COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

October 2012

Division of Strategic Capital Planning **December 2012**

COMMUTER RAIL ON-TIME PERFORMANCE
October 2012

This report presents an analysis of the October 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 October 2012, Metra operated 18,011 scheduled trains, including scheduled "extras", if any. 741 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.9%. 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 October 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 October 2012. Of the 741 delays systemwide in October 2012, all but 351 (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 October 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during October 2012. Table 8.b shows the average frequencies over the previous five Octobers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 741 delays systemwide in October 2012, 46 less than the average over the previous five Octobers. Table 9.a shows delays from the beginning of the year through October 2012. Table 9.b shows the average frequencies from the beginning of the year through October 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 October of 2012, a total of 7,291 trains were delayed, compared to 11,328 trains delaved in the same ten months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2012 freight operations delayed 91 trains systemwide, compared to 118 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 13 trains were delayed by lift deployment in October 2012.

A review of October 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 53.4% of all late trains. Table 14 shows that the average length of delay was 15.4 minutes in October 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
October 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	1,243	32	97.4%	923	35	96.2%	2,166	67	96.9%	112	5	95.5%	72	1	98.6%	2,350	73	96.9%
Elec -ML	1,035	26	97.5%	782	46	94.1%	1,817	72	96.0%	184	3	98.4%	81	8	90.1%	2,082	83	96.0%
-BI	322	3	99.1%	529	5	99.1%	851	8	99.1%	120	1	99.2%		--		971	9	99.1%
-SC	391	2	99.5%	851	40	95.3%	1,242	42	96.6%	192	18	90.6%	80	4	95.0%	1,514	64	95.8%
Subtotal	1,748	31	98.2%	2,162	91	95.8%	3,910	122	96.9%	496	22	95.6%	161	12	92.5%	4,567	156	96.6%
Heritage	138	7	94.9%		--		138	7	94.9%		--			--		138	7	94.9%
Milw -N	575	15	97.4%	805	34	95.8%	1,380	49	96.4%	96	22	77.1%	80	8	90.0%	1,556	79	94.9%
-W	621	45	92.8%	713	40	94.4%	1,334	85	93.6%	96	1	99.0%	72	5	93.1%	1,502	91	93.9%
Subtotal	1,196	60	95.0%	1,518	74	95.1%	2,714	134	95.1%	192	23	88.0%	152	13	91.4%	3,058	170	94.4%
NCS	253	13	94.9%	253	18	92.9%	506	31	93.9%		--			--		506	31	93.9%
RI	828	32	96.1%	760	41	94.6%	1,588	73	95.4%	80	4	95.0%	64	0	100.0%	1,732	77	95.6%
SWS	253	13	94.9%	437	24	94.5%	690	37	94.6%	24	4	83.3%		--		714	41	94.3%
UP -N	690	5	99.3%	920	18	98.0%	1,610	23	98.6%	104	21	79.8%	72	4	94.4%	1,786	48	97.3%
-NW	759	37	95.1%	736	27	96.3%	1,495	64	95.7%	96	14	85.4%	60	17	71.7%	1,651	95	94.2%
-W	621	14	97.7%	736	20	97.3%	1,357	34	97.5%	80	2	97.5%	72	7	90.3%	1,509	43	97.2%
Subtotal	2,070	56	97.3%	2,392	65	97.3%	4,462	121	97.3%	280	37	86.8%	204	28	86.3%	4,946	186	96.2%
SYSTEM	7,729	244	96.8%	8,445	348	95.9%	16,174	592	96.3%	1,184	95	92.0%	653	54	91.7%	18,011	741	95.9%

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

Delays data for most recent month is final (11/15/12) version from TOPS.

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyServPeriod&Line 11/19/12

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-OCT	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	95.7%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.9%	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	93.1%	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	92.6%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9			95.8%	95.8%
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	94.3%	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	97.8%	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	96.5%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6			97.3%	97.3%
2007-2011 average		97.7	97.3	98.4	98.2	98.2	96.5	97.1	97.4	97.2	97.2	97.8	96.8	97.5%	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	90.6%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.2%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.3%	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	88.6%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	87.8%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9			95.7%	95.7%
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	89.5%	89.1%
Milw - N	**2007**	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.1%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.0%	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	89.0%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9			93.4%	93.4%
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	95.8%	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	96.8%	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	97.2%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9			94.6%	94.6%
2007-2011 average		95.6	93.3	97.4	97.1	96.8	94.3	93.7	94.4	97.5	97.6	95.5	94.5	95.8%	95.6%
NCS	**2007**	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.4%	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	95.3%	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	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.6%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9			92.3%	92.3%
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	93.9%	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-OCT	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	94.5%	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	96.0%	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	93.5%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6			95.1%	95.1%
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	95.4%	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	96.7%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.0%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	94.8%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3			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	94.5%	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	95.6%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.1%	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	93.9%	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	94.9%	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	97.3			96.4%	96.4%
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	93.9%	94.1%
UP - NW	**2007**	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.1%	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	95.6%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	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	94.8%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2			96.5%	96.5%
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	95.7%	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	94.2%	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	94.0%	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	94.8%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2			95.1%	95.1%
2007-2011 average		94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	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	95.7%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.8%	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	95.9			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 (11/15/12) version from TOPS. P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 11/19/2012

'2007-2011 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
October 2012

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
HC	919	Mon, Oct 01	10	GF	18" STOPPED BEHIND AMTRAK 305 DUE TO NS CJ DISPATCHER LOST CONTROL OF PLANT, CP BRIGHTON.
83% OT		Tue, Oct 09	15	JM	5" HEP TRANSFER SWITCH WAS 13.0; 2" RED SIGNAL, CORWITH; 20" WAIT FOR PARAMEDICA PASSENGER INJURES, LOKCPORT.
		Thu, Oct 11	7	JM	7" MEDICAL EMERGENCY NO TOPS.
		Thu, Oct 18	7	GF	7" STOPPED TROUBLE AT UP PLANT, STATEVILLE.
ELML	139	Tue, Oct 02	44	M1	44" DUE TO #237 STRIKING TRESPASSER, 51ST.
83% OT		Wed, Oct 10	25	L1	25" POLICE ACTIVITY, HARVEY; WALKING SPEED, RIVERDALE-HARVEY.
		Mon, Oct 15	6	I	6" HEAVY ENTRAINING, ENROUTE.
		Tue, Oct 16	13	F	7" LATE DEPARTING MECHANICAL PROBLEMS IN DEPOT, RANDOLPH.
ELML	142	Tue, Oct 02	23	M1	23" LATE TURN FROM #239, UP.
70% OT		Fri, Oct 05	9	I	9" SLOW ENTRAINING/DETRAINING, ENROUTE; FLAG STOPS, 47TH & 18TH; HEAVY ENTRAINING, MCCORMICK PL.
		Tue, Oct 09	10	J1	8" LATE DEPARTING WAITING ON #141, UP.
		Wed, Oct 10	6	L1	4" LATE TURN, UP; 3" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Oct 11	6	I	2" LATE ARRIVAL OF #141, UP; 4" ENTRAINING, ENROUTE.
		Fri, Oct 12	6	I	2" LATE TURN FROM #141, UP; 4" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Mon, Oct 22	8	I	8" SLOW ENTRAINING/DETRAINING, ENROUTE.
ELSC	317	Tue, Oct 02	7	CG	4" WAITING ON #318 TO CLEAR NWD SC & SOPYING TRACK PERMIT, SINGLE TRACKING AROUND TRK DEPT, 65TH; 2" SLOW ORDERS, SCSD; 1" FORM B.
78% OT		Wed, Oct 03	7	CC	5" WAITING ON#318 TO CLEAR NWD/SC & COPYING TRACK PERMIT, SINGLE TRACKING AROUND TRACK DEPT, 65TH; 2" SLOW ORDER, SCSD.
		Fri, Oct 05	7	CC	6" WAITING ON #318 TO CLEAR NWD/SC & COPYING TRACK PERMIT, SINLGE TRACKING AROUND TRACK DEPT, 65TH ST.
		Tue, Oct 09	13	G1	13" ALL SWITCHES FLASHING OUT OF CORRESPONDENCE, 65TH ST.
		Tue, Oct 16	6	CC	2" RESTRICTING, MP3.75; 2" DARK SIGNAL, MP4.28; 2" COPYING TRACK PERMIT SINGLE TRACKING ON SCSD, 65TH.
ELSC	321	Wed, Oct 03	8	CC	5" WAITING ON #322 RO CLEAR NWD/SC; 2" COPYING TRACK PERMIT SINGLE TRACKING AROUND TRACK DEPT, 65TH ST.
83% OT		Tue, Oct 16	8	CC	3" RESTRICTING, MP3.75; 3" DARK SIGNAL, MP4.28; 2" COPYING TRACK PERMIT SINGLE TRACKING ON SCSD, 65TH.
		Thu, Oct 18	9	CC	3" X/O 2-1, 51ST; 2" X/O BACK 1-2, 65TH; 4" FLAGGED BY RED SIGNAL, 91ST.
		Mon, Oct 29	7	I	4" SLOW ENTRAINING/DETRAINING, ENROUTE; 3" RED SIGNALS, MP2.83-4.28.
ELSC	332	Wed, Oct 17	9	I	9" ENTRAINING, ENROUTE.
83% OT		Fri, Oct 19	6	I	5" ENTRINING/DETRAINING, ENROUTE; 1"WOOT #337, RANDOLPH.
		Mon, Oct 22	9	I	5" ENTRAINING, ENROUTE; 4" CONGESTION IN DEPOT FROM LATE ARRIVAL OF YARD TRAINS CAUSED BY SHOUT SHORE TRAIN, RANDOLPH.
		Mon, Oct 29	6	I	6" HEAVY ENTRAINING, MCCORMICK.
MN	2121	Mon, Oct 15	19	RF	20" FOLLOWING CP FREIGHT, A-20 TO RONDOUT.
83% OT		Tue, Oct 16	13	J	15" POLICE ACTIVITY, ROUND LAKE.
		Wed, Oct 24	9	RO1	9" STOP SIGNAL FOLLOWING #2221, A-4.
		Wed, Oct 31	27	M1	16" WAITING FOR SIGNAL STOPPED PER AMTRAK POLICE; CUS; 5" HEAVYENTRAINING, ENROUTE; 5" STOP SIGNAL N/B FREIGHT, CN XING.
MN	2125	Mon, Oct 15	13	RF1	5" WAIT ON #2142 & #2123, DEERFIELD; 10" WAITING ON #2146 TO CLEAR J-LINE, RONDOUT.
78% OT		Tue, Oct 16	7	J1	12" WAITING ON #2146, RONDOUT; 1" STOP, A-3.
		Fri, Oct 19	10	JM	10" WAIT FOR MEDICAL PERSONEL 2 REMOVE ILL PASSENGER, GRAYSLAKE
		Tue, Oct 23	12	G	14" STOP SIGNAL RESTRICTED SPEED, WEST GRAYSLAKE TO LONG LAKE.
		Wed, Oct 31	23	M1	23" WAITING ON #2146, RONDOUT.
MW	2200	Thu, Oct 04	11	K	8" HELD BEFORE GIVEN PERMISSION FOR WALKING SPEED ACROSS ASH STDUE TO AUTO WAS CLOS TO TRK 1, WOODALE POLICE REQUESTED TRACK INSPECTOR, WOO
78% OT		Thu, Oct 11	8	I	8" RUNNING 1 MAIN, SLOW ENTRAINING, B-35-ROSELLE.
		Tue, Oct 23	12	GW	12" TRACK CIRCUIT, BARTLETT.
		Fri, Oct 26	17	G1	17" CIRCUIT POPPED, B-17.
		Tue, Oct 30	6	D	4" HOLDING FOR E/B FREIGHT, ELGIN; 2" ENTRAINING, ENROUTE.
MW	2220	Tue, Oct 02	6	RD1	5" BEHIND #2218, ENROUTE; 1" NO REASON GIVEN, ENROUTE.
83% OT		Tue, Oct 23	15	GW	15" TRACK CIRCUIT, BARTLETT; 13" LATE DEPART ACCT RED SIGNAL FOLLOWING 2218 EQUIPMENT, ROSELLE.
		Fri, Oct 26	6	A	8" "FOLLOWING 2203 ON 7201 QUICK TURN FOR 2220", ENROUTE.
		Wed, Oct 31	8	G1	8" LATE TURN FROM 7201 DUE TO TRACK CIRCUIT ON 1 MAIN, RAN RESTRICTED, B-12.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MW	2241	Tue, Oct 02	11	JM1	11" FOLLOWING TRAINS AHEAD, ENROUTE.
83% OT		Tue, Oct 16	11	G1	11" FOLLOWING TRAINS AHEAD.
		Tue, Oct 23	10	G	10" SIGNAL FAILURE, PROSPECT ITASCA EAST-ROSELLE WEST.
		Fri, Oct 26	9	RA1	9" FOLLOWING #2239, ENROUTE.
MW	2254	Tue, Oct 02	9	E	5" WAIT FOR SIGNAL, BIG TIMBER; 5" LOCO 416 #4 TRACTION MOTOR CUT OUT SOFT BRAKING " NO DYNAMIC BRAKE", ENROUTE.
83% OT		Fri, Oct 05	16	D	20" FOLOWING CP SPAULDING PATROL,(CP FREIGHT TRAIN NO DITCH LIGHTS 20 MPH OVER XINGS), ITASCA-WOODALE.
		Mon, Oct 22	21	GW1	15" LATE TURN FROM #2249, BIG TIMBER; 5" WHEEL SLIP, ENROUTE.
		Fri, Oct 26	7	JM1	7" LATE FLIP, BIG TIMBER RD.
MW	2255	Tue, Oct 02	20	E1	7" LATE TURN FROM #2254, CUS; 13" WENT INTO EMERGENCY DUE TO TRACTION MOTOR PROBLEMS MP29.7.
83% OT		Fri, Oct 05	15	D1	16" LATE TURN FROM #2254, CUS.
		Thu, Oct 18	8	A	8" STOP AT B-17 GOING TO YARD.
		Mon, Oct 22	29	GW1	13" LATE TURN FROM #2254, CUS; 16" SIGNAL PROBLEM TALKED BY SIGNAL, ROSELLE WEST.
NCS	120	Fri, Oct 12	10	RO	5" WAIT FOR #2147, METRA XING; 6" STOP SIGNAL, A-5.
83% OT		Mon, Oct 22	8	IW	7" WAITING ON #2147 TO CLEAR, CN GRAYSLAKE; 2" STOP SIGNAL, MAYFAIR.
		Mon, Oct 29	8	L1	10" WAITING ON #2147, METRA XING.0121
		Wed, Oct 31	8	M1	10" WAITING ON #2147, CN XING.
RI	417	Wed, Oct 03	12	E1	3" LATE DEPARTING, LSS; 5" FOLLOWING #615 & #415, ENROUTE.
83% OT		Mon, Oct 08	80	M1	80" STOPPED BEHIND #417 DUE TO #422 STRIKING VEHICLE, CRAWFORD AVE.
		Wed, Oct 17	8	U	2" TB A1101 LINE 102; 2" AWDM, 95TH ST; 2" WAITING FOR #424 TO CLEAR, MIDLOTHIAN; 2" ADA, LSS TO TINLEY PARK.
		Thu, Oct 18	9	G	9" SWITCH FAILURE & WAITING FOR #415 TO SHOVE INTO YARD, RICHARDS.
RI	508	Mon, Oct 01	11	U	3" ADA, HICKORY CREEK; 2" ENTRAINING, OAK FOREST; 3" WAITING FOR #507 TO CLEAR, BROADWAY; 3" ADA, 111TH ST.
65% OT		Thu, Oct 04	8	CC	3" WAITING FOR #505 TO CLEAR SINGLE TRACKING AROUND B1201 LINE 202, MOKENA; 5" 6.30 WITH #507, BI; 3" ENTRAINING, ENROUTE.
		Fri, Oct 05	6	I	5" ENTRAINING, ENROUTE; 3" ADA, 107TH ST; 2" PASSENGER PULLED CHERRY, GRESHAM.
		Fri, Oct 12	7	U	3" WAITING FOR SPERRY CAR TO CLEAR, MOKENA; 6" ADA, ROBBINS TO BI; 3" SLOW ENTRAINING, ENTRAINING; 1" 6.30, BI.
		Mon, Oct 15	7	U	5" 6.30, MOKENA & BI; 4" ADA, TINLEY PARK OAK PARK; 2" ENTRAINING, ENROUTE.
		Tue, Oct 16	7	C	3" LATE DEPARTING FLAGGED BY SIGNAL, JUD; 2" ENTRAINING, ROBBINS; 2" ADA, BI; 3" OBSERVING A1101 LINE 102.
		Tue, Oct 23	11	D	4" WAITING ON CN L521 DID NOT TAKE SIGNAL, DID NOT RESPOND TO ROCK RD DISP CALL FOR STATUS, CN DISP. SAID L521 HAD EMERGENCY RECOVER AIR,EJ
		Wed, Oct 24	7	I	2" ENTRAINING, ENROUTE; 2" SLOW ENTRAINING, MIDLOTHIAN & ROBBINS; 1" 6.30, MOKENA.
RI	511	Mon, Oct 15	8	G	8" OPERATING BY BLOCK & CAB SIGNAL PROBS. & OBSERVING AWDMM, ROBBINS TO CP 66TH CT.
83% OT		Tue, Oct 16	6	I	3" MAKING FLAG STOPS, ENROUTE; 2" #512 IN DEPOT, BI.
		Mon, Oct 22	9	CC	3" OBSERVING A1101 LINE 101; 2" YARD STOP, 47TH ST; 3" CONTACTING EIC B1201 LINE 204 & 205; 2" AWDMM, HAMILTON RD; 5" ATMOSHPERIC CO
		Wed, Oct 31	8	U	6" 2 ADA'S, 35TH ST & BI; 2" AWDMM. SCHOOL HOUSE RD.
SWS	822	Fri, Oct 05	13	GF	11" PLANT TROUBLE, CP518.
83% OT		Thu, Oct 11	33	GF	35" SWITCH FAILURE, CP RIDGE.
		Fri, Oct 19	9	D	9" FREIGHT INTERFERENCE, LANDERS.
		Tue, Oct 23	7	C	8" HELD FOR #811, NS SINGLE TACKING ACCT TRK 1 BEING INSPECTED AFTER RUNNING MATRK WITH FLAT SPOTS, CP518.
SWS	826	Tue, Oct 02	23	D	26" NS26N WENT INTO EMREGENCY ACROSS PLANT & WAIT FOR #815 TO CROSS PLANT, CP518.
83% OT		Fri, Oct 05	12	GF1	13" LATE TURN FROM #811, 179TH ST; 4" X-TRAFFIC, CP RIDGE; 4" WAIT FOR #815 TO CLEAR PLANT TRACK CIRCUIT DOWN TRK 2, CP518 & CP59TH.
		Fri, Oct 12	14	K	5" X-TRAFFIC, BELT JCT; 11: BRIDGE LIFT, 21ST.
		Mon, Oct 22	15	M	16" STRIKING UNOCCUPIED CAR ON TRACKS, 87TH & PULASKI.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPNW	615	Tue, Oct 09	7	CC	7" TRACK CONSTRUCTION DUE TO WELDING, MP38.1-44.75.
57% OT		Wed, Oct 10	12	CC	12" TRACK CONSTRUCTION, MP38.1-43.5.
		Thu, Oct 11	7	CC	7" TRACK CONSTRUCTION, MP31-33.7.
		Fri, Oct 12	10	CC	10" TRACK CONSTRUCTION RUN TRK 2, SLOW ORDERS, SEEGER- BARRINGTON.
		Mon, Oct 15	7	CC	7" TRACK CONSTRUCTION(WELDING), MP32.5-41.9.
		Mon, Oct 22	7	CC	7" TRACK CONSTRUCTION SINGLE TRACK-CHANGING RAILS, MP31-41.9.
		Tue, Oct 23	6	CC	6" WAIT FOR #644 TO CLAR, MP30; SINGLE TRACK, MP31-32.5; OPERATE RESTRICTED SPEED TO MP33.7.
		Thu, Oct 25	7	CC	7" SINGLE TRACKING, JEFFERSON PARK-BARRINGTON; WAIT FOR #644 TOCLEAR, MP30.
		Fri, Oct 26	10	CC	10" SINGLE TRACK, JEFFERSON PARK-BARRINGTON; RESTRICTED SPEED; MEET #644, MP30.
		Mon, Oct 29	6	CC	6" SINGLE TRACKING SURFACING, MP31-32.5; OPERATE RESTRICTED SPEED UNTIL MP33.7.
UPNW	631	Mon, Oct 01	7	D	7" WAIT FOR M336-01 TO CLEAR, CN BARRINGTON INT.
83% OT		Thu, Oct 11	28	F	15" LATE DEPARTING ACCT CAR 6122 B/O DOOR, BLOCKED ENTRAINING DOOR, RAN #633 & #635 AHEAD. WHOLE DOOR
		Wed, Oct 17	9	IW1	9" FOLLOW #627 SIGNALS; SLOW DETRAINING, FOX RIVER GROVE.
		Thu, Oct 18	7	KW	7" WHEEL SLIP, ENROUTE; SLOW ENTRAINING, FOX RIVER GROVE; #627 AHEAD.
UPNW	643	Wed, Oct 03	8	I	8" GROUND FAULTY REALY ON METX 135 CUT OUT #4 TRACTION MOTOR, CLYBOURN & MP4. SLOW PASSE3NGER LOADING
78% OT		Mon, Oct 08	10	D1	10" M34041-07, CN BARRINGTON; FOLLOWING #637, ENROUTE.
		Tue, Oct 16	9	D	9" FOLLOWING #637 WHICH WAS DELAYED WAITING FOR X-TRAFFIC @ CN INTERLOCKING, CARY-BARRINGTON.
		Fri, Oct 19	6	GM	6" GX PROCEDURE (CITIZEN TURNED IN REPORT OF GATES NOT WORKING PROPERLY AFTER TESTING EVERYTHING WORKING OK), MP12.45.
		Mon, Oct 22	8	R1	8" FOLLOWING #637, ENROUTE.

Data is final (11/15/12) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85% table.xls]PrintCopy 11/19/2012

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

October 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	43	31	3	43	1	42	44	13	37	15	21	47	11	351
Semi-controllable	9	0	0	0	4	10	13	12	7	18	0	18	11	102
Uncontrollable	21	52	6	21	2	27	34	6	33	8	27	30	21	288
TOTAL TRAINS DELAYED	**73**	**83**	**9**	**64**	**7**	**79**	**91**	**31**	**77**	**41**	**48**	**95**	**43**	**741**

January-October 2012

		Electric				Milw					Union Pacific			
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Controllable	471	363	112	157	15	487	237	143	260	114	267	214	244	3,084
Semi-controllable	121	0	0	0	26	176	147	119	60	194	6	66	146	1,061
Uncontrollable	334	366	61	126	14	310	384	102	489	41	339	270	310	3,146
TOTAL TRAINS DELAYED	**926**	**729**	**173**	**283**	**55**	**973**	**768**	**364**	**809**	**349**	**612**	**550**	**700**	**7,291**

Data for current month is final (11/15/12) version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 11/19/2012

TABLE 7: NUMBER OF DELAYS BY DATE
October 2012

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
BNSF	0	3	2	0	18	0	1	0	0	0	1	1	2	6	5	2	2	2	5	1	0	14	2	67
Elec -ML	0	7	0	0	1	0	5	22	2	1	1	5	5	7	2	7	2	1	3	0	1	0	0	72
-BI	0	3	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	8
-SC	2	6	4	1	2	0	2	1	1	1	0	5	4	6	1	2	0	0	0	0	3	0	1	42
Heritage	1	0	0	1	0	0	1	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	7
Milw -N	2	0	0	1	0	0	1	0	0	0	6	3	1	0	2	3	9	7	2	1	0	0	11	49
-W	1	8	0	2	2	1	1	0	6	0	1	7	0	5	2	3	20	1	3	14	0	3	5	85
NCS	1	2	1	1	0	2	0	0	3	3	1	0	0	1	1	2	0	0	0	7	4	1	1	31
RI	1	0	13	3	4	11	1	0	1	2	5	8	6	1	0	4	2	7	2	0	0	1	1	73
SWS	2	3	1	1	7	2	0	0	2	4	5	1	0	0	1	4	1	0	0	0	2	1	0	37
UP -N	1	1	0	0	0	1	1	0	0	2	0	0	1	1	1	5	1	0	3	1	4	0	0	23
-NW	5	1	2	1	1	8	1	2	3	3	5	3	3	5	1	3	2	2	9	3	1	0	0	64
-W	0	3	2	0	0	0	4	0	2	1	1	0	1	1	1	0	0	0	1	11	1	1	4	34
SYSTEM	16	37	25	11	35	25	19	25	21	17	26	33	23	36	18	36	39	20	30	38	16	21	25	592

SATURDAY	6	13	20	27	TOTAL
BNSF	4	1	0	0	5
Elec -ML	2	0	1	0	3
-BI	0	0	1	0	1
-SC	2	1	12	3	18
Heritage	-	-	-	-	-
Milw -N	3	11	2	6	22
-W	1	0	0	0	1
NCS	-	-	-	-	-
RI	1	1	1	1	4
SWS	1	0	3	0	4
UP -N	4	2	8	7	21
-NW	1	2	10	1	14
-W	1	0	0	1	2
SYSTEM	20	18	38	19	95

SUNDAY/HOLIDAY	7	14	21	28	TOTAL
BNSF	0	1	0	0	1
Elec -ML	1	3	1	3	8
-BI	-	-	-	-	0
-SC	1	1	2	0	4
Heritage	-	-	-	-	0
Milw -N	0	3	3	2	8
-W	2	0	0	3	5
NCS	-	-	-	-	0
RI	0	0	0	0	0
SWS	-	-	-	-	0
UP -N	2	2	0	0	4
-NW	3	3	7	4	17
-W	2	1	0	4	7
SYSTEM	11	14	13	16	54

Data is final (11/15/12) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 11/19/2012

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

October 2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	0	2	0	0	1	3	3	2	3	0	0	0	2	16
Freight Interference - Peak	*5*	*0*	*0*	*0*	*2*	*1*	*4*	*2*	*1*	*1*	*0*	*9*	*3*	*28*
Freight Interference - Off-Peak	*5*	*0*	*0*	*0*	*0*	*9*	*9*	*10*	*7*	*8*	*0*	*7*	*8*	*63*
Freight Interference - Total	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Accident	8	7	3	5	0	11	3	1	14	1	0	6	0	59
Passenger Loading	3	14	1	14	0	1	2	0	5	1	13	9	1	64
Lift Deployment	0	0	0	0	0	1	1	0	8	0	1	2	0	13
Obstruction/Debris	2	0	0	0	0	4	3	0	0	6	4	6	6	31
Signal/Switch Failure	6	4	0	5	2	12	24	6	11	11	0	3	13	97
Track Work	3	12	1	33	0	17	5	1	4	1	18	27	3	125
Catenary Failure	0	9	2	3	0	0	0	0	0	0	0	0	0	14
Non-Locomotive Equipment Failure	3	1	0	1	0	0	0	0	0	1	1	1	0	8
Locomotive Failure	18	0	0	0	0	0	4	0	18	0	2	11	2	55
Human Error	11	2	0	0	0	10	8	3	3	11	0	5	2	55
Sick, Injured, Unruly Passenger	3	9	2	1	2	4	6	2	2	0	7	4	3	45
Weather	5	0	0	0	0	2	19	1	1	0	2	4	0	34
Other	1	23	0	2	0	4	0	3	0	0	0	1	0	34
TOTAL TRAINS DELAYED	**73**	**83**	**9**	**64**	**7**	**79**	**91**	**31**	**77**	**41**	**48**	**95**	**43**	**741**

October - 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	1	0	1	8	2	1	1	1	4	2	2	31
Freight Interference - Peak	*8*	*0*	*0*	*0*	*7*	*1*	*1*	*3*	*2*	*8*	*1*	*5*	*6*	*43*
Freight Interference - Off-Peak	*7*	*0*	*0*	*0*	*0*	*12*	*5*	*5*	*4*	*20*	*1*	*1*	*21*	*77*
Freight Interference - Total	15	0	0	0	7	13	7	8	6	28	3	6	27	120
Accident	6	3	1	2	0	5	1	0	3	2	1	2	1	25
Passenger Loading	10	13	5	3	0	8	1	0	4	0	20	4	4	72
Lift Deployment	3	0	0	0	0	3	1	1	5	0	4	2	3	23
Obstruction/Debris	10	6	2	2	0	1	3	1	2	1	2	6	3	38
Signal/Switch Failure	22	15	4	2	4	16	5	5	10	4	3	7	9	105
Track Work	30	15	3	8	3	12	5	2	9	4	13	3	11	118
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	3	9	1	2	0	1	0	0	0	1	0	1	1	20
Locomotive Failure	15	0	0	0	0	7	2	1	8	3	4	2	7	49
Human Error	16	4	2	2	1	13	3	3	6	3	5	2	9	69
Sick, Injured, Unruly Passenger	4	4	1	1	0	2	3	0	2	1	6	6	5	34
Weather	11	2	1	2	1	1	0	0	1	0	8	6	1	34
Other	7	3	1	0	0	1	1	2	13	3	5	5	6	47
TOTAL TRAINS DELAYED	**155**	**78**	**23**	**25**	**17**	**91**	**35**	**24**	**69**	**49**	**79**	**53**	**89**	**787**

October 2012 Divergence From October 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	-3	-2	-1	0	0	-5	1	1	2	-1	-4	-2	0	-15
Freight Interference - Peak	*-3*	*0*	*0*	*0*	*-5*	*0*	*3*	*-1*	*-1*	*-7*	*-1*	*4*	*-3*	*-15*
Freight Interference - Off-Peak	*-2*	*0*	*0*	*0*	*0*	*-3*	*4*	*5*	*3*	*-12*	*-1*	*6*	*-13*	*-14*
Freight Interference - Total	-5	0	0	0	-5	-3	6	4	2	-19	-3	10	-16	-29
Accident	2	4	2	3	0	6	2	1	11	-1	-1	4	-1	34
Passenger Loading	-7	1	-4	11	0	-7	1	0	1	1	-7	5	-3	-8
Lift Deployment	-3	0	0	0	0	-2	0	-1	3	0	-3	0	-3	-10
Obstruction/Debris	-8	-6	-2	-2	0	3	0	-1	-2	5	2	0	3	-7
Signal/Switch Failure	-16	-11	-4	3	-2	-4	19	1	1	7	-3	-4	4	-8
Track Work	-27	-3	-2	25	-3	5	0	-1	-5	-3	5	24	-8	7
Catenary Failure	0	8	2	2	0	0	0	0	0	0	0	0	0	12
Non-Locomotive Equipment Failure	0	-8	-1	-1	0	-1	0	0	0	0	1	0	-1	-12
Locomotive Failure	3	0	0	0	0	-7	2	-1	10	-3	-2	9	-5	6
Human Error	-5	-2	-2	-2	-1	-3	5	0	-3	8	-5	3	-7	-14
Sick, Injured, Unruly Passenger	-1	5	1	0	2	2	3	2	0	-1	1	-2	-2	11
Weather	-6	-2	-1	-2	-1	1	19	1	0	0	-6	-2	-1	0
Other	-6	20	-1	2	0	3	-1	1	-13	-3	-5	-4	-6	-13
TOTAL TRAINS DELAYED	**-82**	**5**	**-14**	**39**	**-10**	**-12**	**56**	**7**	**8**	**-8**	**-31**	**42**	**-46**	**-46**

Data for current month is final (11/15/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 11/19/2012

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

TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January-October 2012

CAUSE CATEGORY	BNSF	Electric ML	Electric BI	Electric SC	HER	Milw N	Milw W	NCS	RI	SWS	Union Pacific N	Union Pacific NW	Union Pacific W	SYSTEM
Passenger Train Interference	9	18	4	7	2	71	20	16	14	5	2	6	13	187
Freight Interference - Peak	*19*	*0*	*0*	*0*	*17*	*23*	*20*	*40*	*11*	*34*	*1*	*29*	*25*	*219*
Freight Interference - Off-Peak	*67*	*0*	*0*	*0*	*0*	*121*	*102*	*71*	*45*	*76*	*6*	*31*	*112*	*631*
Freight Interference - Total	86	0	0	0	17	144	122	111	56	110	7	60	137	850
Accident	32	10	3	5	1	40	55	21	71	2	44	43	57	384
Passenger Loading	79	156	17	48	0	102	90	3	178	2	148	89	80	992
Lift Deployment	15	0	0	1	0	29	17	4	79	1	20	16	29	211
Obstruction/Debris	64	16	4	24	2	23	50	5	49	15	23	41	31	347
Signal/Switch Failure	140	126	33	30	14	192	119	81	69	117	20	27	56	1,024
Track Work	123	110	46	69	5	84	30	23	51	23	139	62	76	841
Catenary Failure	0	33	8	20	0	0	0	0	0	0	0	1	0	62
Non-Locomotive Equipment Failure	32	25	15	16	0	6	7	1	8	3	6	1	16	136
Locomotive Failure	105	0	0	0	0	88	48	15	75	2	35	72	42	482
Human Error	98	37	5	7	4	78	42	15	55	45	57	46	50	539
Sick, Injured, Unruly Passenger	23	80	17	17	3	32	43	6	38	4	47	26	29	365
Weather	102	49	12	16	5	74	96	54	43	12	43	44	41	591
Other	18	69	9	23	2	10	29	9	23	8	21	16	43	280
TOTAL TRAINS DELAYED	**926**	**729**	**173**	**283**	**55**	**973**	**768**	**364**	**809**	**349**	**612**	**550**	**700**	**7,291**

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

CAUSE CATEGORY	BNSF	Electric ML	Electric BI	Electric SC	HER	Milw N	Milw W	NCS	RI	SWS	Union Pacific N	Union Pacific NW	Union Pacific W	SYSTEM
Passenger Train Interference	31	30	10	9	6	58	17	11	21	13	24	15	16	261
Freight Interference - Peak	*73*	*0*	*0*	*0*	*52*	*15*	*19*	*42*	*22*	*41*	*7*	*19*	*47*	*335*
Freight Interference - Off-Peak	*82*	*0*	*0*	*0*	*0*	*95*	*57*	*55*	*43*	*113*	*12*	*20*	*197*	*675*
Freight Interference - Total	156	0	0	0	52	110	76	97	65	154	19	39	244	1,010
Accident	86	11	4	13	0	37	34	15	24	7	28	49	23	332
Passenger Loading	94	134	39	51	0	109	47	3	123	2	392	102	83	1,180
Lift Deployment	24	2	0	1	0	28	23	5	58	2	32	18	31	224
Obstruction/Debris	66	16	5	25	2	26	26	7	23	8	26	41	42	313
Signal/Switch Failure	221	95	25	25	34	186	105	59	88	74	62	74	110	1,157
Track Work	164	67	13	42	9	87	68	13	48	17	98	46	79	752
Catenary Failure	0	19	9	14	0	0	0	0	0	0	0	0	0	42
Non-Locomotive Equipment Failure	22	49	22	14	0	12	7	1	12	4	15	10	13	182
Locomotive Failure	102	1	0	0	2	90	48	19	65	13	33	38	34	447
Human Error	113	43	15	16	11	64	35	17	51	28	78	56	50	576
Sick, Injured, Unruly Passenger	34	54	8	18	1	29	24	3	36	2	45	36	34	323
Weather	123	87	20	30	13	107	77	30	97	20	127	111	82	925
Other	35	29	7	7	2	27	17	8	44	14	43	32	44	309
TOTAL TRAINS DELAYED	**1,270**	**637**	**180**	**265**	**134**	**971**	**604**	**287**	**753**	**357**	**1,024**	**667**	**884**	**8,034**

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

CAUSE CATEGORY	BNSF	Electric ML	Electric BI	Electric SC	HER	Milw N	Milw W	NCS	RI	SWS	Union Pacific N	Union Pacific NW	Union Pacific W	SYSTEM
Passenger Train Interference	-22	-12	-6	-2	-4	13	3	5	-7	-8	-22	-9	-3	-74
Freight Interference - Peak	*-54*	*0*	*0*	*0*	*-35*	*8*	*1*	*-2*	*-11*	*-7*	*-6*	*10*	*-22*	*-116*
Freight Interference - Off-Peak	*-15*	*0*	*0*	*0*	*0*	*26*	*45*	*16*	*2*	*-37*	*-6*	*11*	*-85*	*-44*
Freight Interference - Total	-70	0	0	0	-35	34	46	14	-9	-44	-12	21	-107	-160
Accident	-54	-1	-1	-8	1	3	21	6	47	-5	16	-6	34	52
Passenger Loading	-15	22	-22	-3	0	-7	43	0	55	0	-244	-13	-3	-188
Lift Deployment	-9	-2	0	0	0	1	-6	-1	21	-1	-12	-2	-2	-13
Obstruction/Debris	-2	0	-1	-1	0	-3	24	-2	26	7	-3	0	-11	34
Signal/Switch Failure	-81	31	8	5	-20	6	14	22	-19	43	-42	-47	-54	-133
Track Work	-41	43	33	27	-4	-3	-38	10	3	6	41	16	-3	89
Catenary Failure	0	14	-1	6	0	0	0	0	0	0	0	1	0	20
Non-Locomotive Equipment Failure	10	-24	-7	2	0	-6	0	0	-4	-1	-9	-9	3	-46
Locomotive Failure	3	-1	0	0	-2	-2	0	-4	10	-11	2	34	8	35
Human Error	-15	-6	-10	-9	-7	14	7	-2	4	17	-21	-10	0	-37
Sick, Injured, Unruly Passenger	-11	26	9	-1	2	3	19	3	2	2	2	-10	-5	42
Weather	-21	-38	-8	-14	-8	-33	19	24	-54	-8	-84	-67	-41	-334
Other	-17	40	2	16	0	-17	12	1	-21	-6	-22	-16	-1	-29
TOTAL TRAINS DELAYED	**-344**	**92**	**-7**	**18**	**-79**	**2**	**164**	**77**	**56**	**-8**	**-412**	**-117**	**-184**	**-743**

Data for current month is final (11/15/12) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 11/19/2012

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

TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16			187	2.6%
Freight Interference - Peak	*22*	*15*	*24*	*28*	*24*	*19*	*27*	*16*	*16*	*28*			*219*	*3.0%*
Freight Interference - Off-Peak	*62*	*48*	*78*	*73*	*41*	*62*	*98*	*52*	*54*	*63*			*631*	*8.7%*
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91			850	11.7%
Accident	31	79	51	20	60	41	32	2	9	59			384	5.3%
Passenger Loading	54	33	93	31	105	161	145	190	116	64			992	13.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13			211	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31			347	4.8%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97			1,024	14.0%
Track Work	140	15	39	54	61	113	99	101	94	125			841	11.5%
Catenary Failure	4	10	4	0	0	1	11	1	17	14			62	0.9%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8			136	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55			482	6.6%
Human Error	80	41	44	35	64	73	37	55	55	55			539	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45			365	5.0%
Weather	212	15	0	1	7	37	197	70	18	34			591	8.1%
Other	35	17	58	19	25	30	15	26	21	34			280	3.8%
TOTAL TRAINS DELAYED	**958**	**434**	**687**	**469**	**635**	**897**	**1,015**	**861**	**594**	**741**			**7,291**	**100%**

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	390	3.4%
Freight Interference - Peak	*35*	*39*	*38*	*34*	*23*	*40*	*71*	*54*	*47*	*37*	*42*	*35*	*418*	*3.7%*
Freight Interference - Off-Peak	*51*	*81*	*87*	*86*	*78*	*143*	*138*	*134*	*99*	*81*	*75*	*83*	*978*	*8.6%*
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	1,396	12.3%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	513	4.5%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	1,865	16.5%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	395	3.5%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	349	3.1%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,390	12.3%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	1,221	10.8%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	40	0.4%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	215	1.9%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	565	5.0%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	730	6.4%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	405	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,497	13.2%
Other	18	32	30	26	33	57	51	38	32	40	20	19	357	3.2%
TOTAL TRAINS DELAYED	**603**	**1,560**	**579**	**635**	**878**	**1,549**	**2,106**	**1,306**	**1,043**	**1,069**	**997**	**749**	**11,328**	**100%**

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	14	-38	-20	-8	-24	-34	-15	-3	-31	-44			-203	-0.9%
Freight Interference - Peak	*-13*	*-24*	*-14*	*-6*	*1*	*-21*	*-44*	*-38*	*-31*	*-9*			*-199*	*-0.7%*
Freight Interference - Off-Peak	*11*	*-33*	*-9*	*-13*	*-37*	*-81*	*-40*	*-82*	*-45*	*-18*			*-347*	*0.0%*
Freight Interference - Total	-2	-57	-23	-19	-36	-102	-84	-120	-76	-27			-546	-0.7%
Accident	-21	20	23	-8	10	-34	-55	-12	-57	5			-129	0.7%
Passenger Loading	18	-14	37	-31	-29	-182	-381	-145	-78	-68			-873	-2.9%
Lift Deployment	2	-13	-6	-6	-10	-23	-39	-38	-18	-33			-184	-0.6%
Obstruction/Debris	-6	-9	9	21	9	-20	26	30	-28	-34			-2	1.7%
Signal/Switch Failure	32	-80	13	-26	-10	-68	-171	-5	-21	-30			-366	1.8%
Track Work	112	2	12	-2	-79	-4	-158	-111	-91	-61			-380	0.8%
Catenary Failure	-5	6	0	-2	-4	-6	10	0	13	10			22	0.5%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13	-1	5	-5	-37			-79	0.0%
Locomotive Failure	-16	-18	58	-40	-14	5	-28	1	-33	2			-83	1.6%
Human Error	23	-7	-20	-23	4	-25	-51	-44	-11	-37			-191	0.9%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4	-24	0	-15	11			-40	1.4%
Weather	179	-900	-2	-2	-25	-115	-84	9	13	21			-906	-5.1%
Other	17	-15	28	-7	-8	-27	-36	-12	-11	-6			-77	0.7%
TOTAL TRAINS DELAYED	355	-1,126	108	-166	-243	-652	-1,091	-445	-449	-328			-4,037	

Data for current month is final (11/15/12) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 11/19/2012

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

TABLE 11: FREIGHT DELAYS
between November 2010 and October 2012

		Electric				Milw					Union Pacific			
	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	N	NW	W	SYSTEM
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
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Total	162	0	0	0	66	224	154	173	96	276	19	43	383	1,596
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
Oct-12	**10**	**0**	**0**	**0**	**2**	**10**	**13**	**12**	**8**	**9**	**0**	**16**	**11**	**91**
Total	114	0	0	0	31	177	137	139	65	143	11	62	206	1,085

Data for current month is final (11/15/12) 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 11/19/2012

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	0			15	1.62%
Electric ML	0	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	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0			1	0.35%
HER	0	0	0	0	0	0	0	0	0	0			0	0.00%
Milw N	7	1	1	0	5	0	7	6	1	1			29	2.98%
Milw W	0	1	0	0	1	3	4	2	5	1			17	2.21%
NCS	0	0	0	0	1	0	2	0	1	0			4	1.10%
RI	4	2	5	5	6	14	17	10	8	8			79	9.77%
SWS	0	0	0	0	0	0	0	0	1	0			1	0.29%
UP N	1	2	1	3	4	1	2	3	2	1			20	3.27%
UP NW	0	1	2	1	1	2	3	1	3	2			16	2.91%
UP W	7	4	2	0	3	6	4	3	0	0			29	4.14%
Total Lift Delays	**20**	**11**	**11**	**12**	**22**	**32**	**41**	**28**	**21**	**13**			**211**	**2.89%**
ALL DELAYS														**7,291**

Data for current month is final (11/15/12) 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 11/19/2012

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

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

October 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	19	6	1	0	5	7	20	8	14	6	2	18	11	117
11-15	3	3	1	1	1	4	20	3	6	2	2	8	3	57
16-20	2	0	0	0	0	2	5	1	2	1	0	3	0	16
21+	3	17	0	1	1	2	0	1	8	3	0	7	0	43
Annulled	5	0	1	0	0	0	0	0	2	1	1	1	0	11
Sub-Total	32	26	3	2	7	15	45	13	32	13	5	37	14	244
Off-Peak **														
6-10	9	35	3	42	0	37	25	11	30	14	22	34	17	279
11-15	12	14	1	12	0	13	13	5	9	6	11	7	4	107
16-20	5	0	1	5	0	5	4	1	0	1	6	4	2	34
21+	13	8	0	3	0	8	4	1	3	7	4	13	6	70
Annulled	2	0	1	0	0	1	0	0	3	0	0	0	0	7
Sub-Total	41	57	6	62	0	64	46	18	45	28	43	58	29	497
October 2012 Total														
6-10	28	41	4	42	5	44	45	19	44	20	24	52	28	396
11-15	15	17	2	13	1	17	33	8	15	8	13	15	7	164
16-20	7	0	1	5	0	7	9	2	2	2	6	7	2	50
21+	16	25	0	4	1	10	4	2	11	10	4	20	6	113
Annulled	7	0	2	0	0	1	0	0	5	1	1	1	0	18
TOTAL	73	83	9	64	7	79	91	31	77	41	48	95	43	741
2012 Year-to-Date														
6-10	444	455	104	189	28	535	351	179	498	176	301	265	335	3,860
11-15	220	141	27	44	11	210	186	95	136	77	113	96	139	1,495
16-20	76	38	13	20	4	77	79	31	55	28	54	48	81	604
21+	146	87	27	22	12	120	131	55	84	64	125	131	130	1,134
Annulled	40	8	2	8	0	31	21	4	36	4	19	10	15	198
TOTAL	926	729	173	283	55	973	768	364	809	349	612	550	700	7,291

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	
October 2012 Total														
6-10	38.4%	49.4%	44.4%	65.6%	71.4%	55.7%	49.5%	61.3%	57.1%	48.8%	50.0%	54.7%	65.1%	53.4%
11-15	20.5%	20.5%	22.2%	20.3%	14.3%	21.5%	36.3%	25.8%	19.5%	19.5%	27.1%	15.8%	16.3%	22.1%
16-20	9.6%	0.0%	11.1%	7.8%	0.0%	8.9%	9.9%	6.5%	2.6%	4.9%	12.5%	7.4%	4.7%	6.7%
21+	21.9%	30.1%	0.0%	6.3%	14.3%	12.7%	4.4%	6.5%	14.3%	24.4%	8.3%	21.1%	14.0%	15.2%
Annulled	9.6%	0.0%	22.2%	0.0%	0.0%	1.3%	0.0%	0.0%	6.5%	2.4%	2.1%	1.1%	0.0%	2.4%
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	47.9%	62.4%	60.1%	66.8%	50.9%	55.0%	45.7%	49.2%	61.6%	50.4%	49.2%	48.2%	47.9%	52.9%
11-15	23.8%	19.3%	15.6%	15.5%	20.0%	21.6%	24.2%	26.1%	16.8%	22.1%	18.5%	17.5%	19.9%	20.5%
16-20	8.2%	5.2%	7.5%	7.1%	7.3%	7.9%	10.3%	8.5%	6.8%	8.0%	8.8%	8.7%	11.6%	8.3%
21+	15.8%	11.9%	15.6%	7.8%	21.8%	12.3%	17.1%	15.1%	10.4%	18.3%	20.4%	23.8%	18.6%	15.6%
Annulled	4.3%	1.1%	1.2%	2.8%	0.0%	3.2%	2.7%	1.1%	4.4%	1.1%	3.1%	1.8%	2.1%	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 (11/15/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 11/19/2012

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	
October 2012														
Peak *	11.4	36.2	9.5	22.0	11.1	13.1	10.9	10.9	25.7	14.8	10.0	19.4	9.0	17.3
Off-Peak **	21.4	12.4	10.4	10.0	--	14.7	11.8	10.3	11.0	15.6	14.1	21.5	15.6	14.5
All	17.3	19.9	10.1	10.4	11.1	14.4	11.4	10.5	17.2	15.4	13.7	20.7	13.4	15.4
2012 Year-to-Date														
Peak *	16.1	14.8	11.2	13.5	15.5	13.1	14.8	12.8	15.8	15.1	33.3	22.9	15.7	16.5
Off-Peak **	15.6	11.8	14.6	10.9	--	14.7	15.5	16.8	11.4	15.0	17.9	19.7	18.9	15.2
All	15.8	12.7	13.9	11.2	15.5	14.3	15.2	14.8	12.6	15.1	20.9	20.9	18.0	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 (11/15/12) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 11/19/2012