

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2014



COMMUTER RAIL ON-TIME PERFORMANCE

October 2014

This report presents an analysis of the October 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 October 2014, Metra operated 18,024 scheduled trains, including scheduled "extras", if any. 747 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.9%. 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 October 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 October 2014. Of the 747 delays systemwide in October 2014, all but 383 (51%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Octobers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in October 2014, 24 more delays than the average over the previous two Octobers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 10,526 delays in 2014, all but 4,022 (38%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during October 2014. Table 8.b shows the average frequencies over the previous five Octobers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 747 delays systemwide in October 2014, 62 less than the average over the previous five Octobers. Table 9.a shows delays from the beginning of the year through October 2014. Table 9.b shows the average frequencies from the beginning of the year through October 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 October of 2014, a total of 10,526 trains were delayed, compared to 7,644 trains delayed in the same ten months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2014 freight operations delayed 167 trains systemwide, compared to 108 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 6 trains were delayed by lift deployment in October 2014.

A review of October 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 38.4% of all late trains. Table 14 shows that the average length of delay was 20.8 minutes in October 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.)

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**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
October 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	1,243	75	94.0%	923	97	89.5%	2,166	172	92.1%	112	10	91.1%	74	2	97.3%	2,352	184	92.2%
Elec -ML	1,035	17	98.4%	782	19	97.6%	1,817	36	98.0%	184	0	100.0%	83	2	97.6%	2,084	38	98.2%
-BI	322	9	97.2%	529	11	97.9%	851	20	97.6%	120	0	100.0%	--	--	--	971	20	97.9%
-SC	<u>391</u>	<u>4</u>	99.0%	<u>851</u>	<u>6</u>	99.3%	<u>1,242</u>	<u>10</u>	99.2%	<u>192</u>	<u>1</u>	99.5%	<u>80</u>	<u>3</u>	96.3%	<u>1,514</u>	<u>14</u>	99.1%
Subtotal	1,748	30	98.3%	2,162	36	98.3%	3,910	66	98.3%	496	1	99.8%	163	5	96.9%	4,569	72	98.4%
Heritage	138	3	97.8%	--	--	--	138	3	97.8%	--	--	--	--	--	--	138	3	97.8%
Milw -N	574	23	96.0%	806	20	97.5%	1,380	43	96.9%	96	9	90.6%	82	7	91.5%	1,558	59	96.2%
-W	<u>620</u>	<u>28</u>	95.5%	<u>714</u>	<u>27</u>	96.2%	<u>1,334</u>	<u>55</u>	95.9%	<u>96</u>	<u>12</u>	87.5%	<u>72</u>	<u>0</u>	100.0%	<u>1,502</u>	<u>67</u>	95.5%
Subtotal	1,194	51	95.7%	1,520	47	96.9%	2,714	98	96.4%	192	21	89.1%	154	7	95.5%	3,060	126	95.9%
NCS	253	26	89.7%	253	20	92.1%	506	46	90.9%	--	--	--	--	--	--	506	46	90.9%
RI	828	28	96.6%	760	19	97.5%	1,588	47	97.0%	80	0	100.0%	64	0	100.0%	1,732	47	97.3%
SWS	253	16	93.7%	437	41	90.6%	690	57	91.7%	24	0	100.0%	--	--	--	714	57	92.0%
UP -N	690	26	96.2%	921	15	98.4%	1,611	41	97.5%	104	5	95.2%	72	1	98.6%	1,787	47	97.4%
-NW	759	57	92.5%	737	21	97.2%	1,496	78	94.8%	96	3	96.9%	62	2	96.8%	1,654	83	95.0%
-W	<u>621</u>	<u>33</u>	94.7%	<u>737</u>	<u>36</u>	95.1%	<u>1,358</u>	<u>69</u>	94.9%	<u>80</u>	<u>7</u>	91.3%	<u>74</u>	<u>6</u>	91.9%	<u>1,512</u>	<u>82</u>	94.6%
Subtotal	2,070	116	94.4%	2,395	72	97.0%	4,465	188	95.8%	280	15	94.6%	208	9	95.7%	4,953	212	95.7%
SYSTEM	7,727	345	95.5%	8,450	332	96.1%	16,177	677	95.8%	1,184	47	96.0%	663	23	96.5%	18,024	747	95.9%

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

Delays data for most recent month is final (11/11/14) 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-OCT	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	93.1%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.6%	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	95.8%	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	94.6%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2			88.7%	88.7%
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	94.3%	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	97.8%	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	96.5%	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	98.7	98.4			97.3%	97.3%
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	97.3%	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	91.3%	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	88.6%	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	87.8%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.7%	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	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8			90.3%	90.3%
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	92.0%	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	94.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.0%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.0%	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	93.4%	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	95.5	96.2			91.2%	91.2%
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	93.0%	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	97.2%	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	93.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.6%	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	94.3%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5			93.0%	93.0%
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	95.1%	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	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.4%	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	91.6%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.3%	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	95.2	90.9			88.9%	88.9%
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	93.0%	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-OCT	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	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.5%	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	95.1%	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	95.7%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3			93.0%	93.0%
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	95.4%	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	94.8%	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	94.4%	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	94.8%	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	96.3%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0			92.4%	92.4%
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	94.5%	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	93.9%	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	94.9%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.1%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.4%	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	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4			96.4%	96.4%
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	94.7%	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	95.6%	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	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.8%	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	96.5%	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%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0			94.9%	94.9%
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	95.6%	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	94.8%	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	95.1%	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	94.8%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6			94.1%	94.1%
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	94.2%	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	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9			93.8%	93.8%
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	95.2%	95.3%

Delays data for most recent month is final (11/11/14) version from TOPS.

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'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
October 2014**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1235	Tue, Oct 14	16	D	FOLLOWING QSSECHC114 WITH MOW WORKING MT3 MP20.3	
		78% OT	Wed, Oct 15	9	RF	FORM B WAS VOIDED AT 1327 AND DS NEVER INFORMED CREW OF THIS INFORMATION
		Thu, Oct 23	12	B	MULTIPLE FREIGHT TRAINS UNABLE TO CONTACT FMIC OF FORM B 6931	
		Wed, Oct 29	11	D	FOLLOWED U-NSIAL4-20 AT CICERO AND WORKED MT3 FROM DGM WEST	
		Fri, Oct 31	23	GM	9300 HAD MULTIPLE CROSSING WARNINGS	
BNSF	1270	Wed, Oct 01	9	D	WAITING FOR THE ECXCBTM097 AT BERWYN	
		83% OT	Fri, Oct 03	10	D	DELAYED BY THE BRGAL-HIGH WIDE
		Tue, Oct 14	8	D	WAITING FOR HBRCNTW111 AT BERWYN	
		Wed, Oct 29	7	D	DELAYED @ FAIRVIEW / WORKING AROUND FREIGHT TRAFFIC	
BNSF	1271	Wed, Oct 01	15	D	FOLLOWING TRAFFIC FROM FREIGHT TRAIN INTERFERENCE AT LARAMIE, LISLE, WEST NAP & EOLA	
		83% OT	Tue, Oct 14	7	RN1	WAITING ON 1292 TO DEPART ATC
		Thu, Oct 16	20	G	HAND LINED THE #2 CROSSOVER AT HIGHLANDS	
		Fri, Oct 31	8	D1	DELAYED FOLLOWING TRAFFIC THAT WAS DELAYED BY FREIGHT TRAIN	
BNSF	1272	Fri, Oct 03	11	D	DEYALYED BY BRGAL-HIGH WIDE	
		74% OT	Wed, Oct 08	13	RF	UNABLE TO CONTACT EE DS FOR VOIDED FORM B 2312
		Fri, Oct 10	10	D	WAITING ON MBRCEOL110 SHORT TIME AT EOLA	
		Wed, Oct 15	9	DD	MOW AT EOLA CLEARING MT AHEAD OF TRAIN / FREIGHT TRAFFIC WB AT VARIOUS LOCATIONS	
		Wed, Oct 29	7	D1	DELAYED DUE TO LATE FLIP ON 1235 / WORKING AROUND FREIGHT TRAFFIC	
		Fri, Oct 31	11	GM	DELAYED ON PREVIOUS TRAIN 1235 FOR MULTIPLE CROSSING MALFUNCTIONS	
BNSF	1275	Wed, Oct 01	11	D1	LATE FLIP FROM 1276 DUE TO FREIGHT TRAIN INTERFERENCE	
		74% OT	Wed, Oct 08	8	RF1	WAITING FOR 1263 TO CHANGE ENDS WEST OF CONGRESS DUE TO EARLIER 1272 ISSUE
		Fri, Oct 10	12	E1	LATE FLIP FROM 1276	
		Tue, Oct 14	12	KP1	LATE FLIP DUE TO POLICE ACTIVITY AT DOWNERS GROVE MAIN ST	
		Wed, Oct 15	20	DD1	DEPARTED 10 MINS LATE, ACCT LATE ARRIVAL FROM TRAIN 1276 WITH FREIGHT TRAFFIC	
		Wed, Oct 29	25	D1	DEPARTED 18 MINUTES LATE DUE TO LATE ARRIVAL OF 1276	
BNSF	1276	Wed, Oct 01	22	D	FREIGHT TRAIN INTERFERENCE UDNDXP047	
		70% OT	Fri, Oct 03	11	D	DELAYED BY THE BRGAL-HIGH WIDE
		Fri, Oct 10	13	E	METX 114 OVER SPEED TRIPPED AT UNION AVENUE B	
		Tue, Oct 14	22	KP	POLICE ACTIVITY AT DOWNERS GROVE MAIN ST	
		Wed, Oct 15	17	DD	HELD AT AURORA FOR FREIGHT TRAFFIC Q-CHCSSE1-15 AT EOLA, TOTAL DELAY 6 MINUTES	
		Wed, Oct 29	23	D1	ATC THROUGH DGM --- FREIGHT TRAFFIC	
		Fri, Oct 31	35	DD	EXPRESSED FROM DGM ACCT FREIGHT BLOCKING ON PREVIOUS TRAIN 1239 AT EOLA	
BNSF	1277	Wed, Oct 01	7	D	FOLLOWING TRAFFIC FROM FREIGHT TRAIN INTERFERENCE AT LARAMIE, LISLE, WEST NAP & EOLA	
		65% OT	Fri, Oct 03	9	D1	TRAFFIC FROM EARLIER FREIGHT DELAYS
		Wed, Oct 08	9	RF1	WAITING FOR 1263 TO CHANGE ENDS WEST OF CONGRESS DUE TO EARLIER 1272 ISSUE	
		Wed, Oct 15	65	E	LOCOMOTIVE LOW OIL DEFAULT METX 112, TOP SPEED 30 MPH.	
		Thu, Oct 16	20	G1	DELAYED BY 1271 DUE TO SWITCH FAILURE AT HIGHLANDS	
		Mon, Oct 20	10	C	SLOW ORDER FORM A 10MPH AT FVW MT2, TRESPASSER AROUND MAPLE AVE MP 12.73	
		Fri, Oct 24	7	C	RESTRICTED SPEED HARLEM AVE DUE TO ROUGH TRACK MT2	
		Fri, Oct 31	35	D1	DUE TO LATE ARRIVAL OF EQUIPMENT	
BNSF	1279	Wed, Oct 01	11	D	FOLLOWING TRAFFIC FROM FREIGHT TRAIN INTERFERENCE AT LARAMIE, LISLE, WEST NAP & EOLA	
		39% OT	Fri, Oct 03	13	KP	EIE FOR TRESPASSERS AT RT59
		Tue, Oct 07	8	RF	HELD AT WEST EOLA FOR 1277 AND A383 BY EE DS	
		Wed, Oct 08	8	RF1	WAITING FOR 1263 TO CHANGE ENDS WEST OF CONGRESS DUE TO EARLIER 1272 ISSUE	
		Tue, Oct 14	21	KP1	LATE FLIP DUE TO POLICE ACTIVITY AT DOWNERS GROVE MAIN ST	
		Wed, Oct 15	13	E1	FOLLOWING 1277	
		Thu, Oct 16	29	G1	DELAYED BY 1271 SWITCH FAILURE AT HIGHLANDS, 1372 METX 114 FAILURE AT FVW	
		Mon, Oct 20	12	C	SLOW ORDER FORM A 10MPH AT FVW MT2, TRESPASSER AROUND MAPLE AVE MP 12.73	
		Wed, Oct 22	8	AM1	FOLLOWING A LATE 1275/1277, WAITING FOR 1277 AT WEST EOLA	
		Thu, Oct 23	9	B	FLAGS UP ON FORM B 7040 NO ANSWER FROM FMIC	
		Fri, Oct 24	10	C1	FOLLOWING 1277 & A383 DUE TO ROUGH TRACK HARLEM AVE MT2	
		Wed, Oct 29	7	D	FREIGHT TRAIN INTERFERENCE	
		Thu, Oct 30	10	L	SLOWED AT MP 6 FOR TRESPASSER	
				Fri, Oct 31	38	DD1

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1280	Wed, Oct 01	12	D	FREIGHT TRAIN INTERFERENCE UDNDXP047	
		78% OT	Tue, Oct 14	15	KP	POLICE ACTIVITY AT DOWNERS GROVE MAIN ST
		Tue, Oct 21	9	AM	WAITING ON LINE UP AT POLK ST FROM AMTRAK CUS SOUTH, A50 & A307 PRIORITIZED	
		Wed, Oct 29	11	D	DELAYED DUE TO FREIGHT TRAFFIC	
		Fri, Oct 31	18	DD	DELAYED FOLLOWING FREIGHT TRAFFIC AROUND CICERO	
BNSF	1281	Wed, Oct 01	7	D1	FOLLOWING A383 OUT OF CUS, LATE FLIP FROM 1280	
		74% OT	Tue, Oct 14	10	KP1	LATE FLIP DUE TO POLICE ACTIVITY AT DOWNERS GROVE MAIN ST
		Wed, Oct 15	35	E1	FOLLOWING 1277	
		Tue, Oct 28	11	A1	FOLLOWING 1373 FROM PRIOR AMTRAK CAUSED DELAY	
		Wed, Oct 29	7	D1	WORKING AROUND FREIGHT TRAFFIC AT EOLA	
		Fri, Oct 31	14	DD1	LATE ARRIVAL OF EQUIPMENT	
BNSF	1283	Tue, Oct 14	10	RN1	WAITING ON 1292 AT NAPERVILLE	
		83% OT	Wed, Oct 15	18	E1	FOLLOWING 1277
		Thu, Oct 30	17	R1	CREW 1236 OPERATED TRAIN, DGM THRU ATC ACCT 1282 HAD AIR ISSUES AT FV	
		Fri, Oct 31	10	DD1	LATE ARRIVAL OF EQUIPMENT	
BNSF	1285	Wed, Oct 08	14	RF1	LATE FLIP FROM 1272/1263/1286	
		78% OT	Wed, Oct 15	23	E1	FOLLOWING 1277
		Mon, Oct 20	14	D	DELAY WAITING FOR ECXCWTM030 & UBERNSB027 AT EOLA	
		Thu, Oct 30	38	K	DELAYED AT LOOMIS STREET DUE TO CAR STUCK ON MT2	
		Fri, Oct 31	19	D1	DELAYED DUE TO FOLLOWING TRAFFIC	
BNSF	1287	Wed, Oct 08	10	RF1	MADE TO FOLLOW 1285	
		74% OT	Fri, Oct 10	7	D	FOLLOWING THE H BRCNTW110 AT EOLA, MULTIPLE ADA LIFTS AT DOWNERS GROVE
		Wed, Oct 15	21	E1	FOLLOWING 1277	
		Mon, Oct 20	9	D	DELAY WAITING FOR ECXCWTM030 & UBERNSB027 AT EOLA	
		Thu, Oct 30	35	R1	CREW 1240 OPERATED TRAIN, DGM THRU ATC ACCT 1282 HAD AIR ISSUES AT FV	
		Fri, Oct 31	15	D1	FOLLOWING TRAFFIC	
BNSF	1293	Thu, Oct 02	8	IW	PASSENGER HANDLING A/C WEATHER	
		83% OT	Tue, Oct 14	23	K1	CAR STUCK ON MT 1 @ MP 16.83
		Wed, Oct 15	8	I	PASSENGER UNLOADING	
		Mon, Oct 27	13	CC	LATE DUE TO FORM B'S AND PASSENGER UNLOADING	
BNSF	1297	Tue, Oct 14	11	K1	CAR STUCK ON MT 1 @ MP 16.83	
		83% OT	Mon, Oct 27	15	CC	LATE ACCT FORM B SPEED RESTRICTION AND DELAY
		Tue, Oct 28	51	K1	HEAVY PASSENGER LOADING ACCOMODATING 1295 PASSENGERS FROM BROOKFIELD WEST	
		Thu, Oct 30	8	CC	MOW WORKING TO CLEAR MULTIPLE FORM A RESTRICTIONS	
BNSF	1298	Mon, Oct 13	10	D	FREIGHT INTERFERENCE	
		70% OT	Wed, Oct 15	10	CC	DELAYED 10 MIN @ MP 33.1 TO 33.2 FORM B WORKING ZONE
		Fri, Oct 17	8	I	HEAVY PASSENGER LOADING	
		Mon, Oct 20	7	D1	DELAY WAITING FOR ECXCWTM030 & UBERNSB027 AT EOLA	
		Wed, Oct 22	9	CC	WAITING FOR AUTHORITY FROM FMIC AT FORM B 6380	
		Mon, Oct 27	12	CC	ENG. PERFORMANCE	
		Tue, Oct 28	55	K1	DELAYED 22 MINUTES AT WESTERN SPRINGS, ACCT CAR STUCK ON TRACKS AT PRAIRIE AVE	
BNSF	1299	Wed, Oct 01	10	D	DUE TO SINGLE TRACK OPERATION AND FRIEGHT TRAIN INTERFERENCE	
		57% OT	Mon, Oct 13	8	D1	1298 AHEAD
		Wed, Oct 15	16	D1	DELAYED 16 MIN @ MP 33.2 TO 33.7 FORM B WORKING ZONE	
		Fri, Oct 17	10	I1	LATE ARRIVAL EARLIER DELAY HEAVY PASSENGER LOADING	
		Mon, Oct 20	9	D1	DELAY WAITING FOR ECXCWTM030 & UBERNSB027 AT EOLA	
		Wed, Oct 22	10	CC	WAITING FOR AUTHORITY FROM FMIC AT FORM B 6380	
		Fri, Oct 24	20	CC	RAIL GANG	
		Mon, Oct 27	11	CC1	MOW SCHEDULED TRACK WORK	
		Tue, Oct 28	66	K1	LATE FLIP FROM TRAIN 1298, DUE TO VEHICLE STUCK ON TRACKS	
		Wed, Oct 29	23	C	WORKED MT1 AT CICERO ACCT FREIGHT TRAFFIC PARKED ON MT3	
BNSF	1373	Wed, Oct 15	25	E1	DEPARTED 9 MINS LATE FOR ENGINE ISSUES AT CUS ON METX 196 / FOLLOWED 1277	
		78% OT	Thu, Oct 16	7	G1	TRAFFIC FROM 1271 SWITCH FAILURE AT HIGHLANDS, 1372 METX 114 FAILURE AT FVW
		Tue, Oct 28	7	A	DELAY INBOUND AT CUS ACCT HERITAGE 921 WAS LINED AND TRAIN WAS HELD AT POLK STREET	
		Thu, Oct 30	48	R1	CREW 1242 OPERATED TRAIN, DGM THRU ATC ACCT 1282 HAD AIR ISSUES AT FV	
		Fri, Oct 31	19	DD1	LATE ARRIVAL OF EQUIPMENT	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2135	Thu, Oct 02	7	G	8" STOP RESTRICTED SPEED, GRAYSLAKE WEST-ROUND LAKE, ENROUTE.	
		78% OT	Mon, Oct 06	7	E1	10" FOLLOWING TRAIN AHEAD.
		Wed, Oct 08	10	A	4" X-TRAFFIC, MAYFAIR; 3" ADA, LIBERTYVILLE; 3" BROKEN GATE, MILWAUKEE AVE; 3" KIDS PLAYING ON TRACKS, RT 138.	
		Tue, Oct 14	6	U	4" 2 ADA'S, LIBERTYVILLE.	
		Fri, Oct 24	15	G	12" SIGNAL FAILURE, A-5; 5" MAYFAIR; 3" ADA, LIBERTYVILLE.	
MW	2201	Wed, Oct 08	7	D1	9" LATE TURN FROM #2200, CUS.	
		83% OT	Mon, Oct 13	19	D1	19" WAITING ON 2 E/B, B-12.
		Wed, Oct 15	8	RF1	11" LATE TURN FROM #2200, CUS.	
		Thu, Oct 16	12	E	12" LOCO 104 NOT LOADING PROPERLY, ENROUTE.	
MW	2203	Fri, Oct 03	0	H1	ANNULLED DUE TO #2202'S ANNULMENT MECHANICAL FAILURE.	
		83% OT	Mon, Oct 13	50	D1	35" LATE TURN FROM #2202, CUS.
		Wed, Oct 15	6	G	2" LATE TURN FROM #2202, CUS; 6" RED SIGNAL & SPEED RESTRICTION, A-5.	
		Fri, Oct 17	8	G	6" X-TRAFFIC, A-5; 3" SLOW LOADING ENG #415, ENROUTE.	
NCS	102	Thu, Oct 02	7	A	7" RED SIGNAL, A-5 & A-2 FOLLOWING 2108	
		78% OT	Mon, Oct 13	12	G	12" #31 & #63 SWITCH PROBLEMS, A-5.
		Tue, Oct 14	11	G	11" WRONG COMMUNICATION ON SIGNAL BRIDGE, A-5.	
		Wed, Oct 15	8	D	4" FREIGHT, RAM; 3" WAIT FOR PASSENGERS, A-2.	
		Mon, Oct 20	8	D	18" N/B FREIGHT, ANTIOCH; EXPRESSED LAKE VILLA-BUFFALO GROVE.	
NCS	107	Thu, Oct 09	8	D	2" COPY SPEED RESTRICTION; 3" X-TRAFFIC, DEVAL; 8" S/B FREIGHT, LOMOND.	
		83% OT	Mon, Oct 20	6	D	10" UP FREIGHT, DEVAL; 4" 529A, MIDLOTHIAN MP43.11.
		Tue, Oct 21	10	C	24" 2235 STOPPED BY RTC. RAIL DETECTOR	
		Fri, Oct 31	7	D	2" FREIGHT TRAIN INTERFERENCE, DEVAL; 3" FREIGHT TRAIN INTERFERENCE, A-5 & LOMAND.	
NCS	108	Fri, Oct 03	8	E1	8" DUE TO #2202'S ANNULMENT MECHANICAL FAILURE.	
		83% OT	Mon, Oct 06	0	E1	ANNULLED, MADE COMBO WITH #110 WHO HAD LOCO FAILURE(#403).
		Tue, Oct 07	11	C	11" RECEIVING SLOW ORDER, B-12.	
		Mon, Oct 20	9	CC	11" SINGLE TRACKING WAITING ON #101, JCT 19.	
NCS	109	Thu, Oct 02	11	E	11" LOCO PROBLEM, ANTIOCH.	
		83% OT	Tue, Oct 07	31	E1	31" SWAP EQUIPMENT WITH #118, MUNDELEIN.
		Mon, Oct 20	11	D	5" STOP SIGNAL, DEVAL; 7" STOP SIGNAL, PRAIRIE VIEW.	
		Mon, Oct 27	8	G	5" WAITING ON LINE UP & COPY ITEM 2 CARPENTER ST, CUS; 3" STOP SIGNAL, DEVAL; 1" ADA, V-HILLS.	
NCS	119	Wed, Oct 01	16	D	25" WAIT ON CN FREIGHT TO CLEAR STOPPED BY DETECTOR, LEITHTON.	
		83% OT	Tue, Oct 07	34	E1	25" LATE TURN FROM #118, CUS; 7" X-TRAFFIC, DEVAL.
		Mon, Oct 13	13	D	17" STOP SIGNAL WAITING ON S/B CN FREIGHT TO CLEAR, LOMOND.	
		Fri, Oct 31	14	D	3" FOLLOWING #2149; 11" HELD FOR S/B CN FREIGHT, LOMAND.	
SWS	827	Mon, Oct 13	8	DD	10" X-TRAFFIC, NO PHONE RESPONSE, CP518.	
		74% OT	Wed, Oct 15	14	E1	14" STOPPED BEHIND #825, PALOS PARK.
		Fri, Oct 17	8	D	13" WAITING FOR SHORT TIME UP MPRPB-17 TO CLEAR, BELT JCT.	
		Wed, Oct 29	7	D1	7" LATE TURN FROM #834, CUS.	
		Thu, Oct 30	6	D	7" WAIT FOR X-TRAFFIC TO CLEAR, CHICAGO RIDGE.	
		Fri, Oct 31	10	KW1	4" TRACK CIRCUIT, ASHBURN; 6" FOLLOWING #825 ACCT WHEEL SLIP, ENROUTE.	
SWS	833	Tue, Oct 07	0	KP1	ANNULLED DUE TO POLICE ACTIVITY NEAR 74TH ST.	
		83% OT	Fri, Oct 10	11	D	17" U92702 COAL TRAIN, FOREST HILL.
		Wed, Oct 15	13	GF	17" STOPPED BEHIND #831 SWITCH PROBLEM, FOREST HILL.	
		Wed, Oct 22	8	D	10" WAIT FOR CSX K500-22 TO CLEAR, FOREST HILL.	
SWS	837	Tue, Oct 07	0	KP1	69" DEPARTED FROM WRIGHTWOOD DUE TO POLICE ACTIVITY NEAR 74TH ST.	
		83% OT	Fri, Oct 10	10	D1	14" LATE TURN FROM #838, CUS.
		Wed, Oct 15	7	E1	11" LATE ARRIVAL OF EQUIPMENT, CUS.	
		Tue, Oct 21	12	D1	17" LATE TURN FROM #838, CUS.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
SWS	838	Wed, Oct 01	8	RF	5" STOP SIGNAL, CP518; 3" WAIT ON AMTRAK, 21ST.	
		74% OT	Tue, Oct 07	0	KP1	ARRIVED WRIGHTWOOD @ 7:45PM & STOPPED DUE TO POLICE ACTIVITY, CHANGED CREW & DEPARTED AS #837@ WRIGHTWOOD.
			Fri, Oct 10	17	D1	16" MEETING #833, ASHBURN; 4" SWITCH FAILURE, BELT JCT.
			Wed, Oct 15	17	E1	15" LATE TURN FROM #827 & LINE UP CHANGE, 179TH ST.
			Tue, Oct 21	24	D	22" WAITING FOR UP IMQCSR-19 TO CLEAR, YARD MASTER SAID THEY WERE LINED UP THRU YD, CREW STOPPED CHECK EACH SWITCH BEFORE MOVEMENT, CP518.
			Tue, Oct 28	7	D	9" WAITING FOR SHORT TIME NS 33N TO CLEAR, BELT JCT.
SWS	839	Fri, Oct 03	11	D	14" 21V NS9254, PD NOTICED A DOOR OPEN & MADE TRAIN STOP TO CLOSE IT, CP518.	
		83% OT	Tue, Oct 07	0	KP1	ANNULLED DUE TO POLICE ACTIVITY NEAR 74TH ST.
			Thu, Oct 09	31	GF	30" TRACK CIRCUIT, HAND THROW DERAIL FOR TRAIN MOVEMENT, FOREST HILL.
		Thu, Oct 30	10	GF	14" WAITING ON SWITCH FAILURE, BELT JCT.	
SWS	842	Fri, Oct 03	25	D1	15" WAITING FOR #839, UNABLE TO REACH LANDERS OR BRC TO SEND #842 FIRST, ASHBURN; 15" WAITING FOR AMTRAK TO YARD, 21ST.	
		83% OT	Tue, Oct 07	0	KP1	ANNULLED DUE TO POLICE ACTIVITY NEAR 74TH ST.
			Thu, Oct 09	47	GF1	30" WAIT ON #839, ASHBURN; 20" TALKED BY SIGNAL & PUT DERAIL BACK ON POWER, FOREST HILL.
		Thu, Oct 30	12	GF1	4" Q02030 CSXT 3138, CHICAGO RIDGE; 9" WAITING TO MEET #839, ASHBURN.	
UPNW	620	Fri, Oct 03	99	KW1	99" STOPPED DUE DOWNED POWER LINES ACROSS TRACKS, CUMBERLAND.	
		83% OT	Tue, Oct 07	30	K1	30" STOPPED BEHIND #318 DUE TO CEMENT BLOCK ON TRK 2 @ MP10.014: X/O 2-3, DEVAL ADDITIONAL STOP @ NORWOOD PARK PICK UP #618'S PASSENGERS.
			Wed, Oct 22	0	XE	ANNULLED ENGINE FAILURE.
		Mon, Oct 27	8	JM1	8" FOLLOWED TRAINS AHEAD FROM, DESPLAINES.	
UPNW	622	Wed, Oct 01	10	E1	EXTRA STOPS DUE TO 624 ANNULMENT	
		83% OT	Fri, Oct 03	107	KW1	100" DOWNED POWER LINES ACROSS TRACKS, CUMBERLAND.
			Mon, Oct 06	7	D	7" WAIT FOR C70191-06 CROSSED AHEAD, CN BARRINGTON; ADA, ENROUTE; X-TRAFFIC AHEAD, LAKE ST PLANT.
		Tue, Oct 07	24	K1	24" X/O 2-3, DEVAL DUE TO CEMENT BLOCK ON TK2 @ MP10.04; MADE ADDITIONAL STOP @ NORWOOD PARK FOR #618'S PSGRS; SLOW ENTRAINING, DESPLAINES,	
UPNW	628	Wed, Oct 01	12	E1	12" MAKING EXTRA STOPS DUE TO #624'S ANNULMENT, ENROUTE.	
		83% OT	Fri, Oct 03	118	KW1	130" LATE DEPARTING DOWNED POWER LINES ACROSS TRACKS @ CUMBERLAND, BARRINGTON.
			Tue, Oct 07	20	K1	20" 2 ADA'S; X/P 2-3, DEVAL DUE TO CEMENT BLOCK ON TK2 @MP10.04.
			Wed, Oct 22	14	E1	14" MAKE EXTRA STOPS DUE TO #620'S ENGINE FAILURE @ WOODSTOCK, ENROUTE.
UPW	66	Thu, Oct 02	10	U	10" 2 ADA'S, ENROUTE; OPERATE S/S, KILBOURN-KEDZIE; SIGNAL ISSUES, WESTERN; FTX TEST, LAKE ST.	
		83% OT	Tue, Oct 07	13	D	13" MKDPRJ-07 AHEAD, 25TH AVE.
			Wed, Oct 15	6	D	6" MDENBUS-11 AHEAD, GENEVA TO WEST CHICAGO.
		Fri, Oct 24	32	KD1	32" STOPPED DUE TO #64 DEAD N MT3 & LCKSKDJ-24 WEST ON TK1 & YPREL-24 EAST ON TRK2, OAK PARK.	

Data is final (11/11/14) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Primary	Codes		Definition	Delay Class	Responsibility
	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
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

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 PASSENGER TRAIN INTERFERENCE				11 NON-LOCOMOTIVE EQUIPMENT FAILURE			
A	A1	XA	Passenger Train Interference	F	F1	XF	Cab Car/Trailer/MU Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	FS	FS1	XFS	NICTD MU Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	FZ	FZ1	XFZ	ETMS Malfunction on Cab Car
AM	AM1	XAM	Amtrak Caused Delay	12 LOCOMOTIVE FAILURE			
AS	AS1	XAS	NICTD Train Interference	E	E1	XE	Locomotive Malfunction
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
D	D1	XD	Freight Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	13 HUMAN ERROR			
DE	DE1	XDE	Freight Mechanical Malfunction	B	B1	XB	Human Error, Eng. Dept.
DR	DR1	XDR	Freight-Human Error	BA	BA1	XBA	Amtrak Engineering Human Error
4 ACCIDENT				H	H1	XH	Human Error, Mechanical Department
DM	DM1	XDM	Freight-Accident/Incident	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
M	M1	XM	Right of Way Accident/Misc.	R	R1	XR	Human Error, Transportation
5 PASSENGER LOADING				RA	RA1	XRA	Human Error, Amtrak Transportation
I	I1	XI	Passenger Handling, Running Time	RD	RD1	XRD	Human Error, Metra Dispatcher
IB	IB1	XIB	Passenger Handling, Bicycle	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
6 LIFT DEPLOYMENT				RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
U	U1	XU	Accessibility Related (ADA)	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
UF	UF1	XUF	ADA Lift Failure	RO	RO1	XRO	Human Error, Tower Operator
7 OBSTRUCTION/DEBRIS				RS	RS1	XRS	Human Error, NICTD Transportation
K	K1	XK	Obstruction On Tracks	RZ	RZ1	XRZ	ETMS Train Crew Error
KD	KD1	XKD	Train Struck Debris	14 SICK, INJURED, UNRULY PASSENGER			
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	J	J1	XJ	Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JA	JA1	XJA	Amtrak Passenger Problems/Removal
CM	CM1	XCM	Switch Malfunction (Track Dept.)	JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
9 TRACK WORK				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	16 OTHER			
10 CATENARY FAILURE				L	L1	XL	Unauthorized People On Tracks/Near Miss
CO	CO1	XCO	Scheduled Wire Work	N	N1	XN	Electricity Utility Failure
O	O1	XO	AC/DC System Failure	Q	Q1	XQ	Late Issuance of Track Warrant
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	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

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**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
October 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	97	7	6	3	3	38	47	27	27	18	34	26	50	383	51%
Semi-controllable	55	0	0	0	0	9	19	19	3	27	4	11	16	163	22%
Uncontrollable	32	31	14	11	0	12	1	0	17	12	9	46	16	201	27%
TOTAL TRAINS DELAYED	184	38	20	14	3	59	67	46	47	57	47	83	82	747	100%

October - Average Over Previous Two Years: 2012-2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	74.5	31.5	4.5	24.5	0.5	52.0	25.5	11.5	38.0	8.5	27.0	46.5	15.0	359.5	49%
Semi-controllable	10.5	0.0	0.0	0.0	4.5	11.5	15.5	16.5	6.0	14.0	0.0	14.0	11.0	103.5	14%
Uncontrollable	21.5	50.5	9.0	19.5	1.0	28.0	31.0	5.0	24.5	4.5	28.0	31.5	21.0	275.0	37%
TOTAL TRAINS DELAYED	106.5	82.0	13.5	44.0	6.0	91.5	72.0	33.0	68.5	27.0	55.0	92.0	47.0	738.0	100%

October 2014 Divergence From October Average Over Previous Two Years

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	22.5	-24.5	1.5	-21.5	2.5	-14.0	21.5	15.5	-11.0	9.5	7.0	-20.5	35.0	23.5	261%
Semi-controllable	44.5	0.0	0.0	0.0	-4.5	-2.5	3.5	2.5	-3.0	13.0	4.0	-3.0	5.0	59.5	661%
Uncontrollable	10.5	-19.5	5.0	-8.5	-1.0	-16.0	-30.0	-5.0	-7.5	7.5	-19.0	14.5	-5.0	-74.0	-822%
TOTAL TRAINS DELAYED	77.5	-44.0	6.5	-30.0	-3.0	-32.5	-5.0	13.0	-21.5	30.0	-8.0	-9.0	35.0	9.0	100%

January-October 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	1,205	162	60	124	42	604	315	194	462	128	208	226	292	4,022	38%
Semi-controllable	488	0	1	0	56	205	252	218	75	265	23	59	185	1,827	17%
Uncontrollable	807	479	144	200	27	494	430	106	619	112	378	515	366	4,677	44%
TOTAL TRAINS DELAYED	2,500	641	205	324	125	1,303	997	518	1,156	505	609	800	843	10,526	100%

Data for current month is final (11/11/14) version from TOPS.

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11/11/2014

TABLE 7: NUMBER OF DELAYS BY DATE
October 2014

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	12	2	20	2	2	12	0	5	2	18	15	6	2	8	2	6	4	3	6	8	12	7	18	172
Elec -ML	1	1	0	1	0	1	7	0	0	1	0	0	3	1	2	0	0	5	5	0	0	1	7	36
-BI	1	0	0	0	0	0	2	0	0	1	0	0	2	0	0	4	0	3	3	0	0	0	4	20
-SC	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0	2	3	0	0	0	0	10
Heritage	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Milw -N	0	2	0	2	1	2	0	0	0	5	6	4	2	1	1	1	1	4	1	0	0	2	8	43
-W	1	0	12	1	1	2	0	5	13	0	5	3	3	2	0	0	1	5	0	0	1	0	0	55
NCS	1	2	3	4	7	0	4	0	3	3	1	0	1	6	2	0	0	0	3	0	1	0	5	46
RI	0	4	11	1	1	2	0	1	0	2	11	0	4	0	2	0	0	0	2	0	0	2	4	47
SWS	1	1	5	3	11	0	3	3	3	0	7	0	1	1	2	3	0	1	0	2	3	5	2	57
UP -N	0	0	3	0	6	0	0	0	0	0	0	4	2	0	1	0	0	0	0	7	7	1	10	41
-NW	5	8	26	1	7	1	0	0	1	0	0	0	8	0	0	5	0	0	5	0	2	6	3	78
-W	<u>0</u>	<u>4</u>	<u>3</u>	<u>11</u>	<u>2</u>	<u>0</u>	<u>19</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>7</u>	<u>8</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>69</u>
SYSTEM	22	25	84	26	38	20	36	16	23	30	46	17	30	19	12	22	9	30	36	22	28	24	62	677

SATURDAY	4	11	18	25	TOTAL	SUNDAY/HOLIDAY	5	12	19	26	TOTAL
BNSF	5	1	2	2	10	BNSF	0	2	0	0	2
Elec -ML	0	0	0	0	0	Elec -ML	0	2	0	0	2
-BI	0	0	0	0	0	-BI	-	-	-	-	0
-SC	1	0	0	0	1	-SC	1	2	0	0	3
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	1	4	2	2	9	Milw -N	0	0	2	5	7
-W	1	10	1	0	12	-W	0	0	0	0	0
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	0	0	0	0	RI	0	0	0	0	0
SWS	0	0	0	0	0	SWS	-	-	-	-	0
UP -N	0	1	4	0	5	UP -N	0	0	1	0	1
-NW	1	0	0	2	3	-NW	0	0	2	0	2
-W	<u>2</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>7</u>	-W	<u>1</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>6</u>
SYSTEM	11	16	13	7	47	SYSTEM	2	10	6	5	23

Data is final (11/11/14) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
October 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	6	0	0	0	2	6	0	3	0	1	0	0	0	18
<i>Freight Interference - Peak</i>	22	0	0	0	0	3	7	9	2	4	0	7	0	54
<i>Freight Interference - Off-Peak</i>	46	0	0	0	0	7	12	11	1	12	4	4	16	113
Freight Interference - Total	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Accident	0	1	0	2	0	0	0	0	11	0	6	0	4	24
Passenger Loading	5	5	1	0	0	0	0	0	0	0	0	2	1	14
Lift Deployment	1	0	0	0	0	1	1	0	0	0	0	1	2	6
Obstruction/Debris	20	10	5	6	0	0	0	0	1	9	0	9	6	66
Signal/Switch Failure	24	1	1	1	0	15	14	4	3	15	0	0	4	82
Track Work	25	0	4	1	0	11	10	7	4	1	1	6	2	72
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	3	0	0	0	0	2	0	1	0	1	0	18	25
Locomotive Failure	9	0	0	0	0	3	8	12	10	4	31	18	21	116
Human Error	20	3	1	1	1	2	12	0	9	8	1	1	4	63
Sick, Injured, Unruly Passenger	4	6	2	3	0	3	0	0	1	1	1	8	2	31
Weather	1	8	5	0	0	8	0	0	4	2	2	26	1	57
Other	1	1	1	0	0	0	1	0	0	0	0	1	1	6
TOTAL TRAINS DELAYED	184	38	20	14	3	59	67	46	47	57	47	83	82	747

October - Average Over Previous Five Years: 2009-2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2.8	3.0	1.0	0.4	1.0	8.8	2.0	1.6	1.2	1.0	2.2	1.2	1.6	27.8
<i>Freight Interference - Peak</i>	5.8	0.0	0.0	0.0	6.2	1.0	2.6	3.8	1.6	7.2	0.6	7.4	5.8	42.0
<i>Freight Interference - Off-Peak</i>	8.0	0.0	0.0	0.0	0.0	12.6	8.8	7.0	4.6	17.2	0.2	3.4	13.6	75.4
Freight Interference - Total	13.8	0.0	0.0	0.0	6.2	13.6	11.4	10.8	6.2	24.4	0.8	10.8	19.4	117.4
Accident	7.2	2.6	1.2	1.0	0.0	9.0	5.2	0.2	5.0	1.8	0.0	7.0	0.8	41.0
Passenger Loading	6.6	15.8	2.8	5.6	0.0	8.4	0.8	0.2	3.6	0.4	13.6	5.4	4.8	68.0
Lift Deployment	3.8	0.4	0.2	0.2	0.0	2.0	2.2	0.8	7.0	0.0	3.8	2.4	3.0	25.8
Obstruction/Debris	8.0	10.0	3.2	4.4	0.0	1.2	1.4	0.0	1.2	1.8	5.2	6.6	5.0	48.0
Signal/Switch Failure	20.4	13.4	3.6	2.4	2.6	19.2	10.2	6.4	10.8	4.8	8.6	6.6	10.0	119.0
Track Work	33.2	12.4	2.8	9.0	2.6	16.0	5.2	2.2	8.8	0.8	14.0	11.8	5.0	123.8
Catenary Failure	0.0	7.6	1.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2
Non-Locomotive Equipment Failure	1.2	9.2	1.6	1.4	0.0	1.2	0.0	0.6	0.0	0.8	0.2	1.2	0.2	17.6
Locomotive Failure	16.6	0.0	0.0	0.0	0.2	6.8	2.2	2.0	8.2	1.6	5.2	5.0	6.2	54.0
Human Error	12.2	2.2	1.8	1.0	0.8	11.2	3.0	3.0	3.6	3.2	4.6	1.8	6.4	54.8
Sick, Injured, Unruly Passenger	3.4	4.8	1.6	1.4	0.4	3.2	3.4	1.0	1.8	0.0	6.6	5.4	5.0	38.0
Weather	11.4	1.4	0.4	1.4	0.6	1.2	4.0	0.2	1.0	0.0	8.0	5.2	0.8	35.6
Other	3.8	6.4	0.6	0.8	0.0	1.6	0.8	2.2	1.8	2.0	4.2	2.2	2.0	28.4
TOTAL TRAINS DELAYED	144.4	89.2	21.8	30.6	14.4	103.4	51.8	31.2	60.2	42.6	77.0	72.6	70.2	809.4

October 2014 Divergence From October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.2	-3.0	-1.0	-0.4	1.0	-2.8	-2.0	1.4	-1.2	0.0	-2.2	-1.2	-1.6	-9.8
<i>Freight Interference - Peak</i>	16.2	0.0	0.0	0.0	-6.2	2.0	4.4	5.2	0.4	-3.2	-0.6	-0.4	-5.8	12.0
<i>Freight Interference - Off-Peak</i>	38.0	0.0	0.0	0.0	0.0	-5.6	3.2	4.0	-3.6	-5.2	3.8	0.6	2.4	37.6
Freight Interference - Total	54.2	0.0	0.0	0.0	-6.2	-3.6	7.6	9.2	-3.2	-8.4	3.2	0.2	-3.4	49.6
Accident	-7.2	-1.6	-1.2	1.0	0.0	-9.0	-5.2	-0.2	6.0	-1.8	6.0	-7.0	3.2	-17.0
Passenger Loading	-1.6	-10.8	-1.8	-5.6	0.0	-8.4	-0.8	-0.2	-3.6	-0.4	-13.6	-3.4	-3.8	-54.0
Lift Deployment	-2.8	-0.4	-0.2	-0.2	0.0	-1.0	-1.2	-0.8	-7.0	0.0	-3.8	-1.4	-1.0	-19.8
Obstruction/Debris	12.0	0.0	1.8	1.6	0.0	-1.2	-1.4	0.0	-0.2	7.2	-5.2	2.4	1.0	18.0
Signal/Switch Failure	3.6	-12.4	-2.6	-1.4	-2.6	-4.2	3.8	-2.4	-7.8	10.2	-8.6	-6.6	-6.0	-37.0
Track Work	-8.2	-12.4	1.2	-8.0	-2.6	-5.0	4.8	4.8	-4.8	0.2	-13.0	-5.8	-3.0	-51.8
Catenary Failure	0.0	-7.6	-1.0	-1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-10.2
Non-Locomotive Equipment Failure	-1.2	-6.2	-1.6	-1.4	0.0	-1.2	2.0	-0.6	1.0	-0.8	0.8	-1.2	17.8	7.4
Locomotive Failure	-7.6	0.0	0.0	0.0	-0.2	-3.8	5.8	10.0	1.8	2.4	25.8	13.0	14.8	62.0
Human Error	7.8	0.8	-0.8	0.0	0.2	-9.2	9.0	-3.0	5.4	4.8	-3.6	-0.8	-2.4	8.2
Sick, Injured, Unruly Passenger	0.6	1.2	0.4	1.6	-0.4	-0.2	-3.4	-1.0	-0.8	1.0	-5.6	2.6	-3.0	-7.0
Weather	-10.4	6.6	4.6	-1.4	-0.6	6.8	-4.0	-0.2	3.0	2.0	-6.0	20.8	0.2	21.4
Other	-2.8	-5.4	0.4	-0.8	0.0	-1.6	0.2	-2.2	-1.8	-2.0	-4.2	-1.2	-1.0	-22.4
TOTAL TRAINS DELAYED	39.6	-51.2	-1.8	-16.6	-11.4	-44.4	15.2	14.8	-13.2	14.4	-30.0	10.4	11.8	-62.4

Data for current month is final (11/11/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\LastMonthByLine 11/11/2014

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-October 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	21	2	1	2	9	80	13	15	15	3	3	6	19	189
<i>Freight Interference - Peak</i>	216	0	0	0	44	47	57	78	29	62	6	31	46	616
<i>Freight Interference - Off-Peak</i>	259	0	0	0	0	139	189	117	41	139	17	26	137	1,064
Freight Interference - Total	475	0	0	0	44	186	246	195	70	201	23	57	183	1,680
Accident	211	7	0	3	2	93	33	14	40	2	27	98	36	566
Passenger Loading	76	129	25	48	0	53	73	0	114	0	61	63	38	680
Lift Deployment	39	3	0	1	0	27	41	5	26	2	3	16	27	190
Obstruction/Debris	73	37	18	27	10	43	25	9	43	37	45	68	33	468
Signal/Switch Failure	236	30	18	29	17	244	108	85	136	91	15	34	87	1,130
Track Work	466	18	7	31	2	74	45	39	98	4	35	34	19	872
Catenary Failure	0	42	10	18	0	0	0	0	0	0	0	0	0	70
Non-Locomotive Equipment Failure	71	43	15	16	2	30	16	4	34	25	34	35	42	367
Locomotive Failure	115	0	0	0	1	128	86	53	100	21	100	75	67	746
Human Error	269	26	11	23	23	55	45	12	76	45	14	31	38	668
Sick, Injured, Unruly Passenger	47	48	9	22	1	19	26	4	27	6	32	46	25	312
Weather	371	242	76	93	13	251	225	75	349	59	191	227	180	2,352
Other	30	14	15	11	1	20	15	8	28	9	26	10	49	236
TOTAL TRAINS DELAYED	2,500	641	205	324	125	1,303	997	518	1,156	505	609	800	843	10,526

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	29.2	20.6	6.8	7.6	5.6	77.8	18.8	15.2	20.6	11.8	16.6	11.4	16.6	258.6
<i>Freight Interference - Peak</i>	55.2	0.0	0.2	0.0	37.4	15.6	18.8	44.8	16.8	39.6	4.8	24.2	36.8	294.2
<i>Freight Interference - Off-Peak</i>	79.2	0.2	0.2	0.0	0.0	105.4	81.4	68.4	43.8	106.8	9.4	26.0	143.0	663.8
Freight Interference - Total	134.4	0.2	0.4	0.0	37.4	121.0	100.2	113.2	60.6	146.4	14.2	50.2	179.8	958.0
Accident	78.0	15.8	6.2	12.2	0.8	32.8	40.6	13.2	38.0	11.0	30.4	58.8	33.4	371.2
Passenger Loading	97.6	165.6	41.2	65.4	0.2	108.4	65.6	3.2	147.2	2.6	280.6	113.4	97.4	1,188.4
Lift Deployment	28.0	1.4	0.2	1.4	0.0	24.2	25.6	4.0	67.4	1.6	34.4	17.4	33.8	239.4
Obstruction/Debris	68.4	25.4	7.6	25.2	1.0	22.0	28.6	4.6	28.0	9.4	27.4	39.4	40.8	327.8
Signal/Switch Failure	197.2	94.6	29.8	26.6	25.8	230.2	129.4	75.0	76.8	85.4	63.4	78.0	105.2	1,217.4
Track Work	171.4	63.0	20.0	48.0	8.2	91.4	65.0	16.0	56.0	14.2	100.0	55.2	77.2	785.6
Catenary Failure	0.0	41.4	11.0	16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	69.4
Non-Locomotive Equipment Failure	17.2	48.4	21.4	16.2	0.2	11.4	11.4	3.4	10.6	3.4	12.6	8.2	14.8	179.2
Locomotive Failure	126.8	1.2	0.4	0.0	2.4	94.2	55.0	19.4	68.6	12.8	44.8	50.8	33.6	510.0
Human Error	111.6	39.2	13.0	15.2	9.0	71.8	41.2	20.8	43.0	33.8	61.6	43.4	47.8	551.4
Sick, Injured, Unruly Passenger	30.4	65.6	11.4	24.0	1.0	27.8	31.0	4.2	29.2	2.6	51.8	37.0	37.4	353.4
Weather	151.6	72.2	14.2	26.2	9.4	99.8	73.6	32.4	71.2	21.0	115.2	99.4	80.6	866.8
Other	30.0	31.8	6.2	10.6	1.0	20.2	19.2	5.0	26.6	12.6	38.8	22.6	35.4	260.0
TOTAL TRAINS DELAYED	1,271.8	686.4	189.8	295.4	102.0	1,033.0	705.2	329.6	743.8	368.6	891.8	685.4	833.8	8,136.6

January-October 2014 Divergence From January-October 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	-8.2	-18.6	-5.8	-5.6	3.4	2.2	-5.8	-0.2	-5.6	-8.8	-13.6	-5.4	2.4	-69.6
<i>Freight Interference - Peak</i>	160.8	0.0	-0.2	0.0	6.6	31.4	38.2	33.2	12.2	22.4	1.2	6.8	9.2	321.8
<i>Freight Interference - Off-Peak</i>	179.8	-0.2	-0.2	0.0	0.0	33.6	107.6	48.6	-2.8	32.2	7.6	0.0	-6.0	400.2
Freight Interference - Total	340.6	-0.2	-0.4	0.0	6.6	65.0	145.8	81.8	9.4	54.6	8.8	6.8	3.2	722.0
Accident	133.0	-8.8	-6.2	-9.2	1.2	60.2	-7.6	0.8	2.0	-9.0	-3.4	39.2	2.6	194.8
Passenger Loading	-21.6	-36.6	-16.2	-17.4	-0.2	-55.4	7.4	-3.2	-33.2	-2.6	-219.6	-50.4	-59.4	-508.4
Lift Deployment	11.0	1.6	-0.2	-0.4	0.0	2.8	15.4	1.0	-41.4	0.4	-31.4	-1.4	-6.8	-49.4
Obstruction/Debris	4.6	11.6	10.4	1.8	9.0	21.0	-3.6	4.4	15.0	27.6	17.6	28.6	-7.8	140.2
Signal/Switch Failure	38.8	-64.6	-11.8	2.4	-8.8	13.8	-21.4	10.0	59.2	5.6	-48.4	-44.0	-18.2	-87.4
Track Work	294.6	-45.0	-13.0	-17.0	-6.2	-17.4	-20.0	23.0	42.0	-10.2	-65.0	-21.2	-58.2	86.4
Catenary Failure	0.0	0.6	-1.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.6
Non-Locomotive Equipment Failure	53.8	-5.4	-6.4	-0.2	1.8	18.6	4.6	0.6	23.4	21.6	21.4	26.8	27.2	187.8
Locomotive Failure	-11.8	-1.2	-0.4	0.0	-1.4	33.8	31.0	33.6	31.4	8.2	55.2	24.2	33.4	236.0
Human Error	157.4	-13.2	-2.0	7.8	14.0	-16.8	3.8	-8.8	33.0	11.2	-47.6	-12.4	-9.8	116.6
Sick, Injured, Unruly Passenger	16.6	-17.6	-2.4	-2.0	0.0	-8.8	-5.0	-0.2	-2.2	3.4	-19.8	9.0	-12.4	-41.4
Weather	219.4	169.8	61.8	66.8	3.6	151.2	151.4	42.6	277.8	38.0	75.8	127.6	99.4	1,485.2
Other	0.0	-17.8	8.8	0.4	0.0	-0.2	-4.2	3.0	1.4	-3.6	-12.8	-12.6	13.6	-24.0
TOTAL TRAINS DELAYED	1,228.2	-45.4	15.2	28.6	23.0	270.0	291.8	188.4	412.2	136.4	-282.8	114.6	9.2	2,389.4

Data for current month is final (11/11/14) 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
2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	38	58	22	8	6	14	9	9	7	18			189	1.8%
<i>Freight Interference - Peak</i>	103	92	60	52	87	66	34	43	25	54			616	5.9%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90	125	103	110	75	113			1,064	10.1%
Freight Interference - Total	207	249	159	140	177	191	137	153	100	167			1,680	16.0%
Accident	116	117	39	11	81	42	39	87	10	24			566	5.4%
Passenger Loading	30	75	89	29	47	145	134	101	16	14			680	6.5%
Lift Deployment	28	41	13	10	11	19	11	38	13	6			190	1.8%
Obstruction/Debris	85	88	32	44	23	49	36	10	35	66			468	4.4%
Signal/Switch Failure	190	181	112	47	121	155	87	66	89	82			1,130	10.7%
Track Work	42	33	37	78	208	237	58	46	61	72			872	8.3%
Catenary Failure	0	32	9	3	5	5	14	2	0	0			70	0.7%
Non-Locomotive Equipment Failure	92	49	38	15	21	33	43	19	32	25			367	3.5%
Locomotive Failure	97	125	90	33	92	76	55	32	30	116			746	7.1%
Human Error	96	84	53	81	46	72	75	39	59	63			668	6.3%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38	39	25	24	31			312	3.0%
Weather	1,431	487	123	6	36	67	25	88	32	57			2,352	22.3%
Other	31	45	32	21	27	19	11	19	25	6			236	2.2%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747			10,526	100%

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	172	2.3%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	179	2.3%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	652	8.5%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	831	10.9%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	414	5.4%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	1,008	13.2%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	162	2.1%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	309	4.0%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,377	18.0%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	585	7.7%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	163	2.1%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	147	1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	478	6.3%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	604	7.9%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	331	4.3%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	859	11.2%
Other	11	32	19	8	22	36	24	22	19	11	30	29	204	2.7%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799	1,045	7,644	100%

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	31	37	0	-3	-11	-4	-25	-14	-7	13			17	-0.5%
<i>Freight Interference - Peak</i>	90	81	49	36	59	43	15	29	12	23			437	3.5%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20	33	43	44	17	36			412	1.6%
Freight Interference - Total	152	165	92	66	79	76	58	73	29	59			849	5.1%
Accident	93	116	-39	-45	50	13	-54	64	-15	-31			152	0.0%
Passenger Loading	6	48	35	-10	-20	-87	-157	-64	-49	-30			-328	-6.7%
Lift Deployment	16	35	-6	2	2	-6	-8	19	-9	-17			28	-0.3%
Obstruction/Debris	63	68	9	14	-1	10	3	-4	7	-10			159	0.4%
Signal/Switch Failure	38	32	22	-79	-61	-74	-17	-68	15	-55			-247	-7.3%
Track Work	20	27	23	33	145	155	-42	-20	-14	-40			287	0.6%
Catenary Failure	0	32	7	-4	4	5	-65	-35	-4	-33			-93	-1.5%
Non-Locomotive Equipment Failure	73	37	22	4	8	18	25	-4	25	12			220	1.6%
Locomotive Failure	56	61	62	5	43	-17	-2	-31	6	85			268	0.8%
Human Error	44	-8	-3	30	-34	15	-7	-5	-2	34			64	-1.6%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2	18	-21	-9	-11			-19	-1.4%
Weather	1341	401	88	-212	17	-167	8	7	-31	41			1493	11.1%
Other	20	13	13	13	5	-17	-13	-3	6	-5			32	-0.4%
TOTAL TRAINS DELAYED	1,947	1,083	322	-195	227	-78	-278	-106	-52	12			2,882	

Data for current month is final (11/11/14) version from TOPS.

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TABLE 11: FREIGHT DELAYS
between November 2012 and October 2014

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Total	134	0	1	0	24	130	147	134	51	87	14	79	165	966
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
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Total	562	0	0	0	51	209	293	225	99	234	27	84	239	2,023

Data for current month is final (11/11/14) version from TOPS.

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**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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	4	2	2	3	2	1	0	22	2	1																									39	1.56%		
Electric ML	0	0	0	0	0	0	0	3	0	0																									3	0.47%		
Electric BI	0	0	0	0	0	0	0	0	0	0																										0	0.00%	
Electric SC	0	0	0	0	0	0	0	1	0	0																										1	0.31%	
HER	0	0	0	0	0	0	0	0	0	0																										0	0.00%	
Milw N	5	10	2	0	4	2	0	1	2	1																										27	2.07%	
Milw W	8	5	5	1	1	9	5	2	4	1																										41	4.11%	
NCS	0	3	0	0	0	0	0	2	0	0																										5	0.97%	
RI	3	6	2	3	3	4	3	2	0	0																										26	2.25%	
SWS	0	0	0	0	0	0	1	1	0	0																										2	0.40%	
UP N	0	1	1	1	0	0	0	0	0	0																										3	0.49%	
UP NW	3	6	0	1	1	1	0	1	2	1																										16	2.00%	
UP W	5	8	1	1	0	2	2	3	3	2																										27	3.20%	
Total Lift Delays	28	41	13	10	11	19	11	38	13	6																										190	1.81%	
ALL DELAYS																																					10,526	

Data for current month is final (11/11/14) 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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	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	0.13%
Electric BI	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																											2	0.44%
HER	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	0.00%
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	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
October 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	35	8	5	2	1	14	8	13	11	7	1	13	7	125
11-15	16	1	2	2	0	7	6	6	2	3	6	8	8	67
16-20	11	3	1	0	1	1	7	3	3	1	2	7	8	48
21+	12	5	1	0	1	1	4	3	8	4	14	26	9	88
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>17</u>
Sub-Total	75	17	9	4	3	23	28	26	28	16	26	57	33	345
Off-Peak **														
6-10	48	14	9	5	0	19	14	9	8	17	2	7	10	162
11-15	26	4	1	1	0	6	15	6	3	7	2	6	10	87
16-20	14	1	1	2	0	3	2	2	2	3	2	4	8	44
21+	21	2	0	2	0	8	6	3	5	8	10	9	20	94
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>15</u>
Sub-Total	109	21	11	10	0	36	39	20	19	41	21	26	49	402
October 2014 Total														
6-10	83	22	14	7	1	33	22	22	19	24	3	20	17	287
11-15	42	5	3	3	0	13	21	12	5	10	8	14	18	154
16-20	25	4	2	2	1	4	9	5	5	4	4	11	16	92
21+	33	7	1	2	1	9	10	6	13	12	24	35	29	182
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>7</u>	<u>8</u>	<u>3</u>	<u>2</u>	<u>32</u>
TOTAL	184	38	20	14	3	59	67	46	47	57	47	83	82	747
2014 Year-to-Date														
6-10	1,045	369	122	215	47	568	447	221	684	232	195	235	299	4,679
11-15	572	104	31	50	30	294	211	117	205	96	130	140	185	2,165
16-20	301	49	19	18	14	134	101	70	90	56	52	92	123	1,119
21+	473	101	29	30	31	256	191	101	144	99	185	293	205	2,138
Annulled	<u>109</u>	<u>18</u>	<u>4</u>	<u>11</u>	<u>3</u>	<u>51</u>	<u>47</u>	<u>9</u>	<u>33</u>	<u>22</u>	<u>47</u>	<u>40</u>	<u>31</u>	<u>425</u>
TOTAL	2,500	641	205	324	125	1,303	997	518	1,156	505	609	800	843	10,526
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	
October 2014 Total														
6-10	45.1%	57.9%	70.0%	50.0%	33.3%	55.9%	32.8%	47.8%	40.4%	42.1%	6.4%	24.1%	20.7%	38.4%
11-15	22.8%	13.2%	15.0%	21.4%	0.0%	22.0%	31.3%	26.1%	10.6%	17.5%	17.0%	16.9%	22.0%	20.6%
16-20	13.6%	10.5%	10.0%	14.3%	33.3%	6.8%	13.4%	10.9%	10.6%	7.0%	8.5%	13.3%	19.5%	12.3%
21+	17.9%	18.4%	5.0%	14.3%	33.3%	15.3%	14.9%	13.0%	27.7%	21.1%	51.1%	42.2%	35.4%	24.4%
Annulled	<u>0.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.5%</u>	<u>2.2%</u>	<u>10.6%</u>	<u>12.3%</u>	<u>17.0%</u>	<u>3.6%</u>	<u>2.4%</u>	<u>4.3%</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%
2014 Year-to-Date Delays By Duration														
6-10	41.8%	57.6%	59.5%	66.4%	37.6%	43.6%	44.8%	42.7%	59.2%	45.9%	32.0%	29.4%	35.5%	44.5%
11-15	22.9%	16.2%	15.1%	15.4%	24.0%	22.6%	21.2%	22.6%	17.7%	19.0%	21.3%	17.5%	21.9%	20.6%
16-20	12.0%	7.6%	9.3%	5.6%	11.2%	10.3%	10.1%	13.5%	7.8%	11.1%	8.5%	11.5%	14.6%	10.6%
21+	18.9%	15.8%	14.1%	9.3%	24.8%	19.6%	19.2%	19.5%	12.5%	19.6%	30.4%	36.6%	24.3%	20.3%
Annulled	<u>4.4%</u>	<u>2.8%</u>	<u>2.0%</u>	<u>3.4%</u>	<u>2.4%</u>	<u>3.9%</u>	<u>4.7%</u>	<u>1.7%</u>	<u>2.9%</u>	<u>4.4%</u>	<u>7.7%</u>	<u>5.0%</u>	<u>3.7%</u>	<u>4.0%</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 (11/11/14) 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	
October 2014														
Peak *	15.0	17.7	12.2	9.8	20.0	10.2	16.9	12.2	17.4	17.3	35.7	45.5	22.2	22.1
Off-Peak **	16.3	10.1	9.0	14.8	--	17.1	14.9	15.4	16.9	16.4	32.8	32.0	34.3	19.6
All	15.8	13.5	10.5	13.4	20.0	14.4	15.7	13.6	17.2	16.7	34.5	41.1	29.4	20.8
2014 Year-to-Date														
Peak *	16.0	13.0	13.5	10.0	19.3	19.7	16.3	15.6	13.8	15.0	25.9	31.5	17.8	18.0
Off-Peak **	17.5	13.3	13.1	11.5	--	16.2	15.4	18.4	12.8	17.0	22.4	26.0	22.2	17.2
All	16.7	13.2	13.3	11.1	19.3	17.4	15.7	17.2	13.2	16.4	23.9	29.0	20.2	17.6

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 (11/11/14) version from TOPS.