COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

February 2012

Division of Strategic Capital Planning/Grants Development **April 2012**

COMMUTER RAIL ON-TIME PERFORMANCE
February 2012

This report presents an analysis of the February 2012 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. “Extra” trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During February 2012, Metra operated 16,599 scheduled trains, including scheduled “extras”, if any. 434 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.4%. Table 2 lists on-time percentages by line for each month and year since 2007.

Table 3 lists each train that was on time for less than 85% of its weekday runs in February 2012, 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. Effective January 1, 2012, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay. Table 6.a shows the frequency of train delays by delay-cause control and by line during February 2012. Of the 434 delays systemwide in February 2012, all but 153 (35%) were beyond Metra's control. Table 6.b shows the delay-cause control frequencies since the beginning of the year.

Table 7 provides a daily listing of the number of delays by line and branch for February 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during February 2012. Table 8.b shows the average frequencies over the previous five Februarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 434 delays systemwide in February 2012, 521 less than the average over the previous five Februarys. Table 9.a shows delays from the beginning of the year through February 2012. Table 9.b shows the average frequencies from the beginning of the year through February of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2012 and 2011 respectively, and Table 10.c shows the difference between the two. From January through February of 2012, a total of 1,392 trains were delayed, compared to 2,163 trains delayed in the same two months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2012 freight operations delayed 63 trains systemwide, compared to 120 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2012 and 2011 respectively. A total of 11 trains were delayed by lift deployment in February 2012.

A review of February 2012 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 52.3% of all late trains. Table 14 shows that the average length of delay was 17.1 minutes in February 2012. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations
(effective with the May 2011 On-Time Performance Report)

"Extra" Trains

"Extra" trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those "extra" trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all "extra" trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some "extra" trains are either unknown (departures of some "extra" trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of "extra" trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for "extra" trains that have full published schedules.

Construction Notices and Temporary Schedules

Planned track, signal, or right-of-way construction projects can adversely affect the on-time performance of any train. Metra periodically publishes a construction notice to inform riders and Metra staff of possible delays to specified upcoming off-peak, reverse-peak, and weekend trains due to planned construction work during a limited time. The construction notice is provided only for information, which is not included in on-time performance calculations.

When a planned construction project is projected to consistently cause delays for certain trains on certain rail lines during a specified period, Metra publishes a full temporary schedule, which supersedes the standard schedule. On-time performance for affected trains during that specified period is based on that temporary published schedule.

(Prior to May 2011, some trains affected by planned right-of-way construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
February 2012

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays					
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time
BNSF	1,134	27	97.6%	840	22	97.4%	1,974	49	97.5%	112	7	93.8%	72	2	97.2%	2,158	58	97.3%
Elec -ML	945	13	98.6%	714	25	96.5%	1,659	38	97.7%	184	6	96.7%	80	11	86.3%	1,923	55	97.1%
-BI	294	1	99.7%	483	6	98.8%	777	7	99.1%	120	0	100.0%		--		897	7	99.2%
-SC	357	0	100.0%	777	4	99.5%	1,134	4	99.6%	192	1	99.5%	80	0	100.0%	1,406	5	99.6%
Subtotal	1,596	14	99.1%	1,974	35	98.2%	3,570	49	98.6%	496	7	98.6%	160	11	93.1%	4,226	67	98.4%
Heritage	126	1	99.2%		--		126	1	99.2%		--			--		126	1	99.2%
Milw -N	525	19	96.4%	735	26	96.5%	1,260	45	96.4%	96	3	96.9%	80	4	95.0%	1,436	52	96.4%
-W	567	23	95.9%	651	39	94.0%	1,218	62	94.9%	96	4	95.8%	72	2	97.2%	1,386	68	95.1%
Subtotal	1,092	42	96.2%	1,386	65	95.3%	2,478	107	95.7%	192	7	96.4%	152	6	96.1%	2,822	120	95.7%
NCS	231	13	94.4%	231	13	94.4%	462	26	94.4%		--			--		462	26	94.4%
RI	756	25	96.7%	693	25	96.4%	1,449	50	96.5%	80	0	100.0%	64	1	98.4%	1,593	51	96.8%
SWS	231	8	96.5%	399	14	96.5%	630	22	96.5%	24	0	100.0%		--		654	22	96.6%
UP -N	630	8	98.7%	840	15	98.2%	1,470	23	98.4%	104	2	98.1%	72	1	98.6%	1,646	26	98.4%
-NW	693	10	98.6%	672	12	98.2%	1,365	22	98.4%	96	0	100.0%	60	0	100.0%	1,521	22	98.6%
-W	567	14	97.5%	672	25	96.3%	1,239	39	96.9%	80	1	98.8%	72	1	98.6%	1,391	41	97.1%
Subtotal	1,890	32	98.3%	2,184	52	97.6%	4,074	84	97.9%	280	3	98.9%	204	2	99.0%	4,558	89	98.0%
SYSTEM	7,056	162	97.7%	7,707	226	97.1%	14,763	388	97.4%	1,184	24	98.0%	652	22	96.6%	16,599	434	97.4%

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

Delays data for most recent month is final (03/29/12) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
BNSF	**2007**	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	91.8%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	93.6%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	89.6%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	97.6%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	93.1%	92.9%
	2012	94.4	97.3											95.8%	95.8%
2007-2011 average		93.7	92.5	96.9	96.8	95.6	92.6	93.2	93.4	94.7	93.2	95.2	94.7	93.1%	94.4%
Electric	**2007**	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.9%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	97.4%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.6%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.9%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.9%	96.8%
	2012	93.7	98.4											96.0%	96.0%
2007-2011 average		97.7	97.3	98.4	98.2	98.2	96.5	97.1	97.4	97.2	97.2	97.8	96.8	97.5%	97.5%
Heritage	**2007**	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	89.7%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	91.9%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	85.4%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	92.9%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	85.0%	86.2%
	2012	95.2	99.2											97.2%	97.2%
2007-2011 average		91.4	86.5	89.8	92.5	91.3	90.0	87.8	90.0	88.7	87.1	90.3	83.4	89.0%	89.1%
Milw - N	**2007**	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	92.9%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.4%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	91.4%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	96.2%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.3%	89.6%
	2012	95.1	96.4											95.7%	95.7%
2007-2011 average		93.4	92.3	95.8	95.1	92.9	91.7	90.8	92.9	95.4	94.0	93.7	91.4	92.9%	93.3%
Milw - W	**2007**	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	94.7%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	95.5%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	94.4%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	91.8%	93.0%
	2012	94.4	95.1											94.8%	94.8%
2007-2011 average		95.6	93.3	97.4	97.1	96.8	94.3	93.7	94.4	97.5	97.6	95.5	94.5	94.5%	95.6%
NCS	**2007**	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.7%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	93.9%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	91.1%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	95.5%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.0%	91.1%
	2012	94.8	94.4											94.6%	94.6%
2007-2011 average		94.0	92.4	94.8	93.1	94.7	91.5	93.8	94.0	95.1	95.1	93.6	91.3	93.2%	93.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
RI	**2007**	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	90.3%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.6%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	95.3%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.0%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.8%	94.0%
	2012	94.3	96.8											95.6%	95.6%
2007-2011 average		95.6	92.7	96.5	97.5	96.8	93.9	93.1	95.7	95.9	95.9	96.2	93.2	94.2%	95.2%
SWS	**2007**	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.1%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	91.7%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.0%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.5%	92.1%
	2012	94.2	96.6											95.4%	95.4%
2007-2011 average		93.8	94.3	96.3	96.1	95.2	92.6	94.5	94.2	95.7	92.7	94.7	93.2	94.1%	94.4%
UP - N	**2007**	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.5%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	90.7%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.6%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.3%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	91.8%	92.6%
	2012	94.6	98.4											96.5%	96.5%
2007-2011 average		94.2	92.8	96.2	96.9	96.0	91.7	91.2	90.6	94.0	95.4	95.6	94.9	93.5%	94.1%
UP - NW	**2007**	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	93.9%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	91.9%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	94.7%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.9%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	93.4%	94.9%
	2012	95.9	98.6											97.2%	97.2%
2007-2011 average		94.6	93.6	97.4	97.4	96.2	95.5	94.9	94.7	96.1	96.7	95.5	94.7	94.1%	95.6%
UP - W	**2007**	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	93.8%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	92.8%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	94.7%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.5%	90.9%
	2012	93.1	97.1											95.1%	95.1%
2007-2011 average		94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	93.7%	93.7%
SYSTEM excluding South Shore	**2007**	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	94.5%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	94.5%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	94.2%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.7%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4											95.8%	95.8%
2007-2011 average		95.3	94.0	96.9	96.9	96.2	93.9	93.9	94.4	95.7	95.5	95.8	94.3	94.6%	95.2%

Delays data for most recent month is final (03/29/12) version from TOPS. P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 4/3/2012

'2007-2011 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
February 2012

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1373	Fri, Feb 03	12	VE	CAB SIGNAL ISSUE, METX 213
81% OT		Mon, Feb 06	12	R1	DEPARTED 12" LATE DUE TO EARLIER 1255 ISSUE
		Fri, Feb 10	81	M1	81'LATE 1282 STRUCK CAR @ GILBERT AVE MP 14.26
		Wed, Feb 15	20	S	OPS TESTING @ BERWYN, PASSENGER HANDLING WEATHER
MW	2252	Mon, Feb 06	15	D	15" WAITING FOR 244-06 SET OUT B/O CAR, GALEWOOD.
81% OT		Tue, Feb 07	15	KP	15" ITASCA POLICE LOOKING FOR SUICIDAL PERSON, ITASCA.
		Tue, Feb 14	6	A	5" RED SIGNAL, B-17.
		Thu, Feb 16	10	M	12" STRUCK ANIMAL AT GEORGIA PACIFIC NEAR SWITCH CREW FOUND FURON FRON OF CAB#8501 NOTHING FOUND, 27 POINT HEAD DAMAGED, BIG TIMBER - ELGIN.
MW	2253	Mon, Feb 06	12	D1	10" LATE ARRIVAL OF EQUIPMENT ACCT FREIGHT TRAFFIC, CICERO WEST.2" NO REASON GIVEN.
76% OT		Tue, Feb 07	14	KP1	14" LATE TURN FROM #2252, CUS;
		Thu, Feb 16	8	M1	8" LATE TURN FROM #2252, CUS.
		Mon, Feb 20	18	KP	18' SUICIDE ATTEMPT, NATIONAL ST.
		Thu, Feb 23	13	D	STOP SIGNAL/FREIGH TRAIN, B-17.

Data is final (03/29/12) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85% table.xls]PrintCopy 04/02/2012

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes					
Primary	**Secondary**	**Primary Annulled**	**Definition**	**Delay Class**	**Responsibility**
A	A1	XA	Passenger Train Interference	Transportation	Controllable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

Effective January 1, 2012 Revised Dec. 6, 2011 P:\ONTIME\[#DelayClassificationTbl2012.xls]IncidentCodeTable 02/15/2012

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY Codes			
Pri.	**Sec.**	**Ann.**	**Definition**
1			**PASSENGER TRAIN INTERFERENCE**
A	A1	XA	Passenger Train Interference
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30
AD	AD1	XAD	Non-Revenue Passenger Train Interference
AM	AM1	XAM	Amtrak Caused Delay
AS	AS1	XAS	NICTD Train Interference
2 & 3			**FREIGHT INTERFERENCE, Peak & Offpeak**
D	D1	XD	Freight Train Interference
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
4			**ACCIDENT**
M	M1	XM	Right of Way Accident/Misc.
5			**PASSENGER LOADING**
I	I1	XI	Passenger Handling, Running Time
IB	IB1	XIB	Passenger Handling, Bicycle
6			**LIFT DEPLOYMENT**
U	U1	XU	Accessibility Related (ADA)
UF	UF1	XUF	ADA Lift Failure
7			**OBSTRUCTION/DEBRIS**
K	K1	XK	Obstruction On Tracks
KD	KD1	XKD	Train Struck Debris
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity
8			**SIGNAL/SWITCH FAILURE**
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
GF	GF1	XGF	Signal/Switch Foreign Line
GM	GM1	XGM	Gate Crossing Malfunction
GT	GT1	XGT	Telecom Failure
GX	GX1	XGX	Broken Gate Crossing
GZ	GZ1	XGZ	ETMS Signal Malfunction
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found
9			**TRACK WORK**
C	C1	XC	Unscheduled Track Work
CA	CA1	XCA	Amtrak Engineering
CC	CC1	XCC	Scheduled Track Work
CF	CF1	XCF	Engineering Equipment Malfunction
CG	CG1	XCG	Scheduled Signal Work
CH	CH1	XCH	Contractor Failure
CM	CM1	XCM	Switch Malfunction (Track Dept.)
10			**CATENARY FAILURE**
CO	CO1	XCO	Scheduled Wire Work
O	O1	XO	AC/DC System Failure
11			**NON-LOCOMOTIVE EQUIPMENT FAILURE**
F	F1	XF	Cab Car/Trailer/MU Malfunction
FS	FS1	XFS	NICTD MU Malfunction
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car

CATEGORY Codes			
Pri.	**Sec.**	**Ann.**	**Definition**
12			**LOCOMOTIVE FAILURE**
E	E1	XE	Locomotive Malfunction
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
13			**HUMAN ERROR**
B	B1	XB	Human Error, Eng. Dept.
BA	BA1	XBA	Amtrak Engineering Human Error
H	H1	XH	Human Error, Mechanical Department
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
R	R1	XR	Human Error, Transportation
RA	RA1	XRA	Human Error, Amtrak Transportation
RD	RD1	XRD	Human Error, Metra Dispatcher
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
RO	RO1	XRO	Human Error, Tower Operator
RS	RS1	XRS	Human Error, NICTD Transportation
RZ	RZ1	XRZ	ETMS Train Crew Error
14			**SICK, INJURED, UNRULY PASSENGER**
J	J1	XJ	Passenger Problems/Removal
JA	JA1	XJA	Amtrak Passenger Problems/Removal
JM	JM1	XJM	Passenger Medical Emergency
15			**WEATHER**
AW	AW1	XAW	Pass. Train Interference, Weather
CW	CW1	XCW	M of W Work, Weather
DW	DW1	XDW	Freight Train Interference, Weather
EW	EW1	XEW	Locomotive Malfunction, Weather
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
IW	IW1	XIW	Passenger Handling, Weather
KW	KW1	XKW	Obstruction On Tracks, Weather
MW	MW1	XMW	Right of Way Accident/Misc., Weather
NW	NW1	XNW	Electricity Utility Failure, Weather
OW	OW1	XOW	AC/DC System Failure, Weather
RW	RW1	XRW	Train Crew Issues, Weather
UW	UW1	XUW	Accessibility, Weather
16			**OTHER**
L	L1	XL	Unauthorized People On Tracks/Near Miss
N	N1	XN	Electricity Utility Failure
Q	Q1	XQ	Late Issuance of Track Warrant
S	S1	XS	Operational (Efficiency) Testing
T	T1	XT	Property Vandalism
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
W	W1	XW	Gas Leak

Effective January 1, 2012 Revised Dec. 6, 2011

P:\ONTIME\[#DelayClassificationTbl2012.xls]DelayCodes&CategoriesReportTbl 02/22/2012

TABLES 6.a & 6.b: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE

February 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	22	23	5	1	0	32	16	5	17	4	4	14	10	153
Semi-controllable	8	0	0	0	1	10	17	7	3	14	1	2	13	76
Uncontrollable	28	32	2	4	0	10	35	14	31	4	21	6	18	205
TOTAL TRAINS DELAYED	**58**	**55**	**7**	**5**	**1**	**52**	**68**	**26**	**51**	**22**	**26**	**22**	**41**	**434**

January-February 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	60	123	57	23	2	59	41	15	58	13	46	53	32	582
Semi-controllable	44	0	0	0	4	23	29	14	7	36	2	5	38	202
Uncontrollable	77	95	16	24	1	42	77	21	78	11	69	28	69	608
TOTAL TRAINS DELAYED	**181**	**218**	**73**	**47**	**7**	**124**	**147**	**50**	**143**	**60**	**117**	**86**	**139**	**1,392**

Data for current month is final version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 04/03/2012

TABLE 7: NUMBER OF DELAYS BY DATE
February 2012

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
BNSF	1	0	1	6	1	0	0	18	0	1	4	3	1	0	4	1	0	1	0	5	2	49
Elec -ML	0	0	1	2	2	2	3	10	0	1	3	2	3	0	1	0	2	0	5	0	1	38
-BI	0	2	0	0	1	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	7
-SC	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4
Heritage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Milw -N	1	0	0	1	3	1	4	7	5	0	4	5	0	0	0	0	5	8	1	0	0	45
-W	0	0	20	2	3	0	5	0	0	1	3	8	2	2	1	0	3	8	2	2	0	62
NCS	0	0	12	0	0	1	2	2	0	0	0	1	0	0	0	0	1	2	1	0	4	26
RI	2	10	6	0	0	10	1	4	0	2	0	3	1	3	0	0	2	1	0	5	0	50
SWS	3	0	0	2	0	1	0	1	4	0	0	0	2	1	0	0	1	5	2	0	0	22
UP -N	0	1	1	0	2	2	0	2	0	2	1	0	0	0	1	1	0	0	0	8	2	23
-NW	5	3	0	1	3	4	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	22
-W	0	1	1	3	1	2	3	2	2	3	2	0	0	5	1	3	6	0	0	1	3	39
SYSTEM	12	19	42	17	16	23	19	49	11	10	18	23	10	11	8	6	22	25	11	21	15	388

SATURDAY	4	11	18	25	TOTAL
BNSF	1	1	2	3	7
Elec -ML	0	2	1	3	6
-BI	0	0	0	0	0
-SC	0	1	0	0	1
Heritage	-	-	-	-	-
Milw -N	0	2	0	1	3
-W	2	0	0	2	4
NCS	-	-	-	-	-
RI	0	0	0	0	0
SWS	0	0	0	0	0
UP -N	0	0	1	1	2
-NW	0	0	0	0	0
-W	0	1	0	0	1
SYSTEM	3	7	4	10	24

SUNDAY/HOLIDAY	5	12	19	26	TOTAL
BNSF	0	0	0	2	2
Elec -ML	0	3	7	1	11
-BI	-	-	-	-	0
-SC	0	0	0	0	0
Heritage	-	-	-	-	0
Milw -N	3	0	0	1	4
-W	0	2	0	0	2
NCS	-	-	-	-	0
RI	0	1	0	0	1
SWS	-	-	-	-	0
UP -N	0	0	1	0	1
-NW	0	0	0	0	0
-W	0	0	0	1	1
SYSTEM	3	6	8	5	22

Data is final (03/29/12) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 3/30/2012

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

February 2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	2	0	0	0	0	7	2	1	0	0	0	0	0	12
Freight Interference - Peak	*0*	*0*	*0*	*0*	*1*	*2*	*3*	*1*	*0*	*4*	*0*	*0*	*4*	*15*
Freight Interference - Off-Peak	*10*	*0*	*0*	*0*	*0*	*4*	*6*	*3*	*4*	*9*	*1*	*2*	*9*	*48*
Freight Interference - Total	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Accident	20	3	0	0	0	0	20	12	13	0	8	3	0	79
Passenger Loading	2	19	0	2	0	2	2	0	3	0	3	0	0	33
Lift Deployment	0	0	0	0	0	1	1	0	2	0	2	1	4	11
Obstruction/Debris	0	2	0	2	0	2	5	0	5	1	0	0	4	21
Signal/Switch Failure	3	3	0	1	0	19	11	4	1	4	0	1	2	49
Track Work	3	0	0	0	0	0	3	0	4	0	1	1	3	15
Catenary Failure	0	7	2	0	0	0	0	0	0	0	0	1	0	10
Non-Locomotive Equipment Failure	0	3	2	0	0	0	0	0	0	1	0	0	0	6
Locomotive Failure	2	0	0	0	0	6	2	3	9	0	0	4	3	29
Human Error	10	7	0	0	0	4	6	0	1	0	3	8	2	41
Sick, Injured, Unruly Passenger	1	8	2	0	0	2	7	0	4	2	5	0	2	33
Weather	1	0	0	0	0	3	0	2	4	1	1	1	2	15
Other	4	3	1	0	0	0	0	0	1	0	2	0	6	17
TOTAL TRAINS DELAYED	**58**	**55**	**7**	**5**	**1**	**52**	**68**	**26**	**51**	**22**	**26**	**22**	**41**	**434**

February - Average Over Previous Five Years: 2007-2011

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	4	6	1	1	0	9	2	2	2	2	6	3	2	40
Freight Interference - Peak	*5*	*0*	*0*	*0*	*5*	*1*	*4*	*3*	*2*	*3*	*0*	*0*	*9*	*33*
Freight Interference - Off-Peak	*9*	*0*	*0*	*0*	*0*	*10*	*7*	*4*	*5*	*7*	*2*	*4*	*19*	*67*
Freight Interference - Total	14	0	0	0	5	11	11	7	7	10	2	4	28	100
Accident	11	0	0	0	0	4	6	2	0	0	5	4	2	36
Passenger Loading	1	7	2	2	0	2	1	0	3	1	19	1	5	42
Lift Deployment	2	0	0	0	0	1	3	1	4	0	3	2	3	19
Obstruction/Debris	8	0	1	2	0	4	3	0	3	1	6	6	4	39
Signal/Switch Failure	32	6	3	2	5	12	8	8	17	6	8	15	8	131
Track Work	3	1	0	0	0	2	2	0	1	1	0	1	3	14
Catenary Failure	0	1	1	1	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	4	1	1	1	0	1	2	0	1	1	2	3	1	18
Locomotive Failure	9	0	0	0	0	10	9	2	8	2	3	4	2	49
Human Error	11	3	1	1	2	4	3	0	4	3	8	8	4	51
Sick, Injured, Unruly Passenger	3	5	1	2	0	1	2	0	5	0	3	2	2	25
Weather	49	33	10	11	4	40	33	9	51	8	42	37	31	357
Other	3	1	0	1	0	3	4	0	2	1	5	5	4	30
TOTAL TRAINS DELAYED	**155**	**64**	**21**	**24**	**16**	**106**	**89**	**33**	**110**	**35**	**111**	**94**	**98**	**955**

February 2012 Divergence From February Average Over Previous Five Years

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	-2	-6	-1	-1	0	-2	0	-1	-2	-2	-6	-3	-2	-28
Freight Interference - Peak	*-5*	*0*	*0*	*0*	*-4*	*1*	*-1*	*-2*	*-2*	*1*	*0*	*0*	*-5*	*-18*
Freight Interference - Off-Peak	*1*	*0*	*0*	*0*	*0*	*-6*	*-1*	*-1*	*-1*	*2*	*-1*	*-2*	*-10*	*-19*
Freight Interference - Total	-4	0	0	0	-4	-5	-2	-3	-3	3	-1	-2	-15	-37
Accident	9	3	0	0	0	-4	14	10	13	0	3	-1	-2	43
Passenger Loading	1	12	-2	0	0	0	1	0	0	-1	-16	-1	-5	-9
Lift Deployment	-2	0	0	0	0	0	-2	-1	-2	0	-1	-1	1	-8
Obstruction/Debris	-8	2	-1	0	0	-2	2	0	2	0	-6	-6	0	-18
Signal/Switch Failure	-29	-3	-3	-1	-5	7	3	-4	-16	-2	-8	-14	-6	-82
Track Work	0	-1	0	0	0	-2	1	0	3	-1	1	0	0	1
Catenary Failure	0	6	1	-1	0	0	0	0	0	0	0	1	0	7
Non-Locomotive Equipment Failure	-4	2	1	-1	0	-1	-2	0	-1	0	-2	-3	-1	-12
Locomotive Failure	-7	0	0	0	0	-4	-7	1	1	-2	-3	0	1	-20
Human Error	-1	4	-1	-1	-2	0	3	0	-3	-3	-5	0	-2	-10
Sick, Injured, Unruly Passenger	-2	3	1	-2	0	1	5	0	-1	2	2	-2	0	8
Weather	-48	-33	-10	-11	-4	-37	-33	-7	-47	-7	-41	-36	-29	-342
Other	1	2	1	-1	0	-3	-4	0	-1	-1	-3	-5	2	-13
TOTAL TRAINS DELAYED	**-97**	**-9**	**-14**	**-19**	**-15**	**-54**	**-21**	**-7**	**-59**	**-13**	**-85**	**-72**	**-57**	**-521**

Data for current month is final (03/29/12) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 03/30/2012

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January-February 2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	6	4	3	2	0	14	5	1	4	0	1	2	2	44
Freight Interference - Peak	*0*	*0*	*0*	*0*	*3*	*6*	*3*	*3*	*0*	*9*	*0*	*1*	*12*	*37*
Freight Interference - Off-Peak	*19*	*0*	*0*	*0*	*0*	*9*	*16*	*8*	*8*	*18*	*2*	*4*	*26*	*110*
Freight Interference - Total	19	0	0	0	3	15	19	11	8	27	2	5	38	147
Accident	20	3	0	0	1	0	20	12	30	0	18	3	3	110
Passenger Loading	13	24	2	4	0	10	2	0	13	0	12	0	7	87
Lift Deployment	1	0	0	0	0	8	1	0	6	0	3	1	11	31
Obstruction/Debris	4	6	0	3	0	5	12	0	7	2	0	2	7	48
Signal/Switch Failure	38	24	11	6	3	34	25	10	12	17	1	6	6	193
Track Work	13	63	37	8	0	5	6	0	7	1	1	6	8	155
Catenary Failure	0	10	3	0	0	0	0	0	0	0	0	1	0	14
Non-Locomotive Equipment Failure	3	6	2	4	0	0	2	0	1	1	2	0	1	22
Locomotive Failure	7	0	0	0	0	8	7	5	22	0	2	20	11	82
Human Error	16	12	0	1	0	5	8	1	11	3	39	19	6	121
Sick, Injured, Unruly Passenger	5	17	4	3	0	3	8	0	6	2	7	1	3	59
Weather	30	34	10	14	0	17	23	6	14	6	26	20	27	227
Other	6	15	1	2	0	0	9	4	2	1	3	0	9	52
TOTAL TRAINS DELAYED	**181**	**218**	**73**	**47**	**7**	**124**	**147**	**50**	**143**	**60**	**117**	**86**	**139**	**1,392**

January-February - Average Over Previous Five Years: 2007-2011

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	8	10	2	2	1	14	5	3	3	3	11	5	5	71
Freight Interference - Peak	*16*	*0*	*0*	*0*	*9*	*2*	*5*	*7*	*4*	*7*	*2*	*2*	*12*	*66*
Freight Interference - Off-Peak	*17*	*0*	*0*	*0*	*0*	*17*	*11*	*10*	*10*	*14*	*4*	*7*	*33*	*123*
Freight Interference - Total	33	0	0	0	9	19	16	17	14	21	6	8	45	189
Accident	31	3	0	2	0	5	14	6	3	2	8	13	6	92
Passenger Loading	3	10	5	3	0	6	1	0	6	1	40	7	8	90
Lift Deployment	3	0	0	0	0	5	4	2	9	0	6	3	5	37
Obstruction/Debris	12	1	1	3	0	6	9	1	6	1	8	15	9	71
Signal/Switch Failure	71	18	5	4	6	27	24	12	25	19	13	25	21	271
Track Work	6	2	0	2	0	6	2	1	3	1	4	4	4	36
Catenary Failure	0	5	2	2	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	5	8	5	1	0	2	2	1	4	1	3	5	2	39
Locomotive Failure	19	0	0	0	0	26	14	3	13	3	4	12	5	100
Human Error	20	9	2	2	3	12	7	1	7	5	16	13	6	103
Sick, Injured, Unruly Passenger	8	8	1	3	0	5	3	0	9	0	7	4	3	51
Weather	71	47	12	17	7	65	46	14	72	14	70	59	50	543
Other	3	8	2	2	0	7	5	0	6	3	9	6	6	57
TOTAL TRAINS DELAYED	**293**	**127**	**38**	**43**	**27**	**203**	**152**	**61**	**181**	**75**	**206**	**178**	**174**	**1,759**

January-February 2012 Divergence From January-February Average Over Previous Five Years

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	-2	-6	1	0	-1	0	0	-2	1	-3	-10	-3	-3	-27
Freight Interference - Peak	*-16*	*0*	*0*	*0*	*-6*	*4*	*-2*	*-4*	*-4*	*2*	*-2*	*-1*	*0*	*-29*
Freight Interference - Off-Peak	*2*	*0*	*0*	*0*	*0*	*-8*	*5*	*-2*	*-2*	*4*	*-2*	*-3*	*-7*	*-13*
Freight Interference - Total	-14	0	0	0	-6	-4	3	-6	-6	6	-4	-3	-7	-42
Accident	-11	0	0	-2	1	-5	6	6	27	-2	10	-10	-3	18
Passenger Loading	10	14	-3	1	0	4	1	0	7	-1	-28	-7	-1	-3
Lift Deployment	-2	0	0	0	0	3	-3	-2	-3	0	-3	-2	6	-6
Obstruction/Debris	-8	5	-1	0	0	-1	3	-1	1	1	-8	-13	-2	-23
Signal/Switch Failure	-33	6	6	2	-3	7	1	-2	-13	-2	-12	-19	-15	-78
Track Work	7	61	37	6	0	-1	4	-1	4	0	-3	2	4	119
Catenary Failure	0	5	1	-2	0	0	0	0	0	0	0	1	0	5
Non-Locomotive Equipment Failure	-2	-2	-3	3	0	-2	0	-1	-3	0	-1	-5	-1	-17
Locomotive Failure	-12	0	0	0	0	-18	-7	2	9	-3	-2	8	6	-18
Human Error	-4	3	-2	-1	-3	-7	1	0	4	-2	23	6	0	18
Sick, Injured, Unruly Passenger	-3	9	3	0	0	-2	5	0	-3	2	0	-3	0	8
Weather	-41	-13	-2	-3	-7	-48	-23	-8	-58	-8	-44	-39	-23	-316
Other	3	7	-1	0	0	-7	4	4	-4	-2	-6	-6	3	-5
TOTAL TRAINS DELAYED	**-112**	**91**	**35**	**4**	**-20**	**-79**	**-5**	**-11**	**-38**	**-15**	**-89**	**-92**	**-35**	**-367**

Data for current month is final (03/29/12) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 03/30/2012

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	32	12											44	3.2%
Freight Interference - Peak	*22*	*15*											*37*	*2.7%*
Freight Interference - Off-Peak	*62*	*48*											*110*	*7.9%*
Freight Interference - Total	84	63											147	10.6%
Accident	31	79											110	7.9%
Passenger Loading	54	33											87	6.3%
Lift Deployment	20	11											31	2.2%
Obstruction/Debris	27	21											48	3.4%
Signal/Switch Failure	144	49											193	13.9%
Track Work	140	15											155	11.1%
Catenary Failure	4	10											14	1.0%
Non-Locomotive Equipment Failure	16	6											22	1.6%
Locomotive Failure	53	29											82	5.9%
Human Error	80	41											121	8.7%
Sick, Injured, Unruly Passenger	26	33											59	4.2%
Weather	212	15											227	16.3%
Other	35	17											52	3.7%
TOTAL TRAINS DELAYED	**958**	**434**											**1,392**	**100%**

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	68	3.1%
Freight Interference - Peak	*35*	*39*	*38*	*34*	*23*	*40*	*71*	*54*	*47*	*37*	*42*	*35*	*74*	*3.4%*
Freight Interference - Off-Peak	*51*	*81*	*87*	*86*	*78*	*143*	*138*	*134*	*99*	*81*	*75*	*83*	*132*	*6.1%*
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	206	9.5%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	111	5.1%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	83	3.8%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	42	1.9%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	63	2.9%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	241	11.1%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	41	1.9%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	13	0.6%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	36	1.7%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	116	5.4%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	105	4.9%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	40	1.8%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	948	43.8%
Other	18	32	30	26	33	57	51	38	32	40	20	19	50	2.3%
TOTAL TRAINS DELAYED	**603**	**1,560**	**579**	**635**	**878**	**1,549**	**2,106**	**1,306**	**1,043**	**1,069**	**997**	**749**	**2,163**	**100%**

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	14	-38											-24	0.0%
Freight Interference - Peak	*-13*	*-24*											*-37*	*-0.8%*
Freight Interference - Off-Peak	*11*	*-33*											*-22*	*1.8%*
Freight Interference - Total	-2	-57											-59	1.0%
Accident	-21	20											-1	2.8%
Passenger Loading	18	-14											4	2.4%
Lift Deployment	2	-13											-11	0.3%
Obstruction/Debris	-6	-9											-15	0.5%
Signal/Switch Failure	32	-80											-48	2.7%
Track Work	112	2											114	9.2%
Catenary Failure	-5	6											1	0.4%
Non-Locomotive Equipment Failure	7	-21											-14	-0.1%
Locomotive Failure	-16	-18											-34	0.5%
Human Error	23	-7											16	3.8%
Sick, Injured, Unruly Passenger	1	18											19	2.4%
Weather	179	-900											-721	-27.5%
Other	17	-15											2	1.4%
TOTAL TRAINS DELAYED	355	-1,126											-771	

Data for current month is final (03/29/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 03/30/2012

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLE 11: FREIGHT DELAYS
between March 2010 and February 2012

		Electric				Milw					Union Pacific			
	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	N	NW	W	SYSTEM
Mar-10	14	0	0	0	7	12	4	12	6	14	2	1	9	81
Apr-10	13	0	0	0	7	17	4	26	5	8	2	4	10	96
May-10	21	0	0	0	3	8	3	8	3	9	0	2	10	67
Jun-10	26	0	0	0	6	7	5	12	4	25	2	1	36	124
Jul-10	17	0	0	0	4	8	3	22	4	25	3	6	33	125
Aug-10	25	0	0	0	7	17	8	9	12	25	0	1	22	126
Sep-10	6	0	0	0	8	8	9	8	9	12	1	1	16	78
Oct-10	9	0	0	0	3	15	15	10	7	18	1	13	16	107
Nov-10	5	0	0	0	4	10	7	6	3	15	3	0	9	62
Dec-10	7	0	0	0	6	21	12	17	7	27	1	1	39	138
Jan-11	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Feb-11	7	0	0	0	5	21	14	5	9	11	1	1	46	120
Total	167	0	0	0	63	156	89	144	75	199	18	32	267	1,210
Mar-11	23	0	0	0	4	12	11	16	3	13	2	2	39	125
Apr-11	5	0	0	0	2	17	12	30	5	18	0	3	28	120
May-11	8	0	0	0	2	12	15	13	1	17	2	12	19	101
Jun-11	11	0	0	0	7	30	24	13	16	45	0	1	36	183
Jul-11	13	0	0	0	15	23	13	25	20	26	7	16	51	209
Aug-11	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	**10**	**0**	**0**	**0**	**1**	**6**	**9**	**4**	**4**	**13**	**1**	**2**	**13**	**63**
Total	173	0	0	0	65	208	150	175	88	273	18	47	375	1,572

Data for current month is final (03/29/12) version from TOPS.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 03/30/2012

TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH

2012

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays YTD	% of All Delays YTD
BNSF	1	0											1	0.55%
Electric ML	0	0											0	0.00%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	7	1											8	6.45%
Milw W	0	1											1	0.68%
NCS	0	0											0	0.00%
RI	4	2											6	4.20%
SWS	0	0											0	0.00%
UP N	1	2											3	2.56%
UP NW	0	1											1	1.16%
UP W	7	4											11	7.91%
Total Lift Delays	**20**	**11**											**31**	**2.23%**
ALL DELAYS														**1,392**

Data for current month is final (03/29/12) version from TOPS.

2011

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays All Year	% of All Delays All Year
BNSF	5	3	2	0	7	3	13	2	1	3	3	5	47	2.52%
Electric ML	0	0	0	0	0	0	0	0	0	1	0	1	2	0.20%
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	2	0	1	0	0	3	0.66%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	2	0	2	5	9	7	10	2	5	4	0	47	2.57%
Milw W	0	6	2	4	2	14	12	8	3	3	1	0	55	4.61%
NCS	0	0	0	0	0	0	0	1	0	1	0	0	2	0.40%
RI	2	5	8	4	12	11	29	17	10	9	5	2	114	9.84%
SWS	0	0	0	0	2	0	0	1	0	0	0	0	3	0.48%
UP N	8	2	2	1	2	11	8	13	8	12	12	8	87	5.82%
UP NW	0	0	0	0	0	5	1	3	1	4	0	2	16	1.67%
UP W	2	6	3	7	2	2	10	9	14	7	8	5	75	4.83%
Total Lift Delays	**18**	**24**	**17**	**18**	**32**	**55**	**80**	**66**	**39**	**46**	**33**	**23**	**451**	**3.45%**
ALL DELAYS														**13,074**

P:\ONTIME\report\[DelaysByCause16Cats.xls]LiftUseByLine&Month 03/30/2012

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

February 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	7	6	0	0	1	13	10	5	14	3	5	7	9	80
11-15	7	4	1	0	0	2	9	2	5	3	0	1	1	35
16-20	1	2	0	0	0	3	1	2	2	0	0	0	0	11
21+	10	0	0	0	0	0	1	3	3	2	3	0	3	25
Annulled	2	1	0	0	0	1	2	1	1	0	0	2	1	11
Sub-Total	27	13	1	0	1	19	23	13	25	8	8	10	14	162
Off-Peak **														
6-10	12	30	6	3	0	20	18	5	18	6	9	6	14	147
11-15	4	7	0	1	0	5	14	2	3	2	3	1	6	48
16-20	6	1	0	0	0	2	6	4	4	1	0	2	1	27
21+	7	3	0	0	0	3	7	2	1	5	6	3	6	43
Annulled	2	1	0	1	0	3	0	0	0	0	0	0	0	7
Sub-Total	31	42	6	5	0	33	45	13	26	14	18	12	27	272
February 2012 Total														
6-10	19	36	6	3	1	33	28	10	32	9	14	13	23	227
11-15	11	11	1	1	0	7	23	4	8	5	3	2	7	83
16-20	7	3	0	0	0	5	7	6	6	1	0	2	1	38
21+	17	3	0	0	0	3	8	5	4	7	9	3	9	68
Annulled	4	2	0	1	0	4	2	1	1	0	0	2	1	18
TOTAL	58	55	7	5	1	52	68	26	51	22	26	22	41	434
2012 Year-to-Date														
6-10	81	122	40	33	4	72	54	21	85	26	46	33	80	697
11-15	41	42	11	7	3	29	42	12	23	15	12	7	20	264
16-20	17	20	5	4	0	10	17	9	9	3	6	12	13	125
21+	36	30	17	1	0	9	29	7	14	14	49	30	24	260
Annulled	6	4	0	2	0	4	5	1	12	2	4	4	2	46
TOTAL	181	218	73	47	7	124	147	50	143	60	117	86	139	1,392

PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
February 2012 Total														
6-10	32.8%	65.5%	85.7%	60.0%	100.0%	63.5%	41.2%	38.5%	62.7%	40.9%	53.8%	59.1%	56.1%	52.3%
11-15	19.0%	20.0%	14.3%	20.0%	0.0%	13.5%	33.8%	15.4%	15.7%	22.7%	11.5%	9.1%	17.1%	19.1%
16-20	12.1%	5.5%	0.0%	0.0%	0.0%	9.6%	10.3%	23.1%	11.8%	4.5%	0.0%	9.1%	2.4%	8.8%
21+	29.3%	5.5%	0.0%	0.0%	0.0%	5.8%	11.8%	19.2%	7.8%	31.8%	34.6%	13.6%	22.0%	15.7%
Annulled	6.9%	3.6%	0.0%	20.0%	0.0%	7.7%	2.9%	3.8%	2.0%	0.0%	0.0%	9.1%	2.4%	4.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012 Year-to-Date Delays By Duration														
6-10	44.8%	56.0%	54.8%	70.2%	57.1%	58.1%	36.7%	42.0%	59.4%	43.3%	39.3%	38.4%	57.6%	50.1%
11-15	22.7%	19.3%	15.1%	14.9%	42.9%	23.4%	28.6%	24.0%	16.1%	25.0%	10.3%	8.1%	14.4%	19.0%
16-20	9.4%	9.2%	6.8%	8.5%	0.0%	8.1%	11.6%	18.0%	6.3%	5.0%	5.1%	14.0%	9.4%	9.0%
21+	19.9%	13.8%	23.3%	2.1%	0.0%	7.3%	19.7%	14.0%	9.8%	23.3%	41.9%	34.9%	17.3%	18.7%
Annulled	3.3%	1.8%	0.0%	4.3%	0.0%	3.2%	3.4%	2.0%	8.4%	3.3%	3.4%	4.7%	1.4%	3.3%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/29/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 3/30/2012

TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
February 2012														
Peak *	37.3	11.6	15.0	0.0	7.0	10.2	12.2	17.1	12.9	15.1	57.6	8.3	13.8	19.0
Off-Peak **	20.9	11.2	8.8	7.8	--	12.4	14.6	15.0	10.8	18.1	31.8	27.0	15.7	15.9
All	28.5	11.3	9.7	7.8	7.0	11.6	13.8	16.0	11.8	17.0	39.8	19.5	15.1	17.1
2012 Year-to-Date														
Peak *	22.7	13.3	11.8	10.0	10.1	10.2	17.2	16.7	14.3	20.6	40.3	19.7	13.9	18.4
Off-Peak **	15.0	12.7	15.5	9.5	--	12.7	14.4	13.6	11.9	13.5	31.8	23.2	15.2	15.4
All	18.7	12.9	14.8	9.6	10.1	11.9	15.6	15.3	12.9	16.0	35.6	21.1	14.7	16.6

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (03/29/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 3/30/2012