

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

**December 2013**



# **COMMUTER RAIL ON-TIME PERFORMANCE**

## **December 2013**

This report presents an analysis of the December 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 December 2013, Metra operated 16,900 scheduled trains, including scheduled "extras", if any. 1,045 of these trains were delayed (late or annulled), representing an on-time performance rate of 93.8%. 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 December 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 December 2013. Of the 1,045 delays systemwide in December 2013, all but 405 (39%) were beyond Metra's control. Table 6.b shows the previous December, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in December 2013, 215 more delays than in the previous December were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 9,488 delays in 2013, all but 4,163 (44%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during December 2013. Table 8.b shows the average frequencies over the previous five Decembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,045 delays systemwide in December 2013, 153 more than the average over the previous five Decembers. Table 9.a shows delays from the beginning of the year through December 2013. Table 9.b shows the average frequencies from the beginning of the year through December 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 December of 2013, a total of 9,488 trains were delayed, compared to 8,504 trains delayed in the same twelve months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In December 2013 freight operations delayed 197 trains systemwide, compared to 66 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 32 trains were delayed by lift deployment in December 2013.

A review of December 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 45.2% of all late trains. Table 14 shows that the average length of delay was 17.3 minutes in December 2013. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Tables 15 to 19 report year-end statistics. Table 15 presents annual train delays and on-time performance by line. Table 16 displays the frequency of 2013 annual train delays by cause and by line. The top two causes for each line are highlighted. Annual system causes of delay for 2008 to 2013 are shown in Table 17. The annual frequencies of train delays by duration for the Metra system are shown in Table 18, and for each line in Table 19.

## **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  
December 2013**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,114	88	92.1%	858	66	92.3%	1,972	154	92.2%	112	13	88.4%	108	3	97.2%	2,192	170	92.2%
<b>Elec -ML</b>	933	39	95.8%	726	12	98.3%	1,659	51	96.9%	184	0	100.0%	121	8	93.4%	1,964	59	97.0%
<b>-BI</b>	294	20	93.2%	483	18	96.3%	777	38	95.1%	120	0	100.0%	--	--	--	897	38	95.8%
<b>-SC</b>	<u>357</u>	<u>11</u>	96.9%	<u>777</u>	<u>22</u>	97.2%	<u>1,134</u>	<u>33</u>	97.1%	<u>192</u>	<u>0</u>	100.0%	<u>120</u>	<u>1</u>	99.2%	<u>1,446</u>	<u>34</u>	97.6%
<b>Subtotal</b>	1,584	70	95.6%	1,986	52	97.4%	3,570	122	96.6%	496	0	100.0%	241	9	96.3%	4,307	131	97.0%
<b>Heritage</b>	124	9	92.7%	2	1	50.0%	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
<b>Milw -N</b>	519	61	88.2%	741	108	85.4%	1,260	169	86.6%	96	10	89.6%	120	6	95.0%	1,476	185	87.5%
<b>-W</b>	<u>561</u>	<u>34</u>	93.9%	<u>657</u>	<u>48</u>	92.7%	<u>1,218</u>	<u>82</u>	93.3%	<u>96</u>	<u>4</u>	95.8%	<u>108</u>	<u>4</u>	96.3%	<u>1,422</u>	<u>90</u>	93.7%
<b>Subtotal</b>	1,080	95	91.2%	1,398	156	88.8%	2,478	251	89.9%	192	14	92.7%	228	10	95.6%	2,898	275	90.5%
<b>NCS</b>	229	22	90.4%	233	36	84.5%	462	58	87.4%	--	--	--	--	--	--	462	58	87.4%
<b>RI</b>	747	47	93.7%	698	39	94.4%	1,445	86	94.0%	80	6	92.5%	96	6	93.8%	1,621	98	94.0%
<b>SWS</b>	231	18	92.2%	399	38	90.5%	630	56	91.1%	24	2	91.7%	--	--	--	654	58	91.1%
<b>UP -N</b>	614	10	98.4%	848	17	98.0%	1,462	27	98.2%	104	5	95.2%	108	2	98.1%	1,674	34	98.0%
<b>-NW</b>	672	53	92.1%	681	30	95.6%	1,353	83	93.9%	96	3	96.9%	90	3	96.7%	1,539	89	94.2%
<b>-W</b>	<u>559</u>	<u>71</u>	87.3%	<u>680</u>	<u>48</u>	92.9%	<u>1,239</u>	<u>119</u>	90.4%	<u>80</u>	<u>2</u>	97.5%	<u>108</u>	<u>1</u>	99.1%	<u>1,427</u>	<u>122</u>	91.5%
<b>Subtotal</b>	1,845	134	92.7%	2,209	95	95.7%	4,054	229	94.4%	280	10	96.4%	306	6	98.0%	4,640	245	94.7%
<b>SYSTEM</b>	6,954	483	93.1%	7,783	483	93.8%	14,737	966	93.4%	1,184	45	96.2%	979	34	96.5%	16,900	1,045	93.8%

\*Includes peak direction trains operating during weekday peak periods. \*\*Includes all other weekday trains.  
Delays data for most recent month is final (01/16/14) 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-DEC	AVG
<b>BNSF</b>	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	94.4%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.6%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.9%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	96.0%	96.0%
	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.5%	94.5%
<b>2008-2012 average</b>		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	94.4%	94.4%
<b>Electric</b>	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	97.9%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.5%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.8%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.8%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.2%	97.2%
<b>2008-2012 average</b>		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	97.5%	97.5%
<b>Heritage</b>	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	88.6%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	90.8%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.5%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	86.2%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.6%	95.6%
	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.4%	96.4%
<b>2008-2012 average</b>		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	90.0%	90.0%
<b>Milw - N</b>	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.0%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.9%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.3%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.6%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.8%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.3%	93.3%
<b>2008-2012 average</b>		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	93.3%	93.3%
<b>Milw - W</b>	<b>2008</b>	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.4%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.1%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.0%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.7%	94.7%
	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.2%	94.2%
<b>2008-2012 average</b>		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	95.4%	95.4%
<b>NCS</b>	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	94.6%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.8%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.2%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.1%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.4%	92.4%
	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.2%	92.2%
<b>2008-2012 average</b>		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.2%	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-DEC	AVG
RI	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.3%	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	94.0%	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	95.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.3%	95.3%
<b>2008-2012 average</b>		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.5%	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	94.4%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.1%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	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	92.1%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	95.6%	95.6%
<b>2008-2012 average</b>		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	94.1%	94.1%
UP - N	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.4%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.2%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.0%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.6%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.6%	96.6%
<b>2008-2012 average</b>		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	94.3%	94.3%
UP - NW	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.2%	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	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	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	94.9%	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	96.3%	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	94.2	94.6%	94.6%
<b>2008-2012 average</b>		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	95.7%	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	93.7%	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	95.4%	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	94.5%	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	95.3%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.5%	94.5%
<b>2008-2012 average</b>		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.0%	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	95.4%	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	93.6%	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	95.8%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.4%	95.4%
<b>2008-2012 average</b>		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	95.3%	95.3%

Delays data for most recent month is final (01/16/14) 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  
December 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1251 <b>81% OT</b>	Thu, Dec 05	50	RA1	AMTRAK SWITCH FAILURE
		Fri, Dec 13	10	C	UNSCHEDULED TRACK WORK (FORM A RESTRICTIONS @ LAVERGNE 10 MPH)
		Tue, Dec 17	19	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Fri, Dec 20	21	DW	SINGLE TRACKING AT EOLA DUE TO ZHCPTL120 ISSUES
BNSF	1255 <b>81% OT</b>	Thu, Dec 05	55	RA1	AMTRAK SWITCH FAILURE
		Tue, Dec 17	8	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Fri, Dec 20	7	DW	FOLLOWING 1249 DUE TO ZHCPTL120 ISSUES
		Fri, Dec 27	8	D	WORKING AROUND CBTMCKR017 AT CICERO A AND MOW ON MT2 AT CONGRESS PARK
BNSF	1257 <b>81% OT</b>	Thu, Dec 05	57	RA1	AMTRAK SWITCH FAILURE
		Fri, Dec 13	20	GW	SIGNAL/SWTH MALFUNCTION WEATHER(SIGNAL DEPT.) DETECTOR BROADCASTED HOT JOURNAL A1 MP 27.2, STOPPED TO INSPECT/ NO DEFECT FOUND
		Tue, Dec 17	15	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Fri, Dec 20	13	DW	SINGLE TRACKING AT EOLA DUE TO ZHCPTL120 WHEEL SLIP ISSUE
BNSF	1258 <b>76% OT</b>	Fri, Dec 06	9	D	WORKING AROUND U-DNDCXPO-33 TIED DOWN ON MT2 @ LARAMIE
		Tue, Dec 10	13	GW1	LATE FLIP ACCT LATE ARRIVAL OF EQUIPMENT FROM EARLIER SWITCH FAILURE
		Mon, Dec 16	8	D	LATE FLIP ACCT HELD FOR TRAFFIC TO EXPEDITE LATE TRAINS FROM THE WEST ACCT FREIGHT @ EOLA
		Tue, Dec 17	7	G1	BEHIND 1371 AT LISLE
		Tue, Dec 24	14	FW1	LATE FLIP OFF 1219
BNSF	1259 <b>71% OT</b>	Wed, Dec 04	18	R	ADA LIFT FAILURE IN CUS, 10" LATE DEPARTURE THEN RAN OUT OF SLOT DUE TO ADA DELAY
		Thu, Dec 05	90	RA1	AMTRAK SWITCH FAILURE DMG-AURORA
		Fri, Dec 06	9	C	BROKEN RAIL AT BERWYN
		Tue, Dec 10	8	D	FOLLOWING 1257 AND WORKING AROUND G NOYBRC8 01 AT BERWYN
		Tue, Dec 17	24	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Mon, Dec 23	9	GM	2 ADA LIFTS, BOX 2 FWV AVE
BNSF	1269 <b>81% OT</b>	Thu, Dec 05	120	RA1	AMTRAK SWITCH FAILURE WESTMONT-AURORA
		Tue, Dec 10	11	D	FOLLOWING 1267/1261 & WORKING AROUND MBRCGAL/HBRCNTW AT EOLA
		Tue, Dec 17	25	D	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Thu, Dec 19	9	D	M GALCHC1 19 FAILING TO CLEAR IN TIME AT WEST EOLA
BNSF	1275 <b>76% OT</b>	Thu, Dec 05	30	RA1	AMTRAK SWITCH FAILURE
		Fri, Dec 13	8	R	HUMAN ERROR, TRANSPORTATION (ENGINEER OVER SHOT STOP AT HALSTED AND MADE A REVERSE MOVE TO DETRAIN PASSENGERS)
		Tue, Dec 17	0	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Mon, Dec 23	13	R1	LATE FLIP FROM 1239/1276
		Mon, Dec 30	14	D1	LATE FLIP FROM 1276
BNSF	1276 <b>71% OT</b>	Thu, Dec 05	9	RA1	AMTRAK SWITCH FAILURE
		Fri, Dec 06	12	C1	LATE FLIP DUE TO BROKEN RAIL
		Tue, Dec 17	43	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
		Mon, Dec 23	13	R1	LATE FLIP FROM 1239
		Mon, Dec 30	21	D1	5" LATE FLIP FROM 1239, DROPPING FLAGMAN AT MONROE, 10MPH AT EOLA, DELAYED BY H BRCNTW1 30 WEST EOLA
		Tue, Dec 31	8	IW	WAITING ON SWS829 TO DEPART, SLOW PASSENGER HANDLING WEATHER
BNSF	1279 <b>81% OT</b>	Thu, Dec 05	64	RA1	AMTRAK SWITCH FAILURE DGM - AURORA
		Tue, Dec 10	9	D	FOLLOWING 1267/1261/1269/1271 & WORKING AROUND MBRCGAL/HBRCNTW AT EOLA
		Thu, Dec 12	8	FW1	DOOR FAILURE ON CAR 7121 AT CUS
		Tue, Dec 17	0	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1280	Thu, Dec 12	11	FW1	DOOR FAILURE ON CAR 8243, WAITING ON 1279 TO DEPART WITH DOOR ISSUE	
		<b>81% OT</b>	Tue, Dec 17	43	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
			Mon, Dec 30	10	D1	FOLLOWING 1276
			Tue, Dec 31	10	GA	SWITCH FAILURE CP ROOSEVELT AMTRAK
BNSF	1281	Thu, Dec 05	40	RA1	AMTRAK SWITCH FAILURE	
		<b>81% OT</b>	Thu, Dec 12	9	I	PASSENGER HANDLING
			Tue, Dec 17	0	D1	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
			Fri, Dec 20	10	UF	CAR 8604 NORTH SIDE ADA LIFT FAILED TO STOWE IN ROUTE
BNSF	1288	Thu, Dec 05	26	RA1	AMTRAK SWITCH FAILURE	
		<b>67% OT</b>	Wed, Dec 11	7	RF	EAST END DS MISROUTED 1243 AT HILL WEST AND CAUSED A 10" LATE DEPARTURE
			Fri, Dec 13	9	D	FREIGHT TRAIN INTERFERENCE (DEPARTED 11" LATE ACCT TRAIN 1243 LATE FOR FREIGHT TRAFFIC AND FORM A RESTRICTIONS
			Tue, Dec 17	28	D	BROKEN FROG AT BERWYN MT2, ZSSECHC214 DOL AT CONGRESS MT3, ZSSECHC314 PARKED MT3 CICERO A
			Fri, Dec 20	10	H	NO AIR SLIP ON CONTROL CAR IN HILL YARD CAUSING LATE SET AND LATE DEPARTURE
			Tue, Dec 24	0	XRN	MANPOWER SHORTAGE, NO ENGINEERS
			Tue, Dec 31	8	GA	SWITCH FAILURE CP ROOSEVELT AMTRAK
BNSF	1289	Thu, Dec 05	22	RA1	AMTRAK SWITCH FAILURE	
		<b>81% OT</b>	Tue, Dec 17	7	D1	LATE FLIP FROM 1290
			Wed, Dec 18	10	R	ENGINEER FAILING TO MAINTAIN SCHEDULE
			Tue, Dec 24	0	XRN	MANPOWER SHORTAGE, NO ENGINEERS
BNSF	1291	Thu, Dec 05	10	RA1	LATE FLIP DUE TO EARLIER SWITCH ISSUES	
		<b>81% OT</b>	Thu, Dec 12	9	GA	SWITCH FAILURE AT CUS
			Mon, Dec 23	17	KP1	UNDER INVESTIGATION
			Mon, Dec 30	29	D	FREIGHT TRAINS ON MT1 & 3 WITH CATMCNM047 ON MT2
BNSF	1292	Thu, Dec 05	21	RA1	AMTRAK SWITCH ISSUES	
		<b>81% OT</b>	Tue, Dec 10	11	D	DELAYED BY FGA8 AT LAVERGNE
			Wed, Dec 11	9	D	DELAYED BY Z PTLCHC1 08 AT BERWYN
			Tue, Dec 17	28	D1	LATE FLIP FROM 1253
HC	921	Tue, Dec 03	12	D	7" BRIDGE LIFT, LUMBER; 17" UP ZLAAH-30 IN EMERGENCY, CP BRIGHTON.	
		<b>81% OT</b>	Thu, Dec 05	20	RA1	23" LATE DEPARTING AMTRAK RAN A RED SIGNAL & THROUGH A SWITCH, CUS SOUTH INSTRUCTED BY TRK 19 TO HOLD #921 FOR CONGESTION TO CLEAR, CUS.
			Tue, Dec 10	10	GF	23" STOP & HAND LINE ROUTE, CP CERMAK.
			Thu, Dec 19	10	D	10" CROSS TRAFFIC, BRIGHTON; 8" CROSS TRAFFIC, CP CANAL.
ELBI	508	Tue, Dec 10	9	GW1	12" #39 SWITCH FAILING NORMAL, KENSINGTON.	
		<b>81% OT</b>	Wed, Dec 18	15	G1	15" #41 SWITCH FAILING REVERSE, KENSINGTON.
			Thu, Dec 26	13	M1	7" LATE TURN FROM #205, BI.
			Fri, Dec 27	13	M	13" GATE MALFUNCTION, ENROUTE.
ELSC	332	Mon, Dec 02	0	XM	ANNULLED STRIKING CAR, SCSD CHAPPEL AVE.	
		<b>81% OT</b>	Wed, Dec 11	7	O1	7" WAITING FOR LATE TRAINS OUT OF YARD.
			Mon, Dec 16	6	GM	4" GATE MALFUNCTION, 71ST-SC; 2" WAITING FOR SS9115 & #337 TO CLEAR, RANDOLPH.
			Fri, Dec 27	11	FW	9" EQUIPMENT PROBLEMS TRIP OVERLOAD SLOW PROPULSION, ENROUTE.
MN	2107	Mon, Dec 09	10	EW1	12" FOLLOWING #2105, ENROUTE.	
		<b>76% OT</b>	Wed, Dec 11	7	G	7" RED SIGNAL, 11.7 EDGEBROOK.
			Wed, Dec 18	52	GA	10" TRAINS LINED WRONG "RUNNING TIME", A-5; 4" STOP, MAYFAIR; 50" STOP SWITCH FAILURE, RONDOUT.
			Mon, Dec 23	14	G	14" SWITCH FAILURE #13, RONDOUT; 3" LATE TURN, CUS.
			Tue, Dec 24	7	G	12" SIGNAL FAILURE, FLAGGED BY RED SIGNAL, MORTON GROVE.
MN	2126	Mon, Dec 09	8	EW1	11" LATE TURN FROM 2105, DEERFIELD.	
		<b>81% OT</b>	Tue, Dec 10	11	FW	11" HEP PROBLEMS, N. GLENVIEW.
			Wed, Dec 11	8	G	8" #33 SWITCH FAILURE, A-5.
			Fri, Dec 13	9	U	3" LATE TURN FROM #2105, DEERFIELD; 5" ADA; 3" STOP SIGNAL, MAYFAIR.



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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2128	Mon, Dec 09	8	EW1	12" HELD FOR #2107, GRAYSLAKE.	
		<b>67% OT</b>	Tue, Dec 10	8	A	11" WAITING ON #2107, GRAYSLAKE.
		Mon, Dec 16	12	G1	10" WAITING ON #2107 PROBLEMS WITH SWITCH, GRAYSLAKE; 3" ADA, LIBERTYVILLE-CUS.	
		Wed, Dec 18	8	G	8" SWITCH FAILURE, RONDOUT; 4" LATE DEPARTURE NO REASON GIVEN, FOX LAKE.	
		Mon, Dec 23	13	G1	14" HOLD FOR #2107, GRAYSLAKE; 3" ADA, GOLF.	
		Thu, Dec 26	9	G	9" #21 SWITCH FAILURE, A-2.	
		Mon, Dec 30	7	E1	7" FOLLOWING 2112 WITH MECHANICAL PROBLEMS, GLENVIEW.	
MN	2130	Thu, Dec 19	7	RO1	7" X/O MAYFAIR 2 TO 1 TO WESTERN AVE.	
		<b>81% OT</b>	Mon, Dec 23	8	U	8" HOLD FOR #2109, GRAYSLAKE; 9" 3 ADA'S, LIBERTYVILLE.
		Tue, Dec 24	13	G1	10" HOLD FOR #2109, GRAYSLAKE; 7" POLICE ACTIVITY, MORTON GROVE.	
		Fri, Dec 27	7	G	7" SIGNAL PROBLEMS, MORTON GROVE.	
MN	2135	Mon, Dec 02	8	U	6" RESTRICTING SIGNAL, ENROUTE; 3" X-TRAFFIC, MAYFAIR; 3" ADA, GLENVIEW; 3" ADA, LIBERTYVILLE.	
		<b>81% OT</b>	Fri, Dec 06	30	KD1	30" BLOCKED BY #2129/2131 COMBO, MAYFAIR.
		Mon, Dec 16	7	KD	3" STOP SIGNAL, MAYFAIR; 6" LOST AIR HOSE STRUCK A DEET @ DEMPSTER ST MORTON GROVE, NORTH GLENVIEW; 3" ADA.	
		Thu, Dec 26	12	G	20" STOP, RESTRICTED SPEED TO RONDOUT, EAST LAKE FOREST.	
MN	2139	Mon, Dec 02	9	G	9" SIGNAL PROBLEMS FROM DEERFIELD TO MILWAUKEE AVE/LIBERTYVILLE FOLLOWING #2137, ENROUTE.	
		<b>62% OT</b>	Tue, Dec 03	6	U1	6" FOLLOWING TRAINS, ENROUTE.
		Wed, Dec 04	6	GF	6" STOP SIGNAL, RONDOUT.	
		Fri, Dec 06	77	KD1	72" BLOCKED BY #2129/2131 COMBO, ENROUTE.	
		Mon, Dec 09	7	FW	4" DOOR PROBLEMS WITH CARS 7441 AND 7343, ENROUTE; 3" ADA, GLENVIEW.	
		Tue, Dec 10	10	D	5" STOP SIGNAL FREIGHT, RONDOUT; 4" FOLLOWING TRAINS; ITEM 2, 21.92.	
		Mon, Dec 23	30	G	5" TRAIN AHEAD, ENROUTE; 25" SWITCH PROBLEMS, HAND LINE ROUTE, RONDOUT.	
		Thu, Dec 26	15	G1	15" STOP, RESTRICTED SPEED TO RONDOUT, EAST LAKE FOREST.	
MN	2140	Tue, Dec 10	9	D	5" STOP NB FREIGHT, CN GRAYSLAKE; 4" STOP WAITING FOR UP LIGHT ENGINE, A2.	
		<b>81% OT</b>	Mon, Dec 16	23	E1	24" LATE TURN FROM #2117, FOX LAKE.
		Fri, Dec 20	7	M1	5" USED TRK #5 FOR #111/113 COMBO, CUS; 2" NO REASON GIVEN.	
		Tue, Dec 31	6	IW	5" HEAVY PASSENGER LOADING, ENROUTE; 3" STOPPED WAITING FOR AMTRAK7, DEERFIELD; 3" STOPPED, MAYFAIR.	
MN	2141	Mon, Dec 02	8	G1	10" STOP SIGNAL, CN XING; 10" RESTRICTING MP33.1-34.3, ENROUTE; 3" SLOW PASSENGER LOADING, ENROUTE.	
		<b>57% OT</b>	Wed, Dec 04	7	GF	SIGNAL PROBLEM RONDOUT
		Fri, Dec 06	15	KD1	74" WAITING ON OTHER TRAINS DUE TO #2129/2131 COMBO, ENROUTE.	
		Mon, Dec 09	11	FW1	12" FOLLOWING 2139, ENROUTE.	
		Tue, Dec 10	9	D1	10" FOLLOWING #2139, ENROUTE.	
		Thu, Dec 12	34	KD	25" LOST AIR HOSE, WESTERN AVE; 8" WAITING FOR #2143 TO X/O.	
		Mon, Dec 16	24	G	20" SWITCH FAILURE, A-5; 6" HEAVY ENTRAINING, ENROUTE.	
		Mon, Dec 23	36	G	34" SWITCH FAILURE, RONDOUT; 3" STOP SIGNAL, CN.	
		Thu, Dec 26	11	G	11" SIGNAL PROBLEMS, RONDOUT, RESTRICTING TO FOX LAKE.	
MN	2143	Fri, Dec 06	65	KD1	65" BLOCKED BY #2129/2131 COMBO, ENROUTE.	
		<b>71% OT</b>	Wed, Dec 11	11	RF	8" STOP SIGNAL, CN XING; 5" RESTRICTED SPEED.
		Mon, Dec 16	15	G1	15" FOLLOWING #2141, ENROUTE.	
		Fri, Dec 20	6	G	7" LATE ARRIVAL OF EQUIP FROM YARD, CUS; 4" STOP SIG, CN XING.	
		Mon, Dec 23	35	G	25" SWITCH PROBLEMS, RONDOUT; 9" TALKED BY SIGNAL, CN X-ING.	
MN	2145	Thu, Dec 26	6	A	6" STOP, MAYFAIR.	
		<b>81% OT</b>	Fri, Dec 06	21	KD1	21" WAITING ON OTHER TRAINS DUE TO #2131 COMBO, ENROUTE.
		Thu, Dec 12	13	KD1	13" FOLLOWING #2141, ENROUTE.	
		Mon, Dec 16	16	G1	16" LATE TURN FROM #2146, CUS.	
MN	2147	Fri, Dec 20	11	M1	11" LATE ARRIVAL OF #2146, CUS.	
		<b>76% OT</b>	Fri, Dec 06	25	KD1	25" WAITING ON OTHER TRAINS DUE TO #2129/2131 COMBO, ENROUTE.
		Mon, Dec 09	18	EW1	13" LATE TURN FROM #2148, GRAYSLAKE; 5" PASSENGER LOADING, ENROUTE.	
		Thu, Dec 12	11	KD1	8" FOLLOWING #2145; 5" CN STOP SIGNAL RESTRICTED SPEED.	
		Mon, Dec 16	14	G1	12" FOLLOWING #2141; 3" COPY MOVEMENT AUTHORITY.	
Mon, Dec 23	11	G1	11" FOLLOWING #2143 AHEAD, SOP, TALKED BY SIGNAL, CN XING.			

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2148	Mon, Dec 09	16	EW1	20" SLOW LOADING LOCO #119, ENROUTE; 5" SWITCH FAILURE 21 SWITCH, A-2.	
		<b>81% OT</b>	Tue, Dec 10	7	I	8" LATE TURN FROM #2127, DEERFIELD; 5" ENTRAINING, ENROUTE.
			Tue, Dec 17	8	A1	8" MEETING WEST BOUND TRAINS, ENROUTE.
			Fri, Dec 20	7	VE1	7" LATE ARRIVAL OF EQUIPMENT FROM #2127, GLENVIEW.
MN	2149	Mon, Dec 02	26	G1	30" STOP SIGNAL WAITING ON LATE NCS #120 & #2156, RONDOUT.	
		<b>62% OT</b>	Fri, Dec 06	52	KD1	12" LATE TURN FROM #2150, CUS; 10" WAIT ON #2156, RONDOUT; 30" WAITING ON RTA/2158 TO CLEAR, GRAYSLAKE; #2149 CLEAR MAIN LINE FOR #2158/RTA.
			Mon, Dec 09	8	GW	8" HELD FOR 2156 TO CLEAR FOX LAKE SUB, RONDOUT; 5" LATE TURN OFF 2150, CUS; 2" MEET AMTK 340, EDGEBROOK.
			Wed, Dec 11	7	RF1	2" FOLLOWING TRAIN AHEAD, HEALY; 10" WAIT ON #2156, RONDOUT.
			Thu, Dec 12	6	KD1	10" WAITING ON #2156, RONDOUT; 4" LATE TURN #2150, CUS.
			Mon, Dec 16	7	G1	10" WAITING ON #2156, RONDOUT.
			Fri, Dec 20	6	J1	7" DELAYED DEPARTURE DUE TO LATE ARRIVAL OF #2150, ENROUTE.
			Mon, Dec 23	21	G	12" LATE TURN FROM #2150, CUS; 14" STOP, SWITCH FAILURE, RONDOUT.
MN	2150	Fri, Dec 06	20	KD1	20" DUE TO #2129/2131 BLOCKING TRAFFIC, MORTON GROVE.	
		<b>71% OT</b>	Mon, Dec 09	8	U	7" LATE TURN FROM #2133, DEERFIELD; 1" NO REASON GIVEN, MAYFAIR; 4" STOP SIGNAL, WESTERN AVE.
			Fri, Dec 20	16	J	12" FARE DISPUTE, EDGEBROOK; 5" LATE ARRIVAL OF EQUIPMENT, DEERFIELD; 3" STOP, MAYFAIR.
			Mon, Dec 23	16	RA1	15" LATE TURN FROM #2133, DEERFIELD.
			Fri, Dec 27	12	A	8" LATE DEPARTURE LATE TURN COPY RADIO BULLETIN, DEERFIELD; 8" STOP SIGNAL FLAGGED, ENROUTE.
			Mon, Dec 30	7	A	9" LATE DEPARTURE LATE TURN OFF 2133, DEERFIELD.
MN	2151	Mon, Dec 02	26	G1	22" WAITING ON #2158, RONDOUT.	
		<b>76% OT</b>	Fri, Dec 06	41	KD1	41" LATE ARRIVAL OF EQUIPMENT DUE TO 2129/2131 COMBO, ENROUTE.
			Mon, Dec 09	19	GW	15" HELD FOR FREIGHT TRAIN, GRAYSLAKE; 10" FOR 2158 TO CLEAR FOX LAKE SUB, RONDOUT.
			Mon, Dec 23	25	G1	24" WAITING ON #2158, RONDOUT.
			Thu, Dec 26	7	G	7" RESTRICTED SPEED, LAKE FOREST.
MN	2154	Fri, Dec 06	19	KD1	19" LATE ARRIVAL OF EQUIPMENT FROM FROM #2145, DEERFIELD.	
		<b>76% OT</b>	Thu, Dec 12	11	KD1	16" LATE TURN FROM #2145, DEERFIELD.
			Mon, Dec 16	19	G1	19" LATE TURN FROM #2145, DEERFIELD.
			Fri, Dec 20	11	M1	11" LATE ARRIVAL OF #2145, DEERFIELD.
			Mon, Dec 23	13	D	17" FREIGHT INT, GRAYLAND.
MN	2156	Mon, Dec 02	24	G1	30" SIGNAL PROBLEMS, CN XING TO LAKE FOREST; 3" LATE ARRIVAL OF EQUIPMENT, FOX LAKE.	
		<b>57% OT</b>	Fri, Dec 06	18	KD1	19" USED CREW & EQUIPMENT FROM #2147, GRAYSLAKE.
			Mon, Dec 09	12	EW1	7" LATE DEPARTURE WAITING ON 2143, FOX LAKE; 4" WAITING ON 2147, GRAYSLAKE; 4" STOP SIGNAL RESTRICTED SPEED, RONDOUT.
			Wed, Dec 11	8	RF1	14" WAIT ON #2143, FOX LAKE.
			Mon, Dec 16	11	G1	12" LATE TURN FROM #2147, FOX LAKE.
			Fri, Dec 20	11	G1	8" WAITING ON #2143, ENROUTE; 2" TALKED BY SIGNAL. CN XING; 1" STOP SIGNAL, MAYFAIR.
			Mon, Dec 23	16	G1	16" GRAYSLAKE SWAP; STOP WAIT FOR NCS #120, CN XING.
			Thu, Dec 26	9	G1	12" LATE TURN ARRIVAL/TURN #2141 & #2143, FOX LAKE.
MN	2158	Mon, Dec 02	33	G1	30" WAITING ON LATE #2149, GRAYSLAKE; 5" SWAP EQUIPMENT, WESTERN AVE.	
		<b>57% OT</b>	Fri, Dec 06	46	KD1	42" WAITING ON OTHER TRAINS DUE TO #2129/2131, ENROUTE.
			Mon, Dec 09	11	GW	12" HELD FOR 2149, GRAYSLAKE.
			Wed, Dec 11	15	RF1	14" WAITING ON #2149, GRAYSLAKE.
			Thu, Dec 12	9	KD1	10" WAITING ON #2149, GRAYSLAKE. [ORIGINATED FOX LAKE / GRAYSLK SWAP IN EFFECT].
			Mon, Dec 16	13	G1	10" WAITING ON #2149, GRAYSLAKE.
			Fri, Dec 20	8	J1	12" WAITING ON #2149, GRAYSLAKE.
			Mon, Dec 23	27	G1	43" LATE TURN, FOX LAKE; 12" FROZEN LOCK, GRAYSLAKE. [ORIGINATED FOX LAKE / GRAYSLAKE SWAP IN EFFECT].
			Fri, Dec 27	11	G1	13" LATE DEPARTURE WAITING ON 2149, GRAYSLAKE.
		MW	2237	Tue, Dec 10	20	GW1
<b>81% OT</b>	Fri, Dec 13			12	R1	12" FOLLOWING #2235 TO BIG TIMBER.
	Mon, Dec 16			22	D1	22" WAITING FOR EB 2248 FREIGHT INTERFERENCE
	Thu, Dec 19			6	RO1	10" FOLLOWING #2235, ENROUTE.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MW	2244	Tue, Dec 03	8	D	10" BLOCKED BY CP FREIGHT CP488 AT B-17	
		<b>76% OT</b>	Mon, Dec 09	10	GW	10" SWITCH FAILURE, A-5. #41 SW
		Tue, Dec 10	19	GW	20" SWITCH FAILURE, A-5.	
		Thu, Dec 19	11	RO	12" WAITING ON #111 TO CLEAR, A-5.	
		Thu, Dec 26	12	GA	12" STOP, TRAINS AHEAD, SWITCH FAILURE, CUS.	
MW	2247	Thu, Dec 12	29	KD1	20" LATE TURN FROM #2246, CUS; 3" FOLLOWING LATE #2149; 5" SWAPCREWS.	
		<b>81% OT</b>	Fri, Dec 13	10	D	10" FREIGHT TRAFFIC, B17.
		Mon, Dec 16	8	G1	9" BLOCKED BY #2245 & #2243, B-35.	
		Mon, Dec 23	9	G1	16" LATE TURN FROM #2246 LINED IN ON STATION TK5, CUS; ENTRAINING, ENROUTE; COACH 8234 DOORS B/O.	
MW	2252	Thu, Dec 12	9	KD1	10" SWAP CREWS, ENROUTE.	
		<b>71% OT</b>	Fri, Dec 13	12	D1	12" PREVIOUS DELAYS, BIG TIMBER RD.
		Mon, Dec 16	12	G1	9" LATE TURN FROM #2247, BIG TIMBER	
		Wed, Dec 18	10	D	8" LATE AT B12 TURN FROM #2247, BIG TIMBER. CP198	
		Mon, Dec 23	18	G1	18" LATE TURN FROM #2247, BIG TIMBER.	
		Tue, Dec 31	7	D	7" STOPPED FREIGHT TRAFFIC, B-17.	
MW	2253	Thu, Dec 12	12	KD1	8" LATE TURN #2252; 4" NO REASON GIVEN.	
		<b>71% OT</b>	Fri, Dec 13	15	D1	15" PREVIOUS DELAYS AND PASSENGER UNLOADING/ACCOMMODATING, ENROUTE.
		Mon, Dec 16	30	D1	30" PREVIOUS DELAYS AND STOP WAITING ON OTHER TRAINS, A2 AND ENROUTE.	
		Fri, Dec 20	15	J	15" POLICE ACTIVITY, BENSENVILLE.	
		Mon, Dec 23	19	G1	19" LATE TURN FROM #2252, CUS; COACH 8234 DOORS B/O.	
		Tue, Dec 31	10	I	10" PREVIOUS DELAYS AND SWITCHED TRACKS TO ACCOMMODATE PASSENGERS, FRANKLIN PARK.	
MW	2254	Tue, Dec 03	7	U	4" LATE TURN FROM #2249, BIG TIMBER; 4" 2 ADA'S.	
		<b>81% OT</b>	Mon, Dec 09	8	II	5" LATE TURN OF #2249, BIG TIMBER; 5" SLOW PASSENGER LOADING; ENROUTE.
		Tue, Dec 10	23	D1	18" LATE TURN FROM #2249, BIG TIMBER; 5" PICK UP CP CREW, SPAULDING-BENSENVILLE.	
		Wed, Dec 11	9	FW1	5" LATE TURN FROM #2249, BIG TIMBER; 2" ADA, BARTLETT; 3" DOOR PROBLEMS; 1" MEETING #2251.	
MW	2255	Tue, Dec 03	7	U1	6" LATE DEPARTURE ACCT LATE ARRIVAL, CUS; 2" DARK CARD FOR PASSENGERS, WESTERN.	
		<b>81% OT</b>	Tue, Dec 10	19	D1	21" LATE TURN FROM #2254, CUS.
		Mon, Dec 16	27	D1	21" LATE TURN FROM #2254, CUS; FOLLOWING 19N FREIGHT, GALEWOOD-B-12.	
		Fri, Dec 20	10	R	6" LATE DEPARTURE ACCT REMITTING BY CONDUCTOR, CUS; 4" SLOW PASSENGER DEBOARDING, ENROUTE.	
NCS	102	Mon, Dec 09	7	A	7" CROSS TRAFFIC, DEVAL; 2" WEATHER RELATED, ENROUTE.	
		<b>81% OT</b>	Tue, Dec 10	7	U	2" 40MPH, ROUND LAKE BEACH; 3" ADA, BUFFALO GROVE; 3" STOP SIGNAL, DEVAL; 2" STOP SIGNAL, RANDOLPH.
		Fri, Dec 13	10	D	10" RESTRICTED SPEED BY FREIGHT WHICH LOST AIR, LAKE VILLA.	
		Tue, Dec 17	8	D	12" STOPPED FREIGHT, GRAYSLAKE.	
NCS	103	Fri, Dec 06	8	D	8" FOLLOW FREIGHT, LOMOND-LAKE VILLA.	
		<b>81% OT</b>	Tue, Dec 10	8	G	16" HANDLING X/O SWITCHES 2MT-1MT, BUFFALO GROVE.
		Fri, Dec 13	6	D	10" RED SIGNAL RESTRICTED SPEED TO RAM, GRAYSLAKE XING.	
		Mon, Dec 30	11	D	16" HOLDING FOR NORTHBOUND CN FREIGHT, RAMM.	
NCS	110	Tue, Dec 03	10	CC	3" 25MPH, MP48.40-47.60; 2" X-TRAFFIC, A-2; 1" CP WASHINGTON.	
		<b>76% OT</b>	Wed, Dec 04	9	GF	9" C.T.C PROBLEMS, LAKE VILLA; 3" RED SIGNAL, GRAYSLAKE.
		Fri, Dec 06	8	D	10" STOPPED WAITING ON #101(FREIGHT INT.), O'HARE; 3" WRONG LINE UP, CUS.	
		Tue, Dec 10	7	EW1	7" FOLLOWING #108, ENROUTE.	
		Wed, Dec 11	8	A	4" MEET #2220, B-12; 4" A-2.	
NCS	114	Tue, Dec 03	10	CC	2" MAIN LINE SIGNAL; 3" 25MPH, MP48.4-47.6; 2" ENTRAINING, ENROUTE; 3" JCT 17-JCT 16 RESTRICTING A-2 TO OAKLEY.	
		<b>81% OT</b>	Fri, Dec 06	7	I	4" LATE DEPARTING ENTRAINING POLAR EXPRESS, ANTIOCH; 4" DETRAINING, BUFFALO GROVE; 4" STOP, CP CANAL ST.
		Wed, Dec 11	54	EW	54" GROUND RELAY PROBLEMS LOCO 0102, ENROUTE.	
		Fri, Dec 13	11	D	5" RESTRICTED SPEED BY FREIGHT TRAIN DERAILED, LAKE VILLA; 6" STOP, CN XING.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
NCS	120	Mon, Dec 02	36	G1	35" SIGNAL PROBLEMS. CN XING-RONDOUT.	
		<b>52% OT</b>	Mon, Dec 09	20	EW1	20" WAITING ON #2147, GRAYSLAKE.
		Tue, Dec 10	89	M	90" STRUCK TRESPASSER, CENTER ST MP45.45.	
		Thu, Dec 12	13	KD1	14" WAITING ON #2147, GRAYSLAKE.	
		Fri, Dec 13	10	D	10" CN STOP SIGNAL.	
		Mon, Dec 16	15	G1	20" WAITING ON #2147, GRAYSLAKE.	
		Wed, Dec 18	7	D	10" WAITING ON CP FREIGHT TO CLEAR, A-5.	
		Fri, Dec 20	16	G	2" WAITING ON #2147, GRAYSLAKE; 10 RESTRICTED SP, GRAYLAND TO A-5.	
		Mon, Dec 23	29	G1	30" WAIT FOR MOVEMENT AUTHORITY & WAIT ON OTHER TRAINS, CN XING.	
	Fri, Dec 27	10	G	10" SIGNAL PROBLEMS, RONDOUT.		
NCS	121	Mon, Dec 02	25	G1	29" LATE TURN FROM #120, CUS.	
		<b>76% OT</b>	Mon, Dec 09	15	EW1	12" LATE TURN FROM #120, CUS; 5" WAITING ON 2 U.P. FREIGHT TRAINS; DEVAL.
		Tue, Dec 10	77	M1	84" LATE TURN FROM #120, CUS.	
		Fri, Dec 20	37	D	19" STOPPED AT B12 FOR FREIGHT	
		Mon, Dec 23	18	G1	26" LATE TURN FROM #120, CUS.	
RI	302	Mon, Dec 16	35	E1	25" LATE TURN FROM #3021.	
		<b>81% OT</b>	Tue, Dec 17	6	L	3" LATE TURN FROM DH3021, BI; 4" PUT INTO EMERGENCY, NEAR COLLISION WITH VEHICLE DRIVING OVER TRAKCS, 107TH ST.
		Wed, Dec 18	9	VE1	9" RAN #3021(302'S EQUIP) TO PICK UP #414'S PASSENGERS, TINLEY PARK.	
		Thu, Dec 26	15	RN1	15" DUE TO #600 BAD EQUIPMENT, ENROUTE; AFFECTED BY 608	
RI	400	Thu, Dec 12	7	CW	7" COLD WEATHER SPEED RESTRICTION, DOOR ISSUES SEVERAL COACHED INCL 8569.	
		<b>81% OT</b>	Wed, Dec 18	6	I	6" SLOW ENTRAINING, ENROUTE.
		Tue, Dec 24	9	EW	9" WALKING SPEEDS OVER DIAMONDS, UD; ENG 202 SLOW LOADING( EXTREME COLD); COLD WEATHER TEMP. SPEED RESTRICTIONS.	
		Fri, Dec 27	6	RD	6" RED SIGNAL, GRESHAM. DISPATCHER ERROR	
RI	414	Mon, Dec 02	10	E	8" GROUND FAULTY RELAY PROBLEMS ENG 202, NEAR 47TH ST; ENTRAINING, ENROUTE; AWDM, CENTRAL AVE.	
		<b>76% OT</b>	Mon, Dec 16	37	E1	11" FOLLOWING #412, ENROUTE.
		Tue, Dec 17	9	RO	6" RAN WASH TRAIN #610 XING WEST BEFORE #416, 16TH ST; 4" PASSENGER HANDLING, ENROUTE; 1" A-101.	
		Wed, Dec 18	52	VE	52" AIR PROBLEMS, CORRECTED @ 804AM PROCEEDED DOWNTOWN TO PICK UP #416'S PASSENGERS, NEW LENOX.	
		Thu, Dec 26	11	RN1	11" DUE TO #600 BAD EQUIPMENT, ENROUTE.	
SWS	807	Thu, Dec 12	10	GF	10" BRC CONTROL SYSTEM FAILURE, BELT JCT.	
		<b>81% OT</b>	Tue, Dec 17	7	D1	11" LATE TURN FROM #810, CUS.
		Thu, Dec 26	17	RF	3" LATE DEPARTING RED SIGNAL, CUS; 4" X-TRAFFIC, BRC; 12" UNABLE TO CONTACT CSX, NO TRAIN, FOREST HILL; 5" SIGNAL ISSUE MP11.08, ASHBUR	
		Fri, Dec 27	14	M	22" LOST FLAGGED STOPS, ENROUTE; 3" BRC CROSS TRAFFIC, ENROUTE.	
SWS	810	Thu, Dec 12	9	GA	4" MEETING #805, ASHBURN; 12" SWITCH FAILURE HAND OPERATED, LUMBER ST.	
		<b>81% OT</b>	Tue, Dec 17	18	D1	23" MEETING #805, ASHBURN; 6" TALKED BY RED, BRC.
		Thu, Dec 26	8	M	15" MEETING #805, ASHBURN.	
		Fri, Dec 27	8	M	15" MEET SWS805, ASHBURN; 5" LOST, ENROUTE.	
SWS	822	Thu, Dec 05	6	D	4" HEADROOM MOVE, BC02 YARD CREW, CP518.	
		<b>81% OT</b>	Tue, Dec 24	11	GA	11" SWITCH FAILURE, BACKED UP & REROUTED AROUND #54 SWITCH, LUMBER.
		Thu, Dec 26	8	RF1	10" LATE TURN FROM # 807, 179TH ST; 5" SIGNAL ISSUE, ASHBURN- LANDERS.	
		Mon, Dec 30	9	D	7" CROSS TRAFFIC CSXK480-23W72C,4500, CP RIDGE; 4" CROSS TRAFFIC, BRC; 2" 10MPH SPEED RESTRICTION, BRC.	
SWS	836	Tue, Dec 03	6	K	7" BRIDGE UP, 21ST.	
		<b>81% OT</b>	Tue, Dec 10	14	GF	15" WAITING FOR CN U706 TO CLEAR, THEY HAD TO STOP & HAND LINE ROUTE @ CP CERMAK, 21ST.
		Thu, Dec 26	6	M	7" SIGNAL ISSUE MP11.08, ASHBURN-LANDERS.	
		Fri, Dec 27	7	M	5" LOST, ENROUTE; 3" LATE DEPARTURE ACCT SWS823, 153RD ST.	
SWS	842	Fri, Dec 20	8	DD	6" RUNNING TIME ON SIG, CP518;5" X-TRAFFIC WITH FREIGHT, 21ST ST.	
		<b>81% OT</b>	Mon, Dec 23	11	VE1	3" LATE DEPARTING DUE TO LANDERS OPERATOR HAVING WRONG LINE UP & HAVING TO TIME OUT SIGNAL, 179TH ST; 7" WAITING ON #839, ASHBURN.
		Thu, Dec 26	18	M	20" SIGNAL PROBLEMS & WAIT FOR #839, ASHBURN & FOREST HILL.	
		Fri, Dec 27	7	M	10" LOST, ENROUTE.	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPNW <b>81% OT</b>	618	Tue, Dec 10	6	FW1	6" LATE DEPARTING WAIT ON #616 & FOLLOW TO CPT.
		Mon, Dec 16	6	CW	6" XS PROCEDURE DUE TO BROKEN RAIL ON TK 2, MP23.78.
		Tue, Dec 24	0	XE	ANNULLED ENGINE SHUT DOWN AT DEPARTURE, ARLINGTON PARK.
		Tue, Dec 31	9	D1	9" FOLLOWED M616 Q11651-23 IN EMERGENCY ENGINE DIED A LIGHT POWER TIED & PULLED IT OFF THE PLANT, BARRINGTON.
UPNW <b>81% OT</b>	622	Tue, Dec 10	14	FW1	14" FOLLOW #620, CRYSTAL LAKE-CPT.
		Mon, Dec 23	9	GW	9" FOLLOW #624 ACCT SWITCH FAILURE @ TO31(CHUNK OFF ICE ON SWITCH) BARRINGTON.
		Mon, Dec 30	10	F	10" SPEEDOMETER ON CAB CAR 8533 WAS NOT WORKING PROPERLY ISSUEDRESOLVED ITSELF, ENROUTE.
		Tue, Dec 31	17	D1	7" FOLLOWED TRAINS AHEAD Q11651-23 IN EMERGENCY ENGINE DIED A LIGHT POWER TIED & PULLED IT OFF THE PLANT, BARRINGTON.
UPNW <b>81% OT</b>	647	Mon, Dec 09	35	E	35" ENGINE FAILURE THE METX 156 SHUT DOWN THEN ENGINE RESTARTEDENGINEER SWITCH ENDS TO TAKE BACK TO CPT THE SWAPPED EQUIP, CPT.
		Fri, Dec 20	13	M1	20" DELAYED DEPT DUE EQUIPMENT NOT YET ARR'D FRM YARD; HAD TO SWAP EQUIPMENT, OTC.
		Tue, Dec 24	7	E1	7" DELAYED TO CHANGE RADIO
		Mon, Dec 30	96	M	96" STOPPED DUE TO M6270 STRIKING A PEDESTRIAN, MP51.73 WOODSTOCK.
UPNW <b>76% OT</b>	653	Mon, Dec 09	14	E1	10" LATE DEPARTURE SWAPPED TRAINS WITH M647 OPERATED WITH 11 CARS 2 ENGINES SLOW PASSENGER LOADING UNLOADING, ALL STOPS.
		Thu, Dec 12	20	N	6" LATE DEPARTING DUE TO LATE ARRIVAL OF EQUIP FROM CAL AVE YD; TRAINS AHEAD; HEAVY ENTRAINING, ENROUTE; ADA, ARLINGTON PK.
		Thu, Dec 19	15	E	15" STOPPED DUE TO TRAIN STOP PROBLEMS, CLYBOURN & IRVING PARK;OPERATED ON DISPATCHER 'S BLOCKS DUE TO BAD ATS ON METX166, DESPLAINES-HARVAR
		Mon, Dec 23	9	FW	9" DOOR PROBLEMS CAR 8238, WOULD NOT CLOSE, PINGREE RD.
		Mon, Dec 30	60	M1	60" STOPPED DUE TO M6270'S CRITICAL INCIDENT, MP51.73.
UPNW <b>76% OT</b>	654	Mon, Dec 09	11	U	11" 4 ADA LIFTS AND LOST DOOR LIGHT, ENROUTE.
		Thu, Dec 19	6	I	6" HEAVY ENTRAINING/DETRAINING, WOODSTOCK, CRYSTAL LAKE, BARRINGTON, PALATINE, ARLINGTON HGTS; HEAVY DETRANING, JEFFERSON PK, IRVING P
		Mon, Dec 23	9	IW	9" VERY SLOW ENTRAINING/DETRAINING, ENROUTE.
		Tue, Dec 24	23	UF1	35" LATE TURN FROM ANNULLED #619, HARVARD.
		Tue, Dec 31	0	XE	ANNULLED AFTER MAKING TURN FROM M619 EQUIPMENT AIR COMPRESSOR ON METX 134 STOPPED WORKING, HARVARD.
UPNW <b>71% OT</b>	662	Mon, Dec 09	14	E1	14" LATE ARRIVAL OF M653.
		Thu, Dec 12	7	H	7" LATE DEPARTING CREW DISCOVERED ATS BREAKER SWITCH ON OFF, NEW SLAP TEST PERFORMED, HARVARD.
		Mon, Dec 16	9	VF	9" STOP MECHANICAL PROBLEMS TRAINS AIR SLOE TO RELOAD, MP37.
		Thu, Dec 19	8	I	8" SLOW ENTRAINING/DETRAINING, CRYSTAL LAKE TO DES PLAINES.
		Mon, Dec 30	55	M1	55" LATE ARRIVAL OF M653, MP51.73.
		Tue, Dec 31	60	M1	60" LATE TURN OF EQUIPMENT FROM HX11 DUE TO M649 ACCIDENT, HARVARD.
UPW <b>81% OT</b>	26	Fri, Dec 06	8	F	8" B/O CREW ALERTER ON CAR 8447, RAN ON BLOCKS, WEST OF GENEVA;RAN RESTRICTED SPEED, KEDZIE TO CPT.
		Tue, Dec 10	15	F	15" NO CAB SIGNALS RAN ON ABSOLUTE BLOCKS, ELBURN-KEDZIE; NO SIGNAL, WHEATON; SLOW ORDER, MP12.1, REST. SPEED KEDZIE INTO CPT.
		Thu, Dec 12	10	D1	10" FOLLOWING #24, ELMHURST-CPT.
		Tue, Dec 24	10	GW	10" LATE DEPARTING DUE TO SWAPPING EQUIPMENT WITH #22, #22'S ORIGINAL EQUIP HAD LOADING ISSUES USED #26'S TRAIN.
UPW <b>71% OT</b>	28	Fri, Dec 06	6	F1	6" RUNNING BEHIND #26 THRU PARK.
		Mon, Dec 09	6	G1	6" LATE DEPARTURE WAITED FOR M26 TO CLEAR, ELMHURST.
		Tue, Dec 10	11	F1	11" FOLLOW #26, ELMHURST-CPT.
		Thu, Dec 12	10	D1	10" RUNNING ON #26 SIGNALS STARTING AT ELMHURST.
		Mon, Dec 16	7	A	6" WAIT FOR #26 TO CLEAR, ELMHURST; X-TRAFFIC, WESTERN.
		Tue, Dec 24	11	GW1	11" WAIT FOR #26 TO CLEAR, ELMHURST.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	30	Fri, Dec 06	6	F1	6" RUNNING ON #28'S SIGNALS, KEDZIE-WESTERN.	
		<b>81% OT</b>	Tue, Dec 10	18	F1	18" #28'S TRAIN CONTROL MOST OF THE WAY; ADA, COLLEGE AVE; FLAGGED DUE TO TRACK LIGHT CAUSED BY BROKEN RAIL, KEDZIE; LATE SIGNAL, WESTER
		Thu, Dec 12	9	D1	9" RUNNING ON #28'S SIGNALS STARTING AT ELMHURST.	
		Tue, Dec 24	10	GW1	10" TRAIN CONTROL FOLLOWING #28; FOLLOWING XH PROCEDURES, 25TH AVE & 19TH AVE & 9TH AVE.	
UPW	36	Mon, Dec 02	7	U	7" SLOW ENTRAINING, GENEVA, GLEN ELLYN & LOMBARD; 2 ADA'S, ENROUTE.	
		<b>57% OT</b>	Mon, Dec 09	12	F	12" BAD ORDER CREW ALERTER PENALTY APPLICATIONS & WAITED ON PASSENGERS THAT WERE BLOCKED BY A FREIGHT TRAIN ON TRK1 CWINA-07, ENROUTE.
		Tue, Dec 10	24	C	24" SLOW ORDER, MP23.39-23 25MPH; SLOW ENTRAININ, LOMBARD; SWITCH #1 FAILURE, CPY903 HAND LINE SWITCH ON TRAIN CONTROL, CPY903-WESTERN.	
		Thu, Dec 12	24	D1	13" LATE TURN FROM #13, ELBURN; SLOW ORDER 25MPH, MP23.35-22.9.	
		Mon, Dec 16	8	U	8" 2 ADA'S, ENROUTE 25MPH, MP23.35-22.9; OPERATE TK 2, CPY010-CPY904.	
		Tue, Dec 17	7	U	7" 25MPH, MP23.35-22.9; SLOW ENTRAINING, LOMBARD & ELMHURST; 2 ADA'S, ENROUTE.	
		Thu, Dec 19	9	D1	8" LATE TURN FROM #13, ELBURN.	
		Tue, Dec 24	27	C1	18" LATE ARRIVAL OF #13, ELBURN.	
		Tue, Dec 31	7	J	9" LATE DEPARTURE NO REASON GIVEN, ELBURN; 7" EJECTED A PERSON WITH A BIKE, WHEATON; CROSS TRAFFIC, WESTERN AVE.	
UPW	38	Mon, Dec 09	7	I	7" 25MPH & SLOW PASSENGER LOADING, ENROUTE.	
		<b>71% OT</b>	Tue, Dec 10	13	C	13" 25MPH, MP23.35-22.9; RED SIGNAL, CPY903; FLAGED #2, KEDZIE-WESTERN.
		Wed, Dec 11	7	UF	7" ADA LIFT ON CAR 8449 RUBBED ON LOADING DOOR EDGE CASUING IT TO OPERATE SLOWLY.	
		Mon, Dec 16	7	U	7" SLOW ENTRAINING OF ADA, WEST CHICAGO; 2 ADA'S, ENROUTE; 25MPH, MP23.35-22.9.	
		Fri, Dec 20	9	U	9" FOR 3X ADA LIFTS ENROUTE; SHORT X-OVERS @ KEDZIE.	
		Mon, Dec 30	6	GM	6" XS & CROSS TRAFFIC, WESTERN AVE.	
UPW	44	Tue, Dec 10	10	U	6" SLOW ENTRAINING ADA, EOLBURN; TRAIN CONTROL, KEDZIE-WESTERN .	
		<b>81% OT</b>	Tue, Dec 17	8	D	8" WAIT FOR X-TRAFFIC, WASHINGTON ST; FOLLOW MEMPR-16 ENTERING PROVISO.
		Mon, Dec 23	11	I	11" HEAVY ENTRAINING & 2 ADA'S, ENROUTE; XH PROCEDURES, MP33.05.	
		Mon, Dec 30	10	GM	10" XS, MP11.38.	
UPW	45	Fri, Dec 13	20	E1	20" HELD, WAIT FOR #56 TO PASS SINGLE TRACKING DUE TO #54 BROKEDOWN TK 1 & CBRCR-09 TK 2, @ COLLEGE AVE, ELMHURST.	
		<b>81% OT</b>	Tue, Dec 24	19	E1	8" LATE DEPARTING, HELD IN DEPOT WITH #41 & #43 STOPPED AHEAD WITH #41 BAD ENGINE & FOLLOWING #41 & #43, CPT.
		Fri, Dec 27	10	RF	10" STOPPED FOR RED SIGNAL DUE TO GENEVA DISPATCHER DID NOT LINE THEM PROPERLY SIGNAL HAD TO TIME OUT, PARK.	
		Mon, Dec 30	7	GX	7" XG, MP13.75.	
UPW	54	Fri, Dec 13	0	XE	ANNULLED AIR PROBLEMS, BRAKES WOULD NOT RELEASE ON TRAIN, COLLEGE AVE.	
		<b>81% OT</b>	Fri, Dec 20	37	M1	37" LATE ARRIVAL #35, ELBURN; FOLLOWING MNPPR-14 KRESS TO PARK.
		Mon, Dec 23	30	D	30" WAIT FOR #43 TO PASS, 25TH AVE; RAN TRAIN CONTROL DUE TO AGBNY-23, PARK-25TH AVE; RAN TK 3, KEDZIE.	
		Tue, Dec 24	7	D	12" MET #37 DUE TO Z2LT-24 STOPPED @ GLEN ELLYN WITH A SMOKING WHEEL ON CAR ALSO AGBMI-24 STOPPED BEHIND, TURNER.	
UPW	55	Mon, Dec 09	7	GW	7" FAILURE ON THE NUMBER 35 SWITCH, WESTERN AVE.	
		<b>76% OT</b>	Tue, Dec 10	17	D1	17" FOLLOWING TRAINS AHEAD DUE TO FREIGHT DERAILMENT, PROVO HIND ND ON TK 1 SINGLE TRACKING TK3, VALE-25TH AVE; LATE EQIOP FROM CAL AVE
		Fri, Dec 13	8	E1	8" RAN ON TRAIN CONTROL FOLLOWING TRAINS AHEAD.	
		Mon, Dec 16	7	E1	7" TRAIN CONTROL BEHIND #53, ENROUTE.	
		Fri, Dec 20	7	RD1	7" RAN ON DELAYED #53'S CONTROL ENROUTE.	
UPW	62	Fri, Dec 06	13	I	13" SLOW ENTRAINING, GENEVA, WEST CHICAGO, WINFIELD, WHEATON, LOMBARD & ELMHURST.	
		<b>71% OT</b>	Fri, Dec 13	18	E1	10" LATE ARRIVAL OF #47, ELBRUN; SLOW ENTRAINING, GENEVA, WHEATON, GLEN ELLYN & RIVER FOREST.
		Thu, Dec 19	9	GW	9" XS, MP11.38.	
		Fri, Dec 20	14	RW1	14" DELAYED DEPART DUE LATE ARRIVAL #47, ELBURN.	
		Fri, Dec 27	7	RF1	5" LATE DEPARTURE LATE ARRIVAL OF M47 SLOW PASSENGER LOADING, ENROUTE.	
		Mon, Dec 30	9	IW	9" SLOW PASSENGER LOADING DUE TO WEATHER AND USED SHORT CROSS OVERS, ENROUTE.	

Data is final (01/16/14) version from TOPS.

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

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

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

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

Effective January 1, 2012

Revised Dec. 6, 2011

Corrected Jan. 7, 2014

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	66	20	6	11	1	95	28	19	39	25	10	25	60	405	39%
Semi-controllable	61	0	0	0	8	22	27	16	7	15	4	23	31	214	20%
Uncontrollable	43	39	32	23	1	68	35	23	52	18	20	41	31	426	41%
<b>TOTAL TRAINS DELAYED</b>	<b>170</b>	<b>59</b>	<b>38</b>	<b>34</b>	<b>10</b>	<b>185</b>	<b>90</b>	<b>58</b>	<b>98</b>	<b>58</b>	<b>34</b>	<b>89</b>	<b>122</b>	<b>1,045</b>	<b>100%</b>

**December 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	19	14	3	11	2	37	23	4	13	5	24	17	18	190	37%
Semi-controllable	4	0	0	0	2	15	11	13	2	13	0	5	10	75	15%
Uncontrollable	9	22	7	19	0	13	28	6	41	5	44	29	22	245	48%
<b>TOTAL TRAINS DELAYED</b>	<b>32</b>	<b>36</b>	<b>10</b>	<b>30</b>	<b>4</b>	<b>65</b>	<b>62</b>	<b>23</b>	<b>56</b>	<b>23</b>	<b>68</b>	<b>51</b>	<b>50</b>	<b>510</b>	<b>100%</b>

**December 2013 Divergence From December 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	47	6	3	0	-1	58	5	15	26	20	-14	8	42	215	40%
Semi-controllable	57	0	0	0	6	7	16	3	5	2	4	18	21	139	26%
Uncontrollable	34	17	25	4	1	55	7	17	11	13	-24	12	9	181	34%
<b>TOTAL TRAINS DELAYED</b>	<b>138</b>	<b>23</b>	<b>28</b>	<b>4</b>	<b>6</b>	<b>120</b>	<b>28</b>	<b>35</b>	<b>42</b>	<b>35</b>	<b>-34</b>	<b>38</b>	<b>72</b>	<b>535</b>	<b>100%</b>

**January-December 2013**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	719	355	109	240	12	650	407	180	340	113	288	387	363	4,163	44%
Semi-controllable	210	0	1	0	37	186	196	184	85	156	20	105	213	1,393	15%
Uncontrollable	531	390	127	216	6	343	384	74	503	78	383	525	372	3,932	41%
<b>TOTAL TRAINS DELAYED</b>	<b>1,460</b>	<b>745</b>	<b>237</b>	<b>456</b>	<b>55</b>	<b>1,179</b>	<b>987</b>	<b>438</b>	<b>928</b>	<b>347</b>	<b>691</b>	<b>1,017</b>	<b>948</b>	<b>9,488</b>	<b>100%</b>

Data for current month is final (01/16/14) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 01/16/2014

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

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	26	27	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	Th	Fr	Mo	Tu	
<b>BNSF</b>	0	0	1	30	5	2	11	2	7	6	8	30	2	2	9	6	12	3	2	8	8	154
<b>Elec -ML</b>	4	1	0	0	2	0	13	8	4	1	0	0	6	0	1	1	0	2	5	2	1	51
<b>-BI</b>	1	0	0	0	0	1	3	1	3	1	1	0	3	0	0	0	0	15	9	0	0	38
<b>-SC</b>	9	1	1	0	2	0	5	4	0	1	2	0	1	0	0	0	0	3	3	0	1	33
<b>Heritage</b>	0	1	0	1	0	0	2	0	0	0	0	0	0	1	1	1	2	0	0	0	1	10
<b>Milw -N</b>	7	2	3	0	17	14	7	8	8	3	20	1	3	7	13	19	4	11	4	12	6	169
<b>-W</b>	0	5	1	1	0	4	8	2	8	6	19	4	5	2	4	5	2	1	2	0	3	82
<b>NCS</b>	2	2	1	0	3	3	9	3	1	4	4	2	1	3	10	5	0	1	1	3	0	58
<b>RI</b>	2	1	1	1	2	0	1	2	7	3	16	11	10	5	2	1	3	10	5	0	3	86
<b>SWS</b>	0	1	0	6	2	0	2	1	3	1	1	5	0	2	1	4	2	11	11	1	2	56
<b>UP -N</b>	0	1	0	1	0	1	1	1	1	1	0	1	4	0	1	8	2	0	1	3	0	27
<b>-NW</b>	0	1	1	0	0	7	8	0	17	0	6	0	2	4	6	5	4	1	0	4	17	83
<b>-W</b>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>18</u>	<u>1</u>	<u>9</u>	<u>18</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>12</u>	<u>6</u>	<u>17</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>2</u>	<u>119</u>
<b>SYSTEM</b>	26	17	10	41	37	39	88	33	68	45	81	57	37	31	60	61	48	58	47	38	44	966

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	25	29	TOTAL
<b>BNSF</b>	3	4	2	4	13	<b>BNSF</b>	0	1	0	0	1	1	3
<b>Elec -ML</b>	0	0	0	0	0	<b>Elec -ML</b>	2	0	0	1	0	5	8
<b>-BI</b>	0	0	0	0	0	<b>-BI</b>	-	-	-	-	-	-	0
<b>-SC</b>	0	0	0	0	0	<b>-SC</b>	0	0	0	0	0	1	1
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	-	0
<b>Milw -N</b>	1	3	2	4	10	<b>Milw -N</b>	0	4	0	2	0	0	6
<b>-W</b>	2	1	1	0	4	<b>-W</b>	0	3	0	0	0	1	4
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	-	0
<b>RI</b>	1	1	0	4	6	<b>RI</b>	0	5	1	0	0	0	6
<b>SWS</b>	1	1	0	0	2	<b>SWS</b>	-	-	-	-	-	-	0
<b>UP -N</b>	3	1	0	1	5	<b>UP -N</b>	0	1	0	1	0	0	2
<b>-NW</b>	0	3	0	0	3	<b>-NW</b>	0	0	3	0	0	0	3
<b>-W</b>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<b>-W</b>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
<b>SYSTEM</b>	11	16	5	13	45	<b>SYSTEM</b>	2	15	4	4	1	8	34

Data is final (01/16/14) version from TOPS.

**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**December 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	1	0	0	0	8	1	2	0	1	0	0	1	14
<i>Freight Interference - Peak</i>	33	0	0	0	6	3	8	7	2	4	1	20	16	100
<i>Freight Interference - Off-Peak</i>	26	0	0	0	0	12	17	8	5	8	3	3	15	97
Freight Interference - Total	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Accident	0	5	25	9	0	4	0	10	4	16	1	12	4	90
Passenger Loading	11	11	2	5	1	6	5	5	23	0	4	9	6	88
Lift Deployment	3	0	0	0	0	9	3	1	1	0	1	7	7	32
Obstruction/Debris	3	0	0	2	0	29	8	1	0	2	2	3	0	50
Signal/Switch Failure	12	8	4	6	2	58	15	14	7	7	0	1	17	151
Track Work	6	0	0	0	0	1	1	2	1	2	0	3	5	21
Catenary Failure	0	4	0	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	0	1	0	0	0	0	1	0	1	0	0	1	11	15
Locomotive Failure	2	0	0	0	0	18	4	1	14	2	7	9	21	78
Human Error	45	6	1	3	1	12	8	1	12	12	3	2	6	112
Sick, Injured, Unruly Passenger	2	4	1	1	0	4	1	0	3	0	2	1	1	20
Weather	26	19	4	6	0	19	15	6	14	0	9	12	12	142
Other	1	0	1	0	0	2	3	0	11	4	1	6	0	29
<b>TOTAL TRAINS DELAYED</b>	<b>170</b>	<b>59</b>	<b>38</b>	<b>34</b>	<b>10</b>	<b>185</b>	<b>90</b>	<b>58</b>	<b>98</b>	<b>58</b>	<b>34</b>	<b>89</b>	<b>122</b>	<b>1,045</b>

**December - 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	4.8	4.8	0.8	1.6	1.2	9.6	2.8	1.4	2.8	1.6	0.6	0.6	2.6	35.2
<i>Freight Interference - Peak</i>	2.6	0.0	0.0	0.0	4.6	2.4	2.6	5.8	0.8	6.2	0.2	1.0	3.8	30.0
<i>Freight Interference - Off-Peak</i>	5.6	0.0	0.0	0.0	0.2	11.4	6.8	6.2	4.0	9.2	1.8	1.0	18.4	64.6
Freight Interference - Total	8.2	0.0	0.0	0.0	4.8	13.8	9.4	12.0	4.8	15.4	2.0	2.0	22.2	94.6
Accident	0.4	0.4	1.2	2.6	0.4	6.6	5.8	3.2	3.6	1.6	5.6	6.6	7.4	45.4
Passenger Loading	9.2	8.6	2.8	2.6	0.2	7.6	4.2	1.6	19.4	0.6	14.2	17.0	15.2	103.2
Lift Deployment	3.2	0.4	0.0	0.0	0.0	1.4	2.8	0.2	6.8	0.0	3.2	2.8	1.4	22.2
Obstruction/Debris	3.6	0.2	2.8	2.0	0.0	3.4	3.4	0.8	2.2	0.8	2.0	7.4	3.0	31.6
Signal/Switch Failure	20.8	11.2	3.2	3.8	5.2	24.0	14.8	11.4	7.6	8.0	6.6	5.6	7.0	129.2
Track Work	12.6	3.6	0.4	0.8	1.6	2.2	0.8	1.8	4.8	1.4	4.6	0.8	8.2	43.6
Catenary Failure	0.0	5.0	1.4	1.8	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Non-Locomotive Equipment Failure	0.6	4.2	3.2	2.4	0.2	1.8	0.4	0.0	1.8	0.0	2.6	0.6	1.0	18.8
Locomotive Failure	7.8	0.2	0.0	0.0	0.4	6.4	7.4	1.2	4.6	2.8	2.8	1.8	5.8	41.2
Human Error	13.0	4.0	1.6	2.6	2.0	5.2	2.8	0.6	5.4	2.4	8.0	7.2	2.4	57.2
Sick, Injured, Unruly Passenger	3.2	3.6	0.4	1.6	0.0	2.6	2.0	0.6	4.8	0.0	3.0	5.2	2.8	29.8
Weather	22.2	33.4	11.2	6.8	3.2	20.2	11.0	5.8	23.4	9.2	16.8	17.2	21.6	202.0
Other	2.2	1.6	0.6	0.8	0.8	3.6	5.8	0.6	2.6	0.2	4.0	4.2	2.4	29.4
<b>TOTAL TRAINS DELAYED</b>	<b>111.8</b>	<b>81.2</b>	<b>29.6</b>	<b>29.4</b>	<b>20.0</b>	<b>108.4</b>	<b>73.6</b>	<b>41.2</b>	<b>94.6</b>	<b>44.0</b>	<b>76.0</b>	<b>79.0</b>	<b>103.0</b>	<b>891.8</b>

**December 2013 Divergence From December 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	-4.8	-3.8	-0.8	-1.6	-1.2	-1.6	-1.8	0.6	-2.8	-0.6	-0.6	-0.6	-1.6	-21.2
<i>Freight Interference - Peak</i>	30.4	0.0	0.0	0.0	1.4	0.6	5.4	1.2	1.2	-2.2	0.8	19.0	12.2	70.0
<i>Freight Interference - Off-Peak</i>	20.4	0.0	0.0	0.0	-0.2	0.6	10.2	1.8	1.0	-1.2	1.2	2.0	-3.4	32.4
Freight Interference - Total	50.8	0.0	0.0	0.0	1.2	1.2	15.6	3.0	2.2	-3.4	2.0	21.0	8.8	102.4
Accident	-0.4	4.6	23.8	6.4	-0.4	-2.6	-5.8	6.8	0.4	14.4	-4.6	5.4	-3.4	44.6
Passenger Loading	1.8	2.4	-0.8	2.4	0.8	-1.6	0.8	3.4	3.6	-0.6	-10.2	-8.0	-9.2	-15.2
Lift Deployment	-0.2	-0.4	0.0	0.0	0.0	7.6	0.2	0.8	-5.8	0.0	-2.2	4.2	5.6	9.8
Obstruction/Debris	-0.6	-0.2	-2.8	0.0	0.0	25.6	4.6	0.2	-2.2	1.2	0.0	-4.4	-3.0	18.4
Signal/Switch Failure	-8.8	-3.2	0.8	2.2	-3.2	34.0	0.2	2.6	-0.6	-1.0	-6.6	-4.6	10.0	21.8
Track Work	-6.6	-3.6	-0.4	-0.8	-1.6	-1.2	0.2	0.2	-3.8	0.6	-4.6	2.2	-3.2	-22.6
Catenary Failure	0.0	-1.0	-1.4	0.2	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
Non-Locomotive Equipment Failure	-0.6	-3.2	-3.2	-2.4	-0.2	-1.8	0.6	0.0	-0.8	0.0	-2.6	0.4	10.0	-3.8
Locomotive Failure	-5.8	-0.2	0.0	0.0	-0.4	11.6	-3.4	-0.2	9.4	-0.8	4.2	7.2	15.2	36.8
Human Error	32.0	2.0	-0.6	0.4	-1.0	6.8	5.2	0.4	6.6	9.6	-5.0	-5.2	3.6	54.8
Sick, Injured, Unruly Passenger	-1.2	0.4	0.6	-0.6	0.0	1.4	-1.0	-0.6	-1.8	0.0	-1.0	-4.2	-1.8	-9.8
Weather	3.8	-14.4	-7.2	-0.8	-3.2	-1.2	4.0	0.2	-9.4	-9.2	-7.8	-5.2	-9.6	-60.0
Other	-1.2	-1.6	0.4	-0.8	-0.8	-1.6	-2.8	-0.6	8.4	3.8	-3.0	1.8	-2.4	-0.4
<b>TOTAL TRAINS DELAYED</b>	<b>58.2</b>	<b>-22.2</b>	<b>8.4</b>	<b>4.6</b>	<b>-10.0</b>	<b>76.6</b>	<b>16.4</b>	<b>16.8</b>	<b>3.4</b>	<b>14.0</b>	<b>-42.0</b>	<b>10.0</b>	<b>19.0</b>	<b>153.2</b>

Data for current month is final (01/16/14) 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-December 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	8	3	5	1	81	24	25	22	8	2	3	13	202
<i>Freight Interference - Peak</i>	68	0	1	0	26	17	22	48	15	27	3	42	52	321
<i>Freight Interference - Off-Peak</i>	136	0	0	0	0	114	144	93	60	77	14	56	159	853
Freight Interference - Total	204	0	1	0	26	131	166	141	75	104	17	98	211	1,174
Accident	102	39	38	30	1	41	47	17	67	38	20	108	27	575
Passenger Loading	65	147	40	83	1	98	115	8	230	2	112	132	105	1,138
Lift Deployment	29	1	0	2	0	28	33	7	40	0	19	21	25	205
Obstruction/Debris	56	48	13	31	0	37	48	10	17	13	36	38	44	391
Signal/Switch Failure	219	63	35	30	13	369	208	118	78	72	94	166	172	1,637
Track Work	115	27	10	129	1	51	44	16	83	8	49	86	45	664
Catenary Failure	0	122	19	28	0	0	0	0	0	0	0	0	0	169
Non-Locomotive Equipment Failure	18	62	29	17	1	6	22	12	4	0	8	32	23	234
Locomotive Failure	136	0	0	0	4	100	56	22	83	21	78	54	47	601
Human Error	187	82	17	31	3	89	77	28	66	46	42	38	48	754
Sick, Injured, Unruly Passenger	21	70	12	28	1	39	34	7	26	6	62	45	33	384
Weather	240	63	18	29	3	93	90	22	92	15	133	171	128	1,097
Other	61	13	2	13	0	16	23	5	45	14	19	25	27	263
<b>TOTAL TRAINS DELAYED</b>	<b>1,460</b>	<b>745</b>	<b>237</b>	<b>456</b>	<b>55</b>	<b>1,179</b>	<b>987</b>	<b>438</b>	<b>928</b>	<b>347</b>	<b>691</b>	<b>1,017</b>	<b>948</b>	<b>9,488</b>

**January-December - 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	37.0	34.6	10.4	10.8	7.6	83.4	24.4	17.4	23.8	15.6	24.8	15.2	20.8	325.8
<i>Freight Interference - Peak</i>	73.4	0.2	0.0	0.0	55.8	18.6	24.6	52.2	21.4	52.8	7.0	25.6	44.4	376.0
<i>Freight Interference - Off-Peak</i>	88.2	0.2	0.2	0.0	0.4	120.6	78.8	69.2	52.2	134.2	14.4	24.8	195.0	778.2
Freight Interference - Total	161.6	0.4	0.2	0.0	56.2	139.2	103.4	121.4	73.6	187.0	21.4	50.4	239.4	1,154.2
Accident	82.2	11.4	5.2	11.8	1.4	48.8	65.2	25.4	41.6	8.4	45.6	59.4	40.8	447.2
Passenger Loading	120.6	172.6	44.0	67.2	0.4	122.8	63.0	5.0	148.2	2.8	409.2	132.4	111.2	1,399.4
Lift Deployment	30.2	2.0	0.2	1.2	0.2	31.4	28.2	4.8	81.8	2.0	40.0	26.2	37.8	286.0
Obstruction/Debris	68.0	18.2	9.8	27.4	2.4	27.8	33.2	9.6	32.4	11.0	31.4	57.4	54.8	383.4
Signal/Switch Failure	253.0	121.6	32.2	34.2	38.4	252.2	134.2	84.2	91.0	109.2	71.4	78.2	125.0	1,424.8
Track Work	208.0	77.0	22.0	38.2	13.6	95.8	69.4	18.2	62.4	21.8	109.8	54.2	104.0	894.4
Catenary Failure	0.0	28.8	10.6	18.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	0.0	58.2
Non-Locomotive Equipment Failure	24.2	55.8	27.2	20.6	0.2	14.6	9.6	1.0	12.4	5.2	17.6	11.0	15.6	215.0
Locomotive Failure	132.2	1.6	0.4	0.2	3.0	110.0	61.0	24.0	77.2	19.0	44.4	55.0	43.0	571.0
Human Error	126.8	41.4	15.6	16.6	13.0	76.8	39.8	18.6	53.6	35.4	87.2	62.0	61.4	648.2
Sick, Injured, Unruly Passenger	43.4	69.4	11.8	24.6	1.2	34.8	34.4	5.2	41.0	2.4	59.4	46.8	39.6	414.0
Weather	162.2	114.0	29.0	36.8	13.6	120.0	88.4	38.0	96.0	30.0	141.2	122.0	93.2	1,084.4
Other	31.0	35.0	8.6	11.0	2.8	28.4	26.8	8.6	47.0	15.0	48.0	33.8	47.6	343.6
<b>TOTAL TRAINS DELAYED</b>	<b>1,480.4</b>	<b>783.8</b>	<b>227.2</b>	<b>319.0</b>	<b>154.0</b>	<b>1,186.0</b>	<b>781.2</b>	<b>381.4</b>	<b>882.0</b>	<b>464.8</b>	<b>1,151.4</b>	<b>804.2</b>	<b>1,034.2</b>	<b>9,649.6</b>

**January-December 2013 Divergence From January-December 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	-30.0	-26.6	-7.4	-5.8	-6.6	-2.4	-0.4	7.6	-1.8	-7.6	-22.8	-12.2	-7.8	-123.8
<i>Freight Interference - Peak</i>	-5.4	-0.2	1.0	0.0	-29.8	-1.6	-2.6	-4.2	-6.4	-25.8	-4.0	16.4	7.6	-55.0
<i>Freight Interference - Off-Peak</i>	47.8	-0.2	-0.2	0.0	-0.4	-6.6	65.2	23.8	7.8	-57.2	-0.4	31.2	-36.0	74.8
Freight Interference - Total	42.4	-0.4	0.8	0.0	-30.2	-8.2	62.6	19.6	1.4	-83.0	-4.4	47.6	-28.4	19.8
Accident	19.8	27.6	32.8	18.2	-0.4	-7.8	-18.2	-8.4	25.4	29.6	-25.6	48.6	-13.8	127.8
Passenger Loading	-55.6	-25.6	-4.0	15.8	0.6	-24.8	52.0	3.0	81.8	-0.8	-297.2	-0.4	-6.2	-261.4
Lift Deployment	-1.2	-1.0	-0.2	0.8	-0.2	-3.4	4.8	2.2	-41.8	-2.0	-21.0	-5.2	-12.8	-81.0
Obstruction/Debris	-12.0	29.8	3.2	3.6	-2.4	9.2	14.8	0.4	-15.4	2.0	4.6	-19.4	-10.8	7.6
Signal/Switch Failure	-34.0	-58.6	2.8	-4.2	-25.4	116.8	73.8	33.8	-13.0	-37.2	22.6	87.8	47.0	212.2
Track Work	-93.0	-50.0	-12.0	90.8	-12.6	-44.8	-25.4	-2.2	20.6	-13.8	-60.8	31.8	-59.0	-230.4
Catenary Failure	0.0	93.2	8.4	9.6	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.2	0.0	110.8
Non-Locomotive Equipment Failure	-6.2	6.2	1.8	-3.6	0.8	-8.6	12.4	11.0	-8.4	-5.2	-9.6	21.0	7.4	19.0
Locomotive Failure	3.8	-1.6	-0.4	-0.2	1.0	-10.0	-5.0	-2.0	5.8	2.0	33.6	-1.0	4.0	30.0
Human Error	60.2	40.6	1.4	14.4	-10.0	12.2	37.2	9.4	12.4	10.6	-45.2	-24.0	-13.4	105.8
Sick, Injured, Unruly Passenger	-22.4	0.6	0.2	3.4	-0.2	4.2	-0.4	1.8	-15.0	3.6	2.6	-1.8	-6.6	-30.0
Weather	77.8	-51.0	-11.0	-7.8	-10.6	-27.0	1.6	-16.0	-4.0	-15.0	-8.2	49.0	34.8	12.6
Other	30.0	-22.0	-6.6	2.0	-2.8	-12.4	-3.8	-3.6	-2.0	-1.0	-29.0	-8.8	-20.6	-80.6
<b>TOTAL TRAINS DELAYED</b>	<b>-20.4</b>	<b>-38.8</b>	<b>9.8</b>	<b>137.0</b>	<b>-99.0</b>	<b>-7.0</b>	<b>205.8</b>	<b>56.6</b>	<b>46.0</b>	<b>-117.8</b>	<b>-460.4</b>	<b>212.8</b>	<b>-86.2</b>	<b>-161.6</b>

Data for current month is final (01/16/14) version from TOPS.

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

**TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	202	2.1%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	321	3.4%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	853	9.0%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	1,174	12.4%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	575	6.1%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	1,138	12.0%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	205	2.2%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	391	4.1%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,637	17.3%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	664	7.0%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	169	1.8%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	234	2.5%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	601	6.3%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	754	7.9%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	384	4.0%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	1,097	11.6%
Other	11	32	19	8	22	36	24	22	19	11	30	29	263	2.8%
<b>TOTAL TRAINS DELAYED</b>	<b>563</b>	<b>619</b>	<b>557</b>	<b>744</b>	<b>710</b>	<b>1,240</b>	<b>1,051</b>	<b>840</b>	<b>585</b>	<b>735</b>	<b>799</b>	<b>1,045</b>	<b>9,488</b>	<b>100%</b>

**2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	220	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	248	2.9%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	737	8.7%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	985	11.6%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	466	5.5%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	1,182	13.9%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	250	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	424	5.0%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	1,253	14.7%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	903	10.6%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	81	1.0%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	163	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	543	6.4%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	647	7.6%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	437	5.1%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	631	7.4%
Other	35	17	58	19	25	30	15	26	21	34	28	11	319	3.8%
<b>TOTAL TRAINS DELAYED</b>	<b>958</b>	<b>434</b>	<b>687</b>	<b>469</b>	<b>635</b>	<b>897</b>	<b>1,015</b>	<b>861</b>	<b>594</b>	<b>741</b>	<b>703</b>	<b>510</b>	<b>8,504</b>	<b>100%</b>

**2013 Divergence From 2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	-25	9	12	5	10	1	-4	-8	-4	-11	-1	-2	-18	-0.5%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8	-2	-3	3	25	88	73	0.5%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38	14	4	14	52	43	116	0.3%
Freight Interference - Total	-29	21	-35	-27	33	34	-46	12	1	17	77	131	189	0.8%
Accident	-8	-78	27	36	-29	-12	61	21	16	-4	40	39	109	0.6%
Passenger Loading	-30	-6	-39	8	-38	71	146	-25	-51	-20	-55	-5	-44	-1.9%
Lift Deployment	-8	-5	8	-4	-13	-7	-22	-9	1	10	-11	15	-45	-0.8%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2	-52	10	45	-11	16	-33	-0.9%
Signal/Switch Failure	8	100	-4	66	84	65	-25	26	-7	40	-44	75	384	2.5%
Track Work	-118	-9	-25	-9	2	-31	1	-35	-19	-13	16	1	-239	-3.6%
Catenary Failure	-4	-10	-2	7	1	-1	68	36	-13	19	-15	2	88	0.8%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5	-1	-6	5	50	10	71	0.5%
Locomotive Failure	-12	35	-62	-6	-2	34	9	16	8	-24	7	55	58	-0.1%
Human Error	-28	51	12	16	16	-16	45	-11	6	-26	-14	56	107	0.3%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29	2	6	-3	-12	-7	-53	-1.1%
Weather	-122	71	35	217	12	197	-180	11	45	-18	67	131	466	4.1%
Other	-24	15	-39	-11	-3	6	9	-4	-2	-23	2	18	-56	-1.0%
<b>TOTAL TRAINS DELAYED</b>	<b>-395</b>	<b>185</b>	<b>-130</b>	<b>275</b>	<b>75</b>	<b>343</b>	<b>36</b>	<b>-21</b>	<b>-9</b>	<b>-6</b>	<b>96</b>	<b>535</b>	<b>984</b>	

Data for current month is final (01/16/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 01/16/2014

**TABLE 11: FREIGHT DELAYS**  
between January 2012 and December 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
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
<b>Total</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>166</b>	<b>150</b>	<b>134</b>	<b>61</b>	<b>126</b>	<b>8</b>	<b>68</b>	<b>147</b>	<b>985</b>
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
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Nov-13	28	0	0	0	1	8	22	15	22	21	0	4	25	146
<b>Dec-13</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>15</b>	<b>25</b>	<b>15</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>23</b>	<b>31</b>	<b>197</b>
<b>Total</b>	<b>204</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>131</b>	<b>166</b>	<b>141</b>	<b>75</b>	<b>104</b>	<b>17</b>	<b>98</b>	<b>211</b>	<b>1,174</b>

Data for current month is final (01/16/14) version from TOPS.

**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	7	2	3	29	1.99%
Electric ML	0	0	0	0	0	0	0	0	0	0	1	0	1	0.13%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	1	0	0	0	0	1	0	0	0	0	2	0.44%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	0	5	1	1	2	1	0	5	3	0	9	28	2.37%
Milw W	0	2	1	0	4	1	8	3	6	3	2	3	33	3.34%
NCS	0	0	0	0	0	0	0	0	5	1	0	1	7	1.60%
RI	4	1	2	3	2	7	3	6	3	3	5	1	40	4.31%
SWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
UP N	2	2	3	1	1	5	0	2	2	0	0	1	19	2.75%
UP NW	0	0	3	0	1	3	4	1	0	2	0	7	21	2.06%
UP W	3	0	1	1	0	5	1	1	1	4	1	7	25	2.64%
<b>Total Lift Delays</b>	<b>12</b>	<b>6</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>22</b>	<b>23</b>	<b>11</b>	<b>32</b>	<b>205</b>	<b>2.16%</b>
<b>ALL DELAYS</b>													<b>9,488</b>	

Data for current month is final (01/16/14) 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%
<b>Total Lift Delays</b>	<b>20</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>22</b>	<b>32</b>	<b>41</b>	<b>28</b>	<b>21</b>	<b>13</b>	<b>22</b>	<b>17</b>	<b>250</b>	<b>2.94%</b>
<b>ALL DELAYS</b>													<b>8,504</b>	

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

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	33	21	11	6	4	21	13	11	22	10	5	16	37	210
11-15	11	5	7	0	2	14	12	3	11	1	1	11	15	93
16-20	10	3	1	2	3	7	6	1	3	1	1	9	9	56
21+	28	10	1	3	0	17	3	3	9	6	2	16	8	106
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>18</u>
Sub-Total	88	39	20	11	9	61	34	22	47	18	10	53	71	483
<b>Off-Peak **</b>														
6-10	29	10	14	14	0	55	24	14	39	20	10	16	17	262
11-15	20	4	3	1	1	28	12	7	5	12	4	9	15	121
16-20	16	2	0	3	0	15	12	3	3	5	2	2	7	70
21+	12	4	1	4	0	24	8	11	4	2	7	7	9	93
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>16</u>
Sub-Total	82	20	18	23	1	124	56	36	51	40	24	36	51	562
<b>December 2013 Total</b>														
6-10	62	31	25	20	4	76	37	25	61	30	15	32	54	472
11-15	31	9	10	1	3	42	24	10	16	13	5	20	30	214
16-20	26	5	1	5	3	22	18	4	6	6	3	11	16	126
21+	40	14	2	7	0	41	11	14	13	8	9	23	17	199
Annulled	<u>11</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>34</u>
TOTAL	170	59	38	34	10	185	90	58	98	58	34	89	122	1,045
<b>2013 Year-to-Date</b>														
6-10	578	373	149	297	23	594	441	199	528	174	283	356	380	4,375
11-15	312	123	41	62	14	265	234	92	196	59	115	182	198	1,893
16-20	180	63	13	34	6	112	118	43	58	34	66	99	99	925
21+	319	165	30	43	12	184	174	90	120	67	212	343	244	2,003
Annulled	<u>71</u>	<u>21</u>	<u>4</u>	<u>20</u>	<u>0</u>	<u>24</u>	<u>20</u>	<u>14</u>	<u>26</u>	<u>13</u>	<u>15</u>	<u>37</u>	<u>27</u>	<u>292</u>
TOTAL	1,460	745	237	456	55	1,179	987	438	928	347	691	1,017	948	9,488
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>December 2013 Total</b>														
6-10	36.5%	52.5%	65.8%	58.8%	40.0%	41.1%	41.1%	43.1%	62.2%	51.7%	44.1%	36.0%	44.3%	45.2%
11-15	18.2%	15.3%	26.3%	2.9%	30.0%	22.7%	26.7%	17.2%	16.3%	22.4%	14.7%	22.5%	24.6%	20.5%
16-20	15.3%	8.5%	2.6%	14.7%	30.0%	11.9%	20.0%	6.9%	6.1%	10.3%	8.8%	12.4%	13.1%	12.1%
21+	23.5%	23.7%	5.3%	20.6%	0.0%	22.2%	12.2%	24.1%	13.3%	13.8%	26.5%	25.8%	13.9%	19.0%
Annulled	<u>6.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>0.0%</u>	<u>8.6%</u>	<u>2.0%</u>	<u>1.7%</u>	<u>5.9%</u>	<u>3.4%</u>	<u>4.1%</u>	<u>3.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2013 Year-to-Date Delays By Duration</b>														
6-10	39.6%	50.1%	62.9%	65.1%	41.8%	50.4%	44.7%	45.4%	56.9%	50.1%	41.0%	35.0%	40.1%	46.1%
11-15	21.4%	16.5%	17.3%	13.6%	25.5%	22.5%	23.7%	21.0%	21.1%	17.0%	16.6%	17.9%	20.9%	20.0%
16-20	12.3%	8.5%	5.5%	7.5%	10.9%	9.5%	12.0%	9.8%	6.3%	9.8%	9.6%	9.7%	10.4%	9.7%
21+	21.8%	22.1%	12.7%	9.4%	21.8%	15.6%	17.6%	20.5%	12.9%	19.3%	30.7%	33.7%	25.7%	21.1%
Annulled	<u>4.9%</u>	<u>2.8%</u>	<u>1.7%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>2.0%</u>	<u>3.2%</u>	<u>2.8%</u>	<u>3.7%</u>	<u>2.2%</u>	<u>3.6%</u>	<u>2.8%</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%

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

Data for most recent month is final (01/16/14) version from TOPS.



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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b><i>December 2013</i></b>														
Peak *	26.1	14.4	10.7	15.1	12.9	20.5	12.7	15.4	16.4	18.7	16.0	20.4	12.5	17.8
Off-Peak **	14.8	15.1	10.6	14.5	15.0	18.6	16.4	26.3	12.3	11.5	26.3	19.1	17.4	16.9
All	20.7	14.6	10.6	14.7	13.1	19.2	15.0	22.6	14.2	13.8	23.4	19.9	14.5	17.3
<b><i>2013 Year-to-Date</i></b>														
Peak *	19.9	20.7	14.6	15.1	18.6	16.6	17.8	16.3	14.1	20.3	29.4	36.4	22.9	21.7
Off-Peak **	16.5	12.6	12.5	10.9	15.0	15.1	15.3	18.9	12.7	16.6	24.6	22.9	19.2	16.6
All	18.3	16.5	13.4	11.6	18.6	15.5	16.0	17.9	13.2	17.8	26.3	29.0	20.6	18.5

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 (01/16/14) version from TOPS.

**TABLE 15: ANNUAL TRAIN DELAYS AND ON-TIME PERFORMANCE  
2008 - 2013**

	DELAYS							ON-TIME PERFORMANCE								
	2008	2009	2010	2011	2012	2008 - 2012 Avg	2013	2012 vs. 2013 change		2008	2009	2010	2011	2012	2008 - 2012 Avg	2013
<b>BNSF</b>	1,503	1,697	1,267	1,868	1,067	1,480.4	1,460	393	36.8%	94.4%	93.6%	95.2%	92.9%	96.0%	94.4%	94.5%
<b>Elec-ML</b>	627	762	699	997	834	783.8	745	-89	-10.7%	97.4%	96.8%	97.1%	95.8%	96.5%	96.7%	96.9%
<b>Elec-BI</b>	190	285	235	235	191	227.2	237	46	24.1%	98.3%	97.4%	97.9%	97.9%	98.3%	97.9%	97.8%
<b>Elec-SC</b>	270	271	240	456	358	319.0	456	98	27.4%	98.5%	98.4%	98.6%	97.4%	97.9%	98.2%	97.4%
<b>Heritage</b>	175	141	176	210	68	154.0	55	-13	-19.1%	88.6%	90.8%	88.5%	86.2%	95.6%	90.0%	96.4%
<b>M-N</b>	1,065	915	1,017	1,828	1,105	1,186.0	1,179	74	6.7%	94.0%	94.9%	94.3%	89.6%	93.8%	93.3%	93.3%
<b>M-W</b>	623	495	688	1,194	906	781.2	987	81	8.9%	96.4%	97.1%	96.0%	93.0%	94.7%	95.4%	94.2%
<b>NCS</b>	304	294	385	500	424	381.4	438	14	3.3%	94.6%	94.8%	93.2%	91.1%	92.4%	93.2%	92.2%
<b>RI</b>	886	743	712	1,158	911	882.0	928	17	1.9%	95.4%	96.2%	96.3%	94.0%	95.3%	95.5%	95.3%
<b>SWS</b>	433	387	467	624	413	464.8	347	-66	-16.0%	94.4%	95.1%	94.2%	92.1%	94.8%	94.1%	95.6%
<b>UP-N</b>	1,338	1,174	1,014	1,494	737	1,151.4	691	-46	-6.2%	93.4%	94.2%	95.0%	92.6%	96.4%	94.3%	96.6%
<b>UP-NW</b>	908	829	643	957	684	804.2	1,017	333	48.7%	95.2%	95.6%	96.6%	94.9%	96.3%	95.7%	94.6%
<b>UP-W</b>	1,081	792	939	1,553	806	1,034.2	948	142	17.6%	93.7%	95.4%	94.5%	90.9%	95.3%	94.0%	94.5%
<b>SYSTEM</b>	9,403	8,785	8,482	13,074	8,504	9,649.6	9,488	984	11.6%	95.4%	95.7%	95.9%	93.6%	95.8%	95.3%	95.4%

Delays data for 2013 is final (01/16/14) version from TOPS.

'ON-TIME PERFORMANCE' '2008 - 2012 Avg' 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 16: FREQUENCY OF TRAIN DELAYS BY CAUSE BY LINE  
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	8		3	5				1	81	24	
<i>Freight Interference - Peak</i>	68	0	1	0	26	17	22	48	15	27	3	42	52	321
<i>Freight Interference - Off-Peak</i>	136	0	0	0	0	114	144	93	60	77	14	56	159	853
Freight Interference - Total	204	0	1	0	26	131	166	141	75	104	17	98	211	1,174
Accident	102	39	38	30	1	41	47	17	67	38	20	108	27	575
Passenger Loading	65	147	40	83	1	98	115	8	230	2	112	132	105	1,138
Lift Deployment	29	1	0	2	0	28	33	7	40	0	19	21	25	205
Obstruction/Debris	56	48	13	31	0	37	48	10	17	13	36	38	44	391
Signal/Switch Failure	219	63	35	30	13	369	208	118	78	72	94	166	172	1,637
Track Work	115	27	10	129	1	51	44	16	83	8	49	86	45	664
Catenary Failure	0	122	19	28	0	0	0	0	0	0	0	0	0	169
Non-Locomotive Equipment Failure	18	62	29	17	1	6	22	12	4	0	8	32	23	234
Locomotive Failure	136	0	0	0	4	100	56	22	83	21	78	54	47	601
Human Error	187	82	17	31	3	89	77	28	66	46	42	38	48	754
Sick, Injured, Unruly Passenger	21	70	12	28	1	39	34	7	26	6	62	45	33	384
Weather	240	63	18	29	3	93	90	22	92	15	133	171	128	1,097
Other	61	13	2	13	0	16	23	5	45	14	19	25	27	263
<b>TOTAL TRAINS DELAYED</b>	<b>1,460</b>	<b>745</b>	<b>237</b>	<b>456</b>	<b>55</b>	<b>1,179</b>	<b>987</b>	<b>438</b>	<b>928</b>	<b>347</b>	<b>691</b>	<b>1,017</b>	<b>948</b>	<b>9,488</b>

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\* For calculating top 2 causes, "Freight Interference - Total" is used instead of "... Peak" and "... Off-Peak".

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**TABLE 17: ANNUAL SYSTEM CAUSES OF DELAY  
2008 to 2013**

Cause	2008		2009		2010		2011		2012		2008-2012 Avg		2013	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Passenger Train Interference	258	2.7%	304	3.5%	353	4.2%	494	3.8%	220	2.6%	325.8	3.4%	202	2.1%
<i>Freight Interference - Peak</i>	369	3.9%	344	3.9%	424	5.0%	495	3.8%	248	2.9%	376.0	3.9%	321	3.4%
<i>Freight Interference - Off-Peak</i>	739	7.9%	520	5.9%	759	8.9%	1,136	8.7%	737	8.7%	778.2	8.1%	853	9.0%
Freight Interference - Total	1,108	11.8%	864	9.8%	1,183	13.9%	1,631	12.5%	985	11.6%	1,154.2	12.0%	1,174	12.4%
Accident	451	4.8%	261	3.0%	389	4.6%	669	5.1%	466	5.5%	447.2	4.6%	575	6.1%
Passenger Loading	1,270	13.5%	1,368	15.6%	1,032	12.2%	2,145	16.4%	1,182	13.9%	1,399.4	14.5%	1,138	12.0%
Lift Deployment	216	2.3%	255	2.9%	258	3.0%	451	3.4%	250	2.9%	286.0	3.0%	205	2.2%
Obstruction/Debris	318	3.4%	399	4.5%	375	4.4%	401	3.1%	424	5.0%	383.4	4.0%	391	4.1%
Signal/Switch Failure	1,495	15.9%	1,401	15.9%	1,327	15.6%	1,648	12.6%	1,253	14.7%	1,424.8	14.8%	1,637	17.3%
Track Work	693	7.4%	808	9.2%	689	8.1%	1,379	10.5%	903	10.6%	894.4	9.3%	664	7.0%
Catenary Failure	56	0.6%	56	0.6%	58	0.7%	40	0.3%	81	1.0%	58.2	0.6%	169	1.8%
Non-Locomotive Equipment Failure	198	2.1%	201	2.3%	270	3.2%	243	1.9%	163	1.9%	215.0	2.2%	234	2.5%
Locomotive Failure	437	4.6%	601	6.8%	614	7.2%	660	5.0%	543	6.4%	571.0	5.9%	601	6.3%
Human Error	650	6.9%	529	6.0%	545	6.4%	870	6.7%	647	7.6%	648.2	6.7%	754	7.9%
Sick, Injured, Unruly Passenger	340	3.6%	394	4.5%	399	4.7%	500	3.8%	437	5.1%	414.0	4.3%	384	4.0%
Weather	1,445	15.4%	1,075	12.2%	724	8.5%	1,547	11.8%	631	7.4%	1,084.4	11.2%	1,097	11.6%
Other	468	5.0%	269	3.1%	266	3.1%	396	3.0%	319	3.8%	343.6	3.6%	263	2.8%
<b>TOTAL TRAINS DELAYED</b>	<b>9,403</b>	<b>100.0%</b>	<b>8,785</b>	<b>100.0%</b>	<b>8,482</b>	<b>100.0%</b>	<b>13,074</b>	<b>100.0%</b>	<b>8,504</b>	<b>100.0%</b>	<b>9,649.6</b>	<b>100.0%</b>	<b>9,488</b>	<b>100.0%</b>

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

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**TABLE 18: FREQUENCY OF TRAIN DELAYS BY DURATION  
Year End 2008 to 2013**

Minutes	2008		2009		2010		2011		2012		2008 - 2012 Avg		2013	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
6-10	4,570	48.6%	4,466	50.8%	4,103	48.4%	6,730	51.5%	4,480	52.7%	4,869.8	50.5%	4,375	46.1%
11-15	1,929	20.5%	1,821	20.7%	1,738	20.5%	2,701	20.7%	1,723	20.3%	1,982.4	20.5%	1,893	20.0%
16-20	991	10.5%	891	10.1%	838	9.9%	1,251	9.6%	716	8.4%	937.4	9.7%	925	9.7%
21+	1,647	17.5%	1,387	15.8%	1,574	18.6%	2,005	15.3%	1,347	15.8%	1,592.0	16.5%	2,003	21.1%
Annulled	266	2.8%	220	2.5%	229	2.7%	387	3.0%	238	2.8%	268.0	2.8%	292	3.1%
<b>TOTAL</b>	<b>9,403</b>	<b>100.0%</b>	<b>8,785</b>	<b>100.0%</b>	<b>8,482</b>	<b>100.0%</b>	<b>13,074</b>	<b>100.0%</b>	<b>8,504</b>	<b>100.0%</b>	<b>9,649.6</b>	<b>100.0%</b>	<b>9,488</b>	<b>100.0%</b>

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

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**TABLE 19: FREQUENCY OF TRAIN DELAYS BY DURATION AND LINE  
Year End 2013**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
6-10	578	373	149	297	23	594	441	199	528	174	283	356	380	4,375
11-15	312	123	41	62	14	265	234	92	196	59	115	182	198	1,893
16-20	180	63	13	34	6	112	118	43	58	34	66	99	99	925
21+	319	165	30	43	12	184	174	90	120	67	212	343	244	2,003
Annulled	71	21	4	20	0	24	20	14	26	13	15	37	27	292
<b>TOTAL</b>	<b>1,460</b>	<b>745</b>	<b>237</b>	<b>456</b>	<b>55</b>	<b>1,179</b>	<b>987</b>	<b>438</b>	<b>928</b>	<b>347</b>	<b>691</b>	<b>1,017</b>	<b>948</b>	<b>9,488</b>
6-10	39.6%	50.1%	62.9%	65.1%	41.8%	50.4%	44.7%	45.4%	56.9%	50.1%	41.0%	35.0%	40.1%	46.1%
11-15	21.4%	16.5%	17.3%	13.6%	25.5%	22.5%	23.7%	21.0%	21.1%	17.0%	16.6%	17.9%	20.9%	20.0%
16-20	12.3%	8.5%	5.5%	7.5%	10.9%	9.5%	12.0%	9.8%	6.3%	9.8%	9.6%	9.7%	10.4%	9.7%
21+	21.8%	22.1%	12.7%	9.4%	21.8%	15.6%	17.6%	20.5%	12.9%	19.3%	30.7%	33.7%	25.7%	21.1%
Annulled	4.9%	2.8%	1.7%	4.4%	0.0%	2.0%	2.0%	3.2%	2.8%	3.7%	2.2%	3.6%	2.8%	3.1%
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

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