COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

September 2012

Metra

Division of Strategic Capital Planning **November 2012**

COMMUTER RAIL ON-TIME PERFORMANCE
September 2012

This report presents an analysis of the September 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 September 2012, Metra operated 15,820 scheduled trains, including scheduled "extras", if any. 594 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.2%. 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 September 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 September 2012. Of the 594 delays systemwide in September 2012, all but 277 (47%) 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 September 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2012. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 594 delays systemwide in September 2012, 118 less than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2012. Table 9.b shows the average frequencies from the beginning of the year through September 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 September of 2012, a total of 6,550 trains were delayed, compared to 10,259 trains delaved in the same nine months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In September 2012 freight operations delayed 70 trains systemwide, compared to 146 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 21 trains were delayed by lift deployment in September 2012.

A review of September 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 60.8% of all late trains. Table 14 shows that the average length of delay was 11.9 minutes in September 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
September 2012

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays					
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time
BNSF	1,026	15	98.5%	760	19	97.5%	1,786	34	98.1%	140	5	96.4%	108	1	99.1%	2,034	40	98.0%
Elec -ML	855	12	98.6%	646	19	97.1%	1,501	31	97.9%	230	5	97.8%	122	12	90.2%	1,853	48	97.4%
-BI	266	5	98.1%	437	5	98.9%	703	10	98.6%	150	2	98.7%		--		853	12	98.6%
-SC	323	4	98.8%	703	17	97.6%	1,026	21	98.0%	240	10	95.8%	120	10	91.7%	1,386	41	97.0%
Subtotal	1,444	21	98.5%	1,786	41	97.7%	3,230	62	98.1%	620	17	97.3%	242	22	90.9%	4,092	101	97.5%
Heritage	114	2	98.2%		--		114	2	98.2%		--			--		114	2	98.2%
Milw -N	475	9	98.1%	665	39	94.1%	1,140	48	95.8%	120	24	80.0%	120	6	95.0%	1,380	78	94.3%
-W	513	27	94.7%	589	69	88.3%	1,102	96	91.3%	120	27	77.5%	108	19	82.4%	1,330	142	89.3%
Subtotal	988	36	96.4%	1,254	108	91.4%	2,242	144	93.6%	240	51	78.8%	228	25	89.0%	2,710	220	91.9%
NCS	209	5	97.6%	209	13	93.8%	418	18	95.7%		--			--		418	18	95.7%
RI	684	11	98.4%	627	25	96.0%	1,311	36	97.3%	101	8	92.1%	97	5	94.8%	1,509	49	96.8%
SWS	209	16	92.3%	361	20	94.5%	570	36	93.7%	30	1	96.7%		--		600	37	93.8%
UP -N	570	9	98.4%	758	30	96.0%	1,328	39	97.1%	132	10	92.4%	110	9	91.8%	1,570	58	96.3%
-NW	627	6	99.0%	608	9	98.5%	1,235	15	98.8%	120	6	95.0%	90	11	87.8%	1,445	32	97.8%
-W	513	6	98.8%	607	17	97.2%	1,120	23	97.9%	100	11	89.0%	108	3	97.2%	1,328	37	97.2%
Subtotal	1,710	21	98.8%	1,973	56	97.2%	3,683	77	97.9%	352	27	92.3%	308	23	92.5%	4,343	127	97.1%
SYSTEM	6,384	127	98.0%	6,970	282	96.0%	13,354	409	96.9%	1,483	109	92.7%	983	76	92.3%	15,820	594	96.2%

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

Delays data for most recent month is final (10/16/12) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	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	95.6%	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	95.1%	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	93.5%	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	92.5%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0				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	94.4%	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	97.3%	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	97.7%	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	96.8%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5				97.4%	97.4%
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	97.6%	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	90.4%	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	89.3%	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	92.1%	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	88.4%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.8%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2				95.8%	95.8%
2007-2011 average		91.4	86.5	89.8	92.5	91.3	90.0	87.8	90.0	88.7	87.1	90.3	83.4	89.8%	89.1%
Milw - N	**2007**	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	93.9%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.9%	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	94.8%	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	94.1%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.1%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3				93.3%	93.3%
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	93.4%	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	95.5%	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	96.6%	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	97.0%	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	96.2%	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	92.5%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3				94.7%	94.7%
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	95.6%	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	94.1%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.5%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.4%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7				92.1%	92.1%
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	93.7%	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-SEP	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	94.2%	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	96.4%	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	93.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8				95.0%	95.0%
2007-2011 average		95.6	92.7	96.5	97.5	96.8	93.9	93.1	95.7	95.9	95.9	96.2	93.2	95.3%	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	96.9%	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	95.3%	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	95.7%	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	94.2%	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	91.8%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8				94.8%	94.8%
2007-2011 average		93.8	94.3	96.3	96.1	95.2	92.6	94.5	94.2	95.7	92.7	94.7	93.2	94.8%	94.4%
UP - N	**2007**	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.3%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	92.8%	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	93.8%	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	94.6%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.1%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3				96.3%	96.3%
2007-2011 average		94.2	92.8	96.2	96.9	96.0	91.7	91.2	90.6	94.0	95.4	95.6	94.9	93.7%	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	95.9%	96.0%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.4%	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	95.7%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	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	94.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8				96.7%	96.7%
2007-2011 average		94.6	93.6	97.4	97.4	96.2	95.5	94.9	94.7	96.1	96.7	95.5	94.7	95.6%	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	94.0%	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	95.2%	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	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2				94.9%	94.9%
2007-2011 average		94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	93.8%	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	95.6%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.9%	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	95.7%	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	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2				95.7%	95.7%
2007-2011 average		95.3	94.0	96.9	96.9	96.2	93.9	93.9	94.4	95.7	95.5	95.8	94.3	95.3%	95.2%

Delays data for most recent month is final (10/16/12) version from TOPS. P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 10/17/2012

'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
September 2012

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
ELBI	228	Wed, Sep 05	7	G	7" SWITCH FAILURE, KENSINGTON.
84% OT		Wed, Sep 26	8	F1	6" WAITING ON #148, KENSINGTON.
		Thu, Sep 27	10	CG1	5" MEET #128, KENSINGTON; 1" ENTRAINING, ENROUTE.
ELML	144	Fri, Sep 07	7	O	7"" ACCT OF WIRES DOWN RANDOLPH DEPOT FROM SS CROSSOVER NORTH TO RANDOLPH DEPOT".
84% OT		Mon, Sep 10	8	R	7" LATE DEPARTING PROBLEMS WITH CUT, UP.
		Mon, Sep 17	9	RD	8" WAITING FOR SIGNAL TO TIME OUT, UP.
ELSC	326	Thu, Sep 06	6	CC1	6" MEET #126, 57TH ST.
84% OT		Wed, Sep 12	7	CC	4" CONTACTING FLAGMAN B-201, 3" NO REASON GIVEN.
		Fri, Sep 14	10	CC1	8" WAITING ON #126, 55TH ST; 2" WAITING ON #227, RANDOLPH.
MN	2113	Thu, Sep 06	6	RF	5" BEHIND #2213 THAT WAS STOPPED FOR CP276-04, A-5; 3" APPROACH/STOP, NORTON GROVE; 3" APPROACH/STOP, WEED SPRAYER AHEAD, A-20.
84% OT		Tue, Sep 11	6	CG1	7" HOLDING FOR #2132, DEERFIELD; X/O 1 TO 2 MAIN.
		Tue, Sep 25	17	RO	3" SWITCH FAILURE #61, A-5; 6" HELD FOR E/B #2130 SINGLE TRACK,MAYFAIR; 8" WAIT FOR LINE UP, MORTON GROVE.
MN	2134	Tue, Sep 11	14	CG	11" HOLDING FOR FREIGHT #281, RONDOUT; 6" HOLD FOR #2113, GRAYSLAKE.
84% OT		Mon, Sep 24	14	D1	14" WAITING ON #2113, GRAYSLAKE; STOP CN FREIGHT TRAFFIC.
		Tue, Sep 25	13	RO1	16" HOLD FOR #2113, GRAYSLAKE.
MN	2148	Tue, Sep 04	7	GM1	7" LATE TURN FROM #2127, DEERFIELD.
84% OT		Thu, Sep 06	11	I	5" LATE ARRIVAL OF #2127, DEERFIELD; 6" HEAVY ENTRAINING, ENROUTE.
		Mon, Sep 17	16	RF1	18" WAITING ON CP FREIGHT TO CLEAR 2MT X/O TO 1MT BEHIND #2129,DEERFIELD.
MN	2150	Tue, Sep 04	7	G	7" DISPATCHER HAD SWITCH PROBLEMS, DEERFIELD.
84% OT		Tue, Sep 11	11	J	5" LATE TURN FROM #2133, DEERFIELD; 7" INTOXICATED PASSENGER PASSED OUT REMOVED BY DEERFIELD FIRE DEPT, DEERFIELD.
		Wed, Sep 12	13	C	7" LATE TURN FROM #2133, DEERFIELD; 16" RESTRICTED SPEED, 13.2 & 11.8.
MN	2155	Thu, Sep 06	8	RF	5" HELD DUE TO ELGIN, CUS; 3" S/B FREIGHT, CN X-ING.
74% OT		Fri, Sep 07	6	D1	6" LATE DEPARTURE DUE TO LATE ARRIVAL OF 2158, CUS.
		Wed, Sep 12	7	A1	4" LATE TURN FROM #2158, CUS; 3" HOLD FOR #2160 TO CLEAR FOX LAKE SUB, RONDOUT.
		Thu, Sep 13	14	GF	5" WAITING ON #2160, ROUNDOUT; 10" CN XING RED SIGNAL TALKED BY SIGNAL AT RESTRICTED SPEED TO GRAYSLAKE.
		Fri, Sep 14	7	D1	7" LATE DEPART DUE TO LATE ARRIVAL OF 2158, CUS.
MN	2156	Wed, Sep 12	6	A1	3" LATE TURN; 3" NO REASON GIVEN.
84% OT		Fri, Sep 14	10	A	10" WAITING ON 2143; HELD FOR 2251, A-5; 3" STOP FOR #2251, A5.
		Mon, Sep 17	9	RF	8" WAITING ON MOVEMENT AUTHORITY TO GRAYSLAKE.
MN	2158	Fri, Sep 07	7	D	14" S/B FREIGHT INTERFERENCE, CN X-ING.
84% OT		Wed, Sep 12	7	A	10" WAITING FOR #2149 TO CLEAR, GRAYSLAKE.
		Fri, Sep 14	10	D1	13" FOR 2149, AT GRAYSLAKE.
MW	2200	Tue, Sep 04	25	KW	20" WHEEL SLIP, NO LOAD & CAR ON TRACKS AT GRAND AVE; 5" #3 TRACTION MOTOR CUT OUT, ENROUTE.
84% OT		Wed, Sep 05	27	GW	27" SIGNAL PROBLEMS, B-35.
		Mon, Sep 24	7	U	7" ADA, BAD SPOT HAD TO RESPOT TRAIN @ WESTERN, SLOW LIFT 7463,BENSENVILLE TO WESTERN.
MW	2201	Tue, Sep 04	26	KW1	23" LATE TURN FROM #2200, CUS; 6" MEET OPPOSING TRAINS, ENROUTE.
84% OT		Wed, Sep 05	33	GW1	33" LATE TURN FROM #2200 SIGNAL PROBLEMS AT B-35, CUS.
		Mon, Sep 24	15	G	3" LATE TURN FROM #2200, CUS; 14" STOP SWITCH FAILURE (61 SWITCH), A-5.
MW	2207	Wed, Sep 26	11	I	4" SLOW ENTRAINING, ENROUTE; 5" VERY SLOW DETRAINING, MEDINAH.
84% OT		Thu, Sep 27	7	I	7" VERY SLOW DETRAINING, MEDINAH.
		Fri, Sep 28	13	I	17" VERY SLOW DETRAINING, MEDINAH.
MW	2222	Tue, Sep 04	7	KW1	9" LATE TURN FROM #2201, BIG TIMBER.
84% OT		Wed, Sep 05	24	GW	24" SIGNAL PROBLEMS, B-35.
		Fri, Sep 28	22	DD	20" HELD FOR CP290, B-17; 2" ADA, BARTLETT.
MW	2230	Mon, Sep 10	11	U	11" 5 ADA'S, ROSELLE & COPY R.T.B, ITASCA.
74% OT		Tue, Sep 11	15	E	15" LOCO #404 DIED, ENGINEER G CRAVATTA WENT BACK & RESTARTED, SCHAUMBURG.
		Wed, Sep 12	8	I	8" SLOW ENTRAINING & FREIGHT, FRANKLIN PARK.
		Mon, Sep 17	6	I	4" SLOW ENTRAINING, ENROUTE; 2" DID NOT GET SWITCH, ALMORA.
		Fri, Sep 28	12	I	6" LATE TURN FROM #2207; 8" SLOW DETRAINING, MEDINAH.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MW	2234	Tue, Sep 11	10	D	12" RUNNING 1 MAIN DUE TO FREIGHT G-28 ON 2 MAIN SHOVING INTO B-VILLE YD, ROSELLE TO BENSENVILLE.
84% OT		Fri, Sep 14	9	RF	3" HELD FOR WESTBOUND #2215 SINGLE TRACKING, B-17; 3"HELD FOR FREIGHT #198 ENTERING B-VILLE YARD, B-12, 3" ENTRAINING, ENROUTE.
		Thu, Sep 27	0	XM	ANNULLED STRUCK PEDESTRIAN CHURCH ST, BENENVILLE.
MW	2236	Thu, Sep 06	7	UF	7" B/O LIFT WOULD NOT RETRACT #7461, SCHAUMBURG.
79% OT		Mon, Sep 10	10	D	10" HOLDING FOR CP FREIGHT #276 ENTERING BENSENVILLE YD.
		Thu, Sep 20	7	D	6" HOLD FOR SPAULDING PATROL G-35, SPAULDING; 4" REMOVING BROKEN GATE FROM X-ING, FRANKLIN PARK.
		Thu, Sep 27	37	M1	37" #2234 STRUCK PEDESTRIAN @ CHURCH ST, BENSENVILLE.
MW	2238	Thu, Sep 20	18	D	18" RED SIGNAL, GALEWOOD; FOLLOWED FREIGHT TO CICERO.
84% OT		Wed, Sep 26	12	C	3" HEAVY ENTRAINING, MEDINAH; 9" WAITING ON CRANE 51394 TO CLEAR 3 MT, A-5.
		Thu, Sep 27	63	M1	63" ACCT #224 STRUCK PEDESTRIAN @ CHURCH ST, BENSENVILLE.
MW	2246	Fri, Sep 21	10	GF1	15" WAITING FOR CN FREIGHT, TRACK CIRCUIT BLOCKING 2 & 3 MT, GALEWOOD.
79% OT		Wed, Sep 26	10	I	10" HEAVY ENTRAINING,MEDINAH.
		Thu, Sep 27	8	I	10" HEAVY ENTRAINING, MEDINAH.
		Fri, Sep 28	8	I	8" HEAVY ENTRAINING, ENROUTE.
MW	2247	Fri, Sep 21	10	GF1	14" LATE TURN FROM #2246, CUS.
79% OT		Wed, Sep 26	10	I1	10" LATE TURN FROM #2246, CUS; 5" HEAVY ENTRAINING, MEDINAH.
		Thu, Sep 27	9	I1	11" LATE TURN FROM #2246, CUS.
		Fri, Sep 28	11	I1	13" LATE TURN FROM #2246, CUS.
MW	2248	Thu, Sep 13	8	RF	6" WAITED ON #2237, NATIONAL ST;2" NO REASON GIVEN.
74% OT		Thu, Sep 20	10	RF	6" WAITING ON #2237, B-35; 5" MEETING W/B TRAIN, ENROUTE.
		Fri, Sep 21	8	GF1	8" MEETING W/B TRAINS, ENROUTE.
		Thu, Sep 27	9	I	5" MEETING W/B TRAINS, ENROUTE; 8" ENTRAINING, MEDINAH.
		Fri, Sep 28	18	I	16" HEAVY ENTRAINING, ENROUTE.
MW	2252	Thu, Sep 06	7	E1	7" RUNNING #2MT HAVING TO SPOT TRAIN, ENROUTE.
74% OT		Tue, Sep 11	11	D	7" STOP SIGNAL RESTRICTED SPEED, WOODALE; 5" STOP SIGNAL, B-12.
		Wed, Sep 26	10	I1	10" LATE TURN FROM #2247, BIG TIMBER.
		Thu, Sep 27	18	I1	9" LATE TURN FOM #2247, BIG TIMBER; 3" ENTRAINING, ENROUTE; 4" WAIT ON #2251 TO CLERA, B-12; 5" 1MT CP FREIGHT BLOCKING 3MT MEDICAL EMERG,B-
		Fri, Sep 28	11	I1	10" LATE TURN FROM #2247, BIG TIMBER.
MW	2253	Tue, Sep 04	33	GW	33" SIGNAL PROBLEMS, SPAULDING/TALKED THROUGH, B35.
79% OT		Tue, Sep 11	8	D1	8" LATE DEPART DUE TO LATE ARRIVAL OF EQUIP, CUS.
		Wed, Sep 26	10	I1	10" LATE ARRIVAL #2252, CUS.
		Fri, Sep 28	11	I1	11" PREVIOUS DELAYS, ENROUTE.
MW	2254	Thu, Sep 06	0	E1	ANNULLED
84% OT		Mon, Sep 24	23	D	25" WAITING ON CP608 TO CLEAR INTO 4 LEAD, GALEWOOD.
		Fri, Sep 28	42	K1	30" LATE TURN FROM #2249, BIG TIMBER; 4" WALKING SPEED, KIMBALL ST; 10" ENTRAINING, ENROUTE.
MW	2255	Tue, Sep 04	17	GW	17" WEATHER CONDITIONS & SIGNAL PROBLEMS, B-35.
68% OT		Fri, Sep 07	8	CC	4" TRK 2 RESTRTD SPEED BETWEEN A5-GALEWOOD,WESTERN AVE;2"LATE DEPART,CUS;2" WAITED FOR 2206,MARS;2" SLOW LOADING/UNLOADING PSGR, ENROUTE.
		Mon, Sep 10	17	D	17" WAITING FOR 290-07 TO CLEAR, B-17.
		Wed, Sep 19	10	D	10" FREIGHT, B-12.
		Mon, Sep 24	20	D1	20" LATE TURN FROM #2254, CUS.
		Fri, Sep 28	51	K1	47" LATE TURN FROM #2254, CUS.
NCS	114	Tue, Sep 11	30	D	22" FREIGHT MAKING REVERSE MOVEMENT, GRASLAKE JCT; 4" FLAGGED SIGNAL, GRAYSLAKE; 4" RESTRICTING SIGNAL, 42.4; 4" RED SIGNAL, DEVAL.
84% OT		Fri, Sep 14	8	D	12" B-12 HELD FOR FREIGHT #198 X-ING OVER INTO B-VILLE YD.
		Thu, Sep 20	10	AM	4" RED SIGNAL, JCT 19; 4" RED SIGNAL WAIT FOR AMTRAK 334, A-5; 7" SITTING BEHIND AMTRAK 334 WAITING FOR LINE UP, A-3.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
RI	508	Tue, Sep 04	8	U	4" 2 ADA'S, NEW LENOX; 1" ENTRAINING, 80TH AVE; 1" ENTRAINING, OAK PARK; 2" WAITING FOR #507, BROADWAY.
79% OT		Fri, Sep 07	6	U	3" ASSISTING PASSENGERS, ENROUTE; 3" ADA, OAK PARK; 3" WAITING FOR #507, BROADWAY.
		Tue, Sep 18	13	K1	14" LATE TURN FROM #503, JUD.
		Tue, Sep 25	6	I	6" ENTRAINING, NEW LENOX, TINLEY PARK & 111TH ST; TRESPASSER ONTRACKS, BRAINED.
RI	511	Thu, Sep 06	8	I	6" LATE DEPARTING, LATE POWER FROM COACH YARD, LSS; 4" MAKING LOCAL STOPS, ENROUTE.
84% OT		Mon, Sep 17	8	G	5" TRACK CIRCUIT TALKED BY 2 SIGNALS, 16TH ST; 2" WAITING FOR #512 TO CLEAR, BI; 5" MAIKING FLAG STOPS & ENTRAINING, ENROUTE.
		Wed, Sep 26	7	GM	5" ITEM 1 GATE MALFUNCTION, 191ST; 2" ENTRAINING/DETRAINING, ENROUTE.
RI	529	Tue, Sep 11	7	I	4" HEAVY ENTRAINING (SOX PSGR'S), 35TH ST; 2" MAKING FLAG STOPS, ENROUTE; 1" ADA, NEW LENOX.
68% OT		Mon, Sep 17	9	KW	3" ENTRAINING, 35TH ST; 3" FLAG STOPS, 123RD, 127TH & ROBBINS; 8" WHEEL SLIPPAGE, 115TH-JOLIET; 2" ADA, OAK PARK.
		Thu, Sep 20	7	G	2" MEETING #530, 115TH ST; 4" SWITCH FAILURE FLAGGED BY SIGNAL,CP15.6; 1" WAITING ON SIGNAL, CP RICHARDS.
		Mon, Sep 24	6	I	4" HEAVY ENTRAINING/DETRAINING(SOX GAME), ENROUTE; 1" WAITING FOR #530, 111TH ST; 1" WAITING FOR #532, 80TH AVE.
		Tue, Sep 25	8	I	3" HEAVY ENTRAINING, 35TH ST; 1" WAITING ON #530, 111TH ST; 2" WAITING ON #532, TINLEY PARK.
		Thu, Sep 27	6	I	3" HEAVY ENTRAINNG(SOX GAME), 35TH ST; 2" ADA, 107TH ST; 1" HEAVY DETRAINING, 80TH AVE.
SWS	811	Tue, Sep 11	26	CC1	12" #822 EAST, CP518; 7" TRACK WORK, TALKED BY SIGNAL, BELT JCT; 3" DARK SIGNAL, RAN RESTRICTED TO CP 143RD, CP PALOS.
84% OT		Thu, Sep 13	8	GF	11" WAITNG FOR PLANT TO UNLOCK AFTER RUNNING #822 EAST,CP518.
		Fri, Sep 28	6	CC1	11" #832 UNABLE TO REACH NS DISP IN TIME TO CHANGE ROUTE @ CP518, TIMING OUT SIGNAL INCREASE DELAY FOR #811 & 822, CP518.
SWS	812	Fri, Sep 14	27	RF	9" PLANT PROBLEMS, CP143RD; 12" RUNNING ON RESTRICTED TO 143RD,11" CSX TRACK EQUIPMENT IN PLANT, FOREST HILL.
84% OT		Thu, Sep 20	11	D	13" X-TRAFFIC W/B CSX QO2618, CP RIDGE.
		Wed, Sep 26	8	AM	8" RUNNING RESTRICTED FOLLOWING AMTRAK 29, CP518-CUS.
SWS	822	Tue, Sep 11	7	CC	6" ENTRAINING, ENROUTE; 7" TRACK WORK, TRAI WAS TALKED BY SIGNAL, BELT JCT.
84% OT		Thu, Sep 27	11	AM	6" TIMING OUT SIGNAL FOR NS 661; 3" AMTRACK 371, 21ST.
		Fri, Sep 28	9	CC	10" EQUIPMENT CLEARING MAIN, 143RD ST.
SWS	823	Tue, Sep 11	8	U	5" LATE DEPARTING LATE ADA, CUS; 4" WAIT FOR #834 TO CLEAR, BELT JCT.
84% OT		Thu, Sep 20	6	D	6" WAITING FOR CSX Q138-20 TO CLEAR, FOREST HILL; 3" 2 ADA'S, OAK LAWN.
		Mon, Sep 24	13	RF	16" FLAG PLANT & HAND LINE ROUTE ACCT BELT DISPATCHER OUT IN WRONG LINE UP & DID NOT WAIT FOR TIME TO GRIND OUT, BELT JCT.
SWS	825	Fri, Sep 07	8	RF	8" RED SIGNAL, CHICAGO RIDGE.COULD NOT GET AHOLD OF DISPATCHER
84% OT		Tue, Sep 18	10	D	13" WAITING FOR CSX Q138-18 TO CLEAR, FOREST HILL.
		Mon, Sep 24	12	GF	6" WAITING FOR NS BC04 LITE ENGINE TO CLEAR, CP518; 8" FLAG PLANT, BELT JCT.
UPN	327	Wed, Sep 12	6	CC	6" SINGLE TRACK @ CPE017 #1 TO TRK #2, FLAGGING PAST SIGNAL, WK; RAN RESTRICTED SPEED, FORM B 49296.
84% OT		Fri, Sep 14	6	CC	6" FORM B 49169, RESTRICTED SPEED, MP17-19; ADA, ROGERS PARK.
		Mon, Sep 17	16	CC	16" WAITED FOR #340 TO CLEAR SINGLE TRACKING, WK & RP, RP.
UPN	338	Tue, Sep 04	10	CC	10" 3 ADA'S & SINGLE TRACK(SURFACING) MP23.35-CPE017.
63% OT		Wed, Sep 05	7	CC	7" FORM C 49312 SINGLE TRACKING, MP23.5-17.
		Thu, Sep 06	8	CC	8" SINGLE TRACKING, HIGHLAND PARK-HUBBARD WOODS.
		Fri, Sep 07	8	CC	8" SINGLE TRACKING TRK 1, HIGHLAND PARK-HUBBARD WOODS.
		Tue, Sep 11	17	CC	5" RED SIGNAL, LAKE BLUFF; 7" RED SIGNAL SINGEL TRACK, HIGHLANDPARK.
		Wed, Sep 12	11	CC	11" FORM B 49296, MP23.5-19.0; RED, LAKE BLUFF; RED FLAG, MP23.5, FLAGGED BY SIGNAL BY DISPATCHER.
		Fri, Sep 14	10	CC	8" SINGLE TRACKING, HUBBARD WOODS TO HIGHLAND PARK, RESTRICTED SPEED; WAIT FOR #323 TO CLEAR SINGLE TRACK; FLAG LAKE BLUFF, RESTR. SPEED, LK

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPN	340	Wed, Sep 05	6	CC	6" FORM C 49312 SINGLE TRACKING, MP23.5-17.
74% OT		Thu, Sep 06	9	CC	9" FORM B'S, MP20.6-17 & MP7.5-5; SINGLE TRACK, MP23 TO CPEO17.
		Tue, Sep 11	11	CC	11" FORM C 49290 & WAIT FOR #325 TO CLERA SINGLE TRACK #2.
		Fri, Sep 14	12	CC	2" LATE ARRIVAL OF #323; FORM A 49107, SINGLE TRACKING; 2 ADA,S.
		Fri, Sep 28	9	I	9" HEAVY ENTRAINING, WAUKEGAN, GREAT LAKED, LAKE BLUFF, LAKE FOREST & DAVIS ST; ADA, GREAT LAKES & WILMETTE.
UPW	62	Wed, Sep 12	14	D	14" X-TRAFFIC M349-12, EJ&E; RAN SOUTHSIDE INTO KEDZIE, RESTRICTED SPEED.
84% OT		Fri, Sep 21	11	D	11" FOLLOWING CATWS9-20 THAT WAS STOPPED BY ATC COMING INTO PARK DUE TO TEMPORARY SIGNAL CHANGES, GETTING TRAIN CONTROL 2 BLOCK SIGNALS.
		Mon, Sep 24	21	D	21" STOPPED & WAIT FOR #57 TO CLEAR, PECKL APSCPR-19 HAD BROKENDRAWBAR & SPREAD OUT ACROSS PLANT AT PECK, GENEVA.

Data is final (10/16/12) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

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

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

Effective January 1, 2012 Revised Dec. 6, 2011

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

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

September 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	19	33	10	34	0	46	29	7	9	17	41	9	23	277
Semi-controllable	12	0	0	0	0	14	22	8	6	17	0	5	11	95
Uncontrollable	9	15	2	7	2	18	91	3	34	3	17	18	3	222
TOTAL TRAINS DELAYED	**40**	**48**	**12**	**41**	**2**	**78**	**142**	**18**	**49**	**37**	**58**	**32**	**37**	**594**

January-September 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	428	332	109	114	14	445	193	130	223	99	246	167	233	2,733
Semi-controllable	112	0	0	0	22	166	134	107	53	176	6	48	135	959
Uncontrollable	313	314	55	105	12	283	350	96	456	33	312	240	289	2,858
TOTAL TRAINS DELAYED	**853**	**646**	**164**	**219**	**48**	**894**	**677**	**333**	**732**	**308**	**564**	**455**	**657**	**6,550**

Data for current month is final (10/16/12) version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 10/17/2012

TABLE 7: NUMBER OF DELAYS BY DATE
September 2012

WEEKDAY	4 Tu	5 We	6 Th	7 Fr	10 Mo	11 Tu	12 We	13 Th	14 Fr	17 Mo	18 Tu	19 We	20 Th	21 Fr	24 Mo	25 Tu	26 We	27 Th	28 Fr	TOTAL
BNSF	7	6	1	1	3	0	2	0	1	3	0	0	2	3	2	0	2	1	0	34
Elec -ML	2	0	0	8	1	0	0	0	0	1	1	1	0	0	0	1	16	0	0	31
-BI	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	10
-SC	3	0	3	5	0	0	1	0	1	0	0	0	0	0	0	0	8	0	0	21
Heritage	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
Milw -N	3	0	3	3	2	9	13	2	5	4	0	1	0	0	1	2	0	0	0	48
-W	7	12	6	1	6	5	1	3	1	1	1	3	3	4	4	0	7	13	18	96
NCS	0	0	0	0	0	1	2	1	2	3	0	4	1	2	0	0	0	0	2	18
RI	1	1	3	3	2	2	0	1	0	2	7	0	3	0	5	2	1	2	1	36
SWS	2	3	1	3	2	5	2	1	2	0	2	1	2	1	5	0	1	1	2	36
UP -N	1	3	2	7	2	6	3	0	4	2	1	0	1	1	1	1	0	0	4	39
-NW	0	0	0	4	1	0	0	3	1	1	0	1	0	0	0	0	2	1	1	15
-W	2	2	0	0	1	1	1	0	3	1	1	0	0	4	3	1	0	1	2	23
SYSTEM	28	28	21	36	20	29	25	11	20	18	13	11	12	15	22	7	43	20	30	409

SATURDAY	1	8	15	22	29	TOTAL
BNSF	1	0	3	1	0	5
Elec -ML	3	0	1	0	1	5
-BI	0	1	1	0	0	2
-SC	1	4	2	1	2	10
Heritage	-	-	-	-	-	-
Milw -N	6	5	9	1	3	24
-W	5	8	1	3	10	27
NCS	-	-	-	-	-	-
RI	3	2	1	0	2	8
SWS	1	0	0	0	0	1
UP -N	3	0	4	2	1	10
-NW	0	2	2	1	1	6
-W	1	3	1	6	0	11
SYSTEM	24	25	25	15	20	109

SUNDAY/HOLIDAY	2	3	9	16	23	30	TOTAL
BNSF	1	0	0	0	0	0	1
Elec -ML	4	0	5	3	0	0	12
-BI	-	-	-	-	-	-	0
-SC	1	0	7	0	1	1	10
Heritage	-	-	-	-	-	-	0
Milw -N	2	0	1	2	0	1	6
-W	6	1	0	0	0	12	19
NCS	-	-	-	-	-	-	0
RI	4	0	1	0	0	0	5
SWS	-	-	-	-	-	-	0
UP -N	1	1	1	4	1	1	9
-NW	1	0	1	1	5	3	11
-W	1	0	1	0	1	0	3
SYSTEM	21	2	17	10	8	18	76

Data is final (10/16/12) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 10/17/2012

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

September 2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	2	0	0	0	0	10	0	2	1	2	0	0	1	18
Freight Interference - Peak	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*1*	*3*	*5*	*0*	*2*	*2*	*16*
Freight Interference - Off-Peak	*1*	*0*	*0*	*0*	*0*	*13*	*18*	*5*	*0*	*5*	*0*	*3*	*9*	*54*
Freight Interference - Total	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Accident	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Passenger Loading	3	12	2	5	0	11	52	1	13	0	9	8	0	116
Lift Deployment	0	0	0	0	0	1	5	1	8	1	2	3	0	21
Obstruction/Debris	2	0	0	0	0	0	4	0	7	2	1	1	1	18
Signal/Switch Failure	10	15	7	9	0	5	7	4	8	9	1	1	5	81
Track Work	8	5	1	9	0	14	5	2	0	5	32	1	12	94
Catenary Failure	0	8	0	9	0	0	0	0	0	0	0	0	0	17
Non-Locomotive Equipment Failure	0	3	2	4	0	1	2	0	1	0	0	0	0	13
Locomotive Failure	2	0	0	0	0	2	7	0	0	1	3	0	1	16
Human Error	5	2	0	1	0	15	8	2	2	7	3	7	3	55
Sick, Injured, Unruly Passenger	3	3	0	2	1	5	3	0	5	0	0	3	2	27
Weather	0	0	0	0	1	0	16	0	1	0	0	0	0	18
Other	3	0	0	2	0	1	4	0	0	0	7	3	1	21
TOTAL TRAINS DELAYED	**40**	**48**	**12**	**41**	**2**	**78**	**142**	**18**	**49**	**37**	**58**	**32**	**37**	**594**

September - Average Over Previous Five Years: 2007-2011

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	3	4	2	2	1	6	1	2	2	2	2	1	2	29
Freight Interference - Peak	*10*	*0*	*0*	*0*	*4*	*1*	*0*	*3*	*4*	*4*	*1*	*2*	*5*	*34*
Freight Interference - Off-Peak	*11*	*0*	*0*	*0*	*0*	*9*	*6*	*4*	*3*	*11*	*1*	*2*	*20*	*67*
Freight Interference - Total	21	0	0	0	4	11	7	7	7	15	2	4	24	101
Accident	12	0	0	2	0	2	1	2	1	0	1	8	5	34
Passenger Loading	7	17	6	5	0	7	2	0	6	1	44	10	10	116
Lift Deployment	2	0	0	0	0	1	1	0	6	0	5	1	5	22
Obstruction/Debris	5	2	2	3	0	2	2	0	2	1	2	4	2	26
Signal/Switch Failure	24	13	2	4	3	12	5	4	6	2	8	8	16	107
Track Work	17	13	2	9	4	5	9	2	7	2	12	10	8	102
Catenary Failure	0	2	2	1	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	3	5	1	1	0	1	0	0	1	0	2	1	2	17
Locomotive Failure	4	0	0	0	0	9	1	2	6	0	3	3	4	32
Human Error	10	4	2	1	2	5	2	1	7	3	7	3	4	51
Sick, Injured, Unruly Passenger	0	6	1	2	0	3	2	1	4	0	4	4	4	30
Weather	2	0	0	0	0	1	1	0	3	0	1	0	0	9
Other	3	2	1	0	0	3	2	0	9	1	5	2	4	31
TOTAL TRAINS DELAYED	**114**	**69**	**21**	**30**	**14**	**66**	**35**	**22**	**65**	**27**	**98**	**59**	**91**	**712**

September 2012 Divergence From September Average Over Previous Five Years

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	-1	-4	-2	-2	-1	4	-1	0	-1	0	-2	-1	-1	-11
Freight Interference - Peak	*-9*	*0*	*0*	*0*	*-4*	*-1*	*2*	*-2*	*-1*	*1*	*-1*	*0*	*-3*	*-18*
Freight Interference - Off-Peak	*-10*	*0*	*0*	*0*	*0*	*4*	*12*	*1*	*-3*	*-6*	*-1*	*1*	*-11*	*-13*
Freight Interference - Total	-19	0	0	0	-4	2	13	-1	-4	-5	-2	1	-13	-31
Accident	-12	0	0	-2	0	-2	8	-2	-1	0	-1	-8	-5	-25
Passenger Loading	-4	-5	-4	0	0	4	50	1	7	-1	-35	-2	-10	0
Lift Deployment	-2	0	0	0	0	0	4	1	2	1	-3	2	-5	-1
Obstruction/Debris	-3	-2	-2	-3	0	-2	2	0	5	1	-1	-3	-1	-8
Signal/Switch Failure	-14	2	5	5	-3	-7	2	0	2	7	-7	-7	-11	-26
Track Work	-9	-8	-1	0	-4	9	-4	0	-7	3	20	-9	4	-8
Catenary Failure	0	6	-2	8	0	0	0	0	0	0	0	0	0	12
Non-Locomotive Equipment Failure	-3	-2	1	3	0	0	2	0	0	0	-2	-1	-2	-4
Locomotive Failure	-2	0	0	0	0	-7	6	-2	-6	1	0	-3	-3	-16
Human Error	-5	-2	-2	0	-2	10	6	1	-5	4	-4	4	-1	4
Sick, Injured, Unruly Passenger	3	-3	-1	0	1	2	1	-1	1	0	-4	-1	-2	-3
Weather	-2	0	0	0	1	-1	15	0	-2	0	-1	0	0	9
Other	0	-2	-1	2	0	-2	2	0	-9	-1	2	1	-3	-10
TOTAL TRAINS DELAYED	**-74**	**-21**	**-9**	**11**	**-12**	**12**	**107**	**-4**	**-16**	**10**	**-40**	**-27**	**-54**	**-118**

Data for current month is final (10/16/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 10/17/2012

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-September 2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	9	16	4	7	1	68	17	14	11	5	2	6	11	171
Freight Interference - Peak	*14*	*0*	*0*	*0*	*15*	*22*	*16*	*38*	*10*	*33*	*1*	*20*	*22*	*191*
Freight Interference - Off-Peak	*62*	*0*	*0*	*0*	*0*	*112*	*93*	*61*	*38*	*68*	*6*	*24*	*104*	*568*
Freight Interference - Total	76	0	0	0	15	134	109	99	48	101	7	44	126	759
Accident	24	3	0	0	1	29	52	20	57	1	44	37	57	325
Passenger Loading	76	142	16	34	0	101	88	3	173	1	135	80	79	928
Lift Deployment	15	0	0	1	0	28	16	4	71	1	19	14	29	198
Obstruction/Debris	62	16	4	24	2	19	47	5	49	9	19	35	25	316
Signal/Switch Failure	134	122	33	25	12	180	95	75	58	106	20	24	43	927
Track Work	120	98	45	36	5	67	25	22	47	22	121	35	73	716
Catenary Failure	0	24	6	17	0	0	0	0	0	0	0	1	0	48
Non-Locomotive Equipment Failure	29	24	15	15	0	6	7	1	8	2	5	0	16	128
Locomotive Failure	87	0	0	0	0	88	44	15	57	2	33	61	40	427
Human Error	87	35	5	7	4	68	34	12	52	34	57	41	48	484
Sick, Injured, Unruly Passenger	20	71	15	16	1	28	37	4	36	4	40	22	26	320
Weather	97	49	12	16	5	72	77	53	42	12	41	40	41	557
Other	17	46	9	21	2	6	29	6	23	8	21	15	43	246
TOTAL TRAINS DELAYED	**853**	**646**	**164**	**219**	**48**	**894**	**677**	**333**	**732**	**308**	**564**	**455**	**657**	**6,550**

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

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	28	26	8	8	6	50	15	10	20	12	20	13	14	230
Freight Interference - Peak	*66*	*0*	*0*	*0*	*44*	*14*	*18*	*39*	*20*	*32*	*5*	*14*	*40*	*292*
Freight Interference - Off-Peak	*75*	*0*	*0*	*0*	*0*	*83*	*51*	*50*	*39*	*93*	*11*	*19*	*176*	*598*
Freight Interference - Total	141	0	0	0	44	96	69	89	59	126	16	33	217	890
Accident	81	8	3	11	0	32	33	15	21	6	27	47	22	307
Passenger Loading	84	121	34	48	0	101	46	3	119	2	372	99	79	1,107
Lift Deployment	21	1	0	1	0	25	22	4	53	2	28	15	28	201
Obstruction/Debris	56	10	4	23	2	26	23	6	21	7	25	35	39	275
Signal/Switch Failure	199	80	21	23	30	170	100	54	78	70	58	67	101	1,052
Track Work	134	52	10	33	7	76	63	10	39	13	85	43	68	634
Catenary Failure	0	19	9	13	0	0	0	0	0	0	0	0	0	41
Non-Locomotive Equipment Failure	18	41	21	13	0	11	6	1	11	4	15	9	12	163
Locomotive Failure	87	1	0	0	2	83	47	18	57	10	29	36	27	399
Human Error	97	39	13	15	10	50	32	14	45	25	73	54	41	507
Sick, Injured, Unruly Passenger	30	50	7	17	1	27	21	3	34	1	39	30	29	289
Weather	112	85	19	28	12	106	77	30	96	20	119	105	81	891
Other	29	26	6	6	2	26	16	6	30	11	38	27	38	262
TOTAL TRAINS DELAYED	**1,116**	**560**	**156**	**240**	**117**	**880**	**569**	**263**	**684**	**308**	**945**	**614**	**795**	**7,246**

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

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	-19	-10	-4	-1	-5	18	2	4	-9	-7	-18	-7	-3	-59
Freight Interference - Peak	*-52*	*0*	*0*	*0*	*-29*	*8*	*-2*	*-1*	*-10*	*1*	*-4*	*6*	*-18*	*-101*
Freight Interference - Off-Peak	*-13*	*0*	*0*	*0*	*0*	*29*	*42*	*11*	*-1*	*-25*	*-5*	*5*	*-72*	*-30*
Freight Interference - Total	-65	0	0	0	-29	38	40	10	-11	-25	-9	11	-91	-131
Accident	-57	-5	-3	-11	1	-3	19	5	36	-5	17	-10	35	18
Passenger Loading	-8	21	-18	-14	0	0	42	0	54	-1	-237	-19	0	-179
Lift Deployment	-6	-1	0	0	0	3	-6	0	18	-1	-9	-1	1	-3
Obstruction/Debris	6	6	0	1	0	-7	24	-1	28	2	-6	0	-14	41
Signal/Switch Failure	-65	42	12	2	-18	10	-5	21	-20	36	-38	-43	-58	-125
Track Work	-14	46	35	3	-2	-9	-38	12	8	9	36	-8	5	82
Catenary Failure	0	5	-3	4	0	0	0	0	0	0	0	1	0	7
Non-Locomotive Equipment Failure	11	-17	-6	2	0	-5	1	0	-3	-2	-10	-9	4	-35
Locomotive Failure	0	-1	0	0	-2	5	-3	-3	0	-8	4	25	13	28
Human Error	-10	-4	-8	-8	-6	18	2	-2	7	9	-16	-13	7	-23
Sick, Injured, Unruly Passenger	-10	21	8	-1	0	1	16	1	2	3	1	-8	-3	31
Weather	-15	-36	-7	-12	-7	-34	0	23	-54	-8	-78	-65	-40	-334
Other	-12	20	3	15	0	-20	13	0	-7	-3	-17	-12	5	-16
TOTAL TRAINS DELAYED	**-263**	**86**	**8**	**-21**	**-69**	**14**	**108**	**70**	**48**	**0**	**-381**	**-159**	**-138**	**-696**

Data for current month is final (10/16/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 10/17/2012

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 - Sep	
Passenger Train Interference	32	12	10	6	7	17	38	31	18				171	2.6%
Freight Interference - Peak	*22*	*15*	*24*	*28*	*24*	*19*	*27*	*16*	*16*				*191*	*2.9%*
Freight Interference - Off-Peak	*62*	*48*	*78*	*73*	*41*	*62*	*98*	*52*	*54*				*568*	*8.7%*
Freight Interference - Total	84	63	102	101	65	81	125	68	70				759	11.6%
Accident	31	79	51	20	60	41	32	2	9				325	5.0%
Passenger Loading	54	33	93	31	105	161	145	190	116				928	14.2%
Lift Deployment	20	11	11	12	22	32	41	28	21				198	3.0%
Obstruction/Debris	27	21	37	44	43	25	35	66	18				316	4.8%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81				927	14.2%
Track Work	140	15	39	54	61	113	99	101	94				716	10.9%
Catenary Failure	4	10	4	0	0	1	11	1	17				48	0.7%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13				128	2.0%
Locomotive Failure	53	29	90	34	51	59	48	47	16				427	6.5%
Human Error	80	41	44	35	64	73	37	55	55				484	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27				320	4.9%
Weather	212	15	0	1	7	37	197	70	18				557	8.5%
Other	35	17	58	19	25	30	15	26	21				246	3.8%
TOTAL TRAINS DELAYED	**958**	**434**	**687**	**469**	**635**	**897**	**1,015**	**861**	**594**				**6,550**	**100%**

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	330	3.2%
Freight Interference - Peak	*35*	*39*	*38*	*34*	*23*	*40*	*71*	*54*	*47*	*37*	*42*	*35*	*381*	*3.7%*
Freight Interference - Off-Peak	*51*	*81*	*87*	*86*	*78*	*143*	*138*	*134*	*99*	*81*	*75*	*83*	*897*	*8.7%*
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	1,278	12.5%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	459	4.5%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	1,733	16.9%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	349	3.4%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	284	2.8%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,263	12.3%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	1,035	10.1%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	36	0.4%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	170	1.7%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	512	5.0%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	638	6.2%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	371	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,484	14.5%
Other	18	32	30	26	33	57	51	38	32	40	20	19	317	3.1%
TOTAL TRAINS DELAYED	**603**	**1,560**	**579**	**635**	**878**	**1,549**	**2,106**	**1,306**	**1,043**	**1,069**	**997**	**749**	**10,259**	**100%**

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	14	-38	-20	-8	-24	-34	-15	-3	-31				-159	-0.6%
Freight Interference - Peak	*-13*	*-24*	*-14*	*-6*	*1*	*-21*	*-44*	*-38*	*-31*				*-190*	*-0.8%*
Freight Interference - Off-Peak	*11*	*-33*	*-9*	*-13*	*-37*	*-81*	*-40*	*-82*	*-45*				*-329*	*-0.1%*
Freight Interference - Total	-2	-57	-23	-19	-36	-102	-84	-120	-76				-519	-0.9%
Accident	-21	20	23	-8	10	-34	-55	-12	-57				-134	0.5%
Passenger Loading	18	-14	37	-31	-29	-182	-381	-145	-78				-805	-2.7%
Lift Deployment	2	-13	-6	-6	-10	-23	-39	-38	-18				-151	-0.4%
Obstruction/Debris	-6	-9	9	21	9	-20	26	30	-28				32	2.1%
Signal/Switch Failure	32	-80	13	-26	-10	-68	-171	-5	-21				-336	1.8%
Track Work	112	2	12	-2	-79	-4	-158	-111	-91				-319	0.8%
Catenary Failure	-5	6	0	-2	-4	-6	10	0	13				12	0.4%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13	-1	5	-5				-42	0.3%
Locomotive Failure	-16	-18	58	-40	-14	5	-28	1	-33				-85	1.5%
Human Error	23	-7	-20	-23	4	-25	-51	-44	-11				-154	1.2%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4	-24	0	-15				-51	1.3%
Weather	179	-900	-2	-2	-25	-115	-84	9	13				-927	-6.0%
Other	17	-15	28	-7	-8	-27	-36	-12	-11				-71	0.7%
TOTAL TRAINS DELAYED	355	-1,126	108	-166	-243	-652	-1,091	-445	-449				-3,709	

Data for current month is final (10/16/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 10/17/2012

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 October 2010 and September 2012

		Electric				Milw					Union Pacific			
	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	N	NW	W	SYSTEM
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
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Total	165	0	0	0	61	222	161	169	97	278	19	55	358	1,585
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
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	**2**	**0**	**0**	**0**	**0**	**13**	**20**	**6**	**3**	**10**	**0**	**5**	**11**	**70**
Total	110	0	0	0	37	184	132	141	63	150	12	47	236	1,112

Data for current month is final (10/16/12) version from TOPS.

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

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 10/17/2012

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	0				15	1.76%
Electric ML	0	0	0	0	0	0	0	0	0				0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	1	0	0	0				1	0.46%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	7	1	1	0	5	0	7	6	1				28	3.13%
Milw W	0	1	0	0	1	3	4	2	5				16	2.36%
NCS	0	0	0	0	1	0	2	0	1				4	1.20%
RI	4	2	5	5	6	14	17	10	8				71	9.70%
SWS	0	0	0	0	0	0	0	0	1				1	0.32%
UP N	1	2	1	3	4	1	2	3	2				19	3.37%
UP NW	0	1	2	1	1	2	3	1	3				14	3.08%
UP W	7	4	2	0	3	6	4	3	0				29	4.41%
Total Lift Delays	**20**	**11**	**11**	**12**	**22**	**32**	**41**	**28**	**21**				**198**	**3.02%**
ALL DELAYS														**6,550**

Data for current month is final (10/16/12) version from TOPS.

2011

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

P:\ONTIME\report\[DelaysByCause16Cats.xls]LiftUseByLine&Month 10/17/2012

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

September 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	12	5	4	3	2	7	19	4	4	7	4	6	4	81
11-15	3	6	1	1	0	1	3	1	3	8	4	0	1	32
16-20	0	1	0	0	0	0	1	0	0	0	0	0	0	2
21+	0	0	0	0	0	0	4	0	3	1	0	0	0	8
Annulled	0	0	0	0	0	1	0	0	1	0	1	0	1	4
Sub-Total	15	12	5	4	2	9	27	5	11	16	9	6	6	127
Off-Peak **														
6-10	19	24	5	27	0	43	55	7	33	16	30	13	8	280
11-15	3	7	1	4	0	15	24	4	3	3	10	6	9	89
16-20	1	0	1	3	0	7	12	0	1	0	6	5	8	44
21+	2	4	0	2	0	3	20	2	1	1	2	2	6	45
Annulled	0	1	0	1	0	1	4	0	0	1	1	0	0	9
Sub-Total	25	36	7	37	0	69	115	13	38	21	49	26	31	467
September 2012 Total														
6-10	31	29	9	30	2	50	74	11	37	23	34	19	12	361
11-15	6	13	2	5	0	16	27	5	6	11	14	6	10	121
16-20	1	1	1	3	0	7	13	0	1	0	6	5	8	46
21+	2	4	0	2	0	3	24	2	4	2	2	2	6	53
Annulled	0	1	0	1	0	2	4	0	1	1	2	0	1	13
TOTAL	40	48	12	41	2	78	142	18	49	37	58	32	37	594
2012 Year-to-Date														
6-10	416	414	100	147	23	491	306	160	454	156	277	213	307	3,464
11-15	205	124	25	31	10	193	153	87	121	69	100	81	132	1,331
16-20	69	38	12	15	4	70	70	29	53	26	48	41	79	554
21+	130	62	27	18	11	110	127	53	73	54	121	111	124	1,021
Annulled	33	8	0	8	0	30	21	4	31	3	18	9	15	180
TOTAL	853	646	164	219	48	894	677	333	732	308	564	455	657	6,550

PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2012 Total														
6-10	77.5%	60.4%	75.0%	73.2%	100.0%	64.1%	52.1%	61.1%	75.5%	62.2%	58.6%	59.4%	32.4%	60.8%
11-15	15.0%	27.1%	16.7%	12.2%	0.0%	20.5%	19.0%	27.8%	12.2%	29.7%	24.1%	18.8%	27.0%	20.4%
16-20	2.5%	2.1%	8.3%	7.3%	0.0%	9.0%	9.2%	0.0%	2.0%	0.0%	10.3%	15.6%	21.6%	7.7%
21+	5.0%	8.3%	0.0%	4.9%	0.0%	3.8%	16.9%	11.1%	8.2%	5.4%	3.4%	6.3%	16.2%	8.9%
Annulled	0.0%	2.1%	0.0%	2.4%	0.0%	2.6%	2.8%	0.0%	2.0%	2.7%	3.4%	0.0%	2.7%	2.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012 Year-to-Date Delays By Duration														
6-10	48.8%	64.1%	61.0%	67.1%	47.9%	54.9%	45.2%	48.0%	62.0%	50.6%	49.1%	46.8%	46.7%	52.9%
11-15	24.0%	19.2%	15.2%	14.2%	20.8%	21.6%	22.6%	26.1%	16.5%	22.4%	17.7%	17.8%	20.1%	20.3%
16-20	8.1%	5.9%	7.3%	6.8%	8.3%	7.8%	10.3%	8.7%	7.2%	8.4%	8.5%	9.0%	12.0%	8.5%
21+	15.2%	9.6%	16.5%	8.2%	22.9%	12.3%	18.8%	15.9%	10.0%	17.5%	21.5%	24.4%	18.9%	15.6%
Annulled	3.9%	1.2%	0.0%	3.7%	0.0%	3.4%	3.1%	1.2%	4.2%	1.0%	3.2%	2.0%	2.3%	2.7%
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 (10/16/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 10/17/2012

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2012														
Peak *	9.2	11.6	8.2	10.0	7.5	7.1	11.7	8.8	17.3	11.2	10.1	7.7	8.2	10.6
Off-Peak **	10.6	11.3	9.7	10.4	--	11.2	15.4	12.1	8.5	9.6	10.5	12.3	16.9	12.2
All	10.1	11.3	9.1	10.3	7.5	10.7	14.7	11.2	10.3	10.3	10.5	11.4	15.7	11.9
2012 Year-to-Date														
Peak *	16.4	11.9	11.3	13.0	16.2	13.1	15.6	12.9	14.1	15.2	34.1	23.6	16.2	16.4
Off-Peak **	15.1	11.8	14.8	11.2	--	14.7	15.9	17.5	11.5	15.0	18.3	19.3	19.1	15.3
All	15.7	11.8	14.0	11.5	16.2	14.3	15.8	15.2	12.1	15.0	21.5	20.9	18.3	15.6

Excludes annulled trains, which do not have delay times.
*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday and weekend trains.

Data for most recent month is final (10/16/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 10/17/2012