COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

May 2013

Division of Strategic Capital Planning August 2013

COMMUTER RAIL ON-TIME PERFORMANCE
May 2013

This report presents an analysis of the May 2013 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During May 2013, Metra operated 17,466 scheduled trains, including scheduled "extras", if any. 710 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 2008.

Table 3 lists each train that was on time for less than 85% of its weekday runs in May 2013, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category in Table 5. Effective January 1, 2012, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay. Table 6.a shows the frequency of train delays by delay-cause control and by line during April 2013. Of the 744 delays systemwide in April 2013, all but 252 (34%) were beyond Metra's control. Table 6.b shows the previous April, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in April 2013, 38 more delays than in the previous April were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 2,483 delays in 2013, all but 252 (34%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during May 2013. Table 8.b shows the average frequencies over the previous five Mays, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 710 delays systemwide in May 2013, 64 more than the average over the previous five Mays. Table 9.a shows delays from the beginning of the year through May 2013. Table 9.b shows the average frequencies from the beginning of the year through May of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2013 and 2012 respectively, and Table 10.c shows the difference between the two. From January through May of 2013, a total of 3,193 trains were delayed, compared to 3,183 trains delayed in the same five months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In May 2013 freight operations delayed 98 trains systemwide, compared to 65 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2013 and 2012 respectively. A total of 9 trains were delayed by lift deployment in May 2013.

A review of May 2013 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 44.2% of all late trains. Table 14 shows that the average length of delay was 16.2 minutes in May 2013. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

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

"Extra" Trains

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

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

Construction Notices and Temporary Schedules

Planned track, signal, or right-of-way construction projects can adversely affect the on-time performance of any train. Metra periodically publishes a construction notice to inform riders and Metra staff of possible delays to specified upcoming off-peak, reverse-peak, and weekend trains due to planned construction work during a limited time. The construction notice is provided only for information, which is not included in on-time performance calculations.

When a planned construction project is projected to consistently cause delays for certain trains on certain rail lines during a specified period, Metra publishes a full temporary schedule, which supersedes the standard schedule. On-time performance for affected trains during that specified period is based on that temporary published schedule.

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

TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
May 2013

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays					
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time
BNSF	1,188	38	96.8%	883	38	95.7%	2,071	76	96.3%	112	11	90.2%	90	3	96.7%	2,273	90	96.0%
Elec -ML	987	28	97.2%	751	12	98.4%	1,738	40	97.7%	184	3	98.4%	100	11	89.0%	2,022	54	97.3%
-BI	308	3	99.0%	506	5	99.0%	814	8	99.0%	120	0	100.0%		--		934	8	99.1%
-SC	374	7	98.1%	814	19	97.7%	1,188	26	97.8%	192	1	99.5%	100	0	100.0%	1,480	27	98.2%
Subtotal	1,669	38	97.7%	2,071	36	98.3%	3,740	74	98.0%	496	4	99.2%	200	11	94.5%	4,436	89	98.0%
Heritage	132	7	94.7%		--		132	7	94.7%		--			--		132	7	94.7%
Milw -N	549	4	99.3%	771	49	93.6%	1,320	53	96.0%	96	9	90.6%	100	9	91.0%	1,516	71	95.3%
-W	593	12	98.0%	683	38	94.4%	1,276	50	96.1%	96	5	94.8%	90	1	98.9%	1,462	56	96.2%
Subtotal	1,142	16	98.6%	1,454	87	94.0%	2,596	103	96.0%	192	14	92.7%	190	10	94.7%	2,978	127	95.7%
NCS	242	5	97.9%	242	24	90.1%	484	29	94.0%		--			--		484	29	94.0%
RI	792	30	96.2%	726	35	95.2%	1,518	65	95.7%	80	5	93.8%	80	6	92.5%	1,678	76	95.5%
SWS	242	8	96.7%	418	26	93.8%	660	34	94.8%	24	0	100.0%		--		684	34	95.0%
UP -N	658	28	95.7%	882	24	97.3%	1,540	52	96.6%	104	3	97.1%	90	3	96.7%	1,734	58	96.7%
-NW	722	52	92.8%	706	41	94.2%	1,428	93	93.5%	96	9	90.6%	75	5	93.3%	1,599	107	93.3%
-W	593	36	93.9%	705	50	92.9%	1,298	86	93.4%	80	7	91.3%	90	0	100.0%	1,468	93	93.7%
Subtotal	1,973	116	94.1%	2,293	115	95.0%	4,266	231	94.6%	280	19	93.2%	255	8	96.9%	4,801	258	94.6%
SYSTEM	7,380	258	96.5%	8,087	361	95.5%	15,467	619	96.0%	1,184	53	95.5%	815	38	95.3%	17,466	710	95.9%

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

Delays data for most recent month is final (06/17/13) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
BNSF	**2008**	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.7%	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	96.5%	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	94.8%	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	96.5%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0								94.7%	94.7%
2008-2012 average		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	95.5%	94.4%
Electric	**2008**	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	98.3%	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	98.1%	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	97.5%	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%	98.3%
2008-2012 average		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	97.9%	97.5%
Heritage	**2008**	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	88.8%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.6%	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	90.3%	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	91.9%	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	97.0%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7								96.6%	96.6%
2008-2012 average		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	91.9%	90.0%
Milw - N	**2008**	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.3%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.2%	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	93.9%	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	91.9%	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	94.8%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3								94.6%	94.6%
2008-2012 average		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	94.0%	93.3%
Milw - W	**2008**	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.7%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	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	96.6%	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	94.3%	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	95.9%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2								95.3%	95.3%
2008-2012 average		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	96.1%	95.4%
NCS	**2008**	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.1%	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	94.1%	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	92.3%	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	92.8%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0								92.3%	92.3%
2008-2012 average		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.7%	93.2%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
RI	**2008**	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.9%	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	95.5%	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	95.6%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5								96.4%	96.4%
2008-2012 average		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	96.1%	95.5%
SWS	**2008**	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	94.2%	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	95.4%	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	94.2%	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	95.3%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0								96.3%	96.3%
2008-2012 average		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	94.8%	94.1%
UP - N	**2008**	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	93.8%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	95.9%	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	95.8%	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	94.0%	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	96.8%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7								97.3%	97.3%
2008-2012 average		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	95.3%	94.3%
UP - NW	**2008**	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	94.8%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	96.0%	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	97.0%	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	95.4%	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	97.1%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3								95.6%	95.6%
2008-2012 average		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	96.1%	95.7%
UP - W	**2008**	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.1%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.9%	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	96.4%	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	92.6%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.3%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7								95.5%	95.5%
2008-2012 average		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.8%	94.0%
SYSTEM	**2008**	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	96.0%	95.4%
excluding	**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	96.1%	95.7%
South Shore	**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	96.5%	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	94.9%	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	96.3%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9								96.3%	96.3%
2008-2012 average		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	96.0%	95.3%

Delays data for most recent month is final (06/17/13) version from TOPS. P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 6/20/2013

'2008-2012 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
May 2013

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1276	Tue, May 07	8	C	10 MPH S/R AT EOLA, WORKED NORTH @ 59 & NPV. CUSTOMERS ON WRONGSIDE. DS DID NOT NOTIFY GPS.
82% OT		Fri, May 10	26	E	LOCOMOTIVE FAILURE AT CICERO METX 193
		Mon, May 20	10	G	SIGNAL ISSUES AT LISLE AND MOW FORM A RESTRICTION
		Fri, May 31	8	R	DEPARTED ATC 4" LATE. TURN OFF 5" LATE 1239. HEAVY LOADING, DID NOT OPEN ENOUGH CARS
MN	2121	Wed, May 01	8	RF	10" RESTRICTING 37.1, ENROUTE. CN DISPR LINE INTO
82% OT		Wed, May 08	10	M1	10" STOP SIGNAL WAITING ON #2140, RONDOUT.
		Thu, May 16	6	G1	6" 2 MT, A-2 TO A-5.
		Wed, May 22	8	H	8" BRAKE ISSUES ON ENGINE 426 CUT OUT BLENDED BRAKE.
MN	2126	Mon, May 13	6	G	6" CTC MALFUNCTION, DEERFIELD WEST.
82% OT		Wed, May 15	16	CC	16" TRACK CONSTRUCTION, MAYFAIR-A-5.
		Thu, May 16	6	A	6" LATE TURN FROM #2105, DEERFIELD; 2" LOST HEP APPROACHING A-2; 2" FORM B'S.
		Tue, May 28	7	A1	5" LATE TURN FROM #2105, DEERFIELD; 3" DOOR LITE MALFUNCTION CAR 7471, MORTON GROVE.
MN	2140	Tue, May 07	7	G	12" STOP SINGAL TRACK CIRCUIT OUT RESTRICTED SPEED TO LAKE FOREST, RONDOUT.
77% OT		Wed, May 08	24	M1	20" LATE TURN FROM #2117, FOX LAKE; 4" STOP, CN XING.
		Tue, May 14	6	G	6" ALL RED FLAGGING INSTRUCTION, GRAYLAND.
		Thu, May 16	14	G1	14" WAITING ON LATE #2119, GRAYSLAKE.
		Tue, May 21	12	KD	15" CAR 8528 LOST 480 CABLE B-END, ENROUTE.
MN	2158	Fri, May 03	7	D	12" STOP SIGNAL, CN.
73% OT		Thu, May 09	7	D	7" FREIGHT TRAIN INTERFERENCE, GRAYSLAKE
		Mon, May 13	13	G1	18" WAITING ON LATE #2149, GRAYSLAKE.
		Tue, May 14	34	G1	18" WAITINGON #2149, GRAYSLAKE; 3" MEETING TRAINS, ENROUTE; 12" MEETING CREW FROM #2155 AT DEPOT, WESTERN AVE.
		Tue, May 28	24	GW	3" LATE DEPARTING WAITING ON #2149, GRAYSLAKE; 21" HAND LINE ROUTE SWITCH FAILURE #6, A-5.
		Fri, May 31	12	D	12" STOP N/B FREIGHT, CN; 5" NO REASON GIVEN, ENROUTE.
MW	2219	Wed, May 01	10	JM	10" WAIT FOR EMS FOR FEMALE PASSENGER, HANOVER PARK.
82% OT		Fri, May 03	10	G	14" STOP SIGNAL RESTRICTED SPEED, B-12-MANNHEIM.
		Thu, May 16	12	G1	13" SWITCH FAILURE AND FOLLOWING #2119, A-2 TO A-5; 3" ADA, FRANKLIN PARK-ROSELLE.
		Wed, May 22	18	RF	18" GRAND SVE PED. XING ITEM 2, ELMWOOD PARK; 2" ADA, FRANKLIN PARK-SCHAUMBURG.
NCS	103	Fri, May 03	9	CA1	4" HOLD FOR #2226, MADISON ST; 4" RESTRICTING, MORGAN; 5" RED SIGNAL, DEVAL.
82% OT		Tue, May 14	7	CC1	7" WAIT ON #2126, A-2; 5" WIT FOR SIGNALS TO TIME OUT, A-3; 2" STOP FREIGHT, RAM.
		Wed, May 15	9	C	3" WAIT ON #2226, CUS; 4" WAITING ON INSTRUCTIONS, DEVAL; 4" FLAGGING, DEVAL.
		Tue, May 21	64	M	64" STRUCK PEDESTRIAN ON TRAKCS, PROSPECT HEIGHTS.
NCS	116	Mon, May 06	6	C	8" 10MPH, MP2735-28.10.
77% OT		Wed, May 08	34	M1	34" LATE TURN FROM #105, ANTIOCH.
		Thu, May 09	10	D	6" FREIGHT INTERFERENCE, PROSPECT HEIGHTS; 4" SPEED RESTRICTION10 MPH, MP 29.6-29.29; 2" STOPPED, TOWER A2
		Mon, May 13	7	RA	8" HELD @ MORGAN WAITING FOR OPEN TRACK, A-2 TO CUS.
		Thu, May 30	10	RF	10" WAITING ON ORDER FROM CP ELGIN, ANTIOCH.
NCS	120	Wed, May 01	6	D	5" STOP SIGNAL, GRAYSLAKE; 3" X/O 2-3, A-5.
82% OT		Mon, May 06	8	CC	8" WAITING ON RESTRICTION FROM DISPATCHER, ENROUTE.
		Wed, May 08	62	G	62"LATE TURN FROM #113, ANTIOCH & SWITCH FAILURE, GRAYSLAKE CONNECTION SWITCH; & REVERSE MOVE-EXPRESS TO CUS DOWN ELGIN SUB.
		Tue, May 14	62	GF	65" CN CUT OVER SWITCH FAILURE, REVERSE BACK TO WAUKESHA SUB TOCUS BY WAS OF B-12; 5" STOP SIGNAL, DEVAL.
RI	419	Thu, May 02	13	KP	13" STOPPED ACCT SUSPICIOUS PACKAGE, HICKORY CREEK.
77% OT		Fri, May 17	8	E	7" ENGINE #207 WOULD NOT LOAD, STOPPED MP21.0 TO CUT OUT #4 TRACTION MOTOR; 2" SLOW LOADING BASEBALL FANS, 35TH.
		Tue, May 21	10	RO1	8" LATE TURN FROM #422, LSS.
		Thu, May 23	7	VE1	4" LATE TURN FROM #422, LSS.
		Tue, May 28	7	U	3" ADA, 35TH ST; 4" LATE BY ENGLEWOOD; 2" ADA, MIDLOTHIAN; 3" DEBRIS ON TRACKS, 80TH AVE; 2" WEATHER, ENROUTE.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
RI	529	Wed, May 15	18	D	3" SLOW ENTRAINING/DETRAINING, 103RD ST; 16" STOPPED WAIT FOR #532 TO CLEAR E/B DUE TO CRL HOLDING MAIN TRAK @ SCHILLING BROS LUMBER, CP66TH
59% OT		Fri, May 17	7	I	1" PSSGR WITH LUGGAGE LAST MINUTE LOAD, LSS; 3" WAITING ON AMTRAK #392, 16TH ST; 2" SLOW PSSGR LOAD, 35TH; 2" ENGINE #207 TRAC MOT PROBS
		Mon, May 20	11	I	1" LATE DEPARTING, LSS; 5" HEAVY ENTRAINING SOX FANS, 35TH ST; 3" SLOW DETRAINING, BEV SUB; 3" DOOR NOT CLOSING REAR CAR 8573; 2" WAIT FOR I
		Tue, May 21	10	I	4" SLOW ENTRAINING, 35TH ST; 3" SLOW DETRAINING(WEATHER), BEVERLY SUB; 3" COPY SPEED RESTRICTION & 10MPH MP40.1, RICHARDS.
		Wed, May 22	16	I	5" SLOW ENTRAINING(SOX), 35TH ST; 3" STOP FOR #705 CREW, 51ST; 3" SLOW DETRAINING, BEV SUB; 2" #532, OAK PARK; 1" SLOW DETRAIN STROLLER, MID
		Thu, May 23	7	I	7" HEAVY/SLOW ENTRAINING/DETRAINING & STUDENT ENGINEER, ENROUTE.
		Fri, May 24	10	GM	4" SLOW ENTRAINING, 35TH ST; 8" AWDM ITEM 1, PAULINA ST & 90TH ST; 2" ADA, MIDLOTHIAN.
		Tue, May 28	21	IW	10" ENTRAINING, 35TH ST; 11" FLASH FLOOD SPEED RESTRICTIONS, ENROUTE.
		Fri, May 31	8	D	8" BNSF 7874 64 CARS THOUGHT THE TRAIN HAD 18 CARS.
SWS	822	Thu, May 02	8	D1	11" LATE TURN FROM #807, 179TH ST.
68% OT		Mon, May 06	29	GF	30" SWITCH PROBLEM DUE TO CONDUCTOR HAVING DIFFICULTY HAND LINING ROUTE, BELT JCT.
		Mon, May 20	10	CC	6" AWDM ITEM 1, 179TH ST; 4" RESTRICTING, CP518.
		Wed, May 22	6	CC	13" NIRC WAS IN THE WAY, 179TH ST.
		Fri, May 24	14	D	19" 25Z, CP518.
		Wed, May 29	8	GW	8" RESTRICTING SINGALS, CP RIDGE, LANDERS & FOREST HILL; ADA, 153RD ST.
		Thu, May 30	14	RF1	16" WAIT FOR #811 DUE O BAD LINE UP, CO518.
UPN	325	Mon, May 06	6	GF	6" RED SIGNAL, MP42.6; RAN RESTRICTED UNTIL MP44.6.
73% OT		Wed, May 08	26	D	26" STOPPED BLOCKED BY CLKNA-7, WAUKEGAN.
		Fri, May 17	6	I	6" SLOW PASSENGER LOADING ENROUTE; RED SIGNAL CPY038.
		Mon, May 20	19	I	19" HEAVY ENTRAINING/DETRAINING, ENROUTE; RAN RESTRICTED SPEED DUE TO RED SIGNAL @ CPE044, CPE044-MP46.1.
		Wed, May 22	6	CC	6" RED SIGNAL, CPE044; RESTRICTED SPEED FROM CPE044 UNTIL NEXT SIGNAL.
		Tue, May 28	12	CC	12" SINGLE TRACKING, MP37.25-51.7.
UPN	344	Mon, May 06	10	GF	10" 20MPH SPEED RESTRICTION, MP44.75-43.7; RED SIGNAL, MP42.6, RESTRICTED SPEED UNTIL MP40.6.
82% OT		Tue, May 07	9	CC	9" FORM B & SINGLE TRACKING, N. KENOSHA;20MPH SPEED RESTRICTION, MP46.70-41.70; ADA, NORTH CHICAGO.
		Wed, May 08	15	D1	13" LATE TURN FROM #325, KENOSHA; 20MPH SPEED RESTRICTION, MP47.4-45.7.
		Wed, May 15	25	GT1	25" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ ERIE, NW JCT & HALSTED, LAKE ST.
UPNW	643	Wed, May 01	42	E	42" METX 161 GROUND REALY PROBLEMS, STOPPED LOADING TROUBLE SHOOT, CUT ALL TRACTION MOTORS CUT BACK ON MOVING 30MPH ONLY DROP PSGRS ARLINGTO
73% OT		Thu, May 02	8	GX	8" XH BROKEN XING GATE, MP36.84.
		Wed, May 15	38	GT1	38" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ERIE, NW JCT & HALSTED, LAKE ST.
		Tue, May 21	10	D1	10" RUNNING ON RESTRICTED SOGNALS BEHIND #637 DUE TO X-TRAFFIC @ CN BARRINGTON INTERLOCKING.
		Thu, May 23	25	M1	25" STOPPED BEHIND #641 ACCT Q11651-19 STRUCK TRUCK @ NW HIGH WAY CAUSED TRK CIRCUIT ON CN PLANT, COULDN'T GET SIGNAL FLAGGED, BARRINGTON.
		Thu, May 30	21	GT1	21" FLAG SIGNAL SIGNAL COMMUNICATION & BACK UP SYSTEM DOWN, DISPATCHER COULDN'T GIVE SIGNAL RESTRICTED SPEED TO NEXT SIGNAL, BARRINGTON.
UPNW	644	Wed, May 08	10	L1	10" LATE TURN FROM #613, CRYSTAL LAKE.
64% OT		Mon, May 13	7	I	7" OPERATE TRK 2, PALATINE - CUMBERLAND; SLOW ENTRAINING, CARY - JEFFERSON PARK
		Tue, May 14	6	I	6" SLOW ENTRAINING, CRYSTAL LAKE-PARK RIDGE.
		Fri, May 17	7	CC	7" TRACK WORK, CARY TO CHICAGO.
		Mon, May 20	15	CC1	9" LATE TURN FROM #613; FORM B, FOX RIVER GROVE; FORM A 40MPH, CUBA RD; FORM B, MP25-21.
		Wed, May 22	10	CC	10" TRACK CONSTRUCTION, MP21-25.
		Wed, May 29	25	G1	24" LATE TURN FROM #613, CRYSTAL LAKE.
		Thu, May 30	11	CC	11" HELD FOR FORM B WAIT FOR INSTRUCTIONS FROM UP SULLIVAN FOREMAN IN CHARGE, MP28.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPNW	649	Wed, May 01	15	E1	16" ACCOMMODATING #643'S PASSENGERS, ARLINGTON PARK; SLOW DETRAINING AFTER ARLINGTON PARK.
77% OT		Fri, May 03	15	R	20" LATE DEPARTING DUE TO EQUIPMENT NOT HAVING 27 PIN JUMPER CABLE BETWEEN THE 2 ENGINES, NO DOOR LIGHT OR COMMUNICATION, CPT.
		Wed, May 15	59	GT1	59" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ERIE, NW JCT & HALSTED, LAKE ST.
		Thu, May 23	10	M1	10" FLAGGED CN PLANT ACCT Q11651-19 STRUCK TRUCK @ NW HIGHWAY CAUSED TRK CIRCUIT, COULDN'T GET SIGNAL FLAGGED ACROSS, BARRINGTON.
		Thu, May 30	19	GT1	20" FLAG SIGNAL SIGNAL COMMUNICATION & BACK UP SYSTEMDOWN, DISPATCHER COULDN'T GIV SIGNAL RESTRICTED SPEED TO NEXT SIGNAL, BARRINGTON.
UPNW	651	Wed, May 01	10	E1	MADE EXTRA STOPS, ARLINGTON PARK & PALATINE.
82% OT		Wed, May 15	24	GT1	24" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ERIE, NW JCT & HALSTED, LAKE ST.
		Thu, May 23	14	M1	14" FLAGGED ACROSS CN PLANT ACCT Q11651-19 STRUCK TRUCK @ NW HIGHWAY CAUSED TRK CIRCUIT COULDN'T GET SIGNAL FLAGGED ACROSS, BARRINGTON.
		Thu, May 30	24	GT1	24" FLAG SIGNAL SIGNAL COMMUNICATION & BACK UP SYSTEM DOWN, DISPATCHER COULDN'T GIVE SIGNAL RESTRICTED SPEED TO NEXT SIGNAL, BARRINGTON.
UPNW	653	Wed, May 01	9	KD1	9" #651 AHEAD & SLOW ENTRAINING/DETRAINING, ENROUTE.
82% OT		Wed, May 15	25	GT1	25" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ERIE, NW JCT & HALSTED, LAKE ST.
		Thu, May 23	9	M1	9" FLAGGED ACROSS CN PLANT ACCT Q11651-19 STRUCK TRUCK @ NW HIGHWAY CAUSED TRK CIRCUIT COULDN'T GET SIGNAL FLAGGED ACROSS, BARRINGTON.
		Thu, May 30	20	GT1	20" FLAG SIGNAL COMMUNICATION SIGNAL & BACK UP SYSTEM DOWN, DISPATCHER COULDN'T GIVE SIGNAL RETRICTED SPEED TO NEXT SIGNAL, BARRINGTON.
UPNW	656	Wed, May 15	15	GT1	15" BACK UP CODE LINE DOWN, B/O MONITOR THAT CONTROLS SIGNALS @ERIE, NW JCT & HALSTED, LAKE ST.
82% OT		Tue, May 21	13	D	13" LATE DEPARTING WAITING ON M34141-20, CN BARRINGTON INT.
		Thu, May 23	23	M1	24" LATE TURN DUE TO Q11651-19 STRUCK TRUCK @ NW HIGHWAY CAUSEDTRK CIRCUIT ON CN PLANT COULDN'T GET SIGNAL FLAGGED ACROSS, BARRINGTON.
		Thu, May 30	9	CC	9" 30MPH SPEED RESTRICTION, MP26.4-24.95.
UPW	44	Wed, May 15	7	I	7" HEAVY ENTRAINING, GENEVA, WHEATON, LOMBARD, GLEN ELLYN, ELMHURST & OAK PARK.
82% OT		Fri, May 24	15	I	15" SLOW ENTRAINING, GENEVA; TRAIN CONTROL DUE TO CN OPERATOR DROPPED SIGNAL & BROUGHT BACK UP @ WEST CHICAGO, KRESS TO TURNER; FTX, TURNER
		Tue, May 28	20	M1	20" LATE DEPARTING & ORIGINATING @ GENEVA DUE TO FATALITY WITH FREIGHT@ MP37.75; WAIT FOR CREW & PASSENGERS TO ARRIVE FROM BUS FROM ELBURN.
		Thu, May 30	15	D	15" NO SIGNAL, KRESS; WAIT FOR QNPEL-28TH GOING INTO PROVISO & #29, PARK; ADA, GENEVA.

Data is final (06/17/13) 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
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, 2012 Revised Dec. 6, 2011 P:\ONTIME\[#DelayClassificationTbl2012.xls]IncidentCodeTable 02/15/2012

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
4			**ACCIDENT**
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**
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
CM	CM1	XCM	Switch Malfunction (Track Dept.)
10			**CATENARY FAILURE**
CO	CO1	XCO	Scheduled Wire Work
O	O1	XO	AC/DC System Failure
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

CATEGORY Codes			
Pri.	**Sec.**	**Ann.**	**Definition**
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, 2012 Revised Dec. 6, 2011

P:\ONTIME\[#DelayClassificationTbl2012.xls]DelayCodes&CategoriesReportTbl 02/22/2012

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

April 2013

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	39	31	5	19	0	29	22	15	24	5	20	15	28	252	34%
Semi-controllable	11	0	0	0	2	18	14	25	3	7	2	7	15	104	14%
Uncontrollable	100	24	5	5	1	18	24	4	73	4	36	56	38	388	52%
TOTAL TRAINS DELAYED	**150**	**55**	**10**	**24**	**3**	**65**	**60**	**44**	**100**	**16**	**58**	**78**	**81**	**744**	100%

April 2012

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	22	10	6	6	0	49	16	38	22	9	16	9	11	214	46%
Semi-controllable	4	0	0	0	2	10	5	27	2	19	2	5	22	98	21%
Uncontrollable	8	22	2	9	0	9	14	4	39	3	14	3	30	157	33%
TOTAL TRAINS DELAYED	**34**	**32**	**8**	**15**	**2**	**68**	**35**	**69**	**63**	**31**	**32**	**17**	**63**	**469**	100%

April 2013 Divergence From April 2012

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	17	21	-1	13	0	-20	6	-23	2	-4	4	6	17	38	14%
Semi-controllable	7	0	0	0	0	8	9	-2	1	-12	0	2	-7	6	2%
Uncontrollable	92	2	3	-4	1	9	10	0	34	1	22	53	8	231	84%
TOTAL TRAINS DELAYED	**116**	**23**	**2**	**9**	**1**	**-3**	**25**	**-25**	**37**	**-15**	**26**	**61**	**18**	**275**	100%

January-April 2013

		Electric				Milw					Union Pacific				
DELAY CONTROL	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**	
Controllable	170	77	26	41	4	184	134	68	74	25	77	74	88	1,042	42%
Semi-controllable	64	0	0	0	9	68	52	69	28	49	7	21	49	416	17%
Uncontrollable	258	85	21	31	2	73	93	15	120	14	82	140	91	1,025	41%
TOTAL TRAINS DELAYED	**492**	**162**	**47**	**72**	**15**	**325**	**279**	**152**	**222**	**88**	**166**	**235**	**228**	**2,483**	100%

Data for current month is final (05/13/13) version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 05/13/2013

TABLE 7: NUMBER OF DELAYS BY DATE
May 2013

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	28	29	30	31	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
BNSF	2	2	0	1	3	0	3	8	1	5	1	4	12	12	2	1	0	4	5	0	5	5	76
Elec -ML	2	0	0	15	1	1	0	0	4	12	0	0	0	1	1	0	0	0	1	2	0	0	40
-BI	0	0	0	3	0	0	0	0	1	2	0	1	0	0	0	0	1	0	0	0	0	0	8
-SC	0	1	2	5	1	0	1	0	2	3	0	5	0	2	1	0	0	1	1	0	1	0	26
Heritage	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	7
Milw -N	4	0	2	2	1	4	1	1	5	6	1	6	0	1	3	4	0	1	6	0	0	5	53
-W	2	2	4	0	1	4	2	0	0	1	1	7	1	0	6	1	0	2	0	3	4	9	50
NCS	1	0	3	3	0	6	1	0	3	5	1	1	0	0	3	0	0	0	0	0	2	0	29
RI	3	1	2	0	4	2	1	1	0	2	5	0	2	4	6	2	11	4	7	1	4	3	65
SWS	2	3	0	2	2	4	1	0	2	0	0	0	0	1	1	3	1	3	1	2	6	0	34
UP -N	0	0	1	4	2	2	0	0	0	2	20	0	1	9	0	3	0	0	4	0	4	0	52
-NW	5	1	1	2	0	3	0	0	1	1	27	0	2	4	3	2	13	0	5	2	15	6	93
-W	1	0	0	1	1	1	2	5	1	4	23	3	1	2	1	1	0	3	7	0	20	9	86
SYSTEM	22	10	16	39	16	27	13	15	20	43	79	27	19	36	27	17	27	19	38	10	62	37	619

SATURDAY	4	11	18	25	TOTAL
BNSF	1	4	6	0	11
Elec -ML	3	0	0	0	3
-BI	0	0	0	0	0
-SC	1	0	0	0	1
Heritage	-	-	-	-	-
Milw -N	2	3	4	0	9
-W	1	1	1	2	5
NCS	-	-	-	-	-
RI	0	4	0	1	5
SWS	0	0	0	0	0
UP -N	1	2	0	0	3
-NW	2	1	6	0	9
-W	3	0	2	2	7
SYSTEM	14	15	19	5	53

SUNDAY/HOLIDAY	5	12	19	26	27	TOTAL
BNSF	0	0	0	1	2	3
Elec -ML	1	0	6	4	0	11
-BI	-	-	-	-	-	0
-SC	0	0	0	0	0	0
Heritage	-	-	-	-	-	0
Milw -N	3	0	2	2	2	9
-W	0	0	0	0	1	1
NCS	-	-	-	-	-	0
RI	0	0	5	1	0	6
SWS	-	-	-	-	-	0
UP -N	3	0	0	0	0	3
-NW	0	0	4	1	0	5
-W	0	0	0	0	0	0
SYSTEM	7	0	17	9	5	38

Data is draft (06/06/13) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 6/6/2013

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

May 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	1	0	1	0	6	0	0	6	0	1	0	1	17
Freight Interference - Peak	*6*	*0*	*0*	*0*	*2*	*1*	*0*	*1*	*0*	*1*	*2*	*2*	*13*	*28*
Freight Interference - Off-Peak	*9*	*0*	*0*	*0*	*0*	*8*	*9*	*5*	*3*	*7*	*2*	*6*	*21*	*70*
Freight Interference - Total	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Accident	0	0	0	0	0	4	0	7	0	5	0	11	4	31
Passenger Loading	0	11	2	7	0	4	3	0	15	0	6	10	9	67
Lift Deployment	0	0	0	0	0	1	4	0	2	0	1	1	0	9
Obstruction/Debris	0	1	0	5	0	1	3	0	2	2	1	2	7	24
Signal/Switch Failure	20	4	2	2	3	25	20	6	4	5	26	44	21	182
Track Work	16	1	0	3	0	7	5	7	2	2	3	10	7	63
Catenary Failure	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	3	1	0	0	0	0	5	0	1	0	0	1	2	13
Locomotive Failure	16	0	0	0	1	2	0	0	17	4	4	5	0	49
Human Error	7	27	4	7	0	6	1	3	10	5	2	4	4	80
Sick, Injured, Unruly Passenger	2	5	0	2	1	3	3	0	2	0	9	7	1	35
Weather	8	1	0	0	0	2	1	0	4	3	0	0	0	19
Other	2	1	0	0	0	1	2	0	8	0	1	4	3	22
TOTAL TRAINS DELAYED	**90**	**54**	**8**	**27**	**7**	**71**	**56**	**29**	**76**	**34**	**58**	**107**	**93**	**710**

May - Average Over Previous Five Years: 2008-2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	2.8	0.6	0.6	0.6	0.4	5.2	1.4	0.4	1.4	0.6	1.2	0.6	1.8	17.6
Freight Interference - Peak	*4.6*	*0.0*	*0.0*	*0.0*	*2.6*	*1.0*	*1.4*	*4.0*	*1.0*	*3.2*	*0.0*	*2.0*	*0.4*	*20.2*
Freight Interference - Off-Peak	*7.0*	*0.0*	*0.0*	*0.0*	*0.0*	*8.4*	*4.6*	*3.6*	*3.2*	*8.2*	*1.4*	*2.4*	*10.4*	*49.2*
Freight Interference - Total	11.6	0.0	0.0	0.0	2.6	9.4	6.0	7.6	4.2	11.4	1.4	4.4	10.8	69.4
Accident	4.2	0.0	0.0	0.8	0.0	14.4	3.6	3.0	0.6	0.2	5.6	6.8	4.6	43.8
Passenger Loading	11.4	11.8	2.4	3.0	0.2	8.6	5.6	0.0	12.4	0.0	17.8	14.4	6.4	94.0
Lift Deployment	3.0	0.0	0.0	0.0	0.0	3.6	1.2	0.6	6.8	0.4	2.0	2.0	3.0	22.6
Obstruction/Debris	6.0	1.4	0.4	1.2	0.4	3.2	1.4	0.2	1.4	0.4	4.4	4.8	4.0	29.2
Signal/Switch Failure	12.0	9.6	4.0	1.6	2.0	18.8	9.0	5.0	7.6	10.2	10.4	7.4	5.4	103.0
Track Work	17.0	6.0	1.4	2.2	0.8	24.0	3.2	1.4	2.4	0.8	9.0	7.2	5.2	80.6
Catenary Failure	0.0	0.6	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Non-Locomotive Equipment Failure	0.4	3.2	0.2	0.8	0.0	2.2	2.0	0.0	0.2	1.2	0.4	0.8	2.0	13.4
Locomotive Failure	9.8	0.0	0.0	0.0	0.2	10.4	6.2	2.4	4.6	1.4	4.6	3.0	4.4	47.0
Human Error	15.0	3.2	0.4	0.8	1.2	6.2	2.0	1.4	6.0	4.0	6.4	5.2	5.4	57.2
Sick, Injured, Unruly Passenger	2.8	5.0	0.6	1.2	0.0	1.2	2.0	0.8	2.2	0.0	3.0	3.0	4.2	26.0
Weather	2.0	0.6	0.0	1.0	0.0	3.0	0.6	0.0	1.0	0.2	4.0	3.4	1.2	17.0
Other	2.6	2.8	0.6	0.4	0.2	1.2	0.6	0.0	1.2	1.6	4.8	2.6	5.4	24.0
TOTAL TRAINS DELAYED	**100.6**	**44.8**	**11.2**	**14.0**	**8.0**	**111.4**	**44.8**	**22.8**	**52.0**	**32.4**	**75.0**	**65.6**	**63.8**	**646.4**

May 2013 Divergence From May 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	-1.8	0.4	-0.6	0.4	-0.4	0.8	-1.4	-0.4	4.6	-0.6	-0.2	-0.6	-0.8	-0.6
Freight Interference - Peak	*1.4*	*0.0*	*0.0*	*0.0*	*-0.6*	*0.0*	*-1.4*	*-3.0*	*-1.0*	*-2.2*	*2.0*	*0.0*	*12.6*	*7.8*
Freight Interference - Off-Peak	*2.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-0.4*	*4.4*	*1.4*	*-0.2*	*-1.2*	*0.6*	*3.6*	*10.6*	*20.8*
Freight Interference - Total	3.4	0.0	0.0	0.0	-0.6	-0.4	3.0	-1.6	-1.2	-3.4	2.6	3.6	23.2	28.6
Accident	-4.2	0.0	0.0	-0.8	0.0	-10.4	-3.6	4.0	-0.6	4.8	-5.6	4.2	-0.6	-12.8
Passenger Loading	-11.4	-0.8	-0.4	4.0	-0.2	-4.6	-2.6	0.0	2.6	0.0	-11.8	-4.4	2.6	-27.0
Lift Deployment	-3.0	0.0	0.0	0.0	0.0	-2.6	2.8	-0.6	-4.8	-0.4	-1.0	-1.0	-3.0	-13.6
Obstruction/Debris	-6.0	-0.4	-0.4	3.8	-0.4	-2.2	1.6	-0.2	0.6	1.6	-3.4	-2.8	3.0	-5.2
Signal/Switch Failure	8.0	-5.6	-2.0	0.4	1.0	6.2	11.0	1.0	-3.6	-5.2	15.6	36.6	15.6	79.0
Track Work	-1.0	-5.0	-1.4	0.8	-0.8	-17.0	1.8	5.6	-0.4	1.2	-6.0	2.8	1.8	-17.6
Catenary Failure	0.0	0.4	-0.6	-0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.6
Non-Locomotive Equipment Failure	2.6	-2.2	-0.2	-0.8	0.0	-2.2	3.0	0.0	0.8	-1.2	-0.4	0.2	0.0	-0.4
Locomotive Failure	6.2	0.0	0.0	0.0	0.8	-8.4	-6.2	-2.4	12.4	2.6	-0.6	2.0	-4.4	2.0
Human Error	-8.0	23.8	3.6	6.2	-1.2	-0.2	-1.0	1.6	4.0	1.0	-4.4	-1.2	-1.4	22.8
Sick, Injured, Unruly Passenger	-0.8	0.0	-0.6	0.8	1.0	1.8	1.0	-0.8	-0.2	0.0	6.0	4.0	-3.2	9.0
Weather	6.0	0.4	0.0	-1.0	0.0	-1.0	0.4	0.0	3.0	2.8	-4.0	-3.4	-1.2	2.0
Other	-0.6	-1.8	-0.6	-0.4	-0.2	-0.2	1.4	0.0	6.8	-1.6	-3.8	1.4	-2.4	-2.0
TOTAL TRAINS DELAYED	**-10.6**	**9.2**	**-3.2**	**13.0**	**-1.0**	**-40.4**	**11.2**	**6.2**	**24.0**	**1.6**	**-17.0**	**41.4**	**29.2**	**63.6**

Data for current month is final (06/17/13) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 06/20/2013

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-May 2013

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	2	3	0	3	1	35	7	9	10	2	1	1	4	78
Freight Interference - Peak	*10*	*0*	*0*	*0*	*8*	*7*	*3*	*14*	*2*	*7*	*2*	*8*	*18*	*79*
Freight Interference - Off-Peak	*32*	*0*	*0*	*0*	*0*	*41*	*41*	*44*	*21*	*24*	*8*	*21*	*67*	*299*
Freight Interference - Total	42	0	0	0	8	48	44	58	23	31	10	29	85	378
Accident	66	0	2	0	1	7	17	7	18	5	1	58	7	189
Passenger Loading	7	47	8	15	0	12	15	0	39	1	22	22	23	211
Lift Deployment	8	0	0	1	0	8	7	0	12	0	9	4	5	54
Obstruction/Debris	21	13	2	12	0	4	13	2	10	5	6	16	15	119
Signal/Switch Failure	107	25	13	10	7	128	108	43	32	34	45	74	73	699
Track Work	34	11	2	15	1	10	10	11	14	2	15	12	13	150
Catenary Failure	0	7	0	3	0	0	0	0	0	0	0	0	0	10
Non-Locomotive Equipment Failure	8	14	5	3	1	2	14	8	1	0	2	6	7	71
Locomotive Failure	37	0	0	0	1	40	19	13	32	12	26	20	10	210
Human Error	71	50	12	19	0	41	25	17	33	15	19	20	9	331
Sick, Injured, Unruly Passenger	10	26	5	7	1	18	14	3	10	1	19	23	16	153
Weather	136	16	6	8	1	42	36	8	53	11	42	48	41	448
Other	33	4	0	3	0	1	6	2	11	3	7	9	13	92
TOTAL TRAINS DELAYED	**582**	**216**	**55**	**99**	**22**	**396**	**335**	**181**	**298**	**122**	**224**	**342**	**321**	**3,193**

January-May - Average Over Previous Five Years: 2008-2012

		Electric				Milw					Union Pacific			
CAUSE CATEGORY	**BNSF**	**ML**	**BI**	**SC**	**HER**	**N**	**W**	**NCS**	**RI**	**SWS**	**N**	**NW**	**W**	**SYSTEM**
Passenger Train Interference	14.2	12.0	4.0	3.2	2.6	25.8	8.2	5.0	10.2	5.6	14.8	6.8	7.8	120.2
Freight Interference - Peak	*25.6*	*0.2*	*0.0*	*0.0*	*20.8*	*7.0*	*10.2*	*23.8*	*5.6*	*17.6*	*2.8*	*6.4*	*16.8*	*136.8*
Freight Interference - Off-Peak	*35.4*	*0.2*	*0.2*	*0.0*	*0.0*	*41.6*	*28.4*	*29.2*	*20.6*	*45.2*	*7.8*	*11.8*	*72.6*	*293.0*
Freight Interference - Total	61.0	0.4	0.2	0.0	20.8	48.6	38.6	53.0	26.2	62.8	10.6	18.2	89.4	429.8
Accident	35.8	5.6	1.6	3.4	0.6	21.0	24.2	10.8	18.8	2.4	29.6	24.2	19.6	197.6
Passenger Loading	23.4	40.2	10.4	12.4	0.2	21.0	10.6	0.6	34.4	0.6	85.4	30.2	26.6	296.0
Lift Deployment	9.0	0.2	0.0	0.0	0.0	11.2	8.2	2.2	23.8	1.2	10.2	8.4	15.0	89.4
Obstruction/Debris	29.4	6.0	2.2	11.2	0.4	15.6	15.0	2.2	14.8	4.0	10.4	26.2	19.6	157.0
Signal/Switch Failure	100.8	45.8	13.6	11.0	14.6	83.6	48.2	29.2	35.8	44.0	33.8	37.8	38.6	536.8
Track Work	32.8	28.8	11.6	7.8	1.4	40.6	10.2	7.2	12.0	4.8	25.2	14.6	22.0	219.0
Catenary Failure	0.0	10.0	4.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	19.6
Non-Locomotive Equipment Failure	8.4	20.0	9.6	7.6	0.0	4.4	5.6	0.6	5.4	2.4	6.6	6.6	4.8	82.0
Locomotive Failure	47.2	0.6	0.2	0.0	1.4	55.2	30.0	14.0	32.4	6.0	16.6	27.8	18.6	250.0
Human Error	37.2	16.8	3.2	6.0	4.4	25.8	14.2	6.2	22.2	13.8	39.8	25.0	17.4	232.0
Sick, Injured, Unruly Passenger	15.0	26.8	3.8	10.2	0.2	12.2	12.8	1.6	13.2	0.8	19.8	11.8	13.4	141.6
Weather	75.0	43.6	9.4	17.4	3.8	61.8	41.6	13.0	50.2	14.0	74.6	56.0	48.6	509.0
Other	9.2	18.2	4.0	4.8	0.8	10.0	10.8	1.2	13.6	6.8	19.8	10.6	24.6	134.4
TOTAL TRAINS DELAYED	**498.4**	**275.0**	**77.8**	**100.4**	**51.2**	**436.8**	**278.2**	**146.8**	**313.0**	**169.2**	**397.2**	**304.4**	**366.0**	**3,414.4**

January-May 2013 Divergence From January-May 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	-12.2	-9.0	-4.0	-0.2	-1.6	9.2	-1.2	4.0	-0.2	-3.6	-13.8	-5.8	-3.8	-42.2
Freight Interference - Peak	*-15.6*	*-0.2*	*0.0*	*0.0*	*-12.8*	*0.0*	*-7.2*	*-9.8*	*-3.6*	*-10.6*	*-0.8*	*1.6*	*1.2*	*-57.8*
Freight Interference - Off-Peak	*-3.4*	*-0.2*	*-0.2*	*0.0*	*0.0*	*-0.6*	*12.6*	*14.8*	*0.4*	*-21.2*	*0.2*	*9.2*	*-5.6*	*6.0*
Freight Interference - Total	-19.0	-0.4	-0.2	0.0	-12.8	-0.6	5.4	5.0	-3.2	-31.8	-0.6	10.8	-4.4	-51.8
Accident	30.2	-5.6	0.4	-3.4	0.4	-14.0	-7.2	-3.8	-0.8	2.6	-28.6	33.8	-12.6	-8.6
Passenger Loading	-16.4	6.8	-2.4	2.6	-0.2	-9.0	4.4	-0.6	4.6	0.4	-63.4	-8.2	-3.6	-85.0
Lift Deployment	-1.0	-0.2	0.0	1.0	0.0	-3.2	-1.2	-2.2	-11.8	-1.2	-1.2	-4.4	-10.0	-35.4
Obstruction/Debris	-8.4	7.0	-0.2	0.8	-0.4	-11.6	-2.0	-0.2	-4.8	1.0	-4.4	-10.2	-4.6	-38.0
Signal/Switch Failure	6.2	-20.8	-0.6	-1.0	-7.6	44.4	59.8	13.8	-3.8	-10.0	11.2	36.2	34.4	162.2
Track Work	1.2	-17.8	-9.6	7.2	-0.4	-30.6	-0.2	3.8	2.0	-2.8	-10.2	-2.6	-9.0	-69.0
Catenary Failure	0.0	-3.0	-4.0	-2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-9.6
Non-Locomotive Equipment Failure	-0.4	-6.0	-4.6	-4.6	1.0	-2.4	8.4	7.4	-4.4	-2.4	-4.6	-0.6	2.2	-11.0
Locomotive Failure	-10.2	-0.6	-0.2	0.0	-0.4	-15.2	-11.0	-1.0	-0.4	6.0	9.4	-7.8	-8.6	-40.0
Human Error	33.8	33.2	8.8	13.0	-4.4	15.2	10.8	10.8	10.8	1.2	-20.8	-5.0	-8.4	99.0
Sick, Injured, Unruly Passenger	-5.0	-0.8	1.2	-3.2	0.8	5.8	1.2	1.4	-3.2	0.2	-0.8	11.2	2.6	11.4
Weather	61.0	-27.6	-3.4	-9.4	-2.8	-19.8	-5.6	-5.0	2.8	-3.0	-32.6	-8.0	-7.6	-61.0
Other	23.8	-14.2	-4.0	-1.8	-0.8	-9.0	-4.8	0.8	-2.6	-3.8	-12.8	-1.6	-11.6	-42.4
TOTAL TRAINS DELAYED	**83.6**	**-59.0**	**-22.8**	**-1.4**	**-29.2**	**-40.8**	**56.8**	**34.2**	**-15.0**	**-47.2**	**-173.2**	**37.6**	**-45.0**	**-221.4**

Data for current month is final (06/17/13) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 06/20/2013

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

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

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	7	21	22	11	17								78	2.4%
Freight Interference - Peak	*13*	*11*	*11*	*16*	*28*								*79*	*2.5%*
Freight Interference - Off-Peak	*42*	*73*	*56*	*58*	*70*								*299*	*9.4%*
Freight Interference - Total	55	84	67	74	98								378	11.8%
Accident	23	1	78	56	31								189	5.9%
Passenger Loading	24	27	54	39	67								211	6.6%
Lift Deployment	12	6	19	8	9								54	1.7%
Obstruction/Debris	22	20	23	30	24								119	3.7%
Signal/Switch Failure	152	149	90	126	182								699	21.9%
Track Work	22	6	14	45	63								150	4.7%
Catenary Failure	0	0	2	7	1								10	0.3%
Non-Locomotive Equipment Failure	19	12	16	11	13								71	2.2%
Locomotive Failure	41	64	28	28	49								210	6.6%
Human Error	52	92	56	51	80								331	10.4%
Sick, Injured, Unruly Passenger	33	19	34	32	35								153	4.8%
Weather	90	86	35	218	19								448	14.0%
Other	11	32	19	8	22								92	2.9%
TOTAL TRAINS DELAYED	**563**	**619**	**557**	**744**	**710**								**3,193**	**100%**

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	67	2.1%
Freight Interference - Peak	*22*	*15*	*24*	*28*	*24*	*19*	*27*	*16*	*16*	*28*	*17*	*12*	*113*	*3.6%*
Freight Interference - Off-Peak	*62*	*48*	*78*	*73*	*41*	*62*	*98*	*52*	*54*	*63*	*52*	*54*	*302*	*9.5%*
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	415	13.0%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	241	7.6%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	316	9.9%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	76	2.4%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	172	5.4%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	445	14.0%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	309	9.7%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	18	0.6%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	61	1.9%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	257	8.1%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	264	8.3%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	153	4.8%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	235	7.4%
Other	35	17	58	19	25	30	15	26	21	34	28	11	154	4.8%
TOTAL TRAINS DELAYED	**958**	**434**	**687**	**469**	**635**	**897**	**1,015**	**861**	**594**	**741**	**703**	**510**	**3,183**	**100%**

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	-25	9	12	5	10								11	0.3%
Freight Interference - Peak	*-9*	*-4*	*-13*	*-12*	*4*								*-34*	*-1.1%*
Freight Interference - Off-Peak	*-20*	*25*	*-22*	*-15*	*29*								*-3*	*-0.1%*
Freight Interference - Total	-29	21	-35	-27	33								-37	-1.2%
Accident	-8	-78	27	36	-29								-52	-1.7%
Passenger Loading	-30	-6	-39	8	-38								-105	-3.3%
Lift Deployment	-8	-5	8	-4	-13								-22	-0.7%
Obstruction/Debris	-5	-1	-14	-14	-19								-53	-1.7%
Signal/Switch Failure	8	100	-4	66	84								254	7.9%
Track Work	-118	-9	-25	-9	2								-159	-5.0%
Catenary Failure	-4	-10	-2	7	1								-8	-0.3%
Non-Locomotive Equipment Failure	3	6	-5	-1	7								10	0.3%
Locomotive Failure	-12	35	-62	-6	-2								-47	-1.5%
Human Error	-28	51	12	16	16								67	2.1%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14								0	0.0%
Weather	-122	71	35	217	12								213	6.6%
Other	-24	15	-39	-11	-3								-62	-2.0%
TOTAL TRAINS DELAYED	-395	185	-130	275	75								10	

Data for current month is final (06/17/13) version from TOPS.

P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 06/20/2013

TABLE 11: FREIGHT DELAYS
between June 2011 and May 2013

		Electric				Milw					Union Pacific			
	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	N	NW	W	SYSTEM
Jun-11	11	0	0	0	7	30	24	13	16	45	0	1	36	183
Jul-11	13	0	0	0	15	23	13	25	20	26	7	16	51	209
Aug-11	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Total	156	0	0	0	64	209	142	168	92	269	17	43	334	1,494
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
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**
Total	107	0	0	0	20	157	145	129	63	86	13	79	149	948

Data for current month is final (06/17/13) version from TOPS.

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

P:\ONTIME\report\[DelaysByCause16Cats.xls]Freight- YTD, 2 yrs 06/20/2013

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

2013

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays YTD	% of All Delays YTD
BNSF	2	1	3	2	0								8	1.37%
Electric ML	0	0	0	0	0								0	0.00%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	1	0	0								1	1.01%
HER	0	0	0	0	0								0	0.00%
Milw N	1	0	5	1	1								8	2.02%
Milw W	0	2	1	0	4								7	2.09%
NCS	0	0	0	0	0								0	0.00%
RI	4	1	2	3	2								12	4.03%
SWS	0	0	0	0	0								0	0.00%
UP N	2	2	3	1	1								9	4.02%
UP NW	0	0	3	0	1								4	1.17%
UP W	3	0	1	1	0								5	1.56%
Total Lift Delays	**12**	**6**	**19**	**8**	**9**								**54**	**1.69%**
ALL DELAYS														**3,193**

Data for current month is final (06/17/13) version from TOPS.

2012

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays All Year	% of All Delays All Year
BNSF	1	0	0	3	1	5	2	3	0	0	2	2	19	1.78%
Electric ML	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	1	0	0	0	0	0	0	1	0.28%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	7	1	1	0	5	0	7	6	1	1	0	0	29	2.62%
Milw W	0	1	0	0	1	3	4	2	5	1	0	3	20	2.21%
NCS	0	0	0	0	1	0	2	0	1	0	0	1	5	1.18%
RI	4	2	5	5	6	14	17	10	8	8	3	4	86	9.44%
SWS	0	0	0	0	0	0	0	0	1	0	0	0	1	0.24%
UP N	1	2	1	3	4	1	2	3	2	1	2	2	24	3.26%
UP NW	0	1	2	1	1	2	3	1	3	2	13	3	32	4.68%
UP W	7	4	2	0	3	6	4	3	0	0	2	2	33	4.09%
Total Lift Delays	**20**	**11**	**11**	**12**	**22**	**32**	**41**	**28**	**21**	**13**	**22**	**17**	**250**	**2.94%**
ALL DELAYS														**8,504**

P:\ONTIME\report\[DelaysByCause16Cats.xls]LiftUseByLine&Month 06/20/2013

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

May 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	23	7	1	2	3	3	5	4	15	2	5	15	8	93
11-15	7	6	0	2	1	0	3	1	9	3	7	7	9	55
16-20	4	3	0	1	2	0	1	0	3	0	4	9	5	32
21+	2	12	2	1	1	1	3	0	3	3	11	20	13	72
Annulled	2	0	0	1	0	0	0	0	0	0	1	1	1	6
Sub-Total	38	28	3	7	7	4	12	5	30	8	28	52	36	258
Off-Peak **														
6-10	28	16	4	13	0	34	24	13	24	12	16	22	15	221
11-15	13	6	1	2	0	19	12	2	11	3	4	16	17	106
16-20	2	3	0	2	0	6	4	1	3	4	2	5	9	41
21+	9	1	0	2	0	8	4	8	6	5	8	12	15	78
Annulled	0	0	0	1	0	0	0	0	2	2	0	0	1	6
Sub-Total	52	26	5	20	0	67	44	24	46	26	30	55	57	452
May 2013 Total														
6-10	51	23	5	15	3	37	29	17	39	14	21	37	23	314
11-15	20	12	1	4	1	19	15	3	20	6	11	23	26	161
16-20	6	6	0	3	2	6	5	1	6	4	6	14	14	73
21+	11	13	2	3	1	9	7	8	9	8	19	32	28	150
Annulled	2	0	0	2	0	0	0	0	2	2	1	1	2	12
TOTAL	90	54	8	27	7	71	56	29	76	34	58	107	93	710
2013 Year-to-Date														
6-10	230	134	36	75	10	214	175	93	163	56	94	110	118	1,508
11-15	115	37	9	9	5	93	77	40	73	23	38	60	74	653
16-20	70	19	4	8	2	37	28	20	18	14	24	39	31	314
21+	137	25	6	5	5	50	53	22	35	25	65	126	87	641
Annulled	30	1	0	2	0	2	2	6	9	4	3	7	11	77
TOTAL	582	216	55	99	22	396	335	181	298	122	224	342	321	3,193

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	
May 2013 Total														
6-10	56.7%	42.6%	62.5%	55.6%	42.9%	52.1%	51.8%	58.6%	51.3%	41.2%	36.2%	34.6%	24.7%	44.2%
11-15	22.2%	22.2%	12.5%	14.8%	14.3%	26.8%	26.8%	10.3%	26.3%	17.6%	19.0%	21.5%	28.0%	22.7%
16-20	6.7%	11.1%	0.0%	11.1%	28.6%	8.5%	8.9%	3.4%	7.9%	11.8%	10.3%	13.1%	15.1%	10.3%
21+	12.2%	24.1%	25.0%	11.1%	14.3%	12.7%	12.5%	27.6%	11.8%	23.5%	32.8%	29.9%	30.1%	21.1%
Annulled	2.2%	0.0%	0.0%	7.4%	0.0%	0.0%	0.0%	0.0%	2.6%	5.9%	1.7%	0.9%	2.2%	1.7%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013 Year-to-Date Delays By Duration														
6-10	39.5%	62.0%	65.5%	75.8%	45.5%	54.0%	52.2%	51.4%	54.7%	45.9%	42.0%	32.2%	36.8%	47.2%
11-15	19.8%	17.1%	16.4%	9.1%	22.7%	23.5%	23.0%	22.1%	24.5%	18.9%	17.0%	17.5%	23.1%	20.5%
16-20	12.0%	8.8%	7.3%	8.1%	9.1%	9.3%	8.4%	11.0%	6.0%	11.5%	10.7%	11.4%	9.7%	9.8%
21+	23.5%	11.6%	10.9%	5.1%	22.7%	12.6%	15.8%	12.2%	11.7%	20.5%	29.0%	36.8%	27.1%	20.1%
Annulled	5.2%	0.5%	0.0%	2.0%	0.0%	0.5%	0.6%	3.3%	3.0%	3.3%	1.3%	2.0%	3.4%	2.4%
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 (06/17/13) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 6/20/2013

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	
May 2013														
Peak *	11.3	23.0	20.3	16.3	26.7	10.3	14.8	8.8	11.6	31.4	22.5	21.6	19.8	18.5
Off-Peak **	14.5	10.4	9.2	10.1	--	12.9	12.5	24.6	14.4	17.9	16.6	15.4	17.8	15.0
All	13.2	16.9	13.4	11.6	26.7	12.7	13.0	21.9	13.2	21.3	19.4	18.4	18.6	16.2
2013 Year-to-Date														
Peak *	20.8	15.6	12.1	11.6	18.4	13.6	16.1	11.9	14.1	20.6	21.7	30.2	24.3	19.8
Off-Peak **	18.0	10.1	14.6	9.5	--	13.8	14.9	14.7	12.3	16.3	21.8	23.5	17.6	15.8
All	19.7	12.3	13.5	9.8	18.4	13.8	15.3	13.8	12.9	17.8	21.8	27.0	20.2	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 (06/17/13) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 6/20/2013