

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

**March 2013**



# COMMUTER RAIL ON-TIME PERFORMANCE

## March 2013

This report presents an analysis of the March 2013 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 March 2013, Metra operated 17,064 scheduled trains, including scheduled "extras", if any. 557 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.7%. Table 2 lists on-time percentages by line for each month and year since 2008.

Table 3 lists each train that was on time for less than 85% of its weekday runs in March 2013, 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 March 2013. Of the 557 delays systemwide in March 2013, all but 211 (38%) were beyond Metra's control. Table 6.b shows the previous March, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in March 2013, 75 fewer delays than in the previous March were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 1,739 delays in 2013, all but 211 (38%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for March 2013.

Table 8.a shows the frequency of train delays by delay-cause category and by line during March 2013. Table 8.b shows the average frequencies over the previous five Marchs, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 557 delays systemwide in March 2013, 15 less than the average over the previous five Marchs. Table 9.a shows delays from the beginning of the year through March 2013. Table 9.b shows the average frequencies from the beginning of the year through March 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 2013 and 2012 respectively, and Table 10.c shows the difference between the two. From January through March of 2013, a total of 1,739 trains were delayed, compared to 2,079 trains delayed in the same three months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In March 2013 freight operations delayed 67 trains systemwide, compared to 102 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2013 and 2012 respectively. A total of 19 trains were delayed by lift deployment in March 2013.

A review of March 2013 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 48.5% of all late trains. Table 14 shows that the average length of delay was 18.1 minutes in March 2013. 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  
March 2013**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,134	62	94.5%	843	49	94.2%	1,977	111	94.4%	142	9	93.7%	90	0	100.0%	2,209	120	94.6%
<b>Elec -ML</b>	942	9	99.0%	717	12	98.3%	1,659	21	98.7%	230	3	98.7%	100	7	93.0%	1,989	31	98.4%
<b>-BI</b>	294	2	99.3%	483	2	99.6%	777	4	99.5%	150	8	94.7%	--	--	--	927	12	98.7%
<b>-SC</b>	<u>357</u>	<u>1</u>	99.7%	<u>777</u>	<u>16</u>	97.9%	<u>1,134</u>	<u>17</u>	98.5%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>4</u>	96.0%	<u>1,474</u>	<u>23</u>	98.4%
<b>Subtotal</b>	1,593	12	99.2%	1,977	30	98.5%	3,570	42	98.8%	620	13	97.9%	200	11	94.5%	4,390	66	98.5%
<b>Heritage</b>	126	7	94.4%	--	--	--	126	7	94.4%	--	--	--	--	--	--	126	7	94.4%
<b>Milw -N</b>	524	34	93.5%	736	38	94.8%	1,260	72	94.3%	120	13	89.2%	100	2	98.0%	1,480	87	94.1%
<b>-W</b>	<u>566</u>	<u>19</u>	96.6%	<u>652</u>	<u>25</u>	96.2%	<u>1,218</u>	<u>44</u>	96.4%	<u>120</u>	<u>8</u>	93.3%	<u>90</u>	<u>1</u>	98.9%	<u>1,428</u>	<u>53</u>	96.3%
<b>Subtotal</b>	1,090	53	95.1%	1,388	63	95.5%	2,478	116	95.3%	240	21	91.3%	190	3	98.4%	2,908	140	95.2%
<b>NCS</b>	231	11	95.2%	231	18	92.2%	462	29	93.7%	--	--	--	--	--	--	462	29	93.7%
<b>RI</b>	756	5	99.3%	694	19	97.3%	1,450	24	98.3%	100	3	97.0%	80	8	90.0%	1,630	35	97.9%
<b>SWS</b>	231	10	95.7%	399	8	98.0%	630	18	97.1%	30	0	100.0%	--	--	--	660	18	97.3%
<b>UP -N</b>	628	10	98.4%	842	9	98.9%	1,470	19	98.7%	130	12	90.8%	90	4	95.6%	1,690	35	97.9%
<b>-NW</b>	691	31	95.5%	672	17	97.5%	1,363	48	96.5%	122	12	90.2%	75	3	96.0%	1,560	63	96.0%
<b>-W</b>	<u>567</u>	<u>12</u>	97.9%	<u>672</u>	<u>27</u>	96.0%	<u>1,239</u>	<u>39</u>	96.9%	<u>100</u>	<u>3</u>	97.0%	<u>90</u>	<u>2</u>	97.8%	<u>1,429</u>	<u>44</u>	96.9%
<b>Subtotal</b>	1,886	53	97.2%	2,186	53	97.6%	4,072	106	97.4%	352	27	92.3%	255	9	96.5%	4,679	142	97.0%
<b>SYSTEM</b>	7,047	213	97.0%	7,718	240	96.9%	14,765	453	96.9%	1,484	73	95.1%	815	31	96.2%	17,064	557	96.7%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (04/12/13) 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-MAR	AVG
<b>BNSF</b>	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.7%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	92.4%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	97.2%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.6%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.6%	96.0%
	<b>2013</b>	95.8	93.9	94.6										94.8%	94.8%
<b>2008-2012 average</b>		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	94.9%	94.4%
<b>Electric</b>	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	97.9%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	98.0%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	98.1%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.4%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	96.7%	97.3%
	<b>2013</b>	98.1	99.0	98.5										98.5%	98.5%
<b>2008-2012 average</b>		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	97.6%	97.5%
<b>Heritage</b>	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.1%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	87.6%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	91.5%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.4%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	96.4%	95.6%
	<b>2013</b>	97.0	99.2	94.4										96.8%	96.8%
<b>2008-2012 average</b>		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	90.6%	90.0%
<b>Milw - N</b>	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.1%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	93.4%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	95.5%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	91.6%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	95.1%	93.8%
	<b>2013</b>	95.5	92.4	94.1										94.1%	94.1%
<b>2008-2012 average</b>		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	94.1%	93.3%
<b>Milw - W</b>	<b>2008</b>	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.1%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	95.4%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.5%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.8%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.9%	94.7%
	<b>2013</b>	96.6	91.3	96.3										94.8%	94.8%
<b>2008-2012 average</b>		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	95.3%	95.4%
<b>NCS</b>	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	93.3%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	94.3%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.6%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	94.5%	92.4%
	<b>2013</b>	95.0	87.5	93.7										92.2%	92.2%
<b>2008-2012 average</b>		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	94.0%	93.2%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAR	AVG
RI	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	95.2%	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	95.6%	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	96.6%	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	95.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.3%	95.3%
	2013	96.5	98.1	97.9										97.5%	97.5%
<b>2008-2012 average</b>		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.6%	95.5%
SWS	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	93.3%	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	95.1%	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	93.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.2%	94.8%
	2013	94.7	97.1	97.3										96.3%	96.3%
<b>2008-2012 average</b>		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	94.5%	94.1%
UP - N	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	92.2%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	95.4%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.7%	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	92.9%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	97.0%	96.4%
	2013	98.3	97.3	97.9										97.8%	97.8%
<b>2008-2012 average</b>		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	94.6%	94.3%
UP - NW	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	93.6%	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	97.1%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	95.0%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.9%	96.3%
	2013	96.3	97.7	96.0										96.6%	96.6%
<b>2008-2012 average</b>		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	95.6%	95.7%
UP - W	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	93.1%	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	95.0%	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	97.1%	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	91.7%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.1%	95.3%
	2013	96.5	96.2	96.9										96.5%	96.5%
<b>2008-2012 average</b>		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.4%	94.0%
SYSTEM excluding South Shore	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	95.2%	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	95.3%	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	96.8%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	94.5%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.9%	95.8%
	2013	96.8	96.1	96.7										96.6%	96.6%
<b>2008-2012 average</b>		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	95.6%	95.3%

Delays data for most recent month is final (04/12/13) version from TOPS.

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'2008-2012 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  
March 2013**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1279 <b>76% OT</b>	Thu, Mar 07	57	M1	TRAIN STRUCK PEDESTRIAN AT CASS AVENUE MP 19.39
		Mon, Mar 18	106	M1	PEDESTRIAN STRIKE AT WEST HINSDALE
		Tue, Mar 19	25	G1	LATE FLIP FROM 1278
		Wed, Mar 20	7	E1	FOLLOWING 1277 WITH CAB SIGNAL FAILURE
		Thu, Mar 28	30	L	PERSON JUMPED ONTO TRACKS NEAR HALSTED ST. UP SIDE
BNSF	1281 <b>81% OT</b>	Thu, Mar 07	84	M1	TRAIN STRUCK PEDESTRIAN AT CASS AVENUE MP 19.39
		Mon, Mar 18	31	M1	PEDESTRIAN STRIKE AT WEST HINSDALE
		Tue, Mar 19	0	XG	BERWYN SWITCH FAILURE, RAN TRAIN AS 1285
		Thu, Mar 28	32	L	PERSON JUMPED ONTO TRACKS NEAR HALSTED ST. UP SIDE
BNSF	1283 <b>81% OT</b>	Thu, Mar 07	153	M1	TRAIN STRUCK PEDESTRIAN AT CASS AVENUE MP 19.39
		Mon, Mar 18	0	M1	COMBINED WITH 1279. PEDESTRIAN STRIKE AT WEST HINSDALE
		Tue, Mar 19	24	G1	LATE FLIP FROM 1282
		Thu, Mar 28	24	L	OUT CUS 20" LATE, PERSON JUMPED FROM CONDO BUILDING ONTO TRACKS STOPPED DGM-ATC
BNSF	1285 <b>76% OT</b>	Thu, Mar 07	52	M1	TRAIN STRUCK PEDESTRIAN AT CASS AVENUE MP 19.39
		Mon, Mar 18	0	M1	PEDESTRIAN STRIKE AT WEST HINSDALE
		Tue, Mar 19	26	G1	LATE FLIP FROM ANNULLED 1281, 1286 DELAYED
		Mon, Mar 25	8	U1	FOLLOWING TRAFFIC OUT OF CUS AS A RESULT OF 1249 ISSUE
		Thu, Mar 28	21	L	PERSON JUMPED ONTO TRACKS NEAR HALSTED ST. UP SIDE
BNSF	1373 <b>71% OT</b>	Thu, Mar 07	0	M1	TRAIN STRUCK PEDESTRIAN AT CASS AVENUE MP 19.39
		Tue, Mar 12	8	GA1	DELAYED FLIP FROM 1255/1284
		Mon, Mar 18	0	M1	PEDESTRIAN STRIKE AT WEST HINSDALE
		Tue, Mar 19	21	G1	LATE FLIP FROM 1284
		Mon, Mar 25	7	D1	LATE FLIP FROM 1284, BOX 2 FAIRVIEW AVE
		Thu, Mar 28	26	L	OUT CUS 23" LATE, PERSON JUMPED FROM CONDO BUILDING ONTO TRACKS UP SIDE
MN	2137 <b>81% OT</b>	Mon, Mar 04	8	RO	3" NO DOOR LIGHT, CUS; 4" STOP SIGNAL, MAYFAIR; 2" NO DOOR LIGHT, ENROUTE.
		Wed, Mar 06	8	AM	5" FOLLOWING 339, ENROUTE; 7" STOP SIGNAL, MAYFAIR.
		Thu, Mar 07	6	A	7" STOP SIGNAL, MAYFAIR.
		Wed, Mar 27	7	A	10" FOLLOWING #2135, ENROUTE.
MN	2151 <b>81% OT</b>	Tue, Mar 05	16	G	16" STOP SIGNAL RESTRICTED SPEED, MAYFAIR TO EDGEBROOK.
		Thu, Mar 14	7	J	10" POLICE REMOVED 2 PASSENGERS DISORDERLY CONDUCT, LIBERTYVILLE.
		Fri, Mar 15	6	D	6" STOP SIGNAL, CN.
		Tue, Mar 19	16	D1	15" WAITING ON #2158 TO CLEAR, RONDOUT.
MN	2158 <b>81% OT</b>	Tue, Mar 19	12	D	4" WAITING ON #2149; 12" WAITING ON N/B CN FREIGHT, CN.
		Thu, Mar 21	7	D	10" STOP SIGNAL, CN.
		Mon, Mar 25	10	A	5" WAITING ON #2149 GRAYSLAKE; 5" HELD FOR AMTRK #342 TO RUN A ROUND, MORTON GROVE; 5" WAITING ON 285 TO CLEAR, A-5.
		Tue, Mar 26	6	G1	10" WAITING ON #2149, GRAYSLAKE.
MW	2230 <b>76% OT</b>	Tue, Mar 05	7	IW	7" SLOW ENTRAINING(WEATHER) & POOR VISIBILITY ON SIGNALS, ENROUTE.
		Thu, Mar 14	57	M1	57" #2218 STRUCK PERSON, BENSENVILLE.
		Fri, Mar 15	7	A	2" HOLD FOR W/B FREIGHT, PROTECT XING, BIG TIMBER; 2" ADA, HANOVER PARK; 5" HOLD OUT FOR W/B, GALEWOOD & ITASCA.
		Wed, Mar 20	25	E1	21" RECEIVING #2228'S PASSENGERS, HANOVER PARK; 4" RUNNING 1 MAIN, BARTLETT.
		Wed, Mar 27	12	I	5" REA STRICTING BURNT OUT SIGNAL, MANNHEIM TO FRANKLIN PARK; 7" SLOW ENTRAINING, ENROUTE.
NCS	102 <b>81% OT</b>	Mon, Mar 11	0	XF	ANNULLED B/O 27 POINT CABLE.
		Mon, Mar 18	10	A	6" STOP SIGNAL, GRAYSLAKE; 6" STOP SIGNAL, DEVAL.
		Tue, Mar 19	7	RF	7" STOP SIGNAL, COACH YARD.
		Wed, Mar 27	37	F	20" LOCO #120 NOT LOADING, ANTIOCH; 10" FOLLOWING #104, ANTIOCH TO GRAYSLAKE; 8" X-TRAFFIC, DEVAL.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
March 2013**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	114	Tue, Mar 05	7	D	4" FOLLOWING FREIGHT, LAKE VILLA TO TRAFTON; 3" POOR VISIBILITY, ENROUTE; 2" LATE ENTRAINING, LAKE VILLA & ROUND LAKE BEACH.	
		<b>67% OT</b>	Thu, Mar 07	17	GA1	18" LATE TURN FROM #103, ANTIOCH.
		Fri, Mar 08	7	D	4" MEET NWD FREIGHT, ANTIOCH; 6" WORKERS ON PLANT FREIGHT, DEVAL; 1" 10MPH FREIGHT XING.	
		Mon, Mar 11	17	D	5" FREIGHT AHEAD, PROSPECT; 5" FREIGHT AHEAD, DEVAL; 5" HOLD FOR UP615, DEVAL; 1" WRONG LINE UP, WASHINGTON ST.	
		Tue, Mar 12	9	E1	10" TRANSFERRING PASSENGERS TO #2234 & MEET #2215, A-5.	
		Fri, Mar 15	11	RF	5" FLAGGED SIGNAL, GRAYSLAKE; 7" RESTRICTING, 42.4; 2" STOP, X/O, CICERO WEST.	
		Mon, Mar 25	8	G	7" FLAGGED BY SIGNAL, DEVAL; 2" LATE TURN #103.	
UPW	62	Mon, Mar 04	6	K	6" 10MPH SPEED RESTRICTION ACCT REPORT OF ROUGHT TRACK, MP33.3-33.2; ADA, WHEATON.	
		<b>81% OT</b>	Mon, Mar 11	6	D	6" FOLLOWING CETSH-09, PARK; SLOW ENTRAINING, WINFIELD.
		Fri, Mar 15	9	U	9" 2 ADA'S, WHEATON & GENEVA; SLOW ENTRAINING, GENEVA, WHEATON, GLEN ELLYN & LOMBARD.	
		Fri, Mar 22	6	I	6" SLOW ENTRAINING, GENEVA & WHEATON; RAN TRK 3 ACCT IG1G22-22 ON TRK 1 & MSPAR-21 ON TRK 2, KEDZIE.	

Data is final (04/12/13) version from TOPS.

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**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, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE**  
**March 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	26	17	8	11	3	41	19	17	9	3	17	25	15	211	38%
Semi-controllable	11	0	0	0	3	31	7	11	7	13	1	1	8	93	17%
Uncontrollable	83	14	4	12	1	15	27	1	19	2	17	37	21	253	45%
<b>TOTAL TRAINS DELAYED</b>	<b>120</b>	<b>31</b>	<b>12</b>	<b>23</b>	<b>7</b>	<b>87</b>	<b>53</b>	<b>29</b>	<b>35</b>	<b>18</b>	<b>35</b>	<b>63</b>	<b>44</b>	<b>557</b>	<b>100%</b>

**March 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	79	24	7	9	3	44	19	7	36	8	10	13	27	286	42%
Semi-controllable	7	0	0	0	3	20	24	17	6	22	0	4	18	121	18%
Uncontrollable	23	27	11	18	1	27	26	3	45	6	26	41	26	280	41%
<b>TOTAL TRAINS DELAYED</b>	<b>109</b>	<b>51</b>	<b>18</b>	<b>27</b>	<b>7</b>	<b>91</b>	<b>69</b>	<b>27</b>	<b>87</b>	<b>36</b>	<b>36</b>	<b>58</b>	<b>71</b>	<b>687</b>	<b>100%</b>

**March 2013 Divergence From March 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-53	-7	1	2	0	-3	0	10	-27	-5	7	12	-12	-75	58%
Semi-controllable	4	0	0	0	0	11	-17	-6	1	-9	1	-3	-10	-28	22%
Uncontrollable	60	-13	-7	-6	0	-12	1	-2	-26	-4	-9	-4	-5	-27	21%
<b>TOTAL TRAINS DELAYED</b>	<b>11</b>	<b>-20</b>	<b>-6</b>	<b>-4</b>	<b>0</b>	<b>-4</b>	<b>-16</b>	<b>2</b>	<b>-52</b>	<b>-18</b>	<b>-1</b>	<b>5</b>	<b>-27</b>	<b>-130</b>	<b>100%</b>

**January-March 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	131	46	21	22	4	155	112	53	50	20	57	59	60	790	45%
Semi-controllable	53	0	0	0	7	50	38	44	25	42	5	14	34	312	18%
Uncontrollable	158	61	16	26	1	55	69	11	47	10	46	84	53	637	37%
<b>TOTAL TRAINS DELAYED</b>	<b>342</b>	<b>107</b>	<b>37</b>	<b>48</b>	<b>12</b>	<b>260</b>	<b>219</b>	<b>108</b>	<b>122</b>	<b>72</b>	<b>108</b>	<b>157</b>	<b>147</b>	<b>1,739</b>	<b>100%</b>

Data for current month is final (04/12/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 04/12/2013

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**March 2013**

<b>WEEKDAY</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>TOTAL</b>
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	7	1	2	2	19	2	1	3	1	1	2	37	11	6	0	1	6	2	2	5	0	111
<b>Elec -ML</b>	0	1	1	1	0	1	2	0	1	3	1	2	1	1	1	0	0	1	2	2	0	21
<b>-BI</b>	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	4
<b>-SC</b>	0	2	1	0	0	1	0	1	0	5	0	0	1	1	1	0	0	0	3	1	0	17
<b>Heritage</b>	1	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	0	0	0	1	7
<b>Milw -N</b>	2	3	2	4	14	11	0	0	0	3	5	1	11	2	1	0	1	5	3	0	4	72
<b>-W</b>	2	0	10	4	1	0	0	2	1	10	2	0	1	4	1	0	0	0	6	0	0	44
<b>NCS</b>	1	0	1	1	2	3	5	1	1	0	1	1	1	3	0	0	4	2	2	0	0	29
<b>RI</b>	0	3	6	1	0	2	1	1	1	1	0	2	2	0	1	1	1	0	0	1	0	24
<b>SWS</b>	0	1	2	0	0	1	3	1	1	0	0	0	2	0	0	0	1	3	2	0	1	18
<b>UP -N</b>	2	0	1	1	0	0	0	2	1	1	0	0	6	3	1	0	0	1	0	0	0	19
<b>-NW</b>	6	0	1	0	9	1	0	2	0	0	15	5	3	0	2	1	0	0	0	2	1	48
<b>-W</b>	<u>0</u>	<u>2</u>	<u>3</u>	<u>10</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>39</u>
<b>SYSTEM</b>	21	13	31	24	45	23	15	15	7	26	30	51	42	20	9	6	18	14	22	13	8	453

  

<b>SATURDAY</b>	<b>2</b>	<b>9</b>	<b>16</b>	<b>23</b>	<b>30</b>	<b>TOTAL</b>	<b>SUNDAY/HOLIDAY</b>	<b>3</b>	<b>10</b>	<b>17</b>	<b>24</b>	<b>31</b>	<b>TOTAL</b>
<b>BNSF</b>	0	0	4	0	5	9	<b>BNSF</b>	0	0	0	0	0	0
<b>Elec -ML</b>	1	0	1	0	1	3	<b>Elec -ML</b>	3	2	1	0	1	7
<b>-BI</b>	6	0	0	0	2	8	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	2	0	0	0	0	2	<b>-SC</b>	3	1	0	0	0	4
<b>Heritage</b>	-	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	1	2	7	2	1	13	<b>Milw -N</b>	0	2	0	0	0	2
<b>-W</b>	0	2	5	0	1	8	<b>-W</b>	1	0	0	0	0	1
<b>NCS</b>	-	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	0	1	2	0	0	3	<b>RI</b>	0	7	1	0	0	8
<b>SWS</b>	0	0	0	0	0	0	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	1	2	6	2	1	12	<b>UP -N</b>	1	0	1	0	2	4
<b>-NW</b>	3	0	9	0	0	12	<b>-NW</b>	0	0	1	0	2	3
<b>-W</b>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<b>-W</b>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
<b>SYSTEM</b>	14	7	36	5	11	73	<b>SYSTEM</b>	10	12	4	0	5	31

Data is final (04/12/13) version from TOPS.

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**March 2013**

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	1	1	11	1	2	3	1	0	0	0	22
<i>Freight Interference - Peak</i>	3	0	0	0	3	1	0	0	0	3	0	0	1	11
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	17	4	9	6	4	0	1	8	56
Freight Interference - Total	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Accident	53	0	0	0	1	0	10	0	0	0	0	14	0	78
Passenger Loading	6	5	0	2	0	5	5	0	8	0	8	10	5	54
Lift Deployment	3	0	0	1	0	5	1	0	2	0	3	3	1	19
Obstruction/Debris	5	0	0	5	0	1	3	1	1	0	3	3	1	23
Signal/Switch Failure	15	5	6	2	0	21	11	5	2	6	5	12	0	90
Track Work	2	1	1	1	1	0	0	0	0	0	5	0	3	14
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	0	2	1	0	1	0	0	8	0	0	1	0	3	16
Locomotive Failure	1	0	0	0	0	6	6	1	2	0	4	3	5	28
Human Error	8	6	0	6	0	13	4	3	3	2	2	8	1	56
Sick, Injured, Unruly Passenger	5	6	2	1	0	7	2	0	3	0	2	3	3	34
Weather	2	2	2	1	0	0	5	0	5	2	1	6	9	35
Other	9	2	0	2	0	0	1	0	0	0	1	0	4	19
<b>TOTAL TRAINS DELAYED</b>	<b>120</b>	<b>31</b>	<b>12</b>	<b>23</b>	<b>7</b>	<b>87</b>	<b>53</b>	<b>29</b>	<b>35</b>	<b>18</b>	<b>35</b>	<b>63</b>	<b>44</b>	<b>557</b>

**March - Average Over Previous Five Years: 2008-2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1.8	1.4	1.0	0.4	1.4	4.0	0.8	0.6	2.0	1.0	1.6	0.2	1.2	17.4
<i>Freight Interference - Peak</i>	5.6	0.0	0.0	0.0	6.2	1.8	1.0	4.6	0.6	3.4	0.4	1.2	2.4	27.2
<i>Freight Interference - Off-Peak</i>	7.8	0.0	0.0	0.0	0.0	9.0	7.2	5.8	4.4	10.2	1.8	1.6	20.2	68.0
Freight Interference - Total	13.4	0.0	0.0	0.0	6.2	10.8	8.2	10.4	5.0	13.6	2.2	2.8	22.6	95.2
Accident	0.2	1.6	0.0	0.2	0.0	1.8	2.0	0.4	8.0	0.2	5.4	6.2	1.8	27.8
Passenger Loading	4.6	9.8	1.6	3.2	0.0	4.0	3.0	0.0	9.0	0.0	17.6	8.0	7.6	68.4
Lift Deployment	1.6	0.0	0.0	0.0	0.0	0.8	2.2	0.2	5.6	0.0	2.2	1.0	1.8	15.4
Obstruction/Debris	5.0	1.6	0.6	3.4	0.0	3.0	2.6	0.4	1.8	1.8	0.2	3.6	4.4	28.4
Signal/Switch Failure	21.2	9.0	1.6	1.8	3.2	19.6	9.4	5.8	7.4	7.6	7.2	5.4	5.6	104.8
Track Work	5.6	4.4	0.8	1.6	0.2	4.4	1.2	0.6	1.8	1.4	2.6	0.8	3.8	29.2
Catenary Failure	0.0	2.2	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Non-Locomotive Equipment Failure	3.6	2.0	1.0	1.6	0.0	0.6	1.2	0.2	0.6	0.0	1.6	0.6	1.2	14.2
Locomotive Failure	9.2	0.2	0.0	0.0	0.8	9.6	4.0	3.6	6.8	0.2	5.4	4.2	6.2	50.2
Human Error	4.4	2.6	0.6	1.6	0.6	3.2	3.4	2.4	6.0	1.6	5.4	5.6	4.0	41.4
Sick, Injured, Unruly Passenger	2.8	6.6	0.4	2.8	0.0	3.8	3.2	0.2	2.8	0.0	5.4	3.0	3.6	34.6
Weather	1.2	0.2	0.0	0.0	0.0	2.0	1.2	0.0	0.6	0.0	2.6	0.8	1.0	9.6
Other	1.0	2.2	1.2	1.8	0.0	1.2	3.0	0.0	6.6	1.0	5.4	2.6	5.8	31.8
<b>TOTAL TRAINS DELAYED</b>	<b>75.6</b>	<b>43.8</b>	<b>9.0</b>	<b>19.4</b>	<b>12.4</b>	<b>68.8</b>	<b>45.4</b>	<b>24.8</b>	<b>64.0</b>	<b>28.4</b>	<b>64.8</b>	<b>44.8</b>	<b>70.6</b>	<b>571.8</b>

**March 2013 Divergence From March 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	-0.8	-0.4	-1.0	0.6	-0.4	7.0	0.2	1.4	1.0	0.0	-1.6	-0.2	-1.2	4.6
<i>Freight Interference - Peak</i>	-2.6	0.0	0.0	0.0	-3.2	-0.8	-1.0	-4.6	-0.6	-0.4	-0.4	-1.2	-1.4	-16.2
<i>Freight Interference - Off-Peak</i>	-0.8	0.0	0.0	0.0	0.0	8.0	-3.2	3.2	1.6	-6.2	-1.8	-0.6	-12.2	-12.0
Freight Interference - Total	-3.4	0.0	0.0	0.0	-3.2	7.2	-4.2	-1.4	1.0	-6.6	-2.2	-1.8	-13.6	-28.2
Accident	52.8	-1.6	0.0	-0.2	1.0	-1.8	8.0	-0.4	-8.0	-0.2	-5.4	7.8	-1.8	50.2
Passenger Loading	1.4	-4.8	-1.6	-1.2	0.0	1.0	2.0	0.0	-1.0	0.0	-9.6	2.0	-2.6	-14.4
Lift Deployment	1.4	0.0	0.0	1.0	0.0	4.2	-1.2	-0.2	-3.6	0.0	0.8	2.0	-0.8	3.6
Obstruction/Debris	0.0	-1.6	-0.6	1.6	0.0	-2.0	0.4	0.6	-0.8	-1.8	2.8	-0.6	-3.4	-5.4
Signal/Switch Failure	-6.2	-4.0	4.4	0.2	-3.2	1.4	1.6	-0.8	-5.4	-1.6	-2.2	6.6	-5.6	-14.8
Track Work	-3.6	-3.4	0.2	-0.6	0.8	-4.4	-1.2	-0.6	-1.8	-1.4	2.4	-0.8	-0.8	-15.2
Catenary Failure	0.0	-1.2	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.4
Non-Locomotive Equipment Failure	-3.6	0.0	0.0	-1.6	1.0	-0.6	-1.2	7.8	-0.6	0.0	-0.6	-0.6	1.8	1.8
Locomotive Failure	-8.2	-0.2	0.0	0.0	-0.8	-3.6	2.0	-2.6	-4.8	-0.2	-1.4	-1.2	-1.2	-22.2
Human Error	3.6	3.4	-0.6	4.4	-0.6	9.8	0.6	0.6	-3.0	0.4	-3.4	2.4	-3.0	14.6
Sick, Injured, Unruly Passenger	2.2	-0.6	1.6	-1.8	0.0	3.2	-1.2	-0.2	0.2	0.0	-3.4	0.0	-0.6	-0.6
Weather	0.8	1.8	2.0	1.0	0.0	-2.0	3.8	0.0	4.4	2.0	-1.6	5.2	8.0	25.4
Other	8.0	-0.2	-1.2	0.2	0.0	-1.2	-2.0	0.0	-6.6	-1.0	-4.4	-2.6	-1.8	-12.8
<b>TOTAL TRAINS DELAYED</b>	<b>44.4</b>	<b>-12.8</b>	<b>3.0</b>	<b>3.6</b>	<b>-5.4</b>	<b>18.2</b>	<b>7.6</b>	<b>4.2</b>	<b>-29.0</b>	<b>-10.4</b>	<b>-29.8</b>	<b>18.2</b>	<b>-26.6</b>	<b>-14.8</b>

Data for current month is final (04/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 04/12/2013

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-March 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	2	0	2	1	22	5	8	3	2	0	1	3	50
<i>Freight Interference - Peak</i>	4	0	0	0	5	3	3	8	1	5	0	3	3	35
<i>Freight Interference - Off-Peak</i>	15	0	0	0	0	27	25	26	16	14	4	11	33	171
Freight Interference - Total	19	0	0	0	5	30	28	34	17	19	4	14	36	206
Accident	53	0	0	0	1	3	10	0	0	0	1	31	3	102
Passenger Loading	6	23	5	5	0	7	9	0	12	1	14	12	11	105
Lift Deployment	6	0	0	1	0	6	3	0	7	0	7	3	4	37
Obstruction/Debris	19	5	1	7	0	2	8	1	4	3	4	8	3	65
Signal/Switch Failure	72	12	9	5	3	78	69	26	23	26	14	25	29	391
Track Work	6	1	2	2	1	3	4	0	5	0	10	2	6	42
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	4	11	3	2	1	2	6	8	0	0	2	5	3	47
Locomotive Failure	14	0	0	0	0	36	19	9	9	8	16	13	9	133
Human Error	57	17	7	9	0	31	19	12	18	5	10	12	3	200
Sick, Injured, Unruly Passenger	8	19	5	3	0	12	4	1	5	0	6	13	10	86
Weather	46	13	5	8	0	28	31	7	18	5	14	17	19	211
Other	31	3	0	3	0	0	4	2	1	3	6	1	8	62
<b>TOTAL TRAINS DELAYED</b>	<b>342</b>	<b>107</b>	<b>37</b>	<b>48</b>	<b>12</b>	<b>260</b>	<b>219</b>	<b>108</b>	<b>122</b>	<b>72</b>	<b>108</b>	<b>157</b>	<b>147</b>	<b>1,739</b>

**January-March - Average Over Previous Five Years: 2008-2012**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	9.0	10.6	3.0	2.4	2.2	19.0	6.0	3.4	4.8	3.8	13.0	5.0	5.8	88.0
<i>Freight Interference - Peak</i>	17.0	0.2	0.0	0.0	14.8	4.0	6.6	10.8	4.0	10.8	2.8	2.6	14.0	87.6
<i>Freight Interference - Off-Peak</i>	23.6	0.2	0.2	0.0	0.0	24.2	18.4	16.2	13.8	27.0	5.6	7.6	47.6	184.4
Freight Interference - Total	40.6	0.4	0.2	0.0	14.8	28.2	25.0	27.0	17.8	37.8	8.4	10.2	61.6	272.0
Accident	29.8	4.8	0.2	2.6	0.6	6.6	19.4	7.2	16.4	2.0	16.6	15.8	8.2	130.2
Passenger Loading	9.6	24.0	6.6	6.0	0.0	11.4	4.0	0.2	15.4	0.6	56.6	14.0	15.4	163.8
Lift Deployment	4.8	0.0	0.0	0.0	0.0	6.2	5.8	1.2	14.4	0.0	7.0	4.0	8.2	51.6
Obstruction/Debris	15.2	3.4	1.4	6.6	0.0	7.4	11.4	1.6	7.8	3.4	4.6	17.6	14.2	94.6
Signal/Switch Failure	78.6	29.0	7.4	6.6	10.0	47.0	33.4	16.2	23.2	28.4	18.4	26.2	23.8	348.2
Track Work	10.8	18.4	8.4	4.2	0.4	8.8	4.6	2.0	4.6	2.8	6.4	4.2	9.4	85.0
Catenary Failure	0.0	9.0	3.2	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	15.4
Non-Locomotive Equipment Failure	6.0	10.6	6.0	3.6	0.0	2.0	3.2	0.6	3.2	0.8	5.0	5.4	2.6	49.0
Locomotive Failure	29.0	0.6	0.2	0.0	1.2	35.2	18.6	7.0	21.0	3.2	9.6	18.2	12.4	156.2
Human Error	17.8	12.0	2.2	2.8	2.8	14.6	10.2	4.0	12.8	7.0	27.0	15.6	9.6	138.4
Sick, Injured, Unruly Passenger	10.8	17.0	2.0	6.6	0.0	8.0	7.4	0.2	9.6	0.4	13.0	6.4	6.8	88.2
Weather	69.8	42.4	9.0	16.2	3.8	57.4	40.8	12.4	49.2	13.8	69.0	52.4	47.0	483.2
Other	2.6	13.2	2.8	3.2	0.0	4.8	7.4	1.0	11.8	3.6	13.6	7.0	13.2	84.2
<b>TOTAL TRAINS DELAYED</b>	<b>334.4</b>	<b>195.4</b>	<b>52.6</b>	<b>63.8</b>	<b>35.8</b>	<b>256.6</b>	<b>197.2</b>	<b>84.0</b>	<b>212.0</b>	<b>107.6</b>	<b>268.2</b>	<b>202.2</b>	<b>238.2</b>	<b>2,248.0</b>

**January-March 2013 Divergence From January-March 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	-8.0	-8.6	-3.0	-0.4	-1.2	3.0	-1.0	4.6	-1.8	-1.8	-13.0	-4.0	-2.8	-38.0
<i>Freight Interference - Peak</i>	-13.0	-0.2	0.0	0.0	-9.8	-1.0	-3.6	-2.8	-3.0	-5.8	-2.8	0.4	-11.0	-52.6
<i>Freight Interference - Off-Peak</i>	-8.6	-0.2	-0.2	0.0	0.0	2.8	6.6	9.8	2.2	-13.0	-1.6	3.4	-14.6	-13.4
Freight Interference - Total	-21.6	-0.4	-0.2	0.0	-9.8	1.8	3.0	7.0	-0.8	-18.8	-4.4	3.8	-25.6	-66.0
Accident	23.2	-4.8	-0.2	-2.6	0.4	-3.6	-9.4	-7.2	-16.4	-2.0	-15.6	15.2	-5.2	-28.2
Passenger Loading	-3.6	-1.0	-1.6	-1.0	0.0	-4.4	5.0	-0.2	-3.4	0.4	-42.6	-2.0	-4.4	-58.8
Lift Deployment	1.2	0.0	0.0	1.0	0.0	-0.2	-2.8	-1.2	-7.4	0.0	0.0	-1.0	-4.2	-14.6
Obstruction/Debris	3.8	1.6	-0.4	0.4	0.0	-5.4	-3.4	-0.6	-3.8	-0.4	-0.6	-9.6	-11.2	-29.6
Signal/Switch Failure	-6.6	-17.0	1.6	-1.6	-7.0	31.0	35.6	9.8	-0.2	-2.4	-4.4	-1.2	5.2	42.8
Track Work	-4.8	-17.4	-6.4	-2.2	0.6	-5.8	-0.6	-2.0	0.4	-2.8	3.6	-2.2	-3.4	-43.0
Catenary Failure	0.0	-8.0	-3.2	-2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-13.4
Non-Locomotive Equipment Failure	-2.0	0.4	-3.0	-1.6	1.0	0.0	2.8	7.4	-3.2	-0.8	-3.0	-0.4	0.4	-2.0
Locomotive Failure	-15.0	-0.6	-0.2	0.0	-1.2	0.8	0.4	2.0	-12.0	4.8	6.4	-5.2	-3.4	-23.2
Human Error	39.2	5.0	4.8	6.2	-2.8	16.4	8.8	8.0	5.2	-2.0	-17.0	-3.6	-6.6	61.6
Sick, Injured, Unruly Passenger	-2.8	2.0	3.0	-3.6	0.0	4.0	-3.4	0.8	-4.6	-0.4	-7.0	6.6	3.2	-2.2
Weather	-23.8	-29.4	-4.0	-8.2	-3.8	-29.4	-9.8	-5.4	-31.2	-8.8	-55.0	-35.4	-28.0	-272.2
Other	28.4	-10.2	-2.8	-0.2	0.0	-4.8	-3.4	1.0	-10.8	-0.6	-7.6	-6.0	-5.2	-22.2
<b>TOTAL TRAINS DELAYED</b>	<b>7.6</b>	<b>-88.4</b>	<b>-15.6</b>	<b>-15.8</b>	<b>-23.8</b>	<b>3.4</b>	<b>21.8</b>	<b>24.0</b>	<b>-90.0</b>	<b>-35.6</b>	<b>-160.2</b>	<b>-45.2</b>	<b>-91.2</b>	<b>-509.0</b>

Data for current month is final (04/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 04/12/2013

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  
2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	7	21	22										50	2.9%
<i>Freight Interference - Peak</i>	13	11	11										35	2.0%
<i>Freight Interference - Off-Peak</i>	42	73	56										171	9.8%
Freight Interference - Total	55	84	67										206	11.8%
Accident	23	1	78										102	5.9%
Passenger Loading	24	27	54										105	6.0%
Lift Deployment	12	6	19										37	2.1%
Obstruction/Debris	22	20	23										65	3.7%
Signal/Switch Failure	152	149	90										391	22.5%
Track Work	22	6	14										42	2.4%
Catenary Failure	0	0	2										2	0.1%
Non-Locomotive Equipment Failure	19	12	16										47	2.7%
Locomotive Failure	41	64	28										133	7.6%
Human Error	52	92	56										200	11.5%
Sick, Injured, Unruly Passenger	33	19	34										86	4.9%
Weather	90	86	35										211	12.1%
Other	11	32	19										62	3.6%
<b>TOTAL TRAINS DELAYED</b>	<b>563</b>	<b>619</b>	<b>557</b>										<b>1,739</b>	<b>100%</b>

**2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	54	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	61	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	188	9.0%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	249	12.0%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	161	7.7%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	180	8.7%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	42	2.0%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	85	4.1%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	287	13.8%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	194	9.3%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	18	0.9%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	43	2.1%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	172	8.3%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	165	7.9%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	92	4.4%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	227	10.9%
Other	35	17	58	19	25	30	15	26	21	34	28	11	110	5.3%
<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>510</b>	<b>2,079</b>	<b>100%</b>

**2013 Divergence From 2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Passenger Train Interference	-25	9	12										-4	0.3%
<i>Freight Interference - Peak</i>	-9	-4	-13										-26	-0.9%
<i>Freight Interference - Off-Peak</i>	-20	25	-22										-17	0.8%
Freight Interference - Total	-29	21	-35										-43	-0.1%
Accident	-8	-78	27										-59	-1.9%
Passenger Loading	-30	-6	-39										-75	-2.6%
Lift Deployment	-8	-5	8										-5	0.1%
Obstruction/Debris	-5	-1	-14										-20	-0.4%
Signal/Switch Failure	8	100	-4										104	8.7%
Track Work	-118	-9	-25										-152	-6.9%
Catenary Failure	-4	-10	-2										-16	-0.8%
Non-Locomotive Equipment Failure	3	6	-5										4	0.6%
Locomotive Failure	-12	35	-62										-39	-0.6%
Human Error	-28	51	12										35	3.6%
Sick, Injured, Unruly Passenger	7	-14	1										-6	0.5%
Weather	-122	71	35										-16	1.2%
Other	-24	15	-39										-48	-1.7%
<b>TOTAL TRAINS DELAYED</b>	<b>-395</b>	<b>185</b>	<b>-130</b>										<b>-340</b>	

Data for current month is final (04/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 04/12/2013

**TABLE 11: FREIGHT DELAYS  
between April 2011 and March 2013**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>215</b>	<b>157</b>	<b>173</b>	<b>91</b>	<b>275</b>	<b>16</b>	<b>49</b>	<b>352</b>	<b>1,549</b>
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
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
<b>Mar-13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>4</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>67</b>
<b>Total</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>162</b>	<b>141</b>	<b>143</b>	<b>64</b>	<b>103</b>	<b>10</b>	<b>73</b>	<b>129</b>	<b>942</b>

Data for current month is final (04/12/13) 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 04/12/2013



**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2013**

LINE													Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3										6	1.75%
Electric ML	0	0	0										0	0.00%
Electric BI	0	0	0										0	0.00%
Electric SC	0	0	1										1	2.08%
HER	0	0	0										0	0.00%
Milw N	1	0	5										6	2.31%
Milw W	0	2	1										3	1.37%
NCS	0	0	0										0	0.00%
RI	4	1	2										7	5.74%
SWS	0	0	0										0	0.00%
UP N	2	2	3										7	6.48%
UP NW	0	0	3										3	1.91%
UP W	3	0	1										4	2.72%
<b>Total Lift Delays</b>	<b>12</b>	<b>6</b>	<b>19</b>										<b>37</b>	<b>2.13%</b>
<b>ALL DELAYS</b>													<b>1,739</b>	

Data for current month is final (04/12/13) version from TOPS.

**2012**

LINE													Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	1	0	0	3	1	5	2	3	0	0	2	2	19	1.78%
Electric ML	0	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	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0	0	0	1	0.28%
HER	0	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	0	29	2.62%
Milw W	0	1	0	0	1	3	4	2	5	1	0	3	20	2.21%
NCS	0	0	0	0	1	0	2	0	1	0	0	1	5	1.18%
RI	4	2	5	5	6	14	17	10	8	8	3	4	86	9.44%
SWS	0	0	0	0	0	0	0	0	1	0	0	0	1	0.24%
UP N	1	2	1	3	4	1	2	3	2	1	2	2	24	3.26%
UP NW	0	1	2	1	1	2	3	1	3	2	13	3	32	4.68%
UP W	7	4	2	0	3	6	4	3	0	0	2	2	33	4.09%
<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>17</b>	<b>250</b>	<b>2.94%</b>
<b>ALL DELAYS</b>													<b>8,504</b>	

**TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION**  
**March 2013**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	11	5	1	1	4	21	9	5	4	7	6	12	4	90
11-15	5	1	1	0	2	6	1	2	1	2	1	4	1	27
16-20	6	3	0	0	0	3	3	0	0	1	2	5	1	24
21+	32	0	0	0	1	4	6	2	0	0	1	8	4	58
Annulled	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>14</u>
Sub-Total	62	9	2	1	7	34	19	11	5	10	10	31	12	213
<b>Off-Peak **</b>														
6-10	19	16	8	17	0	28	14	10	20	3	15	13	17	180
11-15	7	4	2	0	0	15	5	4	4	3	5	6	6	61
16-20	12	1	0	3	0	5	5	2	0	2	3	4	5	42
21+	12	1	0	2	0	5	9	2	6	0	2	8	3	50
Annulled	<u>8</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>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>11</u>
Sub-Total	58	22	10	22	0	53	34	18	30	8	25	32	32	344
<b>March 2013 Total</b>														
6-10	30	21	9	18	4	49	23	15	24	10	21	25	21	270
11-15	12	5	3	0	2	21	6	6	5	5	6	10	7	88
16-20	18	4	0	3	0	8	8	2	0	3	5	9	6	66
21+	44	1	0	2	1	9	15	4	6	0	3	16	7	108
Annulled	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>25</u>
TOTAL	120	31	12	23	7	87	53	29	35	18	35	63	44	557
<b>2013 Year-to-Date</b>														
6-10	126	76	25	38	6	143	114	59	73	34	58	51	77	880
11-15	64	16	8	3	3	62	53	25	28	12	20	29	33	356
16-20	48	8	2	5	0	24	19	11	6	10	13	18	13	177
21+	80	7	2	2	3	29	31	9	13	14	17	53	19	279
Annulled	<u>24</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>5</u>	<u>47</u>
TOTAL	342	107	37	48	12	260	219	108	122	72	108	157	147	1,739
<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>March 2013 Total</b>														
6-10	25.0%	67.7%	75.0%	78.3%	57.1%	56.3%	43.4%	51.7%	68.6%	55.6%	60.0%	39.7%	47.7%	48.5%
11-15	10.0%	16.1%	25.0%	0.0%	28.6%	24.1%	11.3%	20.7%	14.3%	27.8%	17.1%	15.9%	15.9%	15.8%
16-20	15.0%	12.9%	0.0%	13.0%	0.0%	9.2%	15.1%	6.9%	0.0%	16.7%	14.3%	14.3%	13.6%	11.8%
21+	36.7%	3.2%	0.0%	8.7%	14.3%	10.3%	28.3%	13.8%	17.1%	0.0%	8.6%	25.4%	15.9%	19.4%
Annulled	<u>13.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>6.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.8%</u>	<u>6.8%</u>	<u>4.5%</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>2013 Year-to-Date Delays By Duration</b>														
6-10	36.8%	71.0%	67.6%	79.2%	50.0%	55.0%	52.1%	54.6%	59.8%	47.2%	53.7%	32.5%	52.4%	50.6%
11-15	18.7%	15.0%	21.6%	6.3%	25.0%	23.8%	24.2%	23.1%	23.0%	16.7%	18.5%	18.5%	22.4%	20.5%
16-20	14.0%	7.5%	5.4%	10.4%	0.0%	9.2%	8.7%	10.2%	4.9%	13.9%	12.0%	11.5%	8.8%	10.2%
21+	23.4%	6.5%	5.4%	4.2%	25.0%	11.2%	14.2%	8.3%	10.7%	19.4%	15.7%	33.8%	12.9%	16.0%
Annulled	<u>7.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.8%</u>	<u>0.9%</u>	<u>3.7%</u>	<u>1.6%</u>	<u>2.8%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>3.4%</u>	<u>2.7%</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%

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

Data for most recent month is final (04/12/13) 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>March 2013</b>														
Peak *	35.5	11.6	10.0	7.0	11.7	14.0	29.3	13.9	8.8	9.5	13.2	28.9	17.7	23.0
Off-Peak **	20.4	9.5	8.4	11.0	--	12.4	19.8	11.6	13.5	12.3	14.6	23.4	12.1	15.1
All	28.3	10.1	8.7	10.9	11.7	13.0	23.3	12.3	12.8	10.7	14.2	26.1	13.5	18.1
<b>2013 Year-to-Date</b>														
Peak *	20.4	13.1	11.1	8.9	14.3	14.3	15.8	11.3	10.3	19.8	13.1	25.6	13.8	17.0
Off-Peak **	16.8	9.3	9.6	10.0	--	13.4	15.0	12.0	12.3	14.9	17.5	24.2	13.5	14.5
All	19.2	10.7	10.3	9.8	14.3	13.7	15.4	11.7	11.7	16.9	15.6	24.9	13.6	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 (04/12/13) version from TOPS.