COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

August 2014

Division of Strategic Capital Planning **October 2014**

COMMUTER RAIL ON-TIME PERFORMANCE
August 2014

This report presents an analysis of the August 2014 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During August 2014, Metra operated 17,099 scheduled trains, including scheduled "extras", if any. 734 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.7%. Table 2 lists on-time percentages by line for each month and year since 2009.

Table 3 lists each train that was on time for less than 85% of its weekday runs in August 2014, 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, and January 1, 2014, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay.

Table 6.a shows the frequency of train delays by delay-cause control and by line during August 2014. Of the 734 delays systemwide in August 2014, all but 222 (30%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Augusts, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in August 2014, 152 fewer delays than the average over the previous two Augusts were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 9,246 delays in 2014, all but 3,391 (37%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for August 2014.

Table 8.a shows the frequency of train delays by delay-cause category and by line during August 2014. Table 8.b shows the average frequencies over the previous five Augusts, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 734 delays systemwide in August 2014, 212 less than the average over the previous five Augusts. Table 9.a shows delays from the beginning of the year through August 2014. Table 9.b shows the average frequencies from the beginning of the year through August of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2014 and 2013 respectively, and Table 10.c shows the difference between the two. From January through August of 2014, a total of 9,246 trains were delayed, compared to 6,324 trains delayed in the same eight months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In August 2014 freight operations delayed 153 trains systemwide, compared to 80 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2014 and 2013 respectively. A total of 38 trains were delayed by lift deployment in August 2014.

A review of August 2014 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 46.7% of all late trains. Table 14 shows that the average length of delay was 19.3 minutes in August 2014. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations
(effective with the May 2011 On-Time Performance Report)

"Extra" Trains

"Extra" trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those "extra" trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all "extra" trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some "extra" trains are either unknown (departures of some "extra" trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of "extra" trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for "extra" trains that have full published schedules.

Temporary Schedules and Notices, for Construction and Special Events

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

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
August 2014

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays					
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time
BNSF	1,134	79	93.0%	848	96	88.7%	1,982	175	91.2%	155	11	92.9%	102	7	93.1%	2,239	193	91.4%
Elec -ML	942	4	99.6%	717	35	95.1%	1,659	39	97.6%	230	12	94.8%	102	3	97.1%	1,991	54	97.3%
-BI	294	1	99.7%	483	3	99.4%	777	4	99.5%	150	0	100.0%		--		927	4	99.6%
-SC	357	4	98.9%	777	17	97.8%	1,134	21	98.1%	240	3	98.8%	100	2	98.0%	1,474	26	98.2%
Subtotal	1,593	9	99.4%	1,977	55	97.2%	3,570	64	98.2%	620	15	97.6%	202	5	97.5%	4,392	84	98.1%
Heritage	126	8	93.7%		--		126	8	93.7%		--			--		126	8	93.7%
Milw -N	524	23	95.6%	736	30	95.9%	1,260	53	95.8%	123	12	90.2%	103	6	94.2%	1,486	71	95.2%
-W	566	19	96.6%	652	55	91.6%	1,218	74	93.9%	123	11	91.1%	93	8	91.4%	1,434	93	93.5%
Subtotal	1,090	42	96.1%	1,388	85	93.9%	2,478	127	94.9%	246	23	90.7%	196	14	92.9%	2,920	164	94.4%
NCS	231	26	88.7%	231	27	88.3%	462	53	88.5%		--			--		462	53	88.5%
RI	756	11	98.5%	693	32	95.4%	1,449	43	97.0%	101	1	99.0%	84	2	97.6%	1,634	46	97.2%
SWS	231	9	96.1%	399	21	94.7%	630	30	95.2%	30	2	93.3%		--		660	32	95.2%
UP -N	629	3	99.5%	821	17	97.9%	1,450	20	98.6%	134	8	94.0%	95	4	95.8%	1,679	32	98.1%
-NW	689	17	97.5%	674	18	97.3%	1,363	35	97.4%	120	0	100.0%	75	5	93.3%	1,558	40	97.4%
-W	566	37	93.5%	673	38	94.4%	1,239	75	93.9%	100	3	97.0%	90	4	95.6%	1,429	82	94.3%
Subtotal	1,884	57	97.0%	2,168	73	96.6%	4,052	130	96.8%	354	11	96.9%	260	13	95.0%	4,666	154	96.7%
SYSTEM	7,045	241	96.6%	7,704	389	95.0%	14,749	630	95.7%	1,506	63	95.8%	844	41	95.1%	17,099	734	95.7%

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

Delays data for most recent month is final (09/23/14) 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-AUG	AVG
BNSF	**2009**	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.2%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.8%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.4%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.4%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4					87.6%	87.6%
2009-2013 average		93.9	94.5	96.2	96.2	95.2	90.7	92.8	93.9	95.7	93.7	95.3	95.5	94.2%	94.5%
Electric	**2009**	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.7%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1					97.0%	97.0%
2009-2013 average		97.0	97.8	98.3	98.3	98.1	96.3	95.8	97.2	97.4	96.8	97.5	97.2	97.4%	97.3%
Heritage	**2009**	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.3%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	89.4%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.5%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7					89.0%	89.0%
2009-2013 average		91.3	92.3	92.8	96.5	94.6	89.9	89.3	93.8	90.7	89.1	90.6	87.2	92.6%	91.5%
Milw - N	**2009**	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.6%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.5%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	88.7%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.1%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.7%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2					90.0%	90.0%
2009-2013 average		93.1	93.6	95.0	95.3	92.4	90.7	89.3	92.5	95.1	93.2	94.6	93.4	92.7%	93.2%
Milw - W	**2009**	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.7%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.1%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.3%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.2%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5					92.3%	92.3%
2009-2013 average		95.1	93.2	96.8	97.1	96.5	92.9	93.1	94.3	94.9	96.5	94.3	95.2	94.9%	95.0%
NCS	**2009**	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.3%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.2%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.2%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	91.7%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.9%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5					87.9%	87.9%
2009-2013 average		94.1	91.7	94.2	90.7	94.8	91.9	90.6	93.1	95.0	93.6	91.4	91.5	92.7%	92.7%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-AUG	AVG
RI	**2009**	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.3%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.5%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.0%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.8%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.3%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2					91.9%	91.9%
2009-2013 average		95.5	95.8	96.8	96.0	96.3	93.0	92.6	95.4	96.5	96.4	95.7	95.2	95.2%	95.4%
SWS	**2009**	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.4%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	93.9%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.9%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.0%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2					92.3%	92.3%
2009-2013 average		93.2	94.7	96.3	96.3	94.9	91.2	94.1	94.6	95.4	93.8	94.2	93.8	94.4%	94.4%
UP - N	**2009**	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	93.7%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.7%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.2%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.3%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.3%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1					96.1%	96.1%
2009-2013 average		94.9	95.5	96.8	97.0	95.4	92.3	92.4	92.6	94.7	95.6	95.9	96.3	94.6%	95.0%
UP - NW	**2009**	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.7%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.6%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.6%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.4%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4					94.5%	94.5%
2009-2013 average		95.5	96.1	97.0	97.4	95.0	94.0	94.3	94.8	96.4	95.5	95.4	95.5	95.5%	95.6%
UP - W	**2009**	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.2%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.6%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.6%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.4%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3					93.7%	93.7%
2009-2013 average		94.4	95.0	95.8	95.5	94.9	91.2	92.2	92.6	95.0	95.2	94.9	92.9	93.9%	94.1%
SYSTEM excluding South Shore	**2009**	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.6%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.7%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.2%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.4%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7					93.2%	93.2%
2009-2013 average		95.1	95.5	96.8	96.7	95.9	93.1	93.3	94.6	95.9	95.4	95.6	95.3	95.1%	95.3%

Delays data for most recent month is final (09/23/14) version from TOPS. P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 9/24/2014

'2009-2013 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
August 2014

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1231	Wed, Aug 13	9	C	4 ADA LIFTS/WORKING MT2 FROM CLARENDON HILLS TO FV FOR MOW
67% OT		Fri, Aug 15	8	D	WAITING ON HNTWBRC112 TO CLEAR INTO EOLA
		Tue, Aug 19	10	KW	OBSTRUCTION ON TRACKS,WEATHER, FLASH FLOOD WARNING MP0-MO16
		Thu, Aug 21	28	GW	SIGNAL MALFUNCTION WEATHER, POWER & SWITCH FAILURES AT WEST EOLA
		Fri, Aug 22	13	CC	DARK SIGNAL MP1.1, MDW WORK ON THE CHICAGO SUB
		Tue, Aug 26	7	C	UNSCHEDULED TRACK WORK
		Thu, Aug 28	11	C	6'WORKED MIDDLE W HINSDALE TO FVW ; 5" FREIGHT TRAIN W EOLA
BNSF	1233	Thu, Aug 14	22	D	FREIGHT TRAIN INTERFERENCE
81% OT		Fri, Aug 15	17	D	DELAYED WAITING ON 1266 DUE TO C BTMCGW015 ROUTED TO AIRLINE
		Thu, Aug 21	23	GW	SIGNAL MALFUNCTION, HAND LINING SWITCHES AT WEST EOLA & EOLA
		Fri, Aug 29	11	I	2 ADA LIFTS. HEAVY PASSENGER UNLOADING DUE TO PRE-HOLIDAY
BNSF	1235	Tue, Aug 05	13	D	DELAYED BY GHNLBRC801 & MGALBRC104 AT CICERO & QSSECHC231 CECO, MOW LAVERGNE
71% OT		Thu, Aug 14	8	D1	FREIGHT TRAIN INTERFERENCE
		Fri, Aug 15	8	C	DELAYED AT DOWNERS WAITING ON PASSENGERS CROSSING TO 1268 WORKING THE MIDDLE
		Thu, Aug 21	48	GW	SIGNAL MALFUNCTION, HAND LINING SWITCHES AT WEST EOLA & EOLA
		Wed, Aug 27	8	GM	GATE CROSSING MALFUNCTION
		Fri, Aug 29	13	D	X-BRCABE1-30 HOLDING ON MT1 AT EOLA, H-NTWBRC1-28 ON MT3, A3902 ON MT2 CHANGING ENDS
BNSF	1257	Fri, Aug 01	9	KW	FLASH FLOOD WARNING MP22 TO MP33, LIGHTNING STRIKE MP27.13
81% OT		Tue, Aug 05	7	D1	7" FOLLOWING #1251.
		Thu, Aug 07	124	M1	WESTERN AVE TRESPASSER STRIKE
		Mon, Aug 18	11	AM	AMTRAK CAUSED DELAY, WAITING ON 1251 @ LISLE
BNSF	1264	Fri, Aug 01	17	KP	UNATTENDED SUITCASE ON TRAIN- 1200 PASSENGER
76% OT		Fri, Aug 08	10	I	HEAVY PASSENGER LOADING DUE TO FRIDAY CONCERTS IN CHICAGO
		Wed, Aug 13	8	I	HEAVY PASSENGER HANDLING
		Fri, Aug 15	13	D1	LATE FLIP FROM 1227 DUE TO WAITING ON CWTMCSS006 TO CLEAR AT LISLE
		Wed, Aug 20	8	CC	SCHEDULED TRACK WORK, WORKED AROUND MOW MT2 FVW-WESTMONT AND MT1 AT CICERO
BNSF	1270	Tue, Aug 05	10	D	HAND LINED CROSSOVER AT CICERO A, CODE BROWN, NO ROUTE DUE TO ECGWBTM013
71% OT		Thu, Aug 14	14	D1	FREIGHT TRAIN INTERFERENCE
		Fri, Aug 15	16	D1	LATE FLIP FROM 1233 DUE TO FREIGHT INTERFERENCE AT UNION AVE & LISLE
		Thu, Aug 21	19	GW1	SIGNAL MALFUNCTION, LATE FLIP FROM 1233, HAND LINING SWITCHES AT WEST EOLA & EOLA
		Thu, Aug 28	7	G	HAND LINED SWITCH @ EOLA
		Fri, Aug 29	11	D	X-BRCABE1-30 HOLDING ON MT1 AT EOLA, H-NTWBRC1-28 ON MT3, A3902 ON MT2 CHANGING ENDS
BNSF	1272	Tue, Aug 05	9	D1	DELAYED AT CICERO BEHIND 1270
81% OT		Thu, Aug 07	120	M	STRUCK TRESPASSERS AT WESTERN AVE
		Fri, Aug 15	12	D	FOLLWING A4 AND WAITING FOR ECXCBTM071 TO CLEAR AT LISLE
		Thu, Aug 21	27	GW1	SIGNAL MALFUNCTION, LATE FLIP FROM 1235, HAND LINING SWITCHES AT WEST EOLA & EOLA
BNSF	1274	Thu, Aug 07	111	M1	DELAYED BY WESTERN AVE TRESPASSER STRIKE
81% OT		Fri, Aug 15	9	D1	DELAYED FOLLING 1272 DUE TO FREIGHT INTERFERENCE, FORM A RESTRICTIONS
		Thu, Aug 21	42	GW	SIGNAL MALFUNCTION, TRAFFIC DUE TO EOLA SWITCH ISSUES
		Tue, Aug 26	20	J	POLICE ACTIVITY AT BROOKFIELD
BNSF	1276	Thu, Aug 07	120	M1	DELAYED BY WESTERN AVE TRESPASSER STRIKE
81% OT		Thu, Aug 14	12	B	HUMAN ERROR, ENG. DEPT.
		Fri, Aug 15	7	D1	DELAYED FORLLING 1272/1274 DUE TO FREIGHT INTERFERENCE, FORM A RESTRICTIONS
		Thu, Aug 21	31	GW	SIGNAL MALFUNCTION WEATHER, TRAFFIC DUE TO EOLA SWITCH ISSUES
BNSF	1280	Tue, Aug 05	8	GM	HAND LINE SWITCHES, LISLE; BOX 2, WASHINGTON ST.
76% OT		Thu, Aug 07	175	M1	DELAYED BY WESTERN AVE TRESPASSER STRIKE
		Thu, Aug 21	23	GW1	SIGNAL MALFUNCTION, LATE FLIP FROM 1241, TRAFFICE DUE TO EOLA SWITCH ISSUES
		Tue, Aug 26	7	J1	DELAYED DUE TO 1274 POLICE ACTIVITY BROOKFIELD
		Wed, Aug 27	6	GA1	AMTRAK CUS SOUTH UNABLE TO ROUTE TRAINS IN AN EFFECTIVE MANNER
BNSF	1285	Fri, Aug 01	36	KW	FLASH FLOOD WARNING MP22 TO MP33, LIGHTNING STRIKE MP27.13
76% OT		Mon, Aug 04	7	IW	PASSENGER HANDLING DUE TO HEAVY RAIN, FLASH FLOOD WARNING MP9 TO MP16
		Tue, Aug 05	12	D1	FLIPPED FROM 1284 DUE TO EARLIER TODAY
		Thu, Aug 07	123	M1	ANNULLED.
		Thu, Aug 21	10	GW1	SIGNAL MALFUNCTION, LATE FLIP FROM 1272/1263/1286 EOLA SWITCH ISSUES
BNSF	1288	Fri, Aug 01	9	KW1	LATE FLIP FROM 1243, FLASH FLOOD WARNING MP22 TO MP33, LIGHTNING STRIKE MP27.13
81% OT		Wed, Aug 06	7	H	2" MISROUTE BY AMTRAK CUS SOUTH;5" LATE DEPARTING ATC DUE TO BEING HELD BY MECHANICAL, HILL YARD.
		Thu, Aug 07	125	M1	DELAYED BY WESTERN AVE TRESPASSER STRIKE
		Thu, Aug 21	10	GW1	SIGNAL MALFUNCTION, LATE FLIP FROM 1243, TRAFFIC DUE TO EOLA SWITCH ISSUES
BNSF	1293	Mon, Aug 04	7	IW	PASSENGER HANDLING DUE TO HEAVY RAIN, FLASH FLOOD WARNING MP9 TO MP16
76% OT		Tue, Aug 05	10	VE	METX 200 LOADING ISSUES, MECHANICAL INVESTIGATION
		Wed, Aug 06	9	G	TRACK INDICATION AT HIGHLANDS MT1, FLAGGED THRU SIGNAL
		Thu, Aug 07	9	M1	HEAVY RIDERSHIP DUE TO WESTERN AVE TRESPASSER STRIKE
		Fri, Aug 22	10	IW	SLOW PASSENGER HANDLING

TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
August 2014

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1297	Fri, Aug 01	14	I	HEAVY RIDERSHIP, LOLLAPALOOZA
81% OT		Wed, Aug 13	9	I	SLOW PASSENGER HANDLING WITH CUB FANS
		Fri, Aug 22	21	GW	20" HANDLING ROUTE AT WEST EOLA
		Tue, Aug 26	10	D	HELD AT LISLE FOR FREIGHT TRAFFIC & WORKED MT3 @ NAPERVILLE & RT 59
BNSF	1298	Mon, Aug 04	9	KW	HIGH WATER AT CICERO A AND B PLANT
81% OT		Wed, Aug 06	7	G	TRACK INDICATION AT HINSDALE
		Fri, Aug 15	8	I	PASSENGER HANDLING AT RT59 & NAPERVILLE
		Fri, Aug 29	8	I	SLOW LOADING ENROUTE
BNSF	1299	Mon, Aug 04	50	AM	DEPARTED CUS 45" LATE AFTER STRUCK BAGGAGE CART AND DRAGGING INTO HANDRAIL
81% OT		Fri, Aug 15	7	I1	LATE FLIP 1298
		Wed, Aug 20	9	IW	SLOW PASSENGER HANDLING WEATHER
		Fri, Aug 29	7	I	CONCERT LOADING
ELML	146	Mon, Aug 04	7	IW	3" LATE TURN FROM #145, UP; 4" SLOW ENTRAINING/DETRAINING, ENROUTE.
76% OT		Wed, Aug 06	6	I1	6" LATE ARRIVAL OF #145, UP.
		Mon, Aug 11	7	U1	7" WAIT ON #147 TO CLEAR, KENSINGTON.
		Wed, Aug 13	7	I1	4" LATE TURN FROM #145, UP; 3" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Wed, Aug 27	8	I1	4" LATE TURN FROM #145, UP; 4" SLOW ENTRAINING/DETRAINING, ENROUTE.
ELML	147	Fri, Aug 08	6	I	6" SLOW LOADING/UNLOADING, ENROUTE.
81% OT		Mon, Aug 11	17	U	12" ACCOMMODATING ADA PASSENGER, 67TH & KENSINGTON; 5" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Aug 14	8	I	8" HEAVY ENTRAINING/DETRAINING(BEARS GAME), ENROUTE.
		Mon, Aug 18	7	I	3" LATE DEPARTING #1 DOOR STUCK ON CAR 1522; 4" SLWO ENTRAINING/DETRAINING.
ELML	151	Fri, Aug 01	9	I	9" SLOW/HEAVY ENTRAINING/DETRAINING, ENROUTE.
81% OT		Fri, Aug 08	6	I	4" SLOW LOADING/UNLOADING, ENROUTE; 2" DOOR PROBLEM, RIVERDALE.
		Thu, Aug 14	7	I	7" ENTRAINING/DETRAINING(BEARS GAME), ENROUTE.
		Fri, Aug 29	9	I	6" SLOW/HEAVY ENTRAINING, 18TH ST; 3" MAKING ALL FLAG STOPS, ENROUTE.
MW	2227	Fri, Aug 08	15	D	19" DELAYED FOLLOWING CN FREIGHT TO B-17, B-12.
81% OT		Fri, Aug 22	15	G	15" SWITCH FAILURE, A-5.
		Wed, Aug 27	10	GW	10" SIGNAL FAILURE, B-17; STOP SIGNALS & RESTRICTED SPEEDS 1MT,MP12.9-20.1 & 2MT 20.1-12.9.
		Thu, Aug 28	8	D	8" FOLLOWING #2225 DUE TO FREIGHT PN 3MT,GALEWOOD.
MW	2234	Thu, Aug 07	8	CC	10" WAITING FOR WESTBOUND, SPAULDING; 3" WAITING FOR LINE-UP, B-12.
81% OT		Fri, Aug 08	9	CC	14" WAITING FOR WESTBOUND DUE TO SINGLE TRACKING AT ROSELLE, B-35.
		Thu, Aug 21	10	GX	15" BROKEN XING GATE GETTING HUNG UP IN BRAKING RIGGING, ENROUTE.
		Wed, Aug 27	55	GW	60" GROUND FAILURE, B-17.
MW	2236	Thu, Aug 07	10	CC	15" WAIT FOR #2215 TO CLEAR TRACK WORK, B-35.
81% OT		Fri, Aug 08	16	CC	20" WAITING FOR MWD#2215 TO CLEAR AT ROSELLE, B-35.
		Tue, Aug 19	9	CC	6" RESTRICTING SIGNAL/FORM B, KMEK-MARS.
		Wed, Aug 27	15	GW	20" GROUND FAILURE, B-17.
MW	2247	Fri, Aug 01	20	DR1	20" LATE TURN FROM #2246, CUS.
81% OT		Mon, Aug 18	18	GT	9" LATE TURN FROM #2246, CUS; 9" SIGNAL PROBLEMS, B-35 TO BIG TIMBER.
		Thu, Aug 21	11	D	3" ITEM 2 15 MPH OVER CROSSING, ROSELLE; 2" HEAVY UNLOADING, SHUAMBURG
		Wed, Aug 27	41	GW	39" SIGNAL FAILURE, B-17; STOP SIGNALS & RESTRICTED SPEED 1MT, MP12.9-20.1 & 2MT 20.1-12.9.
MW	2255	Fri, Aug 01	16	I	16" HELD, CUS.
81% OT		Mon, Aug 04	15	D1	15" WAIT FOR #2256 SINGLE TRACKING BETWEEN B-12 & B-17, B-12.
		Fri, Aug 08	16	D1	16" DUE TO LATE ARRIVAL OF MWD#2254, ENROUTE.
		Thu, Aug 21	20	J	20" INTOXICATED PASSENGER REMOVED, WESTERN
NCS	101	Fri, Aug 08	12	D	15" WAITING FOR NCS#108 AND FREIGHT TRAIN INTERFERENCE, JCT 17.
81% OT		Mon, Aug 11	10	D	15" WAIT ON #108, JCT 17.
		Tue, Aug 12	9	JM	12" MEDICAL EMERGENCY, VERNON HILLS.
		Fri, Aug 15	12	U1	12" HOLD FOR #108, H=JCT 17; 5" HOLD FOR CONTAINER TRAIN, GRAYSLAKE.
NCS	109	Mon, Aug 04	10	KW	5" STOPPED TO COPY RULE X WEATHER RESTRICTION(FLOOD); 2" SPEED RESTRICTIONG 30MPH, MP22; 4" STOP SIGNAL, DEVAL; 5" 529A, ALLANSON RD.
62% OT		Thu, Aug 07	11	UF1	12" FOLOWING 2227, 2225 AHEAD WITH B/O ADA LIFT
		Mon, Aug 11	20	D1	2" SPEED RESTRICTIONS, 39.9-39.60; 18" WAIT ON #118 & CN FREIGHT TO CLEAR, LOMOND.
		Fri, Aug 15	7	A	5" STOP SIGNAL, DEVAL: 3" DELAY STOP SIGNAL, CANAL ST A-3: 3" COPY ITEM 2, GRAND AVE
		Mon, Aug 18	13	D1	18" STOP SIGNAL WAITING ON #118 TO CELAR, PRAIRIE VIEW.
		Tue, Aug 19	18	E	20" CREW HAD TO HAND OPERATE DOORS LOC 110 LOST HEP, ENROUTE.
		Thu, Aug 21	7	D1	10" WAIT ON #118.
		Fri, Aug 22	17	G1	16" SWITCH FAILURE, A-5; 4" STOP SIGNAL, DEVAL; 2" ADA, BUFFALOGROVE.
NCS	110	Fri, Aug 08	10	GM	10" 529A, PETERSON RD & WINCHESTER RD
81% OT		Mon, Aug 11	10	D1	8" WAIT FOR #101, O'HARE; STOP, DEVAL.
		Thu, Aug 21	26	E	26" LOSS OF HEP HAND OPERATE DOORS, PRAIRIE VIEW.
		Tue, Aug 26	11	D1	2" ADA, WHEELING; 12" MEET #101 DUE TO SINGLE TRACKING AROUND FREIGHT, CP O'HARE; 1" RED SIGNAL, WASHINGTON ST.

TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
August 2014

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	112	Fri, Aug 08	15	D1	7" LATE DEPARTURE DUE TO NCS#101, JCT 17; 9" HELD FOR FREIGHT, GRAYSLAKE; 4" TRACK WORK, MUNDELEIN; 3" ADA, MUNDELEIN.
81% OT		Mon, Aug 11	7	D	2" LATE TURN FROM #101, ANTIOCH; 8" FREIGHT, GRASYLAKE; 5" TRACK CONSTRUCTION, MUNDELEIN; 529A, ALLANSON RD.
		Tue, Aug 12	7	CC	3" LATE TURN FROM #101, ANTIOCH; 4" TRACK CONSTRUCTION, MUNDELEIN.
		Mon, Aug 18	8	D	8" FREIGHT, GRAYSLAKE.
NCS	116	Fri, Aug 01	11	D	5" FREIGHT, RAM; 4" FREIGHT, DEVAL; 2" SLOW ENTRAINING.
81% OT		Fri, Aug 08	9	D	9" FOLLING CN FREIGHT TRAIN, ENROUTE.
		Mon, Aug 11	9	RF	9" WAITING TO CONTACT CN SOUTH DISPATCHER.
		Tue, Aug 12	18	CC	7" STOP SIGNAL, METRA/CN XING; 6" COULDN'T CONTACT FOREMAN FREDRICKSON; 6" STOP SIGNAL, DEVAL.
NCS	119	Thu, Aug 07	7	D	9" WAITING ON S/B CN FREIGHT, LOMOND.
81% OT		Mon, Aug 11	10	D	10" WAIT ON CN FREIGHT TO CLEAR, LOMOND.
		Thu, Aug 14	7	D	10" FREIGHT,LOMOND.
		Wed, Aug 27	10	D	15" WAITING ON CN FREIGHT TRAIN TO CLEAR, LOMOND.
RI	503	Mon, Aug 04	8	E	10" CAB SIGNALS DROPPING TO RESTRICTING, MP27.5-28.1.
81% OT		Fri, Aug 22	7	CC	4" CONTACTING EIC B1201 LINE 203, BI; 2" RULE 6.30, TPOP.
		Wed, Aug 27	6	E	6" ENG 182 SLOW LOADING, ENROUTE; 2" ENTRAINING, MIDLOTHIAN.
		Fri, Aug 29	12	RO	6" SIGNAL IN TIME, 16TH ST; 2" PASSENGER HANDLING, ENROUTE; 2" CONTACTING EIC'S OF B1202 LONES 203 & 204.
RI	532	Fri, Aug 01	14	VF	9" STOPPED BRAKE PIPE GAUGE WAS NOT WORKING UNLESS YOU TAPPED ON IT CAR 8507, NEAR 115TH ST; 2" CONFUSED PSGR, 35TH; 2" ENTRAINING, OAK FO
81% OT		Fri, Aug 08	104	M1	1HR 44M STOPPED WAITING ON #2 MT TO BE CLEARED BY METRA PD AND SPEED RESTICTIONS BY ACCIDENT SITE, MP22.5.
		Thu, Aug 21	6	I	4" ENTRAINING, MOKENA; 1" LATE PASSENGER, VERMONT ST; 1" LATE DETRAINING, 35TH ST.
		Fri, Aug 29	6	CC1	9" LATE TURN FROM #527, JUD; 3" TALKED BY SIGNALS, UD & CP RICHARDS ST.
RI	533	Fri, Aug 08	80	M1	1HR 20" LATE ARRIVAL OF RI#532, MP22.5.
81% OT		Fri, Aug 15	6	E	9" CUT OUT # TRACTION MOTOR ENGINE 407, NEW LENOX.
		Wed, Aug 27	12	K	16" CAR ON TRACKS, VERMONT.
		Fri, Aug 29	6	CC	5" TALKED BY SIGNALS, MILLER ST & CP RICHARDS ST & UD.
SWS	823	Wed, Aug 06	6	RF	3" NABLE TO DISPLAY SIGNAL ACCT FOREST HILL LINING UP FREIGHT INCORRECTLY, BRC JCT; 8" LANDERS RAN UP AROBZR TO BRC, FOREST HILL.
81% OT		Tue, Aug 12	7	D1	8" WAIT ON #834, BELT JCT.
		Fri, Aug 15	7	G	10" WAIT FOR #834 DUE TO SWITCH FAILURE @ CP74TH, ONLY TK 2 AVAILABLE FUR TO LT ENGINES ON TK1, CP518.
		Thu, Aug 21	21	H	27" LATE DEPARTING MECHANICAL PROBLEMS, CUS; LAST STOP @ 143RD & TURN TO #836.
UPW	28	Mon, Aug 11	9	GW1	9" LATE DEPARTING FOLLOWING #26 DUE TO TRACK CIRCUIT ON TK 1 @ TURNER, ELMHURST.
81% OT		Wed, Aug 13	9	GT1	9" WAIT FOR #26 TO CLEAR, PARK INT.
		Fri, Aug 22	8	L1	24" LATE TURN FROM #17, ELMHURST; WAIT FOR #26 TO CLEAR BEFORE CROSSING OVER, PARK.
		Mon, Aug 25	7	U1	7" WAIT FOR #26 TO CLEAR WOLF RD BEFORE IT RECEIVED SIGNAL, PARK.
UPW	36	Fri, Aug 08	12	I	12" SLOW ORDER AT MP 37.04, WAITED FOR PSSGRS AT GENEVA . SLOW LOADING/UNLOADING, ELMHURST.
71% OT		Mon, Aug 11	17	GW1	17" TRACK CIRCUIT TK1 WATER LEAKING IN SIGNAL BUNGALOW, TURNER;SLOW ENTRAININIG, LOMBARD; 2 ADA'S; X-TRAFFIC, WESTERN.
		Mon, Aug 18	10	D1	10"LATE ARRIVAL OF #13, ELBURN.
		Wed, Aug 20	12	U	12" ADA LIFT FAILED CAR 6027; SLOW ENTRAINING, LOMBARD & ELMHURST.
		Thu, Aug 21	21	K	21" DRAGGING EQUIPMENT HIT SWITCH HEATER BRACKET CAUSING TRACK CIRCUIT, CPY038.
		Fri, Aug 22	22	DE1	20" LATE ARRIVAL OF #13, ELBURN;0041
UPW	66	Thu, Aug 07	17	D	17" TRAIN CONTROL FOLLOWING CETWF-05, MP39-33.5; HELD M34791-07 CROSSED AHEAD SHORT ON TIME, CN WEST CHICAGO; SLOW ENTRAINING, LOMBARD.
81% OT		Thu, Aug 21	16	G	16" TRK LIGHT ON TK1, PARK; RAN TK2, VILLA PK-ELMHURST SLOW ENTRAINING FROM XINGS, CREW WAIT FOR DISP. PLACE BLOCK ON TK3 @ ELMHURST(PSGR
		Fri, Aug 22	10	D	9" WAIT FOR SIGNAL C7499-22 CROSSED AHEAD, CN WEST CHICAGO.
		Mon, Aug 25	40	DE1	40" LATE TURN FROM #63, ELBURN.

Data is final (09/23/14) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes					
Primary	**Secondary**	**Primary Annulled**	**Definition**	**Delay Class**	**Responsibility**
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
DE	DE1	XDE	Freight Mechanical Malfunction	Transportation	Semi-controllable
DM	DM1	XDM	Freight-Accident/Incident	Incidental	Uncontrollable
DR	DR1	XDR	Freight-Human Error	Transportation	Semi-controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

Effective January 1, 2014 Revised February 3 & March 12, 2014 P:\ONTIME\[#DelayClassificationTbl2012_v2014.xls]IncidentCodeTable 03/12/2014

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY Codes			
Pri.	**Sec.**	**Ann.**	**Definition**
1			**PASSENGER TRAIN INTERFERENCE**
A	A1	XA	Passenger Train Interference
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30
AD	AD1	XAD	Non-Revenue Passenger Train Interference
AM	AM1	XAM	Amtrak Caused Delay
AS	AS1	XAS	NICTD Train Interference
2 & 3			**FREIGHT INTERFERENCE, Peak & Offpeak**
D	D1	XD	Freight Train Interference
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
DE	DE1	XDE	Freight Mechanical Malfunction
DR	DR1	XDR	Freight-Human Error
4			**ACCIDENT**
DM	DM1	XDM	Freight-Accident/Incident
M	M1	XM	Right of Way Accident/Misc.
5			**PASSENGER LOADING**
I	I1	XI	Passenger Handling, Running Time
IB	IB1	XIB	Passenger Handling, Bicycle
6			**LIFT DEPLOYMENT**
U	U1	XU	Accessibility Related (ADA)
UF	UF1	XUF	ADA Lift Failure
7			**OBSTRUCTION/DEBRIS**
K	K1	XK	Obstruction On Tracks
KD	KD1	XKD	Train Struck Debris
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity
8			**SIGNAL/SWITCH FAILURE**
CM	CM1	XCM	Switch Malfunction (Track Dept.)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
GF	GF1	XGF	Signal/Switch Foreign Line
GM	GM1	XGM	Gate Crossing Malfunction
GT	GT1	XGT	Telecom Failure
GX	GX1	XGX	Broken Gate Crossing
GZ	GZ1	XGZ	ETMS Signal Malfunction
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found
9			**TRACK WORK**
C	C1	XC	Unscheduled Track Work
CA	CA1	XCA	Amtrak Engineering
CC	CC1	XCC	Scheduled Track Work
CF	CF1	XCF	Engineering Equipment Malfunction
CG	CG1	XCG	Scheduled Signal Work
CH	CH1	XCH	Contractor Failure
10			**CATENARY FAILURE**
CO	CO1	XCO	Scheduled Wire Work
O	O1	XO	AC/DC System Failure
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.

CATEGORY Codes			
Pri.	**Sec.**	**Ann.**	**Definition**
11			**NON-LOCOMOTIVE EQUIPMENT FAILURE**
F	F1	XF	Cab Car/Trailer/MU Malfunction
FS	FS1	XFS	NICTD MU Malfunction
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car
12			**LOCOMOTIVE FAILURE**
E	E1	XE	Locomotive Malfunction
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
13			**HUMAN ERROR**
B	B1	XB	Human Error, Eng. Dept.
BA	BA1	XBA	Amtrak Engineering Human Error
H	H1	XH	Human Error, Mechanical Department
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
R	R1	XR	Human Error, Transportation
RA	RA1	XRA	Human Error, Amtrak Transportation
RD	RD1	XRD	Human Error, Metra Dispatcher
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
RO	RO1	XRO	Human Error, Tower Operator
RS	RS1	XRS	Human Error, NICTD Transportation
RZ	RZ1	XRZ	ETMS Train Crew Error
14			**SICK, INJURED, UNRULY PASSENGER**
J	J1	XJ	Passenger Problems/Removal
JA	JA1	XJA	Amtrak Passenger Problems/Removal
JM	JM1	XJM	Passenger Medical Emergency
15			**WEATHER**
AW	AW1	XAW	Pass. Train Interference, Weather
CW	CW1	XCW	M of W Work, Weather
DW	DW1	XDW	Freight Train Interference, Weather
EW	EW1	XEW	Locomotive Malfunction, Weather
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
IW	IW1	XIW	Passenger Handling, Weather
KW	KW1	XKW	Obstruction On Tracks, Weather
MW	MW1	XMW	Right of Way Accident/Misc., Weather
NW	NW1	XNW	Electricity Utility Failure, Weather
OW	OW1	XOW	AC/DC System Failure, Weather
RW	RW1	XRW	Train Crew Issues, Weather
UW	UW1	XUW	Accessibility, Weather
16			**OTHER**
L	L1	XL	Unauthorized People On Tracks/Near Miss
N	N1	XN	Electricity Utility Failure
Q	Q1	XQ	Late Issuance of Track Warrant
S	S1	XS	Operational (Efficiency) Testing
T	T1	XT	Property Vandalism
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
W	W1	XW	Gas Leak

Effective January 1, 2014 Revised February 3 & March 12, 2014

P:\ONTIME\[#DelayClassificationTbl2012_v2014.xls]DelayCodes&CategoriesReportTbl 03/12/2014

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

August 2014

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	47	12	3	15	2	22	27	19	28	9	17	6	15	222	30%
Semi-controllable	32	0	0	0	5	13	25	26	4	20	0	6	38	169	23%
Uncontrollable	114	42	1	11	1	36	41	8	14	3	15	28	29	343	47%
TOTAL TRAINS DELAYED	**193**	**54**	**4**	**26**	**8**	**71**	**93**	**53**	**46**	**32**	**32**	**40**	**82**	**734**	100%

August - Average Over Previous Two Years: 2012-2013

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	50.0	40.5	10.5	24.0	0.0	53.5	44.0	14.5	27.0	12.0	29.0	31.5	37.0	373.5	44%
Semi-controllable	12.5	0.0	0.5	0.0	3.0	14.5	11.5	9.5	5.5	15.0	1.0	4.0	9.5	86.5	10%
Uncontrollable	38.5	35.5	7.0	14.5	0.5	36.0	39.0	8.5	59.5	3.5	58.0	42.0	48.0	390.5	46%
TOTAL TRAINS DELAYED	**101.0**	**76.0**	**18.0**	**38.5**	**3.5**	**104.0**	**94.5**	**32.5**	**92.0**	**30.5**	**88.0**	**77.5**	**94.5**	**850.5**	100%

August 2014 Divergence From August Average Over Previous Two Years

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	-3.0	-28.5	-7.5	-9.0	2.0	-31.5	-17.0	4.5	1.0	-3.0	-12.0	-25.5	-22.0	-151.5	130%
Semi-controllable	19.5	0.0	-0.5	0.0	2.0	-1.5	13.5	16.5	-1.5	5.0	-1.0	2.0	28.5	82.5	-71%
Uncontrollable	75.5	6.5	-6.0	-3.5	0.5	0.0	2.0	-0.5	-45.5	-0.5	-43.0	-14.0	-19.0	-47.5	41%
TOTAL TRAINS DELAYED	**92.0**	**-22.0**	**-14.0**	**-12.5**	**4.5**	**-33.0**	**-1.5**	**20.5**	**-46.0**	**1.5**	**-56.0**	**-37.5**	**-12.5**	**-116.5**	100%

January-August 2014

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	1,046	135	54	120	36	520	258	156	394	106	162	186	218	3,391	37%
Semi-controllable	390	0	1	0	51	190	209	191	71	207	14	48	162	1,534	17%
Uncontrollable	752	437	113	182	25	468	416	103	590	97	346	457	335	4,321	47%
TOTAL TRAINS DELAYED	**2,188**	**572**	**168**	**302**	**112**	**1,178**	**883**	**450**	**1,055**	**410**	**522**	**691**	**715**	**9,246**	100%

Data for current month is final (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 09/25/2014

TABLE 7: NUMBER OF DELAYS BY DATE
August 2014

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	13	4	10	3	31	1	1	0	5	5	13	4	2	2	32	8	21	5	8	2	5	175
Elec -ML	3	3	2	3	1	6	3	0	1	3	2	1	1	2	0	2	1	0	1	0	4	39
-BI	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	4
-SC	0	2	0	0	2	2	1	0	1	0	5	1	0	3	0	2	0	1	1	0	0	21
Heritage	0	0	0	1	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	2	1	8
Milw -N	2	20	6	2	2	2	0	2	1	3	0	0	0	0	0	5	4	3	0	1	0	53
-W	6	3	2	0	5	8	0	2	0	0	1	3	2	1	4	5	0	4	22	3	3	74
NCS	2	5	2	0	5	4	11	4	1	2	2	2	2	0	3	3	3	1	1	0	0	53
RI	2	1	4	3	2	7	0	2	1	0	1	0	0	0	1	3	1	0	3	2	10	43
SWS	0	3	0	2	0	1	1	3	0	0	3	0	0	1	2	3	2	0	3	4	2	30
UP -N	3	2	0	0	1	2	3	0	1	1	0	0	0	0	2	1	0	1	3	0	0	20
-NW	2	2	0	1	0	1	0	0	1	1	0	2	0	0	0	3	0	19	0	1	2	35
-W	3	1	0	4	6	2	6	0	3	1	0	4	2	1	6	22	9	1	2	0	2	75
SYSTEM	36	46	26	19	55	38	26	13	16	16	29	18	9	10	50	57	41	36	45	15	29	630

SATURDAY	2	9	16	23	30	TOTAL
BNSF	2	1	0	2	6	11
Elec -ML	9	0	1	0	2	12
-BI	0	0	0	0	0	0
-SC	2	0	0	0	1	3
Heritage	-	-	-	-	-	-
Milw -N	3	3	1	4	1	12
-W	4	1	4	2	0	11
NCS	-	-	-	-	-	-
RI	0	0	0	0	1	1
SWS	0	1	0	0	1	2
UP -N	3	1	2	0	2	8
-NW	0	0	0	0	0	0
-W	1	2	0	0	0	3
SYSTEM	24	9	8	8	14	63

SUNDAY/HOLIDAY	3	10	17	24	31	TOTAL
BNSF	2	0	0	0	5	7
Elec -ML	0	1	2	0	0	3
-BI	-	-	-	-	-	0
-SC	1	1	0	0	0	2
Heritage	-	-	-	-	-	0
Milw -N	2	0	0	1	3	6
-W	3	0	1	0	4	8
NCS	-	-	-	-	-	0
RI	1	0	0	1	0	2
SWS	-	-	-	-	-	0
UP -N	1	1	1	0	1	4
-NW	0	1	0	0	4	5
-W	1	1	0	1	1	4
SYSTEM	11	5	4	3	18	41

Data is final (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 9/24/2014

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

August 2014

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	4	0	0	0	2	0	0	2	0	0	1	0	0	9
Freight Interference - Peak	*5*	*0*	*0*	*0*	*3*	*1*	*5*	*9*	*3*	*4*	*0*	*1*	*12*	*43*
Freight Interference - Off-Peak	*21*	*0*	*0*	*0*	*0*	*11*	*19*	*16*	*1*	*13*	*0*	*3*	*26*	*110*
Freight Interference - Total	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Accident	31	4	0	1	1	21	0	3	5	0	1	19	1	87
Passenger Loading	22	30	1	6	0	8	10	0	3	0	9	6	6	101
Lift Deployment	22	3	0	1	0	1	2	2	2	1	0	1	3	38
Obstruction/Debris	3	0	0	1	0	0	0	0	1	0	3	0	2	10
Signal/Switch Failure	12	4	1	5	2	11	11	5	3	4	0	2	6	66
Track Work	8	1	0	1	0	2	10	5	13	0	3	0	3	46
Catenary Failure	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	0	3	1	4	0	0	1	1	0	0	4	3	2	19
Locomotive Failure	0	0	0	0	0	9	5	5	3	0	5	1	4	32
Human Error	7	1	1	4	0	1	3	1	8	8	3	2	0	39
Sick, Injured, Unruly Passenger	3	3	0	2	0	4	3	3	0	0	2	2	3	25
Weather	54	2	0	0	0	1	23	1	0	1	0	0	6	88
Other	1	2	0	0	0	1	1	0	4	1	1	0	8	19
TOTAL TRAINS DELAYED	**193**	**54**	**4**	**26**	**8**	**71**	**93**	**53**	**46**	**32**	**32**	**40**	**82**	**734**

August - Average Over Previous Five Years: 2009-2013

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	1.8	2.6	0.6	0.8	0.8	10.2	3.2	1.4	1.6	0.2	1.6	1.0	2.4	28.2
Freight Interference - Peak	*10.8*	*0.0*	*0.2*	*0.0*	*4.0*	*3.6*	*2.6*	*3.8*	*1.4*	*6.6*	*0.4*	*0.6*	*3.2*	*37.2*
Freight Interference - Off-Peak	*11.2*	*0.0*	*0.0*	*0.0*	*0.0*	*11.8*	*9.8*	*7.0*	*5.0*	*13.0*	*0.6*	*2.0*	*15.8*	*76.2*
Freight Interference - Total	22.0	0.0	0.2	0.0	4.0	15.4	12.4	10.8	6.4	19.6	1.0	2.6	19.0	113.4
Accident	1.0	0.0	0.0	0.0	0.0	0.0	3.4	1.2	2.0	0.0	0.0	6.4	6.6	20.6
Passenger Loading	15.6	21.0	6.0	7.6	0.0	24.8	12.2	0.4	18.0	0.2	62.4	20.4	22.2	210.8
Lift Deployment	4.0	0.0	0.0	0.6	0.0	3.8	3.0	0.2	9.4	0.2	5.6	2.0	4.2	33.0
Obstruction/Debris	9.0	2.0	0.2	3.2	0.4	1.2	2.2	0.8	3.0	0.8	2.6	4.0	1.4	30.8
Signal/Switch Failure	17.0	9.4	3.8	3.4	1.0	22.6	11.2	11.2	9.0	7.2	3.4	8.4	12.2	119.8
Track Work	37.8	10.2	1.0	7.4	0.4	6.8	11.0	1.4	6.8	1.6	20.4	8.6	10.4	123.8
Catenary Failure	0.0	5.6	1.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8
Non-Locomotive Equipment Failure	1.2	6.8	3.6	1.6	0.0	2.2	1.4	0.0	1.6	0.0	1.4	0.0	4.0	23.8
Locomotive Failure	9.0	0.6	0.0	0.0	0.0	11.4	8.8	0.6	7.8	2.0	5.8	5.0	1.4	52.4
Human Error	12.6	3.4	1.0	1.0	0.8	7.2	6.0	1.8	4.0	3.8	4.4	7.0	9.0	62.0
Sick, Injured, Unruly Passenger	2.2	8.0	1.8	2.0	0.0	4.0	2.4	0.2	3.2	0.0	8.6	5.8	5.8	44.0
Weather	5.0	4.0	0.4	0.2	0.8	2.8	3.4	3.2	4.8	0.4	10.0	9.6	4.6	49.2
Other	2.6	3.0	0.2	1.0	0.0	1.6	3.6	0.6	0.8	1.4	2.4	3.6	5.8	26.6
TOTAL TRAINS DELAYED	**140.8**	**76.6**	**20.4**	**29.4**	**8.2**	**114.0**	**84.2**	**33.8**	**78.4**	**37.4**	**129.6**	**84.4**	**109.0**	**946.2**

August 2014 Divergence From August Average Over Previous Five Years

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	2.2	-2.6	-0.6	-0.8	1.2	-10.2	-3.2	0.6	-1.6	-0.2	-0.6	-1.0	-2.4	-19.2
Freight Interference - Peak	*-5.8*	*0.0*	*-0.2*	*0.0*	*-1.0*	*-2.6*	*2.4*	*5.2*	*1.6*	*-2.6*	*-0.4*	*0.4*	*8.8*	*5.8*
Freight Interference - Off-Peak	*9.8*	*0.0*	*0.0*	*0.0*	*0.0*	*-0.8*	*9.2*	*9.0*	*-4.0*	*0.0*	*-0.6*	*1.0*	*10.2*	*33.8*
Freight Interference - Total	4.0	0.0	-0.2	0.0	-1.0	-3.4	11.6	14.2	-2.4	-2.6	-1.0	1.4	19.0	39.6
Accident	30.0	4.0	0.0	1.0	1.0	21.0	-3.4	1.8	3.0	0.0	1.0	12.6	-5.6	66.4
Passenger Loading	6.4	9.0	-5.0	-1.6	0.0	-16.8	-2.2	-0.4	-15.0	-0.2	-53.4	-14.4	-16.2	-109.8
Lift Deployment	18.0	3.0	0.0	0.4	0.0	-2.8	-1.0	1.8	-7.4	0.8	-5.6	-1.0	-1.2	5.0
Obstruction/Debris	-6.0	-2.0	-0.2	-2.2	-0.4	-1.2	-2.2	-0.8	-2.0	-0.8	0.4	-4.0	0.6	-20.8
Signal/Switch Failure	-5.0	-5.4	-2.8	1.6	1.0	-11.6	-0.2	-6.2	-6.0	-3.2	-3.4	-6.4	-6.2	-53.8
Track Work	-29.8	-9.2	-1.0	-6.4	-0.4	-4.8	-1.0	3.6	6.2	-1.6	-17.4	-8.6	-7.4	-77.8
Catenary Failure	0.0	-4.6	-1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.8
Non-Locomotive Equipment Failure	-1.2	-3.8	-2.6	2.4	0.0	-2.2	-0.4	1.0	-1.6	0.0	2.6	3.0	-2.0	-4.8
Locomotive Failure	-9.0	-0.6	0.0	0.0	0.0	-2.4	-3.8	4.4	-4.8	-2.0	-0.8	-4.0	2.6	-20.4
Human Error	-5.6	-2.4	0.0	3.0	-0.8	-6.2	-3.0	-0.8	4.0	4.2	-1.4	-5.0	-9.0	-23.0
Sick, Injured, Unruly Passenger	0.8	-5.0	-1.8	0.0	0.0	0.0	0.6	2.8	-3.2	0.0	-6.6	-3.8	-2.8	-19.0
Weather	49.0	-2.0	-0.4	-0.2	-0.8	-1.8	19.6	-2.2	-4.8	0.6	-10.0	-9.6	1.4	38.8
Other	-1.6	-1.0	-0.2	-1.0	0.0	-0.6	-2.6	-0.6	3.2	-0.4	-1.4	-3.6	2.2	-7.6
TOTAL TRAINS DELAYED	**52.2**	**-22.6**	**-16.4**	**-3.4**	**-0.2**	**-43.0**	**8.8**	**19.2**	**-32.4**	**-5.4**	**-97.6**	**-44.4**	**-27.0**	**-212.2**

Data for current month is final (09/23/14) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 09/24/2014

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-August 2014

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	11	2	1	2	7	74	13	12	14	2	3	6	17	164
Freight Interference - Peak	*187*	*0*	*0*	*0*	*39*	*42*	*49*	*66*	*27*	*55*	*2*	*24*	*46*	*537*
Freight Interference - Off-Peak	*196*	*0*	*0*	*0*	*0*	*129*	*156*	*101*	*40*	*106*	*12*	*22*	*114*	*876*
Freight Interference - Total	383	0	0	0	39	171	205	167	67	161	14	46	160	1,413
Accident	209	6	0	1	2	88	33	14	29	2	18	98	32	532
Passenger Loading	68	123	24	46	0	52	73	0	114	0	61	57	32	650
Lift Deployment	36	3	0	1	0	24	36	5	26	2	3	13	22	171
Obstruction/Debris	44	26	10	19	9	43	20	8	38	25	45	54	26	367
Signal/Switch Failure	189	25	17	28	17	198	88	79	125	67	14	33	79	959
Track Work	425	18	3	30	2	58	29	29	80	3	25	26	11	739
Catenary Failure	0	42	10	18	0	0	0	0	0	0	0	0	0	70
Non-Locomotive Equipment Failure	71	24	14	14	2	30	14	4	29	25	33	27	23	310
Locomotive Failure	104	0	0	0	0	119	76	35	90	17	68	55	36	600
Human Error	214	21	10	22	20	48	32	12	57	35	12	30	33	546
Sick, Injured, Unruly Passenger	40	37	6	17	1	16	25	4	23	5	22	38	23	257
Weather	368	233	70	93	13	237	225	73	341	57	178	200	175	2,263
Other	26	12	3	11	0	20	14	8	22	9	26	8	46	205
TOTAL TRAINS DELAYED	**2,188**	**572**	**168**	**302**	**112**	**1,178**	**883**	**450**	**1,055**	**410**	**522**	**691**	**715**	**9,246**

January-August - Average Over Previous Five Years: 2009-2013

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	23.6	17.0	5.4	6.6	3.8	61.6	15.6	11.4	17.8	8.6	13.4	9.4	13.4	207.6
Freight Interference - Peak	*42.6*	*0.0*	*0.2*	*0.0*	*28.2*	*14.2*	*15.2*	*39.2*	*12.2*	*28.8*	*4.2*	*14.8*	*29.4*	*229.0*
Freight Interference - Off-Peak	*63.0*	*0.2*	*0.2*	*0.0*	*0.0*	*82.6*	*61.2*	*56.8*	*37.0*	*80.0*	*9.0*	*20.2*	*116.8*	*527.0*
Freight Interference - Total	105.6	0.2	0.4	0.0	28.2	96.8	76.4	96.0	49.2	108.8	13.2	35.0	146.2	756.0
Accident	62.0	13.2	5.0	11.2	0.8	23.0	32.4	11.4	32.4	9.2	29.0	45.8	29.0	304.4
Passenger Loading	84.6	129.4	30.6	52.4	0.2	93.0	51.6	2.6	134.0	1.6	232.0	99.0	84.4	995.4
Lift Deployment	22.2	1.0	0.0	1.2	0.0	20.4	20.2	2.0	53.6	1.2	25.8	13.4	26.2	187.2
Obstruction/Debris	54.4	13.4	2.8	19.6	0.8	19.0	24.6	4.6	23.8	6.8	19.4	28.4	33.6	251.2
Signal/Switch Failure	165.8	70.8	23.2	20.0	20.6	198.0	113.4	63.6	61.0	76.2	49.8	66.6	84.6	1,013.6
Track Work	119.8	46.8	16.0	31.8	2.8	67.0	49.2	11.4	40.8	10.4	69.6	33.8	63.8	563.2
Catenary Failure	0.0	31.6	9.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	52.8
Non-Locomotive Equipment Failure	14.6	34.6	18.0	12.8	0.2	9.0	11.0	2.8	9.8	2.6	10.4	6.0	12.4	144.2
Locomotive Failure	106.0	1.2	0.4	0.0	2.0	84.6	49.4	16.2	53.8	10.6	37.2	43.0	25.0	429.4
Human Error	87.8	33.4	9.8	12.2	6.8	53.0	32.4	16.4	36.2	26.8	52.6	38.6	38.6	444.6
Sick, Injured, Unruly Passenger	26.0	54.8	8.8	19.8	0.4	21.8	25.2	3.0	24.8	2.4	40.6	27.2	29.4	284.2
Weather	139.0	69.2	13.2	23.2	8.6	96.6	64.6	31.8	69.2	21.0	106.4	93.8	76.4	813.0
Other	23.0	24.4	4.8	9.2	1.0	16.2	16.8	2.6	22.8	10.4	28.0	18.4	30.8	208.4
TOTAL TRAINS DELAYED	**1,034.4**	**541.0**	**147.4**	**232.0**	**76.2**	**860.0**	**582.8**	**275.8**	**629.2**	**296.6**	**727.4**	**558.6**	**693.8**	**6,655.2**

January-August 2014 Divergence From January-August Average Over Previous Five Years

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	-12.6	-15.0	-4.4	-4.6	3.2	12.4	-2.6	0.6	-3.8	-6.6	-10.4	-3.4	3.6	-43.6
Freight Interference - Peak	*144.4*	*0.0*	*-0.2*	*0.0*	*10.8*	*27.8*	*33.8*	*26.8*	*14.8*	*26.2*	*-2.2*	*9.2*	*16.6*	*308.0*
Freight Interference - Off-Peak	*133.0*	*-0.2*	*-0.2*	*0.0*	*0.0*	*46.4*	*94.8*	*44.2*	*3.0*	*26.0*	*3.0*	*1.8*	*-2.8*	*349.0*
Freight Interference - Total	277.4	-0.2	-0.4	0.0	10.8	74.2	128.6	71.0	17.8	52.2	0.8	11.0	13.8	657.0
Accident	147.0	-7.2	-5.0	-10.2	1.2	65.0	0.6	2.6	-3.4	-7.2	-11.0	52.2	3.0	227.6
Passenger Loading	-16.6	-6.4	-6.6	-6.4	-0.2	-41.0	21.4	-2.6	-20.0	-1.6	-171.0	-42.0	-52.4	-345.4
Lift Deployment	13.8	2.0	0.0	-0.2	0.0	3.6	15.8	3.0	-27.6	0.8	-22.8	-0.4	-4.2	-16.2
Obstruction/Debris	-10.4	12.6	7.2	-0.6	8.2	24.0	-4.6	3.4	14.2	18.2	25.6	25.6	-7.6	115.8
Signal/Switch Failure	23.2	-45.8	-6.2	8.0	-3.6	0.0	-25.4	15.4	64.0	-9.2	-35.8	-33.6	-5.6	-54.6
Track Work	305.2	-28.8	-13.0	-1.8	-0.8	-9.0	-20.2	17.6	39.2	-7.4	-44.6	-7.8	-52.8	175.8
Catenary Failure	0.0	10.4	1.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	17.2
Non-Locomotive Equipment Failure	56.4	-10.6	-4.0	1.2	1.8	21.0	3.0	1.2	19.2	22.4	22.6	21.0	10.6	165.8
Locomotive Failure	-2.0	-1.2	-0.4	0.0	-2.0	34.4	26.6	18.8	36.2	6.4	30.8	12.0	11.0	170.6
Human Error	126.2	-12.4	0.2	9.8	13.2	-5.0	-0.4	-4.4	20.8	8.2	-40.6	-8.6	-5.6	101.4
Sick, Injured, Unruly Passenger	14.0	-17.8	-2.8	-2.8	0.6	-5.8	-0.2	1.0	-1.8	2.6	-18.6	10.8	-6.4	-27.2
Weather	229.0	163.8	56.8	69.8	4.4	140.4	160.4	41.2	271.8	36.0	71.6	106.2	98.6	1,450.0
Other	3.0	-12.4	-1.8	1.8	-1.0	3.8	-2.8	5.4	-0.8	-1.4	-2.0	-10.4	15.2	-3.4
TOTAL TRAINS DELAYED	**1,153.6**	**31.0**	**20.6**	**70.0**	**35.8**	**318.0**	**300.2**	**174.2**	**425.8**	**113.4**	**-205.4**	**132.4**	**21.2**	**2,590.8**

Data for current month is final (09/23/14) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 09/24/2014

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

2014

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	38	58	22	8	6	14	9	9					164	1.8%
Freight Interference - Peak	*103*	*92*	*60*	*52*	*87*	*66*	*34*	*43*					*537*	*5.8%*
Freight Interference - Off-Peak	*104*	*157*	*99*	*88*	*90*	*125*	*103*	*110*					*876*	*9.5%*
Freight Interference - Total	207	249	159	140	177	191	137	153					1,413	15.3%
Accident	116	117	39	11	81	42	39	87					532	5.8%
Passenger Loading	30	75	89	29	47	145	134	101					650	7.0%
Lift Deployment	28	41	13	10	11	19	11	38					171	1.8%
Obstruction/Debris	85	88	32	44	23	49	36	10					367	4.0%
Signal/Switch Failure	190	181	112	47	121	155	87	66					959	10.4%
Track Work	42	33	37	78	208	237	58	46					739	8.0%
Catenary Failure	0	32	9	3	5	5	14	2					70	0.8%
Non-Locomotive Equipment Failure	92	49	38	15	21	33	43	19					310	3.4%
Locomotive Failure	97	125	90	33	92	76	55	32					600	6.5%
Human Error	96	84	53	81	46	72	75	39					546	5.9%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38	39	25					257	2.8%
Weather	1,431	487	123	6	36	67	25	88					2,263	24.5%
Other	31	45	32	21	27	19	11	19					205	2.2%
TOTAL TRAINS DELAYED	**2,510**	**1,702**	**879**	**549**	**937**	**1,162**	**773**	**734**					**9,246**	**100%**

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	153	2.4%
Freight Interference - Peak	*13*	*11*	*11*	*16*	*28*	*23*	*19*	*14*	*13*	*31*	*42*	*100*	*135*	*2.1%*
Freight Interference - Off-Peak	*42*	*73*	*56*	*58*	*70*	*92*	*60*	*66*	*58*	*77*	*104*	*97*	*517*	*8.2%*
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	652	10.3%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	334	5.3%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	899	14.2%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	117	1.9%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	205	3.2%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,166	18.4%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	398	6.3%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	126	2.0%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	127	2.0%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	423	6.7%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	514	8.1%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	256	4.0%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	780	12.3%
Other	11	32	19	8	22	36	24	22	19	11	30	29	174	2.8%
TOTAL TRAINS DELAYED	**563**	**619**	**557**	**744**	**710**	**1,240**	**1,051**	**840**	**585**	**735**	**799**	**1,045**	**6,324**	**100%**

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	31	37	0	-3	-11	-4	-25	-14					11	-0.6%
Freight Interference - Peak	*90*	*81*	*49*	*36*	*59*	*43*	*15*	*29*					*402*	*3.7%*
Freight Interference - Off-Peak	*62*	*84*	*43*	*30*	*20*	*33*	*43*	*44*					*359*	*1.3%*
Freight Interference - Total	152	165	92	66	79	76	58	73					761	5.0%
Accident	93	116	-39	-45	50	13	-54	64					198	0.5%
Passenger Loading	6	48	35	-10	-20	-87	-157	-64					-249	-7.2%
Lift Deployment	16	35	-6	2	2	-6	-8	19					54	0.0%
Obstruction/Debris	63	68	9	14	-1	10	3	-4					162	0.7%
Signal/Switch Failure	38	32	22	-79	-61	-74	-17	-68					-207	-8.1%
Track Work	20	27	23	33	145	155	-42	-20					341	1.7%
Catenary Failure	0	32	7	-4	4	5	-65	-35					-56	-1.2%
Non-Locomotive Equipment Failure	73	37	22	4	8	18	25	-4					183	1.3%
Locomotive Failure	56	61	62	5	43	-17	-2	-31					177	-0.2%
Human Error	44	-8	-3	30	-34	15	-7	-5					32	-2.2%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2	18	-21					1	-1.3%
Weather	1341	401	88	-212	17	-167	8	7					1483	12.1%
Other	20	13	13	13	5	-17	-13	-3					31	-0.5%
TOTAL TRAINS DELAYED	1,947	1,083	322	-195	227	-78	-278	-106					2,922	

Data for current month is final (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 09/24/2014

TABLE 11: FREIGHT DELAYS
between September 2012 and August 2014

		Electric				Milw					Union Pacific			
	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	N	NW	W	SYSTEM
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Total	115	0	1	0	20	129	143	130	55	91	14	84	166	948
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
Dec-13	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Jan-14	86	0	0	0	9	28	16	16	8	30	0	3	11	207
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	**26**	**0**	**0**	**0**	**3**	**12**	**24**	**25**	**4**	**17**	**0**	**4**	**38**	**153**
Total	501	0	0	0	52	218	289	219	103	209	18	89	237	1,935

Data for current month is final (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 09/24/2014

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

2014

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays YTD	% of All Delays YTD
BNSF	4	2	2	3	2	1	0	22					36	1.65%
Electric ML	0	0	0	0	0	0	0	3					3	0.52%
Electric BI	0	0	0	0	0	0	0	0					0	0.00%
Electric SC	0	0	0	0	0	0	0	1					1	0.33%
HER	0	0	0	0	0	0	0	0					0	0.00%
Milw N	5	10	2	0	4	2	0	1					24	2.04%
Milw W	8	5	5	1	1	9	5	2					36	4.08%
NCS	0	3	0	0	0	0	0	2					5	1.11%
RI	3	6	2	3	3	4	3	2					26	2.46%
SWS	0	0	0	0	0	0	1	1					2	0.49%
UP N	0	1	1	1	0	0	0	0					3	0.57%
UP NW	3	6	0	1	1	1	0	1					13	1.88%
UP W	5	8	1	1	0	2	2	3					22	3.08%
Total Lift Delays	**28**	**41**	**13**	**10**	**11**	**19**	**11**	**38**					**171**	**1.85%**
ALL DELAYS														**9,246**

Data for current month is final (09/23/14) version from TOPS.

2013

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays All Year	% of All Delays All Year
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%
Total Lift Delays	**12**	**6**	**19**	**8**	**9**	**25**	**19**	**19**	**22**	**23**	**11**	**32**	**205**	**2.16%**
ALL DELAYS														**9,488**

P:\ONTIME\report\[DelaysByCause16Cats.xls]LiftUseByLine&Month 09/24/2014

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

August 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	22	3	0	4	4	6	6	17	7	6	1	2	17	95
11-15	11	0	0	0	3	3	6	4	2	1	2	0	8	40
16-20	13	0	0	0	0	2	3	4	0	1	0	0	4	27
21+	23	1	0	0	1	8	2	1	2	1	0	12	7	58
Annulled	10	0	1	0	0	4	2	0	0	0	0	3	1	21
Sub-Total	79	4	1	4	8	23	19	26	11	9	3	17	37	241
Off-Peak **														
6-10	54	38	1	15	0	24	30	18	20	12	11	8	17	248
11-15	20	5	1	1	0	7	15	6	8	5	11	4	10	93
16-20	11	1	0	1	0	1	13	2	2	4	1	4	7	47
21+	23	5	1	5	0	13	14	1	5	2	3	6	10	88
Annulled	6	1	0	0	0	3	2	0	0	0	3	1	1	17
Sub-Total	114	50	3	22	0	48	74	27	35	23	29	23	45	493
August 2014 Total														
6-10	76	41	1	19	4	30	36	35	27	18	12	10	34	343
11-15	31	5	1	1	3	10	21	10	10	6	13	4	18	133
16-20	24	1	0	1	0	3	16	6	2	5	1	4	11	74
21+	46	6	1	5	1	21	16	2	7	3	3	18	17	146
Annulled	16	1	1	0	0	7	4	0	0	0	3	4	2	38
TOTAL	193	54	4	26	8	71	93	53	46	32	32	40	82	734
2014 Year-to-Date														
6-10	906	333	97	204	40	501	396	192	626	184	180	202	257	4,118
11-15	500	92	24	46	27	269	183	98	192	78	112	121	161	1,903
16-20	262	41	17	15	12	120	88	62	81	52	45	80	102	977
21+	418	91	26	26	30	237	176	91	128	81	148	252	169	1,873
Annulled	102	15	4	11	3	51	40	7	28	15	37	36	26	375
TOTAL	2,188	572	168	302	112	1,178	883	450	1,055	410	522	691	715	9,246

PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
August 2014 Total														
6-10	39.4%	75.9%	25.0%	73.1%	50.0%	42.3%	38.7%	66.0%	58.7%	56.3%	37.5%	25.0%	41.5%	46.7%
11-15	16.1%	9.3%	25.0%	3.8%	37.5%	14.1%	22.6%	18.9%	21.7%	18.8%	40.6%	10.0%	22.0%	18.1%
16-20	12.4%	1.9%	0.0%	3.8%	0.0%	4.2%	17.2%	11.3%	4.3%	15.6%	3.1%	10.0%	13.4%	10.1%
21+	23.8%	11.1%	25.0%	19.2%	12.5%	29.6%	17.2%	3.8%	15.2%	9.4%	9.4%	45.0%	20.7%	19.9%
Annulled	8.3%	1.9%	25.0%	0.0%	0.0%	9.9%	4.3%	0.0%	0.0%	0.0%	9.4%	10.0%	2.4%	5.2%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2014 Year-to-Date Delays By Duration														
6-10	41.4%	58.2%	57.7%	67.5%	35.7%	42.5%	44.8%	42.7%	59.3%	44.9%	34.5%	29.2%	35.9%	44.5%
11-15	22.9%	16.1%	14.3%	15.2%	24.1%	22.8%	20.7%	21.8%	18.2%	19.0%	21.5%	17.5%	22.5%	20.6%
16-20	12.0%	7.2%	10.1%	5.0%	10.7%	10.2%	10.0%	13.8%	7.7%	12.7%	8.6%	11.6%	14.3%	10.6%
21+	19.1%	15.9%	15.5%	8.6%	26.8%	20.1%	19.9%	20.2%	12.1%	19.8%	28.4%	36.5%	23.6%	20.3%
Annulled	4.7%	2.6%	2.4%	3.6%	2.7%	4.3%	4.5%	1.6%	2.7%	3.7%	7.1%	5.2%	3.6%	4.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 9/24/2014

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
August 2014														
Peak *	37.5	13.5	0.0	7.5	18.3	29.7	15.1	10.8	13.5	10.3	10.7	60.7	15.1	25.4
Off-Peak **	19.2	9.8	14.3	13.3	--	16.9	15.9	10.6	19.2	12.2	15.3	23.3	19.7	16.4
All	26.3	10.1	14.3	12.4	18.3	20.7	15.8	10.7	17.8	11.7	14.9	37.8	17.6	19.3
2014 Year-to-Date														
Peak *	16.1	12.7	13.8	10.1	20.1	20.7	16.6	15.8	13.8	15.0	25.1	29.8	17.7	17.9
Off-Peak **	17.8	13.5	13.6	11.0	--	16.3	15.6	18.9	12.7	17.4	22.0	25.9	21.1	17.2
All	16.8	13.2	13.7	10.8	20.1	17.8	15.9	17.6	13.2	16.6	23.2	28.0	19.5	17.5

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 (09/23/14) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 9/24/2014