



# **MUNI**

## **Service Delivery**

### **Daily Report**

Friday, October 16, 2009





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<b>Not-Outs: No Operators</b>	<b>Not-Outs: No Equipment</b>	<b>Late Pull- outs: No Operators</b>	<b>Late Pull- outs: No Equipment</b>	<b>Lines affected</b>
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**Runs Not Out and Late Out for Rush Hours**

Morning Report OCTOBER 17, 2009

<b>Cable Car</b>	0	0	0	0	
<b>Flynn</b>	0	0	0	0	
<b>Kirkland</b>	0	0	0	0	
<b>Woods</b>	0	0	0	1	
<b>Potrero</b>	0	0	0	1	
<b>Presidio</b>	0	0	0	2	
<b>Green</b>	0	0	0	0	
<b>F line</b>	0	0	0	0	
<b>TOTAL</b>	0	0	0	4	

<b>Special Events</b>
<b>Emergency Equipment Demand - Reason</b>
Division
Number of coaches

<b>Not-Outs: No Operators</b>	<b>Not-Outs: No Equipment</b>	<b>Late Pull- outs: No Operators</b>	<b>Late Pull- outs: No Equipment</b>	<b>Lines affected</b>
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**10 16 09 FRIDAY PM NOLO REPORT**

<b>Cable Car</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60=1</b>
<b>Flynn</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9X=1 14L=1 38=1</b>
<b>Kirkland</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2=1 19=2 28L=1</b>
<b>Woods</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26=2 29=2 52=1 54=2 71=2</b>
<b>Potrero</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7=2 30=1</b>
<b>Presidio</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5=2 31=1</b>
<b>Metro</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>KT=1 L=1</b>
<b>F line</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>0</b>	

**Special Events**

Division

**REPORT DATA COMPILED AS OF - 1600HRS**

	Runs Missed	RDO	Missed Runs %	Daily Runs Scheduled	Daily Runs Missed	Daily RDO	Daily Missed Runs %
<b>Missed Service By Division Due To No Regular Day Off (RDO)</b>							
<i>Weekday 10/16/2009</i>							
Revised 6/15/09							
<b>Cable Car</b> one-piece	0	0	0.0%	49	0	0	0.0%
<b>Cable Car</b> multi-piece	0		0.0%				
<b>Flynn</b> one-piece	1	1	2.6%	154	3	1	1.9%
<b>Flynn</b> multi-piece	4		5.9%				
<b>Kirkland</b> one-piece	2	3	3.5%	212	6	3	2.8%
<b>Kirkland</b> multi-piece	8		7.9%				
<b>Woods</b> one-piece	6	8	6.9%	251	8	8	3.2%
<b>Woods</b> multi-piece	4		4.0%				
<b>Potrero</b> one-piece	3	1	4.5%	212	4	1	1.9%
<b>Potrero</b> multi-piece	2		2.2%				
<b>Presidio</b> one-piece	4	16	7.7%	174	5	16	2.9%
<b>Presidio</b> multi-piece	2		2.4%				
<b>Metro</b> one-piece	4	11	6.0%	146	6	11	4.1%
<b>Metro</b> multi-piece	4		8.2%				
<b>F Line</b> one-piece	1	1	10.0%	33	2	1	4.5%
<b>F Line</b> multi-piece	1		11.1%				
<b>System total</b>				<b>1231</b>	<b>34</b>	<b>41</b>	<b>2.7%</b>

## Accidents

Fri Oct 16, 2009

TIME DATE	CALL FROM DIVISION	TO CC	OP#	RUN	LINE	VEH	LOCATION	NATURE OF OCCURRENCE ACTION TAKEN	DELAY			
									DI	START	END	CC
06:52 10/16/09	T CABLE MACHENR CA	12	6	7	61	54	CALIFORNIA & DRUMM (IB)	BUMPER BAR # 0025	IB LD	06:52 06:52	07:42 07:00	12
							<b>1072396</b>	INSP JAHN, CABLE MACH,& CABLE SHOP 665 TOWED IN. SHUTTLES REQUESTED. OPERATOR CLAIMING FALSE ALARM. NO INJURY. CALIFORNIA LINE TIED TO HYDE LINE. BOTH CALIFORNIA & HYDE LINE DOWN. SI CABLE CAR 54 @09:54 <b>VEH DELAY: 03:02 LINE DELAY: 00:08</b>				
12:26 10/16/09	R OPERATOR KI			641		8320	VAN NESS & JACKSON (OB)	ALLEGED COACH & AUTO COLLISION	OB	12:26	13:54	30
							<b>1072435</b>	JONES,P VIDEO* <b>VEH DELAY: 01:28</b>				
13:23 10/16/09	R OPERATOR GV	23	1	169	F	1015	FERRY TERMINAL (IB)	OPERATOR COMPLAINT OF SUDDEN ACCELERATION WITHOUT POWER PEDAL APPLICATION.	IB	14:23	18:17	23
							<b>1072605</b>	4-S-46 RESP., INSP. 4-C-55A GONZALEZ RESP.,PCC SHOP RESP., 4-S-27 TOWED CAR @ 1817 HRS.RESCUE CAR#180/F/1053 SI DEAD TOW TO MINT YARD THEN TO GREEN <b>VEH DELAY: 03:54</b>				
18:07 10/16/09	R OPERATOR KI	39	2	767	47	8317	11TH ST & HARRISON (OB)	COACH &* AUTO COLLIDE	OB	18:07	19:00	29
							<b>1072615</b>	FLORES & GEETER OP 799 SI KIRKLAND N/R [EOR 19:49] <b>VEH DELAY: 01:42</b>				
18:44 10/16/09	R OPERATOR ME	23	1	134	J	1475	CHURCH & DAY (OB)	LRV/AUTO COLLISION NO INJURIES	OB LD	18:44 18:44	19:05 19:05	75
							<b>1072624</b>	VIDEO,SYSTEM SAFETY*,MRO 4T78, MRO 4C33 T. JULIAN* NO INJURIES CLAIMED, NO INTERSECTION,MINO DAMAGE <b>VEH DELAY: 00:21 LINE DELAY: 00:21</b>				

## Line Delays $\geq$ 20 Minutes

TIME DATE	CALL FROM DIVISION	To CC	OP#	RUN	LINE	VEH	LOCATION	NATURE OF OCCURRENCE ACTION TAKEN	DELAY			
									DI	START	END	CC
04:28 10/16/09	R OPERATOR ME	77	7	7	L	1504	GENEVA & UPPER YARD (PO)	BROKEN PANOGRAPH	PO	04:08		85
						<b>1072392</b>	[LRV2=1403]4S48,M/SHOP,OVERHEAD #819. SI GREEN 1507<>1432 @04:50 VEH DELAY: 00:42 LINE DELAY: 00:23		LD	04:08	04:31	
18:44 10/16/09	R OPERATOR ME	23	1	134	J	1475	CHURCH & DAY (OB)	LRV/AUTO COLLISION NO INJURIES	OB	18:44	19:05	75
						<b>1072624</b>	VIDEO,SYSTEM SAFETY*,MRO 4T78, MRO 4C33 T. JULIAN* NO INJURIES CLAIMED, NO INTERSECTION,MINO DAMAGE VEH DELAY: 00:21 LINE DELAY: 00:21		LD	18:44	19:05	

	Scheduled	Total Unavailable	Sick	Vacation	Unplanned Leave*	Other Reasons+	Total Unavailable	Sick	Vacation	Unplanned Leave*	Other Reasons+
<b>Full-Time Operators Absenteeism</b>											
<b>Day: Friday, OCTOBER 16, 2009</b>											
Green	237	58	18	9	15	16	24.5	7.6	3.8	6.3	6.8
Cable Car	139	31	11	3	11	6	22.3	7.9	2.2	7.9	4.3
Potrero	280	61	26	4	17	14	21.8	9.3	1.4	6.1	5.0
Presidio	210	56	31	10	10	5	26.7	14.8	4.8	4.8	2.4
Kirkland	261	56	23	7	18	8	21.5	8.8	2.7	6.9	3.1
Woods	311	70	22	8	29	11	22.5	7.1	2.6	9.3	3.5
Flynn	204	47	18	6	18	5	23.0	8.8	2.9	8.8	2.5
<b>Total</b>	<b>1,642</b>	<b>379</b>	<b>149</b>	<b>47</b>	<b>118</b>	<b>65</b>	<b>23.1%</b>	<b>9.1%</b>	<b>2.9%</b>	<b>7.2%</b>	<b>4.0%</b>
<b>Summary For The Last 7 Days</b>											
FRIDAY 10 09	1,629	353	142	43	111	57	22%	9%	3%	7%	3
SATURDAY 10 10	1,104	273	116	33	78	46	25%	10%	3%	7%	4
SUNDAY 10 11	1,075	284	127	27	80	50	26%	12%	2%	7%	5
MONDAY 10 12	1,657	363	142	45	111	65	22%	9%	3%	7%	4
TUESDAY 10 13	1,616	365	135	46	116	68	23%	8%	3%	7%	4
WEDNESDAY 10 14	1,616	390	140	53	120	77	24%	9%	3%	7%	5
THURSDAY 10 15	1,601	358	119	50	118	71	22%	7%	3%	7%	4
<p>* <b>Unplanned leave includes:</b> absent without leave (AWOL), claimed industrial injury, leaves, suspension, sick on run...</p> <p>+ <b>Other reasons includes:</b> 1 Day vacation, banked holiday, floating holiday, jlmb, birthday, non-driving status, training.</p>											