

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

March 2012



COMMUTER RAIL ON-TIME PERFORMANCE

March 2012

This report presents an analysis of the March 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 March 2012, Metra operated 17,600 scheduled trains, including scheduled "extras", if any. 687 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.1%. 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 March 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 March 2012. Of the 687 delays systemwide in March 2012, all but 286 (42%) 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 March 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during March 2012. Table 8.b shows the average frequencies over the previous five Marchs, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 687 delays systemwide in March 2012, 136 more than the average over the previous five Marchs. Table 9.a shows delays from the beginning of the year through March 2012. Table 9.b shows the average frequencies from the beginning of the year through March 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 March of 2012, a total of 2,079 trains were delayed, compared to 2,742 trains delayed in the same three months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In March 2012 freight operations delayed 102 trains systemwide, compared to 125 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 March 2012.

A review of March 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 43.8% of all late trains. Table 14 shows that the average length of delay was 19.4 minutes in March 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
March 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	1,188	47	96.0%	880	39	95.6%	2,068	86	95.8%	142	15	89.4%	72	8	88.9%	2,282	109	95.2%
Elec -ML	990	9	99.1%	748	28	96.3%	1,738	37	97.9%	230	7	97.0%	80	7	91.3%	2,048	51	97.5%
-BI	308	2	99.4%	506	14	97.2%	814	16	98.0%	150	2	98.7%	--	--	--	964	18	98.1%
-SC	<u>374</u>	<u>3</u>	99.2%	<u>814</u>	<u>18</u>	97.8%	<u>1,188</u>	<u>21</u>	98.2%	<u>240</u>	<u>6</u>	97.5%	<u>80</u>	<u>0</u>	100.0%	<u>1,508</u>	<u>27</u>	98.2%
Subtotal	1,672	14	99.2%	2,068	60	97.1%	3,740	74	98.0%	620	15	97.6%	160	7	95.6%	4,520	96	97.9%
Heritage	132	7	94.7%	--	--	--	132	7	94.7%	--	--	--	--	--	--	132	7	94.7%
Milw -N	550	27	95.1%	770	48	93.8%	1,320	75	94.3%	120	14	88.3%	80	2	97.5%	1,520	91	94.0%
-W	<u>594</u>	<u>24</u>	96.0%	<u>682</u>	<u>24</u>	96.5%	<u>1,276</u>	<u>48</u>	96.2%	<u>120</u>	<u>15</u>	87.5%	<u>72</u>	<u>6</u>	91.7%	<u>1,468</u>	<u>69</u>	95.3%
Subtotal	1,144	51	95.5%	1,452	72	95.0%	2,596	123	95.3%	240	29	87.9%	152	8	94.7%	2,988	160	94.6%
NCS	242	12	95.0%	242	15	93.8%	484	27	94.4%	--	--	--	--	--	--	484	27	94.4%
RI	792	30	96.2%	726	45	93.8%	1,518	75	95.1%	100	3	97.0%	64	9	85.9%	1,682	87	94.8%
SWS	242	13	94.6%	418	21	95.0%	660	34	94.8%	30	2	93.3%	--	--	--	690	36	94.8%
UP -N	660	6	99.1%	880	12	98.6%	1,540	18	98.8%	130	15	88.5%	72	3	95.8%	1,742	36	97.9%
-NW	726	27	96.3%	704	19	97.3%	1,430	46	96.8%	120	11	90.8%	60	1	98.3%	1,610	58	96.4%
-W	<u>594</u>	<u>24</u>	96.0%	<u>704</u>	<u>29</u>	95.9%	<u>1,298</u>	<u>53</u>	95.9%	<u>100</u>	<u>10</u>	90.0%	<u>72</u>	<u>8</u>	88.9%	<u>1,470</u>	<u>71</u>	95.2%
Subtotal	1,980	57	97.1%	2,288	60	97.4%	4,268	117	97.3%	350	36	89.7%	204	12	94.1%	4,822	165	96.6%
SYSTEM	7,392	231	96.9%	8,074	312	96.1%	15,466	543	96.5%	1,482	100	93.3%	652	44	93.3%	17,600	687	96.1%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (04/16/12) 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-MAR	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	93.4%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.7%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	92.4%	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	97.2%	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	94.6%	92.9%
	2012	94.4	97.3	95.2										95.6%	95.6%
	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	94.5%	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	97.8%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	97.9%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	98.0%	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	98.1%	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	97.4%	96.8%
	2012	93.7	98.4	97.9										96.7%	96.7%
	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	97.8%	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	89.8%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.1%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	87.6%	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	91.5%	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	88.4%	86.2%
	2012	95.2	99.2	94.7										96.4%	96.4%
	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	89.3%	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	93.8%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	93.4%	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	95.5%	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	91.6%	89.6%
	2012	95.1	96.4	94.0										95.1%	95.1%
	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	93.9%	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	95.7%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.1%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	95.4%	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	96.5%	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	93.8%	93.0%
	2012	94.4	95.1	95.3										94.9%	94.9%
	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	95.5%	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	93.8%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	93.3%	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	94.3%	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	92.6%	91.1%
	2012	94.8	94.4	94.4										94.5%	94.5%
	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	93.8%	93.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAR	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	92.4%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.2%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	95.6%	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	96.6%	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	95.2%	94.0%
	2012	94.3	96.8	94.8										95.3%	95.3%
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	95.0%	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	97.0%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.0%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	93.3%	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	95.1%	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	93.9%	92.1%
	2012	94.2	96.6	94.8										95.2%	95.2%
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	94.8%	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	96.3%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	92.2%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	95.4%	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	95.7%	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	92.9%	92.6%
	2012	94.6	98.4	97.9										97.0%	97.0%
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	94.5%	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	95.0%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	93.6%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	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	97.1%	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	95.0%	94.9%
	2012	95.9	98.6	96.4										96.9%	96.9%
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	95.3%	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	93.1%	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	95.0%	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	97.1%	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	91.7%	90.9%
	2012	93.1	97.1	95.2										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	94.1%	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	95.2%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.2%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.3%	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	96.8%	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	94.5%	93.6%
	2012	94.3	97.4	96.1										95.9%	95.9%
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	95.4%	95.2%

Delays data for most recent month is final (04/16/12) version from TOPS.

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'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
March 2012

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1250	Wed, Mar 07	25	F1	LATE FLIP DELAYED BY 1211
		Fri, Mar 09	8	E1	CONGESTION DUE TO EARLIER MECHANICAL ISSUES
		Mon, Mar 19	0	XE	METX 403 AIR ISSUES AT CUS
		Tue, Mar 20	7	RF	RAN 1256 AHEAD OF 1250 AT FAIRVIEW
HC	918	Mon, Mar 05	13	D	15" CN 335 ENTERING GLENN YARD HAD STATION BLOCKED, SUMMIT.
		Tue, Mar 27	27	H1	29" BLOCKED BY RID#412 WITH BRAKE PROBLEMS, JUD.
		Thu, Mar 29	6	RF	2" 10MPH, MP36.64; 5" AWAITING SIGNAL NO X-TRAFFIC, LEMOYNE.
		Fri, Mar 30	16	G	2" 10MPH, MP36.64; 7" CN M335 ENETERING GLENN YD BLOCKING,SUMMIT; 9" FLAGGED, BRIGHTON PK; 4" CTC FAILURE ON CN RR CLEAR SIGNAL AFTER TIMED O
ELBI	216	Tue, Mar 06	14	G	14" RESTRICTED SIGNALS TRK #2 ACCT CIRCUIT DOWN, MP 11.32.
		Mon, Mar 12	8	I	8" MAKING ALL FLAG STOPS, ENROUTE.
		Mon, Mar 19	7	I	7" SLOW PASSENGER LOADING & FLAG STOPS
		Tue, Mar 20	13	RD1	13" WAITING FOR #116 TO CLEAR, KENSINGTON.
		Wed, Mar 21	6	R	6" COULDN'T CONTACT FLAGMAN B/O RADIO, KENSINGTON.
		Thu, Mar 22	10	I	4" LATE ENTRAINING, 87TH; 6" SLOW ENTRAINING/DETRAINING,ENROUTE.
ELML	149	Mon, Mar 12	6	I	6" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Wed, Mar 14	6	I	6" SLOW ENTRAINING/DETRAINING & MAKING ALL FLAG STOPS, ENROUTE.
		Wed, Mar 21	0	XN	ANNULLED POWER FAILURE
		Thu, Mar 22	9	I	6" MAKING FLAG STOPS, 47TH & 111TH ST; 3" SPEED RESTRICTION A101, RIVERDALE & HARVEY.
ELML	150	Fri, Mar 02	22	G	22" CODE STATION FAILURE, FLAGGED BY SIGNAL & HAND LINED SWITCH @ SOUTH END OF PLANT AFTER #251 DEPARTED, KENSINGTON.
		Wed, Mar 14	6	I	2" LATE TURN OF EQUIPMENT, UP; 4" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Wed, Mar 21	82	N	82" POWER FAILURE, CCF.
		Fri, Mar 23	12	I	5" LATE TURN, UP; 8" SLOW ENTRAINING/DETRAINING & MAKING FLAG STOPS, ENROUTE.
MN	2107	Mon, Mar 05	6	D	6" CN FREIGHT, CN XING.
		Fri, Mar 09	12	RO	2" TRAFFIC AHEAD, A2; 5" WRONG LINE UP, A5; 4" X-TRAFFIC, MAYFAIR; 2" HOLD FOR AMT #332, RONDOUT.
		Mon, Mar 19	10	RF	6" RED SIGNAL R.T.C. LINED UP THE EASTBOUND IN ERROR, LIBERTYVILLE; 4" ADA, GRAYLAND-LAKE FOREST.
		Tue, Mar 20	10	E1	10" ACCT ENGINE FAILURE ON #2104 & #2106, ENROUTE.
		Thu, Mar 29	40	KD1	40" AIR HOSE CAME APART BETWEEN LOCO #119 & CAR 8231, EDGEBROOK-A2.
MN	2121	Wed, Mar 14	23	G	25" SIGNAL FAILURE, DEERFIELD - LIBERTYVILLE.
		Thu, Mar 22	25	D	25" BLOCKED BY CN FREIGHT @CN XING, RONDOUT TO FOX LAKE.
		Fri, Mar 23	8	I	8" ENTRAINING/DETRAINING, ENROUTE.
		Thu, Mar 29	11	D	4" FREIGHT TRAFFIC, CN X-ING; 3" ADA, CUS-LIBERTYVILLE.
MN	2126	Fri, Mar 02	6	GX1	5" LATE TURN FROM #2105, DEERFIELD; 2" SPEED RESTRICTION, MP22.4.
		Tue, Mar 20	0	E1	ANNULLED DO TO ENG 611 FAILURE
		Thu, Mar 22	8	A1	5" LATE TURN FROM #2105, DEERFIELD; 5" UP X-TRAFFIC, MAYFAIR.
		Thu, Mar 29	11	KD1	11" AIR HOS CAME APART BETWEEN LOCO #119 & CAR 8231, EDGEBROOK-A2.
MW	2233	Tue, Mar 06	10	K	10" DELAY FIRE NEAR TRACK, WOODDALE AND ROSELLE, ENROUTE.
		Wed, Mar 14	10	GA	12" STATION TRAFFIC, CUS.
		Thu, Mar 15	8	GA	8" SWITCH FAILURE, CUS.
		Wed, Mar 21	9	GA	7" SWITCH FAILURE ANTRAK 8 STOPPED TALKED BY SIGNAL, LAKE ST.
NCS	113	Mon, Mar 12	15	G	14" CREW HAND LINED SWITCH, GALEWOOD; 3" RED, CN XING; 2" 529B,RT 83.
		Thu, Mar 15	6	GA	5" SWITCH FAILURE, CUS; 4" SIGNAL/SWITCH FAILURE, ANTIOCH.
		Wed, Mar 21	8	GA1	5" SWITCH FAILURE, A2.
		Thu, Mar 22	18	D	18" ALL STOPS TO ANTIOCH.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
March 2012**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	508 68% OT	Thu, Mar 01	7	A	2" ENTRAINING, ENROUTE; 5" WAITING FOR #507, BROADWAY.
		Wed, Mar 07	22	M1	20" DEPARTED LATE DUE TO LATE FLIP OF 503, JOLIET.
		Fri, Mar 09	7	D	2" FOLLOWING IA512 WITH RESTRICTING SIGNALS, ROBBINS; 6" WAITING ON #507 TO CLEAR, BROADWAY.
		Tue, Mar 13	6	GX	2" WAITING ON #505 SINGLE TRACKING AROUND FORM D, MOKENA; 2" ENTRAINING, 80TH AVE; 1" ENTRAINING, BI; 4" AWD, ABERDEEN ST. MP10.27.
		Wed, Mar 14	9	E1	2" X-TRAFFIC CN8872 W, EJ&E; 2" SLOW SPEED PAST RESCUE CREW TIEING ON DISBALED TRAIN TRK 1, NEW LENOX; 3" ENTRAINING, HICKORY CREEK, BROA
		Fri, Mar 23	8	D	7" CRL2501, BI.
		Tue, Mar 27	7	I	3" NEW LENOX; 2" RED SIGNAL, BROADWAY; 2" SLOW ENTRAINING, ENROUTE.
RI	509 82% OT	Thu, Mar 15	6	E	9" LATE DEPARTURE ACCT ENG.407 HAD NO ATP & SSR FUSE WAS BLOWN,LSS.
		Fri, Mar 23	7	D	7" IA503 STOPPED IN INTERLOCKER TO RECREW WITHOUT PERMISSION, ROBBINS.
		Mon, Mar 26	7	I	4" ENTRAINING, ENROUTE; 2" MEDICAL EMERGENCY, 80TH AVE; 3" AWD, 183RD.
		Wed, Mar 28	6	I	6" ADA'S AND SLOW PASSENGER LOADING
RI	511 82% OT	Fri, Mar 16	14	RD	7" LATE DEPARTURE ACCT POWER LATE OUT OF YARD WAITING ON BLUE FLAG PROTECTINO TO BE RELEASED, LSS; 2" WAITING ON #512, BLUE ISLAND.
		Tue, Mar 20	7	A	7" MEETING TRAINS ENROUTE
		Mon, Mar 26	6	GX	1" DOOR ISSUE, 35TH; 1" HOLDING FOR #512M BI; 1" COPYING MANDATORY DIRECTIVE, MIDLOTHIAN 2" ADA, OAK FOREST; 3" AWD, 183RD; 1" WAIT
		Thu, Mar 29	18	GX	18" BROKEN GATE, CEDAR RD MP34.02 GATE FOULING TRACK TRAIN COULD NOT PASS.
RI	525 82% OT	Fri, Mar 09	7	I	3", 35TH ST, 3" GRESHAM & 2" BRAINARD DUE TO DOOR LITE PROBLEMS; 3" FLAG STOPS, 123RD , 127TH & ROBBINS.
		Wed, Mar 14	7	D	5" RED SIGNAL CN338 IC2698 BECAME DISABLED TAKING FIRST SIGNAL,16TH ST; FLAGGED 14TH & 16TH.
		Tue, Mar 20	7	I	5" MAKING FLAG STOPS, ENROUTE; 2" ENTRAINING, GRESHAM; 3" TIMING OUT SIGNAL, JUD.
SWS	842 82% OT	Fri, Mar 09	8	AM	4" RED SIGNAL, 23RD ST; 4" WAITING FOR AMTRAK JOB YC7 TO CLEAR AHEAD, LUMBER ST.
		Thu, Mar 15	11	GF	11" TRACK CIRCUIT STAYED DOWN BEHIND #839 IN THE PLANT, CP518; FLAGGED BY SIGNALS, CP59TH & CP518.
		Wed, Mar 21	67	N	58" TRAIN CONTROL & COMMUNICATION FAILURE @ CCF, ASHBURN; FLAG SIGNALS, CP74TH , CP59TH, A
UPW	38 82% OT	Wed, Mar 28	15	AM	15" LINED INTO WRONG TRACK & UNABLE TO RAISE AMTRAK DISPATCHER,CONTACTED SWS DISPATCHER WHO CALLED AMTRAK DISPATCHER BY PHONE, CUS.
		Mon, Mar 05	7	D	7" FOLLOWED ZLTG2-02, PECK -KRESS.
		Tue, Mar 06	35	E1	35" DEPARTED LATE DUE TO LATE ARRIVAL OF EQUIPMENT FROM 15 AND 1 ADA LIFT, BELLWOOD.
		Mon, Mar 19	8	U	8" 4 ADA'S, ENROUTE; SLOW ENTRAINING, GLEN ELLYN & ELMHURST; LATE TURN FROM #15, ELBURN.
		Wed, Mar 21	8	GF	6" OPERATE ON DEAD TRACK, KRESS TO JB TOWER; 2" 2 ADA'S, GLEN ELLYN.

Data is final (04/16/12) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes			Definition	Delay Class	Responsibility
Primary	Secondary	Primary Annulled			
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

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 PASSENGER TRAIN INTERFERENCE				12 LOCOMOTIVE FAILURE			
A	A1	XA	Passenger Train Interference	E	E1	XE	Locomotive Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
AM	AM1	XAM	Amtrak Caused Delay	13 HUMAN ERROR			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				BA	BA1	XBA	Amtrak Engineering Human Error
D	D1	XD	Freight Train Interference	H	H1	XH	Human Error, Mechanical Department
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
4 ACCIDENT				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
5 PASSENGER LOADING				RD	RD1	XRD	Human Error, Metra Dispatcher
I	I1	XI	Passenger Handling, Running Time	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
IB	IB1	XIB	Passenger Handling, Bicycle	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
6 LIFT DEPLOYMENT				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
U	U1	XU	Accessibility Related (ADA)	RO	RO1	XRO	Human Error, Tower Operator
UF	UF1	XUF	ADA Lift Failure	RS	RS1	XRS	Human Error, NICTD Transportation
7 OBSTRUCTION/DEBRIS				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	14 SICK, INJURED, UNRULY PASSENGER			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JA	JA1	XJA	Amtrak Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
9 TRACK WORK				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	16 OTHER			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
10 CATENARY FAILURE				N	N1	XN	Electricity Utility Failure
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing
11 NON-LOCOMOTIVE EQUIPMENT FAILURE				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

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**TABLES 6.a & 6.b: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
March 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	79	24	7	9	3	44	19	7	36	8	10	13	27	286
Semi-controllable	7	0	0	0	3	20	24	17	6	22	0	4	18	121
Uncontrollable	23	27	11	18	1	27	26	3	45	6	26	41	26	280
TOTAL TRAINS DELAYED	109	51	18	27	7	91	69	27	87	36	36	58	71	687

January-March 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	139	147	64	32	5	103	60	22	94	21	56	66	59	868
Semi-controllable	51	0	0	0	7	43	53	31	13	58	2	9	56	323
Uncontrollable	100	122	27	42	2	69	103	24	123	17	95	69	95	888
TOTAL TRAINS DELAYED	290	269	91	74	14	215	216	77	230	96	153	144	210	2,079

Data for current month is final version from TOPS.

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TABLE 7: NUMBER OF DELAYS BY DATE
March 2012

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	0	2	3	15	18	1	21	0	0	0	0	4	4	3	3	4	7	0	0	0	0	1	86
Elec -ML	1	6	0	0	0	2	0	4	0	2	1	0	0	4	5	2	2	5	0	0	2	1	37
-BI	0	0	0	1	0	0	0	1	0	0	0	0	2	3	6	2	0	0	0	0	1	0	16
-SC	0	0	0	0	0	3	1	1	0	2	0	0	1	1	6	3	1	0	0	0	0	2	21
Heritage	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	7
Milw -N	0	2	3	0	1	4	3	1	9	12	1	0	1	15	0	8	2	0	0	0	13	0	75
-W	1	0	2	5	2	3	5	1	2	2	6	3	1	1	8	2	0	0	0	0	3	1	48
NCS	0	2	2	0	0	0	1	1	1	1	1	1	0	2	2	5	1	1	1	0	4	1	27
RI	1	0	0	0	14	2	4	0	5	14	2	5	0	2	5	3	4	5	4	2	3	0	75
SWS	4	0	0	0	4	0	1	0	0	1	2	3	1	0	3	2	1	0	0	2	2	8	34
UP -N	0	0	0	1	3	0	0	0	0	5	0	0	3	1	1	1	0	0	0	1	1	1	18
-NW	0	2	0	0	1	2	2	0	1	3	1	22	0	0	3	0	8	0	0	0	0	1	46
-W	<u>0</u>	<u>2</u>	<u>7</u>	<u>15</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>53</u>
SYSTEM	7	16	19	38	44	18	42	10	24	43	15	38	17	32	45	37	27	11	6	5	31	18	543

SATURDAY	3	10	17	24	31	TOTAL	SUNDAY/HOLIDAY	4	11	18	25	TOTAL
BNSF	2	0	10	1	2	15	BNSF	0	1	5	2	8
Elec -ML	0	1	4	0	2	7	Elec -ML	1	1	2	3	7
-BI	0	0	1	0	1	2	-BI	-	-	-	-	0
-SC	0	6	0	0	0	6	-SC	0	0	0	0	0
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	2	0	8	3	1	14	Milw -N	1	0	1	0	2
-W	0	1	11	2	1	15	-W	1	4	0	1	6
NCS	-	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	1	2	0	0	3	RI	3	6	0	0	9
SWS	1	0	0	0	1	2	SWS	-	-	-	-	0
UP -N	1	3	11	0	0	15	UP -N	0	0	2	1	3
-NW	0	0	9	1	1	11	-NW	0	0	0	1	1
-W	<u>0</u>	<u>1</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>10</u>	-W	<u>2</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>8</u>
SYSTEM	6	13	63	9	9	100	SYSTEM	8	14	11	11	44

Data is final (04/16/12) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
March 2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	1	2	0	2	1	0	2	2	0	0	0	10
<i>Freight Interference - Peak</i>	0	0	0	0	3	5	3	3	0	7	0	3	0	24
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	14	15	11	6	8	0	1	16	78
Freight Interference - Total	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Accident	0	0	0	0	0	7	0	2	13	1	1	22	5	51
Passenger Loading	13	16	4	2	0	8	6	0	11	0	15	12	6	93
Lift Deployment	0	0	0	0	0	1	0	0	5	0	1	2	2	11
Obstruction/Debris	8	1	1	3	0	7	8	1	2	2	1	0	3	37
Signal/Switch Failure	21	8	3	0	2	20	9	6	7	13	0	0	5	94
Track Work	12	5	0	3	0	1	2	0	1	0	4	4	7	39
Catenary Failure	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	16	1	1	3	0	0	0	0	0	0	0	0	0	21
Locomotive Failure	23	0	0	0	0	19	9	2	12	0	2	8	15	90
Human Error	7	5	2	0	2	5	4	2	16	0	0	0	1	44
Sick, Injured, Unruly Passenger	1	4	0	4	0	2	5	0	3	0	6	5	3	33
Weather	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	9	5	9	0	0	7	0	9	3	6	1	8	58
TOTAL TRAINS DELAYED	109	51	18	27	7	91	69	27	87	36	36	58	71	687

March - Average Over Previous Five Years: 2007-2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	2	1	0	1	5	1	1	2	1	2	0	1	20
<i>Freight Interference - Peak</i>	7	0	0	0	7	2	0	4	1	2	0	1	4	29
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	9	6	6	4	10	2	2	22	71
Freight Interference - Total	17	0	0	0	7	11	6	10	4	12	2	3	26	100
Accident	0	2	0	0	0	0	2	0	5	1	6	2	1	19
Passenger Loading	2	7	1	3	0	4	2	0	11	0	17	6	7	60
Lift Deployment	2	0	0	0	0	1	2	0	5	0	2	1	2	15
Obstruction/Debris	3	2	0	4	0	2	2	0	2	1	1	5	4	26
Signal/Switch Failure	19	9	2	2	4	17	8	5	7	5	7	6	7	98
Track Work	3	4	1	2	0	5	2	1	2	2	2	0	3	26
Catenary Failure	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	1	2	1	1	0	1	1	0	1	0	2	1	2	13
Locomotive Failure	6	0	0	0	1	6	3	3	5	0	5	4	6	40
Human Error	7	7	2	4	0	3	4	2	5	2	6	7	4	54
Sick, Injured, Unruly Passenger	3	7	0	2	0	4	3	0	3	0	4	2	4	31
Weather	1	0	0	0	0	3	1	1	1	0	4	2	2	15
Other	3	1	0	0	0	2	2	2	5	0	4	4	6	30
TOTAL TRAINS DELAYED	71	44	9	20	14	64	38	25	59	25	64	42	75	551

March 2012 Divergence From March Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2	-2	0	2	-1	-3	0	-1	0	1	-2	0	-1	-10
<i>Freight Interference - Peak</i>	-7	0	0	0	-4	3	3	-1	-1	5	0	2	-4	-5
<i>Freight Interference - Off-Peak</i>	-3	0	0	0	0	5	9	5	2	-2	-2	-1	-6	7
Freight Interference - Total	-10	0	0	0	-4	8	12	4	2	3	-2	1	-10	2
Accident	0	-2	0	0	0	7	-2	2	8	0	-5	20	4	32
Passenger Loading	11	9	3	-1	0	4	4	0	0	0	-2	6	-1	33
Lift Deployment	-2	0	0	0	0	0	-2	0	0	0	-1	1	0	-4
Obstruction/Debris	5	-1	1	-1	0	5	6	1	0	1	0	-5	-1	11
Signal/Switch Failure	2	-1	1	-2	-2	3	1	1	0	8	-7	-6	-2	-4
Track Work	9	1	-1	1	0	-4	0	-1	-1	-2	2	4	4	13
Catenary Failure	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	15	-1	0	2	0	-1	-1	0	-1	0	-2	-1	-2	8
Locomotive Failure	17	0	0	0	-1	13	6	-1	7	0	-3	4	9	50
Human Error	0	-2	0	-4	2	2	0	0	11	-2	-6	-7	-3	-10
Sick, Injured, Unruly Passenger	-2	-3	0	2	0	-2	2	0	0	0	2	3	-1	2
Weather	-1	0	0	0	0	-3	-1	-1	-1	0	-4	-2	-2	-15
Other	-2	8	5	9	0	-2	5	-2	4	3	2	-3	2	28
TOTAL TRAINS DELAYED	38	7	9	7	-7	27	31	2	28	11	-28	16	-4	136

Data for current month is final (04/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 04/16/2012

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-March 2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	6	4	4	4	0	16	6	1	6	2	1	2	2	54
<i>Freight Interference - Peak</i>	0	0	0	0	6	11	6	6	0	16	0	4	12	61
<i>Freight Interference - Off-Peak</i>	26	0	0	0	0	23	31	19	14	26	2	5	42	188
Freight Interference - Total	26	0	0	0	6	34	37	25	14	42	2	9	54	249
Accident	20	3	0	0	1	7	20	14	43	1	19	25	8	161
Passenger Loading	26	40	6	6	0	18	8	0	24	0	27	12	13	180
Lift Deployment	1	0	0	0	0	9	1	0	11	0	4	3	13	42
Obstruction/Debris	12	7	1	6	0	12	20	1	9	4	1	2	10	85
Signal/Switch Failure	59	32	14	6	5	54	34	16	19	30	1	6	11	287
Track Work	25	68	37	11	0	6	8	0	8	1	5	10	15	194
Catenary Failure	0	12	4	1	0	0	0	0	0	0	0	1	0	18
Non-Locomotive Equipment Failure	19	7	3	7	0	0	2	0	1	1	2	0	1	43
Locomotive Failure	30	0	0	0	0	27	16	7	34	0	4	28	26	172
Human Error	23	17	2	1	2	10	12	3	27	3	39	19	7	165
Sick, Injured, Unruly Passenger	6	21	4	7	0	5	13	0	9	2	13	6	6	92
Weather	30	34	10	14	0	17	23	6	14	6	26	20	27	227
Other	7	24	6	11	0	0	16	4	11	4	9	1	17	110
TOTAL TRAINS DELAYED	290	269	91	74	14	215	216	77	230	96	153	144	210	2,079

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	10	12	3	2	2	19	5	4	6	4	13	5	6	91
<i>Freight Interference - Peak</i>	23	0	0	0	16	4	6	11	5	9	3	3	16	95
<i>Freight Interference - Off-Peak</i>	27	0	0	0	0	26	17	17	13	24	6	8	55	194
Freight Interference - Total	50	0	0	0	16	30	23	27	18	33	8	11	71	289
Accident	31	4	0	3	0	5	16	6	8	3	14	15	7	111
Passenger Loading	6	16	6	6	0	10	3	0	18	1	57	13	15	150
Lift Deployment	5	0	0	0	0	6	6	2	14	0	8	4	7	52
Obstruction/Debris	15	2	2	7	0	8	11	2	8	3	9	19	13	97
Signal/Switch Failure	90	27	7	6	10	43	32	17	33	25	20	31	28	369
Track Work	9	6	1	3	0	11	4	2	5	3	6	4	7	62
Catenary Failure	0	7	3	3	0	0	0	0	0	0	0	0	0	13
Non-Locomotive Equipment Failure	6	10	6	3	0	3	3	1	5	1	5	6	4	52
Locomotive Failure	25	1	0	0	1	32	17	6	18	3	9	16	11	140
Human Error	27	16	4	5	3	16	11	3	12	8	22	20	10	157
Sick, Injured, Unruly Passenger	10	14	1	5	0	9	6	0	12	0	12	6	6	82
Weather	72	47	12	17	7	67	48	14	73	14	73	60	53	557
Other	6	10	2	2	0	9	6	2	11	3	13	10	12	87
TOTAL TRAINS DELAYED	364	171	47	63	41	267	190	86	239	100	270	220	250	2,309

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-4	-8	1	2	-2	-3	1	-3	0	-2	-12	-3	-4	-37
<i>Freight Interference - Peak</i>	-23	0	0	0	-10	7	0	-5	-5	7	-3	1	-4	-34
<i>Freight Interference - Off-Peak</i>	-1	0	0	0	0	-3	14	2	1	2	-4	-3	-13	-6
Freight Interference - Total	-24	0	0	0	-10	4	14	-2	-4	9	-6	-2	-17	-40
Accident	-11	-1	0	-3	1	2	4	8	35	-2	5	10	1	50
Passenger Loading	20	24	0	0	0	8	5	0	6	-1	-30	-1	-2	30
Lift Deployment	-4	0	0	0	0	3	-5	-2	-3	0	-4	-1	6	-10
Obstruction/Debris	-3	5	-1	-1	0	4	9	-1	1	1	-8	-17	-3	-12
Signal/Switch Failure	-31	5	7	0	-5	11	2	-1	-14	5	-19	-25	-17	-82
Track Work	16	62	36	8	0	-5	4	-2	3	-2	-1	6	8	132
Catenary Failure	0	5	1	-2	0	0	0	0	0	0	0	1	0	5
Non-Locomotive Equipment Failure	13	-3	-3	4	0	-3	-1	-1	-4	0	-3	-6	-3	-9
Locomotive Failure	5	-1	0	0	-1	-5	-1	1	16	-3	-5	12	15	32
Human Error	-4	1	-2	-4	-1	-6	1	0	15	-5	17	-1	-3	8
Sick, Injured, Unruly Passenger	-4	7	3	2	0	-4	7	0	-3	2	1	0	0	10
Weather	-42	-13	-2	-3	-7	-50	-25	-8	-59	-8	-47	-40	-26	-330
Other	1	14	4	9	0	-9	10	2	0	1	-4	-9	5	23
TOTAL TRAINS DELAYED	-74	98	44	11	-27	-52	26	-9	-9	-4	-117	-76	-40	-230

Data for current month is final (04/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 04/16/2012

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 - Mar	
Passenger Train Interference	32	12	10										54	2.6%
<i>Freight Interference - Peak</i>	22	15	24										61	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78										188	9.0%
Freight Interference - Total	84	63	102										249	12.0%
Accident	31	79	51										161	7.7%
Passenger Loading	54	33	93										180	8.7%
Lift Deployment	20	11	11										42	2.0%
Obstruction/Debris	27	21	37										85	4.1%
Signal/Switch Failure	144	49	94										287	13.8%
Track Work	140	15	39										194	9.3%
Catenary Failure	4	10	4										18	0.9%
Non-Locomotive Equipment Failure	16	6	21										43	2.1%
Locomotive Failure	53	29	90										172	8.3%
Human Error	80	41	44										165	7.9%
Sick, Injured, Unruly Passenger	26	33	33										92	4.4%
Weather	212	15	0										227	10.9%
Other	35	17	58										110	5.3%
TOTAL TRAINS DELAYED	958	434	687										2,079	100%

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	98	3.6%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	112	4.1%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	219	8.0%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	331	12.1%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	139	5.1%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	139	5.1%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	59	2.2%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	91	3.3%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	322	11.7%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	68	2.5%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	17	0.6%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	53	1.9%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	148	5.4%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	169	6.2%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	78	2.8%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	950	34.6%
Other	18	32	30	26	33	57	51	38	32	40	20	19	80	2.9%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069	997	749	2,742	100%

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	14	-38	-20										-44	-1.0%
<i>Freight Interference - Peak</i>	-13	-24	-14										-51	-1.2%
<i>Freight Interference - Off-Peak</i>	11	-33	-9										-31	1.1%
Freight Interference - Total	-2	-57	-23										-82	-0.1%
Accident	-21	20	23										22	2.7%
Passenger Loading	18	-14	37										41	3.6%
Lift Deployment	2	-13	-6										-17	-0.1%
Obstruction/Debris	-6	-9	9										-6	0.8%
Signal/Switch Failure	32	-80	13										-35	2.1%
Track Work	112	2	12										126	6.9%
Catenary Failure	-5	6	0										1	0.2%
Non-Locomotive Equipment Failure	7	-21	4										-10	0.1%
Locomotive Failure	-16	-18	58										24	2.9%
Human Error	23	-7	-20										-4	1.8%
Sick, Injured, Unruly Passenger	1	18	-5										14	1.6%
Weather	179	-900	-2										-723	-23.7%
Other	17	-15	28										30	2.4%
TOTAL TRAINS DELAYED	355	-1,126	108										-663	

Data for current month is final (04/16/12) version from TOPS.

P:\(ONTIME\report)\DelaysByCause16Cats.xls\AllMonths 04/16/2012

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 April 2010 and March 2012**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Mar-11	23	0	0	0	4	12	11	16	3	13	2	2	39	125
Total	176	0	0	0	60	156	96	148	72	198	18	33	297	1,254
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
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Total	157	0	0	0	64	215	157	173	91	275	16	49	352	1,549

Data for current month is final (04/16/12) 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 04/16/2012

**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	0										1
Electric ML	0	0	0										0	0.00%
Electric BI	0	0	0										0	0.00%
Electric SC	0	0	0										0	0.00%
HER	0	0	0										0	0.00%
Milw N	7	1	1										9	4.19%
Milw W	0	1	0										1	0.46%
NCS	0	0	0										0	0.00%
RI	4	2	5										11	4.78%
SWS	0	0	0										0	0.00%
UP N	1	2	1										4	2.61%
UP NW	0	1	2										3	2.08%
UP W	7	4	2										13	6.19%
Total Lift Delays	20	11	11										42	2.02%
ALL DELAYS													2,079	

Data for current month is final (04/16/12) 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
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

04/16/2012

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
March 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	10	7	0	2	3	6	19	7	3	7	3	11	7	85
11-15	6	2	1	0	2	9	2	2	7	2	2	1	3	39
16-20	8	0	1	0	1	2	0	2	4	3	1	0	4	26
21+	20	0	0	1	1	8	1	0	10	1	0	15	10	67
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>
Sub-Total	47	9	2	3	7	27	24	12	30	13	6	27	24	231
Off-Peak **														
6-10	30	27	8	14	0	25	14	8	37	6	15	12	20	216
11-15	15	6	3	3	0	11	12	2	7	8	8	10	8	93
16-20	6	0	0	1	0	4	8	1	5	4	3	1	8	41
21+	10	8	5	3	0	21	10	3	8	5	2	8	11	94
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>12</u>
Sub-Total	62	42	16	24	0	64	45	15	57	23	30	31	47	456
March 2012 Total														
6-10	40	34	8	16	3	31	33	15	40	13	18	23	27	301
11-15	21	8	4	3	2	20	14	4	14	10	10	11	11	132
16-20	14	0	1	1	1	6	8	3	9	7	4	1	12	67
21+	30	8	5	4	1	29	11	3	18	6	2	23	21	161
Annulled	<u>4</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>26</u>
TOTAL	109	51	18	27	7	91	69	27	87	36	36	58	71	687
2012 Year-to-Date														
6-10	121	156	48	49	7	103	87	36	125	39	64	56	107	998
11-15	62	50	15	10	5	49	56	16	37	25	22	18	31	396
16-20	31	20	6	5	1	16	25	12	18	10	10	13	25	192
21+	66	38	22	5	1	38	40	10	32	20	51	53	45	421
Annulled	<u>10</u>	<u>5</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>9</u>	<u>8</u>	<u>3</u>	<u>18</u>	<u>2</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>72</u>
TOTAL	290	269	91	74	14	215	216	77	230	96	153	144	210	2,079
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	
March 2012 Total														
6-10	36.7%	66.7%	44.4%	59.3%	42.9%	34.1%	47.8%	55.6%	46.0%	36.1%	50.0%	39.7%	38.0%	43.8%
11-15	19.3%	15.7%	22.2%	11.1%	28.6%	22.0%	20.3%	14.8%	16.1%	27.8%	27.8%	19.0%	15.5%	19.2%
16-20	12.8%	0.0%	5.6%	3.7%	14.3%	6.6%	11.6%	11.1%	10.3%	19.4%	11.1%	1.7%	16.9%	9.8%
21+	27.5%	15.7%	27.8%	14.8%	14.3%	31.9%	15.9%	11.1%	20.7%	16.7%	5.6%	39.7%	29.6%	23.4%
Annulled	<u>3.7%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>5.5%</u>	<u>4.3%</u>	<u>7.4%</u>	<u>6.9%</u>	<u>0.0%</u>	<u>5.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012 Year-to-Date Delays By Duration														
6-10	41.7%	58.0%	52.7%	66.2%	50.0%	47.9%	40.3%	46.8%	54.3%	40.6%	41.8%	38.9%	51.0%	48.0%
11-15	21.4%	18.6%	16.5%	13.5%	35.7%	22.8%	25.9%	20.8%	16.1%	26.0%	14.4%	12.5%	14.8%	19.0%
16-20	10.7%	7.4%	6.6%	6.8%	7.1%	7.4%	11.6%	15.6%	7.8%	10.4%	6.5%	9.0%	11.9%	9.2%
21+	22.8%	14.1%	24.2%	6.8%	7.1%	17.7%	18.5%	13.0%	13.9%	20.8%	33.3%	36.8%	21.4%	20.3%
Annulled	<u>3.4%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>6.8%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>3.7%</u>	<u>3.9%</u>	<u>7.8%</u>	<u>2.1%</u>	<u>3.9%</u>	<u>2.8%</u>	<u>1.0%</u>	<u>3.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (04/16/12) version from TOPS.

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	
March 2012														
Peak *	22.7	8.8	14.5	16.7	12.7	16.8	9.3	10.5	19.5	12.3	11.5	57.0	22.9	22.0
Off-Peak **	13.6	16.3	26.1	16.5	--	21.3	22.8	20.8	13.9	20.7	12.7	22.7	19.0	18.2
All	17.4	14.9	24.8	16.5	12.7	20.0	18.3	16.2	15.6	17.6	12.5	38.7	20.3	19.4
2012 Year-to-Date														
Peak *	22.7	12.8	12.2	11.4	11.4	12.7	15.1	14.9	15.9	17.3	37.2	32.8	16.7	19.4
Off-Peak **	14.4	13.6	17.7	12.2	--	16.4	17.4	16.4	12.8	16.2	25.9	23.0	16.5	16.4
All	18.2	13.3	16.8	12.0	11.4	15.2	16.5	15.6	13.9	16.6	30.2	28.4	16.6	17.6

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (04/16/12) version from TOPS.