

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

September 2013



COMMUTER RAIL ON-TIME PERFORMANCE

September 2013

This report presents an analysis of the September 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 September 2013, Metra operated 16,242 scheduled trains, including scheduled "extras", if any. 585 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.4%. 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 September 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 September 2013. Of the 585 delays systemwide in September 2013, all but 260 (44%) were beyond Metra's control. Table 6.b shows the previous September, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in September 2013, 17 fewer delays than in the previous September were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,909 delays in 2013, all but 3,069 (44%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2013. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 585 delays systemwide in September 2013, 115 less than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2013. Table 9.b shows the average frequencies from the beginning of the year through September 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 September of 2013, a total of 6,909 trains were delayed, compared to 6,550 trains delayed in the same nine months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In September 2013 freight operations delayed 71 trains systemwide, compared to 70 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 22 trains were delayed by lift deployment in September 2013.

A review of September 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 53.8% of all late trains. Table 14 shows that the average length of delay was 14.6 minutes in September 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.

Temporary Schedules and Notices, for Construction and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

(Prior to May 2011, some trains affected by planned 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
September 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	1,080	21	98.1%	800	20	97.5%	1,880	41	97.8%	112	9	92.0%	108	9	91.7%	2,100	59	97.2%
Elec -ML	900	9	99.0%	680	18	97.4%	1,580	27	98.3%	184	4	97.8%	126	13	89.7%	1,890	44	97.7%
-BI	280	2	99.3%	460	10	97.8%	740	12	98.4%	120	1	99.2%	11	5	54.5%	871	18	97.9%
-SC	<u>340</u>	<u>7</u>	97.9%	<u>740</u>	<u>10</u>	98.6%	<u>1,080</u>	<u>17</u>	98.4%	<u>192</u>	<u>23</u>	88.0%	<u>120</u>	<u>13</u>	89.2%	<u>1,392</u>	<u>53</u>	96.2%
Subtotal	1,520	18	98.8%	1,880	38	98.0%	3,400	56	98.4%	496	28	94.4%	257	31	87.9%	4,153	115	97.2%
Heritage	120	3	97.5%	--	--	--	120	3	97.5%	--	--	--	--	--	--	120	3	97.5%
Milw -N	500	18	96.4%	700	45	93.6%	1,200	63	94.8%	96	8	91.7%	120	8	93.3%	1,416	79	94.4%
-W	<u>540</u>	<u>22</u>	95.9%	<u>620</u>	<u>57</u>	90.8%	<u>1,160</u>	<u>79</u>	93.2%	<u>96</u>	<u>14</u>	85.4%	<u>108</u>	<u>8</u>	92.6%	<u>1,364</u>	<u>101</u>	92.6%
Subtotal	1,040	40	96.2%	1,320	102	92.3%	2,360	142	94.0%	192	22	88.5%	228	16	93.0%	2,780	180	93.5%
NCS	220	13	94.1%	220	20	90.9%	440	33	92.5%	--	--	--	--	--	--	440	33	92.5%
RI	720	1	99.9%	660	12	98.2%	1,380	13	99.1%	80	7	91.3%	97	6	93.8%	1,557	26	98.3%
SWS	220	1	99.5%	380	16	95.8%	600	17	97.2%	24	1	95.8%	--	--	--	624	18	97.1%
UP -N	600	8	98.7%	797	32	96.0%	1,397	40	97.1%	105	7	93.3%	112	2	98.2%	1,614	49	97.0%
-NW	660	15	97.7%	640	18	97.2%	1,300	33	97.5%	96	9	90.6%	90	13	85.6%	1,486	55	96.3%
-W	<u>540</u>	<u>11</u>	98.0%	<u>640</u>	<u>26</u>	95.9%	<u>1,180</u>	<u>37</u>	96.9%	<u>80</u>	<u>4</u>	95.0%	<u>108</u>	<u>6</u>	94.4%	<u>1,368</u>	<u>47</u>	96.6%
Subtotal	1,800	34	98.1%	2,077	76	96.3%	3,877	110	97.2%	281	20	92.9%	310	21	93.2%	4,468	151	96.6%
SYSTEM	6,720	131	98.1%	7,337	284	96.1%	14,057	415	97.0%	1,185	87	92.7%	1,000	83	91.7%	16,242	585	96.4%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (10/14/13) 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-SEP	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	95.1%	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	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.5%	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	95.7%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2				94.7%	94.7%
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	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	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	96.8%	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	97.4%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2				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	89.3%	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	92.1%	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	88.4%	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	88.8%	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	95.8%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5				96.7%	96.7%
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	90.9%	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	94.9%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.8%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.1%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.1%	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	93.3%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4				93.8%	93.8%
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	93.2%	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	96.6%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.0%	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	96.2%	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	92.5%	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	94.7%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6				94.1%	94.1%
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	95.4%	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	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.5%	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	91.4%	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	92.1%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5				92.8%	92.8%
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	93.3%	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-SEP	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	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.0%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3				95.6%	95.6%
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	95.5%	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	95.7%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.2%	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	91.8%	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	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1				96.1%	96.1%
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	94.4%	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	93.8%	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	94.6%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.1%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.3%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0				96.4%	96.4%
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	95.4%	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	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	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	96.7%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3				94.6%	94.6%
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	95.8%	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	94.3%	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	94.7%	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	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	94.9%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6				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	94.0%	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	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4				95.5%	95.5%
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 (10/14/13) 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
September 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1293	Tue, Sep 10	13	DD	13" WAITING ON A59 LINED TO CLEAR UNION AVE B AND MT1-3 AT LISLE	
		75% OT	Wed, Sep 11	8	I	PASSENGER HANDLING
		Thu, Sep 12	8	I	HEAVY/SLOW PASSENGER UNLOADING	
		Wed, Sep 25	15	M1	TRESPASSER INCIDENT AT BROOKFIELD 1294	
		Fri, Sep 27	10	R	WAITING FOR A59 AT UNION AVE, ENGINEER REFAMILIARIZATION	
MN	2155	Fri, Sep 13	11	G1	11" STOPPED WAITING ON 2160, RONDOUT.	
		80% OT	Mon, Sep 16	10	D1	10" STOPPED WAITING ON 2160, RONDOUT; 2" STOPPED WAITING ON U.P, MAYFAIR; 2" STOPPED, CN CROSSING; 1" LATE EQUIPMENT, CUS; 1" STOPPED, CN.
		Tue, Sep 17	11	D1	6" HOLD OUT FOR #2160, RONDOUT; 5" CN XING, GRAYSLAKE.	
	Wed, Sep 18	33	EW1	33" WAIT FOR #2160, GRAYSLAKE.		
MN	2158	Thu, Sep 12	7	G1	9" #2149 & ENTRAINING, GRAYSLAKE-RONDOUT.	
		80% OT	Fri, Sep 13	10	G1	8" WAITING ON #2149, GRAYSLAKE; 5" STOP SIGNAL RESTRICTED SPEED, RONDOUT.
		Mon, Sep 16	7	G1	10" WAITING FOR #2149, GRAYSLAKE; 2" STOPPED, CN CROSSING.	
		Thu, Sep 19	8	GF1	13" WAITING ON LATE #2149, GRAYSLAKE.	
MW	2230	Mon, Sep 09	17	J	17" POLICE ACTIVITY, GALEWOOD.	
		80% OT	Tue, Sep 10	7	CG	4" X/O 2 TO 1 & BACK TO 2 DUE TO SIGNAL NOT COMING IN FOR STRAIGHT MOVEMENT ON #2 @ SPAULDING, B-35; 3" HEAVY/SLOW ENTRAINING(STROLLERS
		Tue, Sep 17	11	D	13" HELD FOR CP FREIGHT #168 GOING INTO BV YARD, B-17.	
		Wed, Sep 18	6	R	5" SLOW ENTRAINING, BARTLETT; 3" SLOW ENTRAINING, ENROUTE.	
MW	2236	Thu, Sep 12	8	U	3" ADA, ELGIN; 4" ADA, BENSENVILLE TO ELMWOOD PARK; 4" R.T.B., CARPENTER.	
		80% OT	Wed, Sep 18	10	GW	10" RED SIGNAL, FLAGGED BY SIGNAL & RUN RESTRICTED, BARTLETT E.
		Thu, Sep 19	17	G	17" HAND LINE ROUTE SWITCH FAILURE #11, MORGAN.	
		Mon, Sep 30	11	CC	11" HOLD FOR #2215 SINGLE TRACKING FROM B-35 TO ROSELLE, B-35.	
MW	2238	Tue, Sep 03	10	A	4" ADA, HANOVER TO ROSELLE; 1" BIKE ENTRAINING, SCHAUMBURG; 5" RESTRICTING TRAIN AHEAD, CUS.	
		80% OT	Fri, Sep 13	7	GM	3" STOP DUE TO BAD GATES, B-12; 2" SLOW SIGNAL, A-3.
		Wed, Sep 18	17	G	10" STOP SIGNAL, ITASCA EAST; 7" STOP TO CHECK HEP PUT IN BY-PASS, BENSENVILLE; 4" ADA, WESTERN.	
		Mon, Sep 30	6	CC	7" TRACK WORK, SPAULDING.	
MW	2254	Thu, Sep 12	16	R	17" LATE TURN & LOCO WOULD NOT LOAD, BIG TIM; 2" LOAD ADA, ELGIN.	
		80% OT	Wed, Sep 18	24	GW1	15" LATE TURN FROM #2249, BIG TIMBER; 15" BLOCK BY FREIGHT, B-12.
		Thu, Sep 26	16	D1	17" LATE TURN FROM #2249, BIG TIMBER.	
		Fri, Sep 27	54	E1	46" LATE TURN FROM #2249, BIG TIMBER; 11" POLICE REMOVED DISORDERLY PASSENGER, ROSELLE.	
MW	2255	Fri, Sep 06	13	CG	13" TRACK WORK @ SPAULDING, FLAGGED BY SIGNALS, BARTLETT & SPAULDING.	
		70% OT	Thu, Sep 12	11	CG	4" ADA, WESTERN -WOODALE; 8" ALL RED STOP, SPAULDING; TALKED BY SIGNAL, RESTRICTING, B-35.
		Wed, Sep 18	27	GW1	19" LATE TURN FROM #2254, CUS; 10" WAITING FOR FREIGHT X-TRAFFIC, SPAULDING.	
		Thu, Sep 19	12	RO	12" FREIGHT ROUTED IN FRNT OF TRAIN, A-5.	
		Thu, Sep 26	12	D1	15" LATE TURN FROM #2254, CUS.	
		Fri, Sep 27	52	E1	52" LATE TURN FROM #2254, CUS.	
MW	2256	Thu, Sep 05	12	D	12" FREIGHT INTERFERENCE, SPAULDING.	
		80% OT	Fri, Sep 13	10	D	10" STOPPED DUE TO FREIGHT TRAFFIC, B-17.
		Wed, Sep 18	31	GW1	32" LATE TURN FROM #2251, BIG TIM.	
		Fri, Sep 27	21	D1	21" LATE TURN FROM #2251, BIG TIMBER ROAD.	
NCS	120	Fri, Sep 06	11	U1	11" STOP SIGNAL, CN XING.	
		60% OT	Mon, Sep 09	10	RF1	8" WAITING ON #2147, CP XING GRAYSLAKE.
		Tue, Sep 10	8	A	3" WAIT ON #2147, GRAYSLAKE; 5" STOP SIGNAL, MAYFAIR.	
		Thu, Sep 12	9	G1	10" WAIT ON #2147	
		Fri, Sep 13	11	G	3" ENTRAINING, LIBERTYVILLE; 6" STOP SIGNAL RESTRICTED SPEED, RONDOUT.	
		Mon, Sep 16	7	RF	7" WAITING FOR MOVEMENT AUTHORITY FROM DISPATCHER, CN XING.	
		Wed, Sep 18	8	EW1	12" PICK UP PASSENGERS FROM #2154, CAL AVE.	
		Thu, Sep 19	19	GF1	24" LATE TURN FROM #115, ANTIOCH.	
NCS	121	Fri, Sep 13	8	G1	7" LATE TURN FROM #120, CUS.	
		80% OT	Tue, Sep 17	8	D	10" STOP SIGNAL WAITING ON FREIGHT TO CLEAR, B-12.
		Wed, Sep 18	26	KW	6" LATE TURN FROM #120, CUS; 22" DEBRIS BLOCKING 1, 2 & 3 MT, A-2.	
		Thu, Sep 19	17	GF1	13" LATE TURN FROM #120, CUS; 10" FOLLOW CN FREIGHT, O'HARE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPN	325	Tue, Sep 03	10	CC	15" 20MPH SLOW ORDER, MP37.25-37.75; HELD DUE TO RED SIGNAL UP RAMON COULD NOT RELEASE TRACK PERMIT DUE TO HIS COMPUTER WENT DOWN, CY023.
	75% OT	Thu, Sep 05	10	CC	15" SINGLE TRACK, MP24.7-29.1 TRACK WORK.
		Fri, Sep 06	10	CC	15" SINGLE TRACKING FORM B, MP25-28.7.
		Tue, Sep 10	15	S	20" 40MPH SPEED RESTRICTION, MP16.6-17; SINGLE TRACK, SURFACING, MP28.7-25.0; WAIT FOR #338 TO CLEAR, MP25; 40MPH SPEED RESTR; TEST, E023;
		Mon, Sep 23	10	U	10" FORM B, MP10; 6" 2 ADA'S, WILMETTE; 4" FTX TEST, E038.
UPN	340	Thu, Sep 05	7	CC	12" SINGLE TRACK TRACK WORK, MP24.7-29.1.
	75% OT	Fri, Sep 06	11	CC	16" SINGLE TRACKING FORM B 49301, MP25-28.7.
		Tue, Sep 10	17	CC1	14" LATE TURN FROM #323, WAUKEGAN; SINGLE TRACK, SURFACING, MP28.7-25.0.
		Wed, Sep 11	13	CC	18" SINGLE TRACKING, MP24.75-29; 25MPH THRU THE LIMITS 2 FORM B'S.
		Thu, Sep 26	27	E1	25" LATE TURN FROM #323, WAUKEGAN.

Data is final (10/14/13) 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

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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	33	14	3	31	1	38	52	13	6	9	29	19	12	260	44%
Semi-controllable	6	0	0	0	2	16	19	16	2	6	0	7	10	84	14%
Uncontrollable	20	30	15	22	0	25	30	4	18	3	20	29	25	241	41%
TOTAL TRAINS DELAYED	59	44	18	53	3	79	101	33	26	18	49	55	47	585	100%

September 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	19	33	10	34	0	46	29	7	9	17	41	9	23	277	47%
Semi-controllable	12	0	0	0	0	14	22	8	6	17	0	5	11	95	16%
Uncontrollable	9	15	2	7	2	18	91	3	34	3	17	18	3	222	37%
TOTAL TRAINS DELAYED	40	48	12	41	2	78	142	18	49	37	58	32	37	594	100%

September 2013 Divergence From September 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	14	-19	-7	-3	1	-8	23	6	-3	-8	-12	10	-11	-17	189%
Semi-controllable	-6	0	0	0	2	2	-3	8	-4	-11	0	2	-1	-11	122%
Uncontrollable	11	15	13	15	-2	7	-61	1	-16	0	3	11	22	19	-211%
TOTAL TRAINS DELAYED	19	-4	6	12	1	1	-41	15	-23	-19	-9	23	10	-9	100%

January-September 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	505	270	82	209	10	458	349	134	220	71	233	276	252	3,069	44%
Semi-controllable	110	0	1	0	23	143	129	130	51	107	16	68	146	924	13%
Uncontrollable	445	261	71	158	5	228	283	37	369	55	295	414	295	2,916	42%
TOTAL TRAINS DELAYED	1,060	531	154	367	38	829	761	301	640	233	544	758	693	6,909	100%

Data for current month is final (10/14/13) version from TOPS.

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TABLE 7: NUMBER OF DELAYS BY DATE
September 2013

WEEKDAY	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
BNSF	3	1	1	1	3	1	2	3	0	2	4	1	1	0	8	4	4	0	1	1	41
Elec -ML	0	3	1	2	1	0	1	0	0	0	1	8	0	4	3	2	0	0	0	1	27
-BI	1	0	1	1	0	1	0	0	1	1	0	3	0	0	1	0	0	1	0	1	12
-SC	1	0	1	3	2	1	0	0	0	0	0	8	0	1	0	0	0	0	0	0	17
Heritage	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
Milw -N	0	0	1	4	5	1	1	6	7	6	2	11	10	2	1	2	0	1	2	1	63
-W	3	1	1	3	2	2	0	8	4	11	2	14	3	0	3	1	3	4	10	4	79
NCS	1	0	0	1	3	1	0	1	3	2	2	2	8	1	0	1	1	3	2	1	33
RI	0	0	1	1	1	0	0	1	2	0	0	2	0	1	0	1	0	1	2	0	13
SWS	0	1	1	1	0	3	2	0	0	2	0	1	2	1	1	0	1	0	1	0	17
UP -N	1	0	7	6	0	5	1	0	1	0	1	0	6	1	1	0	0	5	5	0	40
-NW	0	0	5	0	1	1	0	0	0	1	2	3	1	0	0	0	13	1	5	0	33
-W	3	1	1	1	3	1	0	1	0	1	0	7	11	0	0	2	0	1	4	0	37
SYSTEM	13	7	21	24	21	17	7	20	18	26	15	60	42	12	18	13	22	17	32	10	415

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	2	8	15	22	29	TOTAL
BNSF	3	2	3	1	9	BNSF	6	3	0	0	0	0	9
Elec -ML	0	0	4	0	4	Elec -ML	4	2	1	0	2	4	13
-BI	0	0	1	0	1	-BI	-	-	-	-	5	-	5
-SC	0	9	5	9	23	-SC	3	5	2	1	2	0	13
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-	0
Milw -N	0	6	2	0	8	Milw -N	2	1	1	3	0	1	8
-W	2	5	5	2	14	-W	5	0	1	0	2	0	8
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-	0
RI	3	2	2	0	7	RI	1	0	1	1	3	0	6
SWS	0	0	1	0	1	SWS	-	-	-	-	-	-	0
UP -N	4	1	1	1	7	UP -N	0	1	1	0	0	0	2
-NW	2	0	6	1	9	-NW	2	1	2	3	4	1	13
-W	1	0	1	2	4	-W	1	0	1	3	0	1	6
SYSTEM	15	25	31	16	87	SYSTEM	24	13	10	11	18	7	83

Data is final (10/14/13) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	0	0	0	5	4	2	0	3	0	0	0	14
<i>Freight Interference - Peak</i>	2	0	0	0	2	1	2	2	0	0	0	2	2	13
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	10	17	6	2	4	0	4	8	58
Freight Interference - Total	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Accident	9	0	0	0	0	4	0	0	1	0	1	10	0	25
Passenger Loading	2	12	9	10	0	2	5	0	10	0	5	5	5	65
Lift Deployment	0	0	0	0	0	5	6	5	3	0	2	0	1	22
Obstruction/Debris	3	4	1	0	0	1	4	0	2	2	4	6	1	28
Signal/Switch Failure	3	2	3	0	0	27	10	11	0	2	6	7	3	74
Track Work	4	2	0	22	0	4	14	0	2	2	12	10	3	75
Catenary Failure	0	1	0	3	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	0	2	0	1	0	1	0	0	0	0	0	2	1	7
Locomotive Failure	3	0	0	0	0	0	6	2	3	0	5	2	3	24
Human Error	18	6	0	5	1	6	15	3	1	4	1	0	1	61
Sick, Injured, Unruly Passenger	0	6	2	4	0	2	7	0	0	1	5	4	2	33
Weather	4	7	3	8	0	9	9	2	1	0	2	2	16	63
Other	4	2	0	0	0	2	2	0	1	0	6	1	1	19
TOTAL TRAINS DELAYED	59	44	18	53	3	79	101	33	26	18	49	55	47	585

September - 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	3.2	3.2	2.2	2.0	0.8	6.8	0.4	2.6	2.0	2.0	1.8	1.0	1.8	29.8
<i>Freight Interference - Peak</i>	10.0	0.0	0.0	0.0	3.4	0.6	0.6	2.0	3.4	4.4	0.2	2.2	3.4	30.2
<i>Freight Interference - Off-Peak</i>	10.2	0.0	0.0	0.0	0.0	9.4	8.4	4.2	3.2	11.4	0.6	2.6	17.2	67.2
Freight Interference - Total	20.2	0.0	0.0	0.0	3.4	10.0	9.0	6.2	6.6	15.8	0.8	4.8	20.6	97.4
Accident	12.0	0.0	0.0	0.0	0.0	0.6	3.0	1.6	0.6	0.0	1.2	5.8	3.8	28.6
Passenger Loading	7.2	18.2	6.2	5.8	0.0	7.8	12.2	0.6	8.0	0.6	43.4	9.0	8.6	127.6
Lift Deployment	2.0	0.2	0.0	0.0	0.0	1.2	2.2	0.6	6.8	0.4	5.0	2.0	4.8	25.2
Obstruction/Debris	5.6	1.2	1.4	1.8	0.2	1.6	2.0	0.0	3.2	1.0	2.0	3.6	2.4	26.0
Signal/Switch Failure	22.4	11.8	2.6	5.4	3.4	11.6	4.4	4.4	5.8	4.0	7.2	5.0	11.8	99.8
Track Work	18.8	3.4	1.4	5.8	3.6	8.0	8.6	2.4	6.2	2.8	15.2	8.2	9.6	94.0
Catenary Failure	0.0	3.2	1.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4
Non-Locomotive Equipment Failure	2.8	4.6	1.8	2.2	0.0	1.0	0.4	0.0	0.8	0.0	2.0	0.8	2.0	18.4
Locomotive Failure	4.8	0.0	0.0	0.2	0.2	4.0	2.2	1.2	6.0	0.6	2.6	2.8	3.6	28.2
Human Error	8.4	2.4	1.8	1.2	1.6	7.0	3.2	0.8	4.4	3.6	6.2	3.4	3.6	47.6
Sick, Injured, Unruly Passenger	1.0	5.0	0.6	2.0	0.2	3.4	1.6	0.6	3.2	0.0	4.4	3.8	3.0	28.8
Weather	1.6	0.2	0.0	0.0	0.4	1.0	4.6	0.0	0.8	0.2	1.2	0.4	0.2	10.6
Other	2.8	0.6	1.0	0.6	0.0	2.0	1.4	0.2	8.0	0.8	6.4	2.2	4.2	30.2
TOTAL TRAINS DELAYED	112.8	54.0	20.6	29.6	13.8	66.0	55.2	21.2	62.4	31.8	99.4	52.8	80.0	699.6

September 2013 Divergence From September 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	-3.2	-3.2	-2.2	-2.0	-0.8	-1.8	3.6	-0.6	-2.0	1.0	-1.8	-1.0	-1.8	-15.8
<i>Freight Interference - Peak</i>	-8.0	0.0	0.0	0.0	-1.4	0.4	1.4	0.0	-3.4	-4.4	-0.2	-0.2	-1.4	-17.2
<i>Freight Interference - Off-Peak</i>	-3.2	0.0	0.0	0.0	0.0	0.6	8.6	1.8	-1.2	-7.4	-0.6	1.4	-9.2	-9.2
Freight Interference - Total	-11.2	0.0	0.0	0.0	-1.4	1.0	10.0	1.8	-4.6	-11.8	-0.8	1.2	-10.6	-26.4
Accident	-3.0	0.0	0.0	0.0	0.0	3.4	-3.0	-1.6	0.4	0.0	-0.2	4.2	-3.8	-3.6
Passenger Loading	-5.2	-6.2	2.8	4.2	0.0	-5.8	-7.2	-0.6	2.0	-0.6	-38.4	-4.0	-3.6	-62.6
Lift Deployment	-2.0	-0.2	0.0	0.0	0.0	3.8	3.8	4.4	-3.8	-0.4	-3.0	-2.0	-3.8	-3.2
Obstruction/Debris	-2.6	2.8	-0.4	-1.8	-0.2	-0.6	2.0	0.0	-1.2	1.0	2.0	2.4	-1.4	2.0
Signal/Switch Failure	-19.4	-9.8	0.4	-5.4	-3.4	15.4	5.6	6.6	-5.8	-2.0	-1.2	2.0	-8.8	-25.8
Track Work	-14.8	-1.4	-1.4	16.2	-3.6	-4.0	5.4	-2.4	-4.2	-0.8	-3.2	1.8	-6.6	-19.0
Catenary Failure	0.0	-2.2	-1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.4
Non-Locomotive Equipment Failure	-2.8	-2.6	-1.8	-1.2	0.0	0.0	-0.4	0.0	-0.8	0.0	-2.0	1.2	-1.0	-11.4
Locomotive Failure	-1.8	0.0	0.0	-0.2	-0.2	-4.0	3.8	0.8	-3.0	-0.6	2.4	-0.8	-0.6	-4.2
Human Error	9.6	3.6	-1.8	3.8	-0.6	-1.0	11.8	2.2	-3.4	0.4	-5.2	-3.4	-2.6	13.4
Sick, Injured, Unruly Passenger	-1.0	1.0	1.4	2.0	-0.2	-1.4	5.4	-0.6	-3.2	1.0	0.6	0.2	-1.0	4.2
Weather	2.4	6.8	3.0	8.0	-0.4	8.0	4.4	2.0	0.2	-0.2	0.8	1.6	15.8	52.4
Other	1.2	1.4	-1.0	-0.6	0.0	0.0	0.6	-0.2	-7.0	-0.8	-0.4	-1.2	-3.2	-11.2
TOTAL TRAINS DELAYED	-53.8	-10.0	-2.6	23.4	-10.8	13.0	45.8	11.8	-36.4	-13.8	-50.4	2.2	-33.0	-114.6

Data for current month is final (10/14/13) version from TOPS.

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

**TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January-September 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	7	2	5	1	66	21	17	19	7	1	3	11	167
<i>Freight Interference - Peak</i>	17	0	1	0	15	11	10	30	3	14	2	17	28	148
<i>Freight Interference - Off-Peak</i>	78	0	0	0	0	84	91	67	38	46	11	44	116	575
Freight Interference - Total	95	0	1	0	15	95	101	97	41	60	13	61	144	723
Accident	92	34	13	21	1	18	19	7	36	22	6	68	22	359
Passenger Loading	50	117	34	72	0	83	106	2	191	2	103	116	88	964
Lift Deployment	17	0	0	2	0	16	25	5	31	0	18	12	13	139
Obstruction/Debris	41	23	5	18	0	6	38	2	14	8	19	29	30	233
Signal/Switch Failure	164	48	26	21	9	262	179	85	50	53	65	151	127	1,240
Track Work	52	26	10	121	1	29	33	13	50	4	49	47	38	473
Catenary Failure	0	91	17	22	0	0	0	0	0	0	0	0	0	130
Non-Locomotive Equipment Failure	15	33	12	8	1	3	21	9	3	0	5	12	12	134
Locomotive Failure	124	0	0	0	4	67	51	17	48	18	64	31	23	447
Human Error	126	62	15	26	2	75	67	24	50	32	36	34	26	575
Sick, Injured, Unruly Passenger	13	53	10	23	1	26	26	4	18	5	46	36	28	289
Weather	207	28	9	16	3	74	56	16	69	14	103	140	108	843
Other	57	9	0	12	0	9	18	3	20	8	16	18	23	193
TOTAL TRAINS DELAYED	1,060	531	154	367	38	829	761	301	640	233	544	758	693	6,909

January-September - 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	25.8	23.4	8.0	8.2	5.0	57.6	14.0	11.4	17.2	10.6	20.0	11.4	15.2	227.8
<i>Freight Interference - Peak</i>	58.8	0.2	0.0	0.0	39.2	14.0	18.0	40.2	18.2	36.2	5.0	16.0	31.8	277.6
<i>Freight Interference - Off-Peak</i>	69.8	0.2	0.2	0.0	0.0	90.0	60.0	53.4	40.2	95.4	10.6	20.6	144.8	585.2
Freight Interference - Total	128.6	0.4	0.2	0.0	39.2	104.0	78.0	93.6	58.4	131.6	15.6	36.6	176.6	862.8
Accident	71.8	8.4	2.8	8.2	0.6	31.8	40.4	16.8	30.0	5.0	35.0	45.4	32.4	328.6
Passenger Loading	91.4	132.4	32.6	50.6	0.2	100.2	53.6	2.8	116.2	1.8	352.8	101.4	86.4	1,122.4
Lift Deployment	22.0	1.2	0.0	0.8	0.2	26.6	22.8	4.0	61.4	1.8	29.4	17.4	31.0	218.6
Obstruction/Debris	55.8	11.8	4.0	20.4	1.4	22.4	23.6	5.6	27.2	7.2	23.0	38.6	40.6	281.6
Signal/Switch Failure	193.0	86.6	23.2	25.0	28.2	186.0	98.0	60.6	67.2	86.2	55.6	59.4	91.2	1,060.2
Track Work	152.8	50.2	16.6	20.2	6.8	74.0	57.2	12.0	43.2	15.6	84.6	40.0	73.2	646.4
Catenary Failure	0.0	18.8	8.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	40.2
Non-Locomotive Equipment Failure	17.4	41.2	22.2	15.0	0.0	10.4	7.6	1.0	10.2	4.0	14.4	8.0	13.4	164.8
Locomotive Failure	95.6	1.2	0.4	0.2	2.0	87.8	49.8	18.2	58.0	9.8	32.2	44.0	29.6	428.8
Human Error	89.2	29.2	10.2	10.0	9.2	53.8	29.4	14.4	39.8	27.2	70.4	46.6	44.8	474.2
Sick, Injured, Unruly Passenger	30.8	54.4	8.4	19.6	0.8	27.6	25.4	3.0	30.8	1.6	42.2	30.0	30.0	304.6
Weather	118.2	79.2	15.2	27.0	9.2	97.0	70.6	31.6	70.4	20.4	109.4	89.0	67.4	804.6
Other	19.6	26.0	6.8	8.2	2.0	20.8	17.6	5.6	30.2	11.0	38.2	22.2	39.2	247.4
TOTAL TRAINS DELAYED	1,112.0	564.4	158.8	226.4	104.8	900.0	588.0	280.6	660.2	333.8	922.8	590.2	771.0	7,213.0

January-September 2013 Divergence From January-September 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	-18.8	-16.4	-6.0	-3.2	-4.0	8.4	7.0	5.6	1.8	-3.6	-19.0	-8.4	-4.2	-60.8
<i>Freight Interference - Peak</i>	-41.8	-0.2	1.0	0.0	-24.2	-3.0	-8.0	-10.2	-15.2	-22.2	-3.0	1.0	-3.8	-129.6
<i>Freight Interference - Off-Peak</i>	8.2	-0.2	-0.2	0.0	0.0	-6.0	31.0	13.6	-2.2	-49.4	0.4	23.4	-28.8	-10.2
Freight Interference - Total	-33.6	-0.4	0.8	0.0	-24.2	-9.0	23.0	3.4	-17.4	-71.6	-2.6	24.4	-32.6	-139.8
Accident	20.2	25.6	10.2	12.8	0.4	-13.8	-21.4	-9.8	6.0	17.0	-29.0	22.6	-10.4	30.4
Passenger Loading	-41.4	-15.4	1.4	21.4	-0.2	-17.2	52.4	-0.8	74.8	0.2	-249.8	14.6	1.6	-158.4
Lift Deployment	-5.0	-1.2	0.0	1.2	-0.2	-10.6	2.2	1.0	-30.4	-1.8	-11.4	-5.4	-18.0	-79.6
Obstruction/Debris	-14.8	11.2	1.0	-2.4	-1.4	-16.4	14.4	-3.6	-13.2	0.8	-4.0	-9.6	-10.6	-48.6
Signal/Switch Failure	-29.0	-38.6	2.8	-4.0	-19.2	76.0	81.0	24.4	-17.2	-33.2	9.4	91.6	35.8	179.8
Track Work	-100.8	-24.2	-6.6	100.8	-5.8	-45.0	-24.2	1.0	6.8	-11.6	-35.6	7.0	-35.2	-173.4
Catenary Failure	0.0	72.2	8.8	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	89.8
Non-Locomotive Equipment Failure	-2.4	-8.2	-10.2	-7.0	1.0	-7.4	13.4	8.0	-7.2	-4.0	-9.4	4.0	-1.4	-30.8
Locomotive Failure	28.4	-1.2	-0.4	-0.2	2.0	-20.8	1.2	-1.2	-10.0	8.2	31.8	-13.0	-6.6	18.2
Human Error	36.8	32.8	4.8	16.0	-7.2	21.2	37.6	9.6	10.2	4.8	-34.4	-12.6	-18.8	100.8
Sick, Injured, Unruly Passenger	-17.8	-1.4	1.6	3.4	0.2	-1.6	0.6	1.0	-12.8	3.4	3.8	6.0	-2.0	-15.6
Weather	88.8	-51.2	-6.2	-11.0	-6.2	-23.0	-14.6	-15.6	-1.4	-6.4	-6.4	51.0	40.6	38.4
Other	37.4	-17.0	-6.8	3.8	-2.0	-11.8	0.4	-2.6	-10.2	-3.0	-22.2	-4.2	-16.2	-54.4
TOTAL TRAINS DELAYED	-52.0	-33.4	-4.8	140.6	-66.8	-71.0	173.0	20.4	-20.2	-100.8	-378.8	167.8	-78.0	-304.0

Data for current month is final (10/14/13) version from TOPS.

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10/14/2013

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 - Sep	
Passenger Train Interference	7	21	22	11	17	18	34	23	14				167	2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13				148	2.1%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58				575	8.3%
Freight Interference - Total	55	84	67	74	98	115	79	80	71				723	10.5%
Accident	23	1	78	56	31	29	93	23	25				359	5.2%
Passenger Loading	24	27	54	39	67	232	291	165	65				964	14.0%
Lift Deployment	12	6	19	8	9	25	19	19	22				139	2.0%
Obstruction/Debris	22	20	23	30	24	39	33	14	28				233	3.4%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74				1,240	17.9%
Track Work	22	6	14	45	63	82	100	66	75				473	6.8%
Catenary Failure	0	0	2	7	1	0	79	37	4				130	1.9%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7				134	1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24				447	6.5%
Human Error	52	92	56	51	80	57	82	44	61				575	8.3%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33				289	4.2%
Weather	90	86	35	218	19	234	17	81	63				843	12.2%
Other	11	32	19	8	22	36	24	22	19				193	2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585				6,909	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	171	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	191	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	568	8.7%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	759	11.6%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	325	5.0%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	928	14.2%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	198	3.0%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	316	4.8%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	927	14.2%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	716	10.9%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	48	0.7%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	128	2.0%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	427	6.5%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	484	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	320	4.9%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	557	8.5%
Other	35	17	58	19	25	30	15	26	21	34	28	11	246	3.8%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	6,550	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	-25	9	12	5	10	1	-4	-8	-4				-4	-0.2%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8	-2	-3				-43	-0.8%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38	14	4				7	-0.3%
Freight Interference - Total	-29	21	-35	-27	33	34	-46	12	1				-36	-1.1%
Accident	-8	-78	27	36	-29	-12	61	21	16				34	0.2%
Passenger Loading	-30	-6	-39	8	-38	71	146	-25	-51				36	-0.2%
Lift Deployment	-8	-5	8	-4	-13	-7	-22	-9	1				-59	-1.0%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2	-52	10				-83	-1.5%
Signal/Switch Failure	8	100	-4	66	84	65	-25	26	-7				313	3.8%
Track Work	-118	-9	-25	-9	2	-31	1	-35	-19				-243	-4.1%
Catenary Failure	-4	-10	-2	7	1	-1	68	36	-13				82	1.1%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5	-1	-6				6	0.0%
Locomotive Failure	-12	35	-62	-6	-2	34	9	16	8				20	0.0%
Human Error	-28	51	12	16	16	-16	45	-11	6				91	0.9%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29	2	6				-31	-0.7%
Weather	-122	71	35	217	12	197	-180	11	45				286	3.7%
Other	-24	15	-39	-11	-3	6	9	-4	-2				-53	-1.0%
TOTAL TRAINS DELAYED	-395	185	-130	275	75	343	36	-21	-9				359	

Data for current month is final (10/14/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 10/14/2013

TABLE 11: FREIGHT DELAYS
between October 2011 and September 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Total	110	0	0	0	37	184	132	141	63	150	12	47	236	1,112
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
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Total	122	0	1	0	22	127	142	132	54	85	14	85	165	949

Data for current month is final (10/14/13) 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 10/14/2013

**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	0				17	1.60%
Electric ML	0	0	0	0	0	0	0	0	0				0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	1	0	0	0	0	1	0				2	0.54%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	1	0	5	1	1	2	1	0	5				16	1.93%
Milw W	0	2	1	0	4	1	8	3	6				25	3.29%
NCS	0	0	0	0	0	0	0	0	5				5	1.66%
RI	4	1	2	3	2	7	3	6	3				31	4.84%
SWS	0	0	0	0	0	0	0	0	0				0	0.00%
UP N	2	2	3	1	1	5	0	2	2				18	3.31%
UP NW	0	0	3	0	1	3	4	1	0				12	1.58%
UP W	3	0	1	1	0	5	1	1	1				13	1.88%
Total Lift Delays	12	6	19	8	9	25	19	19	22				139	2.01%
ALL DELAYS													6,909	

Data for current month is final (10/14/13) 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
September 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	9	5	2	7	1	11	13	7	1	1	2	6	9	74
11-15	8	2	0	0	1	5	0	5	0	0	3	3	0	27
16-20	2	1	0	0	0	2	3	0	0	0	1	1	1	11
21+	0	1	0	0	1	0	4	1	0	0	1	4	1	13
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>6</u>
Sub-Total	21	9	2	7	3	18	22	13	1	1	8	15	11	131
Off-Peak **														
6-10	11	24	14	19	0	39	34	11	20	14	22	17	16	241
11-15	15	5	0	11	0	14	20	3	4	1	8	5	6	92
16-20	2	3	2	7	0	2	10	3	0	0	4	9	5	47
21+	6	3	0	9	0	6	14	3	1	2	4	5	9	62
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>0</u>	<u>12</u>
Sub-Total	38	35	16	46	0	61	79	20	25	17	41	40	36	454
September 2013 Total														
6-10	20	29	16	26	1	50	47	18	21	15	24	23	25	315
11-15	23	7	0	11	1	19	20	8	4	1	11	8	6	119
16-20	4	4	2	7	0	4	13	3	0	0	5	10	6	58
21+	6	4	0	9	1	6	18	4	1	2	5	9	10	75
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>0</u>	<u>18</u>
TOTAL	59	44	18	53	3	79	101	33	26	18	49	55	47	585
2013 Year-to-Date														
6-10	407	284	99	253	17	443	363	146	369	113	225	258	268	3,245
11-15	234	82	27	47	10	187	172	62	142	40	88	135	136	1,362
16-20	131	46	10	25	2	71	79	31	36	21	54	79	70	655
21+	232	105	18	29	9	114	132	53	77	47	167	266	200	1,449
Annulled	<u>56</u>	<u>14</u>	<u>0</u>	<u>13</u>	<u>0</u>	<u>14</u>	<u>15</u>	<u>9</u>	<u>16</u>	<u>12</u>	<u>10</u>	<u>20</u>	<u>19</u>	<u>198</u>
TOTAL	1,060	531	154	367	38	829	761	301	640	233	544	758	693	6,909
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	
September 2013 Total														
6-10	33.9%	65.9%	88.9%	49.1%	33.3%	63.3%	46.5%	54.5%	80.8%	83.3%	49.0%	41.8%	53.2%	53.8%
11-15	39.0%	15.9%	0.0%	20.8%	33.3%	24.1%	19.8%	24.2%	15.4%	5.6%	22.4%	14.5%	12.8%	20.3%
16-20	6.8%	9.1%	11.1%	13.2%	0.0%	5.1%	12.9%	9.1%	0.0%	0.0%	10.2%	18.2%	12.8%	9.9%
21+	10.2%	9.1%	0.0%	17.0%	33.3%	7.6%	17.8%	12.1%	3.8%	11.1%	10.2%	16.4%	21.3%	12.8%
Annulled	<u>10.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.2%</u>	<u>9.1%</u>	<u>0.0%</u>	<u>3.1%</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	38.4%	53.5%	64.3%	68.9%	44.7%	53.4%	47.7%	48.5%	57.7%	48.5%	41.4%	34.0%	38.7%	47.0%
11-15	22.1%	15.4%	17.5%	12.8%	26.3%	22.6%	22.6%	20.6%	22.2%	17.2%	16.2%	17.8%	19.6%	19.7%
16-20	12.4%	8.7%	6.5%	6.8%	5.3%	8.6%	10.4%	10.3%	5.6%	9.0%	9.9%	10.4%	10.1%	9.5%
21+	21.9%	19.8%	11.7%	7.9%	23.7%	13.8%	17.3%	17.6%	12.0%	20.2%	30.7%	35.1%	28.9%	21.0%
Annulled	<u>5.3%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>3.5%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>2.0%</u>	<u>3.0%</u>	<u>2.5%</u>	<u>5.2%</u>	<u>1.8%</u>	<u>2.6%</u>	<u>2.7%</u>	<u>2.9%</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 (10/14/13) 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	
September 2013														
Peak *	11.6	12.3	8.0	7.1	19.7	10.7	15.2	11.3	6.0	8.0	14.1	41.9	10.0	15.3
Off-Peak **	15.2	12.1	9.4	14.9	--	12.9	15.2	15.1	9.8	10.5	13.4	17.2	20.7	14.4
All	13.9	12.1	9.2	13.9	19.7	12.4	15.2	13.6	9.6	10.4	13.5	24.1	18.2	14.6
2013 Year-to-Date														
Peak *	20.0	19.8	13.1	12.8	20.2	15.6	17.6	16.4	13.8	22.3	31.3	35.2	27.6	22.2
Off-Peak **	16.9	12.3	12.6	10.5	--	14.5	15.2	17.0	12.6	18.1	22.1	22.2	19.9	16.3
All	18.6	15.4	12.8	10.8	20.2	14.8	15.9	16.8	12.9	19.5	25.4	27.7	22.5	18.4

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 (10/14/13) version from TOPS.