

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

**August 2012**



# COMMUTER RAIL ON-TIME PERFORMANCE

## August 2012

This report presents an analysis of the August 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 August 2012, Metra operated 17,977 scheduled trains, including scheduled "extras", if any. 861 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.2%. 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 August 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 August 2012. Of the 861 delays systemwide in August 2012, all but 346 (40%) 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 August 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during August 2012. Table 8.b shows the average frequencies over the previous five Augusts, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 861 delays systemwide in August 2012, 115 less than the average over the previous five Augusts. Table 9.a shows delays from the beginning of the year through August 2012. Table 9.b shows the average frequencies from the beginning of the year through August 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 August of 2012, a total of 5,956 trains were delayed, compared to 9,216 trains delayed in the same eight months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In August 2012 freight operations delayed 68 trains systemwide, compared to 188 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 28 trains were delayed by lift deployment in August 2012.

A review of August 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 15.4 minutes in August 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**  
**August 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>	1,241	67	94.6%	919	56	93.9%	2,160	123	94.3%	112	10	91.1%	72	2	97.2%	2,344	135	94.2%
<b>Elec -ML</b>	1,032	10	99.0%	782	27	96.5%	1,814	37	98.0%	184	23	87.5%	80	9	88.8%	2,078	69	96.7%
<b>-BI</b>	322	5	98.4%	529	8	98.5%	851	13	98.5%	120	3	97.5%	--	--	--	971	16	98.4%
<b>-SC</b>	<u>391</u>	<u>4</u>	99.0%	<u>851</u>	<u>6</u>	99.3%	<u>1,242</u>	<u>10</u>	99.2%	<u>192</u>	<u>6</u>	96.9%	<u>80</u>	<u>3</u>	96.3%	<u>1,514</u>	<u>19</u>	98.7%
<b>Subtotal</b>	1,745	19	98.9%	2,162	41	98.1%	3,907	60	98.5%	496	32	93.5%	160	12	92.5%	4,563	104	97.7%
<b>Heritage</b>	138	6	95.7%	--	--	--	138	6	95.7%	--	--	--	--	--	--	138	6	95.7%
<b>Milw -N</b>	574	31	94.6%	805	52	93.5%	1,379	83	94.0%	96	19	80.2%	80	9	88.8%	1,555	111	92.9%
<b>-W</b>	<u>620</u>	<u>30</u>	95.2%	<u>713</u>	<u>25</u>	96.5%	<u>1,333</u>	<u>55</u>	95.9%	<u>96</u>	<u>22</u>	77.1%	<u>72</u>	<u>12</u>	83.3%	<u>1,501</u>	<u>89</u>	94.1%
<b>Subtotal</b>	1,194	61	94.9%	1,518	77	94.9%	2,712	138	94.9%	192	41	78.6%	152	21	86.2%	3,056	200	93.5%
<b>NCS</b>	253	17	93.3%	253	24	90.5%	506	41	91.9%	--	--	--	--	--	--	506	41	91.9%
<b>RI</b>	827	18	97.8%	759	57	92.5%	1,586	75	95.3%	80	22	72.5%	67	12	82.1%	1,733	109	93.7%
<b>SWS</b>	252	6	97.6%	437	29	93.4%	689	35	94.9%	24	4	83.3%	--	--	--	713	39	94.5%
<b>UP -N</b>	687	11	98.4%	901	40	95.6%	1,588	51	96.8%	108	25	76.9%	76	11	85.5%	1,772	87	95.1%
<b>-NW</b>	754	13	98.3%	735	20	97.3%	1,489	33	97.8%	96	15	84.4%	60	6	90.0%	1,645	54	96.7%
<b>-W</b>	<u>619</u>	<u>19</u>	96.9%	<u>736</u>	<u>51</u>	93.1%	<u>1,355</u>	<u>70</u>	94.8%	<u>80</u>	<u>14</u>	82.5%	<u>72</u>	<u>2</u>	97.2%	<u>1,507</u>	<u>86</u>	94.3%
<b>Subtotal</b>	2,060	43	97.9%	2,372	111	95.3%	4,432	154	96.5%	284	54	81.0%	208	19	90.9%	4,924	227	95.4%
<b>SYSTEM</b>	7,710	237	96.9%	8,420	395	95.3%	16,130	632	96.1%	1,188	163	86.3%	659	66	90.0%	17,977	861	95.2%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
 Delays data for most recent month is final (09/17/12) version from TOPS.

P:\(ONTIME)report\Delays&TrainsByServPeriod.xls\OTPhyServPeriod&Line 09/17/12

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-AUG	AVG
<b>BNSF</b>	<b>2007</b>	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.4%	95.8%
	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.4%	94.4%
	<b>2009</b>	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%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.8%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2					95.4%	95.4%
	<b>2007-2011 average</b>		93.7	92.5	96.9	96.8	95.6	92.6	93.2	93.4	94.7	93.2	95.2	94.7	94.4%
<b>Electric</b>	<b>2007</b>	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.5%	97.5%
	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.4%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	<b>2010</b>	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%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.7%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7					97.3%	97.3%
	<b>2007-2011 average</b>		97.7	97.3	98.4	98.2	98.2	96.5	97.1	97.4	97.2	97.2	97.8	96.8	97.6%
<b>Heritage</b>	<b>2007</b>	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%
	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.4%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.3%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	89.4%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7					95.5%	95.5%
	<b>2007-2011 average</b>		91.4	86.5	89.8	92.5	91.3	90.0	87.8	90.0	88.7	87.1	90.3	83.4	89.9%
<b>Milw - N</b>	<b>2007</b>	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%
	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.7%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.6%	94.9%
	<b>2010</b>	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%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	88.7%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9					93.1%	93.1%
	<b>2007-2011 average</b>		93.4	92.3	95.8	95.1	92.9	91.7	90.8	92.9	95.4	94.0	93.7	91.4	93.1%
<b>Milw - W</b>	<b>2007</b>	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.3%	95.8%
	<b>2008</b>	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%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.7%	97.1%
	<b>2010</b>	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%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.1%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1					95.3%	95.3%
	<b>2007-2011 average</b>		95.6	93.3	97.4	97.1	96.8	94.3	93.7	94.4	97.5	97.6	95.5	94.5	95.3%
<b>NCS</b>	<b>2007</b>	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.1%	94.6%
	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.1%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.3%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.2%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.2%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9					91.7%	91.7%
	<b>2007-2011 average</b>		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%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-AUG	AVG
<b>RI</b>	<b>2007</b>	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.0%	94.2%
	<b>2008</b>	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.5%	95.4%
	<b>2009</b>	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.3%	96.2%
	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.5%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.0%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7					94.8%	94.8%
<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	95.2%	95.2%
<b>SWS</b>	<b>2007</b>	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.8%	96.5%
	<b>2008</b>	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.3%	94.4%
	<b>2009</b>	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.4%	95.1%
	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	93.9%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5					94.9%	94.9%
<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	94.6%	94.4%
<b>UP - N</b>	<b>2007</b>	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.2%	95.4%
	<b>2008</b>	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	92.8%	93.4%
	<b>2009</b>	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	93.7%	94.2%
	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.7%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.2%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1					96.3%	96.3%
<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	93.7%	94.1%
<b>UP - NW</b>	<b>2007</b>	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	95.9%	96.0%
	<b>2008</b>	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.2%	95.2%
	<b>2009</b>	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.7%	95.6%
	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.6%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7					96.6%	96.6%
<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	95.6%	95.6%
<b>UP - W</b>	<b>2007</b>	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.0%	94.1%
	<b>2008</b>	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.5%	93.7%
	<b>2009</b>	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.2%	95.4%
	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.6%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3					94.6%	94.6%
<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	93.9%	93.7%
<b>SYSTEM excluding South Shore</b>	<b>2007</b>	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.6%	95.7%
	<b>2008</b>	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.9%	95.4%
	<b>2009</b>	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.6%	95.7%
	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.7%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.2%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2					95.7%	95.7%
<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	95.2%	95.2%

Delays data for most recent month is final (09/17/12) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPbyLine&Month 9/17/2012

'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  
August 2012**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1227	Wed, Aug 01	26	KD	CC 8595 ISSUES AT CLARENDON HILLS, REPAIRS MADE AND S/O CAR TRACK 14 @ HILL YARD	
		<b>78% OT</b>	Tue, Aug 14	15	G	DARK SIGNAL CANAL ST., LOCOMOTIVE RADIO ISSUE
		Thu, Aug 23	7	U	ADA LIFT, TRACK WORK AT CICERO & NAPERVILLE	
		Tue, Aug 28	12	RA	CUS SOUTH MISROUTE FROM DEPOT INTO COACH YARD, SLOW ORDER FORM AS	
		Wed, Aug 29	8	CC	TRACK WORK AT NAPERVILLE	
BNSF	1231	Wed, Aug 01	17	G	25" DELAY AT LAVERGNE SWITCH FAILURE	
		<b>78% OT</b>	Mon, Aug 06	10	D	FREIGHT INTERFERNECE C NAMCGK0 14A AT CICERO B, TRACK WORK
		Tue, Aug 14	8	G	AMTRAK CUS SOUTH ARINC FAILURE BN SIGNAL	
		Mon, Aug 27	12	C	MULTIPLE SLOW ORDER FORM AS, WORKED MIDDLE LISLE TO NAP	
		Fri, Aug 31	9	CC	WORKING AROUND MOW @ NAPERVILLE, PASSENGER HANDLING LABOR DAY	
BNSF	1253	Thu, Aug 02	10	U	ADA LIFT FAILURE @ LAVERGNE	
		<b>83% OT</b>	Fri, Aug 10	14	CM	SWITCH FAILURE FVW
		Wed, Aug 15	37	K	WORKED COMBINED 1253/63, CRANE INCIDENT NEAR WESTMONT	
		Thu, Aug 16	24	E	METX 213 LOCOMOTIVE ISSUE	
BNSF	1259	Fri, Aug 03	8	GM	DROPPING FLAGMAN, CROSSING FAILURES	
		<b>78% OT</b>	Tue, Aug 07	8	D1	FOLLOWED AND WAITED FOR 1257 @ CONGRESS PARK & FVW DUE TO Z CHCSSE7 07
		Fri, Aug 10	15	CM	SWITCH FAILURE FVW, LINED SWITCH BY HAND	
		Wed, Aug 15	14	K	CRANE INCIDENT NEAR WESTMONT	
		Mon, Aug 27	8	C	ADA LIFT, CROSSING FAILURE RIVER RD, MULTIPLE SLOW ORDERS FORM AS	
BNSF	1273	Fri, Aug 03	12	RF	WAITING ON LINE UP AND TRAFFIC AT CONGRESS PARK	
		<b>78% OT</b>	Wed, Aug 15	10	K	CRANE INCIDENT NEAR WESTMONT
		Thu, Aug 16	36	R1	DELAYED DUE TO 1265 VIOLATION	
		Tue, Aug 21	20	E1	DELAYED AT EAST NAPERVILLE DUE 1257 LOCOMOTIVE ISSUE	
Wed, Aug 29	12	D	WAITING ON MSAVEOL 129A @ WEST EOLA, SLOW ORDER FORM AS			
BNSF	1283	Wed, Aug 15	0	K	CRANE INCIDENT NEAR WESTMONT	
		<b>83% OT</b>	Thu, Aug 16	8	R1	WAITING ON TRAFFIC AT POLK ST DUE TO THE 1265 VIOLATION
		Tue, Aug 21	19	E1	DELAYED AT EAST NAPERVILLE DUE 1257 LOCOMOTIVE ISSUE	
		Wed, Aug 29	13	GM	ENGINEER COPYING MULTIPLE BOX 2 CROSSING FAILURES, SLOW ORDER FORM AS	
ELML	118	Fri, Aug 03	8	CG	5" WAITING ON #115 TO CLEAR, HOMEWOOD; 3" MAKING LOCAL STOPS, KENSINGTON-11TH PL.	
		<b>83% OT</b>	Fri, Aug 17	11	CC	5" WAITING ON ME115 DUE TO TRACK WORK,HW; 3" LOST DOOR LIGHT CAR #1592, RIVERDALE; 3" SLOW ORDERS FORM B'S AND A'S; 5" ENTRAINING.
		Mon, Aug 20	6	CC	3" WAITING ON #115, HOMEWOOD; 4" MAKING LOCAL STOPS, ENROUTE.	
Thu, Aug 23	8	CC1	6" WAITING ON #115, HOMEWOOD; 7" MAKING LOCAL STOPS, 57TH-11THPL.			
ELML	144	Fri, Aug 03	7	I	4" HEAVY ENTRAINING, KENSINGTON; 3" NO REASON GIVEN.	
		<b>74% OT</b>	Tue, Aug 07	7	J	10" WAITING FOR MPD TO REMOVE PASSENGER, KENSINGTON.
		Fri, Aug 24	6	L	6" UPSD INSTRUCTED BY METRA PD TO STOP ALL TRAIN TRAFFIC DUE TO POSSIBLE JUMPER AT 75TH ST GRAND CROSSING, 76TH ST.	
		Tue, Aug 28	10	F	10" POOR ACCELERATION, MECHANICAL PROBLEMS, ENROUTE; SLOW ENTRAINING/DETRAINING, ENROUTE.	
		Wed, Aug 29	7	J	6" PASSENGER PROBLEMS, 67TH ST; 1" NO REASON GIVEN.	
Fri, Aug 31	9	F	10" LATE DEPARTING ACCT EQUIPMENT PROBLEMS. UP.			
MN	2121	Fri, Aug 03	8	G	5" 3MT, CUS-A-5; 3" ENTRAINING, ENROUTE.	
		<b>83% OT</b>	Fri, Aug 10	7	I	7" ENTRAINING, ENROUTE.
		Tue, Aug 14	6	I	6" ENTRAINING, ENROUTE.	
		Wed, Aug 15	7	I	2" STOP SIGNAL, A-3; 2" CN STOP SIGNAL; 3" SLOW ENTRAINING, ENROUTE.	
MN	2125	Fri, Aug 03	8	A	8" WAITING ON #2146, ENROUTE.	
		<b>74% OT</b>	Wed, Aug 08	6	D1	6" WAITING ON #2146 TO CLEAR J-LINE, RONDOUT.
		Thu, Aug 09	9	C	2" COPY BULLETIN FOR GREEN ST, CUS; 2" COPY BULLETIN FOR MIDLOTHIAN RD, LAKEFORET; 2" MIDLOTHIAN RD; 2" ADA, ENROUTE.	
		Fri, Aug 10	6	II	7" WAITING ON #2146, RONDOUT.	
		Mon, Aug 20	17	AM	4" LATE ARRIVAL OF LOCO #425 FROM WACY, CUS; 11" FOLLOWING AMTRAK #337, MAYFAIR-GLENVIEW; 2" ADA, LAKE COOK RD.	
		Wed, Aug 22	7	D	7" CN FRT INTERFERENCE GRAYS LAKE	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2128	Wed, Aug 01	10	A	3" HOLD FOR #2107, GRAYSLAKE; 2" RED SIGNAL, MAYFAIR; 3" RED SIGNAL, A5; 2" TURN OFF #2103, FOX LAKE.	
		83% OT	Mon, Aug 06	7	D	2" TURN OFF 2103, FOX LAKE; 8" FREIGHT X-TRAFFIC, CN X-ING.
		Mon, Aug 20	7	A	5" HOLD FOR #2107, GRAYSLAKE; 2" HOLD FOR FREIGHT #281-20, A-5.	
		Mon, Aug 27	7	A	2" WAITING ON #2107, GRAYSLAKE; 3" STOP, MAYFAIR; 2" STOP, CANAL.	
MN	2132	Fri, Aug 17	11	I	11" HEAVY SLOW ENTRAINING AND ADA.	
		83% OT	Tue, Aug 21	12	U	11" 2 ADA'S & 15 HANDICAPPED PASSENGER'S ENTRAINING, DEERFIELD & DETRAINING, N. GLENVIEW.
		Wed, Aug 29	17	CC	3" ADA, ROUND LAKE; 15" HOLD FOR #2113, DEERFIELD; 7" HOLD FOR CP FREIGHT #8546 BLOCKING PLATFORM, LAKE COOK RD.	
		Fri, Aug 31	8	I	3" ADA, MORTON GROVE; 5" PULLING 7 CARS, ENROUTE.	
MN	2151	Fri, Aug 03	21	E1	10" LATE TURN FROM #2152, CUS; 11" FOLLOWING #2249 TO A-5.	
		83% OT	Mon, Aug 06	8	G1	9" WAITING ON 2158 TO CLEAR J-LINE, ROUNDOUT.
		Mon, Aug 13	16	D1	15" WAITING ON 2158, RONDOUT; 3" WHEELCHAIR, LIBERTYVILLE; 5" WAITING ON OTHER TRAINS, CN XING.	
		Fri, Aug 17	6	JM	6" CHECKING ON FEMALE PASSENGER WHO FELL ON PLATFORM, DEERFIELD.	
MN	2158	Fri, Aug 03	26	E1	26" USED EQUIPMENT FROM #2141 FOR RTA 415, FOX LAKE-GRAYSLAKE; 12" LATE TURN FROM #2141; 5" WEST END TAKING SIDING, GRAUSLAKE; 5" MOVEMENT A	
		83% OT	Mon, Aug 06	10	G1	10" WAITING ON 2149, GRAYSLAKE.
		Mon, Aug 13	17	D1	17" WAITING ON #2149, ENROUTE.	
		Thu, Aug 23	7	D	10" WAITING ON #2153 TO CLEAR 1MT, 2MT BLOCKED BY CP FREIGHT, MORTON GROVE.	
MW	2231	Fri, Aug 03	13	G1	13" FOLLOWING #2229, B-12.	
		78% OT	Thu, Aug 09	13	KD	15" MECHANICAL PERSONAL HAD TO TIE UP 480 CABLE THAT FELL OUT AFTER DEPARTING, CAL AVE.
		Tue, Aug 14	36	GT	36" CODE FAILURE, SIGNAL FAILURE, B-12.	
		Fri, Aug 24	6	AMI	5" FOLLOWING #2129 & #2131 ON 1MT, CUS-A-5.	
		Mon, Aug 27	9	E1	9" LATE DEPARTING WAITING FOR #2133, CUS; 1MT FOLLOWING #2133, CUS-A-5.	
MW	2233	Fri, Aug 03	15	G	12" SWITCH FAILURE, B-12.	
		78% OT	Thu, Aug 09	10	KD1	18" #2231 BROKE DOWN.
		Tue, Aug 14	38	GT	42" CODE FAILURE, SIGNAL FAILURE, B-12; 3" WHEELCHAIR, CUS TO SCHAUMBURG.	
		Fri, Aug 24	9	AMI	9" TRAIN AHEAD, ENROUTE.	
		Mon, Aug 27	6	E1	8" #2131 ENGINE PROBLEMS BLOCKED TRAIN FROM DEPARTING, CUS; 1" ADA, CUS-SCHAUMBURG.	
MW	2235	Fri, Aug 03	12	G	12" SWITCH FAILURE, B-12.	
		83% OT	Thu, Aug 09	15	N	5" WAITING ON #2244 TO CLEAR 3 MT; A-5; 12" HAND LINE B-35 EAST, B-35.
		Tue, Aug 14	40	GT	40" CODE FAILURE, SIGNAL FAILURE, B-12.	
		Fri, Aug 24	10	AMI	10" FOLLOWING TRAINS AHEAD, ENROUTE.	
MW	2242	Fri, Aug 03	10	G	6" SWITCH PROBLEMS, A-2; 4" WAITING FOR LINE-UP, CUS.	
		83% OT	Thu, Aug 09	10	R	13" LOC #148 STOPPED LOADING COASTED, PICKED UP MECHANICAL PERSONAL, A-5 TO CAL AVE.
		Fri, Aug 10	16	RA	5" CEMENT ON TRK HAD TO REMOVE, ENROUTE; 15" PUT ON WRONG TRACK HAD TO BACK UP AND GO ON RIGHT TRACK.	
		Tue, Aug 14	13	G	6" DARK SIGNAL, RESTRICTED SPEED, KIMBALL ST; 3" ADA, ELGIN- FRANKLIN PK; 3" STOP SIGNAL, A-2.	
NCS	111	Fri, Aug 03	12	G	2" SWITCH FAILURE, FOLLOWING TRAINS, A2; 10" SWITCH FAILURE, B-12.	
		83% OT	Tue, Aug 14	52	GT	55" CODE FAILURE, SIGNAL FAILURE, B-12.
		Thu, Aug 16	8	GW	8" SIGNAL FAILURE ENROUTE.	
		Thu, Aug 30	7	D	7" FOLLOWING N/B CN FREIGHT, LEITHTON-LAKE VILLA.	
NCS	113	Fri, Aug 03	9	G1	10" FOLLOWING #111, ENROUTE.	
		83% OT	Tue, Aug 14	56	GT	56" CODE FAILURE, SIGNAL FAILURE, B-12; 6" X-TRAFFIC, DEVAL; 1" ADA, BUFFALO GROVE.
		Thu, Aug 16	8	GW	8" SIGNAL FAILURE ENROUTE.	
		Mon, Aug 27	9	A	2" WAITING ON OTHER TRAINS, CUS; 2" WAITIN ON TRAINS, A-5; 2" RED, B-12; 2" RED, DEVAL; 2" 10MPH, 52.4-52.7.	



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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	114	Wed, Aug 01	8	D	8" MEET NWD FREIGHT, GRAYSLAKE; 5" HOT WEATHER RESTRICTION, ENROUTE.	
		83% OT	Thu, Aug 02	11	CC	9" HYRAIL AHEAD, DEVAL; 2" COPY R.T.B, B12; 2" UTEM 2, HARLEM AVE.
			Fri, Aug 03	7	G	2" ENTRAINING, VILLA PARK; 2" SIGNAL DROPPED RED, CONTACT R.T.C., LOMOND; 5" FLAGGED SIGNAL, LOMOND.
			Tue, Aug 14	9	A	9" STOP SIGNAL, DEVAL.
NCS	118	Mon, Aug 06	8	C	10" RESTRICTED SPEED PROSPECT, ENROUTE; 5" STOP SIGNAL, DEVAL.	
		83% OT	Tue, Aug 14	13	GT	13" CODE FAILURE, SIGNAL FAILURE, B-12.
			Wed, Aug 15	6	A	2" 10MPH, MP28.3-27.8; 5" STOP SIGNAL, A-5.
			Thu, Aug 16	14	GW	14" SIGNAL FAILURE ENROUTE.
RI	422	Mon, Aug 06	10	D	4" CROSS TRAFFIC M395, EJE; 4" HOLDING FOR OUTBOUND TRAINS, ENROUTE; 2" DETRAINING, 35TH ST.	
		83% OT	Tue, Aug 07	6	I	2" LATE ENTRAINING, JUD; 1" SPEED RESTRICTION 10MPH, MP40.1; 3" DETRAINING, 35TH ST.
			Thu, Aug 09	11	U	3" HOLDING FOR #407, HICKORY CREEK; 6" ADA, MIDLOTHIAN; 2" HOLDFOR #413 TO CLEAR, 103RD ST
			Fri, Aug 10	10	KP	10" BOMB THREAT METRA PD INFORMED ROCK DISP. TRAIN INSTRUCTED TO HOLD UNTIL INVESTIGATION OVER, 35TH ST.
RI	508	Fri, Aug 03	16	I	4" LATE TURN FROM #503, JOLIET; VERY HEAVY ENTRAINING, ENROUTE.	
		78% OT	Mon, Aug 06	25	J	25" LATE DPEARTING JOLIET DUE TO UNRULY INTOXICATED PASSENGER, METRA PD NOTIFIED TO CALL JOLIET PD, JOLIET.
			Thu, Aug 09	7	U	3" ADA, NEW LENOX, ROBBINS; 3" HEAVY ENTRAINING, 80TH AVE, OAK PARK; 1" RESTRICTING SIGNAL, BROADWAY AVE.
			Mon, Aug 20	8	I	4" LATE DEPARTING WAITING FOR BNSF 4950 TO CLEAR, JUD; 7" ENTRAINING, ENROUTE.
		Tue, Aug 21	6	I	3" BROKEN RAIL SPEED RESTRICTION, UD; 4" ENTRAINING, ENROUTE; 2" HOLDING FOR #507, BI.	
RI	510	Wed, Aug 01	6	I	6" ENTRAINING, ENROUTE.	
		70% OT	Fri, Aug 03	21	I	2" LATE DEPARTING, JOLIET; EXTREMELY HEAVY ENTRAINING, ENROUTE.
			Wed, Aug 08	11	U	6" 2 ADA'S, 35TH & 95TH ST; 3" XING 1 TO 2 DUE TO TRK OOS ON TRK WARRANT 108081 D-401 LINE 401, MOKENA.
			Tue, Aug 14	7	U	3" ADA, 80TH AVE; HEAVY ENTRAINING, ENROUTE; 2" #509 CLEARING, BI; 2" ENTRAINING, 35TH ST.
			Fri, Aug 17	6	U	6" 2 ADAS TINLEY PARK 80TH AVE TO LSS AND 1 ADA, 95TH TO 35TH.
			Fri, Aug 24	7	U	5" ADA, BI & 99TH ST; 3" ELDERLY PASSENGER ENTRAINING, 119TH.
			Thu, Aug 30	6	U	4" ADA, 99TH ST; 2" NO REASON GIVEN.
RI	529	Fri, Aug 03	21	CC	2" WAIT ON PASSENGERS, LSS; 6" HELS ON DH1 #530, BI; 13" WAIT FOR #532 TO GO AROUND SINGLE TRACK, CP 66TH CT.	
		61% OT	Mon, Aug 06	18	I	9" HEAVY ENTRAINING, 35TH ST; 2" HEAVY DETRAINING, 95TH; 3" ALL FLAG STOPS TO DETRAIN, ENROUTE; 4" HEAVY DETRAINING, 80TH AVE.
			Tue, Aug 07	15	I	7" HEAVY ENTRAINING, 35TH ST; 7" HEAVY DETRAINING, 91ST, 99TH, 103RD & 80TH AVE; 1" WAITING ON #532, AOK PARK.
			Wed, Aug 08	11	I	7" ENTRAINING, ENROUTE; 3" WAIT FOR PASSENGER, OAK PARK; 4" WAITING FOR PASSENGERS, 80TH AVE.
			Thu, Aug 09	8	U	5" ADA'S, 95TH ST & 107TH ST; 2" WAIT FOR #532 TO DEPART, 80TH AVE; 2" SLOW DETRAINING, NEW LENOX.
			Tue, Aug 14	8	I	2" DOOR STUCK, BRAINERD; 1" DOOR STUCK, 107TH; 5" 9 CAR TRAIN, BEVERLY SUB.
			Thu, Aug 23	6	U	3" ADA, 80TH AVE; 3" ADA, NEW LENOX; 3" X-TRAFFIC CN M394, EJ&E.
			Fri, Aug 24	7	I	3" SLOW ENTRAINING, 35TH ST; 2" ADA, 107TH ST; 2" DETRAINING, 80TH AVE.
	Thu, Aug 30	8	I	4" ENTRAINING, LSS; 2" ADA, BI; 2" NO REASON GIVEN.		
SWS	822	Fri, Aug 03	8	GA	13" STOPPED BIRDGE PROBLEMS, 21ST.	
		83% OT	Wed, Aug 22	7	GF	2" LATE TURN FROM #807, 179TH ST; 4" FLAGGED BY SIGNAL, MOVEMENT AT RESTRICTED SPEED, CHICAGO RIDGE.
			Fri, Aug 24	8	GF1	9" LATE TURN FROM #807, 179TH ST.
			Tue, Aug 28	7	C	2" WAITING FOR SIGNAL, CHICAGO RIDGE; 4" VARIETY OF FORM A'S 10MPH THROUGH BELT JCT. 2" WAITING FOR #811 TO CLEAR, CP518.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	325	Thu, Aug 02	13	CC	13" RAN TRK 2, SLOW ENTRAINING, CLYBOURN, RAVENSWOOD & ROGERS PARK; 2 ADA'S, ENROUTE.	
		<b>78% OT</b>	Tue, Aug 07	10	CC	10" SINGLE TRACKING FORM C 49351, MP37.3.
		Thu, Aug 09	8	CC	8" SINGLE TRACK RAN TRACK 2, WINTHROP HARBOR-ZION.	
		Mon, Aug 13	15	K	15" STOPPED VAN BLOCKING BOTH TRACKS AT MP14.24, RESTRICTED SPEED THROUGH LOCATION, MP14.10.	
		Tue, Aug 28	15	CC	15" STOPPED WAITING FOR #340 TO CLEAR SINGLE TRACKING, HIGHWOOD.	
UPN	338	Fri, Aug 03	12	I	12" HEAVY ENTRAINING, GREAT LAKES, LAKE FOREST, HIGHLAND PARK, GLENCOE, WINNETKA, INDIAN HILL, DAVIS ST & RAVENSWOOD.	
		<b>74% OT</b>	Mon, Aug 13	17	K	17" STOPPED ACCT VAN ON TRACKS BLOCKING BOTH TRACKS AT MP14.24; RRESTRICTED SPEED THROUGH THAT LOCATION, MP14.34.
		Thu, Aug 16	10	JM	10" COMMUTER HAD SEIZURE, RAVENSWOOD.	
		Tue, Aug 28	10	CC	10" FORM C 49079 SINGLE TRACK, TRK 2 OOS, CPE030 TO MP25.	
		Wed, Aug 29	15	CC	15" SINGLE TRACKING, MP23.5-17.	
		Thu, Aug 30	12	CC	12" SINGLE TRACKING RAN TRK 1, HIGHLAND PARK-HUBBARD WOODS.	
UPN	340	Fri, Aug 17	7	I	7" SLOW ENTRAINING, WAUKEGAN, NORTH CHICAGO AND HIGHWOOD.	
		<b>83% OT</b>	Tue, Aug 28	14	CC1	7" LATE ARRIVAL OF #323, WAUKEGAN; FORM C 49079 SINGLE TRACK, MP30-25; ENTRAINING, LAKE FOREST.
		Wed, Aug 29	9	CC	9" FORM C 49146 SINGLE TRACKING, MP23.5-17.	
		Thu, Aug 30	8	CC	8" FORM C 49227, SINGLE TRACKING, MP23.5-CPE017.	
UPW	44	Wed, Aug 01	10	I	10" HEAVY ENTRAINING & ONLY USING HEAD CAR WHILE ON MIDDLE TRK, VILLA PARK & ELMHURST.	
		<b>65% OT</b>	Mon, Aug 06	10	CC	5" STOPPED, FORM B RED BOARD, MP32; STOP AND PROTECT, WOLF RD.
		Fri, Aug 10	9	I	9" HEAVY ENTRAINING, VILLA PARK & LOMBARD.	
		Mon, Aug 13	10	CC	10" RAN TRK 3, OAK PARK-KEDZIE; TRAIN CONTROL, KILBORN-KEDZIE.	
		Tue, Aug 14	6	U	6" 2 ADA'S, ENROUTE; DEAD TRACK, MP13.7-13; HEAVY ENTRAINING, ELMHURST.	
		Wed, Aug 15	14	CC	14" SLOW ENTRAINING, OPERATE ON TRK 2 DUE MOW ON TRK 1 WITH TRK & TIME PERMIT, WINFIELD-ELMHURST.	
		Fri, Aug 17	10	CC	10" TRAIN CONTROL COMING IN TRACK 1 HALSTED, HEAVY ENTRAINING ENROUTE.	
		Fri, Aug 24	15	CC	15" WAIT FOR #29 TO CLEAR DUE TO MOW BEING ON TRK 1 & CPPRO-23 WITH AIR TROUBLE TRYING TO REVERSE INTO YARD, LOMBARD.	
UPW	52	Fri, Aug 03	13	I	13" 3 ADA'S, GENEVA, WINFIELD & GELN ELLYN; HEAVY ENTRAINING, GENEVA, WHEATON & ELMHURST; RAN TRK 2, GENEVA & WEST CHICAGO.	
		<b>83% OT</b>	Tue, Aug 14	7	U	7" RAN TRK 3, VALE-KEDZIE; 2 ADA'S, GENEVA & COLLEGE AVE.
		Thu, Aug 23	20	H	20" STOPPED DUE TO AIR PROBLEMS, FOUND PARTIALLY CLOSED ANGLE COCK, LA FOX.	
		Mon, Aug 27	10	G	10" NO SIGNAL, ACCT SIGNAL DEPT REPORTED BAD CCI CARD IN THE SLAVE TO BUNGALOW, PARK.	
UPW	54	Fri, Aug 10	20	JM	11" LATE DEPARTING MEDICAL EMERGENCY FEMALE INCOHERENT, ELBURN; 3 XH'S; 30MPH, MP28.4; X-TRAFFIC, WESTERN AVE.	
		<b>83% OT</b>	Tue, Aug 14	6	U	6" 30MPH SLOW ORDER, MP28.4-28.25; 2 PASSENGER ASSIST, WEST CHICAGO; 2 ADA'S, WHEATON & OAK PARK; X-TRAFFIC, WESTERN AVE.
		Thu, Aug 16	27	D	27" WAITING FOR #41 TO CLEAR ON ACCT OF 3 FREIGHT TRAINS ENROUTE.	
		Thu, Aug 23	7	H1	7" #52 AIR PROBLEM, PECK; 2 ADA'S, WHEATON & COLLEGE AVE.	
UPW	56	Fri, Aug 03	13	I	13" SWITCH FAILURE TRK1 OOS, A-2; HEAVY ENTRAINING & ADA, ENROUTE.	
		<b>83% OT</b>	Tue, Aug 07	7	J	7" PASSENGER EJECTED UNRULY & WOULD NOT SHOW/DISPLAY TICKET TO CREW, KEDZIE; HEAVY ENTRAINING, GLEN ELLYN & ELMHURST.
		Tue, Aug 14	11	VE	11" LOST TRAIN CONTROL, WHEATON ; ESTABLISHED ABSOLUTE BLOCK, CUT OUT ACTUATOR RECYCLED TRAIN CONTROL; ADA, BELLWOOD; MET #39, TURNER; ENTR	
		Mon, Aug 27	10	D	10" WAIT FOR MELNP-27 TO CLEAR, THAT WAS BEING HELD AT WOLF RD DUE TO B/O ATC, TURNER.	

Data is final (09/17/12) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85% table.xls\PrintCopy 09/17/2012

**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**  
**August 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	65	27	8	7	0	48	36	21	30	16	32	19	37	346
Semi-controllable	16	0	0	0	5	20	10	7	7	19	1	2	7	94
Uncontrollable	54	42	8	12	1	43	43	13	72	4	54	33	42	421
<b>TOTAL TRAINS DELAYED</b>	<b>135</b>	<b>69</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>111</b>	<b>89</b>	<b>41</b>	<b>109</b>	<b>39</b>	<b>87</b>	<b>54</b>	<b>86</b>	<b>861</b>

**January-August 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	409	299	99	80	14	399	164	123	214	82	205	158	210	2,456
Semi-controllable	100	0	0	0	22	152	112	99	47	159	6	43	124	864
Uncontrollable	304	299	53	98	10	265	259	93	422	30	295	222	286	2,636
<b>TOTAL TRAINS DELAYED</b>	<b>813</b>	<b>598</b>	<b>152</b>	<b>178</b>	<b>46</b>	<b>816</b>	<b>535</b>	<b>315</b>	<b>683</b>	<b>271</b>	<b>506</b>	<b>423</b>	<b>620</b>	<b>5,956</b>

Data for current month is final (09/17/12) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 09/17/2012

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

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	3	1	4	2	3	1	0	8	5	6	38	9	1	0	9	4	1	1	15	4	6	1	1	123
<b>Elec -ML</b>	1	2	13	1	1	0	2	0	1	0	0	0	2	1	0	0	3	1	1	1	5	1	1	37
<b>-BI</b>	2	0	1	2	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	4	0	0	13
<b>-SC</b>	0	1	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	10
<b>Heritage</b>	0	0	0	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
<b>Milw -N</b>	2	1	26	7	4	4	5	3	5	2	3	0	2	6	1	3	4	0	3	0	1	0	1	83
<b>-W</b>	0	1	9	1	2	1	11	2	0	10	1	1	1	1	0	2	2	4	2	0	1	0	3	55
<b>NCS</b>	1	4	4	3	1	1	0	0	0	8	1	12	1	0	0	0	1	0	2	0	1	1	0	41
<b>RI</b>	2	0	12	4	5	7	3	8	5	5	0	0	1	1	2	1	2	2	0	8	1	2	4	75
<b>SWS</b>	1	1	6	1	0	0	0	0	1	1	1	2	0	2	4	2	0	4	0	2	3	1	3	35
<b>UP -N</b>	7	3	4	1	2	0	1	4	4	4	0	6	2	0	0	0	2	0	0	5	3	2	1	51
<b>-NW</b>	1	0	2	6	0	2	1	2	1	7	0	1	2	0	0	0	6	1	0	0	1	0	0	33
<b>-W</b>	<u>2</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>4</u>	<u>10</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>8</u>	<u>3</u>	<u>70</u>
<b>SYSTEM</b>	22	16	87	34	21	17	26	31	25	49	54	34	16	19	18	12	25	14	28	21	29	16	18	632

  

SATURDAY	4	11	18	25	TOTAL	SUNDAY/HOLIDAY	5	12	19	26	TOTAL
<b>BNSF</b>	3	1	1	5	10	<b>BNSF</b>	0	0	0	2	2
<b>Elec -ML</b>	14	2	6	1	23	<b>Elec -ML</b>	1	0	7	1	9
<b>-BI</b>	2	1	0	0	3	<b>-BI</b>	-	-	-	-	0
<b>-SC</b>	0	1	4	1	6	<b>-SC</b>	0	0	3	0	3
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	0
<b>Milw -N</b>	9	1	8	1	19	<b>Milw -N</b>	8	0	1	0	9
<b>-W</b>	12	4	4	2	22	<b>-W</b>	6	2	4	0	12
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	0
<b>RI</b>	12	2	6	2	22	<b>RI</b>	5	2	3	2	12
<b>SWS</b>	4	0	0	0	4	<b>SWS</b>	-	-	-	-	0
<b>UP -N</b>	12	3	6	4	25	<b>UP -N</b>	6	2	3	0	11
<b>-NW</b>	6	2	5	2	15	<b>-NW</b>	2	3	1	0	6
<b>-W</b>	<u>5</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>14</u>	<b>-W</b>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>
<b>SYSTEM</b>	79	26	40	18	163	<b>SYSTEM</b>	29	9	22	6	66

Data is final (09/17/12) version from TOPS.

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August 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	1	0	0	0	13	7	4	2	0	1	1	2	31
<i>Freight Interference - Peak</i>	5	0	0	0	1	3	1	2	1	2	1	0	0	16
<i>Freight Interference - Off-Peak</i>	11	0	0	0	0	13	8	2	6	4	0	1	7	52
Freight Interference - Total	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Accident	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Passenger Loading	5	18	2	9	0	33	19	1	40	1	26	13	23	190
Lift Deployment	3	0	0	0	0	6	2	0	10	0	3	1	3	28
Obstruction/Debris	38	2	1	3	0	0	3	0	8	1	2	6	2	66
Signal/Switch Failure	13	4	2	2	4	12	19	14	8	19	7	2	2	108
Track Work	28	9	0	3	0	5	1	5	11	6	16	6	11	101
Catenary Failure	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	0	6	4	1	0	2	0	0	2	0	1	0	8	24
Locomotive Failure	9	0	0	0	0	18	5	1	3	0	5	6	0	47
Human Error	14	6	1	1	0	1	5	0	4	4	2	5	12	55
Sick, Injured, Unruly Passenger	0	7	4	0	0	2	3	0	4	0	14	6	4	44
Weather	5	12	1	0	1	2	9	12	9	2	8	6	3	70
Other	2	4	0	0	0	1	7	0	1	0	1	1	9	26
<b>TOTAL TRAINS DELAYED</b>	<b>135</b>	<b>69</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>111</b>	<b>89</b>	<b>41</b>	<b>109</b>	<b>39</b>	<b>87</b>	<b>54</b>	<b>86</b>	<b>861</b>

**August - Average Over Previous Five Years: 2007-2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	3	1	1	1	6	2	0	2	1	2	1	1	23
<i>Freight Interference - Peak</i>	12	0	0	0	6	4	2	3	3	6	0	1	5	41
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	10	7	5	5	15	1	1	25	79
Freight Interference - Total	21	0	0	0	6	14	9	9	7	21	1	2	30	120
Accident	8	0	0	1	0	0	3	1	2	0	0	9	4	30
Passenger Loading	17	18	5	5	0	20	6	0	9	0	86	19	18	203
Lift Deployment	3	0	0	1	0	5	3	0	8	0	5	2	4	31
Obstruction/Debris	8	1	0	3	0	1	2	1	2	1	3	3	1	27
Signal/Switch Failure	15	11	3	3	2	22	8	9	10	7	7	4	12	112
Track Work	39	9	1	8	1	8	15	1	4	1	26	5	11	129
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	2	5	3	1	0	2	0	0	1	1	2	0	2	20
Locomotive Failure	8	1	0	0	0	8	10	1	6	2	3	5	3	46
Human Error	14	3	1	1	1	10	6	2	5	3	10	10	8	74
Sick, Injured, Unruly Passenger	2	7	1	1	0	5	3	0	2	0	6	5	5	37
Weather	8	10	2	3	2	6	14	3	10	2	11	15	11	98
Other	4	3	0	0	0	2	1	1	2	1	3	5	5	26
<b>TOTAL TRAINS DELAYED</b>	<b>151</b>	<b>71</b>	<b>17</b>	<b>29</b>	<b>13</b>	<b>108</b>	<b>82</b>	<b>29</b>	<b>71</b>	<b>39</b>	<b>165</b>	<b>85</b>	<b>115</b>	<b>976</b>

**August 2012 Divergence From August Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2	-2	-1	-1	-1	7	5	4	0	-1	-1	0	1	8
<i>Freight Interference - Peak</i>	-7	0	0	0	-5	-1	-1	-1	-2	-4	1	-1	-5	-25
<i>Freight Interference - Off-Peak</i>	2	0	0	0	0	3	1	-3	1	-11	-1	0	-18	-27
Freight Interference - Total	-5	0	0	0	-5	2	0	-5	0	-15	0	-1	-23	-52
Accident	-6	0	0	-1	0	0	-3	-1	-2	0	0	-9	-4	-28
Passenger Loading	-12	0	-3	4	0	13	13	1	31	1	-60	-6	5	-13
Lift Deployment	0	0	0	-1	0	1	-1	0	2	0	-2	-1	-1	-3
Obstruction/Debris	30	1	1	0	0	-1	1	-1	6	0	-1	3	1	39
Signal/Switch Failure	-2	-7	-1	-1	2	-10	11	5	-2	12	0	-2	-10	-4
Track Work	-11	0	-1	-5	-1	-3	-14	4	7	5	-10	1	0	-28
Catenary Failure	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	-2	1	1	0	0	0	0	0	1	-1	-1	0	6	4
Locomotive Failure	1	-1	0	0	0	10	-5	0	-3	-2	2	1	-3	1
Human Error	0	3	0	0	-1	-9	-1	-2	-1	1	-8	-5	4	-19
Sick, Injured, Unruly Passenger	-2	0	3	-1	0	-3	0	0	2	0	8	1	-1	7
Weather	-3	2	-1	-3	-1	-4	-5	9	-1	0	-3	-9	-8	-28
Other	-2	1	0	0	0	-1	6	-1	-1	-1	-2	-4	4	0
<b>TOTAL TRAINS DELAYED</b>	<b>-16</b>	<b>-2</b>	<b>-1</b>	<b>-10</b>	<b>-7</b>	<b>3</b>	<b>7</b>	<b>12</b>	<b>38</b>	<b>0</b>	<b>-78</b>	<b>-31</b>	<b>-29</b>	<b>-115</b>

Data for current month is final (09/17/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 09/17/2012

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-August 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	16	4	7	1	58	17	12	10	3	2	6	10	153
<i>Freight Interference - Peak</i>	13	0	0	0	15	22	14	37	7	28	1	18	20	175
<i>Freight Interference - Off-Peak</i>	61	0	0	0	0	99	75	56	38	63	6	21	95	514
Freight Interference - Total	74	0	0	0	15	121	89	93	45	91	7	39	115	689
Accident	24	3	0	0	1	29	43	20	57	1	44	37	57	316
Passenger Loading	73	130	14	29	0	90	36	2	160	1	126	72	79	812
Lift Deployment	15	0	0	1	0	27	11	3	63	0	17	11	29	177
Obstruction/Debris	60	16	4	24	2	19	43	5	42	7	18	34	24	298
Signal/Switch Failure	124	107	26	16	12	175	88	71	50	97	19	23	38	846
Track Work	112	93	44	27	5	53	20	20	47	17	89	34	61	622
Catenary Failure	0	16	6	8	0	0	0	0	0	0	0	1	0	31
Non-Locomotive Equipment Failure	29	21	13	11	0	5	5	1	7	2	5	0	16	115
Locomotive Failure	85	0	0	0	0	86	37	15	57	1	30	61	39	411
Human Error	82	33	5	6	4	53	26	10	50	27	54	34	45	429
Sick, Injured, Unruly Passenger	17	68	15	14	0	23	34	4	31	4	40	19	24	293
Weather	97	49	12	16	4	72	61	53	41	12	41	40	41	539
Other	14	46	9	19	2	5	25	6	23	8	14	12	42	225
<b>TOTAL TRAINS DELAYED</b>	<b>813</b>	<b>598</b>	<b>152</b>	<b>178</b>	<b>46</b>	<b>816</b>	<b>535</b>	<b>315</b>	<b>683</b>	<b>271</b>	<b>506</b>	<b>423</b>	<b>620</b>	<b>5,956</b>

**January-August - 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	25	22	6	6	5	44	14	8	18	10	18	12	13	201
<i>Freight Interference - Peak</i>	56	0	0	0	40	12	17	35	16	29	5	12	36	258
<i>Freight Interference - Off-Peak</i>	64	0	0	0	0	74	45	46	36	82	10	17	156	531
Freight Interference - Total	120	0	0	0	40	86	63	82	52	111	15	29	192	789
Accident	69	8	3	9	0	30	32	13	20	6	26	39	17	273
Passenger Loading	76	103	28	43	0	94	44	2	113	1	328	89	69	992
Lift Deployment	19	1	0	1	0	24	20	4	47	1	24	14	23	178
Obstruction/Debris	50	8	2	19	1	24	20	6	19	6	23	32	36	249
Signal/Switch Failure	175	67	19	19	27	158	95	50	72	68	50	59	85	945
Track Work	117	39	8	25	3	71	54	8	33	11	72	33	59	532
Catenary Failure	0	16	7	12	0	0	0	0	0	0	0	0	0	35
Non-Locomotive Equipment Failure	16	36	20	11	0	10	6	1	11	4	13	8	10	146
Locomotive Failure	83	1	0	0	2	74	46	16	51	10	26	34	23	367
Human Error	87	35	11	13	9	46	30	13	38	22	66	51	37	456
Sick, Injured, Unruly Passenger	30	44	6	16	1	24	19	2	30	1	35	26	25	259
Weather	111	84	19	28	12	105	76	30	93	20	118	104	81	882
Other	26	24	5	6	2	23	15	6	22	10	33	25	34	231
<b>TOTAL TRAINS DELAYED</b>	<b>1,002</b>	<b>491</b>	<b>135</b>	<b>209</b>	<b>103</b>	<b>813</b>	<b>534</b>	<b>241</b>	<b>618</b>	<b>281</b>	<b>847</b>	<b>555</b>	<b>704</b>	<b>6,534</b>

**January-August 2012 Divergence From January-August 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	-18	-6	-2	1	-4	14	3	4	-8	-7	-16	-6	-3	-48
<i>Freight Interference - Peak</i>	-43	0	0	0	-25	10	-3	2	-9	-1	-4	6	-16	-83
<i>Freight Interference - Off-Peak</i>	-3	0	0	0	0	25	30	10	2	-19	-4	4	-61	-17
Freight Interference - Total	-46	0	0	0	-25	35	26	11	-7	-20	-8	10	-77	-100
Accident	-45	-5	-3	-9	1	-1	11	7	37	-5	18	-2	40	43
Passenger Loading	-3	27	-14	-14	0	-4	-8	0	47	0	-202	-17	10	-180
Lift Deployment	-4	-1	0	0	0	3	-9	-1	16	-1	-7	-3	6	-1
Obstruction/Debris	10	8	2	5	1	-5	23	-1	23	1	-5	2	-12	49
Signal/Switch Failure	-51	40	7	-3	-15	17	-7	21	-22	29	-31	-36	-47	-99
Track Work	-5	54	36	2	2	-18	-34	12	14	6	17	1	2	90
Catenary Failure	0	0	-1	-4	0	0	0	0	0	0	0	1	0	-4
Non-Locomotive Equipment Failure	13	-15	-7	0	0	-5	-1	0	-4	-2	-8	-8	6	-31
Locomotive Failure	2	-1	0	0	-2	12	-9	-1	6	-9	4	27	16	44
Human Error	-5	-2	-6	-7	-5	7	-4	-3	12	5	-12	-17	8	-27
Sick, Injured, Unruly Passenger	-13	24	9	-2	-1	-1	15	2	1	3	5	-7	-1	34
Weather	-14	-35	-7	-12	-8	-33	-15	23	-52	-8	-77	-64	-40	-343
Other	-12	22	4	13	0	-18	10	0	1	-2	-19	-13	8	-6
<b>TOTAL TRAINS DELAYED</b>	<b>-189</b>	<b>107</b>	<b>17</b>	<b>-31</b>	<b>-57</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>65</b>	<b>-10</b>	<b>-341</b>	<b>-132</b>	<b>-84</b>	<b>-578</b>

Data for current month is final (09/17/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 09/17/2012

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 - Aug	
Passenger Train Interference	32	12	10	6	7	17	38	31					153	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16					175	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52					514	8.6%
Freight Interference - Total	84	63	102	101	65	81	125	68					689	11.6%
Accident	31	79	51	20	60	41	32	2					316	5.3%
Passenger Loading	54	33	93	31	105	161	145	190					812	13.6%
Lift Deployment	20	11	11	12	22	32	41	28					177	3.0%
Obstruction/Debris	27	21	37	44	43	25	35	66					298	5.0%
Signal/Switch Failure	144	49	94	60	98	164	129	108					846	14.2%
Track Work	140	15	39	54	61	113	99	101					622	10.4%
Catenary Failure	4	10	4	0	0	1	11	1					31	0.5%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24					115	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47					411	6.9%
Human Error	80	41	44	35	64	73	37	55					429	7.2%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44					293	4.9%
Weather	212	15	0	1	7	37	197	70					539	9.0%
Other	35	17	58	19	25	30	15	26					225	3.8%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>	<b>635</b>	<b>897</b>	<b>1,015</b>	<b>861</b>					<b>5,956</b>	<b>100%</b>

**2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	281	3.0%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	334	3.6%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	798	8.7%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	1,132	12.3%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	393	4.3%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	1,539	16.7%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	310	3.4%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	238	2.6%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,161	12.6%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	850	9.2%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	32	0.3%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	152	1.6%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	463	5.0%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	572	6.2%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	329	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,479	16.0%
Other	18	32	30	26	33	57	51	38	32	40	20	19	285	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>9,216</b>	<b>100%</b>

**2012 Divergence From 2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	14	-38	-20	-8	-24	-34	-15	-3					-128	-0.5%
<i>Freight Interference - Peak</i>	-13	-24	-14	-6	1	-21	-44	-38					-159	-0.7%
<i>Freight Interference - Off-Peak</i>	11	-33	-9	-13	-37	-81	-40	-82					-284	0.0%
Freight Interference - Total	-2	-57	-23	-19	-36	-102	-84	-120					-443	-0.7%
Accident	-21	20	23	-8	10	-34	-55	-12					-77	1.0%
Passenger Loading	18	-14	37	-31	-29	-182	-381	-145					-727	-3.1%
Lift Deployment	2	-13	-6	-6	-10	-23	-39	-38					-133	-0.4%
Obstruction/Debris	-6	-9	9	21	9	-20	26	30					60	2.4%
Signal/Switch Failure	32	-80	13	-26	-10	-68	-171	-5					-315	1.6%
Track Work	112	2	12	-2	-79	-4	-158	-111					-228	1.2%
Catenary Failure	-5	6	0	-2	-4	-6	10	0					-1	0.2%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13	-1	5					-37	0.3%
Locomotive Failure	-16	-18	58	-40	-14	5	-28	1					-52	1.9%
Human Error	23	-7	-20	-23	4	-25	-51	-44					-143	1.0%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4	-24	0					-36	1.3%
Weather	179	-900	-2	-2	-25	-115	-84	9					-940	-7.0%
Other	17	-15	28	-7	-8	-27	-36	-12					-60	0.7%
<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>-1,091</b>	<b>-445</b>					<b>-3,260</b>	

Data for current month is final (09/17/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 09/17/2012

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 September 2010 and August 2012**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>212</b>	<b>161</b>	<b>172</b>	<b>96</b>	<b>257</b>	<b>20</b>	<b>52</b>	<b>351</b>	<b>1,517</b>
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
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
<b>Aug-12</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>68</b>
<b>Total</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>189</b>	<b>121</b>	<b>140</b>	<b>70</b>	<b>173</b>	<b>12</b>	<b>46</b>	<b>248</b>	<b>1,188</b>

Data for current month is final (09/17/12) 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 09/17/2012

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

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	1	0	0	3	1	5	2	3					15
Electric ML	0	0	0	0	0	0	0	0					0	0.00%
Electric BI	0	0	0	0	0	0	0	0					0	0.00%
Electric SC	0	0	0	0	0	1	0	0					1	0.56%
HER	0	0	0	0	0	0	0	0					0	0.00%
Milw N	7	1	1	0	5	0	7	6					27	3.31%
Milw W	0	1	0	0	1	3	4	2					11	2.06%
NCS	0	0	0	0	1	0	2	0					3	0.95%
RI	4	2	5	5	6	14	17	10					63	9.22%
SWS	0	0	0	0	0	0	0	0					0	0.00%
UP N	1	2	1	3	4	1	2	3					17	3.36%
UP NW	0	1	2	1	1	2	3	1					11	2.60%
UP W	7	4	2	0	3	6	4	3					29	4.68%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>32</b>	<b>41</b>	<b>28</b>					<b>177</b>	<b>2.97%</b>
<b>ALL DELAYS</b>													<b>5,956</b>	

Data for current month is final (09/17/12) version from TOPS.

**2011**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	5	3	2	0	7	3	13	2	1	3	3	5	47
Electric ML	0	0	0	0	0	0	0	0	0	1	0	1	2	0.20%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	0	0	2	0	1	0	0	3	0.66%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	2	0	2	5	9	7	10	2	5	4	0	47	2.57%
Milw W	0	6	2	4	2	14	12	8	3	3	1	0	55	4.61%
NCS	0	0	0	0	0	0	0	1	0	1	0	0	2	0.40%
RI	2	5	8	4	12	11	29	17	10	9	5	2	114	9.84%
SWS	0	0	0	0	2	0	0	1	0	0	0	0	3	0.48%
UP N	8	2	2	1	2	11	8	13	8	12	12	8	87	5.82%
UP NW	0	0	0	0	0	5	1	3	1	4	0	2	16	1.67%
UP W	2	6	3	7	2	2	10	9	14	7	8	5	75	4.83%
<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

09/17/2012

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**  
**August 2012**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	30	7	3	2	3	17	13	10	13	4	9	9	12	132
11-15	16	1	0	1	2	3	6	2	2	2	1	1	4	41
16-20	7	0	1	0	1	1	2	1	2	0	1	0	1	17
21+	8	1	1	1	0	7	9	4	0	0	0	3	1	35
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>12</u>
Sub-Total	67	10	5	4	6	31	30	17	18	6	11	13	19	237
<b>Off-Peak **</b>														
6-10	30	42	7	11	0	48	29	10	61	22	32	16	30	338
11-15	16	7	2	2	0	16	14	9	16	4	19	8	19	132
16-20	4	4	1	2	0	4	5	1	6	1	9	2	6	45
21+	13	6	1	0	0	10	11	4	8	6	15	14	12	100
Annulled	<u>5</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>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>9</u>
Sub-Total	68	59	11	15	0	80	59	24	91	33	76	41	67	624
<b>August 2012 Total</b>														
6-10	60	49	10	13	3	65	42	20	74	26	41	25	42	470
11-15	32	8	2	3	2	19	20	11	18	6	20	9	23	173
16-20	11	4	2	2	1	5	7	2	8	1	10	2	7	62
21+	21	7	2	1	0	17	20	8	8	6	15	17	13	135
Annulled	<u>11</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>21</u>
TOTAL	135	69	16	19	6	111	89	41	109	39	87	54	86	861
<b>2012 Year-to-Date</b>														
6-10	385	385	91	117	21	441	232	149	417	133	243	194	295	3,103
11-15	199	111	23	26	10	177	126	82	115	58	86	75	122	1,210
16-20	68	37	11	12	4	63	57	29	52	26	42	36	71	508
21+	128	58	27	16	11	107	103	51	69	52	119	109	118	968
Annulled	<u>33</u>	<u>7</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>28</u>	<u>17</u>	<u>4</u>	<u>30</u>	<u>2</u>	<u>16</u>	<u>9</u>	<u>14</u>	<u>167</u>
TOTAL	813	598	152	178	46	816	535	315	683	271	506	423	620	5,956
<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>August 2012 Total</b>														
6-10	44.4%	71.0%	62.5%	68.4%	50.0%	58.6%	47.2%	48.8%	67.9%	66.7%	47.1%	46.3%	48.8%	54.6%
11-15	23.7%	11.6%	12.5%	15.8%	33.3%	17.1%	22.5%	26.8%	16.5%	15.4%	23.0%	16.7%	26.7%	20.1%
16-20	8.1%	5.8%	12.5%	10.5%	16.7%	4.5%	7.9%	4.9%	7.3%	2.6%	11.5%	3.7%	8.1%	7.2%
21+	15.6%	10.1%	12.5%	5.3%	0.0%	15.3%	22.5%	19.5%	7.3%	15.4%	17.2%	31.5%	15.1%	15.7%
Annulled	<u>8.1%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.9%</u>	<u>0.0%</u>	<u>1.1%</u>	<u>1.9%</u>	<u>1.2%</u>	<u>2.4%</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%
<b>2012 Year-to-Date Delays By Duration</b>														
6-10	47.4%	64.4%	59.9%	65.7%	45.7%	54.0%	43.4%	47.3%	61.1%	49.1%	48.0%	45.9%	47.6%	52.1%
11-15	24.5%	18.6%	15.1%	14.6%	21.7%	21.7%	23.6%	26.0%	16.8%	21.4%	17.0%	17.7%	19.7%	20.3%
16-20	8.4%	6.2%	7.2%	6.7%	8.7%	7.7%	10.7%	9.2%	7.6%	9.6%	8.3%	8.5%	11.5%	8.5%
21+	15.7%	9.7%	17.8%	9.0%	23.9%	13.1%	19.3%	16.2%	10.1%	19.2%	23.5%	25.8%	19.0%	16.3%
Annulled	<u>4.1%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>3.2%</u>	<u>1.3%</u>	<u>4.4%</u>	<u>0.7%</u>	<u>3.2%</u>	<u>2.1%</u>	<u>2.3%</u>	<u>2.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (09/17/12) 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>August 2012</b>														
Peak *	14.8	9.8	13.2	12.3	11.0	14.8	19.5	16.9	9.3	9.5	9.3	14.0	11.4	14.1
Off-Peak **	24.2	12.7	10.4	9.7	--	11.9	13.4	17.0	10.8	14.1	20.4	25.0	16.9	15.9
All	19.6	12.3	11.3	10.3	11.0	12.7	15.5	17.0	10.6	13.4	19.0	22.3	15.8	15.4
<b>2012 Year-to-Date</b>														
Peak *	16.7	11.9	11.7	13.4	16.6	13.3	16.2	13.1	13.9	16.0	36.0	24.2	16.5	16.8
Off-Peak **	15.3	11.8	15.1	11.4	--	15.2	16.0	18.0	11.7	15.5	19.3	20.0	19.3	15.6
All	16.0	11.8	14.4	11.7	16.6	14.7	16.1	15.4	12.3	15.7	22.8	21.7	18.5	16.0

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 (09/17/12) version from TOPS.