

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

August 2013



COMMUTER RAIL ON-TIME PERFORMANCE

August 2013

This report presents an analysis of the August 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 August 2013, Metra operated 17,641 scheduled trains, including scheduled "extras", if any. 840 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.2%. 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 August 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 August 2013. Of the 840 delays systemwide in August 2013, all but 401 (48%) were beyond Metra's control. Table 6.b shows the previous August, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in August 2013, 55 more delays than in the previous August were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,324 delays in 2013, all but 2,809 (44%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during August 2013. Table 8.b shows the average frequencies over the previous five Augusts, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 840 delays systemwide in August 2013, 99 less than the average over the previous five Augusts. Table 9.a shows delays from the beginning of the year through August 2013. Table 9.b shows the average frequencies from the beginning of the year through August 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 August of 2013, a total of 6,324 trains were delayed, compared to 5,956 trains delayed in the same eight months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In August 2013 freight operations delayed 80 trains systemwide, compared to 68 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 August 2013.

A review of August 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 46.7% of all late trains. Table 14 shows that the average length of delay was 22.6 minutes in August 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
August 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	19	98.4%	888	38	95.7%	2,076	57	97.3%	155	8	94.8%	84	2	97.6%	2,315	67	97.1%
Elec -ML	987	44	95.5%	751	25	96.7%	1,738	69	96.0%	230	2	99.1%	82	12	85.4%	2,050	83	96.0%
-BI	308	8	97.4%	506	9	98.2%	814	17	97.9%	150	3	98.0%	--	--	--	964	20	97.9%
-SC	<u>374</u>	<u>9</u>	97.6%	<u>814</u>	<u>36</u>	95.6%	<u>1,188</u>	<u>45</u>	96.2%	<u>240</u>	<u>13</u>	94.6%	<u>80</u>	<u>0</u>	100.0%	<u>1,508</u>	<u>58</u>	96.2%
Subtotal	1,669	61	96.3%	2,071	70	96.6%	3,740	131	96.5%	620	18	97.1%	162	12	92.6%	4,522	161	96.4%
Heritage	132	1	99.2%	--	--	--	132	1	99.2%	--	--	--	--	--	--	132	1	99.2%
Milw -N	549	19	96.5%	771	49	93.6%	1,320	68	94.8%	121	18	85.1%	81	11	86.4%	1,522	97	93.6%
-W	<u>593</u>	<u>19</u>	96.8%	<u>683</u>	<u>59</u>	91.4%	<u>1,276</u>	<u>78</u>	93.9%	<u>121</u>	<u>12</u>	90.1%	<u>73</u>	<u>10</u>	86.3%	<u>1,470</u>	<u>100</u>	93.2%
Subtotal	1,142	38	96.7%	1,454	108	92.6%	2,596	146	94.4%	242	30	87.6%	154	21	86.4%	2,992	197	93.4%
NCS	242	9	96.3%	242	15	93.8%	484	24	95.0%	--	--	--	--	--	--	484	24	95.0%
RI	792	17	97.9%	726	38	94.8%	1,518	55	96.4%	101	15	85.1%	65	5	92.3%	1,684	75	95.5%
SWS	242	11	95.5%	418	11	97.4%	660	22	96.7%	30	0	100.0%	--	--	--	690	22	96.8%
UP -N	659	31	95.3%	862	29	96.6%	1,521	60	96.1%	135	18	86.7%	77	11	85.7%	1,733	89	94.9%
-NW	722	35	95.2%	706	41	94.2%	1,428	76	94.7%	122	20	83.6%	63	5	92.1%	1,613	101	93.7%
-W	<u>593</u>	<u>28</u>	95.3%	<u>706</u>	<u>58</u>	91.8%	<u>1,299</u>	<u>86</u>	93.4%	<u>102</u>	<u>6</u>	94.1%	<u>75</u>	<u>11</u>	85.3%	<u>1,476</u>	<u>103</u>	93.0%
Subtotal	1,974	94	95.2%	2,274	128	94.4%	4,248	222	94.8%	359	44	87.7%	215	27	87.4%	4,822	293	93.9%
SYSTEM	7,381	250	96.6%	8,073	408	94.9%	15,454	658	95.7%	1,507	115	92.4%	680	67	90.1%	17,641	840	95.2%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (09/17/13) 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-AUG	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	95.4%	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	93.2%	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	92.8%	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	95.4%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1					94.4%	94.4%
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	94.4%	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	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.7%	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	96.4					97.3%	97.3%
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	89.4%	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	92.3%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	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	89.4%	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	99.2					96.6%	96.6%
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	94.7%	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	88.7%	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	93.1%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6					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	92.9%	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	96.4%	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	96.7%	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	92.1%	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	95.3%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2					94.2%	94.2%
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	95.3%	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	95.1%	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	94.3%	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	93.2%	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	91.2%	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	91.7%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0					92.9%	92.9%
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	93.1%	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-AUG	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	96.5%	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	96.3%	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	93.0%	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	94.8%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5					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	95.3%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.4%	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	91.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.9%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8					96.0%	96.0%
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	92.8%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	93.7%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.7%	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	92.2%	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	96.3%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9					96.3%	96.3%
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	93.9%	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	95.2%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.7%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.6%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	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	93.7					94.4%	94.4%
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	95.2%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.6%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.6%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0					94.4%	94.4%
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	94.0%	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	95.9%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.6%	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	95.7%	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	93.2%	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	95.2					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	95.2%	95.3%

Delays data for most recent month is final (09/17/13) 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
August 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1293 82% OT	Thu, Aug 01	10	M1	FATALITY AT BROOKFIELD
		Mon, Aug 05	15	U	15" MINS LATE DUE TO ADA LIFTS FROM CUS TO WESTMONT AND DOWNERS GROVE TO AURORA AND PASSENGER LOADING / UNLOADING
		Wed, Aug 14	15	I	HEAVY PASSENGER UNLOADING
		Thu, Aug 15	9	I	9" PASSENGER HANDLING
BNSF	1297 77% OT	Thu, Aug 01	18	M1	FATALITY AT BROOKFIELD
		Fri, Aug 02	14	I	HEAVY LOADING/ UNLOADING DUE TO LOLLAPALOOZA RIDERSHIP
		Wed, Aug 14	10	U	10 MIN LATE ACCT HEAVY PASSENGER UNLOADING AND ADA LIFT AT DGM
		Fri, Aug 16	9	I	HEAVY UNLOADING AT DOWNERS AND NAPERVILLE
		Tue, Aug 20	9	D	9 MINS LATE DUE TO FREIGHT INTERFERENCE
ELSC	318 82% OT	Thu, Aug 01	9	CC	4" SPEED RESTRICTION, SCSD MP10.73-9.13; 5" 25MPH BY TRACK GANG, MP3.50-3.10.
		Fri, Aug 02	9	CC	4" SLOW ENTRAINING/DETRAINING, ENROUTE; 5" BY TRACK GANG, MP3.60-1.80.
		Mon, Aug 05	7	CC	3" 2 SLOW ORDERS, SC BRANCG; 2" ENTRAINING, ENROUTE.
		Wed, Aug 07	10	CC	3" WAITING ON ME118 TO CLEAR DUE TO TRACK GANG, 65TH ST.; 4" CONGESTION ON THE RADIO DUE TO PLANNED WORK, ENROUTE.
ELSC	322 82% OT	Fri, Aug 02	7	CC	3" SPEED RESTRICTIONS, SCSD MP10.73-9.13; 4" BY TRACK GANG, MP 3.60-1.80.
		Mon, Aug 05	7	CC	3" SPEED RESTRICTION, SCSD; 4" GETTING PAST FORM B, MP3.25.
		Wed, Aug 07	7	CC	3" SLOW ORDERS, ENROUTE; 4" TRACK GANG, MP8.00-MP6.33.
		Fri, Aug 09	7	CC	3" SLOW ORDERS, SCSD; 4" TRACK GANG. MP 7.55-6.33.
ELSC	332 82% OT	Thu, Aug 01	9	O1	9" CONGESTION IN DEPOT, RANDOLPH.
		Fri, Aug 02	8	G	4" ENTRAINING; 4" CONGESTION IN DEPOT DUE TRACK CIRCUIT ON DEPOT 3, RANDOLPH.
		Tue, Aug 06	11	AD	11" STOPPED TRYING TO CONTACT 4PM RELAY NUMEROUS TIMES ENDED HAVING TO MOVE SS91158 & SS9215, AFTER SS9215 DEPARTED ABLE TO CONTACT 4PM RE
		Tue, Aug 13	13	JM1	13" DUE TO #733'S MEDICAL EMERGENCY, RANDOLPH.
MN	2143 82% OT	Mon, Aug 05	18	G	6" WAITING ON EQUIPMENT FROM WACY YD, CUS; 12" SIGNAL FAILURE, FOREST GLEN-MORTON GROVE.
		Fri, Aug 16	15	E1	6" LATE DEPARTING, CUS; 15" ALL STOPS TO FOX LAKE.
		Fri, Aug 23	11	G	16" CREW HAD TO HAND-LINE SWITCH, RONDOUT.
		Fri, Aug 30	8	GW	8" SIGNAL PROBLEMS, RONDOUT-LIBERTYVILLE.
MW	2221 73% OT	Fri, Aug 02	10	AD	4" WAITING ON NCS LIGHT ENGINE 107, CUS; 2" ADA, CUS TO ELMWOD PARK; 2" ITEM 2, MP13.35 SCOTT ST; 2" ENTRAINING WITH LUGGAGE, ENROUTE
		Tue, Aug 13	6	U	6" 2 ADA'S, BARTLETT & ELGIN.
		Fri, Aug 16	10	RA	5" WAITING ON #107, CUS; 4" X/O 2MT TO 3MT, CUS TO A-2.
		Mon, Aug 19	16	G	15" SWITCH FAILURE, B-12.
		Wed, Aug 21	8	S	1" ADA, BARTLETT; 4" TEST, ROSELLE; 3" ADA, ITASCA-SCHAUMBURG.
		Fri, Aug 30	10	AM	7" RED SIGNAL, LAKE 3MT RESTRICTED SPEED, LAKE TO A-2, 3MT-1MT, A-5; 3" HEAVY ENTRAINING, ENROUTE.
MW	2230 77% OT	Thu, Aug 01	7	I	3" FREIGHT ON #3 BLOCKING PLATFORM, FRANKLIN PARK; 4" SLOW ENTRAINING, ENROUTE.
		Mon, Aug 12	6	I	1" ADA, ROSELLE; 5" SLOW ENTRAINING, ENROUTE.
		Wed, Aug 14	11	S	9" STOP, SIGNAL TEST, MORGAN ST, STOP SIGNAL, GREEN ST; 2" SLOW ENTRAINING.
		Thu, Aug 15	7	I	7" SLOW ENTRAINING, ENROUTE; 3" ADA, ROSELLE.
		Fri, Aug 16	7	I	5" SLOW ENTRAINING, ENROUTE; 1" ADA, SCHAUMBURG; 1" ADA, ROSELLE.
MW	2242 77% OT	Thu, Aug 08	11	I	1" ENTRAINING, ENROUTE; 6" FOLLOWING TRAINS AHEAD 2MT, A-2 TO CUS.
		Fri, Aug 16	6	I	10" ENTRAINING, ENROUTE.
		Wed, Aug 21	16	S	3" ADA, ELGINL 3" HOLDING OUT, BARTLETT; 4" ITEM 1, SCHAUMBURG; 6" MEETING W/B TRAINS, ENROUTE.
		Thu, Aug 22	11	A	3" MEETING OTHER TRNS ENROUTE; 3" SLOW PSSGR LOADING; 2" ITEM-2, HARLEM AVE; 2" RED SIGNAL, CANAL ST; 1" NO REASON GIVEN.
		Fri, Aug 30	7	I	3" RED SIGNAL, LAKE ST; 4" SLOW ENTRAINING(SUITCASES), ENROUTE.
MW	2253 77% OT	Fri, Aug 02	10	D1	6" LATE TURN FROM #2252 REMITS & CHANGE, CUS; 4" SLOW/HEAVY DETRAINING, ENROUTE.
		Mon, Aug 12	51	B1	47" LATE TURN FROM #2252, CUS. CP MOW
		Tue, Aug 13	14	D1	4" SLOW ENTRAINING, WESTERN; 3" ADA, WESTERN TO WOODALE; 8" STOP SIGNAL #2256 HAD TO GET AROUND FREIGHT, ROSELLE WEST.
		Wed, Aug 28	13	G	2" LATE TURN FROM #2252, CUS; 3" SWITCH FAILURE, A-2 3X2X3; 3" STOP SIGNAL, A-5.
		Fri, Aug 30	16	I	15" LATE DEPARTURE - 8 PPL TRYING TO REMIT, GET CHANGE, WEEKENDTICKETS, ETC, CUS.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	529	Thu, Aug 01	6	D	4" X-TRAFFIC 205, ENGLEWOOD; 1" 103RD ST & 1" SLOW DETRAINING, NEW LENOX.	
		77% OT	Tue, Aug 06	8	I	5" SLOW ENTRAINING SOX GAME, 35TH ST; 8" SLOW DETRAINING, BEV SUB.
		Wed, Aug 07	8	I	4" SLOW LOADING SOX GAME, 35TH ST; 1" WAITING ON RI530,107THS; 4" CROSS TRAFFIC, D TOWER.	
		Mon, Aug 12	24	K	5" SOX GAME ENTRAINING, 35TH ST; 3" SLOW DETRAINING, BEV. SUB; 12" WAITING ON #532, 66TH CT; 3" WALKING SPEED BY ACCIDENT SITE, OAK PARK.	
		Tue, Aug 13	8	I	5" HEAVY ENTRAINING SOX GAME, 35TH ST; 2" ADA, BRAINERD; 1" WAITING FOR INBOUND, HICKORY CREEK.	
RI	531	Fri, Aug 02	14	I	1" LATE DEPARTING HEAVY ENTRAINING, LSS; 8" HEAVY DETRAINING, BEV SUB; 2" DOUBLE STOP, OAK FOREST; 4" DETRAINING, 80TH AVE; 3" 9 CAR TRAIN	
		82% OT	Tue, Aug 06	8	I	7" SLOW ENTRAINING, 35TH ST; 2" DOOR ISSUES #7492 OPENS BUT WOULDN'T CLOSE FROM #8552 OR 7363, LSS & BEV. SUB.
		Wed, Aug 14	7	I	2" SLOW ENTRAINING, 35TH ST; 2" SLOW ENTRAINING, 95TH ST; 3" 8 CAR TRAIN DOWN SUBLINE W/ ALL FLAG STOPS.	
		Thu, Aug 15	22	E1	23" LATE DEPARTING PICKING UP ENGINE 179 & LATE TURN FROM #530,LSS.	
UPN	351	Mon, Aug 05	29	E	29" STOPPED DUE TO WATER LEAK ON METX 174 & WOULDN'T START, TIED ONTO #353 PUSHED TO WAUKEGAN YD, LAKE FOREST.	
		82% OT	Tue, Aug 20	9	E	9" #2 TRACTION MOTOR ON METX 141 WENT OUT COULD NOT GET SPEED UP TO MORE THAN 25MPH, ROGERS PARK.
		Wed, Aug 28	45	E1	45" TIED ON TO #349 AND SHOVE TO WAUKEGAN YARD, NORTH CHICAGO.	
		Fri, Aug 30	142	KW	142" STOPPED IN STATION/ DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1628 TO 1935.	
UPN	357	Mon, Aug 05	20	E1	20" FOLLOWING #355 DUE TO COMBO TRAIN #651/353, HIGHWOOD TO WAUKEGAN; 40MPH SPEED RESTRICTION, MP37.5-37.75.	
		82% OT	Tue, Aug 20	6	E1	6" FOLLOWING #351 WITH B/O ENGINE, ENROUTE.
		Wed, Aug 28	53	E1	53" TRAIN AHEAD STOPPED DUE TO #349 WITH B/O ENGINE.	
		Fri, Aug 30	154	KW1	154" STOPPED IN STATION/ DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1628 TO 1935.	
UPNW	640	Fri, Aug 02	7	I	7" EXTREME HEAVY ENTRAINING, ENROUTE.	
		64% OT	Tue, Aug 13	8	CC	8" SINGLE TRACK SURFACING, MP51.5-43.5.
		Wed, Aug 14	10	CC	10" SINGLE TRACK, MP51.5-43.5; HEAVY ENTRAINING, ALL STOPS EXCEPT, EDISON PK & NORWOOD PK; LATE DEPARTING UNRULY PASSENGER, HARVARD.	
		Thu, Aug 15	8	CC	8" SINGLE TRACK SUTFACING, MP51.5-43.5.	
		Fri, Aug 16	8	CC	8" TRACK CONSTRUCTION, MP51.5.	
		Mon, Aug 19	11	CC	11" SINGLE TRACKING, MP55.7-45.7.	
		Tue, Aug 20	7	CC	7" SINGLE TRACK, MP51.5-45.7.	
		Wed, Aug 21	10	CC	10" SINGLE TRACKING, CPLO63 TO MP51.5.	
		Fri, Aug 02	11	II	2" LATE DEPARTING WAIT FOR X- TRAFFIC TO CLEAR, CPT; 7" FOLLOWING #637, ENROUTE.	
UPNW	643	82% OT	Wed, Aug 07	11	CC	11" 10MPH SPEED RESTRICTION FORM C, MCHENRY SUB MP63-64.1, MP60.23-64.10.
		Thu, Aug 08	41	G1	41" SWITCH FAILURE FLAGGED ACROSS PLANT B/O RECTIFIER(BATTERY CHARGER), BARRINGTON.	
		Fri, Aug 30	129	KW	129" STOPPED IN STATION/ DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1628 TO 1935.	
UPNW	646	Mon, Aug 12	7	CC	7" SINGLE TRACKING, MP51.5-42.	
		77% OT	Wed, Aug 14	13	CC	13" SINGLE TRACK, MP51.5-43.5.
		Thu, Aug 15	9	CC	9" SINGLE TRACK SURFACING, MP51.5-43.5.	
		Fri, Aug 16	11	CC	11" SINGLE TRACKING, MP51.5-45.7.	
		Mon, Aug 19	11	CC	11" SINGLE TRACKING, MP55.7-45.7; BROKEN XING GATE, ARLINGTON PARK.	
UPNW	660	Thu, Aug 08	15	G1	15" LATE TURN FROM #649 DUE TO SWITCH FAILURE @ BARRINGTON, CRYSTAL LAKE.	
		82% OT	Fri, Aug 23	10	J	10" WAIT FOR POLICE TO REMOVE MALE PASSENGER WHO REFUSED TO PAY, MT PROSPECT.
		Wed, Aug 28	41	KP1	41" HELD DUE TO REQUEST FROM BARRINGTON PD TO STOP TRAIN TRAFFIC SEARCH FOR MENTAL PATIENT, FOX RIVER GROVE.	
		Fri, Aug 30	125	KW1	125" STOPPED IN STATION/ DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1628 TO 1935.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPW 59% OT	44	Thu, Aug 01	16	B	16" STOPPED DUE TO TRACK INSPECTOR HIGH RAIL TRUCK DERAILMENT, CN WASHINGTON; HEAVY ENTRAINING, GENEVA, WHEATON & ELMHURST.
		Fri, Aug 02	8	I	8" EXTREME HEAVY ENTRAINING, ENROUTE.
		Tue, Aug 06	58	G	58" STOPPED BROKEN PIPE, NO AIR TO THE PLANT SWITCHES WERE HANDLINED & TRAINED FLAGGED ACROSS, WESTERN AVE.
		Tue, Aug 13	8	I	8" HEAVY ENTRAINING, GENEVA, WEST CHICAGO, WHEATON, LOMBARD & ELMHURST.
		Wed, Aug 14	17	CC	17" OPERATE TRK 3 RESTRICTED SPEED, KILBOURN-KEDZIE; EG1G3-14 LIGHT POWER, 25TH AVE; HEAVY ENTRAINING, ENROUTE TRACK WORK
		Mon, Aug 19	10	GF	10" TRAIN CONTROL FROM CPY032 TO WESTWARD SIGNAL, WASHINGTON STBO LEVER MACHINE
		Wed, Aug 21	10	CC	10" WAIT FOR #29 TO CLAER TRK 1 DUE TO QNPCXP-20 CLEARING VALE DUE TO SURFACING ON TK 2, VALE.
		Thu, Aug 22	15	C	15" SLOW ENTRAINING, LOMBARD; TRAIN CONTROL OPERATE TRK 3 DUE TO BROKEN RAIL ON TK1 @ VALE, KILBOURN-KEDZIE.
	Thu, Aug 29	21	I	5" LATE TURN OF #25, ELBURN; RAN TRK2, GRACE-PARK; SLOW LOADING, RIVER FOREST; HEAVY LOADING, ELMHURST&OAK PARK.	
UPW 82% OT	54	Thu, Aug 08	7	J	10" WAIT FOR POLICE EJECTING UNRULY FEMALE PASSENGER, DEPARTED TRAIN BEFORE POLICE ARRIVED, WHEATON.
		Tue, Aug 20	10	D	10" WAIT FOR #37 TO CLEAR TK1 DUE TO MPRBO ON MT3 STOPPED @ MP22 TO INSPECT TRAIN & AGBNY 20 ON TK2; TURNER; WAIT FOR #41 TO CLEAR UEDGXC
		Tue, Aug 27	23	J	23" WAIT FOR POLICE TO REMOVE UNRULY PASSENGER, COLLEGE AVE.
		Thu, Aug 29	10	I	6" HEAVY/SLOW LOADING BEARS GAME, WINFIELD-ELMHURST; 4" WAIT FOR #45 TO CLEAR QNPCXP-28 ON TRK3, KEDZIE.
UPW 82% OT	57	Mon, Aug 05	16	G1	18" SWITCH FAILURE NO AIR GETTING TO ANY SWITCHES, A-2.
		Thu, Aug 08	11	A	7" FOLLOWING #55, BELLWOOD TO ELMHURST; 5" NO SIGNAL DUE TO IWUG-8 XING THE CN PLANT GOING INTO W.CHICAGO YARD, CN WEST CHICAGO.
		Tue, Aug 13	7	T	7" DOOR STUCK SHUT ON CAR 6123, ELMHURST; 2" BRAKEMEN TALKING TO PASSENGER ABOUT MISSING CELL PHONE, LAFOX.
		Fri, Aug 30	136	KW	136" STOPPED IN STATION/DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1705 TO 1935, OTC.
UPW 82% OT	64	Mon, Aug 05	11	G1	11" LATE TURN FROM #57, ELBURN.
		Tue, Aug 06	11	D	11" RAN TRAIN CONTROL ON TK3 DUE TO YG263-6 TK1 & UEDADG-6 TK 2, VALE TO KEDZIE.
		Tue, Aug 27	8	RF	9" SIGNAL PROBLEMS @ JB TOWER, CPY032-WESTCHICAGO.
		Fri, Aug 30	136	KW	136" STOPPED IN STATION/ DELAYED DUE TO ADVERSE WEATHER CONDITIONS FROM 1705 TO 1935.

Data is final (09/17/13) 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
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
August 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	35	54	13	41	0	59	52	8	24	8	26	44	37	401	48%
Semi-controllable	9	0	1	0	1	9	13	12	4	11	1	6	12	79	9%
Uncontrollable	23	29	6	17	0	29	35	4	47	3	62	51	54	360	43%
TOTAL TRAINS DELAYED	67	83	20	58	1	97	100	24	75	22	89	101	103	840	100%

August 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	65	27	8	7	0	48	36	21	30	16	32	19	37	346	40%
Semi-controllable	16	0	0	0	5	20	10	7	7	19	1	2	7	94	11%
Uncontrollable	54	42	8	12	1	43	43	13	72	4	54	33	42	421	49%
TOTAL TRAINS DELAYED	135	69	16	19	6	111	89	41	109	39	87	54	86	861	100%

August 2013 Divergence From August 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-30	27	5	34	0	11	16	-13	-6	-8	-6	25	0	55	-262%
Semi-controllable	-7	0	1	0	-4	-11	3	5	-3	-8	0	4	5	-15	71%
Uncontrollable	-31	-13	-2	5	-1	-14	-8	-9	-25	-1	8	18	12	-61	290%
TOTAL TRAINS DELAYED	-68	14	4	39	-5	-14	11	-17	-34	-17	2	47	17	-21	100%

January-August 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	472	256	79	178	9	420	297	121	214	62	204	257	240	2,809	44%
Semi-controllable	104	0	1	0	21	127	110	114	49	101	16	61	136	840	13%
Uncontrollable	425	231	56	136	5	203	253	33	351	52	275	385	270	2,675	42%
TOTAL TRAINS DELAYED	1,001	487	136	314	35	750	660	268	614	215	495	703	646	6,324	100%

Data for current month is final (09/17/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 09/18/2013

TABLE 7: NUMBER OF DELAYS BY DATE
August 2013

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	7	7	4	0	2	1	2	0	1	4	3	5	0	2	0	0	2	2	2	5	2	6	57
Elec -ML	13	4	0	0	1	3	0	0	6	2	4	1	0	0	12	4	4	0	1	0	0	14	69
-BI	5	1	0	1	0	0	1	0	1	1	0	0	0	0	1	3	1	0	1	0	0	1	17
-SC	2	10	3	1	4	3	3	0	4	1	1	0	1	0	2	2	5	3	0	0	0	0	45
Heritage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Milw -N	1	9	22	1	1	0	1	0	2	0	0	6	0	1	3	1	1	2	2	1	2	12	68
-W	1	7	8	1	1	2	0	9	2	5	3	4	1	1	5	4	5	3	3	5	3	5	78
NCS	1	1	6	0	0	1	0	1	0	1	1	2	2	0	0	1	1	1	0	0	2	3	24
RI	2	13	2	2	6	4	3	1	2	5	2	0	0	0	0	1	0	0	0	3	2	7	55
SWS	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	5	3	5	5	0	22
UP -N	1	2	4	1	0	0	1	0	0	1	0	0	0	4	0	3	1	1	1	8	0	32	60
-NW	0	11	0	0	3	16	1	1	2	3	2	4	3	1	1	0	1	0	0	5	0	22	76
-W	1	4	2	4	1	4	1	1	3	3	0	4	1	2	5	6	1	0	2	1	14	19	86
SYSTEM	34	69	58	12	19	34	13	13	23	26	16	26	8	11	30	27	23	17	15	33	30	121	658

SATURDAY	3	10	17	24	31	TOTAL
BNSF	3	0	3	2	0	8
Elec -ML	1	1	0	0	0	2
-BI	2	0	0	0	1	3
-SC	10	0	2	1	0	13
Heritage	-	-	-	-	-	-
Milw -N	7	0	4	4	3	18
-W	3	2	4	1	2	12
NCS	-	-	-	-	-	-
RI	8	4	3	0	0	15
SWS	0	0	0	0	0	0
UP -N	5	7	6	0	0	18
-NW	8	6	3	3	0	20
-W	1	2	1	1	1	6
SYSTEM	48	22	26	12	7	115

SUNDAY/HOLIDAY	4	11	18	25	TOTAL
BNSF	1	1	0	0	2
Elec -ML	5	5	2	0	12
-BI	-	-	-	-	0
-SC	0	0	0	0	0
Heritage	-	-	-	-	0
Milw -N	7	1	1	2	11
-W	7	0	0	3	10
NCS	-	-	-	-	0
RI	1	1	3	0	5
SWS	-	-	-	-	0
UP -N	5	3	2	1	11
-NW	3	1	0	1	5
-W	1	5	2	3	11
SYSTEM	30	17	10	10	67

Data is final (09/17/13) version from TOPS.

**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 - Aug	
Passenger Train Interference	7	21	22	11	17	18	34	23					153	2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14					135	2.1%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66					517	8.2%
Freight Interference - Total	55	84	67	74	98	115	79	80					652	10.3%
Accident	23	1	78	56	31	29	93	23					334	5.3%
Passenger Loading	24	27	54	39	67	232	291	165					899	14.2%
Lift Deployment	12	6	19	8	9	25	19	19					117	1.9%
Obstruction/Debris	22	20	23	30	24	39	33	14					205	3.2%
Signal/Switch Failure	152	149	90	126	182	229	104	134					1,166	18.4%
Track Work	22	6	14	45	63	82	100	66					398	6.3%
Catenary Failure	0	0	2	7	1	0	79	37					126	2.0%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23					127	2.0%
Locomotive Failure	41	64	28	28	49	93	57	63					423	6.7%
Human Error	52	92	56	51	80	57	82	44					514	8.1%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46					256	4.0%
Weather	90	86	35	218	19	234	17	81					780	12.3%
Other	11	32	19	8	22	36	24	22					174	2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840					6,324	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	153	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	175	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	514	8.6%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	689	11.6%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	316	5.3%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	812	13.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	177	3.0%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	298	5.0%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	846	14.2%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	622	10.4%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	31	0.5%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	115	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	411	6.9%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	429	7.2%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	293	4.9%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	539	9.0%
Other	35	17	58	19	25	30	15	26	21	34	28	11	225	3.8%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	5,956	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	-25	9	12	5	10	1	-4	-8					0	-0.1%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8	-2					-40	-0.8%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38	14					3	-0.5%
Freight Interference - Total	-29	21	-35	-27	33	34	-46	12					-37	-1.3%
Accident	-8	-78	27	36	-29	-12	61	21					18	0.0%
Passenger Loading	-30	-6	-39	8	-38	71	146	-25					87	0.6%
Lift Deployment	-8	-5	8	-4	-13	-7	-22	-9					-60	-1.1%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2	-52					-93	-1.8%
Signal/Switch Failure	8	100	-4	66	84	65	-25	26					320	4.2%
Track Work	-118	-9	-25	-9	2	-31	1	-35					-224	-4.1%
Catenary Failure	-4	-10	-2	7	1	-1	68	36					95	1.5%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5	-1					12	0.1%
Locomotive Failure	-12	35	-62	-6	-2	34	9	16					12	-0.2%
Human Error	-28	51	12	16	16	-16	45	-11					85	0.9%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29	2					-37	-0.9%
Weather	-122	71	35	217	12	197	-180	11					241	3.3%
Other	-24	15	-39	-11	-3	6	9	-4					-51	-1.0%
TOTAL TRAINS DELAYED	-395	185	-130	275	75	343	36	-21					368	

Data for current month is final (09/17/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 09/18/2013

TABLE 11: FREIGHT DELAYS
between September 2011 and August 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Total	150	0	0	0	39	189	121	140	70	173	12	46	248	1,188
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
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Total	115	0	1	0	20	129	143	130	55	91	14	84	166	948

Data for current month is final (09/17/13) 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 09/18/2013

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

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3	2	0	2	2	5					17	1.70%
Electric ML	0	0	0	0	0	0	0	0					0	0.00%
Electric BI	0	0	0	0	0	0	0	0					0	0.00%
Electric SC	0	0	1	0	0	0	0	1					2	0.64%
HER	0	0	0	0	0	0	0	0					0	0.00%
Milw N	1	0	5	1	1	2	1	0					11	1.47%
Milw W	0	2	1	0	4	1	8	3					19	2.88%
NCS	0	0	0	0	0	0	0	0					0	0.00%
RI	4	1	2	3	2	7	3	6					28	4.56%
SWS	0	0	0	0	0	0	0	0					0	0.00%
UP N	2	2	3	1	1	5	0	2					16	3.23%
UP NW	0	0	3	0	1	3	4	1					12	1.71%
UP W	3	0	1	1	0	5	1	1					12	1.86%
Total Lift Delays	12	6	19	8	9	25	19	19					117	1.85%
ALL DELAYS													6,324	

Data for current month is final (09/17/13) version from TOPS.

2012

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	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
August 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	10	16	5	7	1	5	8	5	9	6	7	4	9	92
11-15	6	10	2	1	0	4	3	0	3	1	1	4	3	38
16-20	2	5	0	1	0	4	2	2	2	2	3	0	3	26
21+	0	12	1	0	0	4	5	2	2	2	20	26	11	85
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>9</u>
Sub-Total	19	44	8	9	1	19	19	9	17	11	31	35	28	250
Off-Peak **														
6-10	21	25	10	38	0	34	40	4	41	5	24	25	33	300
11-15	17	8	1	7	0	18	20	5	9	5	9	18	12	129
16-20	7	3	1	3	0	11	10	0	1	1	6	7	4	54
21+	3	3	0	1	0	14	9	6	7	0	19	16	23	101
Annulled	<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>0</u>	<u>0</u>	<u>3</u>	<u>6</u>
Sub-Total	48	39	12	49	0	78	81	15	58	11	58	66	75	590
August 2013 Total														
6-10	31	41	15	45	1	39	48	9	50	11	31	29	42	392
11-15	23	18	3	8	0	22	23	5	12	6	10	22	15	167
16-20	9	8	1	4	0	15	12	2	3	3	9	7	7	80
21+	3	15	1	1	0	18	14	8	9	2	39	42	34	186
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>15</u>
TOTAL	67	83	20	58	1	97	100	24	75	22	89	101	103	840
2013 Year-to-Date														
6-10	387	255	83	227	16	393	316	128	348	98	201	235	243	2,930
11-15	211	75	27	36	9	168	152	54	138	39	77	127	130	1,243
16-20	127	42	8	18	2	67	66	28	36	21	49	69	64	597
21+	226	101	18	20	8	108	114	49	76	45	162	257	190	1,374
Annulled	<u>50</u>	<u>14</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>14</u>	<u>12</u>	<u>9</u>	<u>16</u>	<u>12</u>	<u>6</u>	<u>15</u>	<u>19</u>	<u>180</u>
TOTAL	1,001	487	136	314	35	750	660	268	614	215	495	703	646	6,324
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	
August 2013 Total														
6-10	46.3%	49.4%	75.0%	77.6%	100.0%	40.2%	48.0%	37.5%	66.7%	50.0%	34.8%	28.7%	40.8%	46.7%
11-15	34.3%	21.7%	15.0%	13.8%	0.0%	22.7%	23.0%	20.8%	16.0%	27.3%	11.2%	21.8%	14.6%	19.9%
16-20	13.4%	9.6%	5.0%	6.9%	0.0%	15.5%	12.0%	8.3%	4.0%	13.6%	10.1%	6.9%	6.8%	9.5%
21+	4.5%	18.1%	5.0%	1.7%	0.0%	18.6%	14.0%	33.3%	12.0%	9.1%	43.8%	41.6%	33.0%	22.1%
Annulled	<u>1.5%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>3.0%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.0%</u>	<u>4.9%</u>	<u>1.8%</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%
2013 Year-to-Date Delays By Duration														
6-10	38.7%	52.4%	61.0%	72.3%	45.7%	52.4%	47.9%	47.8%	56.7%	45.6%	40.6%	33.4%	37.6%	46.3%
11-15	21.1%	15.4%	19.9%	11.5%	25.7%	22.4%	23.0%	20.1%	22.5%	18.1%	15.6%	18.1%	20.1%	19.7%
16-20	12.7%	8.6%	5.9%	5.7%	5.7%	8.9%	10.0%	10.4%	5.9%	9.8%	9.9%	9.8%	9.9%	9.4%
21+	22.6%	20.7%	13.2%	6.4%	22.9%	14.4%	17.3%	18.3%	12.4%	20.9%	32.7%	36.6%	29.4%	21.7%
Annulled	<u>5.0%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>1.8%</u>	<u>3.4%</u>	<u>2.6%</u>	<u>5.6%</u>	<u>1.2%</u>	<u>2.1%</u>	<u>2.9%</u>	<u>2.8%</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 (09/17/13) 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	
August 2013														
Peak *	10.7	21.4	10.4	9.0	10.0	17.5	15.5	15.6	12.3	17.1	70.4	62.8	51.8	33.4
Off-Peak **	13.7	12.3	8.8	9.1	--	15.6	13.4	17.9	11.3	10.0	33.4	27.8	25.6	18.2
All	12.9	17.1	9.4	9.1	10.0	16.0	13.8	17.0	11.5	13.5	46.3	39.7	32.6	22.6
2013 Year-to-Date														
Peak *	20.3	20.1	13.3	13.7	20.2	16.1	17.9	17.0	13.9	22.5	31.9	34.9	28.4	22.5
Off-Peak **	17.1	12.3	13.2	9.7	--	14.7	15.2	17.3	12.7	19.1	23.2	22.6	19.8	16.5
All	18.9	15.7	13.2	10.3	20.2	15.1	16.0	17.2	13.1	20.3	26.5	28.0	22.8	18.8

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 (09/17/13) version from TOPS.