

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

**June 2012**



# COMMUTER RAIL ON-TIME PERFORMANCE

## June 2012

This report presents an analysis of the June 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 June 2012, Metra operated 16,889 scheduled trains, including scheduled "extras", if any. 897 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.7%. 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 June 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 June 2012. Of the 897 delays systemwide in June 2012, all but 429 (48%) 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 June 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during June 2012. Table 8.b shows the average frequencies over the previous five Junes, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 897 delays systemwide in June 2012, 145 less than the average over the previous five Junes. Table 9.a shows delays from the beginning of the year through June 2012. Table 9.b shows the average frequencies from the beginning of the year through June 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 June of 2012, a total of 4,080 trains were delayed, compared to 5,804 trains delayed in the same six months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In June 2012 freight operations delayed 81 trains systemwide, compared to 183 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 32 trains were delayed by lift deployment in June 2012.

A review of June 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 54.6% of all late trains. Table 14 shows that the average length of delay was 14.4 minutes in June 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  
June 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>	1,134	72	93.7%	840	76	91.0%	1,974	148	92.5%	140	30	78.6%	72	1	98.6%	2,186	179	91.8%
<b>Elec -ML</b>	945	26	97.2%	714	38	94.7%	1,659	64	96.1%	230	15	93.5%	80	14	82.5%	1,969	93	95.3%
<b>-BI</b>	294	2	99.3%	483	4	99.2%	777	6	99.2%	150	6	96.0%	--	--	--	927	12	98.7%
<b>-SC</b>	<u>357</u>	<u>5</u>	98.6%	<u>777</u>	<u>13</u>	98.3%	<u>1,134</u>	<u>18</u>	98.4%	<u>240</u>	<u>7</u>	97.1%	<u>80</u>	<u>2</u>	97.5%	<u>1,454</u>	<u>27</u>	98.1%
<b>Subtotal</b>	1,596	33	97.9%	1,974	55	97.2%	3,570	88	97.5%	620	28	95.5%	160	16	90.0%	4,350	132	97.0%
<b>Heritage</b>	126	10	92.1%	--	--	--	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
<b>Milw -N</b>	525	26	95.0%	735	45	93.9%	1,260	71	94.4%	120	20	83.3%	80	8	90.0%	1,460	99	93.2%
<b>-W</b>	<u>567</u>	<u>23</u>	95.9%	<u>651</u>	<u>29</u>	95.5%	<u>1,218</u>	<u>52</u>	95.7%	<u>120</u>	<u>8</u>	93.3%	<u>72</u>	<u>2</u>	97.2%	<u>1,410</u>	<u>62</u>	95.6%
<b>Subtotal</b>	1,092	49	95.5%	1,386	74	94.7%	2,478	123	95.0%	240	28	88.3%	152	10	93.4%	2,870	161	94.4%
<b>NCS</b>	231	18	92.2%	231	6	97.4%	462	24	94.8%	--	--	--	--	--	--	462	24	94.8%
<b>RI</b>	756	15	98.0%	693	66	90.5%	1,449	81	94.4%	102	9	91.2%	66	6	90.9%	1,617	96	94.1%
<b>SWS</b>	231	12	94.8%	399	33	91.7%	630	45	92.9%	30	0	100.0%	--	--	--	660	45	93.2%
<b>UP -N</b>	630	8	98.7%	830	50	94.0%	1,460	58	96.0%	130	15	88.5%	72	8	88.9%	1,662	81	95.1%
<b>-NW</b>	693	24	96.5%	672	15	97.8%	1,365	39	97.1%	120	15	87.5%	60	8	86.7%	1,545	62	96.0%
<b>-W</b>	<u>567</u>	<u>32</u>	94.4%	<u>672</u>	<u>47</u>	93.0%	<u>1,239</u>	<u>79</u>	93.6%	<u>100</u>	<u>14</u>	86.0%	<u>72</u>	<u>14</u>	80.6%	<u>1,411</u>	<u>107</u>	92.4%
<b>Subtotal</b>	1,890	64	96.6%	2,174	112	94.8%	4,064	176	95.7%	350	44	87.4%	204	30	85.3%	4,618	250	94.6%
<b>SYSTEM</b>	7,056	273	96.1%	7,697	422	94.5%	14,753	695	95.3%	1,482	139	90.6%	654	63	90.4%	16,889	897	94.7%

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

Delays data for most recent month is final (07/19/12) 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-JUN	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	95.2%	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	93.2%	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	95.2%	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	94.5%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8							95.7%	95.7%
	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	94.7%	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	97.7%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.9%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	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	97.1%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0							97.3%	97.3%
	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	97.7%	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	89.5%	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	91.7%	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	89.1%	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	91.5%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1							96.2%	96.2%
	2007-2011 average	91.4	86.5	89.8	92.5	91.3	90.0	87.8	90.0	88.7	87.1	90.3	83.4	90.3%	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	94.1%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.3%	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	94.3%	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	93.5%	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	90.6%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2							94.6%	94.6%
	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	93.6%	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	95.9%	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	96.9%	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	96.8%	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	96.1%	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	93.3%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6							95.8%	95.8%
	2007-2011 average	95.6	93.3	97.4	97.1	96.8	94.3	93.7	94.4	97.5	97.6	95.5	94.5	95.8%	95.6%
NCS	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.7%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	94.4%	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	94.0%	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	93.4%	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	91.7%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8							93.1%	93.1%
	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	93.4%	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-JUN	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	94.3%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	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	96.2%	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	96.4%	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	94.3%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1							95.3%	95.3%
<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	95.5%	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	95.1%	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	94.7%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.6%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2							95.0%	95.0%
<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	94.7%	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	96.5%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.3%	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	95.0%	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	95.0%	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	95.1	95.1							96.5%	96.5%
<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	94.7%	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	96.3%	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	94.9%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.8%	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	97.0%	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	95.1%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0							96.9%	96.9%
<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	94.3%	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	95.4%	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	92.0%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4							94.8%	94.8%
<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	94.3%	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	95.9%	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	96.0%	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	95.8%	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	95.9%	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	94.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7							96.0%	96.0%
<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	95.6%	95.2%

Delays data for most recent month is final (07/19/12) version from TOPS.

P:\(ONTIME)report\Delays&TrainsByServPeriod.xls\OTFbyLine&Month 7/19/2012

'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  
June 2012**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1229 <b>71% OT</b>	Fri, Jun 08	14	CC	WORKING AROUND MOW @ CICERO
		Fri, Jun 15	13	D	10" STOPPED AT UNION AVE FOR EB TRAFFIC - E-CGWTM0-08 STOPPED ON MT1 WAITING FOR CREW
		Tue, Jun 19	10	CC	WORKING AROUND AND THRU TRACK WORK
		Thu, Jun 21	8	G	SWITCH PROBLEMS AT EAST HILL
		Tue, Jun 26	8	CC	TRACK WORK @ CICERO
		Fri, Jun 29	14	C	WORKING AROUND TRACK WORK, SLOW ORDER FORM A'S, INCLEMENT WEATHER
BNSF	1233 <b>71% OT</b>	Mon, Jun 04	15	R1	SOUTHWEST SERVICE SIGNAL VIOLATION IN CUS
		Fri, Jun 08	16	CC	WORKING AROUND MOW @ CICERO, WAITING FOR 1266
		Mon, Jun 11	8	G	BOX 2 RIVER RD MP30.18 NO FLAGMAN, MOW @ CICERO & BELMONT NO ANSWER ON RADIO
		Tue, Jun 19	16	D	C NAMCGK0 09 MT1 @ UNION AVE, TRACK WORK, SLOW ORDER FORM A'S
		Wed, Jun 27	19	CC	TRACK WORK & FOLLOWING A5, EAST DS HELD AT EOLA, RAN 2 FREIGHTS MT1 & 2 WITH HBRCKCK ON MT3
		Thu, Jun 28	13	C	TRACK WORK, WORKED MT2 FVW TO HINSDALE
BNSF	1235 <b>71% OT</b>	Mon, Jun 04	9	R1	12" LATE DEPARTURE DUE TO SWS SIGNAL VIOLATION
		Mon, Jun 11	7	G	BOX 2 RIVER RD MP30.18 NO FLAGMAN, MOW @ CICERO & BELMONT NO ANSWER ON RADIO
		Fri, Jun 15	10	B	YELLOW/RED FLAGS DISPLAYED AFTER TIME FORMB MP 11.1 TO 12.1, FOREMAN DID NOT RESPOND
		Tue, Jun 19	8	D	FREIGHT TRAIN INTERFERNCE @ CICERO
		Wed, Jun 20	8	G	TALKED BY SIGNAL @ CICERO A TRACK INDICATION, SINGLE TRACKING @EOLA FREIGHT MT1 & 3
		Thu, Jun 28	9	C	WAITING ON LATE 1268, SLOW ORDER FORM A'S
BNSF	1245 <b>81% OT</b>	Fri, Jun 15	8	GX	DROPPED FLAGMAN @ TRUCK CROSSING, SLOW ORDER FORM A'S
		Mon, Jun 18	13	C	COPIED SLOW ORDER FORM A. 10 MPH @ CICERO THERMAL MISALIGNMENT, ADA LIFT
		Tue, Jun 19	7	GA	ROUTED OUT B3 @ CUS DUE TO AMTRAK SIGNAL TEST, WORKING MT3 CICERO NO NOTICE
		Thu, Jun 28	11	CW	THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
BNSF	1265 <b>81% OT</b>	Tue, Jun 12	8	E1	TRAFFIC AHEAD 1261 @ WESTERN AVE
		Fri, Jun 15	7	E	LOCOMOTIVE MALFUNCTION METX 212 #4 TRACTION MOTOR
		Mon, Jun 25	17	E1	HANDLING EXTRA PASSENGERS DUE TO 1272
		Thu, Jun 28	7	CW	THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
BNSF	1266 <b>81% OT</b>	Fri, Jun 08	8	CC	WAITING ON LATE 1229, HEAVY PASSENGER LOADING BLUES FEST
		Thu, Jun 21	14	G	LATE EAPT OFF 1229; SIGNAL PROBLEMS HILL EAST HAD TO HAND LINE A SWITCH; HEAVY PASSENGER LOAD
		Thu, Jun 28	11	C	SLOW ORDER FORM A'S, TRACK WORK
		Fri, Jun 29	7	C1	LATE FLIP FROM 1229 DUE TO TRACK WORK
BNSF	1267 <b>81% OT</b>	Fri, Jun 08	10	G	SWITCH FAILURE @ E. NAPERVILLE
		Tue, Jun 12	12	E1	TRAFFIC AHEAD 1261 @ WESTERN AVE
		Fri, Jun 15	8	G	TRACK INDICATION @ LISLE FLAGGED BY
		Thu, Jun 28	7	CW	THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
BNSF	1272 <b>71% OT</b>	Fri, Jun 15	14	GX1	ARRIVED @ DEPARTURE TIME, LATE TURN
		Tue, Jun 19	7	U	MULTIPLE ADA LIFTS, HEAVY LOADING PASSENGERS & BICYCLES
		Thu, Jun 21	11	D	ZSTPCHC9 AT CICERO
		Mon, Jun 25	0	E1	METX 188 LOCOMOTIVE ISSUE ON 1233
		Wed, Jun 27	7	RA	AMTRAK CUS SOUTH MISROUTE OF A4
		Fri, Jun 29	9	U	2 ADA LIFTS, FOLLOWED A6, MISREAD 10MPH SLOW ORDER, HEAVY PASSENGER LOADING
BNSF	1276 <b>81% OT</b>	Fri, Jun 22	11	CC1	HELD FOR A6 AT CONGRESS PARK, FOLLOWED A6
		Tue, Jun 26	8	RA	MISROUTE DUE TO ARINC SYSTEM @ POLK ST., SLOW ORDER FORM A'S
		Thu, Jun 28	18	CW	THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
		Fri, Jun 29	11	D1	LATE FLIP FROM 1239, SLOW ORDER FORM A'S, PASSENGER HANDLING
BNSF	1279 <b>57% OT</b>	Wed, Jun 06	10	U	MULTIPLE ADA LIFTS 5", WORKING AROUND 1269 3", SIGNAL ISSUE @ UNION AVE 2"
		Fri, Jun 08	11	GX	CROSSING FAILURE MP 9.1 RIDGELAND AVE, DROPPED FLAGMAN. ADA LIFTS
		Mon, Jun 11	8	CC	FORM A SLOW ORDERS, MULTIPLE ADA LIFTS
		Tue, Jun 12	14	E1	TRAFFIC AHEAD 1261 @ WESTERN AVE
		Fri, Jun 15	10	G	TRACK INDICATION @ LISLE FLAGGED BY, SLOW ORDER FORM A'S, ADA LIFT
		Mon, Jun 18	11	G	MULTIPLE CROSSING FAILURES, MULTIPLE ADA LIFTS, SLOW ORDER FORM A'S
		Tue, Jun 26	8	RA	FOLLOWING LATE 1275 DUE TO EARLIER ISSUE @ CUS, MULTIPLE ADA LIFTS
		Thu, Jun 28	20	CW	MULTIPLE ADA LIFTS, THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
		Fri, Jun 29	7	U	LATE FLIP FROM 1278, MULTIPLE ADA LIFTS SAME STATION

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1285	Mon, Jun 11	9	CC	DEPARTED 5" LATE DUE TO LATE ARRIVAL 1286, SLOW ORDER FORM A'S	
		<b>81% OT</b>	Tue, Jun 12	50	E1	TRAFFIC AHEAD 1261
			Fri, Jun 15	19	GX	LATE FLIP DUE TO EARLIER 1272 ISSUE
			Thu, Jun 28	12	CW1	LATE FLIP FROM THERMAL MISALIGNMENT AT BERWYN, CROSSING FAILURES
BNSF	1297	Mon, Jun 04	8	IB	FOUR BIKES ENROUTE	
		<b>67% OT</b>	Thu, Jun 07	25	E	ISSUE AT 14TH ST
			Fri, Jun 08	7	I	HEAVY SLOW UNLOADING - BLUES FEST
			Thu, Jun 21	8	DD	WAITE FOR 1298 AT BROOKFIELD
			Fri, Jun 22	8	I	PASSENGER HANDLING
			Tue, Jun 26	8	I	8 MIN LATE REROUTED ON TRACK 2 AT CICERO, DROP OFF PASSENGERS ON TRACK 2 AT RT 59
			Fri, Jun 29	14	KW	WAITED ON 1298 TO GET BY ON MT1
BNSF	1298	Mon, Jun 04	39	KD	DEBRIS STRIKE AT DOWNERS GROVE	
		<b>81% OT</b>	Thu, Jun 14	7	I	PASSENGER HANDLING
			Tue, Jun 19	16	D	16 MINS LATE DUE REVERSE MOVEMENT AT BERWYN TO LET TRAIN PASS CONTAINER DOOR OPEN ON FRT COMMING OUT OF YARD
			Fri, Jun 29	7	KW	WORKED MT1 LISLE - BROOKFIELD REPORTED DEBRIS ON TRACKS
BNSF	1299	Mon, Jun 04	27	KD	LATE TURN OFF 1298, DEBRIS STRIKE	
		<b>76% OT</b>	Wed, Jun 13	9	I	SLOW PASSENGER HANDLING / LATE FLIP FROM 1298
			Thu, Jun 14	12	I	PASSENGER HANDLING
			Fri, Jun 15	10	I	SLOW ORDERS AND SLOW PASSENGER HANDLING
			Tue, Jun 19	21	D1	21 MINS LATE DUE TO EARLIER TRAINS
ELML	120	Tue, Jun 05	14	G	4" MAKING LOCAL STOPS, 47TH TO 18TH ST; 10" CODE STATION FAILURE/SWITCH FAILURE, RICHTON YD.	
		<b>81% OT</b>	Mon, Jun 11	14	CC	3" WAITING ON #117, HOMEWOOD; 8" LATE OUT, KENSINGTON; 2" "NO MEET DOING OWN LOCALS FOLLOWING #320 & #220, ENROUTE.
			Tue, Jun 12	7	CO	7" WAITING ON #117 ACCT SINGLE TRACKING AROUND PLANNED WIRE WORK, HOMEWOOD.
			Wed, Jun 27	15	G	5" CODE STATION FAILURE, RICHTON; 10" MAKING OWN LOCAL STOPS, 57TH-18TH ST.
MN	2121	Fri, Jun 08	6	I	6" SLOW ENTRAINING, ENROUTE.	
		<b>71% OT</b>	Tue, Jun 12	8	D	8" CN FREIGHT TRAIN, CN XING.
			Fri, Jun 15	7	D	7" CP FREIGHT, NORTHBROOK; HEAVY ENTRAINING, ENROUTE.
			Thu, Jun 21	6	AM	3" FOLLOWING #2221 TO A5, "AMTRAK #7 DEPARTED CUS @ 2:29PM.
			Wed, Jun 27	8	I	9" SLOW DETRAINING, ENROUTE.
			Thu, Jun 28	8	CW	8" HOT WEATHER SPEED RESTRICTION, ENROUTE.
MN	2128	Fri, Jun 01	16	G1	8" WAIT FOR CLEARANCE FROM DISPATCHER, FOX LAKE; 11" HOLD FOR #2107, GRAYSLAKE; 2" XING MALFUNCTION, MP24.62.	
		<b>81% OT</b>	Wed, Jun 13	9	C	9" RAN RESTRICTED SPEED, EAST LAKE FOREST-DEERFIELD.
			Mon, Jun 18	32	H1	25" LATE TURN FROM #2103, FOX LAKE; 7" SLOW LOADING AT STOPS, ENROUTE.
			Thu, Jun 28	6	CC	3" LATE TURN FROM #2103, FOX LAKE; 3" FOREMAN DURAN, FORM B, MP6.0.
MN	2135	Tue, Jun 05	15	G	10" STOP SIGNAL-HAND THROW XOVER, DEERFIELD; 9" RESTRICTED SPEED, MP22.1 TO MP23.5.	
		<b>81% OT</b>	Thu, Jun 14	6	JM1	13" FOLLOWIGN #2133, ENROUTE.
			Fri, Jun 15	7	RO1	2" MAYFAIR; 3" WESTERN AVE; 2" FOLLOWING TRAINS, GRAYSLAKE; 3" UNLOAD ADA, GRAYSLAKE.
			Tue, Jun 19	7	I	5" SLOW ENTRAINING, ENROUTE; 4" RESTRICTED SPEED, EAST TO WEST, GRAYSLAKE.
MN	2139	Tue, Jun 05	13	G1	7" FOLLOWING #2137, MORTON GROVE-DEERFIELD/SWITCH FAILURE, DEERFIELD; 1" ADA W/CHAIR, CUS-LIBERTYVILLE; 2" ITEM #2, CENTRAL AVE.	
		<b>81% OT</b>	Wed, Jun 13	9	G1	9" FOLLOW 2137
			Thu, Jun 14	6	JM1	6" FOLLOWING TRAINS AHEAD.
			Fri, Jun 15	8	G1	10" SWITCH FAILURE, DEERFIELD.
MN	2140	Thu, Jun 14	8	A	2" WAITING ON LINE UP, A2/A3; 2" STOP WAITING ON SIGNAL, MAYFAIR; 4" WAITING ON SIGNAL, CANAL.	
		<b>81% OT</b>	Fri, Jun 15	16	RO	3" ENTRAINING, ENROUTE; 3" A2; 9" WAITING ON LINE UP, LAKE ST.
			Tue, Jun 19	7	I	7" SLOW PASSENGER LOADING, ENROUTE.
			Wed, Jun 20	7	VF	4" LOST AIR, RONDOUT & DEERFIELD; 2" CLINTON ST; 1" TRAINS AHEAD, CANAL ST.
MN	2148	Tue, Jun 05	7	G1	7" LATE TURN FROM #2127, DEERFIELD; MEETING WEST BOUND TRAINS, ENROUTE.	
		<b>76% OT</b>	Wed, Jun 06	9	G	12" SWITCH FAILURE, DEERFIELD.
			Fri, Jun 08	8	G	8" SWITCH FAILURE, DEERFIELD.
			Wed, Jun 13	16	G1	16" LATE TURN FROM #2127, DEERFIELD.
			Fri, Jun 15	15	G	12" CREW HAD TO HAND LINE SWITCH, DEERFIELD; 5" HEAVY ENTRAINING, EDGEBROOK-CUS.



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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	102	Fri, Jun 01	7	A	2" 25MPH RESTRICTING, MP26.9; 4" X-TRAFFIC, DEVAL; 3" FREIGHT TRAFFIC, GRAYSLAKE.	
		<b>71% OT</b>	Mon, Jun 04	13	A	2" 25MPH RESTRICTING, MP38.90; 7" UP X-TRAFFIC, DEVAL; 2" RED SIGNAL, B12; 3" 40MPH, MP8.3 -6.4.
			Wed, Jun 13	8	I	3" ENTRAINING, 0N 2 MAIN, ANTIOCH, LAKE VILLA & ROUND LAKE; 3" 10MPH, MP40.5, 30MPH, MP38.6 38.5; 3" STOP, DEVAL.
			Tue, Jun 19	6	VF	5" CAR DEPT. INSPECTING A POSSIBLE SHELL OUT ON CAR 7429, ANTIOCH; 4" UP X-TRAFFIC, DEVAL.
			Thu, Jun 21	7	S	8" MISCOMMUNICATION BETWEEN ROAD FOREMAN & R.T.C, GRAYSLAKE; 2"STOP SIGNAL, DEVAL.
			Mon, Jun 25	10	MI	10" DUE TO #2208'S PEDESTRIAN INCIDENT @ HANOVER PARK.
RI	508	Fri, Jun 01	9	U	3" SPEED RESTRICTION, BI; 3" ADA, BI; 3" ADA, 107TH ST.	
		<b>57% OT</b>	Thu, Jun 07	13	U	5" AWDM, WOLF RD; 14" ADA'S, NEW LENOX, 80TH AVE, 107THST.
			Fri, Jun 08	6	I	6" VERY HEAVY ENTRAINING, ENROUTE.
			Mon, Jun 11	6	I	6" ENTRAINING/DETRAINING, ENROUTE; 3" GATE MALFUNCTION, 95TH ST.
			Wed, Jun 13	7	CC	2" MEET #505 SINGLE TRACKING AROUND TRACK WORK, MOKENA; 5" WAITING ON #507 TO CLEAR, BI BROADWAY; 5" ENTRAINING, ENROUTE.
			Wed, Jun 20	6	I	6" HEAVY ENTRAINING, INCLUDING, NEW LENOX, MOKENA & 80TH AVE, ENROUTE.
			Fri, Jun 22	9	S	7" EFFICIENCY TEST, CP 35.5; 2" ENTRAINING (103RD & 99TH).
			Mon, Jun 25	8	U	1" LATE ENTRAINING, JUD; 4" ADA, TINLEY PARK; 3" WAITING FOR #507 TO CLEAR, BROADWAY(BI); 2" ENTRAINING, BV SUB.
	Fri, Jun 29	8	I	5" ENTRAINING, ENROUTE; 3" WAITING FOR #507, BROADWAY(BI).		
RI	509	Tue, Jun 05	13	VE	18" AIR PROBLEMS, 18TH ST.	
		<b>81% OT</b>	Thu, Jun 07	6	U1	1" LATE DEPARTING RED SIGNAL, LSS; 2" FLAG STOPS, 35TH & 127TH;3" WAITING ON #510, YORK ST; 2" ADA, MOKENA.
			Tue, Jun 12	6	C	1" 10MPH SPEED RESTRICTION, SW 17/ROBBINS MP17.25; 2" WAITING ON #510, BI; 2" COPY TRACK PERMIT, BI.
	Fri, Jun 15	7	I	3" ENTRAINING, ENROUTE; 2" WAITING ON #510, BI; 2" ADA, TINLEY PARK.		
RI	510	Fri, Jun 01	12	G1	2" X-TRAFFIC AMTRAK 303, UD; 4" AWDM, 80TH AVE.; 5" WAITING ON #509, BI.	
		<b>71% OT</b>	Thu, Jun 07	7	U	7" HEAVY ENTRAINING, ENROUTE; 3" ADA, BI; 3" ADA, 103RD ST.
			Fri, Jun 08	15	U	15" EXTREMELY HEAVY ENTRAINING, ENROUTE; ADA'S (9"), 103RD, 95THST & 35TH ST.
			Wed, Jun 20	10	U	1" LATE ENTRAINING, JUD; 4 ADA'S, JOLIET, TINLEY PARK, 107TH, 107TH TO 99TH; 5" DOOR PROBLEMS, WOULD NO CLOSE PROPERLY, ENROUTE.
			Thu, Jun 21	10	U	5" RED SIGNAL, BROADWAY; 2" ADA'S NEW LENOX & LA SALLE; 1" ELDERLY PASSENGER, 119TH ST
	Fri, Jun 29	7	U	7" ADA 103 AND 107 AND PASSANGER LOADING		
RI	529	Mon, Jun 04	14	J	15" HEAVY ENTRAINING/DETRAINING, CONCERT DRUNK & DSORDERLY, POLICE ASSISTANCE, ENROUTE.	
		<b>57% OT</b>	Tue, Jun 05	8	I	5" HEAVY ENTRAINING, 35TH ST 5" HEAVY & SLOW DETRAINING, 103RD, 111TH, MIDLOTHIAN & 80TH AVE.
			Wed, Jun 06	13	I	13" HEAVY ENTRAINING(WHITE SOX GAME), ENROUTE.
			Thu, Jun 07	13	I	6" SLOW ENTRAINING, 35TH ST; 2" OAK FOREST; 2" OAK PARK; 2" 80TH AVE; 2" NEW LENOX( ALL ENTRAINING.
			Fri, Jun 08	6	I	4" HEAVY ENTRAINING, 35TH ST.
			Wed, Jun 13	10	MI	10" ACCT #530 STRUCK VEHICLE, WALKING SPEED THRU AREA, 191ST.
			Mon, Jun 18	9	I	6" ENTRAINING, 35TH ST; 2" ADA, 107TH ST.
			Fri, Jun 22	21	CC	13"STOP WAITD ON RI532 OOS LIMITS MOKENA-66TH CT,66TH;3"HVY PSGLOAD FLAG STOPS,35TH;1"DRPG OFF COLCTRS FOR RI530,BI;2"INTLNE FENCING,OAK PK.
	Tue, Jun 26	9	U	3" WAITING ON AMTRAK 48 SIGNAL PROBLEMS ON NS, ENGLEWOOD; 3" ADA, 107TH ST; 3" ALL FLAG STOPS, ENROUTE.		
RI	533	Wed, Jun 13	11	MI	8" LATE TURN FROM #532, WALKING SPEED THRU AREA ACCT #530 STRUCK VEHICLE @ 191ST.	
		<b>76% OT</b>	Tue, Jun 19	9	D	5" WAITING ON NS24Z, ENGLEWOOD; 2" METRA POLICE WALK THRU; 2" ENTRAINING, ROBBINS; 1" LATE DETRAINING, TINLEY.
			Fri, Jun 22	6	I	2" LATE DEPARTING ADA, LSS; 2" LATE PSGR OFF, OAK PARK; 2" LATEPSGR OFF, 80TH AVE.
			Thu, Jun 28	9	KP	9" RESTRICTED SPEED DUE TO REPORT FROM METRA PD OF SUICIDAL TEENAGER IN AREA, MP23-25.
	Fri, Jun 29	10	GW	2" POLICE WALK THRU, 91ST; 11" TALKED BY SIGNAL, TRACK CIRCUIT & SLOW SPEED, EJ&E XING.		

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	338	Fri, Jun 01	10	CC	10" TRACK CONSTRUCTION, SINGLE TRACKING OUT OF WAUKEGAN, RUNNIN TRK 1 WAUKEGAN TO LAKE BLUFF.	
		<b>71% OT</b>	Tue, Jun 05	8	CC	8" SINGLE TRACK ON TRK 1, MP35.6-28.7; 40MPH SLOW ORDER, MP33.75-32; XH, MP33.89.
		Tue, Jun 19	10	CC	7" RESTRICTED SPEED, CPE030-LAKE FOREST; 2" 25MPH FORM B 49425, MP32.5; 1.5" RED WAITING FOR ISNTRUCTIONS PASS SIGNAL, CPE030.	
		Wed, Jun 20	7	CC	7" RED WAITING FOR INSTRUCTIONS TO PASS ABSOLUTE SIGNAL, CPE030; RESTRICTED SPEED ABSOLUTE RED SIGNAL, LAKE FOREST-CPE030.	
		Thu, Jun 21	8	CC	8" RED WAIT FOR INSTRUCTIONS TO PASS ABSOLUTE BLOCKS, CPE030; RESTRICTED SPEED BETWEEN CPE030 & LAKE FOREST X/O MP28.7.	
		Mon, Jun 25	7	CC	7" OPERATE TRACK 1, SINGLE TRACKING CONSTRUCTIONS, WAUKEGAN- LAKE BLUFF.	
UPN	340	Fri, Jun 01	9	CC	9" TRACK CONSTRUCTION, SINGLE TRACKING OUT OF WAUKEGAN, RUN ONETRACK WAUKEGAN TO LAKE BLUFF; 2 FORM B'S, MP35.6-32.2 & 14-13.	
		<b>67% OT</b>	Tue, Jun 05	6	CC	6" SINGLE TACK ON TRK 1, MP35-28.7.
		Tue, Jun 19	10	CC	10" FORM C 49438, MP35.6-28.7; SINGLE TRACK, STOPPED, CPE030; SLOW ENTRAINING, WAUKEGAN.	
		Wed, Jun 20	7	CC	7" RAN TRK 1, MP35.6-28.7; FORM C 49234 HAD TO GET PERMISSION OVER THE PLANT, CPE030.	
		Thu, Jun 21	16	CC	5" LATE TURN FROM #323, WAUKEGAN; SINGLE TRACK,. MP35.6-28.7; 40MPH, MP31.6-31.0.	
		Mon, Jun 25	13	CC	13" OPERATE TRACK 1, SINGLE TRACK CONSTRUCTION, WAUKEGAN-LAKE BLUFF.	
		Wed, Jun 27	6	CC	6" FORM C 49308 TRK 1, CPE030-MP28.7.	
UPN	342	Tue, Jun 05	6	CC	6" SINGLE TRACK ON TRK 1, MP35-28.7.	
		<b>81% OT</b>	Wed, Jun 13	22	R	30" LATE DEPARTING ACCT METX 160 MECHANICAL ENGINE OVERSPEED TRIPPED HAD TO RESET USED #327 EQUIPMENT, ESPRESSED TO WK, WAUKEGAN.
		Tue, Jun 19	12	CC	12" 2 FORM B'S, SINGLE TRACKING; SIGNAL, LAKE BLUFF.	
		Fri, Jun 29	32	RL	32" LATE DEPARTURE DUE TO NO ENGINEER ON DUTY . ENGINEER WAS OFF MEDICAL LEAVE & CMS WS NOT NOTIFIED.	
UPN	364	Fri, Jun 01	42	KP	42" STOPPED ACCT POSSIBLE SUICIDE BETWEEN MP30.17-30.46.	
		<b>76% OT</b>	Fri, Jun 15	15	I	20" HELD, EXTREMELY HEAVY ENTRAINING, RAVINIA PARK; SLOW DETRAINING AFTER BRAESIDE.
		Wed, Jun 27	20	I	25" HELD FOR HEAVY ENTRAINING DUE TO CONCERT FINALE, RAVINIA PK; SLOW DETRAINING AFTER BRAESIDE.	
		Thu, Jun 28	20	I	25" HELD FOR FINALE OF CONCERT, HEAVY ENTRAINING, SLOW DETRAINING AFTER BRAESIDE.	
		Fri, Jun 29	15	I	20" HELD @ RAVINIA HEAVY & SLOW PASSENGER UNLOADING, GLENCO TO CPT.	
UPW	42	Mon, Jun 04	10	A	10" TRAIN CONTROL, KRESS-TURNER; WAIT FOR #25 TO CLEAR(7"), TURNER; TRAIN CONTROL WAIT FOR AN EAST & WEST BOUND TRAIN(3") WESTERN AVE.	
		<b>81% OT</b>	Thu, Jun 14	11	GF	11" DEAD TRACK, WEST CHICAGO-JB TOWER; WAIT FOR #25 TO CLEAR; SLOW ENTRAINING, WEST CHICAGO; USED SHORT X/O TRK3 THRU KEDZIE.
		Fri, Jun 15	7	GF	7" HEAVY ENTRAINING, GENEVA TO ELMHURST; ADA, ENROUTE.	
		Fri, Jun 29	6	I	6" SLOW ENTRAINING PSGRS, GENEVA, WINFIELD, WHEATON, GLEN ELLYN & ELMHURST.	
UPW	44	Mon, Jun 04	8	I	8" SLOW & HEAVY ENTRAINING, WINFIELD & WHEATON; 4 ADA & SPEED RESTRICTIONS, FORM B , ENROUTE.	
		<b>76% OT</b>	Tue, Jun 05	20	VF	20" B/O TRAIN CONTROL, RAN ABSOLUTE BLOCKS, ELBURN TO KEDZIE; HEAVY ENTRAINING, ENROUTE.
		Fri, Jun 08	8	I	8" EXTREME HEAVY ENTRAINING, GENEVA TO ELMHURST.	
		Thu, Jun 21	15	I	10" DITCH LIGHT PROBLEMS CAR 8457, ELBURN;5RED FLAG TEST, MP15.	
		Wed, Jun 27	10	I	10" HEAVY ENTRAINING(GROUP TRAVEL KIDS) DETRAINING, MAYWOOD; RAN CENTER TRACK; LOMBARD-VILLA PARK.	
UPW	62	Mon, Jun 11	9	R1	11" LATE TURN FROM #47, ELBURN.	
		<b>71% OT</b>	Wed, Jun 13	11	GF	6" DEAD TRACK, WINFIELD - WHEATON; 4" WAIT FOR POLICE TO REMOVEPASSENGER THAT WENT AROUND LOWERED GATES, WHEATON.
		Wed, Jun 20	7	D	7" FREIGHT INTERFERENCE ADVBIR-19 TRAIN CONTRL, LAFOX-LOMBARD.	
		Thu, Jun 21	9	I	9" 30MPH, MP40.2-40.5; 1" LATE TURN FROM #47, ELBURN; ADA; SLOW ENTRAINING, ELMHURST; TRAIN CONTROL, KEDZIE-WESTERN, SHORT X/O, KEDZIE.	
		Fri, Jun 22	7	U	7" 30MPH SPEED RESTRICTION, M.P.40.15; 50MPH SPEED RESTRICTION,M.P. 42.55; SLOW PSGR LOADING, WINFIELD; 2 ADA LIFTS, WHEATON.	
		Thu, Jun 28	16	B1	16" MET #57, TURNER; 30MPH, MP29.41; RAN TRK 1 MET #51, PECK.	

Data is final (07/19/12) version from TOPS.

**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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	91	58	6	14	8	58	18	11	30	21	38	28	48	429
Semi-controllable	16	0	0	0	1	7	14	6	8	24	0	6	23	105
Uncontrollable	72	35	6	13	1	34	30	7	58	0	43	28	36	363
<b>TOTAL TRAINS DELAYED</b>	<b>179</b>	<b>93</b>	<b>12</b>	<b>27</b>	<b>10</b>	<b>99</b>	<b>62</b>	<b>24</b>	<b>96</b>	<b>45</b>	<b>81</b>	<b>62</b>	<b>107</b>	<b>897</b>

**January-June 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	289	244	85	57	14	273	112	85	164	62	141	128	139	1,793
Semi-controllable	77	0	0	0	12	73	79	72	27	118	4	24	109	595
Uncontrollable	201	211	38	74	3	135	165	36	268	21	206	137	197	1,692
<b>TOTAL TRAINS DELAYED</b>	<b>567</b>	<b>455</b>	<b>123</b>	<b>131</b>	<b>29</b>	<b>481</b>	<b>356</b>	<b>193</b>	<b>459</b>	<b>201</b>	<b>351</b>	<b>289</b>	<b>445</b>	<b>4,080</b>

Data for current month is final (07/19/12) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 07/19/2012

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

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	2	6	1	3	1	8	7	11	9	3	11	5	7	1	5	6	6	10	3	34	9	148
<b>Elec -ML</b>	2	15	10	0	0	5	4	3	2	1	1	3	1	2	0	1	0	7	4	2	1	64
<b>-BI</b>	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	6
<b>-SC</b>	0	3	1	1	5	0	0	0	2	0	0	1	1	1	0	0	0	1	1	1	0	18
<b>Heritage</b>	0	2	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10
<b>Milw -N</b>	3	1	11	2	0	5	2	1	5	7	11	4	5	2	2	4	1	1	1	3	0	71
<b>-W</b>	1	6	1	0	0	0	4	1	4	3	1	1	0	1	0	6	16	1	0	1	5	52
<b>NCS</b>	1	1	0	1	1	1	0	0	3	0	2	1	3	0	1	2	4	0	0	2	1	24
<b>RI</b>	6	2	4	2	7	3	4	5	8	4	4	2	3	5	1	5	4	1	0	5	6	81
<b>SWS</b>	1	0	0	1	2	0	0	0	0	3	7	7	3	4	3	8	0	2	1	3	0	45
<b>UP -N</b>	6	2	4	0	0	1	1	8	2	0	3	1	3	2	4	3	3	4	5	1	5	58
<b>-NW</b>	0	1	0	0	0	4	0	0	12	4	1	2	0	0	0	1	0	12	0	0	2	39
<b>-W</b>	0	3	1	2	3	3	8	9	5	3	1	2	7	1	8	4	1	4	6	7	1	79
<b>SYSTEM</b>	22	44	37	12	19	30	31	40	52	30	43	29	33	21	24	40	35	43	21	59	30	695

  

<b>SATURDAY</b>	2	9	16	23	30	TOTAL
<b>BNSF</b>	4	8	8	6	4	30
<b>Elec -ML</b>	5	4	2	2	2	15
<b>-BI</b>	4	1	1	0	0	6
<b>-SC</b>	2	0	1	4	0	7
<b>Heritage</b>	-	-	-	-	-	-
<b>Milw -N</b>	6	9	0	4	1	20
<b>-W</b>	5	3	0	0	0	8
<b>NCS</b>	-	-	-	-	-	-
<b>RI</b>	1	5	0	0	3	9
<b>SWS</b>	0	0	0	0	0	0
<b>UP -N</b>	2	4	3	4	2	15
<b>-NW</b>	4	5	5	1	0	15
<b>-W</b>	3	7	2	1	1	14
<b>SYSTEM</b>	36	46	22	22	13	139

  

<b>SUNDAY/HOLIDAY</b>	3	10	17	24	TOTAL
<b>BNSF</b>	0	0	0	1	1
<b>Elec -ML</b>	7	4	1	2	14
<b>-BI</b>	-	-	-	-	0
<b>-SC</b>	0	2	0	0	2
<b>Heritage</b>	-	-	-	-	0
<b>Milw -N</b>	0	6	1	1	8
<b>-W</b>	1	1	0	0	2
<b>NCS</b>	-	-	-	-	0
<b>RI</b>	0	3	0	3	6
<b>SWS</b>	-	-	-	-	0
<b>UP -N</b>	1	1	3	3	8
<b>-NW</b>	0	0	7	1	8
<b>-W</b>	2	5	0	7	14
<b>SYSTEM</b>	11	22	12	18	63

Data is final (07/19/12) version from TOPS.

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

**June 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	2	0	2	1	4	2	5	0	0	0	0	1	17
<i>Freight Interference - Peak</i>	1	0	0	0	1	0	3	4	3	1	0	3	3	19
<i>Freight Interference - Off-Peak</i>	12	0	0	0	0	6	11	2	5	8	0	3	15	62
Freight Interference - Total	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Accident	2	0	0	0	0	0	16	4	6	0	0	11	2	41
Passenger Loading	18	24	3	2	0	19	1	1	26	0	35	11	21	161
Lift Deployment	5	0	0	1	0	0	3	0	14	0	1	2	6	32
Obstruction/Debris	2	1	0	7	1	2	3	0	1	0	4	1	3	25
Signal/Switch Failure	35	35	3	5	1	33	8	3	5	20	5	2	9	164
Track Work	33	10	2	4	5	6	5	0	11	10	18	0	9	113
Catenary Failure	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	4	3	1	1	0	0	0	0	0	1	2	0	5	17
Locomotive Failure	18	0	0	0	0	1	1	0	6	0	7	24	2	59
Human Error	13	3	0	1	1	16	3	2	6	5	4	1	18	73
Sick, Injured, Unruly Passenger	4	10	2	0	0	8	6	0	5	0	3	3	5	46
Weather	30	0	0	1	0	2	0	1	3	0	0	0	0	37
Other	2	4	1	3	0	2	0	2	5	0	2	1	8	30
<b>TOTAL TRAINS DELAYED</b>	<b>179</b>	<b>93</b>	<b>12</b>	<b>27</b>	<b>10</b>	<b>99</b>	<b>62</b>	<b>24</b>	<b>96</b>	<b>45</b>	<b>81</b>	<b>62</b>	<b>107</b>	<b>897</b>

**June - 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	2	1	2	1	7	2	1	3	1	1	2	1	28
<i>Freight Interference - Peak</i>	7	0	0	0	5	1	3	6	3	4	0	2	7	38
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	11	7	6	5	15	0	1	21	72
Freight Interference - Total	13	0	0	0	5	12	10	11	7	20	1	3	28	110
Accident	18	2	0	3	0	6	3	2	2	3	0	5	3	46
Passenger Loading	12	22	7	11	0	19	12	0	32	0	73	18	13	219
Lift Deployment	3	1	0	0	0	4	4	0	7	0	3	2	2	26
Obstruction/Debris	10	2	0	2	0	0	0	0	5	0	6	2	10	38
Signal/Switch Failure	20	5	2	3	3	33	22	9	8	14	5	8	15	147
Track Work	30	8	2	3	0	13	8	1	8	1	11	6	8	98
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	1	9	6	3	0	1	1	0	0	0	2	0	1	25
Locomotive Failure	17	0	0	0	0	6	4	0	9	0	3	2	2	42
Human Error	14	4	2	2	1	5	5	3	4	3	9	7	8	67
Sick, Injured, Unruly Passenger	6	5	1	2	0	3	2	0	6	0	6	4	3	38
Weather	14	22	3	4	2	11	8	8	5	3	17	11	9	115
Other	7	1	2	1	0	3	1	3	5	3	5	2	3	37
<b>TOTAL TRAINS DELAYED</b>	<b>166</b>	<b>87</b>	<b>28</b>	<b>37</b>	<b>13</b>	<b>123</b>	<b>82</b>	<b>40</b>	<b>100</b>	<b>49</b>	<b>142</b>	<b>71</b>	<b>105</b>	<b>1,042</b>

**June 2012 Divergence From June 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	-3	0	-1	0	0	-3	0	4	-3	-1	-1	-2	0	-11
<i>Freight Interference - Peak</i>	-6	0	0	0	-4	-1	0	-2	0	-3	0	1	-4	-19
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	-5	4	-4	0	-7	0	2	-6	-10
Freight Interference - Total	0	0	0	0	-4	-6	4	-5	1	-11	-1	3	-10	-29
Accident	-16	-2	0	-3	0	-6	13	2	4	-3	0	6	-1	-5
Passenger Loading	6	2	-4	-9	0	0	-11	1	-6	0	-38	-7	8	-58
Lift Deployment	2	-1	0	1	0	-4	-1	0	7	0	-2	0	4	6
Obstruction/Debris	-8	-1	0	5	1	2	3	0	-4	0	-2	-1	-7	-13
Signal/Switch Failure	15	30	1	2	-2	0	-14	-6	-3	6	0	-6	-6	17
Track Work	3	2	0	1	5	-7	-3	-1	3	9	7	-6	1	15
Catenary Failure	0	-2	-1	-2	0	0	0	0	0	0	0	0	0	-5
Non-Locomotive Equipment Failure	3	-6	-5	-2	0	-1	-1	0	0	1	0	0	4	-8
Locomotive Failure	1	0	0	0	0	-5	-3	0	-3	0	4	22	0	17
Human Error	-1	-1	-2	-1	0	11	-2	-1	2	2	-5	-6	10	6
Sick, Injured, Unruly Passenger	-2	5	1	-2	0	5	4	0	-1	0	-3	-1	2	8
Weather	16	-22	-3	-3	-2	-9	-8	-7	-2	-3	-17	-11	-9	-78
Other	-5	3	-1	2	0	-1	-1	-1	0	-3	-3	-1	5	-7
<b>TOTAL TRAINS DELAYED</b>	<b>13</b>	<b>6</b>	<b>-16</b>	<b>-10</b>	<b>-3</b>	<b>-24</b>	<b>-20</b>	<b>-16</b>	<b>-4</b>	<b>-4</b>	<b>-61</b>	<b>-9</b>	<b>2</b>	<b>-145</b>

Data for current month is final (07/19/12) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\LastMonthByLine 07/19/2012

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-June 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	6	4	7	1	22	9	7	8	3	1	4	5	84
<i>Freight Interference - Peak</i>	7	0	0	0	11	15	9	31	3	23	0	13	20	132
<i>Freight Interference - Off-Peak</i>	44	0	0	0	0	48	54	38	26	57	5	11	81	364
Freight Interference - Total	51	0	0	0	11	63	63	69	29	80	5	24	101	496
Accident	22	3	0	0	1	17	38	19	52	1	44	37	48	282
Passenger Loading	61	88	10	13	0	46	13	1	81	0	79	38	47	477
Lift Deployment	10	0	0	1	0	14	5	1	36	0	12	7	22	108
Obstruction/Debris	18	13	3	19	1	18	36	1	34	4	15	20	15	197
Signal/Switch Failure	103	90	24	11	6	131	58	45	36	59	9	12	25	609
Track Work	67	83	44	20	5	29	18	14	24	11	50	24	33	422
Catenary Failure	0	13	4	1	0	0	0	0	0	0	0	1	0	19
Non-Locomotive Equipment Failure	28	13	5	9	0	0	5	0	5	2	4	0	7	78
Locomotive Failure	59	0	0	0	0	59	25	13	51	1	21	55	32	316
Human Error	55	27	2	5	4	44	19	7	43	21	49	28	33	337
Sick, Injured, Unruly Passenger	14	44	8	11	0	17	26	3	20	4	23	10	19	199
Weather	61	34	10	16	0	19	23	7	18	7	26	24	27	272
Other	11	41	9	18	0	2	18	6	22	8	13	5	31	184
<b>TOTAL TRAINS DELAYED</b>	<b>567</b>	<b>455</b>	<b>123</b>	<b>131</b>	<b>29</b>	<b>481</b>	<b>356</b>	<b>193</b>	<b>459</b>	<b>201</b>	<b>351</b>	<b>289</b>	<b>445</b>	<b>4,080</b>

**January-June - 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	19	18	5	5	4	33	10	6	14	7	16	10	9	156
<i>Freight Interference - Peak</i>	38	0	0	0	29	7	14	27	10	19	3	7	27	181
<i>Freight Interference - Off-Peak</i>	49	0	0	0	0	53	34	35	25	56	8	14	109	383
Freight Interference - Total	87	0	0	0	29	60	48	62	35	76	11	21	135	564
Accident	55	7	2	7	0	24	23	11	12	6	22	28	13	209
Passenger Loading	29	51	18	22	0	39	21	1	64	1	158	45	37	489
Lift Deployment	12	1	0	0	0	15	13	3	28	1	14	10	15	113
Obstruction/Debris	40	7	2	15	1	19	13	3	15	4	19	27	29	194
Signal/Switch Failure	134	49	15	14	20	109	70	35	54	52	41	51	59	703
Track Work	59	25	5	12	2	58	21	6	20	7	32	18	27	291
Catenary Failure	0	14	6	9	0	0	0	0	0	0	0	0	0	29
Non-Locomotive Equipment Failure	10	28	16	9	0	7	6	1	7	2	9	7	7	110
Locomotive Failure	60	1	0	0	1	54	32	14	38	7	18	27	18	271
Human Error	59	28	8	12	6	30	21	10	26	16	47	36	25	325
Sick, Injured, Unruly Passenger	20	29	4	11	1	16	13	1	22	0	24	16	16	172
Weather	93	70	16	22	9	85	57	24	79	17	97	76	63	707
Other	20	15	5	4	2	17	11	5	18	8	25	18	27	176
<b>TOTAL TRAINS DELAYED</b>	<b>697</b>	<b>343</b>	<b>102</b>	<b>143</b>	<b>74</b>	<b>566</b>	<b>360</b>	<b>183</b>	<b>432</b>	<b>205</b>	<b>532</b>	<b>390</b>	<b>483</b>	<b>4,509</b>

**January-June 2012 Divergence From January-June 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	-12	-12	-1	2	-3	-11	-1	1	-6	-4	-15	-6	-4	-72
<i>Freight Interference - Peak</i>	-31	0	0	0	-18	8	-5	4	-7	4	-3	6	-7	-49
<i>Freight Interference - Off-Peak</i>	-5	0	0	0	0	-5	20	3	1	1	-3	-3	-28	-19
Freight Interference - Total	-36	0	0	0	-18	3	15	7	-6	4	-6	3	-34	-68
Accident	-33	-4	-2	-7	1	-7	15	8	40	-5	22	9	35	73
Passenger Loading	32	37	-8	-9	0	7	-8	0	17	-1	-79	-7	10	-12
Lift Deployment	-2	-1	0	1	0	-1	-8	-2	8	-1	-2	-3	7	-5
Obstruction/Debris	-22	6	1	4	0	-1	23	-2	19	0	-4	-7	-14	3
Signal/Switch Failure	-31	41	9	-3	-14	22	-12	10	-18	7	-32	-39	-34	-94
Track Work	8	58	39	8	3	-29	-3	8	4	4	18	6	6	131
Catenary Failure	0	-1	-2	-8	0	0	0	0	0	0	0	1	0	-10
Non-Locomotive Equipment Failure	18	-15	-11	0	0	-7	-1	-1	-2	0	-5	-7	0	-32
Locomotive Failure	-1	-1	0	0	-1	5	-7	-1	13	-6	3	28	14	45
Human Error	-4	-1	-6	-7	-2	14	-2	-3	17	5	2	-8	8	12
Sick, Injured, Unruly Passenger	-6	15	4	0	-1	1	13	2	-2	4	-1	-6	3	27
Weather	-32	-36	-6	-6	-9	-66	-34	-17	-61	-10	-71	-52	-36	-435
Other	-9	26	4	14	-2	-15	7	1	4	0	-12	-13	4	8
<b>TOTAL TRAINS DELAYED</b>	<b>-130</b>	<b>112</b>	<b>21</b>	<b>-12</b>	<b>-45</b>	<b>-85</b>	<b>-4</b>	<b>10</b>	<b>27</b>	<b>-4</b>	<b>-181</b>	<b>-101</b>	<b>-38</b>	<b>-429</b>

Data for current month is final (07/19/12) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\YTDBByLine 07/19/2012

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 - Jun	
Passenger Train Interference	32	12	10	6	7	17							84	2.1%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19							132	3.2%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62							364	8.9%
Freight Interference - Total	84	63	102	101	65	81							496	12.2%
Accident	31	79	51	20	60	41							282	6.9%
Passenger Loading	54	33	93	31	105	161							477	11.7%
Lift Deployment	20	11	11	12	22	32							108	2.6%
Obstruction/Debris	27	21	37	44	43	25							197	4.8%
Signal/Switch Failure	144	49	94	60	98	164							609	14.9%
Track Work	140	15	39	54	61	113							422	10.3%
Catenary Failure	4	10	4	0	0	1							19	0.5%
Non-Locomotive Equipment Failure	16	6	21	12	6	17							78	1.9%
Locomotive Failure	53	29	90	34	51	59							316	7.7%
Human Error	80	41	44	35	64	73							337	8.3%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46							199	4.9%
Weather	212	15	0	1	7	37							272	6.7%
Other	35	17	58	19	25	30							184	4.5%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>	<b>635</b>	<b>897</b>							<b>4,080</b>	<b>100%</b>

**2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	194	3.3%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	209	3.6%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	526	9.1%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	735	12.7%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	292	5.0%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	678	11.7%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	164	2.8%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	193	3.3%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	748	12.9%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	381	6.6%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	30	0.5%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	119	2.1%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	341	5.9%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	385	6.6%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	211	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,137	19.6%
Other	18	32	30	26	33	57	51	38	32	40	20	19	196	3.4%
<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>5,804</b>	<b>100%</b>

**2012 Divergence From 2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Passenger Train Interference	14	-38	-20	-8	-24	-34							-110	-1.3%
<i>Freight Interference - Peak</i>	-13	-24	-14	-6	1	-21							-77	-0.4%
<i>Freight Interference - Off-Peak</i>	11	-33	-9	-13	-37	-81							-162	-0.1%
Freight Interference - Total	-2	-57	-23	-19	-36	-102							-239	-0.5%
Accident	-21	20	23	-8	10	-34							-10	1.9%
Passenger Loading	18	-14	37	-31	-29	-182							-201	0.0%
Lift Deployment	2	-13	-6	-6	-10	-23							-56	-0.2%
Obstruction/Debris	-6	-9	9	21	9	-20							4	1.5%
Signal/Switch Failure	32	-80	13	-26	-10	-68							-139	2.0%
Track Work	112	2	12	-2	-79	-4							41	3.8%
Catenary Failure	-5	6	0	-2	-4	-6							-11	-0.1%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13							-41	-0.1%
Locomotive Failure	-16	-18	58	-40	-14	5							-25	1.9%
Human Error	23	-7	-20	-23	4	-25							-48	1.6%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4							-12	1.2%
Weather	179	-900	-2	-2	-25	-115							-865	-12.9%
Other	17	-15	28	-7	-8	-27							-12	1.1%
<b>TOTAL TRAINS DELAYED</b>	<b>355</b>	<b>-1,126</b>	<b>108</b>	<b>-166</b>	<b>-243</b>	<b>-652</b>							<b>-1,724</b>	

Data for current month is final (07/19/12) version from TOPS.

P:\(ONTIME)\report\DelaysByCause16Cats.xls\AllMonths 07/19/2012

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 July 2010 and June 2012**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>183</b>	<b>135</b>	<b>158</b>	<b>82</b>	<b>236</b>	<b>16</b>	<b>42</b>	<b>324</b>	<b>1,371</b>
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
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
<b>Jun-12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>81</b>
<b>Total</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>185</b>	<b>132</b>	<b>161</b>	<b>84</b>	<b>233</b>	<b>17</b>	<b>48</b>	<b>316</b>	<b>1,392</b>

Data for current month is final (07/19/12) 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 07/19/2012

**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	1	5							10	1.76%
Electric ML	0	0	0	0	0	0							0	0.00%
Electric BI	0	0	0	0	0	0							0	0.00%
Electric SC	0	0	0	0	0	1							1	0.76%
HER	0	0	0	0	0	0							0	0.00%
Milw N	7	1	1	0	5	0							14	2.91%
Milw W	0	1	0	0	1	3							5	1.40%
NCS	0	0	0	0	1	0							1	0.52%
RI	4	2	5	5	6	14							36	7.84%
SWS	0	0	0	0	0	0							0	0.00%
UP N	1	2	1	3	4	1							12	3.42%
UP NW	0	1	2	1	1	2							7	2.42%
UP W	7	4	2	0	3	6							22	4.94%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>32</b>							<b>108</b>	<b>2.65%</b>
<b>ALL DELAYS</b>													<b>4,080</b>	

Data for current month is final (07/19/12) 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 07/19/2012

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**

June 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	39	15	1	2	4	19	8	12	8	2	6	6	22	144
11-15	22	8	1	0	2	5	5	5	4	3	0	8	4	67
16-20	4	3	0	1	1	1	1	0	1	6	0	3	2	23
21+	5	0	0	2	3	1	7	1	2	1	0	6	3	31
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>8</u>
Sub-Total	72	26	2	5	10	26	23	18	15	12	8	24	32	273
<b>Off-Peak **</b>														
6-10	49	50	9	18	0	41	19	4	50	15	45	17	29	346
11-15	32	8	0	1	0	19	7	2	17	5	9	2	20	122
16-20	7	5	1	0	0	8	8	0	3	4	9	4	13	62
21+	17	4	0	3	0	5	5	0	8	9	8	13	11	83
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>11</u>
Sub-Total	107	67	10	22	0	73	39	6	81	33	73	38	75	624
<b>June 2012 Total</b>														
6-10	88	65	10	20	4	60	27	16	58	17	51	23	51	490
11-15	54	16	1	1	2	24	12	7	21	8	9	10	24	189
16-20	11	8	1	1	1	9	9	0	4	10	9	7	15	85
21+	22	4	0	5	3	6	12	1	10	10	8	19	14	114
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>3</u>	<u>19</u>
TOTAL	179	93	12	27	10	99	62	24	96	45	81	62	107	897
<b>2012 Year-to-Date</b>														
6-10	263	274	71	87	12	240	146	91	262	92	166	123	214	2,041
11-15	142	96	20	17	8	110	85	52	80	49	52	50	77	838
16-20	46	31	7	7	3	43	42	20	35	24	26	26	52	362
21+	98	48	25	13	6	73	70	26	55	34	93	82	90	713
Annulled	<u>18</u>	<u>6</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>15</u>	<u>13</u>	<u>4</u>	<u>27</u>	<u>2</u>	<u>14</u>	<u>8</u>	<u>12</u>	<u>126</u>
TOTAL	567	455	123	131	29	481	356	193	459	201	351	289	445	4,080
<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>June 2012 Total</b>														
6-10	49.2%	69.9%	83.3%	74.1%	40.0%	60.6%	43.5%	66.7%	60.4%	37.8%	63.0%	37.1%	47.7%	54.6%
11-15	30.2%	17.2%	8.3%	3.7%	20.0%	24.2%	19.4%	29.2%	21.9%	17.8%	11.1%	16.1%	22.4%	21.1%
16-20	6.1%	8.6%	8.3%	3.7%	10.0%	9.1%	14.5%	0.0%	4.2%	22.2%	11.1%	11.3%	14.0%	9.5%
21+	12.3%	4.3%	0.0%	18.5%	30.0%	6.1%	19.4%	4.2%	10.4%	22.2%	9.9%	30.6%	13.1%	12.7%
Annulled	<u>2.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>4.8%</u>	<u>2.8%</u>	<u>2.1%</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	46.4%	60.2%	57.7%	66.4%	41.4%	49.9%	41.0%	47.2%	57.1%	45.8%	47.3%	42.6%	48.1%	50.0%
11-15	25.0%	21.1%	16.3%	13.0%	27.6%	22.9%	23.9%	26.9%	17.4%	24.4%	14.8%	17.3%	17.3%	20.5%
16-20	8.1%	6.8%	5.7%	5.3%	10.3%	8.9%	11.8%	10.4%	7.6%	11.9%	7.4%	9.0%	11.7%	8.9%
21+	17.3%	10.5%	20.3%	9.9%	20.7%	15.2%	19.7%	13.5%	12.0%	16.9%	26.5%	28.4%	20.2%	17.5%
Annulled	<u>3.2%</u>	<u>1.3%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>3.7%</u>	<u>2.1%</u>	<u>5.9%</u>	<u>1.0%</u>	<u>4.0%</u>	<u>2.8%</u>	<u>2.7%</u>	<u>3.1%</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 (07/19/12) 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>June 2012</b>														
Peak *	13.1	10.7	12.5	20.2	22.3	9.7	22.7	9.5	13.0	15.7	9.0	23.5	10.6	14.2
Off-Peak **	14.5	10.0	8.6	11.0	--	11.7	15.1	9.2	11.3	17.9	13.2	26.5	21.0	14.5
All	13.9	10.2	9.3	12.7	22.3	11.2	17.8	9.4	11.5	17.3	12.9	25.3	17.9	14.4
<b>2012 Year-to-Date</b>														
Peak *	18.2	12.4	11.5	13.3	17.9	12.8	16.2	12.0	15.2	16.3	41.1	27.3	17.4	18.1
Off-Peak **	14.2	12.1	16.2	11.7	--	16.3	17.0	18.2	12.4	14.9	20.1	20.9	20.0	16.0
All	15.9	12.2	15.3	11.9	17.9	15.4	16.7	14.7	13.2	15.3	25.4	23.8	19.2	16.7

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 (07/19/12) version from TOPS.