PL ATT FLIP OFF 1239, BADE EXTRA STORS FOR AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER           BNSF 1277         Thu, 0a 23         IK         PL ATT FLIP OFF 1239, EXRESS TO DOWNERS GROVE MAIN STREET           BNSF 1277         Thu, 0a 23         K         PARTHEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MOOCHC4-29 OPR MT3           Fin, 0a 23         K         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           BNSF 1270         Thu, 0a 15         IW         TRAN 12	DNCE 1275				
Man, Oct 12         13         C1         OUT CUS 7ML LATE FLIP OFF 1276, 1277 AHEAD DEPARTING CUS. STUDENT ENGINEER AND SLOW ORDERS           Thu, Oct 15         9         D         CPK, WATED FOR 1286 EAST. AND OPERATING OVER S.R.           Fri, Oct 20         10         C         CONSINED WITH 1273           Thu, Oct 22         11         KP         LATE FLIP OFF 1276           Fri, Oct 23         8         TW         CONGRESS PARK, WATED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF 1276         Fri, Oct 03         14         R         OUT ATC SML, CONDUCTOR BRORE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 99, STUDENT FUNGINEER           The, Oct 13         11         G         LATE FLIP OFF 1239, MADE EXTRA STOPS FOR 1272           77% OT         Mon, Oct 12         4         R         OUT ATC SML, CONDUCTOR BRORE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 99, STUDENT FUNGINEER, GROVE MAIN STREET           BNSF 1277         Thu, Oct 17         7         D         FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MOOCHCL-29 OPR MT3           77% OT         Fri, Oct 16         10         C         MOW CONCRESS PARK TO FIAIRVEW           Fri, Oct 15         10         C         MOW CONCRESS PARK TO FIAIRVEW           Fri, Oct 15         10         C         LAVERKR TO FIAIRVEW           Fri,					
View of the second se	68% 01				
Fri. Oct 16         0         C         CONBINED WITH 1273 KP           Thu, Oct 22         21         KP         LATE FLP OFF 1275           Fri. Oct 03         8         W         CONGESS PARK, WATTED FOR 1286 EAST WHO WAS WATTING FOR 1282           BNSF 1276         Fri. Oct 00         9         G         LATE FLP OFF 1239, MADE EXTRA STOPS FOR 1272           77% OT         Mon, Oct 12         14         R         OUT ATC SML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED M12 AT 59, STUDENT ENGINEER           Tue, Oct 13         11         G         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKSTELD, EXP TO CUS Fin, Oct 16         C           Mon, Oct 01         7         D         FAIRUEW VAY EN OLINE UP ACCOUNT OF 1200 FLIPPING ON MTE; V-MDOCHC4.29 OPR MT3           77% OT         Fri. Oct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           80% Ort Thu, Oct 19         6         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           80% OT Thu, Oct 15         10         CC         LATE FLP OFF 1279, DEPARTED 7° LATE           Fin, Oct 29         8         E1         REPOUTED AROUND 1251           80% OT Thu, Oct 15         10         CC         LATE FLP OFF 1279, DEPARTED 7° LATE           Fin, Oct 20         7         KF         <		Mon, Oct 12	13	CI	
Thu, Oct 22         21         KP         LATE FLIP OFF 1276           Fit, Oct 32         8         W         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF         1276         Mon, Oct 12         14         R         OUT ATC SML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENCINEER           Tue, Oct 13         11         G         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fit, Oct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BOKKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENCINTEER           BNSF         1277         Tha, Oct 10         7         D         FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC4-29 OPR MT3           77% OT         Fit, Oct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 12         8         IW         TRAIN 127 S AHEAD AT CONGRESS PARK AND WEATHER           Tue, Oct 23         8         IW         TRAIN 127 S AHEAD AT CONGRESS PARK AND WEATHER           Tue, Oct 23         R         FI         REF CUPED AROUTD 1251           BNSF 1270         Thu, Oct 51         IO         CC         MOW CONGRESS PARK TO HIGHLANDS           Mon, Oct 12         C         SW OTT         THU OFF 1241		Thu, Oct 15	9	DD	CPK, WAITED FOR 1286 EAST. AND OPERATING OVER S/R
Fi. 0ct 23         8         IW         CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282           BNSF         1276         Fri, 0ct 00         19         G         Lat FELP OFF 1239, MADE EXTRA STOPS FOR 1272 <b>77% 0T</b> Men, 0ct 12         14         R         0.11 ATC 5ML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENCINEER           Two, 0ct 13         11         G         LATE FLIP OFF 1239, DROPPED SHORTS OFF AT BROKKHELD, EXP TO CUS Fri, 0ct 16         C         MOW AT CP ON MTI BALLAST REGULATOR BORKEA DOWN           Two, 0ct 01         7         D         FAIR TURN OFF 1239, EXPRESS TO DOWNERS GROVE MAIN STREET           BNSF         1277         Tha, 0ct 01         7         D         FAIR VIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC-29 OPR MT3 <b>77% 0T</b> Fri, 0ct 16         10         C         MOW CONGRESS PARK TO FAIR VIEW           Fri, 0ct 10         6         C         MOW CONGRESS PARK TO FAIR VIEW           Fri, 0ct 27         8         E1         REROUTED AROUND 1251           BNSF         1279         Mon, 0ct 12         7         FG         OUT CUS IML, LATE TURN 172, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERNES. KR MT RI 2175, NOTED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERNES. KR MT RI 2175, DEFARTED 7' LATE         Twed, 0ct 21 <t< td=""><td></td><td>Fri, Oct 16</td><td>0</td><td>С</td><td>CONBINED WITH 1273</td></t<>		Fri, Oct 16	0	С	CONBINED WITH 1273
BNSF       1276       Fri, Oct 09       19       G       LATE FLIP OFF 1239, MADE EXTRA STOPS FOR 1272         77% OT       Mon, Oct 12       14       R       OUT ATC SML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER         Tue, Oct 13       11       G       LATE TUR OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS         Fri, Oct 16       0       C       MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN         Thu, Oct 0       7       D       FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC4-29 OPR MT3         77% OT       Fri, Oct 16       0       C       MOW CONGRESS PARK TO HALANDS LATE TRAIN TRAFFIC         Mon, Oct 19       6       C       MOW CONGRESS PARK TO FAIRVIEW       Trail Ot 275 AHEAD AT CONGRESS PARK AND WEATHER         Thu, Oct 13       10       C       MOW CONGRESS PARK TO HICHLANDS LATE TRAIN TRAFFIC         Thu, Oct 13       10       C       C       MOW CONGRESS PARK TO HICHLANDS LATE TRAIN TRAFFIC         Thu, Oct 15       10       CC       LATE FLIP OFF 1279, DEPARTED 7" LATE       Fri, Oct 16         68% OT       Thu, Oct 15       G       SWTCH FAILURE MT 107, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. SR MT2 UNVER ND         68% OT       Thu, Oct 15       10       CC       LATE FLIP OFF 1279, DEPAR		Thu, Oct 22	21	KP	LATE FLIP OFF 1276
77% OT         Mon, Oct 12         14         R         OUT ATC 5ML, CONDUCTOR BROKE KEY IN DOORS AND COULD NOT CLOSE THEM. WORKED MT2 AT 59, STUDENT ENGINEER           Tue, Oct 13         11         G         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fri, Oct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN           Thu, Oct 22         0         KP         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fri, Oct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN           77% OT         Fri, Oct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 19         6         C         MOW CONGRESS PARK TO FIARVIEW         MOW CONGRESS PARK TO FIARVIEW           BNSF         1279         Mon, Oct 12         7         RF         OTT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERONE. SR MT2 RIVER RD           6% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           6% OT         Thu, Oct 21         7         C         3" 30 MPH SR MT 160 TO MP 16.2, SOUTH SIDE UNLOADING           6% OT         Thu, Oct 21         15         E         REROUTED AROUND LISABLED 1251           77% OT         Fri, Oct 16		Fri, Oct 23	8	IW	CONGRESS PARK, WAITED FOR 1286 EAST WHO WAS WAITING FOR 1282
9, STUDENT ENGINEERFue, Oct 1311GLATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUSFue, Oct 220KPLATE FLUP OFF 1239, EXPRESS TO DOWNERS GROVE MAIN STREETBNSF 1277Thu, Oct 27DFAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLUPING ON MT2, V-MDOCHC4-29 OPR MT377% OTFri, Oct 36CMOW CONGRESS PARK TO HOIHCLANDS LATE TRAIN TRAFFICMon, Oct 196CMOW CONGRESS PARK TO HOIHCLANDS LATE TRAIN TRAFFICMon, Oct 196CMOW CONGRESS PARK TO HOIHCLANDS LATE TRAIN TRAFFICMon, Oct 196CMOW CONGRESS PARK TO HOIHCLANDS LATE TRAIN TRAFFICMon, Oct 127RFOUT CUS IMIL, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERKONDN 127868% OTThu, Oct 310CCLATE FLUP OFF 1279, DEPARTED 7" LATE LATE FLUP OFF 1279, DEPARTED 7" LATE LAVERKONDN 5368% OTThu, Oct 315GSWITCH FAILUKE HILL WESTMon, Oct 1915GSWITCH FAILUKE HILL WEST77% OTFri, Oct 37KPOLLOWED 1277 AND WEATHER THU, OCT 377% OTFri, Oct 315GCOLOWED 127677% OTFri, Oct 315KCOLOWED 127677% OTFri, Oct 68UADA LIFT CUS TO LA GRANCE C8NSF 1281Tue, Oct 315CCOBO TRAIN WITH 127577% OTFri, Oct 168CSUPH SK MTI MP 14A5 TO M FIG SLSONT, SR 17.1-19.0 AND 29.8-30.48NSF 1	BNSF 1276	Fri, Oct 09	19	G	LATE FLIP OFF 1239, MADE EXTRA STOPS FOR 1272
Tue, Qct 13         11         G         LATE TURN OFF 1239, DROPPED SHORTS OFF AT BROOKFIELD, EXP TO CUS           Fri, Qct 12         20         KP         LATE FLIP OFF 1239, EXPRESS TO DOWNERS GROVE MOWN           Tuu, Qct 22         20         KP         LATE FLIP OFF 1239, EXPRESS TO DOWNERS GROVE MONN           BNSF         1277         Tuu, Qct 10         7         D         FAIR VIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MOCCHC4-29 OPR MT3           77% OT         Fri, Qct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           77% OT         Fri, Qct 12         8         E1         REROUTED AROUND 1251           8NSF         1279         Mon, Qct 12         7         RF         QCT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. SR MT2 RIVER RD           68% OT         Thu, Qct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           Fri, Qct 13         7         C         AGW CONGRESS PARK TO HIGHLANDS         MON, Qct 19           8NSF         1280         Fri, Qct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           Fri, Qct 13         7         TW         FOUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. SAW TO PAILURE HILL WEST	77% OT	Mon, Oct 12	14	R	
Fri, Qct 16         0         C         MOW AT CP ON MT1 BALLAST REGULATOR BORKEN DOWN           Thu, Qct 2         20         K         P LATE FLIP OFF 1239, EXPRESS TO DOWNERS GROVE MAIN STREET           BNSF         127         Nu, Qct 01         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           77% OT         Fri, Qct 13         8         IV         C         MOW CONGRESS PARK TO FAIRVIEW           78         Non, Qct 12         8         E         REOUTED AROUND 1251           8085         127         Mon, Qct 12         7         RF         OUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL, NO LINEUP AT LAVERGNE, SARK TO HIGHLANDS           8857         127         Mon, Qct 12         7         RF         OUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL, NO LINEUP AT LAVERGNE, SARK TO HIGHLANDS           89% OT         Thu, Qct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7 LATE           89% OT         Thu, Qct 3         7         K         PUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL, NO LINEUP AT LAVERGNE, SARK TO HIGHLANDS           80% OT         Thu, Qct 3         7         K         PUT CUS IML, LATE TURN PI 124, DIDA		Tue Oct 13	11	G	
Thu, Oct 22         20         KP         LATE FLIP OFF 1239, EXPRESS TO DOWNERS GROVE MAIN STREET           BNSF         Ti277         Thu, Oct 01         7         D         FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC4-29 OPR MT3 <b>77% 07</b> Fri, Oct 13         6         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 19         6         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 19         8         EI         REROUTED ACOUNTD 1251           BNSF         1277         Mon, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7* LATE <b>6% 0T</b> Thu, Oct 15         10         CC         LATE REIP OFF 1279, DEPARTED 7* LATE           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST         MOW CONGRESS PARK TO HIGHLANDS           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST         MOW CONGRESS PARK TO HIGHLANDS           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST         COBO TRAIN WITH 1275           True, Oct 23         7         W         POLLOWED 1276         C           Thu, Oct 24         15         E         REROUTED AROUND DISABLED 1251           BNSF         Tate, Oct					
BNSF         1277         Thu, Oct 01         7         D         FAIRVIEW AVE NO LINE UP ACCOUNT OF 1290 FLIPPING ON MT2, V-MDOCHC4-29 OPR MT3           77% OT         Fri, Oct 15         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 19         6         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mon, Oct 23         8         IW         TRAIN 1275 AHEAD AT CONGRESS PARK AND WEATHER           Thu, Oct 29         8         E1         REFOUTED AROUND 1251           BNSF         1279         Mon, Oct 12         7         RF         OUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGRD.           68% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7° LATE           Fri, Oct 16         14         C         MOW CONGRESS PARK TO HIGHLANDS         MOW CONGRESS PARK TO HIGHLANDS           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST         SWITCH FAILURE HILL WEIT           Wed, Oct 21         7         C         G         SUDTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 16         32         C         COBO TRAIN WTH 1275           Tuu, Oct 29         FW         LATE FLIP OFF 1241         DEPARTED 16°, LATE FLIP O					
77% OT         Fri, Oct 16         10         C         MOW CONGRESS PARK TO HIGHLANDS LATE TRAIN TRAFFIC           Mow, Oct 19         6         C         MOW CONGRESS PARK TO FAIRVIEW           Fri, Oct 23         8         EI         RENOUTED ACOUNGRESS PARK TO FAIRVIEW           BNSF         1279         Mow, Oct 12         7         RF         OUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERONE. S/R MT2 RIVER RD           68% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7 <sup>+</sup> LATE           Fri, Oct 16         14         C         MOW CONGRESS PARK TO HIGHLANDS           Mow, Oct 19         15         G         SWITCH FAILURE HILL WEST           Wed, Oct 21         7         C         3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING           Fri, Oct 29         15         EI         RENOUTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 10         7         G           Two, Oct 22         15         EI         RENOUTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 10         7         G           Two, Oct 22         12         KP         LATE FLIP OFF 1241, DEPARTED 6" LATE           Two, Oct 22         12 <td< td=""><td>DNCE 1277</td><td></td><td></td><td></td><td></td></td<>	DNCE 1277				
Mon, Oct 19         6         C         MOW CONGRESS PARK TO FAIRVIEW           Fri, Oct 23         8         IW         TRAIN 1275 AHEAD AT CONGRESS PARK AND WEATHER           Thu, Oct 29         8         E1         REROUTED AROUND 1251           BNSF         1279         Mon, Oct 12         7         RF         OUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. S/R MT2 RIVER RD           68% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           Fri, Oct 16         14         C         MOW CONGRESS PARK TO HIGHLANDS           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST           Wed, Oct 21         7         C         3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING           Fri, Oct 23         7         IW         FOLLOWED 1277 AND WEATHER           Thu, Oct 29         7         G         FOLLOWED 1276           77% OT         Fri, Oct 16         32         C         COBO TRAIN WITH 1275           Tue, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         9         KW         LATE FLIP OFF 1241           Thu, Oct 20         18         C         COBO TRAIN WITH 1275					
Fi. Oct 23         8         IW         TRAIN 1275 AHEAD AT CONGRESS PARK AND WEATHER           Thu, Oct 29         8         EI         RECOUTED AROUND 1251           BNSF         1279         Mon, Oct 12         7         RF         OUT CUS INL, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. S/R MT2 RIVER RD           68% OT         Thu, Oct 15         10         CC         LATE FLIP OFF 1279, DEPARTED 7" LATE           68% OT         Thu, Oct 17         7         C         3" 30 MOV CONGRESS PARK TO HIGHLANDS           Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST           Wed, Oct 21         7         C         3" 30 MPH 5/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING           Fri, Oct 23         7         IW         FOLLOWED 1276           Thu, Oct 29         15         EI         REOUTED AROUND DISABLED 1251           BNSF         12.0         Fri, Oct 23         7         IW           Fri, Oct 23         7         IW         FOLLOWED 1276           Thu, Oct 29         15         EI         REOUTED AROUND DISABLED 1251           BNSF         12.0         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 29         9         KW         LATE FLIP O	77% 01				
Thu, Oct 298E1REROUTED AROUND 1251BNSF1279Mon, Oct 127RFOUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. S/R MT2 RIVER RD68% OTThu, Oct 1510CCLATE FLIP OFF 1279, DEPARTED 7" LATEFri, Oct 1614CMOW CONGRESS PARK TO HIGHLANDSMon, Oct 1915GSWITCH FAILURE HILL WESTVed, Oct 217C3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADINGFri, Oct 237IKFOLLOWED 1277 AND WEATHERThu, Oct 2915E1REROUTED AROUND DISABLED 1251BNSF1280Fri, Oct 32CCOBO TRAIN WITH 1275Tue, Oct 2018R1ATC-DEPARTED 16", LATE FLIP OFF 1241Thu, Oct 229KWLATE FLIP OFF 1241Thu, Oct 239KWLATE FLIP OFF 1241Thu, Oct 239KWLATE FLIP OFF 1241BNSF1281Tue, Oct 138CC20147C25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING64% OTMon, Oct 1210CCDELAYED 1MF OR 1282 AT CUS, TM DECISION, S/R 17,1-19.0 AND 29.8 -30.464% OTFri, Oct 138CC25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING64% OTFri, Oct 138CC25MPH S/R MT1 MP 16.4 TO MP 10.0 AND ADDING64% OTFri, Oct 138CC25MPH S/R MT1 MP 16.4 TO MP 10.0 AND LOADING77% OTFri, Oct 1316G1273 AHEAD GETTING SWITCH AT DOWNERS					
BNSF1279Mon, Oct 127RFOUT CUS IML, LATE TURN 1278, STOPPED UNION AVE B BEHIND 1275 MAKING HAL. NO LINEUP AT LAVERGNE. S/R MT2 RIVER RD68% OTThu, Oct 1510CCLATE FLIP OFF 1279, DEPARTED 7" LATE FRi, Oct 1668% OTThu, Oct 1915GSWITCH FAILURE HILWERT Wed, Oct 21Wed, Oct 217C3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING Fri, Oct 237IWFOLLOWED 1277 AND WEATHER Thu, Oct 2915EIREROUTED AROUND DISABLED 1251BNSF1280Fri, Oct 1632CCOBO TRAIN WITH 1275 Tue, Oct 207% OTFri, Oct 237WLATE FLIP OFF 1241, DEPARTED 6" LATE Thu, Oct 2212KPBNSF1280Tue, Oct 2018R1ATC-DEPARTED 16", LATE FLIP OFF 1241 Thu, Oct 22BNSF1280Tue, Oct 108UADA LIFT CUS TO LA GRANGE64% OTMon, Oct 1210CCDELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8-30.4Tue, Oct 138CC25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING Wed, Oct 147CSMSF1285Tue, Oct 138CC25MPH S/R MT1 MP 16.4 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1 Thu, Oct 239IWFor, Oct 168CFOLLOWIED I373, DOWNERS GROVE Fri, Oct 169IWFOLLOWIED 1373, DOWNERS GROVE TO LISLEBNSF1285Tue, Oct 1312CC25MPH S/R MT1 16.4-19.0 AND SWITCH AT DOWNERS AT FAIRVIEW Fri, Oct 239I					
Averagine         Laveragine         Laveragine <thlaveragine< th="">         Laveragine         <thlaveragine< th="">         Laveragine         Laveragine</thlaveragine<></thlaveragine<>	DNGE 1070	,			
Fri, Oct 16       14       C       MOW CONGRESS PARK TO HIGHLANDS         Mon, Oct 19       15       G       SWITCH FAILURE HILL WEST         Wed, Oct 21       7       C       3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING         Fri, Oct 23       7       IW       FOLLOWED 1277 AND WEATHER         Thu, Oct 29       15       E1       REROUTED AROUND DISABLED 1251         BNSF       1280       Fri, Oct 16       32       C       COBO TRAIN WITH 1275         Tue, Oct 20       18       R1       ATC-DEPARTED 16", LATE FLIP OFF 1241         Thu, Oct 22       12       KP       LATE FLIP OFF 1241, DEPARTED 6" LATE         Thu, Oct 22       12       KP       LATE FLIP OFF 1241         Thu, Oct 23       9       KW       LATE FLIP OFF 1241         BNSF       1281       Tue, Oct 16       8       U       ADA LIFT CUS TO LA GRANGE         64% OT       Mon, Oct 12       10       CC       DELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4         Guedation       C       25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1         Thu, Oct 15       16       G       1273 AHEAD GETTING SWITCH AT DOWNERS GROVE         Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC	BINSF 1279	Mon, Oct 12	7	Kľ	
Mon, Oct 19         15         G         SWITCH FAILURE HILL WEST           Wed, Oct 21         7         C         3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING           Fri, Oct 23         7         IW         FOLLOWED 1277 AND WEATHER           Thu, Oct 29         15         E1         REROUTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 09         7         G         FOLLOWED 1276           77% OT         Fri, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           Tue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND EOLOWEN MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWEND	68% OT	Thu, Oct 15	10	CC	LATE FLIP OFF 1279, DEPARTED 7" LATE
Wed, Oct 21         7         C         3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING           Fri, Oct 23         7         IW         FOLLOWED 1277 AND WEATHER           Thu, Oct 29         15         E1         REROUTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 09         7         G         FOLLOWED 1276           77% OT         Fri, Oct 16         32         C         COBO TRAIN WITH 1275           Tue, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 02         8         U           BNSF         1281         Tue, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8-30.4           64% OT         Mon, Oct 12         10         CC         2SMPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Fri, Oct 13         8         CC         2SMPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 12         10         CC         2SMPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 13         8		Fri, Oct 16	14	С	MOW CONGRESS PARK TO HIGHLANDS
Fri, Oct 23       7       IW       FOLLOWED 1277 AND WEATHER         Thu, Oct 29       15       E1       REROUTED AROUND DISABLED 1251         BNSF       1280       Fri, Oct 09       7       G       FOLLOWED 1276         77% OT       Fri, Oct 16       32       C       COBO TRAIN WITH 1275         Tue, Oct 20       18       R1       ATC-DEPARTED 16", LATE FLIP OFF 1241         Thu, Oct 22       12       KP       LATE FLIP OFF 1241, DEPARTED 6" LATE         Thu, Oct 22       12       KP       LATE FLIP OFF 1241         BNSF       1281       Tue, Oct 06       8       U       ADA LIFT CUS TO LA GRANGE         64% OT       Mon, Oct 12       10       CC       DELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4         7ue, Oct 13       8       CC       25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING         Wed, Oct 14       7       C       25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 1		Mon, Oct 19	15	G	SWITCH FAILURE HILL WEST
Thu, Oct 29         15         E1         REROUTED AROUND DISABLED 1251           BNSF         1280         Fri, Oct 09         7         G         FOLLOWED 1276           77% OT         Fri, Oct 16         32         C         COBO TRAIN WITH 1275           Tue, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241, DEPARTED 6" LATE           Thu, Oct 29         9         KW         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 10         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           Tue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 16.4, TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 23         9		Wed, Oct 21	7	С	3" 30 MPH S/R MT 16.0 TO MP 16.2, SOUTH SIDE UNLOADING
BNSF         1280         Fri, Oct 09         7         G         FOLLOWED 1276           77% OT         Fri, Oct 16         32         C         COBO TRAIN WITH 1275           Tue, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241, DEPARTED 6" LATE           Thu, Oct 29         9         KW         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           Tue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT<		Fri, Oct 23	7	IW	FOLLOWED 1277 AND WEATHER
<b>77% OT</b> Fri, Oct 16       32       C       COBO TRAIN WITH 1275         Tue, Oct 20       18       R1       ATC-DEPARTED 16", LATE FLIP OFF 1241         Thu, Oct 22       12       KP       LATE FLIP OFF 1241, DEPARTED 6" LATE         Thu, Oct 29       9       KW       LATE FLIP OFF 1241, DEPARTED 6" LATE         BNSF       1281       Tue, Oct 06       8       U       ADA LIFT CUS TO LA GRANGE <b>64% OT</b> Mon, Oct 12       10       CC       DELAYED IM FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4         Tue, Oct 13       8       CC       25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING         Wed, Oct 14       7       C       25MPH S/R MT1 MP 16.4 TO MP 19.0 AND EOLA, MOW ON MT1         Thu, Oct 15       16       G       1273 AHEAD GETTING SWITCH AT DOWNERS GROVE         Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 13       12		Thu, Oct 29	15	E1	REROUTED AROUND DISABLED 1251
Tue, Oct 20         18         R1         ATC-DEPARTED 16", LATE FLIP OFF 1241           Thu, Oct 22         12         KP         LATE FLIP OFF 1241, DEPARTED 6" LATE           Thu, Oct 29         9         KW         LATE FLIP OFF 1241, DEPARTED 6" LATE           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           7ue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 13         12         CC         25MPH S/R	BNSF 1280	Fri, Oct 09	7	G	FOLLOWED 1276
Thu, Oct 22         12         KP         LATE FLIP OFF 1241, DEPARTED 6" LATE           Thu, Oct 29         9         KW         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 14         7         C         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 16	77% OT	Fri, Oct 16	32	С	COBO TRAIN WITH 1275
Thu, Oct 29         9         KW         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           7ue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 23         9         IW         FOLLOWED 1373, DOWNERS GROVE TO LISLE           8NSF         1285         Tue, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT <td< td=""><td></td><td>Tue, Oct 20</td><td>18</td><td>R1</td><td>ATC-DEPARTED 16", LATE FLIP OFF 1241</td></td<>		Tue, Oct 20	18	R1	ATC-DEPARTED 16", LATE FLIP OFF 1241
Thu, Oct 29         9         KW         LATE FLIP OFF 1241           BNSF         1281         Tue, Oct 06         8         U         ADA LIFT CUS TO LA GRANGE           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 12         10         CC         DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4           64% OT         Mon, Oct 12         10         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         9         IW         FOLLOWED 1373, DOWNERS GROVE TO LISLE           Fri, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77%		Thu, Oct 22	12	KP	LATE FLIP OFF 1241, DEPARTED 6" LATE
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Tue, Oct 13         8         CC         25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING           Wed, Oct 14         7         C         25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1           Thu, Oct 15         16         G         1273 AHEAD GETTING SWITCH AT DOWNERS GROVE           Fri, Oct 16         8         C         FOLLOWING LATE TRAFFIC           Thu, Oct 22         10         AM         CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW           Fri, Oct 23         9         IW         FOLLOWED 1373, DOWNERS GROVE TO LISLE           BNSF         1285         Tue, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16         26         C         DEPARTED CUS 19, LATE FLIP           Wed, Oct 21         34         DD         LATE FLIP OFF 1284           Thu, Oct 22         9         IW         LATE FLIP OFF 1286	BNSF 1281	Tue, Oct 06	8	U	ADA LIFT CUS TO LA GRANGE
Wed, Oct 14       7       C       25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1         Thu, Oct 15       16       G       1273 AHEAD GETTING SWITCH AT DOWNERS GROVE         Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 23       9       IW       FOLLOWED 1373, DOWNERS GROVE TO LISLE         BNSF       1285       Tue, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16       26       C       DEPARTED CUS 19, LATE FLIP         Wed, Oct 21       34       DD       LATE FLIP OFF 1284         Thu, Oct 22       9       IW       LATE FLIP OFF 1286	64% OT	Mon, Oct 12	10	CC	DELAYED 1M FOR 1282 AT CUS, TM DECISION, S/R 17.1-19.0 AND 29.8 -30.4
Thu, Oct 15       16       G       1273 AHEAD GETTING SWITCH AT DOWNERS GROVE         Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 23       9       IW       FOLLOWED 1373, DOWNERS GROVE TO LISLE         BNSF       1285       Tue, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16       26       C       DEPARTED CUS 19, LATE FLIP         Wed, Oct 21       34       DD       LATE FLIP OFF 1284         Thu, Oct 22       9       IW       LATE FLIP OFF 1286		Tue, Oct 13	8	CC	25MPH S/R MT1 MP 16.4 TO MP 19.0 AND LOADING
Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 23       9       IW       FOLLOWED 1373, DOWNERS GROVE TO LISLE         BNSF       1285       Tue, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16       26       C       DEPARTED CUS 19, LATE FLIP         Wed, Oct 21       34       DD       LATE FLIP OFF 1284         Thu, Oct 22       9       IW       LATE FLIP OFF 1286		Wed, Oct 14	7	С	25MPH S/R MT1 MP 14.5 TO MP 16.4, MT3 LISLE TO EOLA, MOW ON MT1
Fri, Oct 16       8       C       FOLLOWING LATE TRAFFIC         Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 23       9       IW       FOLLOWED 1373, DOWNERS GROVE TO LISLE         BNSF       1285       Tue, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16       26       C       DEPARTED CUS 19, LATE FLIP         Wed, Oct 21       34       DD       LATE FLIP OFF 1284         Thu, Oct 22       9       IW       LATE FLIP OFF 1286		Thu, Oct 15	16	G	1273 AHEAD GETTING SWITCH AT DOWNERS GROVE
Thu, Oct 22       10       AM       CUS, HELD TO FOLLOW AMTRAK 50, AND FOLLOWED 1373 AT FAIRVIEW         Fri, Oct 23       9       IW       FOLLOWED 1373, DOWNERS GROVE TO LISLE         BNSF       1285       Tue, Oct 13       12       CC       25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA         77% OT       Fri, Oct 16       26       C       DEPARTED CUS 19, LATE FLIP         Wed, Oct 21       34       DD       LATE FLIP OFF 1284         Thu, Oct 22       9       IW       LATE FLIP OFF 1286					
Fri, Oct 23         9         IW         FOLLOWED 1373, DOWNERS GROVE TO LISLE           BNSF         1285         Tue, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA <b>77% OT</b> Fri, Oct 16         26         C         DEPARTED CUS 19, LATE FLIP           Wed, Oct 21         34         DD         LATE FLIP OFF 1284           Thu, Oct 22         9         IW         LATE FLIP OFF 1286					
BNSF         1285         Tue, Oct 13         12         CC         25MPH S/R MT1 16.4 - 19.0 AND SWITCH OUT OF CORRESPONDENCE AT EOLA           77% OT         Fri, Oct 16         26         C         DEPARTED CUS 19, LATE FLIP           Wed, Oct 21         34         DD         LATE FLIP OFF 1284           Thu, Oct 22         9         IW         LATE FLIP OFF 1286					
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Wed, Oct 21         34         DD         LATE FLIP OFF 1284           Thu, Oct 22         9         IW         LATE FLIP OFF 1286					
Thu, Oct 22 9 IW LATE FLIP OFF 1286					
		Thu, Oct 22 Thu, Oct 29	25	E1	COMBINE TRAIN 1281/1285

Line Train		Minutes Late	•	Delay Explanation
BNSF 1287	Thu, Oct 15	9	D	EOLA, Z-SSECHC9-12
82% OT	Wed, Oct 21	13	DD	FOLLOWED 1285 CONGRESS PARK, TO WEST HINSDALE
8276 01	Thu, Oct 22	9		AMTRAK 354 AT UNION AVENUE WITH MECHANICAL PROBLEMS, HAD TO BACK UP INTO STATION
	Thu, Oct 22 Thu, Oct 29	20	E1	FOLLOWED 1287
BNSF 1293	Tue, Oct 06	7	IW	PASS. HANDLING ACCT. WEATHER
50% OT	Thu, Oct 08	8	U	ADA STONE
50% 01		30	I	
	Mon, Oct 12 Tue, Oct 12	30 12	CC	WORKED MIDDLE PLATFORM - CROSSING IS OUT - USED ADA LIFT 25MPH S/R MT1 16.4 - 19.0 AND WORKING MT2 AT RT 59
	Tue, Oct 13			
	Thu, Oct 15	9		PASSENGER LOADING & S/R 13.0 - 14.7
	Fri, Oct 16	7	C	HIGHLAND RCH18831 16 CROSSED AHEAD
	Mon, Oct 19	7	U	7" 2 ADA'S CUS/WEST SPRINGS
	Fri, Oct 23	8	IW	3" HINSDALE MEDICAL EMERGENCY, 5" UNLOADING WITH WEATHER
	Tue, Oct 27	8	I	HEAVY UNLOADING
	Wed, Oct 28	6	Ι	WAITING ON PASSENGERS
	Thu, Oct 29	17	KW	WHEEL SLIP FROM WET RAIL
BNSF 1373	Thu, Oct 01	7	D	NAPERVILLE T W EOLA FOLLOWING 1283, C-CAMCIPI-45 ON 2 MT
59% OT	Mon, Oct 12	14	C1	LATE FLIP 1284. OUT CUS 7ML. NO LINEUP UNIONA FOLLOWING 1285, S/R ON MT1. 1283 SWEEPING TRAIN AT RT59
	Thu, Oct 15	15	G	DOWNERS GROVE, TRACK INDICATION, SOUTH SIDE AFTER 1292 EAST
	Fri, Oct 16	11	С	LATE FLIP
	Mon, Oct 19	7	Ι	LATE FLIP OFF 1284, FOLLOWED 1283 LAVERGNE TO FAIRVIEW AVE
	Tue, Oct 20	7	D	WEST EOLA, H-BRCKCK1-20 DEPARTING EOLA
	Thu, Oct 22	9	IW	LATE FLIP OFF 1284, FOLLOWED 1283 OUT OF CUS, AND WEATHER
	Fri, Oct 23	13	IW	LATE FLIP OFF 1255/1284
	Thu, Oct 29	9	KW	CAUGHT UP W/1273
HC 0917	Thu, Oct 01	13	D	7" WAITING FOR FRT NA-10 TO CLEAR, CP CANAL; 5" SPEED REST ENROUTE.
68% OT	Fri, Oct 02	10	AM	5" WAITING ON AMTRAK #22, 21ST; 5" NO REASON GIVEN.
	Mon, Oct 19	23		12" CP #240 CLEARING LEMOYNE (CN DISP HAD NOT AUTHORIZED #917'SMOVEMENT); 14" CN #MCNII
				CLEARING 47XOVER AND FOLLOWINGF SAME TO FLAGSTONE.
	Thu, Oct 22	36	D	2" DOOR PROBS, CUS; 28" OPERATED VIA ST CHARLES AIR LINE AROUNDFRT DERAILMENT, 21ST; 4" S/O ENROUTE; 3" ROCK PSGR TRN INT, JUD.
	Fri, Oct 23	49	D	42" TALKED BY SIGNALS @ S. BRANCH BRIDGE; 7" RED SIGNAL, MP 21.7.
	Mon, Oct 26	33	CC	15" WAITING FOR AUTHORITY BY CSX MOW/IHB DISP TO GET SWITCHES/ TALKED BY SIG, CP CANAL/ARGO; 18" NO REASON GIVEN.
	Thu, Oct 29	10	KW	4" RED SIGNAL ROCKWELL 6" POOR PROPULSION LEAVES ON RAIL
HC 0919	Mon, Oct 19	10	D	7" FRT TRN INT, 47 XOVER; 5" FOLLOWING AMTRAK #305.
73% OT	Tue, Oct 20	9	RF	5" WAITING FOR LINE-UP, CORWITH; 4" RESTRICTRING, CP CANAL/ARGO
	Thu, Oct 22	36	D	36" OPERATED VIA ST CHARLES AIR LINE AROUND FRT DERAILMENT, 21ST.
	Fri, Oct 23	111	D	110" TALKED BY SIGNAL @ S. BRANCH BRIDGE; 1" NO REASON GIVEN.
	Mon, Oct 26	13	CC	5" RESTRICTING, 47 XOVER; 14" CSX MOW/TALKED BY SIG AND S/O, CP CANAL/ARGO.
	Tue, Oct 27	10	GA	11" SIG PROBS, CUS.
ELML 0105	Tue, Oct 13	8	А	8" CONGESTION, KENSINGTON.
82% OT	Wed, Oct 14	8	C1	8" MEETING DELAYED #700, KENSINGTON.
	Fri, Oct 16	7		1" DROP OFF EMPLOYEES, 18TH; 1" X/O, 67TH; 5" CONGESTION, 115TH; 2" S/O, HARVEY.
	Mon, Oct 19	7	CC	4" MEETING #700, KENSINGTON; 3" S/O, HARVEY.
ELML 0111		8	I	3" FLAGGING CP 19.89; 5" PASSENGER LOADING
82% OT	Wed, Oct 14	6	G	WAITING FOR SIGNAL AND 59TH UNLOADING .
02/001	Mon, Oct 19	7	CC	2" HEAVY ENTRAINING, MC CORMICK PL; 3" MEETING #508, KENSING- TON; 2" S/O, HARVEY.
	Wed, Oct 21	11	U	3" ENTRAINING, ROOSEVELT/DETRAINING, UNIVERSITY OF CHICAGO; 4" RED SIG, 51ST; 3" ADA ON,
	,		-	57TH/OFF, SIBLEY; 1" S/O, HARVEY.
MN 2155	Fri, Oct 02	13	J1	13" WAITING ON LATE TRN #2160, RONDOUT.
82% OT	Tue, Oct 06	8	D1	5" #2253 X/O AHEAD, TOWER A5; 3" GX PROCEDURES, MAIN ST (LONG LAKE). FRT AROUND WYE AT A2
	Wed, Oct 14	8	RO	8" RED SIG, MAYFAIR.
	Thu, Oct 22	28	Е	28" LOCO PROBS, INGLESIDE.
MN 2156	Mon, Oct 05	14	D	5" MEETING #2143, FOX LAKE; 13" FRT TRN INT, CP/WC XING.
82% OT	Fri, Oct 16	18	D	10" WAITING FOR #2143, FOX LAKE; 11" FRT X-TRAFFIC, CN XING.
	Thu, Oct 22	11	- 11	11" MEETING DELAYED #2143, FOX LAKE.
	Fri, Oct 22	11	G1	8" WAITING FOR #2143 TO CLEAR, FOX LAKE; 4" STOP, MAYFAIR.

Line	Train		Minutes Late	•	Delay Explanation
NCS	0115	Fri, Oct 09	8	U	4" STOP TO RECIEVE ORDER FROM DISP (NO LOCATION GIVEN); 3" ADA OFF, BUFFALO GROVE; 3" S/O, MP 15.57-15.59 AND GX PROCEDURES, 25.81.
73%	6 ОТ	Mon, Oct 12	7	CC	9" MOW ENROUTE.
		Tue, Oct 13	18	E1	20" P/U PSGRS OFF ANNULLED #113, RIVER GROVE/HEAVY & SLOW DE- TRAINING ENROUTE; 5" S/O, MP 20.2-20.8.
		Fri, Oct 16	7	CC	9" FOLLOWING TRAINS, A2 TO A5; 3" ADA, BUFFALO GROVE.
		Tue, Oct 20	6	E1	7" DELAYED TRN(S) AHEAD, CUS-TPOWER B12; 2" MOW, TOWER B12- JCT 19; 4" HEAD CAR OFF PLATFORM (FRANKLIN PK); 3" ADA OFF, PRAIRIE VIEW.
		Tue, Oct 27	18	CC	6" FOLLOWING CP FRT. 11" 10MPH S/O MP19.6 TO 21.1 2" DEVAL LOST TIME SLOT
NCS	0119	,	22	D	20" FRT #446 X/O AHEAD, JCT 19; 2" UP PSGR TRN INT, DEVAL.
82%	6 OT	Tue, Oct 20	19	B1	15" LATE TURN OF DELAYED #118; 4" NO REASON GIVEN.
		Wed, Oct 21	42	T1	41" LATE TURN OF DELAYED #118; 1" NO REASON GIVEN.
DI	0505	Fri, Oct 23	30	G1	20" LATE TURN OF #118, CUS; 10" NO REASON GIVEN ENROUTE.
RI	0505		7	CC	6" MEETING #616, 81ST. c" meeting #616, 81ST. 2" "Waiting for dassenced" (No Loca, Tion), 2" running time
82%	6 OT	Tue, Oct 20 Thu, Oct 22	11 8	CC U1	6" MEETING #616, 81ST; 2" "WAITING FOR PASSENGER" (NO LOCA- TION); 3" RUNNING TIME.
		Thu, Oct 22	0	01	NO DELAY TIME/LOCATION FOR SINGLE TRACKING; 3" MEETING #616, 81ST; 6" RULE 6.30 W/DELAYED #506, BLUE ISLAND.
		Fri, Oct 23	12	G1	12" LATE TURN OF #608, LSS.
RI	0506	Tue, Oct 13	7	G	3" ADA ON, BRAINERD; 4" TALKED BY SIG #15, GRESHAM JCT.
	6 OT	Thu, Oct 22	6	U	4" ADA ON, NEW LENOX/OFF, BLUE ISLAND; 2" SLOW ENTRAINING, TINLEY/80 & TINLEY/OP.
027	001	Fri, Oct 23	23	R1	14" LATE TURN OF #403 ( NO DELAY SHOWN), JUD; 7" WAITING FOR #507, THROOP.
		Thu, Oct 29	0	XE	ANNULLED ACCT MECH PROBLEM RAN AS XTRA DEPT @ 919 ARRIVED @ 1018.
SWS	0826	Fri, Oct 02	9	D	9" FRT TRAFFIC. CP 518.
	6 OT	Mon, Oct 05	7	N	5" FLAGGED CP RIDGE (POWER OUTAGE); 2" NO REASON GIVEN.
		Mon, Oct 12	14	D	15" X-TRAFFIC, ASHBURN.
		Tue, Oct 13	9	D	4" FRT IN EMERGENCY (ADJACENT TRK), CP RIDGE; 7" WAITING FOR LINE-UP AND S/O, CP 518; 2" WAITING FOR LINE-UP, CUS.
		Thu, Oct 22	0	XD	ANNULLED ACCT FRT DERAILMENT, 21ST.
		Fri, Oct 23	0		ANNULLED ACCT FRT DERAILMENT, 21ST.
		Mon, Oct 26	8	D	8" CN #G820 CLEARING 21ST.
SWS	0838	Wed, Oct 07	8	D	8" CSX #Q113 CLEARING FOREST HILL.
77%	6 OT	Thu, Oct 22	148	D	28" FRT, CP RIDGE; 6" FRT, FRST HILL; 4" FRT, CP 518; 1' 50" OPERATED VIA ST CHARLES AIR LINE AROUND FRT DERAILMENT, 21ST; 6" RED SIG, CUS
		Fri, Oct 23	36	D	11" X-TRAFFIC, CP 518; 25" TALKED BY SIGNAL @ S. BRANCH BRIDGE.
		Wed, Oct 28	10	D1	11" MEETING DELAYED #833, ASHBURN.
		Fri, Oct 30	7	D1	7" WAITING FOR #833 TO CLEAR, ASHBURN.
SWS	0842	Thu, Oct 01	6	D	12" FRT TRN Y132 W/138C INT, CHICAGO RIDGE.
82%	6 OT	Thu, Oct 22	0	XD	ANNULLED ACCT FRT DERAILMENT, 21ST.
		Mon, Oct 26	6	D1	9" MEETING DELAYED #839, ASHBURN.
		Wed, Oct 28	20	AM	22" AMTRAK JOB #8 "HANGING OUT ON MAIN" W/LOCO PROBS, 21ST.
UPN	0326	Tue, Oct 06	37	Е	9" CREW HAD TO CUTOUT "AUTO BLOW DOWN" TIMER, WAUKEGAN; 28" LOWWATER BUTTON TRIPPED, HUBBARD WOODS.
77%	бОТ	Fri, Oct 09	8	G1	8" #324 AHEAD ENROUTE.
		Thu, Oct 15	9	A1	9" FOLLOWING #324 ENROUTE.
		Thu, Oct 22	7	KW	7" DELAYED #324 AHEAD.
		Wed, Oct 28	8	A1	8" DELAYED #324 AHEAD.
UPN 77%	0341 6 <b>OT</b>	Wed, Oct 21 Thu, Oct 22	17 13	GX KW	16" GX PROCEDURES, 116TH ST (KENOSHA COUNTY). 13" MEETING #356/HAND-LINING SWITCHES, ZION (TREE OBSTRUCTING MT2, TOBIN RD (116TH ST IN VENOSIL COUNTY).
		Fri, Oct 23	8	KW	KENOSHA COUNTY). 8" SLIPPERY RAIL ACCT WEATHER ENROUTE.
		Mon, Oct 26	8	D	8" #LPK42-26 AHEAD, LAKE BLUFF.
		Thu, Oct 29	11		11" WHEEL SLIP ACCT WEATHER ENROUTE.
UPN	0343	Tue, Oct 20	9	V1	9" BLOCKED BY #345 (WHICH HAD TO BE DOUBLE-HEADED), OTC.
73%	6 OT	Wed, Oct 21	16	GX	16" GX PROCEDURES, 116TH ST (KENOSHA COUNTY).
		Thu, Oct 22	18	KW	18" DELAYED #341 AHEAD.
		Fri, Oct 23	6		6" SLIPPERY RAIL ACCT BAD WEATHER ENROUTE.
		Mon, Oct 26	8	D1	8" DELAYED #341 AHEAD.
		Thu, Oct 29	9	KW	9" WHEEL SLIP ACCT WEATHER ENROUTE.
UPN	0347	Fri, Oct 09	11	v	11" LATE DEPT ACCT LAST MINUTE ENG SWAP, OTC.
82%	бОТ	Tue, Oct 20	16	E1	16" DELAYED #345 AHEAD.
		Fri, Oct 23	7	V1	7" #345 AHEAD ENROUTE.
		Thu, Oct 29	7	• •	7" #345 AHEAD ENROUTE.

Line Train		Minutes Late	•	Delay Explanation
UPN 0352		7	IW	7" SLO ENTRAINING DUE TO WEATHER ALL STATIONS.
73% OT	Thu, Oct 15	10	RL	
	Fri, Oct 16	9	U	9" 2 ADA'S ENROUTE; RULE 6.30 ENROUTE; SLOW ENTRAINING ENROUTE.
	Thu, Oct 22	8	KW	8" SLIPPERY RAIL ENROUTE (WEATHER) AND OUT-OF-PLACE RULE 6.30 ENROUTE.
	Fri, Oct 23	12	KW	12" SLOW ENTRAINING/DETRAINING ACCT WEATHER ENROUTE; SLIPPERY RAIL ACCT WEATHER ENROUTE; MET NB FLEET ENROUTE.
	Fri, Oct 30	8	KW	8" SLOW ENTRAINING/DETRAINING ENROUTE ACCT WEATHER.
UPN 0356	Thu, Oct 01	8	Ι	8" ENTRAINING/DETRAINING, WAUKEGAN.
82% OT	Wed, Oct 21	10	GX	10" GX PROCEDURES, 116TH ST (KENOSHA COUNTY).
	Thu, Oct 22	20	KW	20" OPERATED MT1, KENOSHA-ZION (TREE OBSTRUCTING MT2 AT TOBIN RD (116TH ST IN KENOSHA COUNTY).
	Thu, Oct 29	8	V	8" CC#6072 WAS STICKING ENROUTE.
UPN 0359	Thu, Oct 01	9	I1	9" LATE ARR OF TRN #352, OTC; SLO DETRAINING, ROGERS PK AND CENTRAL ST.
45% OT	Wed, Oct 07	9	Ι	5" LATE TURN OF DELAYED #352; 4" SLOW DETRAINING, CLYBOURN- ROGERS PK.
	Fri, Oct 09	9	I1	5" LATE TURN OF #352, OTC; 4" HEAVY DETRAINING, CLYBOURN TO CENTRAL.
	Tue, Oct 13	7	U1	5" LATE TURN OF DELAYED #352; 2" SLOW DETRAINING (RAVENSWOOD & ROGERS PK).
	Thu, Oct 15	9	RL	10" LATE TURN OF #352, OTC.
	Fri, Oct 16	9	U1	10" LATE TURN OF #352, OTC.
	Thu, Oct 22	7	KW	8" LATE TURN OF DELAYED #352.
	Fri, Oct 23	15	KW	12" LAYE TURN OF #352, OTC; 3" SLOW DETRAINING, CLYBOURN TO CENTRAL.
	Mon, Oct 26	6	I1	5" LATE TURN OF DELAYED #352; 1" SLOW DETRAINING, ROGERS PK & EVANSTON/CENTRAL.
	Tue, Oct 27	9	IW	5" LATE TURN OF DELAYED #352; 4" SLOW DETRAINING, CLYBOURN- WILMETTE.
	Thu, Oct 29	7	IW	5" LATE TURN OF #352, OTC; 2" SLOW DETRAINING, RAVENSWOOD TO ROGERS PK & CENTRAL ST.
	Fri, Oct 30	9	KW	8" LATE TURN OF #352, OTC; 1" SLOW DETRAINING, CLYBOURN TO CENTRAL.
UPNW 0610		11	G	11" RAN REST SPEED DUE TO SIG PROBLEMS FROM HARVARD TO WOODSTOCK.
82% OT	Thu, Oct 08	45	J	45" MEDICAL EMERGENCY, PALATINE.
	Mon, Oct 19	18	KD	18" UNABLE TO STOW LIFT, BARRINGTON. MECHANIC ASSISTED IN PLACING LIFT BACK IN PROPER POSITION. RUBBER BOTTOM REMOVED BY DEBRISE
	Mon, Oct 26	10	G	10" FLAGGING EJE XING (CN SIG PROBS).
UPNW 0622		7	G1	7" RAN REST SPEED DUE TO SIG PROB FROM HARVARD TO WOODSTCK
82% OT	Thu, Oct 08	15	J1	15" PASSENGER PROBLEMS
	Mon, Oct 26	28	KW	28" DELAYED #620 AHEAD.
	Tue, Oct 27	11	D	11" CN #30131-26 CLEARING EJE XING.
UPNW 0647	Mon, Oct 12	16	F	16" STOPPED (SOUTH) OF PK RIDGE. BRAKED ON MIDDLE CABCAR WOULD NOT RELEASE. HAD TO CUT-OUT MIDDLE CABCAR TO RESUME MOVEMENT.
82% OT	Thu, Oct 22	16	U	16" HAND-OPERATED LIFT, WOODSTOCK.
	Mon, Oct 26	6	D1	6" #639W (WHICH WAS DELAYED BY CN #M30251-22 CLEARING EJE XING)AHEAD.
	Wed, Oct 28	9	D1	9" DELAYED TRN(S) AHEAD (ACCT #641).
UPNW 0652		7	AM	7" WAIT FOR SIG DUE TO AMTRAK CROSSTRAFFIC, MAYFAIR.
73% OT	Wed, Oct 21	8	I	8" SLOW ENTRAINING/DETRAINING (BARRINGTON-DES PLAINES AND JEFFERSON PK-CLYBOURN).
	Thu, Oct 22	14	L	14" POSSIBLE SUICIDE, THREE OADS RD AND OUT-OF-PLACE RULE 6.30 W/OUTBOUND TRNS.
	Mon, Oct 26	8	KW	8" WHEEL SLIP (WET LEAVES).
	Tue, Oct 27	8	U	8" MANUALLY OPERATED LIFT, MT PROSPECT.
	Thu, Oct 29	17	CC	10" LATE TURN OF #621, CRYSTAL LAKE; 7" HEAVY ENTRAINING, BARRINGTON TO MT PROSPECT; X-TRAFFIC, MAYFAIR.
UPW 0044	Tue, Oct 13	7	L	17" MOW, MP 27.5-27.0 & MP 8.0-5.0. HELD MAYWOOD BY LOCAL PD- POSSIBLE SUICIDE ATTEMPT.
82% OT	Wed, Oct 14	23	CC	33" MOW, MP 33.0-31.5, 27.5-27.0, 31.5-21.0, 14.5-13.0 & 8.0- 5.0. RAN "CENTER TRACK, GENEVA"- ELMHURST.
	Tue, Oct 20	9	CC	19" MOW, MP 25.25-24.25, 20.25-19.25 & 10.08. SLOW ENTRAINING ENROUTE (OPERATED MT2, TURNER-PARK).
	Fri, Oct 23	12	CC	22" FORM B, MP 22.8 TO 21; HEAVY ENTRAINING, GLEN ELLYN.
UPW 0055		6	G1	6" #53 AHEAD ENROUTE.
82% OT	Mon, Oct 19	10	D1	10" #53 AHEAD.
	Thu, Oct 22	10	E1	10" DELAYED #53 AHEAD.
	Thu, Oct 29	10	D1	10" #53 AHEAD ENROUTE.
		-		

Data is final (11/17/09) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85%\_table.xls]PrintOriginal (2) 11/17/2009

### **TABLE 4: DELAY CODES AND DEFINITIONS**

Code	Definition	Code	Definition
А	Passenger Train Interference	М	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	Ν	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	0	AC/DC System Failure
в	Human Error, Eng. Dept.	ow	AC/DC System Failure, Weather
BA	Amtrak Engineering Human Error	01	AC/DC System Failure, Train Ahead
BW	Human Error, Eng. Dept. Weather	Р	Late Equipment From Coach Yard
B1	Human Error, Eng. Dept. Train Ahead	PW	Late Equipment From Coach Yard, Weather
С	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
СН	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.
II II	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.
K W	Obstruction On Tracks, Weather Obstruction On Tracks, Train Ahead	XT	Train Annulled - Vandalism
L	Unauthorized People On Tracks/Near Miss	XV	Train Annulled - Mech. Problem, Nothing Found
L L1	Unauthorized People On Tracks/Tean Miss	XW	Train Annulled - Gas Leak
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11/07/07 version

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

CATE	GORY	CATE	GORY
Code	Definition	Code	Definition
1	PASSENGER TRAIN INTERFERENCE	13	HUMAN ERROR
A1	Pass. Train Interference, Train Ahead	B1	Human Error, Eng. Dept. Train Ahead
Α	Passenger Train Interference	В	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	Н	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
Р	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
6 111	LIFT DEPLOYMENT	15 AW	WEATHER Page Train Interference Weather
U1 U	Accessibility, Train Ahead	AW BW	Pass. Train Interference, Weather
UF	Accessibility Related (ADA) ADA Lift Failure	ВW CW	Human Error, Eng. Dept. Weather 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, Train Anead Obstruction On Tracks	E W FW	Cab Car/TRL/MU Malfunction, Weather
KD	Obstruction On Tracks Obstruction On Tracks, Debris	GW	Signal/Switch Malfunction Weather
KD	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
С	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	Ν	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
01	AC/DC System Failure, Train Ahead	S	Operational (Efficiency) Testing
0	AC/DC System Failure	T1	Property Vandalism, Train Ahead
XO	Train Annulled - AC/DC Failure	Т	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
1		XW	Train Annulled - Gas Leak

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

11/07/07 version

 $P: \verb|ONTIME\DownloadFromTOPS\[\#Delay\_ImportInstructions\_\&\_Codes\_07.xls] instructions\_\&\_codes \\ 08/15/2008$ 

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	4	3	6	3	10	3	7	21	12	2	13	26	10	10	21	12	20	2	3	2	20	5	215
Elec -ML	2	0	0	0	0	0	1	2	3	13	3	2	5	1	4	0	9	0	2	1	0	0	48
-BI	0	3 0	0	0	0	0	0 0	2 0	3 1	3	0 2	0	3	0	2 0	1	5	0	1	0	0	0	23
-SC	1	0	0	0	1	0	0			0		1	0	0		0	2	0	1	0	2	1	12
Heritage	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	3	6	3	1	0	1	0	21
Milw -N	0	2	4	2	0	0	2	1	0	1	1	11	1	0	0	4	13	0	0	1	0	0	43
-W	0	0	1	1	0	1	0	0	0	0	0	2	0	2	0	0	2	0	0	0	0	0	9
NCS	1	0	1	0	0	0	2	2	2	0	0	2	2	4	3	1	4	1	1	0	0	0	26
RI	2	1	2	2	0	1	0	1	3	1	3	0	0	8	0	3	21	0	1	0	1	4	54
SWS	1	7	2	3	1	1	1	2	1	0	0	1	0	0	0	23	27	2	0	3	5	2	82
UP -N	3	2	0	3	2	1	5	5	1	0	4	4	0	5	5	10	9	3	3	3	5	2	75
-NW	3	5	0	2	0	9	1	3	4	0	1	0	6	0	1	6	2	10	9	6	5	0	73
-W	<u>7</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>8</u>	<u>2</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>4</u>	<u>3</u>	<u>66</u>
SYSTEM	25	26	17	16	14	22	22	40	32	23	27	53	38	34	37	71	123	22	22	23	43	17	747
SATURDAY	3	10	17	24	31	т	ОТ	AL		ſ	SU	ND	AY/	HOI		AY	4	11	18	25			TOTAL
BNSF	0	4	0	3	4	-		11				NSF					1	7	0	1			9
Elec -ML -BI	4	2 0	5 0	3 1	$\begin{array}{c} 0 \\ 1 \end{array}$			14 3			El		-ML -BI	ı			2	0	0	1			3
-SC	0	0	0	1	0			1					-SC				0	0	0	0			0
Heritage	-	-	-	-	-			-			He	erita	ge				-	-	-	-			-
Milw -N	0	0	1	4	5			10			M	ilw	-N				0	0	0	3			3
-W	0	0	2	0	0			2			1.1		-W				0	0	1	0			1
	-	-	-	-	-			-			N	CS					-	-	-	-			-
NCS												-					2	1	0	0			
NCS RI	1	0	0	0	1			2			RI	L					-	-	0	0			3
	1 0	0 0		0 1	1 1			2 2			RI SV						-	-	-	-			-
RI SWS	0	0	0	1	1			2			SV	VS	-N				-	-	-	-			-
RI								2 8 5				VS P	-N -NW	7			- 1 1	- 1 2	- 1 0	- 5 3			- 8
RI SWS UP -N	0 2	0 0	0 1	1 1	1 4			2 8			SV	vs P		7			- 1	-	-	- 5			- 8

# TABLE 6: NUMBER OF DELAYS BY DATEOctober 2009

Data is final (11/17/09) version from TOPS.

 $P:\label{eq:loss} P:\label{eq:loss} P:\label{e$ 

		]	Electric			Mil	w				Un	ion Pacifi	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	6	7	3	2	1	3	0	0	0	2	6	1	0	31
Freight Interference - Peak	14	0	0	0	14	0	0	2	1	17	2	13	10	73
Freight Interference - Off-Peak	8	0	0	0	0	13	3	2	4	51	0	1	8	90
Freight Interference - Total	22	0	0	0	14	13	3	4	5	68	2	14	18	163
Accident	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Passenger Loading	8	10	8	2	0	6	0	0	0	0	12	4	6	56
Lift Deployment	8	1	1	0	0	0	0	2	11	0	5	2	3	33
Obstruction/Debris	11	3	1	1	0	0	0	0	0	0	2	6	2	26
Signal/Switch Failure	32	7	4	2	1	17	1	4	19	7	7	10	8	119
Track Work	78	16	2	1	3	0	4	5	10	0	3	3	7	132
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	8	0	0	0	0	0	0	0	0	0	3	0	11
Locomotive Failure	14	0	0	0	0	6	3	3	6	3	5	3	16	59
Human Error	14	2	3	2	1	6	0	4	4	0	7	2	10	55
Sick, Injured, Unruly Passenger	5	2	0	1	0	2	1	0	0	0	5	14	5	35
Weather	29	1	1	2	1	2	0	0	2	0	26	19	1	84
Other	8	3	2	0	0	1	0	4	2	4	11	3	2	40
TOTAL TRAINS DELAYED	235	65	26	13	21	56	12	26	59	84	91	84	78	850

## TABLES 7.a, 7.b & 7.c:FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE<br/>October 2009

### **October - Average Over Previous Five Years: 2004-2008**

		]	Electric			Mil	w				Ur	nion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	4	2	1	0	0	5	3	2	2	0	2	1	1	23
Freight Interference - Peak	13	0	0	0	7	1	3	2	2	6	1	1	11	46
Freight Interference - Off-Peak	9	0	0	0	0	9	3	3	4	11	1	3	26	70
Freight Interference - Total	22	0	0	0	7	10	6	4	7	17	2	4	37	116
Accident	6	1	0	2	0	1	1	0	1	0	9	3	1	25
Passenger Loading	9	4	4	1	0	3	2	0	9	0	12	1	2	47
Lift Deployment	0	0	0	0	0	5	1	1	3	0	1	1	2	14
Obstruction/Debris	9	2	0	4	0	7	6	2	5	1	4	7	5	52
Signal/Switch Failure	21	5	1	1	3	12	7	6	7	2	1	5	6	77
Track Work	10	8	2	8	0	8	5	1	17	4	4	3	9	80
Catenary Failure	0	3	1	2	0	0	0	0	1	0	0	0	0	7
Non-Locomotive Equipment Failure	5	1	1	1	0	2	0	0	4	0	1	0	1	16
Locomotive Failure	4	0	0	0	0	4	2	0	14	2	1	2	3	31
Human Error	11	3	1	1	0	6	6	2	7	3	3	6	6	56
Sick, Injured, Unruly Passenger	3	4	0	2	0	1	2	1	1	1	4	5	2	26
Weather	10	8	4	2	0	0	2	1	11	5	3	2	2	50
Other	4	3	0	1	0	2	1	0	13	1	4	7	7	42
TOTAL TRAINS DELAYED	117	46	16	25	12	67	44	20	101	36	50	47	83	663

#### **October 2009 Divergence From October Average Over Previous Five Years**

		]	Electric			Mil	w				Un	ion Pacifi	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	2	5	2	2	1	-2	-3	-2	-2	2	4	0	-1	8
Freight Interference - Peak	1	0	0	0	7	-1	-3	0	-1	11	1	12	-1	27
Freight Interference - Off-Peak	-1	0	0	0	0	4	0	-1	0	40	-1	-2	-18	20
Freight Interference - Total	0	0	0	0	7	3	-3	0	-2	51	0	10	-19	47
Accident	-6	4	1	-2	0	-1	-1	0	-1	0	-9	-3	-1	-19
Passenger Loading	-1	6	4	1	0	3	-2	0	-9	0	0	3	4	9
Lift Deployment	8	1	1	0	0	-5	-1	1	8	0	4	1	1	19
Obstruction/Debris	2	1	1	-3	0	-7	-6	-2	-5	-1	-2	-1	-3	-26
Signal/Switch Failure	11	2	3	1	-2	5	-6	-2	12	5	6	5	2	42
Track Work	68	8	0	-7	3	-8	-1	4	-7	-4	-1	0	-2	52
Catenary Failure	0	-3	-1	-2	0	0	0	0	-1	0	0	0	0	-7
Non-Locomotive Equipment Failure	-5	7	-1	-1	0	-2	0	0	-4	0	-1	3	-1	-5
Locomotive Failure	10	0	0	0	0	2	1	3	-8	1	4	1	13	28
Human Error	3	-1	2	1	1	0	-6	2	-3	-3	4	-4	4	-1
Sick, Injured, Unruly Passenger	2	-2	0	-1	0	1	-1	-1	-1	-1	1	9	3	9
Weather	19	-7	-3	0	1	2	-2	-1	-9	-5	23	17	-1	34
Other	4	0	2	-1	0	-1	-1	4	-11	3	7	-4	-5	-2
TOTAL TRAINS DELAYED	118	19	10	-12	9	-11	-32	6	-42	48	41	37	-5	187
Data for current month is final (11/17/	10) versio	n from TC	DS						DUONTIME		-DerCourse 16C	ate viell actM	anth David in	11/17/2009

Data for current month is final (11/17/09) version from TOPS.

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		I	Electric			Mil	w				Un	ion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	61	31	11	5	7	28	16	17	24	15	16	11	16	258
Freight Interference - Peak	84	0	0	0	40	8	15	28	16	33	5	31	37	297
Freight Interference - Off-Peak	78	0	0	0	0	43	38	40	36	120	5	15	58	433
Freight Interference - Total	162	0	0	0	40	51	53	68	52	153	10	46	95	730
Accident	53	19	2	20	2	3	21	4	9	8	29	44	4	218
Passenger Loading	66	175	85	50	0	49	12	3	84	1	448	141	73	1,187
Lift Deployment	32	3	1	0	0	17	1	7	60	3	36	19	33	212
Obstruction/Debris	123	15	3	10	2	49	31	11	12	5	16	39	34	350
Signal/Switch Failure	322	81	30	23	27	219	71	74	84	56	57	83	107	1,234
Track Work	256	49	20	15	7	52	37	10	37	15	66	52	82	698
Catenary Failure	0	18	12	17	0	0	0	0	0	0	0	0	0	47
Non-Locomotive Equipment Failure	11	43	21	10	0	14	3	2	4	6	17	10	19	160
Locomotive Failure	140	6	1	0	2	90	65	14	62	19	26	42	47	514
Human Error	112	26	12	12	8	44	10	8	30	20	75	47	42	446
Sick, Injured, Unruly Passenger	43	44	6	25	1	27	23	6	20	0	43	49	38	325
Weather	129	54	7	17	15	96	47	22	76	27	154	89	71	804
Other	24	29	10	4	1	12	6	4	32	13	52	23	31	241
TOTAL TRAINS DELAYED	1,534	593	221	208	112	751	396	250	586	341	1,045	695	692	7,424

## TABLES 8.a, 8.b & 8.c:FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE<br/>January-October 2009

#### January-October - Average Over Previous Five Years: 2004-2008

		]	Electric			Mil	w				Un	ion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	20	22	10	6	4	47	37	12	17	10	10	8	12	216
Freight Interference - Peak	78	0	0	0	52	13	23	24	20	36	5	19	64	333
Freight Interference - Off-Peak	95	0	1	0	0	79	42	26	35	69	9	22	228	606
Freight Interference - Total	173	0	1	0	52	91	65	50	55	105	14	40	292	939
Accident	85	5	3	12	1	35	37	12	33	9	22	44	32	331
Passenger Loading	49	53	28	23	0	79	40	3	113	0	217	41	35	682
Lift Deployment	10	1	0	0	1	31	17	6	28	1	7	8	18	130
Obstruction/Debris	67	13	7	25	3	31	34	8	22	9	20	36	37	311
Signal/Switch Failure	178	79	17	21	25	131	120	54	68	55	30	54	102	933
Track Work	61	50	9	49	4	47	39	18	39	13	59	29	37	452
Catenary Failure	0	34	8	15	0	0	0	0	1	0	0	0	0	59
Non-Locomotive Equipment Failure	25	26	14	8	0	8	6	2	12	2	13	7	11	137
Locomotive Failure	66	1	0	0	2	53	43	12	52	6	19	27	27	308
Human Error	106	38	11	15	4	56	59	14	61	17	59	57	38	536
Sick, Injured, Unruly Passenger	27	36	6	8	1	32	22	3	31	2	22	24	18	233
Weather	74	56	18	14	7	85	58	16	73	21	57	63	52	594
Other	30	19	6	6	2	25	18	8	41	6	27	36	35	260
TOTAL TRAINS DELAYED	972	432	139	204	106	751	595	218	646	257	577	476	746	6,118

#### January-October 2009 Divergence From January-October Average Over Previous Five Years

		]	Electric			Mil	w				Un	ion Pacif	ïc	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Passenger Train Interference	41	9	1	-1	3	-19	-21	5	7	5	6	3	4	42
Freight Interference - Peak	6	0	0	0	-12	-5	-8	4	-4	-3	0	12	-27	-36
Freight Interference - Off-Peak	-17	0	-1	0	0	-36	-4	14	1	51	-4	-7	-170	-173
Freight Interference - Total	-11	0	-1	0	-12	-40	-12	18	-3	48	-4	6	-197	-209
Accident	-32	14	-1	8	1	-32	-16	-8	-24	-1	7	0	-28	-113
Passenger Loading	17	122	57	27	0	-30	-28	0	-29	1	231	100	38	505
Lift Deployment	22	2	1	0	-1	-14	-16	1	32	2	29	11	15	82
Obstruction/Debris	56	2	-4	-15	-1	18	-3	3	-10	-4	-4	3	-3	39
Signal/Switch Failure	144	2	13	2	2	88	-49	20	16	1	27	29	5	301
Track Work	195	-1	11	-34	3	5	-2	-8	-2	2	7	23	45	246
Catenary Failure	0	-16	4	2	0	0	0	0	-1	0	0	0	0	-12
Non-Locomotive Equipment Failure	-14	17	7	2	0	6	-3	0	-8	4	4	3	8	23
Locomotive Failure	74	5	1	0	0	37	22	2	10	13	7	15	20	206
Human Error	6	-12	1	-3	4	-12	-49	-6	-31	3	16	-10	4	-90
Sick, Injured, Unruly Passenger	16	8	0	17	0	-5	1	3	-11	-2	21	25	20	92
Weather	55	-2	-11	3	8	11	-11	6	3	6	97	26	19	210
Other	-6	10	4	-2	-1	-13	-12	-4	-9	7	25	-13	-4	-19
TOTAL TRAINS DELAYED	562	161	82	4	6	0	-199	32	-60	84	468	219	-54	1,306
Data for current month is final (11/17/	)9) versio	n from TO	PS						P-\ONT	IME\raport\[	DelaysByCau	colfCote viel	VTDDuLin	11/17/2009

Data for current month is final (11/17/09) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 11/17/2009

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

2009

					-002									
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan -	- Oct
Passenger Train Interference	52	43	12	28	18	24	17	19	14	31			258	3.5%
Freight Interference - Peak	40	15	21	16	13	24	18	57	20	73			297	4.0%
Freight Interference - Off-Peak	56	22	42	28	38	36	35	48	38	90			433	5.8%
Freight Interference - Total	96	37	63	44	51	60	53	105	58	163			730	9.8%
Accident	98	12	9	27	8	20	20	9	9	6			218	2.9%
Passenger Loading	45	33	51	21	84	249	278	216	154	56			1,187	16.0%
Lift Deployment	23	15	13	8	12	16	41	21	30	33			212	2.9%
Obstruction/Debris	29	48	31	36	34	47	45	23	31	26			350	4.7%
Signal/Switch Failure	265	97	107	67	103	189	71	154	62	119			1,234	16.6%
Track Work	15	15	25	58	47	117	34	170	85	132			698	9.4%
Catenary Failure	0	8	0	11	1	19	8	0	0	0			47	0.6%
Non-Locomotive Equipment Failure	9	9	7	6	26	41	16	19	16	11			160	2.2%
Locomotive Failure	107	80	49	44	48	17	40	48	22	59			514	6.9%
Human Error	38	19	28	30	71	57	52	45	51	55			446	6.0%
Sick, Injured, Unruly Passenger	23	32	27	10	22	46	56	44	30	35			325	4.4%
Weather	599	9	11	4	1	62	11	20	3	84			804	10.8%
Other	27	10	37	18	14	16	17	31	31	40			241	3.2%
TOTAL TRAINS DELAYED	1,426	467	470	412	540	980	759	924	596	850			7,424	100%

Data for current month is final (11/17/09) version from TOPS.

					2008	3								
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	- Oct
Passenger Train Interference	30	30	17	7	3	6	8	4	47	25	16	65	177	2.5%
Freight Interference - Peak	29	38	27	30	17	35	28	23	48	43	26	25	318	4.4%
Freight Interference - Off-Peak	71	81	78	51	46	39	47	59	87	91	50	39	650	9.1%
Freight Interference - Total	100	119	105	81	63	74	75	82	135	134	76	64	968	13.5%
Accident	81	33	36	34	57	44	11	16	39	2	15	83	353	4.9%
Passenger Loading	72	76	80	22	62	193	203	188	78	92	117	87	1,066	14.9%
Lift Deployment	24	14	18	20	15	15	16	26	16	12	17	23	176	2.5%
Obstruction/Debris	46	55	18	21	10	40	30	7	15	24	29	23	266	3.7%
Signal/Switch Failure	174	99	124	128	83	94	90	108	149	106	169	171	1,155	16.2%
Track Work	19	11	24	54	35	73	61	67	52	122	119	56	518	7.2%
Catenary Failure	16	2	5	0	2	0	0	1	9	2	8	11	37	0.5%
Non-Locomotive Equipment Failure	55	15	10	9	6	14	14	15	12	21	10	17	171	2.4%
Locomotive Failure	39	44	34	45	9	24	43	41	32	31	55	40	342	4.8%
Human Error	57	58	39	30	46	52	65	77	39	78	39	70	541	7.6%
Sick, Injured, Unruly Passenger	43	25	18	21	20	29	38	20	21	43	33	29	278	3.9%
Weather	173	277	32	10	10	23	29	131	25	11	41	683	721	10.1%
Other	25	43	22	39	19	33	15	22	54	107	16	73	379	5.3%
TOTAL TRAINS DELAYED	954	901	582	521	440	714	698	805	723	810	760	1,495	7,148	100%

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 11/17/2009

			Mil	W				Un	ion Pacif	fic	
	BNSF	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
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
Oct-08	28	7	7	5	1	10	26	8	0	42	134
Total	181	68	111	61	63	82	160	36	73	321	1,156
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
Oct-09	22	14	13	3	4	5	68	2	14	18	163
Total	176	49	64	66	79	63	181	13	59	120	870

## TABLE 10: FREIGHT DELAYS ON METRA DIESEL LINESbetween November 2007 and October 2009

Data for current month is final (11/17/09) version from TOPS.

 $P:\label{eq:ontime} P:\label{eq:ontime} P:\l$ 

Г — I													1 1 1 1 1	V/ of AIL
													Lift	% of All
													Delays	Delays
LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD	YTD
BNSF	0	2	1	1	2	3	4	5	6	8			32	2.09%
Electric ML	0	0	0	0	0	2	0	0	0	1			3	0.51%
Electric BI	0	0	0	0	0	0	0	0	0	1			1	0.45%
Electric SC	0	0	0	0	0	0	0	0	0	0			0	0.00%
HER	0	0	0	0	0	0	0	0	0	0			0	0.00%
Milw N	13	0	0	0	0	0	2	1	1	0			17	2.26%
Milw W	0	0	0	0	0	0	0	0	1	0			1	0.25%
NCS	1	0	1	0	1	2	0	0	0	2			7	2.80%
RI	3	5	6	1	3	3	15	9	4	11			60	10.24%
SWS	0	0	0	3	0	0	0	0	0	0			3	0.88%
UP N	1	0	2	1	3	1	11	1	11	5			36	3.44%
UP NW	1	4	1	1	2	0	6	1	1	2			19	2.73%
UP W	4	4	2	1	1	5	3	4	6	3			33	4.77%
Total Lift Delays	23	15	13	8	12	16	41	21	30	33			212	2.86%
ALL DELAYS														7,424

## TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH2009

Data for current month is final (11/17/09) version from TOPS.

							00			T.			<b>•</b> • • •	A/ A 11
													Lift	% of All
													Delays	Delays
LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	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

 $P:\ONTIME\report\[DelaysByCause16Cats.xls]LiftUseByLine&Month$ 

11/17/2009

							ber 200				-			
Minutes	BNSF	ML	Electric BI	SC	Her	Milw: N	aukee W	NCS	RI	SWS	N	UP NW	w	System
		WIL	DI	sc		IN	vv				IN	INVV	vv	
Peak *			10			10								0.11
6-10	98	27	10	6	7	10	2	11	12	2	31	25	20	261
11-15	27	2	1	0	3	1	2	2	6	3	5	14	7	73
16-20	5	0	0	0	0	1	0	2	2	1	9	13	4	37
21+	16	3	0	0	11	1	1	0	5	17	2	3	2	61
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>
Sub-Total	147	32	11	6	21	13	5	16	26	25	47	55	34	438
Off-Peak *	*													
6-10	38	26	13	7	0	18	3	2	23	19	31	17	15	212
11-15	25	3	1	0	0	13	3	1	4	3	4	5	12	74
16-20	14	1	0	0	0	4	1	3	2	2	5	3	6	41
21+	10	3	1	0	0	8	0	4	3	17	4	4	11	65
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>18</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>
Sub-Total	88	33	15	7	0	43	7	10	33	59	44	29	44	412
October 20	09 Total													
6-10	136	53	23	13	7	28	5	13	35	21	62	42	35	473
11-15	52	5	2	0	3	14	5	3	10	6	9	19	19	147
16-20	19	1	0	0	0	5	1	5	4	3	14	16	10	78
21+	26	6	1	0	11	9	1	4	8	34	6	7	13	126
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>20</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>26</u>
TOTAL	235	65	26	13	21	56	12	26	59	84	91	84	78	850
2009 Year-	to-Date													
6-10	706	397	168	124	38	272	135	112	359	124	621	354	345	3,755
11-15	335	92	27	36	24	202	114	49	101	60	199	153	147	1,539
16-20	163	53	8	11	14	115	56	34	44	42	81	72	66	759
21+	274	47	15	27	36	151	77	51	63	93	130	100	119	1,183
Annulled	<u>56</u>	<u>4</u>	<u>3</u>	<u>10</u>	<u>0</u>	<u>11</u>	<u>14</u>	<u>4</u>	<u>19</u>	<u>22</u>	<u>14</u>	<u>16</u>	<u>15</u>	<u>188</u>
TOTAL	1,534	593	221	208	112	751	396	250	586	341	1,045	695	692	7,424
		PER	CENT	COMP	OSITIC	)N OF I	DELAY	S BY R	ANGE	OF DU	RATIO	N		
Minutes	BNSF	ML	Electric BI	SC	Her	Milwa N	aukee W	NCS	RI	SWS	N	UP NW	w	System
October 20	00 Total		ы	50		11	••				11	1111	••	
6-10	57.9%	81.5%	88.5%	100.0%	33.3%	50.0%	41.7%	50.0%	59.3%	25.0%	68.1%	50.0%	44.9%	55.6%
11-15	22.1%	7.7%	88.3 <i>%</i> 7.7%	0.0%	14.3%	25.0%	41.7%	11.5%	16.9%	23.0%	9.9%	22.6%	24.4%	17.3%
16-20	22.1% 8.1%	1.5%	0.0%	0.0%	0.0%	23.0%	41.7% 8.3%	19.2%	6.8%	3.6%	9.9% 15.4%	22.0% 19.0%	12.8%	9.2%
21+	8.1% 11.1%	1.3% 9.2%	0.0% 3.8%	0.0%	0.0% 52.4%	8.9% 16.1%	8.3% 8.3%	19.2%	0.8%	40.5%	6.6%	8.3%	12.8%	9.2%
Annulled	<u>0.9%</u>	9.2% 0.0%	<u>0.0%</u>	0.0% 0.0%	<u>0.0%</u>	<u>0.0%</u>	0.3% 0.0%	<u>3.8%</u>	<u>3.4%</u>	<u>40.3%</u> <u>23.8%</u>	0.0%	0.0%	<u>10.7%</u> <u>1.3%</u>	<u>14.8%</u> <u>3.1%</u>
TOTAL	100.0%		100.0%						100.0%		100.0%	100.0%	100.0%	100.0%
2009 Year-					100.070	100.070	100.070	100.070	100.070	100.070	100.070	100.070	100.070	100.070
6-10	46.0%	<u>бб.9%</u>	<u>9 Durana</u> 76.0%	59.6%	33.9%	36.2%	34.1%	44.8%	61.3%	36.4%	59.4%	50.9%	49.9%	50.6%
11-15	40.0% 21.8%	15.5%	12.2%	17.3%	21.4%	26.9%	28.8%	44.8% 19.6%	17.2%	17.6%	19.0%	22.0%	21.2%	20.7%
16-20	10.6%	8.9%	3.6%	5.3%	12.5%	20.9% 15.3%	28.8% 14.1%	19.6%	7.5%	17.0%	7.8%	10.4%	9.5%	10.2%
21+	10.8%	8.9% 7.9%	5.0% 6.8%		32.1%		14.1%	20.4%		27.3%	12.4%	10.4%	9.3% 17.2%	10.2%
Annulled	<u>17.9%</u> <u>3.7%</u>	7.9% <u>0.7%</u>	0.8% <u>1.4%</u>	13.0% <u>4.8%</u>	<u>0.0%</u>	20.1% <u>1.5%</u>	<u>19.4%</u> <u>3.5%</u>	20.4% <u>1.6%</u>	10.8% <u>3.2%</u>	27.5% <u>6.5%</u>	12.4% <u>1.3%</u>	$\frac{14.4\%}{2.3\%}$	<u>17.2%</u> <u>2.2%</u>	15.9% <u>2.5%</u>
TOTAL	100.0%	100.0%	100.0%			100.0%		100.0%		100.0%		100.0%	100.0%	100.0%

## TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION October 2009

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday and weekend trains. Data for most recent month is final (11/17/09) version from TOPS.

 $P: \verb|ONTIME|report|[DelaysByDuration.xls]FreqByDuration 11/17/2009$ 

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP		System	
		ML	BI	SC		Ν	W				Ν	NW	W	•
October 2009														
Peak *	11.8	9.2	8.2	6.8	31.3	10.2	12.6	9.8	14.4	45.3	11.2	12.8	12.0	14.3
Off-Peak **	13.1	11.9	9.1	7.4		14.0	10.9	22.3	10.9	40.0	13.5	15.6	16.1	16.2
All	12.3	10.6	8.7	7.2	31.3	13.1	11.6	14.8	12.4	41.9	12.3	13.8	14.3	15.2
2009 Year-to-Date														
Peak *	15.4	11.3	10.1	12.2	20.7	16.1	16.0	14.0	13.7	24.7	15.4	15.6	13.8	15.2
Off-Peak **	16.1	11.9	9.9	12.3		15.9	17.8	20.3	11.6	20.9	14.0	14.7	15.0	14.9
All	15.7	11.7	10.0	12.3	20.7	16.0	17.1	16.9	12.3	21.9	14.5	15.1	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 (11/17/09) version from TOPS.

11/17/2009  $P:\label{eq:continue} P:\label{eq:continue} P:\label{eq:continue$