

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

**November 2012**



# COMMUTER RAIL ON-TIME PERFORMANCE

## November 2012

This report presents an analysis of the November 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 November 2012, Metra operated 16,774 scheduled trains, including scheduled "extras", if any. 703 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.8%. 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 November 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 November 2012. Of the 703 delays systemwide in November 2012, all but 281 (40%) were beyond Metra's control. Table 6.b shows the delay-cause control frequencies since the beginning of the year.

Table 7 provides a daily listing of the number of delays by line and branch for November 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during November 2012. Table 8.b shows the average frequencies over the previous five Novembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 703 delays systemwide in November 2012, 8 more than the average over the previous five Novembers. Table 9.a shows delays from the beginning of the year through November 2012. Table 9.b shows the average frequencies from the beginning of the year through November 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 November of 2012, a total of 7,994 trains were delayed, compared to 12,325 trains delayed in the same eleven months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In November 2012 freight operations delayed 69 trains systemwide, compared to 117 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 22 trains were delayed by lift deployment in November 2012.

A review of November 2012 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 47.7% of all late trains. Table 14 shows that the average length of delay was 16.5 minutes in November 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  
November 2012**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,131	64	94.3%	848	36	95.8%	1,979	100	94.9%	115	6	94.8%	90	3	96.7%	2,184	109	95.0%
<b>Elec -ML</b>	942	23	97.6%	717	25	96.5%	1,659	48	97.1%	184	9	95.1%	102	12	88.2%	1,945	69	96.5%
<b>-BI</b>	294	5	98.3%	483	3	99.4%	777	8	99.0%	120	0	100.0%	--	--	--	897	8	99.1%
<b>-SC</b>	<u>357</u>	<u>1</u>	99.7%	<u>777</u>	<u>21</u>	97.3%	<u>1,134</u>	<u>22</u>	98.1%	<u>192</u>	<u>10</u>	94.8%	<u>100</u>	<u>13</u>	87.0%	<u>1,426</u>	<u>45</u>	96.8%
<b>Subtotal</b>	1,593	29	98.2%	1,977	49	97.5%	3,570	78	97.8%	496	19	96.2%	202	25	87.6%	4,268	122	97.1%
<b>Heritage</b>	125	8	93.6%	1	1	0.0%	126	9	92.9%	--	--	--	--	--	--	126	9	92.9%
<b>Milw -N</b>	524	18	96.6%	736	35	95.2%	1,260	53	95.8%	96	4	95.8%	100	10	90.0%	1,456	67	95.4%
<b>-W</b>	<u>565</u>	<u>42</u>	92.6%	<u>653</u>	<u>25</u>	96.2%	<u>1,218</u>	<u>67</u>	94.5%	<u>96</u>	<u>7</u>	92.7%	<u>90</u>	<u>2</u>	97.8%	<u>1,404</u>	<u>76</u>	94.6%
<b>Subtotal</b>	1,089	60	94.5%	1,389	60	95.7%	2,478	120	95.2%	192	11	94.3%	190	12	93.7%	2,860	143	95.0%
<b>NCS</b>	230	15	93.5%	232	22	90.5%	462	37	92.0%	--	--	--	--	--	--	462	37	92.0%
<b>RI</b>	756	14	98.1%	695	27	96.1%	1,451	41	97.2%	80	2	97.5%	80	3	96.3%	1,611	46	97.1%
<b>SWS</b>	231	16	93.1%	399	24	94.0%	630	40	93.7%	24	1	95.8%	--	--	--	654	41	93.7%
<b>UP -N</b>	628	11	98.2%	842	21	97.5%	1,470	32	97.8%	104	15	85.6%	90	10	88.9%	1,664	57	96.6%
<b>-NW</b>	689	36	94.8%	674	18	97.3%	1,363	54	96.0%	98	13	86.7%	75	16	78.7%	1,536	83	94.6%
<b>-W</b>	<u>566</u>	<u>25</u>	95.6%	<u>673</u>	<u>24</u>	96.4%	<u>1,239</u>	<u>49</u>	96.0%	<u>80</u>	<u>5</u>	93.8%	<u>90</u>	<u>2</u>	97.8%	<u>1,409</u>	<u>56</u>	96.0%
<b>Subtotal</b>	1,883	72	96.2%	2,189	63	97.1%	4,072	135	96.7%	282	33	88.3%	255	28	89.0%	4,609	196	95.7%
<b>SYSTEM</b>	7,038	278	96.1%	7,730	282	96.4%	14,768	560	96.2%	1,189	72	93.9%	817	71	91.3%	16,774	703	95.8%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (12/11/12) 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-NOV	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	94.8%	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	95.1%	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	92.7%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0		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	94.4%	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	97.4%	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	98.2%	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	96.6%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1		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	91.2%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.5%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.0%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	89.0%	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	87.2%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9		95.5%	95.5%
	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	89.6%	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	94.0%	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	95.0%	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	89.3%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4		93.6%	93.6%
	2007-2011 average	93.4	92.3	95.8	95.1	92.9	91.7	90.8	92.9	95.4	94.0	93.7	91.4	93.4%	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	96.0%	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	96.7%	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	97.4%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	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	92.7%	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%	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	94.6%	94.6%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.4%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.9%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.4%	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	90.9%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0		92.2%	92.2%
	2007-2011 average	94.0	92.4	94.8	93.1	94.7	91.5	93.8	94.0	95.1	95.1	93.6	91.3	93.9%	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-NOV	AVG
<b>RI</b>	<b>2007</b>	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.5%	94.2%
	<b>2008</b>	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.0%	95.4%
	<b>2009</b>	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.4%	96.2%
	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.8%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1		95.3%	95.3%
<b>2007-2011 average</b>		95.6	92.7	96.5	97.5	96.8	93.9	93.1	95.7	95.9	95.9	96.2	93.2	95.4%	95.2%
<b>SWS</b>	<b>2007</b>	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.6%	96.5%
	<b>2008</b>	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	<b>2009</b>	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.0%	95.1%
	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.0%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7		94.7%	94.7%
<b>2007-2011 average</b>		93.8	94.3	96.3	96.1	95.2	92.6	94.5	94.2	95.7	92.7	94.7	93.2	94.6%	94.4%
<b>UP - N</b>	<b>2007</b>	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.7%	95.4%
	<b>2008</b>	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.3%	93.4%
	<b>2009</b>	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.2%	94.2%
	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.9%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.3%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6		96.4%	96.4%
<b>2007-2011 average</b>		94.2	92.8	96.2	96.9	96.0	91.7	91.2	90.6	94.0	95.4	95.6	94.9	94.1%	94.1%
<b>UP - NW</b>	<b>2007</b>	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.0%	96.0%
	<b>2008</b>	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.5%	95.2%
	<b>2009</b>	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.5%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.8%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6		96.3%	96.3%
<b>2007-2011 average</b>		94.6	93.6	97.4	97.4	96.2	95.5	94.9	94.7	96.1	96.7	95.5	94.7	95.7%	95.6%
<b>UP - W</b>	<b>2007</b>	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.3%	94.1%
	<b>2008</b>	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	93.9%	93.7%
	<b>2009</b>	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.4%	95.4%
	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.8%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	91.0%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0		95.2%	95.2%
<b>2007-2011 average</b>		94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	93.9%	93.7%
<b>SYSTEM excluding South Shore</b>	<b>2007</b>	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.8%	95.7%
	<b>2008</b>	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.8%	95.4%
	<b>2009</b>	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.8%	95.7%
	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.4%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8		95.7%	95.7%
<b>2007-2011 average</b>		95.3	94.0	96.9	96.9	96.2	93.9	93.9	94.4	95.7	95.5	95.8	94.3	95.3%	95.2%

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

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'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  
November 2012**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1248	Fri, Nov 09	26	GA1	HIGHLANDS TO CPK ----- CUS	
		<b>81% OT</b>	Mon, Nov 12	14	G	TALKED BY FVW, HAND LINED SWITCH AS A RESULT
			Tue, Nov 13	10	G	SWITCH ISSUE @ FVW
			Fri, Nov 16	18	GA	AMRAK ARINC SYSTEM FAILURE
BNSF	1250	Fri, Nov 09	0	GA1	EXTRAS ---- RT.59 - CLARENDON HILLS ---- CUS	
		<b>81% OT</b>	Mon, Nov 12	12	G	SWITCH ISSUE AT FVW, SLOW ORDER FORM A'S
			Wed, Nov 14	7	G	FVW SWITCH ISSUE
			Fri, Nov 16	16	GA	AMTRAK ARINC SYSTEM FAILURE
ELML	146	Mon, Nov 05	16	CC1	16" RESTRICTED SPEED DUE TO JOINT TRACK PERMIT FOR SCHEDULED WORK, ENROUTE;	
		<b>81% OT</b>	Tue, Nov 06	10	JM	10" PASSENGER REQUESTING MEDICAL ATTENTION, HOMEWOOD; 3" SLOW ENTRAINING/DETRAINING(WEATHER), ENROUTE.
			Thu, Nov 08	7	I	4" SLOW ENTRAINING/DETRAINING, ENROUTE; 4" LOW SPEED DUE TO TRIPPED OVERLOAD, ENROUTE.
			Wed, Nov 28	17	F1	16" LATE DEPART ACCT LATE EQUIP FROM #145 W/MECHANICAL PRBLEMS,UNIVERSITY PARK.
ELSC	332	Mon, Nov 12	8	G1	8" CONGESTION IN DEPOT, RANDOLPH.	
		<b>81% OT</b>	Wed, Nov 21	10	RD1	10" WAITING FOR #603 TO CLEAR, ENROUTE.
			Mon, Nov 26	6	I	6" SLOW LOADING/UNLOADING, ENROUTE.
			Tue, Nov 27	13	R1	13" WAITING ON CONGESTION TO CLEAR & RUNNING TRAINS AROUND #130, RANDOLPH.
ELSC	336	Tue, Nov 06	11	CO1	5" WAIT ON OTHER TRAINS, RANDOLPH.	
		<b>71% OT</b>	Thu, Nov 08	11	S	11" UNSPECIFIED YELLOW/RED FLAG TESTING; SLOW ENTRAINING/ DETRAINING, ENROUTE.
			Fri, Nov 16	7	I	7" ENTRAINING, ENROUTE.
			Wed, Nov 21	6	RD1	6" FOLLOWING #334, ENROUTE.
			Mon, Nov 26	8	II	5" WAITING ON ME236 TO CLEAR, 69TH,3" SLOW LOADING/UN- LOADING,ENROUTE.
			Thu, Nov 29	6	I	6" ENTRAINING, ENROUTE.
MN	2140	Fri, Nov 02	10	Q	10" WAITING FOR TGBO'S FROM CM DISPATCHER, FOX LAKE; 4" MEET W/B TRAINS, ENROUTE.	
		<b>81% OT</b>	Tue, Nov 20	9	AM	3" ITEM 2, RT 134 XING; 3" MEETING AMTRAK 337, NORTHBROOK; 3" STOP SIGNAL, A-2.
			Wed, Nov 21	6	AM	6" MEET WITH AMTRAK 337, ENROUTE; STOP SIGNAL, MAYFAIR; STOP SIGNAL, A-2.
			Fri, Nov 23	11	ROI	11" WAITING ON #2119, GRAYSLAKE.
MN	2155	Mon, Nov 05	10	A	10" STOP SIGNAL, MAYFAIR; 3" ITEM 2, CONWAY RD.	
		<b>81% OT</b>	Tue, Nov 13	7	GA	7" SIGNAL PROBLEMS, CUS.
			Fri, Nov 16	26	KW	26" LOW VISIBILITY DUE TO FOG, MP 31 TO FOX LAKE.
			Wed, Nov 28	20	R	23" CREW HAD TO RESTART LOCOMOTIVE, CUS.
MW	2232	Wed, Nov 07	6	D	10" HOLDING FOR CP FREIGHT #280, A-5.	
		<b>76% OT</b>	Fri, Nov 09	6	D	7" HOLDING FOR CP290, CICERO/GRAND.
			Thu, Nov 15	6	I	3" CROSSING ST. CHARLES RD; 5" ENTRAINING, B-12 TO GALEWOOD.
			Mon, Nov 19	6	D	6" FREIGHT #608 BLOCKING PASSENGER ENTRAINING, CICERO/GRAND.
			Tue, Nov 27	6	D	6" SPAULDING PATROL & CP 499-27 INTERFERENCE, B-17 & ROSELLE WEST.
NCS	119	Thu, Nov 08	10	D	13" RED SIGNAL CN FREIGHT, MP37.9.	
		<b>76% OT</b>	Fri, Nov 09	7	D	5" FREIGHT, MUNDELEIN-EJ&E; 4" FOLLOWING FREIGHT, MUNDELEIN- ANTIOCH.
			Fri, Nov 23	10	D	12" S/B FREIGHT, LOMOND.
			Tue, Nov 27	26	K	35" CAR ON TRACK 1 @ TOUHY AVE, REVERSED TO JCT 19 USED TRK 2 JCT 19 TO DEVAL, ENROUTE.
			Fri, Nov 30	6	D	8" STOP SIGNAL CN S/B FREIGHT, RAM.
UPN	336	Wed, Nov 07	12	CC	12" SINGLE TRACKING, HIGHLAND PARK-HUBBARD WOODS.	
		<b>81% OT</b>	Thu, Nov 08	14	CC	14" SINGLE TRACKING, HIGHLAND PARK-HUBBARD WOODS.
			Tue, Nov 13	8	F1	8" USED #319 EQUIPMENT TO OPERATE #336 ACCT BRAKE ISSUES, WAUKEGAN.
			Wed, Nov 28	11	GF	11" SIGNAL DROPPED DUE TO BAD ORDER ELECTRICAL BOARD, CPO23.
UPNW	625	Wed, Nov 07	8	R	8" METX 147(2N UNIT) ENGINE REPORTED NOT LOADING PROPERLY, FOUND ISOLATION SWITCH & HEP SWITCH WERE IN WRONG POSITION.	
		<b>81% OT</b>	Mon, Nov 12	11	JM	11" WAIT FOR AMBULANCE TO REMOVE PASSENGER WHO WAS UNRESPONSIVE, PALATINE.
			Thu, Nov 29	6	RD	6" RED SIGNAL CY OPERATOR DID NOT HAVE DELAY REASON, MAYFAIR.
			Fri, Nov 30	67	F1	57" STOPPED DUE TO METX 154 THE TRAILING UNIT HAD B/O CONTROL BREAKER, ERIE ST; FOLLOWED #627, MAYFAIR-SEEGER,

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

**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

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



**TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY**

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
<b>1 PASSENGER TRAIN INTERFERENCE</b>				<b>12 LOCOMOTIVE FAILURE</b>			
A	A1	XA	Passenger Train Interference	E	E1	XE	Locomotive Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
AM	AM1	XAM	Amtrak Caused Delay	<b>13 HUMAN ERROR</b>			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
<b>2 &amp; 3 FREIGHT INTERFERENCE, Peak &amp; Offpeak</b>				BA	BA1	XBA	Amtrak Engineering Human Error
D	D1	XD	Freight Train Interference	H	H1	XH	Human Error, Mechanical Department
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
<b>4 ACCIDENT</b>				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
<b>5 PASSENGER LOADING</b>				RD	RD1	XRD	Human Error, Metra Dispatcher
I	I1	XI	Passenger Handling, Running Time	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
IB	IB1	XIB	Passenger Handling, Bicycle	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
<b>6 LIFT DEPLOYMENT</b>				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
U	U1	XU	Accessibility Related (ADA)	RO	RO1	XRO	Human Error, Tower Operator
UF	UF1	XUF	ADA Lift Failure	RS	RS1	XRS	Human Error, NICTD Transportation
<b>7 OBSTRUCTION/DEBRIS</b>				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	<b>14 SICK, INJURED, UNRULY PASSENGER</b>			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JA	JA1	XJA	Amtrak Passenger Problems/Removal
<b>8 SIGNAL/SWITCH FAILURE</b>				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	<b>15 WEATHER</b>			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
<b>9 TRACK WORK</b>				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	<b>16 OTHER</b>			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
<b>10 CATENARY FAILURE</b>				N	N1	XN	Electricity Utility Failure
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing
<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	43	37	6	24	2	42	14	10	12	14	21	37	19	281
Semi-controllable	48	0	0	0	4	13	23	14	3	25	7	5	3	145
Uncontrollable	18	32	2	21	3	12	39	13	31	2	29	41	34	277
<b>TOTAL TRAINS DELAYED</b>	<b>109</b>	<b>69</b>	<b>8</b>	<b>45</b>	<b>9</b>	<b>67</b>	<b>76</b>	<b>37</b>	<b>46</b>	<b>41</b>	<b>57</b>	<b>83</b>	<b>56</b>	<b>703</b>

**January-November 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	514	400	118	181	17	529	251	153	272	128	288	251	263	3,365
Semi-controllable	169	0	0	0	30	189	170	133	63	219	13	71	149	1,206
Uncontrollable	352	398	63	147	17	322	423	115	520	43	368	311	344	3,423
<b>TOTAL TRAINS DELAYED</b>	<b>1,035</b>	<b>798</b>	<b>181</b>	<b>328</b>	<b>64</b>	<b>1,040</b>	<b>844</b>	<b>401</b>	<b>855</b>	<b>390</b>	<b>669</b>	<b>633</b>	<b>756</b>	<b>7,994</b>

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

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

WEEKDAY	1		5		6		7		8		9		12		13		14		15		16		19		20		21		23		26		27		28		29		30		TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr				
<b>BNSF</b>	2	0	1	3	3	3	24	9	7	5	4	23	1	0	3	1	2	4	3	2	0							100													
<b>Elec -ML</b>	1	0	2	15	1	4	0	3	1	0	0	2	1	2	1	0	0	10	4	0	1							48													
<b>-BI</b>	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0							8													
<b>-SC</b>	1	2	0	2	0	1	2	1	0	1	1	1	0	0	2	0	2	2	2	1	1							22													
<b>Heritage</b>	0	0	1	0	1	0	1	0	0	0	0	0	1	0	2	2	0	0	1	0	0							9													
<b>Milw -N</b>	0	5	3	1	0	1	3	3	2	3	0	5	10	1	3	3	6	0	3	0	1							53													
<b>-W</b>	2	0	1	0	1	0	1	8	1	2	8	4	4	0	18	1	1	4	8	0	3							67													
<b>NCS</b>	0	1	0	1	0	2	3	8	1	0	1	3	0	0	6	1	5	1	2	0	2							37													
<b>RI</b>	0	0	0	5	1	0	2	1	0	2	0	1	16	2	3	3	3	0	0	1	1							41													
<b>SWS</b>	2	0	6	0	0	1	2	9	1	4	0	3	0	6	1	0	0	1	3	1	0							40													
<b>UP -N</b>	1	0	1	1	1	2	6	1	2	0	3	4	1	0	2	1	1	2	3	0	0							32													
<b>-NW</b>	3	2	0	0	2	13	1	4	1	1	0	0	2	0	4	9	0	0	0	2	10							54													
<b>-W</b>	<u>10</u>	<u>1</u>	<u>1</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>2</u>							<u>49</u>													
<b>SYSTEM</b>	22	11	17	40	10	27	47	48	20	22	17	50	36	12	46	23	21	34	29	7	21							560													

  

SATURDAY	3	10	17	24	TOTAL	SUNDAY/HOLIDAY	4	11	18	22	25	TOTAL
<b>BNSF</b>	2	1	2	1	6	<b>BNSF</b>	1	2	0	0	0	3
<b>Elec -ML</b>	0	2	7	0	9	<b>Elec -ML</b>	0	2	6	2	2	12
<b>-BI</b>	0	0	0	0	0	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	1	0	9	0	10	<b>-SC</b>	0	4	8	0	1	13
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	0	0	4	0	4	<b>Milw -N</b>	1	9	0	0	0	10
<b>-W</b>	2	0	4	1	7	<b>-W</b>	0	1	1	0	0	2
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	0	0	1	1	2	<b>RI</b>	0	0	0	3	0	3
<b>SWS</b>	0	0	0	1	1	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	1	5	7	2	15	<b>UP -N</b>	3	2	2	3	0	10
<b>-NW</b>	7	0	4	2	13	<b>-NW</b>	2	6	3	1	4	16
<b>-W</b>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>5</u>	<b>-W</b>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>
<b>SYSTEM</b>	13	10	39	10	72	<b>SYSTEM</b>	7	27	20	9	8	71

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

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**November 2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	1	0	0	0	9	1	2	2	1	0	0	0	17
<i>Freight Interference - Peak</i>	2	0	0	0	2	0	3	3	1	2	1	2	1	17
<i>Freight Interference - Off-Peak</i>	10	0	0	0	1	7	15	8	2	6	0	2	1	52
Freight Interference - Total	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Accident	0	0	0	0	2	1	0	0	12	0	3	13	0	31
Passenger Loading	1	26	0	17	0	5	9	1	12	0	10	14	2	97
Lift Deployment	2	0	0	0	0	0	0	0	3	0	2	13	2	22
Obstruction/Debris	1	0	0	2	1	0	7	7	0	1	2	0	22	43
Signal/Switch Failure	60	10	1	1	1	19	10	6	2	18	8	3	14	153
Track Work	7	3	0	6	1	3	2	0	4	0	7	6	3	42
Catenary Failure	0	5	0	10	0	0	0	0	0	0	0	0	0	15
Non-Locomotive Equipment Failure	2	5	1	1	0	2	6	0	0	0	2	2	1	22
Locomotive Failure	6	0	0	0	0	0	1	5	0	10	7	9	0	38
Human Error	4	11	4	6	1	9	1	0	4	2	0	8	2	52
Sick, Injured, Unruly Passenger	7	6	1	0	0	3	2	3	2	0	12	6	3	45
Weather	2	0	0	1	0	2	12	2	1	1	0	5	3	29
Other	4	2	1	1	0	7	7	0	1	0	3	0	2	28
<b>TOTAL TRAINS DELAYED</b>	<b>109</b>	<b>69</b>	<b>8</b>	<b>45</b>	<b>9</b>	<b>67</b>	<b>76</b>	<b>37</b>	<b>46</b>	<b>41</b>	<b>57</b>	<b>83</b>	<b>56</b>	<b>703</b>

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	3	1	1	0	7	5	3	2	2	1	2	1	31
<i>Freight Interference - Peak</i>	6	0	0	0	5	1	1	3	1	3	1	5	3	28
<i>Freight Interference - Off-Peak</i>	5	0	0	0	0	9	3	3	2	10	1	3	16	52
Freight Interference - Total	11	0	0	0	5	10	4	6	3	14	2	7	19	80
Accident	5	0	0	0	0	5	19	6	1	0	4	5	3	47
Passenger Loading	10	13	4	5	0	9	4	0	8	0	23	8	5	89
Lift Deployment	2	0	0	0	0	2	1	0	7	0	3	1	3	19
Obstruction/Debris	4	1	1	2	1	1	2	1	2	1	3	5	2	27
Signal/Switch Failure	12	8	2	2	1	23	10	7	6	8	5	7	15	108
Track Work	12	7	2	7	2	6	6	2	8	2	6	6	12	79
Catenary Failure	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	3	2	1	1	0	1	0	0	0	0	0	1	1	11
Locomotive Failure	11	0	0	0	1	11	1	2	7	2	3	3	2	44
Human Error	12	5	2	2	1	4	3	1	4	2	5	5	6	53
Sick, Injured, Unruly Passenger	5	6	1	2	0	2	4	1	4	1	5	5	2	37
Weather	10	1	3	2	1	1	0	0	1	0	8	10	3	40
Other	2	1	0	1	0	7	2	0	5	1	3	3	1	26
<b>TOTAL TRAINS DELAYED</b>	<b>102</b>	<b>50</b>	<b>18</b>	<b>27</b>	<b>12</b>	<b>90</b>	<b>62</b>	<b>29</b>	<b>59</b>	<b>33</b>	<b>71</b>	<b>68</b>	<b>75</b>	<b>695</b>

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2	-2	-1	-1	0	2	-4	-1	0	-1	-1	-2	-1	-14
<i>Freight Interference - Peak</i>	-4	0	0	0	-3	-1	2	0	0	-1	0	-3	-2	-11
<i>Freight Interference - Off-Peak</i>	5	0	0	0	1	-2	12	5	0	-4	-1	-1	-15	0
Freight Interference - Total	1	0	0	0	-2	-3	14	5	0	-6	-1	-3	-17	-11
Accident	-5	0	0	0	2	-4	-19	-6	11	0	-1	8	-3	-16
Passenger Loading	-9	13	-4	12	0	-4	5	1	4	0	-13	6	-3	8
Lift Deployment	0	0	0	0	0	-2	-1	0	-4	0	-1	12	-1	3
Obstruction/Debris	-3	-1	-1	0	0	-1	5	6	-2	0	-1	-5	20	16
Signal/Switch Failure	48	2	-1	-1	0	-4	0	-1	-4	10	3	-4	-1	45
Track Work	-5	-4	-2	-1	-1	-3	-4	-2	-4	-2	1	0	-9	-37
Catenary Failure	0	3	0	10	0	0	0	0	0	0	0	0	0	12
Non-Locomotive Equipment Failure	-1	3	0	0	0	1	6	0	0	0	2	1	0	11
Locomotive Failure	-5	0	0	0	-1	-11	0	3	-7	8	4	6	-2	-6
Human Error	-8	6	2	4	0	5	-2	-1	0	0	-5	3	-4	-1
Sick, Injured, Unruly Passenger	2	0	0	-2	0	1	-2	2	-2	-1	7	1	1	8
Weather	-8	-1	-3	-1	-1	1	12	2	0	1	-8	-5	0	-11
Other	2	1	1	0	0	0	5	0	-4	-1	0	-3	1	2
<b>TOTAL TRAINS DELAYED</b>	<b>7</b>	<b>19</b>	<b>-10</b>	<b>18</b>	<b>-3</b>	<b>-23</b>	<b>14</b>	<b>8</b>	<b>-13</b>	<b>8</b>	<b>-14</b>	<b>15</b>	<b>-19</b>	<b>8</b>

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

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 12/12/2012

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-November 2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	10	19	4	7	2	80	21	18	16	6	2	6	13	204
<i>Freight Interference - Peak</i>	21	0	0	0	19	23	23	43	12	36	2	31	26	236
<i>Freight Interference - Off-Peak</i>	77	0	0	0	1	128	117	79	47	82	6	33	113	683
Freight Interference - Total	98	0	0	0	20	151	140	122	59	118	8	64	139	919
Accident	32	10	3	5	3	41	55	21	83	2	47	56	57	415
Passenger Loading	80	182	17	65	0	107	99	4	190	2	158	103	82	1,089
Lift Deployment	17	0	0	1	0	29	17	4	82	1	22	29	31	233
Obstruction/Debris	65	16	4	26	3	23	57	12	49	16	25	41	53	390
Signal/Switch Failure	200	136	34	31	15	211	129	87	71	135	28	30	70	1,177
Track Work	130	113	46	75	6	87	32	23	55	23	146	68	79	883
Catenary Failure	0	38	8	30	0	0	0	0	0	0	0	1	0	77
Non-Locomotive Equipment Failure	34	30	16	17	0	8	13	1	8	3	8	3	17	158
Locomotive Failure	111	0	0	0	0	88	49	20	75	12	42	81	42	520
Human Error	102	48	9	13	5	87	43	15	59	47	57	54	52	591
Sick, Injured, Unruly Passenger	30	86	18	17	3	35	45	9	40	4	59	32	32	410
Weather	104	49	12	17	5	76	108	56	44	13	43	49	44	620
Other	22	71	10	24	2	17	36	9	24	8	24	16	45	308
<b>TOTAL TRAINS DELAYED</b>	<b>1,035</b>	<b>798</b>	<b>181</b>	<b>328</b>	<b>64</b>	<b>1,040</b>	<b>844</b>	<b>401</b>	<b>855</b>	<b>390</b>	<b>669</b>	<b>633</b>	<b>756</b>	<b>7,994</b>

**January-November - Average Over Previous Five Years: 2007-2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	34	33	11	9	7	65	22	14	23	15	25	16	17	292
<i>Freight Interference - Peak</i>	79	0	0	0	57	16	20	45	22	44	7	23	49	363
<i>Freight Interference - Off-Peak</i>	87	0	0	0	0	104	60	58	45	124	13	23	213	727
Freight Interference - Total	166	0	0	0	57	120	80	102	68	168	21	46	262	1,090
Accident	91	11	4	13	0	41	53	20	24	8	33	54	26	379
Passenger Loading	103	147	43	56	0	118	51	3	131	2	415	110	88	1,269
Lift Deployment	26	2	0	1	0	30	24	5	65	2	35	18	34	243
Obstruction/Debris	70	17	7	27	2	27	27	8	25	9	30	46	44	340
Signal/Switch Failure	233	103	27	27	35	209	115	66	94	82	66	81	125	1,265
Track Work	176	74	15	48	12	94	74	15	56	19	104	52	90	831
Catenary Failure	0	21	9	14	0	0	0	0	0	0	0	0	0	45
Non-Locomotive Equipment Failure	25	51	23	16	0	13	7	1	12	5	15	11	14	193
Locomotive Failure	113	2	0	0	3	102	50	21	72	15	36	42	36	492
Human Error	125	48	17	18	12	68	38	18	55	30	83	61	56	629
Sick, Injured, Unruly Passenger	39	60	9	21	1	31	28	4	39	2	51	41	35	360
Weather	133	88	23	32	14	109	78	30	98	20	135	121	84	965
Other	38	30	7	8	2	34	18	8	48	15	46	35	46	336
<b>TOTAL TRAINS DELAYED</b>	<b>1,372</b>	<b>687</b>	<b>198</b>	<b>292</b>	<b>146</b>	<b>1,061</b>	<b>666</b>	<b>316</b>	<b>812</b>	<b>391</b>	<b>1,095</b>	<b>735</b>	<b>958</b>	<b>8,729</b>

**January-November 2012 Divergence From January-November Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-24	-14	-7	-2	-5	15	-1	4	-7	-9	-23	-10	-4	-88
<i>Freight Interference - Peak</i>	-58	0	0	0	-38	7	3	-2	-10	-8	-5	8	-23	-127
<i>Freight Interference - Off-Peak</i>	-10	0	0	0	1	24	57	21	2	-42	-7	10	-100	-44
Freight Interference - Total	-68	0	0	0	-37	31	60	20	-9	-50	-13	18	-123	-171
Accident	-59	-1	-1	-8	3	0	2	1	59	-6	14	2	31	36
Passenger Loading	-23	35	-26	9	0	-11	48	1	59	0	-257	-7	-6	-180
Lift Deployment	-9	-2	0	0	0	-1	-7	-1	17	-1	-13	11	-3	-10
Obstruction/Debris	-5	-1	-3	-1	1	-4	30	4	24	7	-5	-5	9	50
Signal/Switch Failure	-33	33	7	4	-20	2	14	21	-23	53	-38	-51	-55	-88
Track Work	-46	39	31	27	-6	-7	-42	8	-1	4	42	16	-11	52
Catenary Failure	0	17	-1	16	0	0	0	0	0	0	0	1	0	32
Non-Locomotive Equipment Failure	9	-21	-7	1	0	-5	6	0	-4	-2	-7	-8	3	-35
Locomotive Failure	-2	-2	0	0	-3	-14	-1	-1	3	-3	6	39	6	28
Human Error	-23	0	-8	-5	-7	19	5	-3	4	17	-26	-7	-4	-38
Sick, Injured, Unruly Passenger	-9	26	9	-4	2	4	17	5	1	2	8	-9	-3	50
Weather	-29	-39	-11	-15	-9	-33	30	26	-54	-7	-92	-72	-40	-345
Other	-16	41	3	16	0	-17	18	1	-24	-7	-22	-19	-1	-28
<b>TOTAL TRAINS DELAYED</b>	<b>-337</b>	<b>111</b>	<b>-17</b>	<b>36</b>	<b>-82</b>	<b>-21</b>	<b>178</b>	<b>85</b>	<b>43</b>	<b>-1</b>	<b>-426</b>	<b>-102</b>	<b>-202</b>	<b>-735</b>

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

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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 - Nov	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17		204	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17		236	3.0%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52		683	8.5%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69		919	11.5%
Accident	31	79	51	20	60	41	32	2	9	59	31		415	5.2%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97		1,089	13.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22		233	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43		390	4.9%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153		1,177	14.7%
Track Work	140	15	39	54	61	113	99	101	94	125	42		883	11.0%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15		77	1.0%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22		158	2.0%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38		520	6.5%
Human Error	80	41	44	35	64	73	37	55	55	55	52		591	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45		410	5.1%
Weather	212	15	0	1	7	37	197	70	18	34	29		620	7.8%
Other	35	17	58	19	25	30	15	26	21	34	28		308	3.9%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>	<b>635</b>	<b>897</b>	<b>1,015</b>	<b>861</b>	<b>594</b>	<b>741</b>	<b>703</b>		<b>7,994</b>	<b>100%</b>

**2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	466	3.8%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	460	3.7%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	1,053	8.5%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	1,513	12.3%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	629	5.1%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	2,007	16.3%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	428	3.5%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	376	3.1%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,512	12.3%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	1,341	10.9%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	40	0.3%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	224	1.8%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	610	4.9%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	822	6.7%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	449	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,531	12.4%
Other	18	32	30	26	33	57	51	38	32	40	20	19	377	3.1%
<b>TOTAL TRAINS DELAYED</b>	<b>603</b>	<b>1,560</b>	<b>579</b>	<b>635</b>	<b>878</b>	<b>1,549</b>	<b>2,106</b>	<b>1,306</b>	<b>1,043</b>	<b>1,069</b>	<b>997</b>	<b>749</b>	<b>12,325</b>	<b>100%</b>

**2012 Divergence From 2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	14	-38	-20	-8	-24	-34	-15	-3	-31	-44	-59		-262	-1.2%
<i>Freight Interference - Peak</i>	-13	-24	-14	-6	1	-21	-44	-38	-31	-9	-25		-224	-0.8%
<i>Freight Interference - Off-Peak</i>	11	-33	-9	-13	-37	-81	-40	-82	-45	-18	-23		-370	0.0%
Freight Interference - Total	-2	-57	-23	-19	-36	-102	-84	-120	-76	-27	-48		-594	-0.8%
Accident	-21	20	23	-8	10	-34	-55	-12	-57	5	-85		-214	0.1%
Passenger Loading	18	-14	37	-31	-29	-182	-381	-145	-78	-68	-45		-918	-2.7%
Lift Deployment	2	-13	-6	-6	-10	-23	-39	-38	-18	-33	-11		-195	-0.6%
Obstruction/Debris	-6	-9	9	21	9	-20	26	30	-28	-34	16		14	1.8%
Signal/Switch Failure	32	-80	13	-26	-10	-68	-171	-5	-21	-30	31		-335	2.5%
Track Work	112	2	12	-2	-79	-4	-158	-111	-91	-61	-78		-458	0.2%
Catenary Failure	-5	6	0	-2	-4	-6	10	0	13	10	15		37	0.6%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13	-1	5	-5	-37	13		-66	0.2%
Locomotive Failure	-16	-18	58	-40	-14	5	-28	1	-33	2	-7		-90	1.6%
Human Error	23	-7	-20	-23	4	-25	-51	-44	-11	-37	-40		-231	0.7%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4	-24	0	-15	11	1		-39	1.5%
Weather	179	-900	-2	-2	-25	-115	-84	9	13	21	-5		-911	-4.7%
Other	17	-15	28	-7	-8	-27	-36	-12	-11	-6	8		-69	0.8%
<b>TOTAL TRAINS DELAYED</b>	<b>355</b>	<b>-1,126</b>	<b>108</b>	<b>-166</b>	<b>-243</b>	<b>-652</b>	<b>-1,091</b>	<b>-445</b>	<b>-449</b>	<b>-328</b>	<b>-294</b>		<b>-4,331</b>	

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

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 12/12/2012

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 December 2010 and November 2012

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
<b>Total</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>232</b>	<b>153</b>	<b>183</b>	<b>96</b>	<b>275</b>	<b>18</b>	<b>45</b>	<b>406</b>	<b>1,651</b>
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
<b>Nov-12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>69</b>
<b>Total</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>166</b>	<b>149</b>	<b>134</b>	<b>65</b>	<b>137</b>	<b>10</b>	<b>64</b>	<b>176</b>	<b>1,037</b>

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

**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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	0	0	3	1	5	2	3	0	0	2		17	1.64%
Electric ML	0	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	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0	0		1	0.30%
HER	0	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	0		29	2.79%
Milw W	0	1	0	0	1	3	4	2	5	1	0		17	2.01%
NCS	0	0	0	0	1	0	2	0	1	0	0		4	1.00%
RI	4	2	5	5	6	14	17	10	8	8	3		82	9.59%
SWS	0	0	0	0	0	0	0	0	1	0	0		1	0.26%
UP N	1	2	1	3	4	1	2	3	2	1	2		22	3.29%
UP NW	0	1	2	1	1	2	3	1	3	2	13		29	4.58%
UP W	7	4	2	0	3	6	4	3	0	0	2		31	4.10%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>32</b>	<b>41</b>	<b>28</b>	<b>21</b>	<b>13</b>	<b>22</b>		<b>233</b>	<b>2.91%</b>
<b>ALL DELAYS</b>													<b>7,994</b>	

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

P:\ONTIME\report\DelaysByCause16Cats.xls\LiftUseByLine&Month

12/12/2012

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**  
November 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	18	12	2	0	4	6	12	9	4	4	6	14	13	104
11-15	19	9	2	0	0	7	11	2	1	7	1	11	2	72
16-20	11	2	1	0	1	4	11	2	1	0	1	3	5	42
21+	15	0	0	1	2	1	7	2	7	3	3	7	5	53
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>7</u>
Sub-Total	64	23	5	1	8	18	42	15	14	16	11	36	25	278
<b>Off-Peak **</b>														
6-10	19	33	2	32	1	30	14	13	22	13	18	21	13	231
11-15	7	6	1	8	0	8	12	3	5	4	15	5	5	79
16-20	7	6	0	1	0	7	2	1	2	1	2	3	1	33
21+	10	1	0	3	0	4	5	5	3	6	11	17	12	77
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>
Sub-Total	45	46	3	44	1	49	34	22	32	25	46	47	31	425
<b>November 2012 Total</b>														
6-10	37	45	4	32	5	36	26	22	26	17	24	35	26	335
11-15	26	15	3	8	0	15	23	5	6	11	16	16	7	151
16-20	18	8	1	1	1	11	13	3	3	1	3	6	6	75
21+	25	1	0	4	2	5	12	7	10	9	14	24	17	130
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>12</u>
TOTAL	109	69	8	45	9	67	76	37	46	41	57	83	56	703
<b>2012 Year-to-Date</b>														
6-10	481	500	108	221	33	571	377	201	524	193	325	300	361	4,195
11-15	246	156	30	52	11	225	209	100	142	88	129	112	146	1,646
16-20	94	46	14	21	5	88	92	34	58	29	57	54	87	679
21+	171	88	27	26	14	125	143	62	94	73	139	155	147	1,264
Annulled	<u>43</u>	<u>8</u>	<u>2</u>	<u>8</u>	<u>1</u>	<u>31</u>	<u>23</u>	<u>4</u>	<u>37</u>	<u>7</u>	<u>19</u>	<u>12</u>	<u>15</u>	<u>210</u>
TOTAL	1,035	798	181	328	64	1,040	844	401	855	390	669	633	756	7,994
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>November 2012 Total</b>														
6-10	33.9%	65.2%	50.0%	71.1%	55.6%	53.7%	34.2%	59.5%	56.5%	41.5%	42.1%	42.2%	46.4%	47.7%
11-15	23.9%	21.7%	37.5%	17.8%	0.0%	22.4%	30.3%	13.5%	13.0%	26.8%	28.1%	19.3%	12.5%	21.5%
16-20	16.5%	11.6%	12.5%	2.2%	11.1%	16.4%	17.1%	8.1%	6.5%	2.4%	5.3%	7.2%	10.7%	10.7%
21+	22.9%	1.4%	0.0%	8.9%	22.2%	7.5%	15.8%	18.9%	21.7%	22.0%	24.6%	28.9%	30.4%	18.5%
Annulled	<u>2.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>7.3%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>1.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2012 Year-to-Date Delays By Duration</b>														
6-10	46.5%	62.7%	59.7%	67.4%	51.6%	54.9%	44.7%	50.1%	61.3%	49.5%	48.6%	47.4%	47.8%	52.5%
11-15	23.8%	19.5%	16.6%	15.9%	17.2%	21.6%	24.8%	24.9%	16.6%	22.6%	19.3%	17.7%	19.3%	20.6%
16-20	9.1%	5.8%	7.7%	6.4%	7.8%	8.5%	10.9%	8.5%	6.8%	7.4%	8.5%	8.5%	11.5%	8.5%
21+	16.5%	11.0%	14.9%	7.9%	21.9%	12.0%	16.9%	15.5%	11.0%	18.7%	20.8%	24.5%	19.4%	15.8%
Annulled	<u>4.2%</u>	<u>1.0%</u>	<u>1.1%</u>	<u>2.4%</u>	<u>1.6%</u>	<u>3.0%</u>	<u>2.7%</u>	<u>1.0%</u>	<u>4.3%</u>	<u>1.8%</u>	<u>2.8%</u>	<u>1.9%</u>	<u>2.0%</u>	<u>2.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (12/11/12) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>November 2012</b>														
Peak *	16.2	10.7	11.8	22.0	15.6	13.0	16.4	15.5	42.2	15.2	19.2	26.5	14.6	17.9
Off-Peak **	15.6	10.0	10.7	9.8	10.0	12.0	12.7	15.3	13.3	16.4	17.5	29.3	20.2	15.6
All	15.9	10.2	11.4	10.0	14.9	12.3	14.8	15.4	21.7	16.0	17.8	28.1	17.7	16.5
<b>2012 Year-to-Date</b>														
Peak *	16.1	14.4	11.2	13.7	15.5	13.1	15.0	13.0	17.3	15.1	32.1	23.4	15.6	16.6
Off-Peak **	15.6	11.7	14.6	10.7	10.0	14.6	15.3	16.6	11.5	15.2	17.9	20.8	19.0	15.2
All	15.8	12.5	13.8	11.1	15.5	14.2	15.2	14.8	13.1	15.1	20.6	21.8	18.0	15.7

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (12/11/12) version from TOPS.