

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

July 2013



COMMUTER RAIL ON-TIME PERFORMANCE

July 2013

This report presents an analysis of the July 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 July 2013, Metra operated 17,484 scheduled trains, including scheduled "extras", if any. 1,051 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.0%. 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 July 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 July 2013. Of the 1,051 delays systemwide in July 2013, all but 475 (45%) were beyond Metra's control. Table 6.b shows the previous July, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in July 2013, 158 more delays than in the previous July were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 5,484 delays in 2013, all but 2,408 (44%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during July 2013. Table 8.b shows the average frequencies over the previous five Julys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,051 delays systemwide in July 2013, 35 less than the average over the previous five Julys. Table 9.a shows delays from the beginning of the year through July 2013. Table 9.b shows the average frequencies from the beginning of the year through July 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 July of 2013, a total of 5,484 trains were delayed, compared to 5,095 trains delayed in the same seven months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2013 freight operations delayed 79 trains systemwide, compared to 125 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 July 2013.

A review of July 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 52.0% of all late trains. Table 14 shows that the average length of delay was 15.5 minutes in July 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.)

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**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
July 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			
BNSF	1,188	50	95.8%	891	48	94.6%	2,079	98	95.3%	119	6	95.0%	96	6	93.8%	2,294	110	95.2%
Elec -ML	987	77	92.2%	751	58	92.3%	1,738	135	92.2%	184	5	97.3%	100	23	77.0%	2,022	163	91.9%
-BI	308	17	94.5%	506	25	95.1%	814	42	94.8%	120	6	95.0%	--	--	--	934	48	94.9%
-SC	<u>374</u>	<u>17</u>	95.5%	<u>814</u>	<u>87</u>	89.3%	<u>1,188</u>	<u>104</u>	91.2%	<u>192</u>	<u>14</u>	92.7%	<u>100</u>	<u>6</u>	94.0%	<u>1,480</u>	<u>124</u>	91.6%
Subtotal	1,669	111	93.3%	2,071	170	91.8%	3,740	281	92.5%	496	25	95.0%	200	29	85.5%	4,436	335	92.4%
Heritage	132	3	97.7%	--	--	--	132	3	97.7%	--	--	--	--	--	--	132	3	97.7%
Milw -N	549	19	96.5%	771	62	92.0%	1,320	81	93.9%	100	20	80.0%	104	8	92.3%	1,524	109	92.8%
-W	<u>593</u>	<u>12</u>	98.0%	<u>683</u>	<u>57</u>	91.7%	<u>1,276</u>	<u>69</u>	94.6%	<u>99</u>	<u>15</u>	84.8%	<u>93</u>	<u>16</u>	82.8%	<u>1,468</u>	<u>100</u>	93.2%
Subtotal	1,142	31	97.3%	1,454	119	91.8%	2,596	150	94.2%	199	35	82.4%	197	24	87.8%	2,992	209	93.0%
NCS	242	17	93.0%	242	14	94.2%	484	31	93.6%	--	--	--	--	--	--	484	31	93.6%
RI	791	18	97.7%	726	77	89.4%	1,517	95	93.7%	80	8	90.0%	80	5	93.8%	1,677	108	93.6%
SWS	242	2	99.2%	418	12	97.1%	660	14	97.9%	24	0	100.0%	--	--	--	684	14	98.0%
UP -N	659	9	98.6%	860	26	97.0%	1,519	35	97.7%	107	19	82.2%	92	15	83.7%	1,718	69	96.0%
-NW	722	25	96.5%	706	31	95.6%	1,428	56	96.1%	96	23	76.0%	75	19	74.7%	1,599	98	93.9%
-W	<u>593</u>	<u>18</u>	97.0%	<u>705</u>	<u>42</u>	94.0%	<u>1,298</u>	<u>60</u>	95.4%	<u>80</u>	<u>4</u>	95.0%	<u>90</u>	<u>10</u>	88.9%	<u>1,468</u>	<u>74</u>	95.0%
Subtotal	1,974	52	97.4%	2,271	99	95.6%	4,245	151	96.4%	283	46	83.7%	257	44	82.9%	4,785	241	95.0%
SYSTEM	7,380	284	96.2%	8,073	539	93.3%	15,453	823	94.7%	1,201	120	90.0%	830	108	87.0%	17,484	1,051	94.0%

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

Delays data for most recent month is final (08/14/13) 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- JUL	AVG
BNSF	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.5%	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	92.9%	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	98.5	95.6%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2						94.0%	94.0%
2008-2012 average		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	94.5%	94.4%
Electric	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	98.4%	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	97.8%	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	97.6%	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	96.7%	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	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4						97.4%	97.4%
2008-2012 average		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%
Heritage	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	89.8%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.2%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	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	89.0%	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	96.7	95.5%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7						96.2%	96.2%
2008-2012 average		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	91.1%	90.0%
Milw - N	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.0%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.6%	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	93.5%	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	88.9%	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	95.5	93.2%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8						93.7%	93.7%
2008-2012 average		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	93.0%	93.3%
Milw - W	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.5%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2						94.4%	94.4%
2008-2012 average		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	95.5%	95.4%
NCS	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	94.7%	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	94.6%	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	93.1%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.1%	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	94.8	91.6%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6						92.6%	92.6%
2008-2012 average		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.0%	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- JUL	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	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	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	96.5%	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	92.8%	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	95.0%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6						95.3%	95.3%
2008-2012 average		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.4%	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	95.5%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.1%	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	93.9%	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	92.1%	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	95.0%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0						95.8%	95.8%
2008-2012 average		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	94.3%	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	93.2%	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	94.3%	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	95.0%	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	92.4%	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	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0						96.6%	96.6%
2008-2012 average		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	94.3%	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	95.0%	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	95.8%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.8%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.5%	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	96.6%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9						94.5%	94.5%
2008-2012 average		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	95.7%	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	94.5%	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	95.6%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	91.1%	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	94.7%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0						94.6%	94.6%
2008-2012 average		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.1%	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	96.0%	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	95.8%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.8%	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	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0						95.4%	95.4%
2008-2012 average		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	95.3%	95.3%

Delays data for most recent month is final (08/14/13) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTFbyLine&Month 8/15/2013

'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
July 2013**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1212	Tue, Jul 02	7	R	5" INEXPERIENCED ENGINEER, 2" CUSTOMER NOT IN POSITION TO GET OFF AT HALSTED ST.	
		82% OT	Fri, Jul 05	7	RL	LATE CALL FOR REAR COLLECTOR DEPARTED 5" LATE FROM ATC
		Fri, Jul 12	8	R	NEWER ENGINEER UNABLE TO MAINTAIN SCHEDULE	
		Fri, Jul 19	0	XE	LOADING ISSUES ANNULLED	
BNSF	1293	Tue, Jul 02	7	U	ADA LIFTS AND SLOW UNLOADING - HEAVY RIDERSHIP	
		73% OT	Fri, Jul 05	7	I	HEAVY PASSENGER LOADING
		Mon, Jul 08	13	D	DELAYED WAITING ON 1294 AT CICERO, ZPTLCHC906 TOOK 45 MINUTES TO YARD AND TOLD DS 15 MINUTES	
		Thu, Jul 11	10	CC	MT1 WELDERS REPAIRING FROG, WORKED MT3	
		Fri, Jul 26	18	M1	TRESPASSER INCIDENT AT EAST NAPERVILLE	
		Tue, Jul 30	9	IB	2 ADA AND 10 BIKES	
BNSF	1295	Tue, Jul 02	9	U	SLOW UNLOADING AND ADA AT RT 59	
		77% OT	Wed, Jul 10	10	I	10" MIN LATE DUE TO HEAVY LOADING / UNLOADING
		Thu, Jul 11	15	I	SLOW HEAVY LOADING AND UNLOADING	
		Fri, Jul 12	12	I	HEAVY PASSENGER LOADING TASTE OF CHICAGO	
		Mon, Jul 15	0	E	METX 193 MECHANICAL ISSUES	
BNSF	1297	Thu, Jul 11	10	D	10" MINS LATE ACCT BEING ON MAIN 2 FOR CLARENDON HILLS, WESTMONT, FAIRVIEW	
		77% OT	Fri, Jul 12	7	I	HEAVY PASSENGER LOADING TASTE OF CHICAGO
		Mon, Jul 15	13	E1	PICKED UP 1295S PASSENGERS AND SLOW UNLOADING	
		Fri, Jul 19	7	I	HEAVY PASSENGER LOADING CONCERT TRAFFIC	
		Tue, Jul 30	12	DD	12 MINS LATE ACCT DUE FREIGHT TRAFFIC	
BNSF	1325	Fri, Jul 05	12	DD1	LATE TURN OFF 1324	
		82% OT	Thu, Jul 11	10	I	10 MIN LATE TO AURORA / MIDDLE UNLOAD CLARENDON HILLS TO FAIRVIEW - SLOW UNLOADING
		Fri, Jul 12	7	I	HEAVY PASSENGER LOADING TASTE OF CHICAGO	
ELBI	224	Fri, Jul 05	22	M1	22" DUE TO #223'S INCIDENT @ 47TH ST.	
		82% OT	Wed, Jul 24	12	CC1	6" PASSENGERS ENROUTE 7" 55TH ST W/324 AND GETTING BY WORK AREA
		Thu, Jul 25	8	CG1	6" WAITING ON #124 TO CLEAR, KENSINGTON; 2" ENTRAINING, ENROUTE.	
		Fri, Jul 26	12	CC	12" 25MPH BY TRACK GANG, MP6.00-5.20.	
ELML	116	Wed, Jul 17	0	O1	ANNULLED AT UNIVERSITY PK, DUE TO WIRE ISSUES ON TRK 2.	
		82% OT	Thu, Jul 18	9	G1	5" LATE TURN FROM #111, UP; 4" MAKING LOCAL STOPS, 47TH-18TH ST.
		Fri, Jul 19	7	O1	7" TRACK CIRCUIT DOWN, KENSINGTON; WIRE DOWN ON TRK 3, 69TH- 51ST.	
		Tue, Jul 23	12	KP	12" WAITING ON CLEARANCE, 61ST.	
ELML	118	Wed, Jul 10	8	CO	5" WAITING ON #115 TO CLEAR, HOMEWOOD; 3" GETTING BY TRACK GANG, 47TH ST.	
		68% OT	Thu, Jul 11	7	CG	5" WAITING ON #115 TO CLEAR SINGLE TRACKING AROUND SIGNAL DPET, HOMEWOOD; 2" MAKING LOCAL STOPS, 47TH-18TH ST.
		Mon, Jul 15	7	CO	5", WAITING ON 115 ACCT SINGLE TRACKING DUE TO PLANNED WIRE WORK, HW INTERLOCKING.	
		Tue, Jul 16	8	JM	3" WAITING TO MEET ME115, HW INTER; 5" MEDICAL EMERGENCY, HOMEWOOD; 2" MAKING LOCAL STOPS 47TH TO 18TH.	
		Wed, Jul 17	38	O1	38" DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.	
		Thu, Jul 25	7	CG	4" WAIT ON #115 TO CLEAR SINGLE TRACKING AROUND SIGNAL DEPT, HOMEWOOD; 3" MAKING LOCAL STOPS, 57TH-18TH ST.	
		Tue, Jul 30	12	G	6" WAITING ON SIGNAL DEPT TO CHANGE OUT RELAY, RICHTON; 5" WAITON #115 TO CLEAR, HOMEWOOD; 2" MAKING LOCAL STOPS, 57TH-11TH PL.	
		Mon, Jul 08	15	CO	9" WAIT FOR #117 SINGLE TRACKING AROUND D-404, HOMEWOOD; 6" DOING OWN LOCAL WORK, 111TH TO 18TH ST.	
ELML	120	77% OT	Tue, Jul 09	7	CG1	5" WAITING ON #117 TO CLEAR SINGLE TRACKING AROUND SIGNAL DEPT, HOMEWOOD; 2" MAKING LOCAL STOPS, 57TH-11TH PL.
		Tue, Jul 16	8	CG	6" WAITING TO MEET ME117 SINGLE TRACKING SIGNAL DEPT, HW INTER 4" EFF TEST, 51ST INTER; 2" MAKING LOCAL STOPS, 47TH TO 18TH ST.	
		Tue, Jul 23	12	KP1	11" LATE TURN OF #115, UP; 1" SLOW LOADING/UNLOADING ENROUTE.	
		Tue, Jul 30	8	CG	5" WAITING ON #117 TO CLEAR SINGLE TRACKING AROUND SIGNAL DEPT, HOMEWOOD; 3" MAKING LOCAL STOPS, 57TH-11TH PL.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
ELML	122	Tue, Jul 09	12	CG1	7" WAITING ON #119 TO CLEAR SINGLE TRACKING AROUND SIGNAL DEPT,HOMEWOOD; 4" MAKING LOCAL STOPS, 57TH - 11TH PL.	
		82% OT	Mon, Jul 15	6	CO	8", WAITING FOR 119 ACCT OF SINGLE TRACKING DUE TO PLANNED WIRE WORK, HW INTERLOCKING; 2", ACCT MAKING LOCAL STOPS, ENROUTE.
		Wed, Jul 17	26	O1	42" LATE DEPART, DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.	
		Thu, Jul 25	8	CG	5" WAITING ON #119 TO CLEAR SINGLE TRACKING AROUND SIGNAL DEPT,HOMEWOOD; 3" MAKING LOCAL STOPS, 57TH-18TH ST.	
ELML	126	Fri, Jul 05	74	M1	74" DUE TO #223'S INCIDENT @ 47TH ST.	
		77% OT	Mon, Jul 15	7	I	4", MAKING LOCAL STOPS 47TH TO 18TH, ENROUTE; 3", WAITTING SWITCHING MOVE, RANDOLPH.
		Wed, Jul 17	34	O1	34" DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.	
		Tue, Jul 23	17	KP	19" LATE DEPARTING DUE TO POLICE ACTIVITY, UNIVERSITY PARK.	
Thu, Jul 25	8	CG1	9" WAITING ON #123 TO CLEAR SINGLE TRACKING, HOMEWOOD; 7" BLOCKSIGNALS ALL RED, BETWEEN HOMEWOOD & CP19.89.			
ELML	139	Fri, Jul 05	16	M1	ME223 INCIDENT	
		77% OT	Mon, Jul 08	6	I	6" ENTRAINING, ENROUTE.
		Thu, Jul 11	7	I	7" SLOW ENTRAINING/DETRAINING, ENROUTE.	
		Mon, Jul 22	7	I	7" HEAVY PASSENGER LOADING AND PEDESTRIAN ON THE TRACKS, ENROUTE.	
Wed, Jul 31	30	O1	27" BEHIND LATE TRAINS, 69TH ST.			
ELML	708	Wed, Jul 03	31	O	31" WIRE DOWN ON 2 MAIN, 11TH PL.	
		82% OT	Wed, Jul 17	37	O1	37" DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.
		Thu, Jul 18	10	G1	11" LATE DEPARTING WAITING ON #105 TO CLEAR, UNIVERSITY PARK.	
		Fri, Jul 19	23	O1	23" TRACK CIRCUIT DOWN, KENSINGTON; WIRE DOWN ON TRK 3, 69TH- 51ST.	
ELML	738	Wed, Jul 03	11	O	11" WIRE DOWN ON 2 MAIN, 11TH PL.	
		82% OT	Wed, Jul 17	43	O1	43" DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.
		Thu, Jul 18	7	G1	7" DEPARTING WAIT ON #105 TO CLEAR, RICHTON YARD.	
		Fri, Jul 19	26	O1	26" TRACK CIRCUIT DOWN, KENSINGTON; WIRE DOWN ON TRK 3, 69TH- 51ST.	
ELML	756	Wed, Jul 17	47	O1	47" DUE TO WIRE ISSUES ON TRK 2, FLOSSMOOR-HARVEY.	
		82% OT	Fri, Jul 19	13	O1	13" TRACK CIRCUIT DOWN, KENSINGTON; WIRE DOWN ON TRK 3, 69TH- 51ST.
		Wed, Jul 24	10	AS	10" FOLLOWING SS912, ENROUTE.	
		Mon, Jul 29	8	J	8" INCIDENT INVOLVING POLICE ASSISTANCE, VAN BUREN.	
ELSC	315	Wed, Jul 17	7	CG	7" TRYING TO GET TRACK PERMIT VIA RADIO, 65TH INT; SINGLE TRACKING ARUND SIGNAL DEPT ON SCSD.	
		82% OT	Fri, Jul 19	17	O1	17" WIRE DOWN ON TRK 3, 69TH - 51ST.
		Tue, Jul 23	27	KP1	27" FOLLOWING #215 ENROUTE.	
		Tue, Jul 30	13	CC	13" COULD NOT HEAR CLEAR COMMUNICATION W/NORTH DISPATCHER COPY TRACK PERMIT, BAD RADIO #1587, 65TH ST.	
ELSC	316	Mon, Jul 15	7	CC	2", WAITING ON 116, ENROUTE; 2", SLOW LOADING/UNLOADING, ENROUTE; 3", CONTACTING FORM B'S, ENROUTE.	
		64% OT	Fri, Jul 19	11	O1	11" WIRE DOWN ON TRK 3, 69TH-51ST.
		Tue, Jul 23	20	KP1	20" FOLLOWING #116 ENROUTE.	
		Wed, Jul 24	7	CC	3" SLOW ENTRAINING/DETRAINING, SCSD; 4" 25MPH BY TRACK GANG, MP7.40-7.10 & A LOT OF RADIO TRAFFIC.	
		Thu, Jul 25	8	CC	2" WAIT ON #116, 65TH; 2" WAITING ON RADIO TRAFFIC TO CLEAR, 57TH ST; 4" 25MPH BY TRACK GANG, MP6.40-6.20.	
		Fri, Jul 26	9	CC	4" WAITING ON #116, 65TH ST; 5" 25 MPH BY TRACK GANG, MP6.00- 5.80.	
		Tue, Jul 30	9	CC1	9" WAITING ON #116, 57TH ST.	
Wed, Jul 31	7	CC	3" SPEED RESTRICTION, SCAD MP10.73-9.13; 4" 25MPH BY TRACK GANG, MP4.20-4.00.			
ELSC	317	Thu, Jul 11	8	CC	7" GETTING BY TRACK GANG, 35TH ST.	
		73% OT	Fri, Jul 12	10	CC	8" PASSING TRACK GANG, MP2.90-5.00; 2" SPEED RESTRICTIONS, SCSD.
		Mon, Jul 15	6	CC	6", GETTING BY TRACK GANG, MP 3.69.	
		Fri, Jul 19	15	O1	15" WIRE DOWN ON TRK 3, 69TH-51ST.	
		Thu, Jul 25	8	CG	5" WAITING ON #316 TO CLEAR, 65TH ST; 3" SINGLE TRACKING AROUND SIGNAL DEPT.	
Tue, Jul 30	10	CG	5" WAIT ON #318 TO CLEAR SCSD SINGLE TRACKING AROUND SIGNAL DEPT, 65TH ST; 5" SPEED RESTRICTION, SCSD MP10.73-9.13.			
ELSC	318	Fri, Jul 19	15	O1	15" WIRE DOWN ON TRK 3, 69TH-51ST.	
		73% OT	Tue, Jul 23	7	KP1	7" LATE TURN OF EQUIP DELAYED #315, S. CHICAGO.
		Wed, Jul 24	7	CC	7" 25MPH BY TRACK GANG & A LOT OF RADIO TRAFFIC, MP6.90-6.40.	
		Fri, Jul 26	7	CC	5" 25MPH BY TRACK GANG, MP6.00-5.80.	
		Tue, Jul 30	10	CC	5"SPEED RESTRICTION, SCSD MP9.13-10.73; 3" 25MPH BY TRACK GANG,MP5.00-4.50.	
Wed, Jul 31	9	CC	9" SPEED RESTRICTION, SCAD MP10.73-9.13; 4" 25MPH BY TRACK GANG, MP4.10-3.70.			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
ELSC	320	Tue, Jul 02	7	I	3" SLOW ENTRAINING/DETRAINING, SCSD; 2" WAIT ON #120 LOCAL, 57TH ST; 2" INTERMITTENT TRACK CIRCUIT DOWN ON 65, 66 & 67 SWITCHES, RANDOLPH	
		73% OT	Wed, Jul 24	8	CC	4" 25MPH BY TRACK GANG, MP6.90-6.40; 4" WAIT ON INSTRUCTION FROM FOREMAN, MP2.38.
		Fri, Jul 26	11	CC	6" THROWING SS, 92ND ST; 5" 25MPH BY TRACK GANG, MP6.00-5.80.	
		Mon, Jul 29	7	CC	7" SINGLE TRACKING AND SLOW ORDERS	
		Tue, Jul 30	8	CC	2" SPEED RESTRICTION, SCSD MP9.13-10.73; 3" 25MPH BY TRACK GANG, MP4.40-4.10; 3" TOO MUCH RADIO TRAFFIC, MP5.90-1.33.	
		Wed, Jul 31	8	CC	2" SPEED RESTRICTION, SCAD MP10.73-9.13; 2" 25MPH BY TRACK GANG, MP3.90-3.60; 4" SLOW ENTRAINING/DETRAINING, ENROUTE.	
ELSC	322	Mon, Jul 15	6	CC	3", CONTACTING FORM B'S, ENROUTE.	
		73% OT	Mon, Jul 22	6	CG1	3" WAITING ON #122.
		Tue, Jul 23	8	I	5" SCSD SLOW LOADING/UNLOADING, ENROUTE; 3" WAITING ON ME122 LOCALS, 69TH STREET.	
		Fri, Jul 26	10	CC	7" 25MPH BY TRACK GANG, MP6.00-5.20; 3" AWDMM ITEM 1, 73RD ST.	
		Mon, Jul 29	6	CC	6" SINGLE TRACKING AND SLOW ORDERS	
		Tue, Jul 30	12	CC	4" SPEED RESTRICTION, SCAD MP9.13-10.73; 7" TOO MUCH RADIO TRAFFIC, MP5.90-1.33.	
ELSC	323	Fri, Jul 05	0	M1	ANNULLED.	
		77% OT	Tue, Jul 09	9	F	5" LATE DEPARTING MECHANICAL PROBLEMS WITH CAR 1541, RANDOLPH; 4" ENTRAINING/DETRAINING, ENROUTE.
		Wed, Jul 10	12	CC1	10" FOLLOWING #223, ENROUTE.	
		Thu, Jul 11	10	CC	10" GETTING BY TRACK GANG, 35TH ST.	
		Fri, Jul 26	10	CC1	5" WAIT ON #324 TO CLEAR, 65TH ST; 3" AWDMM, 73RD ST; 2" SLOW ENTRAINING/DETRAINING, ENROUTE.	
		ELSC	325	Tue, Jul 02	41	M
73% OT	Fri, Jul 05	34	M1	34" DUE TO #223'S INCIDENT @ 47TH ST.		
	Wed, Jul 10	11	CC	6" GETTING BY TRACK GANG, 47TH ST.		
	Thu, Jul 11	7	CC	6" GETTING BY TRACK GANG, 35TH ST.		
	Fri, Jul 12	12	I	5" PASSING TRACK GANG, MP2.90-5.00; 6" HEAVY ENTRAINING/ DETRAINING, ENROUTE.		
	Fri, Jul 26	6	CC1	6" WAIT ON #326 TO CLEAR, 65TH ST.		
	ELSC	328	Tue, Jul 02	29	M1	25" LATE TURN FROM #325, S. CHICAGO.
82% OT	Fri, Jul 05	24	M1	24" DUE TO #223'S INCIDENT @ 47TH ST.		
	Fri, Jul 12	7	I	6" HEAVY ENTRAINING, ENROUTE; 1" WAITING ON SS911 TO CLEAR, RANDOLPH.		
	Wed, Jul 17	6	I	4" ENTRAINING/DETRAINING, ENROUTE; 2" NO REASON GIVEN.		
	ELSC	334	Mon, Jul 01	6	I	4" ENTRAINING, ENROUTE; 2" WAIT ON SS9117 & #339 TO CLEAR, RANDOLPH.
73% OT	Fri, Jul 05	10	M1	ME223 INCIDENT		
	Tue, Jul 09	7	I	7" SLOW ENTRAINING/DETRAINING, ENROUTE.		
	Tue, Jul 23	6	I	3" WAITING FOR TRAINS TO CLEAR, RANDOLPH; 3" SLOW LOADING/ UNLOADING, ENROUTE.		
	Fri, Jul 26	7	GM	7" WALKING SPEED @ 73RD ST DUE TO SINK HOLE, AWDMM FROM JEFFREY BLVD-OGLESBY AVE, 93RD TO 69TH ST.		
	Wed, Jul 31	7	I	4" ENTRAINING/DETRAINING, ENROUTE; 3" WAITING FOR TRAINS TO CLEAR, RANDOLPH.		
	MN	2121	Mon, Jul 01	6	I	4" SLOW ENTRAINING, ENROUTE; 2" CN FREIGHT, CN XING.
64% OT	Wed, Jul 03	7	AM1	7" FOLLOWING 2221 WHICH WAS FOLLOWING AMTRACK, A5.		
	Wed, Jul 10	9	D	4" FOLLOWING #2221, ENROUTE; 5" CN X-ING		
	Mon, Jul 15	19	RO	20" SWITCH FAILURE, A5.		
	Tue, Jul 16	15	RO1	9" SWITCH FAILURE, A-5; 6" PASSENGER LOADING, ENROUTE; 4" FOLLOWING #2221 TO CUS, A-5.		
	Wed, Jul 17	9	G1	10" STOP SIGNAL RESTRICTED SPEED, CN XING.		
	Tue, Jul 23	7	I	7" ENTRAINING, STROLLERS/BIKES, GLENVIEW.		
	Wed, Jul 24	8	GF	10" STOP SIGNAL TALKED BY SIGNAL, MAYFAIR.		
MN	2132	Fri, Jul 05	7	I	4" STOP SIGNAL, MAYFAIR; 3" ENTRAINING, ENROUTE.	
82% OT	Fri, Jul 12	8	I	8" HEAVY ENTRAINING, ENROUTE.		
	Thu, Jul 18	7	I	4" X-TRAFFIC, MAYFAIR; 5" ENTRAINING, ENROUTE.		
	Fri, Jul 19	8	I	5" ENTRAINING, ENROUTE; 3" X/O 2 TO 1 & BACK TO 2 MAIN, A-5.		
	MN	2136	Fri, Jul 05	7	I	3" CN X-TRAFFIC; 4" HEAVY ENTRAINING, ENROUTE.
82% OT	Wed, Jul 10	11	G	12" SWITCH FAILURE, A-5.		
	Mon, Jul 15	26	RO	26" SWITCH FAILURE, A5.		
	Wed, Jul 17	7	D	7" FOLLOWNG CP FREIGHT, MAYFAIR TO A-5.		

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2140	Wed, Jul 03	11	I	2" HEAVY LOADING, ENROUTE; 2" RED SIGNAL, A2; RED SIGNAL, LAKE ST; 4" NO REASON GIVEN.	
		77% OT	Wed, Jul 10	7	I	10" HEAVY ENTRAINING, ENROUTE.
		Fri, Jul 12	13	I	12" HEAVY ENTRAINING, ENROUTE.	
		Mon, Jul 15	14	RO	15" SWITCH FAILURE, ENROUTE.	
		Wed, Jul 17	33	RO	6" CN XING; 6" WAIT ON #2119; 15" SWITCH FAILURE, A-5; 10" FOLLOWING TRAINS, CANAL ST.	
MN	2151	Mon, Jul 08	16	I	10" HEAVY PASSENGER COUNT ALL CARS 2149 & 2151, ENROUTE.	
		82% OT	Fri, Jul 12	7	I	7" HEAVY ENTRAINING ENROUTE
		Tue, Jul 16	7	I	9" PASSENGER LOADING, ENROUTE.	
		Wed, Jul 17	18	G	8" AWAITING SIGNAL, CN X-ING; 6" X-TRAFFIC, RONDOUT; 4" SLOW PSSGR LOADING.	
MW	2230	Tue, Jul 02	7	I	1" LATE TURN FROM #2207, BIG TIMBER; 1" ADA, ELGIN-BENSENVILLE; 5" SLOW ENTRAINING, ENROUTE.	
		82% OT	Wed, Jul 10	7	I	7" HEAVY ENTRAINING, ENROUTE.
		Wed, Jul 17	19	GX	5" BROKEN GATE, HIGHLAND; 5" ENTRAINING, ENROUTE; 5" WAIT FOR 2213 BEFORE XING TO 1 MAIN, GALEWOOD.	
		Fri, Jul 19	16	E1	11" AWAITING BUSES FROM BIG TIMBER, ELGIN; 3" POLICE ACTIVITY, HANOVER PARK; 7" RED SIGNALS, GRAND/CICERO.	
MW	2232	Wed, Jul 03	6	S	6" RED SIGNAL , FLAGGED BY RED SIGNAL, B-12, ENCOUNTERED FUSSEE, GALEWOOD; RED SIGNAL, A-5.	
		77% OT	Fri, Jul 05	7	S	7" HEAVY ENTRAINING & DARK SIGNAL, MONTCLARE.
		Mon, Jul 15	6	RO	10" HOLDING FOR 2213, SINGLE TRACKING AROUND FREIGHT NS 19N, TRAIN TOO BIG TO FIT ANYWHERE (9000 FT) AND OUTBOUND RESTED UNTIL 1115, B17.	
		Tue, Jul 16	7	U	6" EX-LARGE ADA CHAIR, ROSELLE; 2" E-RED SIGNAL, ITASCA.	
		Fri, Jul 19	14	I	5" POLICE ACTIVITY, HANOVER PARK; 3" ASSISTING FEMALE LOAD BIKE, WOODALE; 3" SLOW ENTRAINING; 1" ENGR REPORT DIP IN TRACK, B-35; 1" HOLD RTA	
MW	2234	Mon, Jul 01	29	D1	29" STOPPED WAITING ON #2213 DUE TO FREIGHT IN EMERGENCY AND SINGLE TRACKING @ SPAULDING, NATIONAL ST.	
		82% OT	Fri, Jul 12	10	I	10" HEAVY ENTRAINING, ENROUTE.
		Fri, Jul 19	14	I	5" HOLD FOR #2213, B-35; 5" SLOW ENTRAINING, B-12 TO GALEWOOD; 5" SLOW ENTRAINING, ENROUTE.	
		Tue, Jul 23	10	CH	2" ADA, NATIONAL ST; 6" COPY R.T.B, BENSENVILLE; 3" ENTRAINING, ENROUTE.	
MW	2242	Wed, Jul 03	15	KD	2" ADA, ELGIN-FRANKLIN PARK; 7" STOP TO CHECK EQUIPMENT HIT DEBRIS, ROSELLE; 6" FOLLOWING TRAINS ON 2 MAIN, A-2 TO CUS.	
		59% OT	Fri, Jul 05	10	I	10" SLOW DETRAINING.
		Wed, Jul 10	8	U	6" 3 ADA'S, GALEWOOD, BENSENVILLE & SCHAUMBURG.	
		Fri, Jul 12	11	I	11" HEAVY ENTRAINING, ENROUTE.	
		Mon, Jul 15	13	RO1	13" LATE TURN FROM 2219, BIG TIMBER.	
		Mon, Jul 22	17	RA	6" STOP SIGNAL, CANAL STREET; 4" 2 MAIN TRACK, GALEWOOD TO A5; 3" STOP SIGNAL, A-2.	
		Wed, Jul 24	16	G	11" DARK SIGNAL, SPAULDING RESTRICTED SPEED TO BARTLETT; 2" ITEM 2, HARLEM AVE MP9.79; 2" ADA, ELGIN TO WESTERN AVE.	
		Fri, Jul 26	15	K	2" ADA, ELGIN TO CUS; 13" AUTO ON TRACKS @ PROSPECT IN WOODALE.	
Tue, Jul 30	6	A	4" MEETING/WAITING ON OTHER TRAINS, ENROUTE; 2" ADA, ELGIN TO WESTERN AVE.			
MW	2252	Wed, Jul 03	21	D	10" LATE TURN FROM #2247, BIG TIMBER; 11" STOP SIGNAL BLOCKED BY FREIGHT, B-12.	
		73% OT	Wed, Jul 10	26	KD	26" TRAIN STRUCK DEBRIS LOST HEP, LOST 48- CABLE @ A-5; STOPPED @ CAL AVE MECHANICAL DEPT TIED UP BAD 480 CABLE PUT LOCO IN BYPASS.
		Fri, Jul 12	14	D	11" FOLLOWING FEIGHT, B12 TO GALEWOOD; 6" LATE DEPARTURE, BIG TIMBER.	
		Thu, Jul 18	9	D	10" STOP SINGAL CP FREIGHT, GALEWOOD. [2" LATE DEPT DUE LATE ARRIVAL #2247].	
		Fri, Jul 19	12	II	14" LATE TURN FROM #2247, BIG TIMBER.	
		Mon, Jul 22	8	IB1	7" LATE ARRIVAL OF 2247, BIG TIMBER ROAD; 2" FREIGHT TRAIN HAD PLATFORM BLOCKED, ELGIN.	
MW	2253	Wed, Jul 03	21	D1	11" LATE TURN OF EQUIP, CUS; 2" ADA, CUS; 2" ADA, ELGIN.	
		82% OT	Wed, Jul 10	26	KD1	26" LATE TURN FROM #2252, CUS.
		Fri, Jul 12	35	D1	20" LATE DEPARTURE, CUS; 5" TEEN WENT UNDER TRAIN, ROSELLE; 19" EXTREMELY SLOW LOADING, ENROUTE; 5" POLICE LOOKING FOR KID, ROSELLE.	
		Fri, Jul 19	16	II	16" LATE TURN FROM #2252, CUS.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
NCS	109	Wed, Jul 03	8	D	9" STOP SIGNAL, LOMOND.	
		64% OT	Fri, Jul 05	10	F1	16" MAKING LOCAL STOPS, RIVER GROVE TO CUS.
		Thu, Jul 11	6	D	7" STOP SIGNAL, DEVAL.	
		Mon, Jul 15	8	RO1	13" CUS-RIVER GROVE 3 MOR TO A-5, STOP SIGNAL, MESS @ A-5.	
		Wed, Jul 17	35	G1	18" FOLLOWING #2227, A-5; 17" STOP SIGNAL RESTRICTED SPEED, LOMOND-RAM.	
		Thu, Jul 18	15	D	6" WAITING ON CN SOUTH DISPATCHER, RIVER GROVE; 9" STOP SIGNAL, LOMOND.	
		Mon, Jul 22	8	A	11" STOPPED WAITING ON OTHER TRAINS, DEVAL.	
		Mon, Jul 29	15	D	4" 529 A, PORT CLINTON; 11" STOP SIGNAL FREIGHT, TRAFTON.	
RI	507	Fri, Jul 12	8	GM	3" COPY GATE MALFUNCTION; 3" GATE MALFUNCTION, CENTRAL & 167TH (ITEM2); 3" PULLING 9 CAR TRAIN, BEV SUB.	
		73% OT	Tue, Jul 16	8	AA	5" DELAY RULE 6.30, BI; 3" OBSERVING AWDMMMS, CENTRAL & 167TH ST
		Wed, Jul 17	6	AA	5" RULE 6.30, BI; 2" OBSERVING 10MPH OVER, UP DIAMONDS.	
		Fri, Jul 19	9	CC	1" WAIT FOR TRACK INSPECTOR TO CLEAR, 16TH ST; 8" WAIT FOR #508 TO CLEAR SINGLE TRACKING AROUND B1201 LINE 203, BI; 1" FLAG STOPS, ROBBINS.	
		Thu, Jul 25	9	CC	2" LATE ACCT CONGESTION #416 WASH TALKED BY SIGNAL AHEAD; 2" TALKED BY SIGNAL NS TRACK CIRCUIT, ENGLEWOOD; 5" WAIT ON INBOUND; 2" ADA, 80T	
		Wed, Jul 31	6	U	3" ADA, 95TH; 3" ADA, MIDLOTHIAN; 4" DETRAINING ADA & DISABLED CHILDREN, NEW LENOX.	
RI	508	Mon, Jul 01	6	I	2" AWD, 80TH AVE; 3" SLOW ENTRAINING, 80TH AVE & MOKENA; 1" LOADING BIKES, 123RD ST; 2" LARGE FAMILY ENTRAINING, 103RD ST.	
		64% OT	Thu, Jul 11	8	I	3" ADA, 80TH AVE; 5" HEAVY ENTRAINING
		Mon, Jul 15	7	I	7" HEAVY LOADING ENROUTE.	
		Tue, Jul 16	6	I	4" SLOW LOADING, NEW LENOX, MOKENA 80TH AVE AND OAK FOREST; 2" PASSENGERS ON THE WRONG SIDE, TINLEY PARK/OAK PARK AVE.	
		Wed, Jul 17	9	I	11" SLOW ENTRAINING, ENROUTE.	
		Fri, Jul 19	11	I	3" CONCATCTING EIC B1201 LINE 204; 1" CONTACTING EIC B1201 LINE 203; 2" BOARDING STROLLERS, 111TH; 6" SLOW ENTRAINING, ENROUTE.	
		Tue, Jul 23	6	I	2" APPROACH, 31.9; 2" FLAG STOPS, 127TH AND 123RD; 2" B 1201 LINE 201 SINGLE TRACKING AROUND WELDERS, CP46TH; HEAVY PASSENGER LOADING.	
		Thu, Jul 25	11	U	6" ENTRAINING, ENROUTE; 3" ADA, 111TH ST; 3" ADA, 103RD ST.	
RI	510	Tue, Jul 02	11	F	7" PENALTY APPLICATION ON CAB SIGNAL ON CAR 8561 TWICE WHEN DEPARTING STATION CUT CAB SIGNALS, BI; 4" NS 23K LONG TO TAKE SIG, ENGLEWOOD.	
		73% OT	Fri, Jul 05	11	I	2" ADA & HEAVY ENTRAINING, JOLIET; 6" NEW LENOX & 80TH AVE & OAK PARK AVE; 3" WAIT FOR #509 TO CLEAR, BI; 4" FLAG & RUN RESTRICTED, ENGLEW
		Thu, Jul 11	12	I	3" HEAVY ENTRAINING, JOLIET TO BI; 5" WAIT ON #507, BI; 3" HEAVY ENTRAINIGN, BEVERLY SUB.	
		Mon, Jul 15	6	I	6" HEAVY LOADING ENROUTE.	
		Fri, Jul 19	25	CC	10" WAIT FOR #507 TO CLEAR, SINGLE TRACKING AROUND UNDERCUTTER, MOKENA; 10" WAIT FOR #509 TO CLEAR SINGLE TRACKING AROUND B1201 LINE 203; 3" AD	
Thu, Jul 25	14	D	10" WAIT FOR #507 TO CLEAR & TRAFFIC TO TURN SINGLE TRACKING AROUND B1201 LINE 204, MOKENA.			
RI	511	Tue, Jul 02	10	D1	1" LATE DEPARTING STRAGGLERS, 5" FREIGHT TRAFFIC ENGLEWOOD 23K 34" ADA BRAINARD, 1" CREW CHANGE JOL CYD	
		82% OT	Fri, Jul 12	8	I	6" PULLING 9 CAR TRAIN DOWN, BEV SUB; 3" WAIT FOR XL12 TO DEPART.
		Thu, Jul 18	7	AA	4" RULE 6.30, BI; 3" SLOW ORDER A-102.	
Mon, Jul 22	6	I	2" ADA, MIDLOTHIAN; 3" MAKING FLAG STOPS, ENROUTE; 2" MAINLINE CREW CHANGE, JOL. CYD.			
RI	518	Wed, Jul 03	9	I	9" ENTRAINING, ENROUTE.	
		82% OT	Mon, Jul 15	0	XAM	ANNULLED DUE TO EXCESSIVE LOADING FROM AMTRAK AT JOLIET WHO HAD MECHANICAL PROBLEMS.
		Wed, Jul 17	11	M1	13" LATE TURN FROM #513, JUD.	
Fri, Jul 19	7	I	7" HEAVY ENTRAINING/DETRAINING, ENROUTE.			
RI	526	Mon, Jul 01	6	R	7" MECHANICAL PROBLEM, JUD.	
		82% OT	Wed, Jul 03	14	AM	7" WAIT FOR #413 TO DEPART TO YARD & AMTRAK TO DEPART; JUD; 5" HEAVY ENTRAINING/DETRAINING, GRESHAM; 3" FLAGGED CIRCUIT UP ON NS34, ENGLEWOOD
		Thu, Jul 18	9	RO	12" LATE DEPARTING OPERATOR ERROR WRONG LING UP, JOLIET; TRAIN TOOK SIGNAL LINED BACK INTO YD & HAD TO MAKE REVERS MOVE.	
Mon, Jul 22	12	H1	9" RED SIGNAL CP ELIZABETH WAIT FOR RI 523, RI523 ENGINEER DID NOT INFORM DISPATCHER NOT RUNNING TRACK SPEED, 35TH; 4" CAB SIGNAL PENALTY			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	527	Wed, Jul 03	10	I	1" ENTRAINING, LSS; 3" FLAG STOPS, 123RD, ROBBINS; 4" SLOW ENTRAINING, 35TH ST.	
		82% OT	Wed, Jul 10	17	I	2" ENTRAINING, LSS; 5" STOPPED LOSS SIGNAL/SWITCH INDICATION, 14TH ST; 1" SPEED RESTRICTION, MP6.2-6.7; 10" HEAVY DETRAINING, BRAINERD-119T
			Thu, Jul 11	13	I	13" HEAVY ENTRAINING/DETRAINING, ENROUTE.
			Fri, Jul 12	11	I	1" LATE PASSENGERS, LSS; 1" SPEED RESTRICTION, MP6.2-6.7; 5" HEAVY DETRAINING, BRAINARD-119TH; 4" HEAVY DETRAINING, 80TH AVE & NEW LENOX.
RI	529	Tue, Jul 02	9	I	1" LATE DEPARTING HEAVY ENTRAINING/DETRAINING, LSS; 5" HEAVY ENTRAINING/DETRAINING, 35TH ST; 3" HEAVY ENTRAINING/DETRAINING SOX GAME, ENRO	
		73% OT	Wed, Jul 03	6	I	5" SLOW ENTRAINING/DETRAINING, ENROUTE.
			Mon, Jul 08	7	I	7" SLOW ENTRAINING & ADA, 35TH ST; 3" SLOW DETRAINING THRU DISTRICT.
			Fri, Jul 19	9	I	4" SLOW ENTRAINING, 35TH ST; 3" SLOW DETRAINING, BEV SUB; 3" SLOW DETRAINING, MAIN LINE.
			Mon, Jul 22	10	I	5" HEAVY LOADING SOX FANS, 35TH; 3" SLOW UNLOADING, BEVERLY SUB; 2" ADA, 35TH AND 107TH.
			Wed, Jul 24	7	I	5" HEAVY ENTRAINING, 35TH ST; 3" SLOW DETRAINING TO JOLIET.
RI	532	Wed, Jul 03	6	II	8" LATE TURN FROM #527, JUD.	
		82% OT	Wed, Jul 10	10	II	12" LATE TURN FROM #527, JUD.
			Thu, Jul 11	10	II	9" LATE TURN FROM #527, JUD.
			Fri, Jul 12	8	II	8" LATE TURN FROM #527, JOLIET.
RI	533	Wed, Jul 03	19	D	5" PULLING 9 CAR TRAIN; 16" FOLLOWING Q557, CP MOKENA TO CP35.5.	
		68% OT	Wed, Jul 10	7	I	1" LATE DEPARTING ENTRAINING, LSS; 1" SPEED RESTRICTION, MP6.2-6; 4" FLAG STOPS, ENROUTE; 1" ENTRAINING, NEW LENOX.
			Thu, Jul 11	8	I	4" FLAG STOPS; 4" SLOW DETRAINING, 91ST-119TH ST; 9 CAR CONSIST.
			Fri, Jul 12	10	I	1" SPEED RESTRICTION, MP6.2-6.7; 5" SLOW DETRAINING, 91ST-119TH; 4" FLAG STOPS, PRAIRIE, 123RD & ROBBINS.
			Mon, Jul 15	7	I	1", LATE DEPARTURE FOR RUNNING PASSENGERS, LSS; 2", LATE PASSENGERS, 35TH ST; 2", SPEED RESTRICTIONS, MP 6.2-6.7; 2", FLAG STOPS, 123RD.
			Thu, Jul 18	6	I	4" MAKING FLAG STOPS; 1" SLEEPING PASSENGER, NEW LENOX; 2" TALKED BY SIGNAL, JOLIET.
			Fri, Jul 19	7	I	6" SLOW DETRAINING, 91ST-111TH ST; 3" FLAG STOPS, 123RD, PRAIRIE, ROBBINS; 1" LATE DETRAINING, 80TH AVE.
UPNW	640	Thu, Jul 11	7	D	7" 3LCP50J-11 XING, DEVAL.	
		82% OT	Tue, Jul 23	9	GT1	9" WAIT ON LINE UP BY SIGNAL MAINTAINERS THAT HAD LOCAL CONTROL DUE TO CODE LINE FAILURE(AT&T CUT LINE@ PROVIS0), MAYFAIR; 6" HEAVY ENTRAINING
			Wed, Jul 24	7	I	7" HEAVY ENTRAINING, ENROUTE.
			Fri, Jul 26	9	CC	9" TRACK CONSTRUCTION RUN ON TRK 2, DESPLAINES TO JEFFERSON PARK.
UPNW	643	Fri, Jul 19	13	G1	13" SWITCH #13 OUT OF CORRESPONDENCE WOULD NOT LINE UP FORWARD OR REVERSE COULD NOT USE TRK 1 & 2, TRK 3 HAD N/B TRAINS, CY INT.	
		82% OT	Mon, Jul 22	21	F	17" DEPARTED LATE OUT OF CPT WAITED FOR THE ENGINEER TO ARRIVE FROM THE YARD DUE TO THE CAB CAR #8444 ON THE EQUIPMENT FOR M643 FAILED,CPT.
			Wed, Jul 24	10	D	10" 2 ATS PENALTY APPLICATIONS, XH, MP20.12; FOLLOWED #637 ACCTA44791-24, CN INTERLOCKING BARRINGTON.
			Mon, Jul 29	10	D	10" STOPPED FOR FREIGHT NO ANSWER FROM CN FOR INFO, CN.
UPNW	644	Fri, Jul 05	9	I	9" SLOW/HEAVY ENTRAINING, ENROUTE.	
		82% OT	Wed, Jul 10	13	I	13" HEAVY/SLOW ENTRAINING, ENROUTE.
			Tue, Jul 23	29	GT1	33" LATE TURN FROM #613, CRYSTAL LAKE.
			Fri, Jul 26	11	GF1	11" LATE TURN FROM #613, CRYSTAL LAKE.
UPW	36	Mon, Jul 15	7	AD	7" FOLLOWED 3 LITE ENGINES AND HELD BEHIND THE LIGHT ENGINES, WESTERN TO HALSTED.	
		77% OT	Tue, Jul 16	8	U	8" 2 ADA LIFTS AND CROSS TRAFFIC OF 1 EAST BOUND & 1 WEST BOUND METRA TRAIN, WESTERN AVE.
			Wed, Jul 17	7	GF	7" TRAIN CONTROL COMING TO CN WASHINGTON, NO SIGNAL DUE TO BAD CONTACT IN LEVER MACHINE, CN WASHINGTON.
			Fri, Jul 19	7	I	7" SLOW ENTRAINING, VILLA PARK; SLOW ORDER, MP24.75-24.25.
			Tue, Jul 23	17	F	17" LOADING DOOR 7245 WOULD NOT CLOSE, WHEATON, GLEN ELLYN & LOMBARD; CREW USED CROW BAR TO CLOSE DOOR @ LOMBARD.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	42	Thu, Jul 11	15	D	15" FOLLOWED CATWF-09, GENEVA TO TURNER.	
		77% OT	Mon, Jul 15	8	G	8" TRAIN CONTROL ACCT MICRO PROCESSOR OVERHEATED AT CPY012 CAUSING THE SIGNAL AT CPY015 TO BE A RED SIGNAL, VILLA PARK TO PARK.
		Wed, Jul 17	13	CC	13" RUNNING TRK 2 DUE TO MOW REPLACING XING @ WHEATON, WEST CHICAGO TO LOMBARD.	
		Mon, Jul 22	11	D	11" WAITED FOR M25 @ TURNER ON ACCT. OF THE CNAOK-20 @ TURNER ON TRACK 1 & THE QNPCXP-21 @ WASHINGTON ST & IG2G3-22 @ WINFIELD ON TRK.2.	
		Thu, Jul 25	10	CC	10" HEAVY ENTRAINING, GENEVA-ELMHURST; USED SHORT X/O DUE TO TRACK MAINTENANCE, KEDZIE.	
UPW	44	Mon, Jul 01	10	I	10" OPERATE TRK 2 ENTRAINING/DETRAINING FROM CAB CAR ONLY ON STREET XING, TURNER TO GRACE.	
		64% OT	Tue, Jul 02	15	CG1	15" OPERATE TRK 1 SIGNAL DEPT CHAGING SIGNAL HEADS @ CPY903, KEDZIE-HALSTED; NO SIGNAL TRK INSPECTOR CLEARING, WESTERN; ADA, ENROUTE.
		Wed, Jul 03	10	I	10" SLOW/HEAVY ENTRAINING, ENROUTE; ADA, GLEN ELLYN; 2" OPERATESLOW SPEEDS THROUGH X/O, KEDZIE.	
		Fri, Jul 05	15	I	15" HEAVY ENTRAINING, GENEVA, W. CHICAGO, WHEATON, COLLEGE AVE, GLEN ELLYN, LOMBARD & ELMHURST.	
		Fri, Jul 12	10	I	10" EXTREME HEAVY ENTRAINING(TASTE OF CHICAGO), ENROUTE.	
		Mon, Jul 15	10	RF	TRAIN CONTROL ON ACCT OF CN LOWER OPERATOR FORGOT TO LINE THE TRAIN UP, KRESS TO WASHINGTON.	
		Fri, Jul 19	9	I	9" SLOW ENTRAINING, GENEVA, WINFIELD, WHEATON, VILLA PARK & ELMHURST; HEAVY ENTRAINING ALL STATIONS.	
		Thu, Jul 25	16	CC	16" HEAVY ENTRAINING, GENEVA-EL;MHURST; USED SHORT X/O DUE TO TRACK MAINTENANCE, KEDZIE.	
UPW	52	Tue, Jul 02	10	AA	10" WAIT FOR #37 TO X/O TO MAIN TRK 3, ELMHURST.	
		82% OT	Fri, Jul 05	12	I	7" SLOW ENTRAINING, GENEVA & WEST CHICAGO; 3" NO SIGNAL, JB TOWER; STOPPED 2" WAIT FOR PASSENGER WITH BABY STROLLER & LUGGAGE.
		Thu, Jul 11	13	GF	13" NO SIGNAL ACCT SIGNAL ISSUES ON TRACK 2 @ WEST CHICAGO(DIRTY CONTACT IN LEVER MACHINE @ CN TOWER), TURNER.	
		Wed, Jul 17	12	RF1	12" DID NOT GET SIGNAL @ WASHINGTON ST, W. CHICAGO; SPEED RESTRICTION @ MP24.75.	

Data is final (08/14/13) 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

Effective January 1, 2012 Revised Dec. 6, 2011

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 PASSENGER TRAIN INTERFERENCE				12 LOCOMOTIVE FAILURE			
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	13 HUMAN ERROR			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				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.
4 ACCIDENT				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
5 PASSENGER LOADING				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)
6 LIFT DEPLOYMENT				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
7 OBSTRUCTION/DEBRIS				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	14 SICK, INJURED, UNRULY PASSENGER			
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
8 SIGNAL/SWITCH FAILURE				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
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
9 TRACK WORK				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	16 OTHER			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
10 CATENARY FAILURE				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
11 NON-LOCOMOTIVE EQUIPMENT FAILURE				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

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

TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
July 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	53	82	24	69	1	65	33	17	26	7	28	37	33	475	45%
Semi-controllable	9	0	0	0	2	15	14	11	5	6	1	17	9	89	8%
Uncontrollable	48	81	24	55	0	29	53	3	77	1	40	44	32	487	46%
TOTAL TRAINS DELAYED	110	163	48	124	3	109	100	31	108	14	69	98	74	1,051	100%

July 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	55	28	6	16	0	78	16	17	20	4	32	11	34	317	31%
Semi-controllable	7	0	0	0	5	59	23	20	13	22	1	17	8	175	17%
Uncontrollable	49	46	7	12	6	87	51	44	82	5	35	52	47	523	52%
TOTAL TRAINS DELAYED	111	74	13	28	11	224	90	81	115	31	68	80	89	1,015	100%

July 2013 Divergence From July 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-2	54	18	53	1	-13	17	0	6	3	-4	26	-1	158	439%
Semi-controllable	2	0	0	0	-3	-44	-9	-9	-8	-16	0	0	1	-86	-239%
Uncontrollable	-1	35	17	43	-6	-58	2	-41	-5	-4	5	-8	-15	-36	-100%
TOTAL TRAINS DELAYED	-1	89	35	96	-8	-115	10	-50	-7	-17	1	18	-15	36	100%

January-July 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	437	202	66	137	9	361	245	113	190	54	178	213	203	2,408	44%
Semi-controllable	95	0	0	0	20	118	97	102	45	90	15	55	124	761	14%
Uncontrollable	402	202	50	119	5	174	218	29	304	49	213	334	216	2,315	42%
TOTAL TRAINS DELAYED	934	404	116	256	34	653	560	244	539	193	406	602	543	5,484	100%

Data for current month is final (08/14/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 08/16/2013

TABLE 7: NUMBER OF DELAYS BY DATE
July 2013

WEEKDAY	1	2	3	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	TOTAL
	Mo	Tu	We	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
BNSF	1	6	8	6	3	0	3	5	5	4	2	5	0	28	1	2	0	3	11	2	2	1	98
Elec -ML	0	1	6	30	3	2	4	6	3	3	2	26	6	17	1	5	3	8	0	2	2	5	135
-BI	0	0	3	11	0	1	2	2	2	4	0	1	1	4	0	4	1	1	1	0	2	2	42
-SC	1	3	3	17	0	2	3	9	8	4	1	3	0	9	2	5	4	4	12	3	6	5	104
Heritage	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3
Milw -N	3	1	2	2	3	3	3	3	5	10	9	23	8	2	1	1	2	0	0	0	0	0	81
-W	4	2	9	6	0	0	4	1	6	8	1	5	5	7	4	1	1	1	1	0	3	0	69
NCS	0	0	2	1	0	0	1	2	0	1	2	12	6	1	1	0	0	0	0	1	0	1	31
RI	2	5	11	2	4	0	4	8	12	5	3	5	5	6	7	1	1	12	0	1	0	1	95
SWS	1	0	1	0	0	2	0	2	1	0	0	0	1	0	3	0	0	2	0	0	0	1	14
UP -N	2	3	3	2	0	4	3	1	2	4	1	1	1	0	1	0	0	1	0	3	1	2	35
-NW	0	0	3	5	0	1	5	3	0	0	1	0	0	16	3	5	4	0	5	3	2	0	56
-W	5	2	3	3	0	4	3	7	3	4	2	5	1	2	3	1	0	2	1	0	1	1	60
SYSTEM	19	30	54	85	13	19	35	50	47	47	24	87	34	92	27	25	16	34	31	15	19	20	823

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	4	7	14	21	28	TOTAL
BNSF	3	3	0	0	6	BNSF	4	0	2	0	0	6
Elec -ML	0	5	0	0	5	Elec -ML	4	5	6	5	3	23
-BI	0	6	0	0	6	-BI	-	-	-	-	-	0
-SC	0	14	0	0	14	-SC	0	1	3	0	2	6
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	2	6	10	2	20	Milw -N	3	0	5	0	0	8
-W	2	10	3	0	15	-W	5	2	5	2	2	16
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	3	5	0	8	RI	0	0	2	3	0	5
SWS	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	3	3	12	1	19	UP -N	6	1	5	3	0	15
-NW	3	6	10	4	23	-NW	6	1	7	4	1	19
-W	1	0	2	1	4	-W	4	3	2	1	0	10
SYSTEM	14	56	42	8	120	SYSTEM	32	13	37	18	8	108

Data is final (08/14/13) version from TOPS.

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

July 2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	2	1	0	0	10	2	2	7	2	0	1	4	34
<i>Freight Interference - Peak</i>	0	0	0	0	2	3	1	7	0	0	0	4	2	19
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	11	13	4	5	4	1	9	5	60
Freight Interference - Total	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Accident	14	30	11	19	0	3	1	0	11	0	4	0	0	93
Passenger Loading	16	39	11	30	0	22	36	0	61	0	23	35	18	291
Lift Deployment	2	0	0	0	0	1	8	0	3	0	0	4	1	19
Obstruction/Debris	1	5	2	3	0	0	4	0	1	1	4	2	10	33
Signal/Switch Failure	9	7	2	2	0	24	8	11	2	2	2	25	10	104
Track Work	2	11	5	50	0	5	2	0	4	0	13	3	5	100
Catenary Failure	0	56	10	13	0	0	0	0	0	0	0	0	0	79
Non-Locomotive Equipment Failure	2	3	3	1	0	0	2	1	2	0	0	2	2	18
Locomotive Failure	28	0	0	0	0	5	7	1	3	0	6	5	2	57
Human Error	9	3	3	2	1	21	13	2	8	5	5	5	5	82
Sick, Injured, Unruly Passenger	1	3	0	3	0	0	0	1	0	0	8	2	3	21
Weather	12	1	0	0	0	1	0	2	1	0	0	0	0	17
Other	3	3	0	1	0	3	3	0	0	0	3	1	7	24
TOTAL TRAINS DELAYED	110	163	48	124	3	109	100	31	108	14	69	98	74	1,051

July - 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	3.6	2.8	0.4	0.2	0.2	9.0	2.0	0.8	1.6	1.8	0.4	0.4	2.6	25.8
<i>Freight Interference - Peak</i>	5.4	0.0	0.0	0.0	5.8	2.0	1.6	6.0	3.6	4.0	1.2	4.6	4.2	38.4
<i>Freight Interference - Off-Peak</i>	7.0	0.0	0.0	0.0	0.0	16.0	7.0	8.6	6.8	9.2	1.4	4.0	19.0	79.0
Freight Interference - Total	12.4	0.0	0.0	0.0	5.8	18.0	8.6	14.6	10.4	13.2	2.6	8.6	23.2	117.4
Accident	6.0	0.2	0.6	1.2	0.0	8.4	5.0	1.0	6.4	0.0	4.0	2.2	2.0	37.0
Passenger Loading	28.4	31.4	4.0	15.4	0.0	24.2	10.6	0.6	30.0	0.0	78.2	25.8	13.8	262.4
Lift Deployment	4.2	0.0	0.0	0.0	0.0	5.2	5.2	0.4	14.0	0.0	5.2	2.2	3.6	40.0
Obstruction/Debris	2.8	0.6	0.0	2.0	0.2	3.8	4.4	2.4	1.4	1.4	1.4	3.2	7.0	30.6
Signal/Switch Failure	26.4	9.2	1.0	2.6	4.8	33.4	15.2	8.0	7.8	11.4	2.2	6.6	14.6	143.2
Track Work	21.4	1.8	1.2	2.6	0.2	8.4	17.2	0.4	9.8	3.0	13.0	5.8	23.8	108.6
Catenary Failure	0.0	2.4	1.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2
Non-Locomotive Equipment Failure	3.6	2.0	1.6	0.6	0.0	1.2	0.0	0.2	2.2	0.6	1.8	0.2	1.2	15.2
Locomotive Failure	17.2	0.0	0.2	0.0	0.4	13.4	4.6	2.0	7.6	1.6	5.4	1.6	3.4	57.4
Human Error	14.4	3.0	2.0	0.0	1.4	6.0	2.8	1.8	6.0	2.6	7.2	5.2	3.4	55.8
Sick, Injured, Unruly Passenger	7.6	10.6	1.8	4.4	0.2	3.4	4.6	0.4	5.8	0.8	5.0	5.0	4.0	53.6
Weather	15.6	4.2	1.8	3.0	1.6	21.4	9.8	8.4	7.0	1.2	11.4	15.4	7.8	108.6
Other	1.6	2.0	0.2	0.8	0.6	4.0	1.8	0.4	1.8	1.0	4.8	3.0	1.6	23.6
TOTAL TRAINS DELAYED	165.2	70.2	15.8	36.6	15.4	159.8	91.8	41.4	111.8	38.6	142.6	85.2	112.0	1,086.4

July 2013 Divergence From July 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	-0.6	-0.8	0.6	-0.2	-0.2	1.0	0.0	1.2	5.4	0.2	-0.4	0.6	1.4	8.2
<i>Freight Interference - Peak</i>	-5.4	0.0	0.0	0.0	-3.8	1.0	-0.6	1.0	-3.6	-4.0	-1.2	-0.6	-2.2	-19.4
<i>Freight Interference - Off-Peak</i>	1.0	0.0	0.0	0.0	0.0	-5.0	6.0	-4.6	-1.8	-5.2	-0.4	5.0	-14.0	-19.0
Freight Interference - Total	-4.4	0.0	0.0	0.0	-3.8	-4.0	5.4	-3.6	-5.4	-9.2	-1.6	4.4	-16.2	-38.4
Accident	8.0	29.8	10.4	17.8	0.0	-5.4	-4.0	-1.0	4.6	0.0	0.0	-2.2	-2.0	56.0
Passenger Loading	-12.4	7.6	7.0	14.6	0.0	-2.2	25.4	-0.6	31.0	0.0	-55.2	9.2	4.2	28.6
Lift Deployment	-2.2	0.0	0.0	0.0	0.0	-4.2	2.8	-0.4	-11.0	0.0	-5.2	1.8	-2.6	-21.0
Obstruction/Debris	-1.8	4.4	2.0	1.0	-0.2	-3.8	-0.4	-2.4	-0.4	-0.4	2.6	-1.2	3.0	2.4
Signal/Switch Failure	-17.4	-2.2	1.0	-0.6	-4.8	-9.4	-7.2	3.0	-5.8	-9.4	-0.2	18.4	-4.6	-39.2
Track Work	-19.4	9.2	3.8	47.4	-0.2	-3.4	-15.2	-0.4	-5.8	-3.0	0.0	-2.8	-18.8	-8.6
Catenary Failure	0.0	53.6	9.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.8
Non-Locomotive Equipment Failure	-1.6	1.0	1.4	0.4	0.0	-1.2	2.0	0.8	-0.2	-0.6	-1.8	1.8	0.8	2.8
Locomotive Failure	10.8	0.0	-0.2	0.0	-0.4	-8.4	2.4	-1.0	-4.6	-1.6	0.6	3.4	-1.4	-0.4
Human Error	-5.4	0.0	1.0	2.0	-0.4	15.0	10.2	0.2	2.0	2.4	-2.2	-0.2	1.6	26.2
Sick, Injured, Unruly Passenger	-6.6	-7.6	-1.8	-1.4	-0.2	-3.4	-4.6	0.6	-5.8	-0.8	3.0	-3.0	-1.0	-32.6
Weather	-3.6	-3.2	-1.8	-3.0	-1.6	-20.4	-9.8	-6.4	-6.0	-1.2	-11.4	-15.4	-7.8	-91.6
Other	1.4	1.0	-0.2	0.2	-0.6	-1.0	1.2	-0.4	-1.8	-1.0	-1.8	-2.0	5.4	0.4
TOTAL TRAINS DELAYED	-55.2	92.8	32.2	87.4	-12.4	-50.8	8.2	-10.4	-3.8	-24.6	-73.6	12.8	-38.0	-35.4

Data for current month is final (08/14/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 08/15/2013

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-July 2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	6	5	2	3	1	53	12	14	19	4	1	2	8	130
<i>Freight Interference - Peak</i>	14	0	0	0	12	10	7	24	3	9	2	15	25	121
<i>Freight Interference - Off-Peak</i>	58	0	0	0	0	66	62	53	34	36	10	34	98	451
Freight Interference - Total	72	0	0	0	12	76	69	77	37	45	12	49	123	572
Accident	80	34	13	21	1	14	19	7	29	22	5	58	8	311
Passenger Loading	38	90	22	53	0	67	79	2	154	2	72	86	69	734
Lift Deployment	12	0	0	1	0	11	16	0	22	0	14	11	11	98
Obstruction/Debris	34	18	4	18	0	4	30	2	11	6	14	21	29	191
Signal/Switch Failure	153	35	19	14	9	199	150	67	45	51	58	122	110	1,032
Track Work	45	23	10	73	1	21	18	13	42	2	36	22	26	332
Catenary Failure	0	63	10	16	0	0	0	0	0	0	0	0	0	89
Non-Locomotive Equipment Failure	14	18	10	6	1	2	16	9	3	0	5	10	10	104
Locomotive Failure	112	0	0	0	4	57	37	14	36	13	38	29	20	360
Human Error	103	56	15	21	1	67	40	21	44	27	32	29	14	470
Sick, Injured, Unruly Passenger	11	34	5	13	1	20	17	4	13	4	34	31	23	210
Weather	203	21	6	8	3	56	47	12	66	14	75	116	72	699
Other	51	7	0	9	0	6	10	2	18	3	10	16	20	152
TOTAL TRAINS DELAYED	934	404	116	256	34	653	560	244	539	193	406	602	543	5,484

January-July - 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	21.0	17.4	5.2	5.6	3.4	42.2	11.4	7.6	13.6	8.4	16.6	9.6	11.6	173.6
<i>Freight Interference - Peak</i>	36.8	0.2	0.0	0.0	30.8	9.4	15.0	35.0	12.6	25.8	4.4	13.0	25.4	208.4
<i>Freight Interference - Off-Peak</i>	49.4	0.2	0.2	0.0	0.0	68.8	43.6	43.4	32.2	70.2	9.2	17.2	108.8	443.2
Freight Interference - Total	86.2	0.4	0.2	0.0	30.8	78.2	58.6	78.4	44.8	96.0	13.6	30.2	134.2	651.6
Accident	58.0	8.0	2.4	7.2	0.6	31.2	34.0	14.0	28.6	5.0	33.8	33.2	24.8	280.8
Passenger Loading	67.0	95.6	21.0	38.2	0.2	66.4	31.2	1.8	94.6	1.0	232.2	73.6	56.6	779.4
Lift Deployment	17.0	1.0	0.0	0.4	0.0	19.2	17.6	3.0	45.6	1.2	19.0	13.2	21.8	159.0
Obstruction/Debris	41.8	8.8	2.4	15.4	0.8	19.8	20.0	4.8	20.6	5.4	18.4	31.2	36.8	226.2
Signal/Switch Failure	153.4	66.4	17.6	17.0	22.8	153.4	84.2	45.6	52.4	72.2	42.4	50.4	68.0	845.8
Track Work	90.2	36.8	14.2	12.0	2.6	59.0	35.8	8.2	30.8	11.0	48.0	26.0	53.8	428.4
Catenary Failure	0.0	15.4	6.2	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	32.2
Non-Locomotive Equipment Failure	13.6	31.0	17.0	11.2	0.0	7.0	6.8	1.0	7.8	3.2	10.8	7.2	7.6	124.2
Locomotive Failure	83.2	0.6	0.4	0.0	1.8	73.6	37.0	16.2	45.8	7.8	26.2	36.0	24.0	352.6
Human Error	65.6	23.2	7.4	7.8	6.8	38.6	22.0	11.8	31.8	20.0	55.4	35.8	31.8	358.0
Sick, Injured, Unruly Passenger	27.8	43.8	6.6	16.6	0.6	19.8	20.8	2.2	25.4	1.6	30.0	20.2	21.6	237.0
Weather	109.8	69.8	14.4	24.6	7.4	93.2	58.6	28.4	61.4	18.2	102.0	81.6	65.4	734.8
Other	13.2	22.0	5.6	7.2	1.8	17.4	13.8	5.0	21.2	9.8	28.8	15.8	29.0	190.6
TOTAL TRAINS DELAYED	847.8	440.2	120.6	173.6	79.6	719.0	451.8	228.0	524.4	260.8	677.2	464.2	587.0	5,574.2

January-July 2013 Divergence From January-July 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	-15.0	-12.4	-3.2	-2.6	-2.4	10.8	0.6	6.4	5.4	-4.4	-15.6	-7.6	-3.6	-43.6
<i>Freight Interference - Peak</i>	-22.8	-0.2	0.0	0.0	-18.8	0.6	-8.0	-11.0	-9.6	-16.8	-2.4	2.0	-0.4	-87.4
<i>Freight Interference - Off-Peak</i>	8.6	-0.2	-0.2	0.0	0.0	-2.8	18.4	9.6	1.8	-34.2	0.8	16.8	-10.8	7.8
Freight Interference - Total	-14.2	-0.4	-0.2	0.0	-18.8	-2.2	10.4	-1.4	-7.8	-51.0	-1.6	18.8	-11.2	-79.6
Accident	22.0	26.0	10.6	13.8	0.4	-17.2	-15.0	-7.0	0.4	17.0	-28.8	24.8	-16.8	30.2
Passenger Loading	-29.0	-5.6	1.0	14.8	-0.2	0.6	47.8	0.2	59.4	1.0	-160.2	12.4	12.4	-45.4
Lift Deployment	-5.0	-1.0	0.0	0.6	0.0	-8.2	-1.6	-3.0	-23.6	-1.2	-5.0	-2.2	-10.8	-61.0
Obstruction/Debris	-7.8	9.2	1.6	2.6	-0.8	-15.8	10.0	-2.8	-9.6	0.6	-4.4	-10.2	-7.8	-35.2
Signal/Switch Failure	-0.4	-31.4	1.4	-3.0	-13.8	45.6	65.8	21.4	-7.4	-21.2	15.6	71.6	42.0	186.2
Track Work	-45.2	-13.8	-4.2	61.0	-1.6	-38.0	-17.8	4.8	11.2	-9.0	-12.0	-4.0	-27.8	-96.4
Catenary Failure	0.0	47.6	3.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	56.8
Non-Locomotive Equipment Failure	0.4	-13.0	-7.0	-5.2	1.0	-5.0	9.2	8.0	-4.8	-3.2	-5.8	2.8	2.4	-20.2
Locomotive Failure	28.8	-0.6	-0.4	0.0	2.2	-16.6	0.0	-2.2	-9.8	5.2	11.8	-7.0	-4.0	7.4
Human Error	37.4	32.8	7.6	13.2	-5.8	28.4	18.0	9.2	12.2	7.0	-23.4	-6.8	-17.8	112.0
Sick, Injured, Unruly Passenger	-16.8	-9.8	-1.6	-3.6	0.4	0.2	-3.8	1.8	-12.4	2.4	4.0	10.8	1.4	-27.0
Weather	93.2	-48.8	-8.4	-16.6	-4.4	-37.2	-11.6	-16.4	4.6	-4.2	-27.0	34.4	6.6	-35.8
Other	37.8	-15.0	-5.6	1.8	-1.8	-11.4	-3.8	-3.0	-3.2	-6.8	-18.8	0.2	-9.0	-38.6
TOTAL TRAINS DELAYED	86.2	-36.2	-4.6	82.4	-45.6	-66.0	108.2	16.0	14.6	-67.8	-271.2	137.8	-44.0	-90.2

Data for current month is final (08/14/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 08/15/2013

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 - Jul	
Passenger Train Interference	7	21	22	11	17	18	34						130	2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19						121	2.2%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60						451	8.2%
Freight Interference - Total	55	84	67	74	98	115	79						572	10.4%
Accident	23	1	78	56	31	29	93						311	5.7%
Passenger Loading	24	27	54	39	67	232	291						734	13.4%
Lift Deployment	12	6	19	8	9	25	19						98	1.8%
Obstruction/Debris	22	20	23	30	24	39	33						191	3.5%
Signal/Switch Failure	152	149	90	126	182	229	104						1,032	18.8%
Track Work	22	6	14	45	63	82	100						332	6.1%
Catenary Failure	0	0	2	7	1	0	79						89	1.6%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18						104	1.9%
Locomotive Failure	41	64	28	28	49	93	57						360	6.6%
Human Error	52	92	56	51	80	57	82						470	8.6%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21						210	3.8%
Weather	90	86	35	218	19	234	17						699	12.7%
Other	11	32	19	8	22	36	24						152	2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051						5,484	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	122	2.4%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	159	3.1%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	462	9.1%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	621	12.2%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	314	6.2%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	622	12.2%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	149	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	232	4.6%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	738	14.5%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	521	10.2%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	30	0.6%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	91	1.8%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	364	7.1%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	374	7.3%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	249	4.9%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	469	9.2%
Other	35	17	58	19	25	30	15	26	21	34	28	11	199	3.9%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	5,095	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	-25	9	12	5	10	1	-4						8	0.0%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8						-38	-0.9%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38						-11	-0.8%
Freight Interference - Total	-29	21	-35	-27	33	34	-46						-49	-1.8%
Accident	-8	-78	27	36	-29	-12	61						-3	-0.5%
Passenger Loading	-30	-6	-39	8	-38	71	146						112	1.2%
Lift Deployment	-8	-5	8	-4	-13	-7	-22						-51	-1.1%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2						-41	-1.1%
Signal/Switch Failure	8	100	-4	66	84	65	-25						294	4.3%
Track Work	-118	-9	-25	-9	2	-31	1						-189	-4.2%
Catenary Failure	-4	-10	-2	7	1	-1	68						59	1.0%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5						13	0.1%
Locomotive Failure	-12	35	-62	-6	-2	34	9						-4	-0.6%
Human Error	-28	51	12	16	16	-16	45						96	1.2%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29						-39	-1.1%
Weather	-122	71	35	217	12	197	-180						230	3.5%
Other	-24	15	-39	-11	-3	6	9						-47	-1.1%
TOTAL TRAINS DELAYED	-395	185	-130	275	75	343	36						389	

Data for current month is final (08/14/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 08/15/2013

**TABLE 11: FREIGHT DELAYS
between August 2011 and July 2013**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	152	0	0	0	46	204	136	156	73	212	11	46	272	1,308
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
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Total	117	0	0	0	20	137	139	122	60	86	14	79	162	936

Data for current month is final (08/14/13) 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 08/15/2013

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

LINE	2013			2013			2013			2013			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3	2	0	2	2						12	1.28%
Electric ML	0	0	0	0	0	0	0						0	0.00%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	1	0	0	0	0						1	0.39%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	1	0	5	1	1	2	1						11	1.68%
Milw W	0	2	1	0	4	1	8						16	2.86%
NCS	0	0	0	0	0	0	0						0	0.00%
RI	4	1	2	3	2	7	3						22	4.08%
SWS	0	0	0	0	0	0	0						0	0.00%
UP N	2	2	3	1	1	5	0						14	3.45%
UP NW	0	0	3	0	1	3	4						11	1.83%
UP W	3	0	1	1	0	5	1						11	2.03%
Total Lift Delays	12	6	19	8	9	25	19						98	1.79%
ALL DELAYS													5,484	

Data for current month is final (08/14/13) version from TOPS.

2012

LINE	2012			2012			2012			2012			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%
Total Lift Delays	20	11	11	12	22	32	41	28	21	13	22	17	250	2.94%
ALL DELAYS													8,504	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

July 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	20	19	3	3	3	8	4	8	11	0	6	9	14	108
11-15	15	6	8	1	0	6	4	4	3	1	1	5	2	56
16-20	1	9	2	1	0	3	1	1	1	0	1	8	1	29
1+	29	37	4	7	0	2	2	4	3	1	0	2	1	72
Annulled	5	6	0	5	0	0	1	0	0	0	1	1	0	19
Sub-Total	50	77	17	17	3	19	12	17	18	2	9	25	18	284
Off-Peak **														
6-10	26	48	16	76	0	56	40	4	61	9	31	45	26	438
11-15	14	11	7	15	0	18	24	2	20	0	10	13	16	150
16-20	5	5	1	5	0	7	12	2	4	1	8	4	8	62
1+	24	18	7	6	0	8	12	6	3	2	11	10	5	102
Annulled	1	4	0	5	0	1	0	0	2	0	0	1	1	15
Sub-Total	60	86	31	107	0	90	88	14	90	12	60	73	56	767
July 2013 Total														
6-10	46	67	19	79	3	64	44	12	72	9	37	54	40	546
11-15	29	17	15	16	0	24	28	6	23	1	11	18	18	206
16-20	6	14	3	6	0	10	13	3	5	1	9	12	9	91
21+	23	55	11	13	0	10	14	10	6	3	11	12	6	174
Annulled	6	10	0	10	0	1	1	0	2	0	1	2	1	34
TOTAL	110	163	48	124	3	109	100	31	108	14	69	98	74	1,051
2013 Year-to-Date														
6-10	356	214	68	182	15	354	268	119	298	87	170	206	201	2,538
11-15	188	57	24	28	9	146	129	49	126	33	67	105	115	1,076
16-20	118	34	7	14	2	52	54	26	33	18	40	62	57	517
21+	223	86	17	19	8	90	100	41	67	43	123	215	156	1,188
Annulled	49	13	0	13	0	11	9	9	15	12	6	14	14	165
TOTAL	934	404	116	256	34	653	560	244	539	193	406	602	543	5,484
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
July 2013 Total														
6-10	41.8%	41.1%	39.6%	63.7%	100.0%	58.7%	44.0%	38.7%	66.7%	64.3%	53.6%	55.1%	54.1%	52.0%
11-15	26.4%	10.4%	31.3%	12.9%	0.0%	22.0%	28.0%	19.4%	21.3%	7.1%	15.9%	18.4%	24.3%	19.6%
16-20	5.5%	8.6%	6.3%	4.8%	0.0%	9.2%	13.0%	9.7%	4.6%	7.1%	13.0%	12.2%	12.2%	8.7%
21+	20.9%	33.7%	22.9%	10.5%	0.0%	9.2%	14.0%	32.3%	5.6%	21.4%	15.9%	12.2%	8.1%	16.6%
Annulled	5.5%	6.1%	0.0%	8.1%	0.0%	0.9%	1.0%	0.0%	1.9%	0.0%	1.4%	2.0%	1.4%	3.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013 Year-to-Date Delays By Duration														
6-10	38.1%	53.0%	58.6%	71.1%	44.1%	54.2%	47.9%	48.8%	55.3%	45.1%	41.9%	34.2%	37.0%	46.3%
11-15	20.1%	14.1%	20.7%	10.9%	26.5%	22.4%	23.0%	20.1%	23.4%	17.1%	16.5%	17.4%	21.2%	19.6%
16-20	12.6%	8.4%	6.0%	5.5%	5.9%	8.0%	9.6%	10.7%	6.1%	9.3%	9.9%	10.3%	10.5%	9.4%
21+	23.9%	21.3%	14.7%	7.4%	23.5%	13.8%	17.9%	16.8%	12.4%	22.3%	30.3%	35.7%	28.7%	21.7%
Annulled	5.2%	3.2%	0.0%	5.1%	0.0%	1.7%	1.6%	3.7%	2.8%	6.2%	1.5%	2.3%	2.6%	3.0%
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 (08/14/13) 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	
July 2013														
Peak *	24.5	24.5	17.8	22.3	9.0	12.7	12.7	15.2	13.8	17.0	10.0	13.7	10.4	18.7
Off-Peak **	19.5	15.6	15.0	10.2	--	14.2	14.9	34.4	9.8	12.1	16.9	15.4	13.2	14.4
All	21.7	19.7	16.0	11.5	9.0	13.9	14.7	23.9	10.5	12.8	16.1	15.0	12.5	15.5
2013 Year-to-Date														
Peak *	20.6	19.8	13.8	15.0	20.5	15.9	18.1	17.2	14.1	23.6	24.3	31.3	25.3	21.3
Off-Peak **	17.5	12.3	13.9	9.9	--	14.6	15.5	17.2	12.9	19.9	20.8	21.6	18.5	16.2
All	19.3	15.4	13.9	10.6	20.5	14.9	16.4	17.2	13.3	21.1	22.2	26.0	21.0	18.2

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 (08/14/13) version from TOPS.