

**COMMUTER RAIL SYSTEM**  
**ON-TIME PERFORMANCE REPORT**

**April 2012**



# COMMUTER RAIL ON-TIME PERFORMANCE

## April 2012

This report presents an analysis of the April 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 April 2012, Metra operated 16,750 scheduled trains, including scheduled "extras", if any. 469 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.2%. 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 April 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 April 2012. Of the 469 delays systemwide in April 2012, all but 214 (46%) 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 April 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during April 2012. Table 8.b shows the average frequencies over the previous five Aprils, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 469 delays systemwide in April 2012, 57 less than the average over the previous five Aprils. Table 9.a shows delays from the beginning of the year through April 2012. Table 9.b shows the average frequencies from the beginning of the year through April 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 April of 2012, a total of 2,548 trains were delayed, compared to 3,377 trains delayed in the same four months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In April 2012 freight operations delayed 101 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 12 trains were delayed by lift deployment in April 2012.

A review of April 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 47.3% of all late trains. Table 14 shows that the average length of delay was 17.0 minutes in April 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**  
**April 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			
<b>BNSF</b>	1,133	9	99.2%	839	12	98.6%	1,972	21	98.9%	112	5	95.5%	90	8	91.1%	2,174	34	98.4%
<b>Elec -ML</b>	942	6	99.4%	714	21	97.1%	1,656	27	98.4%	184	1	99.5%	100	4	96.0%	1,940	32	98.4%
<b>-BI</b>	294	1	99.7%	483	6	98.8%	777	7	99.1%	120	1	99.2%	--	--	--	897	8	99.1%
<b>-SC</b>	<u>357</u>	<u>1</u>	99.7%	<u>777</u>	<u>11</u>	98.6%	<u>1,134</u>	<u>12</u>	98.9%	<u>192</u>	<u>0</u>	100.0%	<u>100</u>	<u>3</u>	97.0%	<u>1,426</u>	<u>15</u>	98.9%
<b>Subtotal</b>	1,593	8	99.5%	1,974	38	98.1%	3,567	46	98.7%	496	2	99.6%	200	7	96.5%	4,263	55	98.7%
<b>Heritage</b>	126	2	98.4%	--	--	--	126	2	98.4%	--	--	--	--	--	--	126	2	98.4%
<b>Milw -N</b>	524	14	97.3%	735	35	95.2%	1,259	49	96.1%	96	8	91.7%	100	11	89.0%	1,455	68	95.3%
<b>-W</b>	<u>566</u>	<u>7</u>	98.8%	<u>651</u>	<u>19</u>	97.1%	<u>1,217</u>	<u>26</u>	97.9%	<u>96</u>	<u>4</u>	95.8%	<u>90</u>	<u>5</u>	94.4%	<u>1,403</u>	<u>35</u>	97.5%
<b>Subtotal</b>	1,090	21	98.1%	1,386	54	96.1%	2,476	75	97.0%	192	12	93.8%	190	16	91.6%	2,858	103	96.4%
<b>NCS</b>	231	38	83.5%	231	31	86.6%	462	69	85.1%	--	--	--	--	--	--	462	69	85.1%
<b>RI</b>	756	22	97.1%	693	39	94.4%	1,449	61	95.8%	81	2	97.5%	82	0	100.0%	1,612	63	96.1%
<b>SWS</b>	230	3	98.7%	399	25	93.7%	629	28	95.5%	24	3	87.5%	--	--	--	653	31	95.3%
<b>UP -N</b>	627	4	99.4%	840	22	97.4%	1,467	26	98.2%	104	4	96.2%	90	2	97.8%	1,661	32	98.1%
<b>-NW</b>	691	5	99.3%	671	11	98.4%	1,362	16	98.8%	96	0	100.0%	75	1	98.7%	1,533	17	98.9%
<b>-W</b>	<u>566</u>	<u>14</u>	97.5%	<u>672</u>	<u>42</u>	93.8%	<u>1,238</u>	<u>56</u>	95.5%	<u>80</u>	<u>6</u>	92.5%	<u>90</u>	<u>1</u>	98.9%	<u>1,408</u>	<u>63</u>	95.5%
<b>Subtotal</b>	1,884	23	98.8%	2,183	75	96.6%	4,067	98	97.6%	280	10	96.4%	255	4	98.4%	4,602	112	97.6%
<b>SYSTEM</b>	7,043	126	98.2%	7,705	274	96.4%	14,748	400	97.3%	1,185	34	97.1%	817	35	95.7%	16,750	469	97.2%

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

Delays data for most recent month is final (05/14/12) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPbyServPeriod&Line 05/15/12

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- APR	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	94.2%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.6%	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	93.4%	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	96.8%	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	95.2%	92.9%
	2012	94.4	97.3	95.2	98.4									96.3%	96.3%
	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	95.1%	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	98.0%	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	98.3%	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	98.0%	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	97.5%	96.8%
	2012	93.7	98.4	97.9	98.7									97.2%	97.2%
	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	97.9%	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	89.6%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	88.6%	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	90.4%	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	91.6%	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	90.3%	86.2%
	2012	95.2	99.2	94.7	98.4									96.9%	96.9%
	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	90.1%	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	93.9%	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	95.2%	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	93.9%	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	95.3%	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	92.6%	89.6%
	2012	95.1	96.4	94.0	95.3									95.2%	95.2%
	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	94.2%	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	96.4%	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	96.4%	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	96.8%	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	94.2%	93.0%
	2012	94.4	95.1	95.3	97.5									95.6%	95.6%
	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	95.9%	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	93.6%	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	93.9%	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	93.5%	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	92.2%	91.1%
	2012	94.8	94.4	94.4	85.1									92.2%	92.2%
	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	93.6%	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- APR	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	93.9%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.1%	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	95.9%	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	96.7%	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	95.4%	94.0%
	2012	94.3	96.8	94.8	96.1									95.5%	95.5%
<b>2007-2011 average</b>		95.6	92.7	96.5	97.5	96.8	93.9	93.1	95.7	95.9	95.9	96.2	93.2	95.6%	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	97.2%	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	94.8%	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	94.0%	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	95.6%	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	94.2%	92.1%
	2012	94.2	96.6	94.8	95.3									95.2%	95.2%
<b>2007-2011 average</b>		93.8	94.3	96.3	96.1	95.2	92.6	94.5	94.2	95.7	92.7	94.7	93.2	95.2%	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	96.9%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.0%	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	96.0%	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	96.1%	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	93.6%	92.6%
	2012	94.6	98.4	97.9	98.1									97.3%	97.3%
<b>2007-2011 average</b>		94.2	92.8	96.2	96.9	96.0	91.7	91.2	90.6	94.0	95.4	95.6	94.9	95.1%	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	95.7%	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	94.3%	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	96.2%	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	97.2%	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	95.6%	94.9%
	2012	95.9	98.6	96.4	98.9									97.4%	97.4%
<b>2007-2011 average</b>		94.6	93.6	97.4	97.4	96.2	95.5	94.9	94.7	96.1	96.7	95.5	94.7	95.8%	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	94.4%	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	93.5%	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	95.6%	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	96.8%	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	92.4%	90.9%
	2012	93.1	97.1	95.2	95.5									95.2%	95.2%
<b>2007-2011 average</b>		94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	94.5%	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	95.7%	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	95.7%	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	95.9%	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	95.0%	93.6%
	2012	94.3	97.4	96.1	97.2									96.2%	96.2%
<b>2007-2011 average</b>		95.3	94.0	96.9	96.9	96.2	93.9	93.9	94.4	95.7	95.5	95.8	94.3	95.8%	95.2%

Delays data for most recent month is final (05/14/12) version from TOPS.

P:\(ONTIME)report\Delays&TrainsByServPeriod.xls\OTFbyLine&Month 5/15/2012

'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**  
**April 2012**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2128 <b>81% OT</b>	Tue, Apr 03	8	D	2" WAITING ON MOVEMENT AUTHORITY, FOX LAKE; 6" X-TRAFFIC, CN XING.
		Wed, Apr 04	14	G	14" CTC FAILURE ON THE C&M, ENROUTE.
		Wed, Apr 11	10	D	3" HOLD FOR #2107, GRAYSLAKE; 5" S/B FREIGHT, CN XING; 5" GROUPEINTRAINING, N. GLENVIEW TO GOLF.
		Mon, Apr 16	8	D	10" NORTHBOUND FREIGHT, CN; 3" WAITING ON #2107 TO CLEAR, GRAYSLAKE.
NCS	107 <b>81% OT</b>	Wed, Apr 04	6	CC	3" COPY SLOW ORDERS, ENROUTE; 7" WAITING FOR FOREMAN BRADY FORM B, ENROUTE.
		Thu, Apr 12	17	G	17" SIGNAL PROBLEMS CREW HAD TO HAND LINE SWITCH, ROUND LAKE BEACH TO ANTIOCH.
		Tue, Apr 17	11	GX	13" 529A, OAKTON ST; 10MPH, MP31.3-32.2; 30MPH, MP54.4-55.5.
		Tue, Apr 24	11	D	4" STOP SIGNAL, GALEWOOD; 4" X-TRAFFIC, DEVAL; 9" RESTRICTED SPEED FOLLOWING CN FREIGHT, MUNDELEIN.
NCS	109 <b>71% OT</b>	Wed, Apr 04	13	C1	14" WAITING FOR #118, RAM.
		Thu, Apr 12	15	G1	16" RESTRICTED SPEED, ROUND LAKE BEACH TO ANTIOCH.
		Fri, Apr 13	20	G	20" RESTRICTING SIGNAL, GRAYSLAKE INT.; 1-MPH, MP52.9-54.7.
		Tue, Apr 17	18	CC	12" 10MPH, MP31.3-32.2; 6" SPEED RESTRICTIONS, RT 45, STOP SIGNAL, ROUND LAKE.
		Wed, Apr 18	15	CC	7" TRACK WORK, S.WHEELING; 2" 10MPH, MP31.3-32.2' 9" 2MT, WHEELING, BUFFALO GROVE, PRAIRIE VIEW; 6" WAITING ON CN FREIGHT, LEITHTON.
		Mon, Apr 30	9	D	2" STOP SIGNAL, CUS; 1" STOP SIGNAL, A2; 4" STOP SIGNAL, DEVAL; 5" FOLLOW CN FREIGHT, LOMOND RAM.
NCS	111 <b>57% OT</b>	Tue, Apr 03	12	D	12" FOLLOWING CN FREIGHT, LEIGHTON-GRAYSLAKE.
		Thu, Apr 05	15	G	15" SWITCH FAILURE HAND-LINE, RAM.
		Tue, Apr 10	9	G	10" CREW HAD TO HAND-LINE SWITCH, PROSPECT HEIGHTS.
		Wed, Apr 11	10	D	10" CN FREIGHT TRAIN, LEITHTON TO LAKE VILLA.
		Thu, Apr 12	14	G1	6" FOLLOWING TRAINS, CUS-A5; 13" WAITING FOR LATE #118, LOMOND.
		Fri, Apr 13	8	D	8" FOLLOWING N/B FREIGHT, MUNDELEIN TO LAKE VILLA.
		Tue, Apr 17	10	CC	10" 10MPH, MP31.3-32.2; 1" RESTRICTED SPEED, HWY 45; 1" 529 B, MP53.03.
		Wed, Apr 18	14	CC	17" 10MPH, MP29.6-31.1.
NCS	113 <b>48% OT</b>	Thu, Apr 26	12	J	15" HELD DUE TO WHEELING POLICE ACTIVITY @ LAKE COOK RD, WHEELING.
		Tue, Apr 03	9	D1	9" FOLLOWING #111, ENROUTE.
		Wed, Apr 04	7	C1	10" WAITING ON #118, LOMOND.
		Thu, Apr 05	13	G1	13" FOLLOWING #111, ENROUTE.
		Tue, Apr 10	7	G	8" SWITCH PROBLEMS, PROSPECT HEIGHTS.
		Wed, Apr 11	7	D1	7" FOLLOWING #111, ENROUTE.
		Thu, Apr 12	12	G1	12" FOLLOWING #111, ENROUTE.
		Fri, Apr 13	16	D1	16" FOLLOWING #111, ENROUTE.
		Mon, Apr 16	7	G	4" FOLLOWING #111, ENROUTE; 5" RESTRICTED SPEED, LEITHTON.
		Tue, Apr 17	10	CC1	12" FOLLOWING #111, ENROUTE.
NCS	114 <b>71% OT</b>	Wed, Apr 18	15	CC1	15" FOLLOWING #111, ENROUTE.
		Thu, Apr 26	11	J1	14" FOLLOWING #111, LAKE COOK RD; POLICE ACTIVITY, LAKE COOK RD.
		Thu, Apr 05	70	CC	71" TRACK WORK, DEVAL.
		Tue, Apr 10	10	G	2" CONTACTING F.I.C GBO 4749; 2" SLOW THRU LIMITS OF GBO 4749; 4" RED SIGNAL, JCT 17; 2" FLAGGED BY RED, JCT 17.
		Thu, Apr 12	10	D	2" SIGNAL PUMPED GREEN TO RED TO GREEN, LAKE VILLA; 7" MEET N/B FREIGHT, ANTIOCH; 3" RED SIGNAL, JCT19; 3" FLAGGED BY SIGNAL, JCT 19.
NCS	117 <b>81% OT</b>	Fri, Apr 13	11	G	4" FOREMAN IN CHARGE OF GBO 4764; ANTIOCH; 3" ENTRAINING, ANTIOCH; 5" FLAGGED BY RED SIGNAL, RAM; 2" WAIT FOR #2234 TO CLEAR, GALEWOOD.
		Mon, Apr 16	34	D1	28" LATE TURN FROM #103, ANTIOCH.
		Wed, Apr 18	22	G	15" RED SIGNAL, ANTIOCH YARD; 8" FROM FIC OF GBO4782 TOLD TO STNAD BY; 6" GOING BY WORK GANG OF GBO4782, ENROUTE.
		Wed, Apr 04	7	C1	12" WAITING ON #118, DESPLAINES.
NCS	118 <b>76% OT</b>	Mon, Apr 09	9	DD	11" WAITING ON #120, ENROUTE. FREIGHT ON THE OTHER MAIN
		Wed, Apr 18	13	D	3" STOP SIGNAL, BELMONT; 4" STOP SIGNAL, JCT 17-19; 3" JCT 19; 10" DEVAL.
		Mon, Apr 30	11	D	16" STOP SIGNAL S/B CN FREIGHT LOMOND.
		Wed, Apr 04	43	C	31" STOP SIGNAL WAITING FOR TRACK EQUIPMENT TO CLEAR, MP50.70; 6" COPY S/O & 529A'S; 5" S/O, MP45.9-44.5; 3" HELD FOR #111, GRAYSLAKE; 2" WH
NCS	118 <b>76% OT</b>	Thu, Apr 05	11	D	16" STOP SIGNAL WAITING ON N/B FREIGHT, LAKE VILLA.
		Thu, Apr 12	52	G	43" ANTIOCH TO ROUND LAKE; 9" NO REASON GIVEN.
		Wed, Apr 18	29	D	10" S/B CN FREIGHT, ANTIOCH; 9" FOLLOWING S/B CN FREIGHT, ENROUTE; 2" STOP SIGNAL, GRAYSLAKE; 5" WAIT ON #113, S.WHEELING; 5" DEVAL; 5"
		Thu, Apr 26	12	J	12" POLICE ACTIVITY, POLICE LOOKING FOR SUICIDAL MAN, BUFFALO GROVE - WHEELING.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	119	Wed, Apr 04	46	C1	31" LATE TURN FROM #118, CUS; 10" FOLLOWING CN FREIGHT, MUNDELEIN.	
		76% OT	Mon, Apr 09	13	G	15" SWITCH FAILURE SWITCH #61 SWITCH, A5.
			Thu, Apr 12	69	G1	40" LATE TURN FROM #118, CUS; 12" STOPPED BEHIND #2152 LOST AIR@ A2; 10" FOLLOWING #2249, A5 TO B12.
		Fri, Apr 13	20	D	21" FREIGHT INTERFERENCE, LOMOND.	
		Wed, Apr 18	13	D1	17" LATE TURN FROM #118, CUS.	
RI	509	Mon, Apr 09	6	I	1" AT371, ENGLEWOOD; 3" ENTRAINING, ENROUTE; 2" MEET #512 ACCT SINGLE TRACKING SPERRY CAR TESTING, MOKENA.	
		81% OT	Fri, Apr 13	14	II	14" WAITING ON LATE #508 TO PASS, SINGLE TRACKING @ CP81ST WLDERS WORKING ON TRK 2, CP54TH ST.
			Wed, Apr 18	39	K	15" GRESHAM, RAN VIS JA SUB & HELD @ BI FOR CONNECTING PSGR OFFTHE BV SUB ACCT TRUCK STUCK ON TRKS @ ABERDEEN.
		Thu, Apr 26	6	G1	3" ENTRAINING, ENROUTE; 5" WAITING FOR #510 TO CLEAR, BI.	
RI	510	Fri, Apr 13	10	I	8" HEAVY ENTRAINING, ENROUTE; 3" 35TH ST.	
		81% OT	Wed, Apr 18	72	K	72" REVERSED @ BRAINERD & RAN BACK TO BI ACCT HAZ MAT SITUATIONTRUCK FULE TANK LEAKING, EXPRESSED VIA JA SUB TO LSS.
			Wed, Apr 25	7	I	7" DOOR ISSUE ON COACH ENROUT (REPLACE WHEEL ON DOOR)
		Fri, Apr 27	8	U	3" AWD, 80TH AVE; 3" ADA, TINLEY PARK; 3" WAITING ON #509, BI; 3" ADA, 99TH ST; 2" ADA, 35TH ST.	
RI	511	Wed, Apr 04	23	E	4" ENG 406 LOST HEP, 47TH ST; 19" ATTEMPTING TO CORRECT HEP PROBLEM, MECHANICAL PROBLEMS, GRESHAM.	
		76% OT	Fri, Apr 13	10	C	5" HOLDING OUT FOR #514 & WAITING FOR ADA, MOKENA; 6" WALKING SPEED, CP81ST.
			Tue, Apr 17	9	U	8" ADA'S, 35TH ST, 103RD ST, 111TH ST & 115TH ST.
		Wed, Apr 18	13	K	13" RAN VIA JA SUB, HELD FOR CONNECTING PASSENGER, BI.	
		Fri, Apr 27	8	U	2" ENTRAINING, 35TH; 2" ENTRAINING, 111TH ST; 3" ADA, TINLEY PARK; 3" ADA, NEW LENOX.	
RI	529	Wed, Apr 04	9	I	1" LATE ENTRAINING, LSS; 2" ENTRAINING, 35TH ; 2" ENTRAINING, ROBBINS; 4" CREW CHANGE WITH #532, TINLEY PARK.	
		76% OT	Wed, Apr 11	6	J	6" WAITING ON POLICE TO REMOVE PASSENGER, 91ST ST.
			Tue, Apr 24	6	AA	1" LATE DETRAINING, 119TH & 1" ROBBINS; 3" MEETING #532, 80TH AVE.
		Thu, Apr 26	8	I	5" HEAVY ENTRAINING, 35TH ST; 1" MEET #532, 107TH ST; 2" MAKINGFLAG STOPS, ENROUTE.	
		Fri, Apr 27	6	I	5" HEAVY ENTRAINING, 35TH ST.	
SWS	822	Mon, Apr 09	6	AM	6" RESTRICTED SPEED AMTRAK 371 AHEAD, CP518-CUS.	
		76% OT	Wed, Apr 11	17	RF	10 AWAITING SIGNAL NO X-TRAFFIC, CHICAGO RIDGE; 7" AWAITING NS TRACK EQUIPMENT TO CLEAR, CP518; 8" NO REASON GIVEN.
			Thu, Apr 19	13	D	13" N820-18 BNSF6420, FOREST HILL.
		Tue, Apr 24	9	D	9" X-TRAFFIC UP IMQCSR, NS 968 LIGHT ENG, CP518.	
		Thu, Apr 26	7	RF	6" CALLED LANDERS FOR SIGNAL, NO RESPONSE, LANDERS LINED WEST AT ASHBURN & LANDERS, SW DISP. CALLED LANDER OPERATOR HE PUT IT INTO TIME, AS	
UPNW	615	Tue, Apr 03	7	CC	7" SINGLE TRACKING(WELDING)X/O 1 TO 2 @ CRYSTAL LAKE & X/O BACKOVER @ RIDGEFIELD,RAN RESTRICTED SPEED TO NEXT SIGNAL, MP44.	
		81% OT	Wed, Apr 18	7	CC	7" SINGLE TRACK SURFACING & WELDING, HARTLAND TO HARVARD.
			Fri, Apr 20	11	CC	11" SINGLE TRACK SURFACING & WELDING, HARLTAND TO HARVARD.
		Thu, Apr 26	6	CC	6" SINGLE TRACK & RAN RESTRICTED SPEED DUE TO SURFACING, MP43.5-52.5.	
UPW	62	Thu, Apr 12	6	RD	2" ENTRAINING, WINFIELD; 4" WRONG LINE UP, WESTERN AVE.	
		81% OT	Fri, Apr 13	29	M1	29" HELD ACCT ACCIDENT, GLEN ELLYN.
			Fri, Apr 20	6	D1	5" LATE TURN FROM #47, ELBURN.
		Mon, Apr 23	6	I	4" SLOW ENTRAINING, GENEVA, WINFIELD & BELLWOOD; 2" WAIT FOR SIGNAL, WESTERN AVE.	

Data is final (05/14/12) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85% table.xls\PrintCopy 05/15/2012



**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
<b>1 PASSENGER TRAIN INTERFERENCE</b>				<b>12 LOCOMOTIVE FAILURE</b>			
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	<b>13 HUMAN ERROR</b>			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
<b>2 &amp; 3 FREIGHT INTERFERENCE, Peak &amp; Offpeak</b>				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.
<b>4 ACCIDENT</b>				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
<b>5 PASSENGER LOADING</b>				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)
<b>6 LIFT DEPLOYMENT</b>				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
<b>7 OBSTRUCTION/DEBRIS</b>				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	<b>14 SICK, INJURED, UNRULY PASSENGER</b>			
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
<b>8 SIGNAL/SWITCH FAILURE</b>				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	<b>15 WEATHER</b>			
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
<b>9 TRACK WORK</b>				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	<b>16 OTHER</b>			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
<b>10 CATENARY FAILURE</b>				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
<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>				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

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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	22	10	6	6	0	49	16	38	22	9	16	9	11	214
Semi-controllable	4	0	0	0	2	10	5	27	2	19	2	5	22	98
Uncontrollable	8	22	2	9	0	9	14	4	39	3	14	3	30	157
<b>TOTAL TRAINS DELAYED</b>	<b>34</b>	<b>32</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>68</b>	<b>35</b>	<b>69</b>	<b>63</b>	<b>31</b>	<b>32</b>	<b>17</b>	<b>63</b>	<b>469</b>

**January-April 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	161	157	70	38	5	152	76	60	116	30	72	75	70	1,082
Semi-controllable	55	0	0	0	9	53	58	58	15	77	4	14	78	421
Uncontrollable	108	144	29	51	2	78	117	28	162	20	109	72	125	1,045
<b>TOTAL TRAINS DELAYED</b>	<b>324</b>	<b>301</b>	<b>99</b>	<b>89</b>	<b>16</b>	<b>283</b>	<b>251</b>	<b>146</b>	<b>293</b>	<b>127</b>	<b>185</b>	<b>161</b>	<b>273</b>	<b>2,548</b>

Data for current month is final (05/14/12) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 05/15/2012

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**April 2012**

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
<b>BNSF</b>	2	0	2	0	0	0	0	0	0	1	3	0	4	6	1	0	2	0	0	0	0	21
<b>Elec -ML</b>	2	2	0	0	0	0	2	1	0	3	5	0	1	2	0	6	0	2	0	1	0	27
<b>-BI</b>	0	0	2	0	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0	0	7
<b>-SC</b>	0	2	0	0	1	2	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	12
<b>Heritage</b>	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Milw -N</b>	0	1	4	4	0	1	0	1	6	6	2	5	1	1	0	1	13	1	0	0	2	49
<b>-W</b>	1	0	1	1	0	4	0	0	2	0	0	0	0	0	0	3	3	3	1	0	7	26
<b>NCS</b>	0	2	7	4	2	4	3	2	9	5	7	4	12	2	0	0	1	0	3	0	2	69
<b>RI</b>	1	1	4	1	1	1	1	1	1	9	5	1	10	0	0	14	1	1	3	5	0	61
<b>SWS</b>	1	1	0	2	0	3	1	3	1	1	1	0	2	3	1	2	2	3	1	0	0	28
<b>UP -N</b>	3	0	0	0	0	0	1	0	6	2	1	3	0	0	0	0	2	0	6	0	2	26
<b>-NW</b>	0	1	0	3	3	1	0	0	0	1	1	0	1	0	1	0	0	0	3	0	1	16
<b>-W</b>	<u>5</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>16</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>8</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>56</u>
<b>SYSTEM</b>	15	11	20	16	8	19	9	12	26	45	28	14	33	18	13	36	26	11	19	6	15	400

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	29	TOTAL
<b>BNSF</b>	0	4	1	0	5	<b>BNSF</b>	0	1	1	4	2	8
<b>Elec -ML</b>	1	0	0	0	1	<b>Elec -ML</b>	1	2	0	1	0	4
<b>-BI</b>	0	0	0	1	1	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	0	0	0	0	0	<b>-SC</b>	3	0	0	0	0	3
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	0	4	4	0	8	<b>Milw -N</b>	0	0	2	1	8	11
<b>-W</b>	0	3	0	1	4	<b>-W</b>	0	0	4	0	1	5
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	0	0	1	1	2	<b>RI</b>	0	0	0	0	0	0
<b>SWS</b>	1	0	1	1	3	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	1	1	2	0	4	<b>UP -N</b>	0	0	1	1	0	2
<b>-NW</b>	0	0	0	0	0	<b>-NW</b>	0	1	0	0	0	1
<b>-W</b>	<u>1</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>6</u>	<b>-W</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
<b>SYSTEM</b>	4	15	11	4	34	<b>SYSTEM</b>	4	4	8	8	11	35

Data is final (05/14/12) version from TOPS.

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

**April 2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	0	0	1	0	1	0	0	2	1	0	0	0	6
<i>Freight Interference - Peak</i>	0	0	0	0	2	2	0	14	0	2	0	4	4	28
<i>Freight Interference - Off-Peak</i>	4	0	0	0	0	8	5	16	2	17	2	1	18	73
Freight Interference - Total	4	0	0	0	2	10	5	30	2	19	2	5	22	101
Accident	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Passenger Loading	2	7	1	1	0	2	0	0	10	0	3	1	4	31
Lift Deployment	3	0	0	0	0	0	0	0	5	0	3	1	0	12
Obstruction/Debris	2	0	0	3	0	4	9	0	21	0	4	1	0	44
Signal/Switch Failure	2	2	2	0	0	18	9	21	3	1	0	0	2	60
Track Work	3	4	2	3	0	4	0	13	3	0	12	6	4	54
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	5	1	1	0	0	0	0	0	4	0	0	0	1	12
Locomotive Failure	8	0	0	0	0	13	4	2	6	0	0	1	0	34
Human Error	0	2	0	1	0	13	3	0	4	6	4	0	2	35
Sick, Injured, Unruly Passenger	3	8	1	3	0	3	5	3	3	2	4	0	5	40
Weather	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Other	0	8	1	3	0	0	0	0	0	2	0	2	3	19
<b>TOTAL TRAINS DELAYED</b>	<b>34</b>	<b>32</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>68</b>	<b>35</b>	<b>69</b>	<b>63</b>	<b>31</b>	<b>32</b>	<b>17</b>	<b>63</b>	<b>469</b>

**April - 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	3	1	0	0	0	2	1	1	4	1	1	2	0	15
<i>Freight Interference - Peak</i>	5	0	0	0	4	2	3	7	1	3	0	1	2	29
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	10	7	8	4	8	0	2	16	61
Freight Interference - Total	12	0	0	0	4	12	10	15	5	11	0	4	18	90
Accident	2	1	1	0	0	0	1	1	2	0	7	2	3	20
Passenger Loading	2	3	1	3	0	1	1	0	5	0	11	2	4	35
Lift Deployment	1	0	0	0	0	2	2	0	2	1	1	2	4	14
Obstruction/Debris	8	2	0	4	0	6	2	1	1	0	1	4	2	31
Signal/Switch Failure	11	9	3	3	3	16	7	4	5	6	5	5	9	87
Track Work	5	5	2	2	0	11	5	2	5	1	7	2	8	54
Catenary Failure	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	2	6	3	3	0	1	0	0	1	0	1	0	0	19
Locomotive Failure	8	0	0	0	0	7	4	5	6	2	3	6	2	43
Human Error	7	2	1	3	1	4	2	1	3	2	7	4	3	40
Sick, Injured, Unruly Passenger	1	5	2	2	0	3	3	0	1	0	4	2	2	26
Weather	5	1	0	0	0	4	1	2	1	0	3	2	0	19
Other	5	1	0	1	1	4	3	0	1	1	2	3	7	29
<b>TOTAL TRAINS DELAYED</b>	<b>70</b>	<b>38</b>	<b>15</b>	<b>24</b>	<b>10</b>	<b>72</b>	<b>42</b>	<b>33</b>	<b>41</b>	<b>26</b>	<b>53</b>	<b>40</b>	<b>61</b>	<b>526</b>

**April 2012 Divergence From April 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	-1	0	1	0	-1	-1	-1	-2	0	-1	-2	0	-9
<i>Freight Interference - Peak</i>	-5	0	0	0	-2	0	-3	7	-1	-1	0	3	2	-1
<i>Freight Interference - Off-Peak</i>	-3	0	0	0	0	-2	-2	8	-2	9	2	-1	2	12
Freight Interference - Total	-8	0	0	0	-2	-2	-5	15	-3	8	2	1	4	11
Accident	-2	-1	-1	0	0	0	-1	-1	-2	0	-7	-2	17	0
Passenger Loading	0	4	0	-2	0	1	-1	0	5	0	-8	-1	0	-4
Lift Deployment	2	0	0	0	0	-2	-2	0	3	-1	2	-1	-4	-2
Obstruction/Debris	-6	-2	0	-1	0	-2	7	-1	20	0	3	-3	-2	13
Signal/Switch Failure	-9	-7	-1	-3	-3	2	2	17	-2	-5	-5	-5	-7	-27
Track Work	-2	-1	0	1	0	-7	-5	11	-2	-1	5	4	-4	0
Catenary Failure	0	-1	0	-2	0	0	0	0	0	0	0	0	0	-3
Non-Locomotive Equipment Failure	3	-5	-2	-3	0	-1	0	0	3	0	-1	0	1	-7
Locomotive Failure	0	0	0	0	0	6	0	-3	0	-2	-3	-5	-2	-9
Human Error	-7	0	-1	-2	-1	9	1	-1	1	4	-3	-4	-1	-5
Sick, Injured, Unruly Passenger	2	3	-1	1	0	0	2	3	2	2	0	-2	3	14
Weather	-4	-1	0	0	0	-4	-1	-2	-1	0	-3	-2	0	-18
Other	-5	7	1	2	-1	-4	-3	0	-1	1	-2	-1	-4	-10
<b>TOTAL TRAINS DELAYED</b>	<b>-36</b>	<b>-6</b>	<b>-7</b>	<b>-9</b>	<b>-8</b>	<b>-4</b>	<b>-7</b>	<b>36</b>	<b>22</b>	<b>5</b>	<b>-21</b>	<b>-23</b>	<b>2</b>	<b>-57</b>

Data for current month is final (05/14/12) version from TOPS.

P:\(ONTIME)\report\DelaysByCause16Cats.xls\LastMonthByLine 05/15/2012

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-April 2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	4	4	5	0	17	6	1	8	3	1	2	2	60
<i>Freight Interference - Peak</i>	0	0	0	0	8	13	6	20	0	18	0	8	16	89
<i>Freight Interference - Off-Peak</i>	30	0	0	0	0	31	36	35	16	43	4	6	60	261
Freight Interference - Total	30	0	0	0	8	44	42	55	16	61	4	14	76	350
Accident	20	3	0	0	1	7	20	14	43	1	19	25	28	181
Passenger Loading	28	47	7	7	0	20	8	0	34	0	30	13	17	211
Lift Deployment	4	0	0	0	0	9	1	0	16	0	7	4	13	54
Obstruction/Debris	14	7	1	9	0	16	29	1	30	4	5	3	10	129
Signal/Switch Failure	61	34	16	6	5	72	43	37	22	31	1	6	13	347
Track Work	28	72	39	14	0	10	8	13	11	1	17	16	19	248
Catenary Failure	0	12	4	1	0	0	0	0	0	0	0	1	0	18
Non-Locomotive Equipment Failure	24	8	4	7	0	0	2	0	5	1	2	0	2	55
Locomotive Failure	38	0	0	0	0	40	20	9	40	0	4	29	26	206
Human Error	23	19	2	2	2	23	15	3	31	9	43	19	9	200
Sick, Injured, Unruly Passenger	9	29	5	10	0	8	18	3	12	4	17	6	11	132
Weather	31	34	10	14	0	17	23	6	14	6	26	20	27	228
Other	7	32	7	14	0	0	16	4	11	6	9	3	20	129
<b>TOTAL TRAINS DELAYED</b>	<b>324</b>	<b>301</b>	<b>99</b>	<b>89</b>	<b>16</b>	<b>283</b>	<b>251</b>	<b>146</b>	<b>293</b>	<b>127</b>	<b>185</b>	<b>161</b>	<b>273</b>	<b>2,548</b>

**January-April - 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	13	13	3	2	2	21	6	5	9	5	13	7	6	107
<i>Freight Interference - Peak</i>	28	0	0	0	20	6	9	18	6	12	3	4	18	124
<i>Freight Interference - Off-Peak</i>	34	0	0	0	0	36	23	24	17	32	6	11	71	255
Freight Interference - Total	62	0	0	0	20	41	32	42	23	44	9	15	89	379
Accident	33	5	2	3	0	6	17	6	10	3	21	17	10	131
Passenger Loading	8	19	8	9	0	11	4	1	23	1	68	15	19	185
Lift Deployment	6	0	0	0	0	8	8	2	16	1	9	6	11	66
Obstruction/Debris	23	4	2	11	0	14	12	3	9	3	10	23	14	128
Signal/Switch Failure	102	36	10	10	13	59	39	21	37	30	25	36	37	456
Track Work	14	11	3	5	1	22	9	4	10	4	14	6	15	115
Catenary Failure	0	8	3	5	0	0	0	0	0	0	0	0	0	16
Non-Locomotive Equipment Failure	8	17	9	6	0	3	3	1	6	1	6	6	4	72
Locomotive Failure	33	1	0	0	1	39	22	11	24	5	12	23	13	183
Human Error	34	18	5	8	4	20	13	5	15	10	29	24	13	197
Sick, Injured, Unruly Passenger	12	19	3	8	0	12	9	0	13	0	16	9	8	108
Weather	77	48	12	17	7	71	49	16	73	14	76	63	53	576
Other	11	10	3	3	1	13	9	2	12	4	15	13	20	115
<b>TOTAL TRAINS DELAYED</b>	<b>435</b>	<b>209</b>	<b>62</b>	<b>87</b>	<b>51</b>	<b>340</b>	<b>232</b>	<b>119</b>	<b>281</b>	<b>126</b>	<b>323</b>	<b>260</b>	<b>311</b>	<b>2,835</b>

**January-April 2012 Divergence From January-April 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	-6	-9	1	3	-2	-4	0	-4	-1	-2	-12	-5	-4	-47
<i>Freight Interference - Peak</i>	-28	0	0	0	-12	7	-3	2	-6	6	-3	4	-2	-35
<i>Freight Interference - Off-Peak</i>	-4	0	0	0	0	-5	13	11	-1	11	-2	-5	-11	6
Freight Interference - Total	-32	0	0	0	-12	3	10	13	-7	17	-5	-1	-13	-29
Accident	-13	-2	-2	-3	1	1	3	8	33	-2	-2	8	18	50
Passenger Loading	20	28	-1	-2	0	9	4	-1	11	-1	-38	-2	-2	26
Lift Deployment	-2	0	0	0	0	1	-7	-2	0	-1	-2	-2	2	-12
Obstruction/Debris	-9	3	-1	-2	0	2	17	-2	21	1	-5	-20	-4	1
Signal/Switch Failure	-41	-2	6	-4	-8	13	4	16	-15	1	-24	-30	-24	-109
Track Work	14	61	36	9	-1	-12	-1	9	1	-3	3	10	4	133
Catenary Failure	0	4	1	-4	0	0	0	0	0	0	0	1	0	2
Non-Locomotive Equipment Failure	16	-9	-5	1	0	-3	-1	-1	-1	0	-4	-6	-2	-17
Locomotive Failure	5	-1	0	0	-1	1	-2	-2	16	-5	-8	6	13	23
Human Error	-11	1	-3	-6	-2	3	2	-2	16	-1	14	-5	-4	3
Sick, Injured, Unruly Passenger	-3	10	2	2	0	-4	9	3	-1	4	1	-3	3	24
Weather	-46	-14	-2	-3	-7	-54	-26	-10	-59	-8	-50	-43	-26	-348
Other	-4	22	4	11	-1	-13	7	2	-1	2	-6	-10	0	14
<b>TOTAL TRAINS DELAYED</b>	<b>-111</b>	<b>92</b>	<b>37</b>	<b>2</b>	<b>-35</b>	<b>-57</b>	<b>19</b>	<b>27</b>	<b>12</b>	<b>1</b>	<b>-138</b>	<b>-99</b>	<b>-38</b>	<b>-287</b>

Data for current month is final (05/14/12) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\YTDByLine 05/15/2012

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 - Apr	
Passenger Train Interference	32	12	10	6									60	2.4%
<i>Freight Interference - Peak</i>	22	15	24	28									89	3.5%
<i>Freight Interference - Off-Peak</i>	62	48	78	73									261	10.2%
Freight Interference - Total	84	63	102	101									350	13.7%
Accident	31	79	51	20									181	7.1%
Passenger Loading	54	33	93	31									211	8.3%
Lift Deployment	20	11	11	12									54	2.1%
Obstruction/Debris	27	21	37	44									129	5.1%
Signal/Switch Failure	144	49	94	60									347	13.6%
Track Work	140	15	39	54									248	9.7%
Catenary Failure	4	10	4	0									18	0.7%
Non-Locomotive Equipment Failure	16	6	21	12									55	2.2%
Locomotive Failure	53	29	90	34									206	8.1%
Human Error	80	41	44	35									200	7.8%
Sick, Injured, Unruly Passenger	26	33	33	40									132	5.2%
Weather	212	15	0	1									228	8.9%
Other	35	17	58	19									129	5.1%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>									<b>2,548</b>	<b>100%</b>

**2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	112	3.3%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	146	4.3%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	305	9.0%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	451	13.4%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	167	4.9%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	201	6.0%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	77	2.3%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	114	3.4%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	408	12.1%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	124	3.7%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	19	0.6%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	74	2.2%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	222	6.6%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	227	6.7%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	122	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	953	28.2%
Other	18	32	30	26	33	57	51	38	32	40	20	19	106	3.1%
<b>TOTAL TRAINS DELAYED</b>	<b>603</b>	<b>1,560</b>	<b>579</b>	<b>635</b>	<b>878</b>	<b>1,549</b>	<b>2,106</b>	<b>1,306</b>	<b>1,043</b>	<b>1,069</b>	<b>997</b>	<b>749</b>	<b>3,377</b>	<b>100%</b>

**2012 Divergence From 2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr	
Passenger Train Interference	14	-38	-20	-8									-52	-1.0%
<i>Freight Interference - Peak</i>	-13	-24	-14	-6									-57	-0.8%
<i>Freight Interference - Off-Peak</i>	11	-33	-9	-13									-44	1.2%
Freight Interference - Total	-2	-57	-23	-19									-101	0.4%
Accident	-21	20	23	-8									14	2.2%
Passenger Loading	18	-14	37	-31									10	2.3%
Lift Deployment	2	-13	-6	-6									-23	-0.2%
Obstruction/Debris	-6	-9	9	21									15	1.7%
Signal/Switch Failure	32	-80	13	-26									-61	1.5%
Track Work	112	2	12	-2									124	6.1%
Catenary Failure	-5	6	0	-2									-1	0.1%
Non-Locomotive Equipment Failure	7	-21	4	-9									-19	0.0%
Locomotive Failure	-16	-18	58	-40									-16	1.5%
Human Error	23	-7	-20	-23									-27	1.1%
Sick, Injured, Unruly Passenger	1	18	-5	-4									10	1.6%
Weather	179	-900	-2	-2									-725	-19.3%
Other	17	-15	28	-7									23	1.9%
<b>TOTAL TRAINS DELAYED</b>	<b>355</b>	<b>-1,126</b>	<b>108</b>	<b>-166</b>									<b>-829</b>	

Data for current month is final (05/14/12) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\AllMonths 05/15/2012

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 May 2010 and April 2012**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Apr-11	5	0	0	0	2	17	12	30	5	18	0	3	28	120
<b>Total</b>	<b>168</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>156</b>	<b>104</b>	<b>152</b>	<b>72</b>	<b>208</b>	<b>16</b>	<b>32</b>	<b>315</b>	<b>1,278</b>
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
<b>Apr-12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>30</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>5</b>	<b>22</b>	<b>101</b>
<b>Total</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>208</b>	<b>150</b>	<b>173</b>	<b>88</b>	<b>276</b>	<b>18</b>	<b>51</b>	<b>346</b>	<b>1,530</b>

Data for current month is final (05/14/12) 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 05/15/2012



**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2012**

LINE	2012			2012			2012			2012			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	0	0	3									4	1.23%
Electric ML	0	0	0	0									0	0.00%
Electric BI	0	0	0	0									0	0.00%
Electric SC	0	0	0	0									0	0.00%
HER	0	0	0	0									0	0.00%
Milw N	7	1	1	0									9	3.18%
Milw W	0	1	0	0									1	0.40%
NCS	0	0	0	0									0	0.00%
RI	4	2	5	5									16	5.46%
SWS	0	0	0	0									0	0.00%
UP N	1	2	1	3									7	3.78%
UP NW	0	1	2	1									4	2.48%
UP W	7	4	2	0									13	4.76%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>									<b>54</b>	<b>2.12%</b>
<b>ALL DELAYS</b>														<b>2,548</b>

Data for current month is final (05/14/12) version from TOPS.

**2011**

LINE	2011			2011			2011			2011			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
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%
<b>Total Lift Delays</b>	<b>18</b>	<b>24</b>	<b>17</b>	<b>18</b>	<b>32</b>	<b>55</b>	<b>80</b>	<b>66</b>	<b>39</b>	<b>46</b>	<b>33</b>	<b>23</b>	<b>451</b>	<b>3.45%</b>
<b>ALL DELAYS</b>														<b>13,074</b>

P:\ONTIME\report\DelaysByCause16Cats.xls\LiftUseByLine&Month 05/15/2012

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**

April 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	5	2	0	1	0	12	1	17	7	3	2	4	5	59
11-15	1	1	1	0	1	1	2	17	5	0	0	1	0	30
16-20	0	0	0	0	0	1	3	4	4	0	0	0	1	13
21+	1	3	0	0	1	0	0	0	4	0	2	0	7	18
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>
Sub-Total	9	6	1	1	2	14	7	38	22	3	4	5	14	126
<b>Off-Peak **</b>														
6-10	10	18	5	7	0	19	10	8	23	20	17	8	18	163
11-15	6	8	2	3	0	17	5	9	6	6	9	2	11	84
16-20	3	0	0	0	0	7	1	2	3	1	1	2	5	25
21+	5	0	0	2	0	10	12	12	7	1	1	0	13	63
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>8</u>
Sub-Total	25	26	7	14	0	54	28	31	41	28	28	12	49	343
<b>April 2012 Total</b>														
6-10	15	20	5	8	0	31	11	25	30	23	19	12	23	222
11-15	7	9	3	3	1	18	7	26	11	6	9	3	11	114
16-20	3	0	0	0	0	8	4	6	7	1	1	2	6	38
21+	6	3	0	2	1	10	12	12	11	1	3	0	20	81
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>14</u>
TOTAL	34	32	8	15	2	68	35	69	63	31	32	17	63	469
<b>2012 Year-to-Date</b>														
6-10	136	176	53	57	7	134	98	61	155	62	83	68	130	1,220
11-15	69	59	18	13	6	67	63	42	48	31	31	21	42	510
16-20	34	20	6	5	1	24	29	18	25	11	11	15	31	230
21+	72	41	22	7	2	48	52	22	43	21	54	53	65	502
Annulled	<u>13</u>	<u>5</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>10</u>	<u>9</u>	<u>3</u>	<u>22</u>	<u>2</u>	<u>6</u>	<u>4</u>	<u>5</u>	<u>86</u>
TOTAL	324	301	99	89	16	283	251	146	293	127	185	161	273	2,548
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>April 2012 Total</b>														
6-10	44.1%	62.5%	62.5%	53.3%	0.0%	45.6%	31.4%	36.2%	47.6%	74.2%	59.4%	70.6%	36.5%	47.3%
11-15	20.6%	28.1%	37.5%	20.0%	50.0%	26.5%	20.0%	37.7%	17.5%	19.4%	28.1%	17.6%	17.5%	24.3%
16-20	8.8%	0.0%	0.0%	0.0%	0.0%	11.8%	11.4%	8.7%	11.1%	3.2%	3.1%	11.8%	9.5%	8.1%
21+	17.6%	9.4%	0.0%	13.3%	50.0%	14.7%	34.3%	17.4%	17.5%	3.2%	9.4%	0.0%	31.7%	17.3%
Annulled	<u>8.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>13.3%</u>	<u>0.0%</u>	<u>1.5%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.8%</u>	<u>3.0%</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%
<b>2012 Year-to-Date Delays By Duration</b>														
6-10	42.0%	58.5%	53.5%	64.0%	43.8%	47.3%	39.0%	41.8%	52.9%	48.8%	44.9%	42.2%	47.6%	47.9%
11-15	21.3%	19.6%	18.2%	14.6%	37.5%	23.7%	25.1%	28.8%	16.4%	24.4%	16.8%	13.0%	15.4%	20.0%
16-20	10.5%	6.6%	6.1%	5.6%	6.3%	8.5%	11.6%	12.3%	8.5%	8.7%	5.9%	9.3%	11.4%	9.0%
21+	22.2%	13.6%	22.2%	7.9%	12.5%	17.0%	20.7%	15.1%	14.7%	16.5%	29.2%	32.9%	23.8%	19.7%
Annulled	<u>4.0%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>7.9%</u>	<u>0.0%</u>	<u>3.5%</u>	<u>3.6%</u>	<u>2.1%</u>	<u>7.5%</u>	<u>1.6%</u>	<u>3.2%</u>	<u>2.5%</u>	<u>1.8%</u>	<u>3.4%</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 (05/14/12) 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	
<b><i>April 2012</i></b>														
Peak *	16.0	20.8	14.0	6.0	23.5	9.1	14.8	11.5	17.4	8.3	16.5	8.8	48.0	17.2
Off-Peak **	16.4	9.3	9.4	11.5	--	23.4	18.0	22.9	16.0	9.5	10.5	9.8	22.4	16.9
All	16.3	11.4	10.0	11.1	23.5	20.4	17.4	16.6	16.5	9.4	11.2	9.5	28.0	17.0
<b><i>2012 Year-to-Date</i></b>														
Peak *	22.3	13.3	12.3	11.1	12.9	12.1	15.1	13.2	16.2	16.6	35.8	31.3	21.3	19.1
Off-Peak **	14.7	13.0	17.0	12.0	--	18.4	17.5	19.4	13.5	14.1	22.3	20.9	18.1	16.5
All	18.0	13.1	16.2	11.9	12.9	16.5	16.6	16.1	14.5	14.8	26.8	26.3	19.2	17.4

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 (05/14/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 5/15/2012