

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

**May 2011**



# COMMUTER RAIL ON-TIME PERFORMANCE

## May 2011

This report presents an analysis of the May 2011 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 within five minutes of 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 timetables. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

Table 1 presents the number of train delays by rail line and service period. During May 2011, Metra operated 16,906 scheduled trains, including scheduled "extras", if any. 878 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.8%. Table 2 lists on-time percentages by line for each month and year since 2006. Table 3 lists each train that was on time for less than 85% of its weekday runs in May 2011, 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.

Table 6 provides a daily listing of the number of delays by line and branch for May 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during May 2011. Table 7.b shows the average frequencies over the previous five Mays, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 878 delays systemwide in May 2011, 322 more than the average over the previous five Mays. Table 8.a shows delays from the beginning of the year through May 2011. Table 8.b shows the average frequencies from the beginning of the year through May of each of the previous five years, and Table 8.c shows the differences between Table 8.a and Table 8.b. Tables 9.a and 9.b display the systemwide frequency of train delays by cause and by month, for 2011 and 2010 respectively, and Table 9.c shows the difference between the two. From January through May of 2011, a total of 4,255 trains were delayed, compared to 2,921 trains delayed in the same five months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In May 2011 freight operations delayed 101 trains systemwide, compared to 67 a year earlier. Tables 11.a and 11.b display the frequency of lift-deployment train delays by line and month, for 2011 and 2010 respectively. A total of 32 trains were delayed by lift deployment in May 2011.

A review of May 2011 late trains by duration of delay is shown in Table 12. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 51.8% of all late trains. Table 13 shows that the average length of delay was 14.2 minutes in May 2011. 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 timetables) are excluded from on-time performance calculations except for those “extra” trains shown with full schedules in certain special-event timetables. 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 schedules listed in special-event timetables.

### **Construction Schedule Allowances**

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

Prior to May 2011, some trains affected by scheduled right-of-way construction work arrived at their last station stop six minutes or more late, but were counted as on-time because of a construction time allowance. 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 trains subject to a construction schedule, 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 2011**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,133	54	95.2%	839	71	91.5%	1,972	125	93.7%	112	12	89.3%	108	17	84.3%	2,192	154	93.0%
<b>Elec -ML</b>	942	5	99.5%	714	36	95.0%	1,656	41	97.5%	184	2	98.9%	120	26	78.3%	1,960	69	96.5%
<b>-BI</b>	294	1	99.7%	483	4	99.2%	777	5	99.4%	120	0	100.0%	--	--	--	897	5	99.4%
<b>-SC</b>	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>19</u>	97.6%	<u>1,134</u>	<u>21</u>	98.1%	<u>192</u>	<u>3</u>	98.4%	<u>120</u>	<u>2</u>	98.3%	<u>1,446</u>	<u>26</u>	98.2%
<b>Subtotal</b>	1,593	8	99.5%	1,974	59	97.0%	3,567	67	98.1%	496	5	99.0%	240	28	88.3%	4,303	100	97.7%
<b>Heritage</b>	126	2	98.4%	--	--	--	126	2	98.4%	--	--	--	--	--	--	126	2	98.4%
<b>Milw -N</b>	524	25	95.2%	735	99	86.5%	1,259	124	90.2%	96	13	86.5%	120	23	80.8%	1,475	160	89.2%
<b>-W</b>	<u>566</u>	<u>15</u>	97.3%	<u>651</u>	<u>28</u>	95.7%	<u>1,217</u>	<u>43</u>	96.5%	<u>96</u>	<u>14</u>	85.4%	<u>108</u>	<u>13</u>	88.0%	<u>1,421</u>	<u>70</u>	95.1%
<b>Subtotal</b>	1,090	40	96.3%	1,386	127	90.8%	2,476	167	93.3%	192	27	85.9%	228	36	84.2%	2,896	230	92.1%
<b>NCS</b>	231	13	94.4%	231	20	91.3%	462	33	92.9%	--	--	--	--	--	--	462	33	92.9%
<b>RI</b>	755	11	98.5%	693	50	92.8%	1,448	61	95.8%	80	0	100.0%	96	10	89.6%	1,624	71	95.6%
<b>SWS</b>	230	13	94.3%	399	26	93.5%	629	39	93.8%	24	0	100.0%	--	--	--	653	39	94.0%
<b>UP -N</b>	627	37	94.1%	840	33	96.1%	1,467	70	95.2%	104	0	100.0%	108	1	99.1%	1,679	71	95.8%
<b>-NW</b>	689	40	94.2%	671	31	95.4%	1,360	71	94.8%	96	2	97.9%	90	10	88.9%	1,546	83	94.6%
<b>-W</b>	<u>565</u>	<u>25</u>	95.6%	<u>672</u>	<u>50</u>	92.6%	<u>1,237</u>	<u>75</u>	93.9%	<u>80</u>	<u>11</u>	86.3%	<u>108</u>	<u>9</u>	91.7%	<u>1,425</u>	<u>95</u>	93.3%
<b>Subtotal</b>	1,881	102	94.6%	2,183	114	94.8%	4,064	216	94.7%	280	13	95.4%	306	20	93.5%	4,650	249	94.6%
<b>SYSTEM</b>	7,039	243	96.5%	7,705	467	93.9%	14,744	710	95.2%	1,184	57	95.2%	978	111	88.7%	16,906	878	94.8%

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

Delays data for most recent month is corrected final (06/16/11) 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
<b>BNSF</b>	<b>2006</b>	96.9	96.4	96.4	97.7	96.2	93.4	97.4	95.0	96.2	93.7	90.2	91.4	96.7%	95.0%
	<b>2007</b>	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.1%	95.8%
	<b>2008</b>	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.9%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.7%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	96.5%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0								94.8%	94.8%
	<b>2006-2010 average</b>		93.9	93.8	96.7	97.0	96.3	92.7	95.8	94.0	95.9	93.4	94.5	93.9	95.6%
<b>Electric</b>	<b>2006</b>	99.3	98.6	98.1	99.1	98.9	98.1	95.4	97.9	98.0	97.4	98.7	99.0	98.8%	98.2%
	<b>2007</b>	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.7%	97.5%
	<b>2008</b>	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	98.3%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	98.1%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7								97.5%	97.5%
	<b>2006-2010 average</b>		97.8	98.0	98.4	98.5	98.4	97.1	97.2	97.6	97.4	97.8	98.1	96.9	98.2%
<b>Heritage</b>	<b>2006</b>	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	93.9%	92.9%
	<b>2007</b>	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	89.1%	91.1%
	<b>2008</b>	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	88.8%	88.6%
	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.6%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	90.3%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4								91.9%	91.9%
	<b>2006-2010 average</b>		91.8	89.8	89.5	91.8	90.8	90.6	91.2	89.7	89.9	89.8	92.8	87.2	90.7%
<b>Milw - N</b>	<b>2006</b>	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	95.3%	93.7%
	<b>2007</b>	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	94.3%	93.6%
	<b>2008</b>	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.3%	94.0%
	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.2%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.9%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2								91.9%	91.9%
	<b>2006-2010 average</b>		93.4	94.6	95.8	95.4	93.9	93.5	93.1	94.5	95.8	94.9	93.2	91.1	94.6%
<b>Milw - W</b>	<b>2006</b>	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	96.0%	96.0%
	<b>2007</b>	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.9%	95.8%
	<b>2008</b>	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.7%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.6%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1								94.3%	94.3%
	<b>2006-2010 average</b>		94.8	95.3	97.1	97.5	97.2	96.2	95.4	94.9	97.8	97.4	97.3	94.1	96.4%
<b>NCS</b>	<b>2006</b>	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	95.0%	94.5%
	<b>2007</b>	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	93.6%	94.6%
	<b>2008</b>	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.1%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	94.1%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9								92.3%	92.3%
	<b>2006-2010 average</b>		93.6	94.2	94.9	93.7	95.4	93.1	95.3	94.9	95.7	94.7	95.1	91.4	94.4%

**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
<b>RI</b>	<b>2006</b>	95.9	97.1	96.8	97.5	96.3	96.7	94.4	97.1	96.8	95.7	97.4	94.2	96.7%	96.3%
	<b>2007</b>	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.3%	94.2%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6								95.5%	95.5%
	<b>2006-2010 average</b>		95.2	94.2	96.3	97.8	97.0	95.5	95.1	96.4	96.3	95.6	96.4	92.7	96.1%
<b>SWS</b>	<b>2006</b>	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	94.8%	93.1%
	<b>2007</b>	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	97.2%	96.5%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0								94.2%	94.2%
	<b>2006-2010 average</b>		93.4	95.0	96.4	96.3	95.2	95.0	95.3	94.1	94.6	92.4	95.3	93.0	95.3%
<b>UP - N</b>	<b>2006</b>	98.5	98.1	98.8	97.0	99.5	98.3	95.6	95.8	97.8	98.7	96.7	96.6	98.4%	97.6%
	<b>2007</b>	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	97.0%	95.4%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8								94.0%	94.0%
	<b>2006-2010 average</b>		94.6	95.0	97.0	97.2	96.7	92.9	93.2	91.5	95.2	96.8	96.1	94.9	96.1%
<b>UP - NW</b>	<b>2006</b>	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.4%	97.7%
	<b>2007</b>	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	96.2%	96.0%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6								95.4%	95.4%
	<b>2006-2010 average</b>		94.8	95.4	97.5	97.6	97.1	96.5	96.2	95.3	96.6	96.5	95.6	95.1	96.5%
<b>UP - W</b>	<b>2006</b>	91.7	93.7	96.0	94.2	94.2	95.6	96.1	94.8	95.1	96.0	94.9	93.8	94.0%	94.7%
	<b>2007</b>	95.9	91.5	93.6	96.5	94.7	93.7	95.6	90.7	93.2	96.6	95.5	91.0	94.5%	94.1%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3								92.6%	92.6%
	<b>2006-2010 average</b>		94.3	93.9	95.4	95.7	95.5	94.0	94.6	93.3	94.4	94.8	95.2	92.7	95.0%
<b>SYSTEM (excluding South Shore)</b>	<b>2006</b>	96.2	97.2	97.1	97.4	97.1	96.5	95.2	96.0	96.3	95.7	95.5	95.3	97.0%	96.3%
	<b>2007</b>	97.4	91.4	96.6	97.0	96.7	95.6	95.2	94.2	95.8	96.9	96.5	94.4	95.9%	95.7%
	<b>2008</b>	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%
	<b>2009</b>	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%
	<b>2010</b>	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%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8								94.9%	94.9%
	<b>2006-2010 average</b>		95.2	95.4	96.9	97.2	96.7	95.0	95.4	95.1	96.2	95.9	96.1	94.3	96.3%

Delays data for most recent month is corrected final (06/16/11) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls|OTPbyLine&Month 7/8/2011

'2006-2010 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 (see pg. 2).

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1227 <b>81% OT</b>	Wed, May 04	25	L	RAILROAD SHUTDOWN FOR SUICIDE THREAT AT LISLE
		Wed, May 11	7	CC	MOW, VARIOUS LOCATIONS
		Fri, May 13	12	B	PROBLEMS WITH FORM "B", FOREMAN DIDNT ANSWER RADIO
		Wed, May 25	16	GW	SIGNAL MP 32.14, RT 59. BLOWN FUSES AND POWER SUPPLIES DUE TO WEATHER. RED SIGNALS W. NPV-EOLA
BNSF	1229 <b>71% OT</b>	Tue, May 03	22	D	FREIGHT TRAFFIC, 10" CONSTRUCTION SCHEDULE AND 12" ACTUAL
		Fri, May 06	14	R1	HELD AT CICERO B, ACCT RULES VIOLATION WITH 1260
		Tue, May 10	7	CC	?
		Thu, May 12	14	C	HIGHLAND, HELD FOR SWITCH FAILURE AND MOW
		Tue, May 17	10	CC	MOW
		Wed, May 18	18	CC	MOW, UNION AVE, HELD FOR INBOUND TRAFFIC, MOW CONGRESS PARK TO DOWNERS GROVE
BNSF	1231 <b>76% OT</b>	Wed, May 04	10	CC	MOW AT BELMONT
		Fri, May 06	9	CC	MOW
		Wed, May 11	6	CC	MOW, VARIOUS LOCATIONS
		Thu, May 12	9	CC	CONGRESS PARK T HIGHLAND, MT2, HIGHLAND - FAIRVIEW MT3
		Fri, May 13	6	CC	MOW
BNSF	1233 <b>81% OT</b>	Wed, May 04	16	D	M-BRCKCK1-04 AHEAD IN UDE IN XO MT2-MT1 AT FAIRVIEW
		Wed, May 11	10	CC	MOW, VARIOUS LOCATIONS
		Mon, May 16	8	CC	MOW
		Wed, May 18	14	CC	OPERATED MT 3 CONGRESS PARK TO DOWNERS GROVE
BNSF	1243 <b>81% OT</b>	Thu, May 12	8	C	VARIOUS SPEED RESTRICTIONS
		Fri, May 13	9	I	WEST HINSDALE TO DOWNERS GROVE 1241 AHEAD, WITH HEAVY LOADING
		Fri, May 20	11	I1	FOLLOWED 1241 FROM WESTMONT TO DOWNERS GROVE WITH HEAVY LOADING
		Fri, May 27	10	D	CONGRESS PARK, M-BRCGAL1-27, CROSSING AHEAD OF 9543, CAUGHT UP TO 9543
BNSF	1245 <b>81% OT</b>	Thu, May 12	9	C	VARIOUS SPEED RESTRICTIONS
		Fri, May 13	9	V	CUS, ENGINE 115 SHUT DOWN, DEPARTED 6" LATE
		Tue, May 17	9	V	CICERO "A" TRAIN WENT INTO EMERGENCY. (6") MEET AMTRAK 6 AT CONGRESS PARK. (3")
		Tue, May 31	12	R	DEPARTED 11 MIN LATE DUE TO MECHANICAL FAILURE ON METX 105
BNSF	1251 <b>81% OT</b>	Tue, May 10	8	C	SPEED RESTRICTIONS
		Wed, May 11	9	C	MULTIPLE SPEED RESTRICTIONS
		Thu, May 12	13	C	VARIOUS SPEED RESTRICTIONS. SOUTH SIDE UNLOADING AT BELMONT, 1278 ON THE NORTH SIDE
		Wed, May 25	26	E	METX 403 WITH ENGINE PROBLEM. COULD NOT RUN ABOVE NOTCH 6
BNSF	1262 <b>81% OT</b>	Wed, May 04	28	L	RAILROAD SHUTDOWN FOR SUICIDE THREAT AT LISLE
		Fri, May 06	36	R	RULES VIOLATION WITH ENGINEER AT CICERO B PLANT
		Thu, May 12	8	I	PASSENGER HANDLING
		Fri, May 13	8	CC	MOW
BNSF	1266 <b>81% OT</b>	Tue, May 03	8	CC	MOW
		Tue, May 10	7	CC	?
		Wed, May 11	9	S	HILL YARD, RANDOM DRUG TEST
		Fri, May 20	13	S	MP 32.2 OPERATIONS TESTING (8") MOW BETWEEN BELMONT AND CONGRESS PARK (6")
BNSF	1268 <b>81% OT</b>	Wed, May 04	10	D	LISLE, WAITING FOR LATE 1233 DUE TO M-BRCKCK1-04 IN UDE. THEN M-BRCGAL1-04 AT FAIRVIEW
		Tue, May 10	8	CC	BELMONT CONSTRUCTION PROJECT
		Thu, May 12	7	C	VARIOUS SPEED RESTRICTIONS AND MOW
		Fri, May 13	8	CC	BELMONT PROJECT
BNSF	1281 <b>81% OT</b>	Tue, May 10	11	D	LATE FLIP OFF 1280
		Wed, May 11	13	GA	LATE FLIP OFF 1280
		Thu, May 12	26	C1	LATE FLIP OFF 1280
		Thu, May 19	7	IB	BERWYN, ISSUE REMOVING BIKE (4") 3" PASSENGER LOADING, TWO MAN CREW

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
ELML	0118	Mon, May 02	6	G	4" TRK CIRCUIT PROBS, CP 19.89; 2" MAKING OWN LOCAL STOPS, KEN-WOOD-18TH.
		<b>76% OT</b> Fri, May 13	13	CC	6" WAITING ON ME115 ACCT SINGLE TRACKING, HW; 4" TRYING TO CONTACT FOREMAN, HARVEY; 3" MAKING ALL LOCAL STOPS, ENROUTE.
		Mon, May 23	12	CC	7" MEETING DELAYED #115, HW (SINGLE TRACKING-MOW); 5" NO REASON GIVEN.
		Tue, May 24	10	CC	7" MEETING #115, HW (SINGLE TRACKING-MOW); 3" MAKING OWN LOCAL STOPS NORTH OF HYDE PK.
		Thu, May 26	10	CO	6" WAITING ON #115 TO CLEAR SINGLE TRACKING AROUND PLANNED WORK, HOMEWOOD; 3" LOCAL STOPS, 11TH PL.
ELML	0144	Fri, May 06	7	G	12" SIGNAL PROBLEMS, KENSINGTON.
		<b>81% OT</b> Wed, May 11	7	I	6" SLOW ENTRAINING/DETRAINING ENROUTE.
		Thu, May 12	6	I	3" ENTRAINING/DETRAINING, ENROUTE; 3" WAITING ON ME344.
		Tue, May 24	33	KD	30" HIGH-SPEED CIRCUIT BREAKER BURNT UP PANTOGRAPH ISOLATED AND AND DOWN, HARVEY; 3" NO REASON GIVEN.
ELML	0149	Fri, May 06	8	I	8" FLAG STOPS, ENTRAINING; TRAIN WOULD NOT GO INTO HIGH RATE.
		<b>81% OT</b> Wed, May 11	8	I	8" "MAKING ALL FLAG STOPS AND SLOW DETRAINING ENROUTE."
		Thu, May 19	7	KW	6" LOW VISIBILITY DUE TO HEAVY FOG, ENROUTE.
		Tue, May 24	12	K1	10" LATE TURN OF DELAYED #144.
MN	2107	Mon, May 02	7	I	5" SLOW ENTRAINING ENROUTE; 2" DOOR PROBS (7473) ENROUTE.
		<b>81% OT</b> Mon, May 16	12	C	12" MOW (BROKEN RAIL)/GX PROCEDURES, SHERMER RD.
		Thu, May 19	7	IB	5" ACCT BICYCLE LOADING.
		Thu, May 26	8	G1	8" FOLLOWING #7141 THAT WAS BEHIND #2105, A2-A5.
MN	2109	Fri, May 06	7	U	9" LOADING LARGE GROUP OF KIDS W/ ADAS.
		<b>81% OT</b> Wed, May 18	12	C	8" FOREMAN BOOSMA WAITING FOR CANCELLATION, TBN6527, MP26.3; 4" RUNNING THROUGH SIDING, GRAYSLAKE.
		Mon, May 23	7	A	3" FOLLOWING TRAINS, A-2; 2" CROSS TRAFFIC, MAYFAIR; 2" RULE 6.30 WITH AMTRAK, MORTON GROVE.
		Fri, May 27	11	I	11" Pre-Holiday Large Consist
MN	2113	Tue, May 03	20	E	15" STALLED LOCO #107 IN-THE-PLANT, TOWER A2; 7" S/O OVER 67 SW, TOWER A5.
		<b>76% OT</b> Wed, May 11	10	G1	7" LATE TURN OF DELAYED #2128; 4" RESTRICTING, GRAYLAND; 4" FRT TRN INT, CP/WC XING.
		Mon, May 16	9	P1	3" LATE DEPARTURE FROM #2128, CUS; 7" ENTRAINING ENROUTE
		Wed, May 18	13	B	6" LATE ARRIVAL OF EQUIP #2128, CUS; 3" MOVEMENT AUTHORITY REQUIRED, MP 40.0; 4" TEMPORARY SPEED RESTRICTION, MP42.4.
		Fri, May 20	8	CC	8" Track Work
MN	2117	Thu, May 12	7	G	4" SIGANLS ENROUTE; 2" SLOW DETRAINING, LIBERTYVILLE; 1.5" SLOW ENTRAINING, CUS.
		<b>76% OT</b> Fri, May 13	6	A	3" STOP SIGNAL AT WASHINGTON; 2" STOP SIGNAL AT MAYFAIR; 1" ASSISTING PSGR AT GRAYLAND; 1" SLOW UNLOADING AT LIBERTYVILLE.
		Wed, May 18	10	A	6" THROUGH SIDING, GRAYSLAKE; 4" WAITING FOR MOVEMENT AUTHORITY TO BE RELEASED AHEAD OF OUR MOVEMENT, RONDOUT.
		Fri, May 20	6	I	8" 2 GROUPS ENTRAINING, ENROUTE.
		Tue, May 31	10	RF	10" "STOP- NO REASON GIVEN OTHER THAN JOHN MEYERS HAD LOCAL CONTROL OF PLANT".
MN	2121	Wed, May 04	9	D	10" FRT TRN INT, CP/WC XING.
		<b>67% OT</b> Thu, May 05	12	D	12" FREIGHT TRAIN, CN CROSSING.
		Wed, May 11	8	R	8" NO REASON GIVEN.
		Fri, May 13	6	CC	4" FORM B, NO LOCATION GIVEN; 2" ADA.
		Wed, May 18	25	CC	23" WAITING FOR DELAYED #2140 TO CLEAR, RONDOUT; 2" ALL RED SIGNAL, TALKED BY A2.
		Fri, May 20	7	I	7" ENTRAINING, ENROUTE; GROUP MOVEMENT, LIBERTYVILLE.
		Tue, May 24	6	D	?



**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2126	Mon, May 16	19	C	18" LATE TURN OF DELAYED #2105; 2" GX PROCEDURES, TECHNY RD; 4" UP PSGR TRN INT, MAYFAIR.
		<b>81% OT</b> Thu, May 19	8	G	8" SIGNAL TEST, A20; 2" LATE TURN, DEERFIELD.
		Thu, May 26	10	G	9" LATE TURN OFF #2105, DEERFIELD; 3" RED SIGNAL, MAYFAIR; 3" RED SIGNAL, A2; 4" WEATHER RELATED ENROUTE.
		Tue, May 31	8	A	4" LATE TURN OF DELAYED #2105; 1" ENTRAINING ENROUTE; 1" TRACK CONSTRUCTION, ENROUTE; 2" S/O, CP WASH ST.
MN	2128	Mon, May 02	6	C	6" Trackwork
		<b>67% OT</b> Wed, May 04	8	G	8" SIGNAL PROBLEMS, CN-XING.
		Wed, May 11	13	G	3" GETTING TGBO'S, FS LK; 2" MET #2107, GRYSLK; 3" TRESPASSER, GLENVIEW; 1" S/O, DEMPSTER ST; 10" TALKED BY MORTON GROVE.
		Mon, May 16	8	C1	10" LATE ARRIVAL OF EQUIPMENT #2103, FOX LAKE; 3" WAITING ON #2107, GRAYSLAKE; 2" CANCELING RADIO BULLETINS.
		Wed, May 18	10	B	7" LATE ARRIVAL OF EQUIP 2103, FOX LAKE; 5" THROUGH SIDING, GRAYSLAKE; 3" FORM 15 N6527 AND NO FOREMAN ON SITE, MP26.6.
		Thu, May 19	12	G	8" STOP, TALKED BY SIGNAL, CN XING; 8" TALKED PAST SIGNALS, A2, OAKLEY; RESTRICTED SPEED, A2-LEAVITT ST.
		Fri, May 20	11	E1	5" LATE TURN OF DELAYED 2103; 4" STOP SIGNAL, MAYFAIR; 1" STOP, A3; 2" XOVER,
MN	2132	Wed, May 11	14	I	2" RED SIG, RONDOUT; 2" RED SIG, GRAYLAND; 10" SLOW ENTRAINING ENROUTE.
		<b>76% OT</b> Thu, May 19	10	I	5" GROUP MOVEMENT, FOX LAKE-DEERFIELD; 5" TRACK WORK.
		Mon, May 23	12	CC	12" TRACK CONSTRUCTION EN-ROUTE.
		Tue, May 24	15	I	15" ENTRAIN AND DETRAIN AT ROUND LAKE TO GRAYSLAKE.
		Fri, May 27	7	CC	7" Trackwork
MN	2149	Tue, May 03	9	E1	12" SWAPPING EQUIP W/DISABLED #2147, GRAYSLAKE.
		<b>81% OT</b> Mon, May 09	9	A	9" MIN LATE WAITING FOR TRAIN 2156.
		Wed, May 18	0	M1	?
		Thu, May 26	11	II	15" LATE TURN OF #2156 DUE TO DELAY OF #2143, WESTERN.
MN	2156	Fri, May 06	19	D	9" LATE ARRIVAL OF DELAYED 2143; 6" 'STOPPED AT MORTON GROVE 4 MIN THEN'; 4" RESTRICTING TILL NEXT SIGNAL.
		<b>33% OT</b> Mon, May 09	10	A	10" MEETING #2143, FOX LAKE; 3" RED SIG, CP/WC XING; 3" UP PSGRTRN INT, MAYFAIR
		Wed, May 11	10	KW	7" MEETING DELAYED #2143, FOX LAKE; 6" FLASH FLOOD WARNINGS ON THE J LINE; 3 GX PROCEDURES, HOWARD ST.
		Thu, May 12	8	A	8" LATE ARRIVAL OF EQUIP, WAITING FOR #2143 TO CLEAR MAIN.
		Fri, May 13	8	A	6" WAITING FOR DELAYED 2143 TO CLEAR MAIN; 3" ITEM 2, DEVAL; 3" RED SIGNAL DUE TO UP TRAFFIC, A2.
		Mon, May 16	8	A	5" LATE EQUIPMENT #2143; 4" FREIGHT TRAIN INTERFERENCE, LAKE FOREST.
		Tue, May 17	10	A	8" #2143W YARDING AHEAD, FOX LAKE; 3" ENTRAINING ENROUTE.
		Wed, May 18	0	M1	ANNULLED AT FOX LAKE. USED CREW AND EQUIP FROM 2141/2156 FOR RTA 420, FOX LAKE-RONDOUT, RUNNING ON 2158'S SCHEDULE.
		Thu, May 19	8	A	3" WAITING 2143 TO CLEAR, FOX LAKE; 1" RULE 6.30, 2151, NORTHBROOK; 3" S/O, MP24.6, MP14.8; 3" APPROACH/SIGNAL, A5; 1" APPROACH/SIGNAL, A3.
		Fri, May 20	13	I	5" WAITING ON 2143 TO CLEAR MAIN; 3" S/O, MP24.6, MP14.8; 4" APPROACH/RED SIG 2.104, MAYFAIR; 6" HEAVY PASSENGER LOADING.
		Mon, May 23	8	G	2" MEETING #2143, FOX LAKE; 7" FLAGGING CP/WC XING; 3" UP PSGR TRN INT, MAYFAIR.
		Thu, May 26	18	II	15" MEETING DELAYED #2143, FOX LAKE; 2" GX PROCEDURES, MP 14.5.
		Fri, May 27	11	D	3" RULE 6.30, FOX LAKE; 6" FOLLOWING CP666, ROUNDOUT-A20; 2" ITEM 2, LK FOREST; 3" CROSS TRAFFIC, MAYFAIR INT.
Tue, May 31	12	A	5" MEETING #2143, FOX LAKE; 2" RULE 6.30 W/2151, NORTHBROOK; 4" UP PSGR TRN INT MAYFAIR.		
NCS	0105	Fri, May 20	12	G	8" SWITCH FAILURE, CUS; 4" ENTRAINING, OHARE.
		<b>81% OT</b> Tue, May 24	10	CC	10" FOLLOWING FREIGHT NORTH & SLOW ORDERS, ENROUTE.
		Wed, May 25	8	D	17" FREIGHT TRAIN INTERFERENCE, DEVAL.
		Tue, May 31	15	D	13" FRT TRN INT, DEVAL; 5" LIFT PROBS, BUFFALO GROVE.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
NCS	0109	Mon, May 02	6	G	12" TALKED BY RED SIGS, O'HARE-PROSPECT HTS.
		<b>81% OT</b> Wed, May 04	6	G	2" AUTO ON TRKS, RIVER GROVE; 2" UP PSGR TRN INT, DEVAL; 6" TALKED BY SIG, PROSPECT HTS.
		Thu, May 05	16	D	15" FRT TRN INT, MUNDELEIN; 5" MEETING #118, LOMOND; 2" PSGR TRN INT, CP/WC XING.
		Fri, May 13	7	G	9" RED SIGNAL, DEVAL.
RI	0507	Fri, May 06	8	CC	6" SINGLE TRACKING, 47TH ST; 2" LOADING, 35TH ST; 4" RULE 6.30.
		<b>81% OT</b> Wed, May 11	7	U1	7" WAITING ON 508 (4 ADAS IN ROUTE)
		Thu, May 12	7	A	6" HELD AT BI FOR INBOUND TRAIN, 4" ADAS
		Wed, May 25	6	G	3" TK CIRCUIT, MOKENA; 3" "WEATHER CONDITIONS".
RI	0508	Thu, May 05	6	U	2" MEETING 505, CP MOKENA, 4" ADA
		<b>76% OT</b> Fri, May 06	15	U	5" ADA, ENTRAINING, OAK PARK AVE; 4" ADA, HICKORY CREEK; 2" ADA, OAK FOREST; 3" DOOR LIGHT PROBLEM, 111TH; 4" ADA, 95TH.
		Mon, May 16	15	K	14" HELD HARLEM AVE FOR FUNERAL PROCESSION TO CLEAR OAK PK AVE; 3" ADA, OAK FOREST.
		Fri, May 20	25	E1	15" LATE ARRIVAL OF EQUIPMENT #503; 3" ADA, NEW LENOX; 3" ADA OAK FOREST; 3" ADA, 103RD; 4" RUNNING 10 CAR TRAIN BV-SUB.
		Thu, May 26	6	U	3" EACH, ADA, OAK FOREST, ROBBINS, BI.
RI	0515	Fri, May 06	9	CC	6" SINGLE TRACKING, FORM D401; 2" FLAG STOP, 35TH ST; 2" RULE 6.30, 119TH ST; 2" FLAG STOPS, ROBBING AND 123RD.
		<b>81% OT</b> Mon, May 09	9	U	7" ALL F STOPS; 1" RULE 6.30 W/516, PRAIRIE; 4" ADAS, BI AND MIDLOTHIAN; 2" LOST DOOR LIGHT, OK FOREST; 1" RULE 6.30 W/518, HK CK.
		Thu, May 19	8	I	5" ALL FLAG STOPS, 35TH, 123RD, 127TH, ROBBINS; 3" ADA, BLUE ISLAND; 2" ADA, 80TH 2" AWAITING FOR #518, HICKORY CREEK.
		Fri, May 27	12	I	12" SLOW PASSENGER LOADING EARLY QUILTS BEFORE HOLIDAY
RI	0529	Mon, May 02	11	I	11" HEAVY ENTRAINING/DETRAINING (35TH & 103RD) AND F STOPS EN-ROUTE.
		<b>62% OT</b> Mon, May 09	6	I	6" ALL F STOPS ENROUTE.
		Mon, May 16	10	I	5" ENTRAINING, 35TH; 2" "FLAG STOPS;" 3" DETRAINING, OAK FOREST AND NEW LENOX.
		Tue, May 17	13	J	12" PD WALK-THRU, 115TH; 1" DETRAINING, TINLEY/80.
		Thu, May 19	8	I	1" LATE DEPARTURE, LSS; 4" HEAVY ENTRAINING, 35TH ST; 4" SLOW DETRAINING, BEVERLY SUB & MAINLINE.
		Fri, May 20	10	I	5" HEAVY ENTRAINING, 35TH; 5" HEAVY DETRAINING, BEVERLY SUB.
		Tue, May 24	6	I	4" F STOP, 35TH ST; 2" HEAVY DETRAINING ENROUTE.
Thu, May 26	6	I	3" 35TH; 4" 4 FLAG STOPS.		
SWS	0826	Tue, May 03	7	D	9" NS #14A CLEARING CP 518.
		<b>81% OT</b> Thu, May 05	8	D	5" CROSS TRAFFIC, FOREST HILL; 3" NS 233 USING HEADROOM, ASHBURN; 3" STOP SIGNAL, 21ST ST.
		Thu, May 26	9	D	8" WAITING FOR NS33E TO CLEAR, CP518; 1" NO REASON GIVEN.
		Tue, May 31	7	CC	3" S/O, BELT JCT; 7" CROSS TRAFFIC, CP518.
UPN	0318	Tue, May 03	6	VI	6" DELAYED #316 AHEAD.
		<b>81% OT</b> Tue, May 10	9	UF	9" DELAYED #316 AHEAD.
		Mon, May 23	6	KD	6" S/O, MP 8.0 (FALLING DEBRIS AND ROCKS ON TRKS).
		Tue, May 24	7	M1	7" DELAYED #316 AHEAD.
UPN	0332	Fri, May 06	7	G	9" FORM B, MP20.5-MP21; WAITED FOR SIGNAL AT ERIE INT. ACCT SWITCH #53 FAILED AT LAKE ST INT. ACCT BROKEN ROD.
		<b>81% OT</b> Wed, May 25	9	CC	9" FORM B, RAVINIA PARK.
		Thu, May 26	9	CC	9" FORM B, MP21-MP20.5
		Tue, May 31	6	CC	6" MOW, MP 21.0-20.5, 13.0-11.0 AND 2.5-1.2.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	0347	Tue, May 03	6	A	6" #345 AHEAD.	
		<b>57% OT</b>	Wed, May 04	6	A	6" #345 AHEAD. ATS PENALTY APPLICATION ENROUTE.
		Thu, May 05	7	G1	7" FOLLOWING M345, SLOW ORDERS.	
		Fri, May 06	6	A	6" FOLLOWING M345.	
		Fri, May 13	10	K1	10" LATE DEPARTURE DUE TO LATE ARRIVAL OF EQUIP, M650.	
		Mon, May 16	6	A	6" #345 AHEAD.	
		Tue, May 17	8	I1	8" DELAYED #345 AHEAD.	
		Thu, May 19	6	A	6" ATS PENALTY APPLICATION #345 AHEAD, ENROUTE.	
Thu, May 26	24	V1	24" M345 AHEAD, B/O COMPUTER.			
UPN	0348	Thu, May 05	29	G1	29" LATE DEPART DUE TO LATE ARRIVAL OF M329, WAUKEGAN.	
		<b>76% OT</b>	Fri, May 06	11	I	11" ENTRAINING, GREAT LAKES-DAVIS; DETRAINING, DAVIS-CLYBOURN.
		Thu, May 19	6	I	6" SLOW PASSENGER LOADING TO MANY BIKES CONDUCTOR HAD TO EXPLAIN WHY EVERYONE COULDN'T GET ON WITH BIKES, LAKE FOREST	
		Fri, May 20	17	J	17" REMOVAL OF UNRULY PASSENGER THREATENING CREW LOCAL POLICE REMOVED PASSENGER, DAVIS.	
		Fri, May 27	9	I	9" SLOW ENTRAINING/DETRAINING, GREAT LAKES TO HIGHLAND; DETRAINING, DAVIS ST TO CLYBOURN.	
UPNW	0640	Thu, May 05	22	CC	12" SINGLE TRACK, MP55.7 TO MP51.5; 5" NO REASON GIVEN.	
		<b>71% OT</b>	Mon, May 09	19	CC	19" MOW, MP 55.7-45.6.
		Tue, May 10	22	CC	22" MOW, MP 51.5-45.6.	
		Fri, May 13	0	M1	ANNULLED DUE TO M636 INCIDENT AT MP18.77.	
		Wed, May 18	30	DD	20" FORM B- SINGLE TRACK FROM HARVARD-CRYSTAL LAKE; WAITED AT CP BARRINGTON FOR UNKNOWN REASON, CN DISPATCHER UNREACHABLE VIA PHONE/RADIO.	
		Thu, May 19	17	CC	7" FORM B-SINGLE TRACKING, HARVARD - CRYSTAL LAKE.	
UPNW	0641	Tue, May 03	16	E	16" PCS LIGHT KEPT TAKING TRAIN'S AIR - ATS WAS CUTOFF.	
		<b>81% OT</b>	Thu, May 12	44	KW	44" STOPPED ACCT TORNADO WARNINGS FROM MP47-MP65, WOODSTOCK; RESUMED OPERATIONS AT RESTRICTED SPEED, WOODSTOCK-HARVARD.
		Fri, May 13	35	K	35" DUE TO M636 INCIDENT AT MP18.77; XH PROCEDURES AT MP18.77; SLOW ORDERS FROM MP18.5-MP18.77.	
		Thu, May 26	11	D1	11" WAITED FOR M633 TO XOVER, BARRINGTON; M635 AHEAD TO CRYSTAL LAKE; DELAYED BY GSEVNT-26.	
UPNW	0645	Tue, May 03	12	E1	12" DELAYED #641 AHEAD.	
		<b>81% OT</b>	Thu, May 12	9	V	9" PCS TRIPPED ON 'DIVERGING APPROACH' AT BRIDGE K, WOULD NOT RESET, CONDUCTOR CUT IN ATS, SYSTEM REMAINED CUT IN.
		Fri, May 13	31	M1	31" DUE TO M636 INCIDENT AT MP18.77; TRAINS AHEAD; XH PROCEDURES AT MP18.77; WAITED FOR M647 TO CLEAR BARRINGTON.	
Mon, May 16	8	V1	8" DELAYED #647 CLEARING AHEAD, BARRINGTON INT.			
UPNW	0651	Tue, May 03	13	E1	13" DELAYED #645W YARDING AHEAD, BARRINGTON.	
		<b>76% OT</b>	Thu, May 12	10	V1	10" M645 YARDING AHEAD, BARRINGTON.
		Fri, May 13	34	M1	34" DUE TO M636 INCIDENT AT MP 18.77; XH PROCEDURES AT MP18.77; SLOW ORDERS, MP18.5-MP18.77; WAITED FOR SIGNAL, DEVAL; TRAINS AHEAD.	
		Mon, May 16	6	V1	6" DELAYED #645 YARDING AHEAD, BARRINGTON CY.	
Thu, May 19	10	KD	10" TRAIN LOST DOOR LIGHT & BUZZER DUE TO 27 POINT JUMPER CABLE DRAGGING, FOX RIVER GROVE.			
UPNW	0653	Tue, May 03	12	E1	12" DELAYED #641 AHEAD.	
		<b>81% OT</b>	Thu, May 12	9	KW	9" TRAINS AHEAD ACCT TORNADO WARNINGS FROM MP47-MP65.
		Fri, May 13	19	M1	19" DUE TO M636 INCIDENT AT MP18.77; XH PROCEDURES AT MP18.77; TRAINS AHEAD.	
		Thu, May 26	9	F	12" LATE DEPART, WAITING FOR M649 ENGR TO ARRIVE FROM COACHYARD-M649S CABCAR, B/O BATTERY CHARGER, HAD PROBLEMS, M653 USED TO OPERATE M649.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
May 2011**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPNW	0656	Wed, May 11	33	E1	33" DELAYED #654 AHEAD TO SEEGER. P/U DISABLED #654'S PSGRS, DES PLAINES AND MADE ALL LOCAL STOPS TO OTC.
		<b>81% OT</b> Thu, May 12	8	I	8" CREW MADE EXTRA STOPS TO CPT, ACCT M658'S DELAY.
		Fri, May 13	26	M1	26" DUE TO M636 INCIDENT AT MP18.77; SPEED RESTRICTION, MP18.77-MP18.5; XH PROCEDURES AT MP18.77.
		Thu, May 26	10	D1	10" LATE DEPART ACCT LATE ARRIVAL OF EQUIP M633.
UPW	0042	Tue, May 03	17	KD	7" DISABLED #2115 (BROKEN AIR HOSE) IN THE INTERLOCKING, A2.
		<b>67% OT</b> Mon, May 09	18	D	18" #IG2G3-09 AHEAD, PECK.
		Thu, May 12	12	I	12" ENTRAINING, OPERATED ON MT2, TURNER-PARK; TRAIN CONTROL FROM KRESS TO WASHINGTON ST; WAITED FOR SIGNAL AT TURNER.
		Fri, May 13	13	I	13" OPERATED ON MAIN TRACK #2, W. CHICAGO - ELMHURST.
		Mon, May 16	13	M	3" FLAGGING 25TH AVE (TRK CIRCUIT OUT ON SW #3) AND #KLAG1B-13 AHEAD, PECK.
		Thu, May 26	11	C	1" OPERATED MT2, TURNER-PARK; 3 ADA LIFTS ENROUTE.
		Fri, May 27	17	I	7" CREW PERFORMED DOUBLESPTS HEAVY GROUP PASSENGER ENTRAINING/DETRAINING, WINFIELD & ELMHURST.
UPW	0044	Mon, May 02	23	D	23" MOW ENROUTE AND #ZLTG2-29 AHEAD, PARK.
		<b>67% OT</b> Thu, May 05	13	I	3" HEAVY PASSENGER LOADING, GENEVA.
		Tue, May 10	26	G	26" OPERATED MT2, TURNER-PARK AND FLAGGED PARK (TRK CIRCUIT).
		Thu, May 12	18	I	18" OPERATED MT2, TURNER-PARK, ENTRAINING; 3 ADAS ENROUTE; WAITED FOR BLOCK FROM DISP ACCT WINFIELD XING ADA LIFT; SLOW ORDER, MP23-MP22.75.
		Fri, May 13	13	I	13" SLOW LOADING ENROUTE ACCT. LOADED FROM CAB CAR ONLY; ENTRAINING, GENEVA- ELMHURST.
		Thu, May 26	20	C	10" OPERATED MT2, TURNER-PARK; HEAVY LOADING ENROUTE; 3 ADA LIFTS ENROUTE.
		Fri, May 27	20	I	10" HEAVY ENTRAINING, GENEVA TO ELMHURST; SLOW ORDER 25 MPH, WHEATON.
UPW	0057	Wed, May 11	14	J1	14" DELAYED #55 AHEAD.
		<b>81% OT</b> Thu, May 12	8	RD	8" M55 AHEAD.
		Wed, May 18	8	P1	8" ACCT M55 AHEAD, EARLIER M55 DEPARTED 5" LATE DUE TO LATE ARRIVAL OF EQUIP FROM COACHYARD- FLAGGED WESTERN AVE. DUE TO GROUND.
		Wed, May 25	7	U	7" LIFT PROBS, LOMBARD.

Data is corrected final (06/16/11) version from TOPS.

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**TABLE 4: DELAY CODES AND DEFINITIONS**

<b>Code</b>	<b>Definition</b>	<b>Code</b>	<b>Definition</b>
A	Passenger Train Interference	M	Right of Way Accident/Misc.
AA	Rule 9.9 Delayed in Block/Rule 6.30	MW	Right of Way Accident/Misc., Weather
AD	Non-Revenue Passenger Train Interference	M1	Right of Way Accident/Misc., Train Ahead
AM	Amtrak Caused Delay	N	ComEd Failure
AS	NICTD Train Interference	NW	ComEd Failure, Weather
AW	Pass. Train Interference, Weather	N1	ComEd Failure, Train Ahead
A1	Pass. Train Interference, Train Ahead	O	AC/DC System Failure
B	Human Error, Eng. Dept.	OW	AC/DC System Failure, Weather
BA	Amtrak Engineering Human Error	O1	AC/DC System Failure, Train Ahead
BW	Human Error, Eng. Dept. Weather	P	Late Equipment From Coach Yard
B1	Human Error, Eng. Dept. Train Ahead	PW	Late Equipment From Coach Yard, Weather
C	M of W Work	P1	Late Equipment From Coach Yard, Train Ahead
CA	Amtrak Engineering	Q	Late Issuance of Track Warrant
CC	Scheduled Track Work	Q1	Late Issuance of Track Warrant, Train Ahead
CF	M of W Caused Mechanical Malfunction	R	Human Error, Transportation
CG	Scheduled Signal Work	RA	Human Error, Amtrak Transportation
CH	Contractor Failure	RD	Human Error, Metra Dispatcher
CO	Scheduled Wire Work	RF	Freight Dispatcher/Opr/Non-Freight Train Error
CW	M of W Work, Weather	RL	Human Error, Job Action/Employee No Show
C1	M of W Work, Train Ahead	RO	Human Error, Metra Operator
D	Freight Train Interference	RS	Human Error, NICTD Transportation
DD	Freight Dispatcher/Opr/Freight Train Error	RW	Human Error, Transportation, Weather
DW	Freight Train Interference, Weather	R1	Human Error, Transportation, Train Ahead
D1	Freight Train Interference, Train Ahead	S	Operational (Efficiency) Testing
E	Locomotive Malfunction	S1	Operational (Efficiency) Testing, Train Ahead
EA	Amtrak Locomotive Malfunction	T	Property Vandalism
EW	Locomotive Malfunction, Weather	TG	Vandalism of Gates
E1	Locomotive Malfunction, Train Ahead	T1	Property Vandalism, Train Ahead
F	Cab Car/Trailer/MU Malfunction	U	Accessibility Related (ADA)
FA	Amtrak Car Malfunction	UF	ADA Lift Failure
FW	Cab Car/TRL/MU Malfunction, Weather	UW	Accessibility, Weather
F1	Cab Car/TRL/MU Malfunction, Train Ahead	U1	Accessibility, Train Ahead
G	Signal/Switch Malfunction	V	Mechanical Problem Reported, Nothing Found
GA	Signal/Switch Failure Amtrak	V1	Mech. Prob., Nothing Found, Train Ahead
GW	Signal/Switch Malfunction Weather	W	Gas Leak
GX	Broken Gate Crossing	WW	Gas Leak, Weather
G1	Signal/Switch Malfunction, Train Ahead	W1	Gas Leak, Train Ahead
H	Human Error, Mechanical Department	XA	Train Annulled - Amtrak
HS	Human Error, NICTD Mechanical Dept.	XB	Train Annulled - Engineering Dept.
HW	Human Error, Mech. Dept., Weather	XD	Train Annulled - Freight Interference
H1	Human Error, Mech. Dept., Train Ahead	XE	Train Annulled - Engine Failure
I	Passenger Handling, Running Time	XF	Train Annulled - B/O Car
IB	Passenger Handling, Bicycle	XG	Train Annulled - Signal Dept.
IW	Passenger Handling, Weather	XH	Train Annulled - Mechanical Dept.
I1	Passenger Handling, Train Ahead	XJ	Train Annulled - Passenger Problem/Removal
J	Passenger Problems/Removal	XK	Train Annulled - Obstruction
JA	Amtrak Passenger Problems/Removal	XL	Train Annulled - Unauthorized People On Trk
J1	Passenger Problems/Removal Train Ahead	XM	Train Annulled - Right of Way Accident/Misc.
K	Obstruction On Tracks	XN	Train Annulled - ComEd Problem
KD	Obstruction On Tracks, Debris	XO	Train Annulled - AC/DC Failure
KP	Suspicious Package(s)/Person(s)/Activity	XQ	Train Annulled - No Track Warrant
KW	Obstruction On Tracks, Weather	XR	Train Annulled - Transportation Dept.
K1	Obstruction On Tracks, Train Ahead	XT	Train Annulled - Vandalism
L	Unauthorized People On Tracks/Near Miss	XV	Train Annulled - Mech. Problem, Nothing Found
L1	Unauthorized People On Tracks, Train Ahead	XW	Train Annulled - Gas Leak

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

CATEGORY		CATEGORY	
Code	Definition	Code	Definition
<b>1 PASSENGER TRAIN INTERFERENCE</b>		<b>13 HUMAN ERROR</b>	
A1	Pass. Train Interference, Train Ahead	B1	Human Error, Eng. Dept. Train Ahead
A	Passenger Train Interference	B	Human Error, Eng. Dept.
AA	Rule 9.9 Delayed in Block/Rule 6.30	BA	Amtrak Engineering Human Error
AD	Non-Revenue Passenger Train Interference	H1	Human Error, Mech. Dept., Train Ahead
AM	Amtrak Caused Delay	H	Human Error, Mechanical Department
AS	NICTD Train Interference	HS	Human Error, NICTD Mechanical Dept.
P1	Late Equipment From Coach Yard, Train Ahead	R1	Human Error, Transportation, Train Ahead
P	Late Equipment From Coach Yard	R	Human Error, Transportation
XA	Train Annulled - Amtrak	RA	Human Error, Amtrak Transportation
<b>2 &amp; 3 FREIGHT INTERFERENCE</b>		RD	Human Error, Metra Dispatcher
D1	Freight Train Interference, Train Ahead	RF	Freight Dispatcher/Opr/Non-Freight Train Error
D	Freight Train Interference	RL	Human Error, Job Action/Employee No Show
DD	Freight Dispatcher/Opr/Freight Train Error	RO	Human Error, Metra Operator
XD	Train Annulled - Freight Interference	RS	Human Error, NICTD Transportation
<b>4 ACCIDENT</b>		XB	Train Annulled - Engineering Dept.
M1	Right of Way Accident/Misc., Train Ahead	XH	Train Annulled - Mechanical Dept.
M	Right of Way Accident/Misc.	XR	Train Annulled - Transportation Dept.
XM	Train Annulled - Right of Way Accident/Misc.	<b>14 SICK, INJURED, UNRULY PASSENGER</b>	
<b>5 PASSENGER LOADING</b>		J1	Passenger Problems/Removal Train Ahead
I1	Passenger Handling, Train Ahead	J	Passenger Problems/Removal
I	Passenger Handling, Running Time	JA	Amtrak Passenger Problems/Removal
IB	Passenger Handling, Bicycle	XJ	Train Annulled - Passenger Problem/Removal
<b>6 LIFT DEPLOYMENT</b>		<b>15 WEATHER</b>	
U1	Accessibility, Train Ahead	AW	Pass. Train Interference, Weather
U	Accessibility Related (ADA)	BW	Human Error, Eng. Dept. Weather
UF	ADA Lift Failure	CW	M of W Work, Weather
<b>7 OBSTRUCTION/DEBRIS</b>		DW	Freight Train Interference, Weather
K1	Obstruction On Tracks, Train Ahead	EW	Locomotive Malfunction, Weather
K	Obstruction On Tracks	FW	Cab Car/TRL/MU Malfunction, Weather
KD	Obstruction On Tracks, Debris	GW	Signal/Switch Malfunction Weather
KP	Suspicious Package(s)/Person(s)/Activity	HW	Human Error, Mech. Dept., Weather
XK	Train Annulled - Obstruction	IW	Passenger Handling, Weather
<b>8 SIGNAL/SWITCH FAILURE</b>		KW	Obstruction On Tracks, Weather
G1	Signal/Switch Malfunction, Train Ahead	MW	Right of Way Accident/Misc., Weather
G	Signal/Switch Malfunction	NW	ComEd Failure, Weather
GA	Signal/Switch Failure Amtrak	OW	AC/DC System Failure, Weather
GX	Broken Gate Crossing	PW	Late Equipment From Coach Yard, Weather
XG	Train Annulled - Signal Dept.	RW	Human Error, Transportation, Weather
<b>9 TRACK WORK</b>		UW	Accessibility, Weather
C1	M of W Work, Train Ahead	WW	Gas Leak, Weather
C	M of W Work	<b>16 OTHER</b>	
CA	Amtrak Engineering	L1	Unauthorized People On Tracks, Train Ahead
CC	Scheduled Track Work	L	Unauthorized People On Tracks/Near Miss
CF	M of W Caused Mechanical Malfunction	N1	ComEd Failure, Train Ahead
CG	Scheduled Signal Work	N	ComEd Failure
CH	Contractor Failure	Q1	Late Issuance of Track Warrant, Train Ahead
<b>10 CATENARY FAILURE</b>		Q	Late Issuance of Track Warrant
CO	Scheduled Wire Work	S1	Operational (Efficiency) Testing, Train Ahead
O1	AC/DC System Failure, Train Ahead	S	Operational (Efficiency) Testing
O	AC/DC System Failure	T1	Property Vandalism, Train Ahead
XO	Train Annulled - AC/DC Failure	T	Property Vandalism
<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>		TG	Vandalism of Gates
F1	Cab Car/TRL/MU Malfunction, Train Ahead	V1	Mech. Prob., Nothing Found, Train Ahead
F	Cab Car/Trailer/MU Malfunction	V	Mechanical Problem Reported, Nothing Found
FA	Amtrak Car Malfunction	W1	Gas Leak, Train Ahead
XF	Train Annulled - B/O Car	W	Gas Leak
<b>12 LOCOMOTIVE FAILURE</b>		XL	Train Annulled - Unauthorized People On Trk
E1	Locomotive Malfunction, Train Ahead	XN	Train Annulled - ComEd Problem
E	Locomotive Malfunction	XQ	Train Annulled - No Track Warrant
EA	Amtrak Locomotive Malfunction	XT	Train Annulled - Vandalism
XE	Train Annulled - Engine Failure	XV	Train Annulled - Mech. Problem, Nothing Found
		XW	Train Annulled - Gas Leak

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**TABLE 6: NUMBER OF DELAYS BY DATE**  
**May 2011**

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	
<b>BNSF</b>	0	6	8	2	5	10	13	12	20	8	1	2	5	1	5	0	2	10	0	1	14	125
<b>Elec -ML</b>	2	1	0	1	4	0	2	2	3	5	0	0	0	1	1	3	10	0	4	0	2	41
<b>-BI</b>	0	0	0	0	1	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	5
<b>-SC</b>	2	0	1	0	2	2	0	1	2	0	0	1	2	0	0	2	3	1	0	1	1	21
<b>Heritage</b>	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
<b>Milw -N</b>	2	4	4	1	4	2	0	6	6	3	14	1	30	7	15	5	4	0	8	5	3	124
<b>-W</b>	0	1	2	3	2	3	2	1	0	4	2	0	3	7	2	1	4	0	3	0	3	43
<b>NCS</b>	1	1	5	2	0	0	2	2	0	1	0	0	3	1	4	2	6	1	0	1	1	33
<b>RI</b>	3	0	1	1	8	3	2	2	2	1	2	4	2	2	6	0	2	5	4	7	4	61
<b>SWS</b>	0	2	3	3	0	0	0	6	3	1	2	0	2	4	1	2	0	1	4	1	4	39
<b>UP -N</b>	3	3	7	7	4	0	2	2	1	3	2	2	2	2	1	6	6	4	8	3	2	70
<b>-NW</b>	0	6	1	2	0	1	3	4	11	23	3	0	1	2	1	1	1	0	9	0	2	71
<b>-W</b>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>4</u>	<u>3</u>	<u>14</u>	<u>9</u>	<u>4</u>	<u>5</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>75</u>
<b>SYSTEM</b>	14	26	32	25	35	25	29	52	57	56	31	11	55	30	38	26	38	27	42	23	38	710
<b>SATURDAY</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>28</b>	<b>TOTAL</b>																	
<b>BNSF</b>	5	4	3	0	12																	
<b>Elec -ML</b>	1	0	0	1	2																	
<b>-BI</b>	0	0	0	0	0																	
<b>-SC</b>	2	0	1	0	3																	
<b>Heritage</b>	-	-	-	-	-																	
<b>Milw -N</b>	6	3	1	3	13																	
<b>-W</b>	5	3	1	5	14																	
<b>NCS</b>	-	-	-	-	-																	
<b>RI</b>	0	0	0	0	0																	
<b>SWS</b>	0	0	0	0	0																	
<b>UP -N</b>	0	0	0	0	0																	
<b>-NW</b>	0	1	0	1	2																	
<b>-W</b>	<u>3</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>11</u>																	
<b>SYSTEM</b>	22	14	6	15	57																	
<b>SUNDAY/HOLIDAY</b>	<b>1</b>	<b>8</b>	<b>15</b>	<b>22</b>	<b>29</b>	<b>30</b>	<b>TOTAL</b>															
<b>BNSF</b>	3	3	2	0	3	6	17															
<b>Elec -ML</b>	4	4	0	6	3	9	26															
<b>-BI</b>	-	-	-	-	-	-	-															
<b>-SC</b>	0	0	0	0	2	0	2															
<b>Heritage</b>	-	-	-	-	-	-	-															
<b>Milw -N</b>	2	3	4	1	5	8	23															
<b>-W</b>	1	0	0	2	5	5	13															
<b>NCS</b>	-	-	-	-	-	-	-															
<b>RI</b>	2	0	0	2	3	3	10															
<b>SWS</b>	-	-	-	-	-	-	-															
<b>UP -N</b>	0	0	0	1	0	0	1															
<b>-NW</b>	0	0	0	4	1	5	10															
<b>-W</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>9</u>															
<b>SYSTEM</b>	12	10	6	17	28	38	111															

Data is corrected final (06/16/11) version from TOPS.

**TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**

**May 2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	0	0	1	0	15	4	0	2	1	5	0	1	31
<i>Freight Interference - Peak</i>	2	0	0	0	2	0	3	5	0	3	0	8	0	23
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	12	12	8	1	14	2	4	19	78
Freight Interference - Total	8	0	0	0	2	12	15	13	1	17	2	12	19	101
Accident	8	0	0	0	0	15	0	0	0	0	3	23	1	50
Passenger Loading	21	21	2	5	0	25	18	0	22	0	7	3	10	134
Lift Deployment	7	0	0	0	0	5	2	0	12	2	2	0	2	32
Obstruction/Debris	1	2	0	3	0	1	1	0	2	2	9	3	10	34
Signal/Switch Failure	20	12	2	2	0	26	11	10	4	8	9	2	2	108
Track Work	52	17	0	6	0	29	4	6	5	1	4	9	7	140
Catenary Failure	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	0	1	0	2	0	2	1	0	0	0	0	1	8	15
Locomotive Failure	11	0	0	0	0	10	4	1	8	4	10	10	7	65
Human Error	9	6	0	1	0	13	4	3	9	4	6	2	3	60
Sick, Injured, Unruly Passenger	5	3	0	2	0	2	3	0	4	0	3	3	14	39
Weather	1	3	0	3	0	4	2	0	2	0	0	11	6	32
Other	9	2	0	0	0	1	1	0	0	0	11	4	5	33
<b>TOTAL TRAINS DELAYED</b>	<b>154</b>	<b>69</b>	<b>5</b>	<b>26</b>	<b>2</b>	<b>160</b>	<b>70</b>	<b>33</b>	<b>71</b>	<b>39</b>	<b>71</b>	<b>83</b>	<b>95</b>	<b>878</b>

**May - Average Over Previous Five Years: 2006-2010**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	4	1	1	1	5	1	1	1	1	0	0	2	21
<i>Freight Interference - Peak</i>	7	0	0	0	3	2	1	3	2	3	0	0	2	22
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	7	2	4	3	9	1	1	19	57
Freight Interference - Total	17	0	0	0	3	9	3	7	5	12	1	1	20	79
Accident	4	0	0	1	0	10	5	3	0	0	0	3	1	28
Passenger Loading	6	7	4	2	0	4	3	0	7	0	16	12	4	65
Lift Deployment	2	0	0	0	0	3	1	0	4	0	1	2	3	16
Obstruction/Debris	6	0	0	1	1	5	1	0	3	1	1	1	3	24
Signal/Switch Failure	9	7	3	2	4	14	7	3	8	9	8	8	12	93
Track Work	6	3	1	2	1	18	5	1	2	1	7	4	4	55
Catenary Failure	0	3	1	2	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	1	3	1	0	0	2	1	0	1	1	1	1	3	15
Locomotive Failure	10	0	0	0	0	7	7	3	6	1	1	1	2	38
Human Error	13	5	1	2	1	4	4	1	6	3	8	4	4	56
Sick, Injured, Unruly Passenger	2	5	0	1	0	1	1	1	3	0	2	3	2	20
Weather	2	2	0	0	0	6	0	0	0	1	4	1	0	17
Other	1	3	1	1	1	2	1	0	1	2	3	3	5	23
<b>TOTAL TRAINS DELAYED</b>	<b>82</b>	<b>41</b>	<b>13</b>	<b>15</b>	<b>12</b>	<b>90</b>	<b>39</b>	<b>21</b>	<b>49</b>	<b>31</b>	<b>54</b>	<b>45</b>	<b>64</b>	<b>556</b>

**May 2011 Divergence From May 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	-1	-4	-1	0	-1	10	3	-1	1	0	5	0	-1	10
<i>Freight Interference - Peak</i>	-5	0	0	0	-1	-2	2	2	-2	0	0	8	-2	1
<i>Freight Interference - Off-Peak</i>	-4	0	0	0	0	5	10	4	-2	5	1	3	0	21
Freight Interference - Total	-9	0	0	0	-1	3	12	6	-4	5	1	11	-1	22
Accident	4	0	0	-1	0	5	-5	-3	0	0	3	20	0	22
Passenger Loading	15	14	-2	3	0	21	15	0	15	0	-9	-9	6	69
Lift Deployment	5	0	0	0	0	2	1	0	8	2	1	-2	-1	16
Obstruction/Debris	-5	2	0	2	-1	-4	0	0	-1	1	8	2	7	10
Signal/Switch Failure	11	5	-1	0	-4	12	4	7	-4	-1	1	-6	-10	15
Track Work	46	14	-1	4	-1	11	-1	5	3	0	-3	5	3	85
Catenary Failure	0	-1	0	-1	0	0	0	0	0	0	0	0	0	-2
Non-Locomotive Equipment Failure	-1	-2	-1	2	0	0	0	0	-1	-1	-1	0	5	0
Locomotive Failure	1	0	0	0	0	3	-3	-2	2	3	9	9	5	27
Human Error	-4	1	-1	-1	-1	9	0	2	3	1	-2	-2	-1	4
Sick, Injured, Unruly Passenger	3	-2	0	1	0	1	2	-1	1	0	1	0	12	19
Weather	-1	1	0	3	0	-2	2	0	2	-1	-4	10	6	15
Other	8	-1	-1	-1	-1	-1	0	0	-1	-2	8	1	0	10
<b>TOTAL TRAINS DELAYED</b>	<b>72</b>	<b>28</b>	<b>-8</b>	<b>11</b>	<b>-10</b>	<b>70</b>	<b>31</b>	<b>12</b>	<b>22</b>	<b>8</b>	<b>17</b>	<b>38</b>	<b>31</b>	<b>322</b>

Data for current month is corrected final (06/16/11) version from TOPS.

P:\ONTIME\report\DelaysByCause\6Cats.xls\LastMonthByLine 07/08/2011

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).



**TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE  
January-May 2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	10	10	2	4	5	42	7	5	11	9	24	5	9	143
<i>Freight Interference - Peak</i>	33	0	0	0	16	6	14	33	7	16	0	8	36	169
<i>Freight Interference - Off-Peak</i>	27	0	0	0	0	68	43	40	17	53	7	11	117	383
Freight Interference - Total	60	0	0	0	16	74	57	73	24	69	7	19	153	552
Accident	24	2	7	5	0	16	49	6	0	0	55	32	21	217
Passenger Loading	33	67	7	24	0	40	23	1	46	1	55	9	29	335
Lift Deployment	17	0	0	0	0	10	14	0	31	2	15	0	20	109
Obstruction/Debris	20	4	1	17	0	6	7	3	10	6	12	19	43	148
Signal/Switch Failure	55	38	17	5	16	100	54	25	38	43	43	41	41	516
Track Work	69	28	1	6	0	40	20	11	15	3	35	12	24	264
Catenary Failure	0	16	4	3	0	0	0	0	0	0	0	0	0	23
Non-Locomotive Equipment Failure	0	19	7	10	0	8	11	1	7	0	11	4	11	89
Locomotive Failure	38	0	0	0	2	62	20	11	43	9	37	50	15	287
Human Error	46	33	1	17	5	42	12	11	21	15	46	16	22	287
Sick, Injured, Unruly Passenger	18	22	2	15	0	16	15	0	8	0	34	10	21	161
Weather	165	82	13	39	7	124	95	31	96	26	97	114	96	985
Other	15	4	1	3	0	12	14	0	12	7	29	23	19	139
<b>TOTAL TRAINS DELAYED</b>	<b>570</b>	<b>325</b>	<b>63</b>	<b>148</b>	<b>51</b>	<b>592</b>	<b>398</b>	<b>178</b>	<b>362</b>	<b>190</b>	<b>500</b>	<b>354</b>	<b>524</b>	<b>4,255</b>

**January-May - Average Over Previous Five Years: 2006-2010**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	16	16	5	3	2	24	12	7	11	5	10	6	10	128
<i>Freight Interference - Peak</i>	38	0	0	0	25	7	9	17	7	15	4	5	20	147
<i>Freight Interference - Off-Peak</i>	50	0	0	0	0	38	25	25	22	41	7	11	90	309
Freight Interference - Total	88	0	0	0	25	45	34	42	29	56	12	16	110	456
Accident	38	5	1	4	0	16	16	9	11	5	11	21	13	150
Passenger Loading	14	18	11	9	0	15	10	2	30	1	77	26	20	233
Lift Deployment	8	0	0	0	0	11	9	3	19	1	7	8	11	78
Obstruction/Debris	28	4	3	10	1	21	15	3	12	4	11	22	13	147
Signal/Switch Failure	116	42	10	13	16	72	46	23	41	36	29	37	48	531
Track Work	18	15	4	12	2	40	11	4	13	6	16	11	17	168
Catenary Failure	0	9	4	7	0	0	0	0	0	0	0	0	0	20
Non-Locomotive Equipment Failure	13	18	10	5	0	4	3	1	7	2	6	7	7	83
Locomotive Failure	39	1	0	0	1	37	28	12	25	5	9	19	16	192
Human Error	43	19	6	9	4	23	20	7	26	11	36	32	21	257
Sick, Injured, Unruly Passenger	13	22	4	6	0	13	9	1	18	0	13	10	10	120
Weather	46	35	11	11	5	59	31	10	55	11	62	43	39	419
Other	10	13	4	4	2	13	10	3	14	5	16	14	22	129
<b>TOTAL TRAINS DELAYED</b>	<b>489</b>	<b>219</b>	<b>71</b>	<b>94</b>	<b>59</b>	<b>393</b>	<b>255</b>	<b>127</b>	<b>312</b>	<b>148</b>	<b>314</b>	<b>273</b>	<b>358</b>	<b>3,111</b>

**January-May 2011 Divergence From January-May 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	-6	-6	-3	1	3	18	-5	-2	0	4	14	-1	-1	15
<i>Freight Interference - Peak</i>	-5	0	0	0	-9	-1	5	16	0	1	-4	3	16	22
<i>Freight Interference - Off-Peak</i>	-23	0	0	0	0	30	18	15	-5	12	0	0	27	74
Freight Interference - Total	-28	0	0	0	-9	29	23	31	-5	13	-5	3	43	96
Accident	-14	-3	6	1	0	0	33	-3	-11	-5	44	11	8	67
Passenger Loading	19	49	-4	15	0	25	13	-1	16	0	-22	-17	9	102
Lift Deployment	9	0	0	0	0	-1	5	-3	12	1	8	-8	9	31
Obstruction/Debris	-8	0	-2	7	-1	-15	-8	0	-2	2	1	-3	30	1
Signal/Switch Failure	-61	-4	7	-8	0	28	8	2	-3	7	14	4	-7	-15
Track Work	51	13	-3	-6	-2	0	9	7	2	-3	19	1	7	96
Catenary Failure	0	7	0	-4	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	-13	1	-3	5	0	4	8	0	0	-2	5	-3	4	6
Locomotive Failure	-1	-1	0	0	1	25	-8	-1	18	4	28	31	-1	95
Human Error	3	14	-5	8	1	19	-8	4	-5	4	10	-16	1	30
Sick, Injured, Unruly Passenger	5	0	-2	9	0	3	6	-1	-10	0	21	0	11	41
Weather	119	47	2	28	2	65	64	21	41	15	35	71	57	566
Other	5	-9	-3	-1	-2	-1	4	-3	-2	2	13	9	-3	10
<b>TOTAL TRAINS DELAYED</b>	<b>81</b>	<b>106</b>	<b>-8</b>	<b>54</b>	<b>-8</b>	<b>199</b>	<b>143</b>	<b>51</b>	<b>50</b>	<b>42</b>	<b>186</b>	<b>81</b>	<b>166</b>	<b>1,144</b>

Data for current month is corrected final (06/16/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 07/08/2011

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).

**TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2011**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Passenger Train Interference	18	50	30	14	31								143 3.4%
<i>Freight Interference - Peak</i>	35	39	38	34	23								169 4.0%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78								383 9.0%
Freight Interference - Total	86	120	125	120	101								552 13.0%
Accident	52	59	28	28	50								217 5.1%
Passenger Loading	36	47	56	62	134								335 7.9%
Lift Deployment	18	24	17	18	32								109 2.6%
Obstruction/Debris	33	30	28	23	34								148 3.5%
Signal/Switch Failure	112	129	81	86	108								516 12.1%
Track Work	28	13	27	56	140								264 6.2%
Catenary Failure	9	4	4	2	4								23 0.5%
Non-Locomotive Equipment Failure	9	27	17	21	15								89 2.1%
Locomotive Failure	69	47	32	74	65								287 6.7%
Human Error	57	48	64	58	60								287 6.7%
Sick, Injured, Unruly Passenger	25	15	38	44	39								161 3.8%
Weather	33	915	2	3	32								985 23.1%
Other	18	32	30	26	33								139 3.3%
<b>TOTAL TRAINS DELAYED</b>	<b>603</b>	<b>1,560</b>	<b>579</b>	<b>635</b>	<b>878</b>								<b>4,255 100%</b>

**2010**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	151 5.2%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	156 5.3%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	267 9.1%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	423 14.5%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	135 4.6%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	283 9.7%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	100 3.4%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	137 4.7%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	476 16.3%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	219 7.5%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	12 0.4%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	108 3.7%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	207 7.1%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	193 6.6%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	153 5.2%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	199 6.8%
Other	44	11	12	29	29	27	20	16	13	17	21	27	125 4.3%
<b>TOTAL TRAINS DELAYED</b>	<b>585</b>	<b>493</b>	<b>541</b>	<b>563</b>	<b>739</b>	<b>1,227</b>	<b>854</b>	<b>800</b>	<b>542</b>	<b>652</b>	<b>719</b>	<b>767</b>	<b>2,921 100%</b>

**2011 Divergence From 2010**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Passenger Train Interference	-25	7	12	-4	2								-8 -1.8%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1								13 -1.4%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35								116 -0.1%
Freight Interference - Total	-2	29	44	24	34								129 -1.5%
Accident	34	10	13	19	6								82 0.5%
Passenger Loading	-11	13	-6	7	49								52 -1.8%
Lift Deployment	0	10	-1	0	0								9 -0.9%
Obstruction/Debris	4	17	0	-19	9								11 -1.2%
Signal/Switch Failure	27	66	-37	-1	-15								40 -4.2%
Track Work	14	4	-4	11	20								45 -1.3%
Catenary Failure	2	4	0	2	3								11 0.1%
Non-Locomotive Equipment Failure	-9	17	1	-29	1								-19 -1.6%
Locomotive Failure	57	-3	-14	37	3								80 -0.3%
Human Error	3	15	32	29	15								94 0.1%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11								8 -1.5%
Weather	-61	874	-1	-23	-3								786 16.3%
Other	-26	21	18	-3	4								14 -1.0%
<b>TOTAL TRAINS DELAYED</b>	<b>18</b>	<b>1,067</b>	<b>38</b>	<b>72</b>	<b>139</b>								<b>1,334</b>

Data for current month is corrected final (06/16/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 07/08/2011

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).

**TABLE 10: FREIGHT DELAYS  
between June 2009 and May 2011**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Jun-09	6	0	0	0	3	6	7	6	5	11	0	5	11	60
Jul-09	13	0	0	0	3	7	5	2	10	4	0	4	5	53
Aug-09	37	0	0	0	3	5	8	9	1	11	3	4	24	105
Sep-09	16	0	0	0	3	3	5	5	2	7	0	6	11	58
Oct-09	22	0	0	0	14	13	3	4	5	68	2	14	18	163
Nov-09	6	0	0	0	8	5	1	4	1	11	0	0	11	47
Dec-09	13	0	0	0	5	10	7	9	4	10	5	1	23	87
Jan-10	9	0	0	0	7	8	8	10	8	11	15	1	11	88
Feb-10	17	1	1	0	3	9	13	9	5	17	0	2	14	91
Mar-10	14	0	0	0	7	12	4	12	6	14	2	1	9	81
Apr-10	13	0	0	0	7	17	4	26	5	8	2	4	10	96
May-10	21	0	0	0	3	8	3	8	3	9	0	2	10	67
<b>Total</b>	<b>187</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>103</b>	<b>68</b>	<b>104</b>	<b>55</b>	<b>181</b>	<b>29</b>	<b>44</b>	<b>157</b>	<b>996</b>
Jun-10	26	0	0	0	6	7	5	12	4	25	2	1	36	124
Jul-10	17	0	0	0	4	8	3	22	4	25	3	6	33	125
Aug-10	25	0	0	0	7	17	8	9	12	25	0	1	22	126
Sep-10	6	0	0	0	8	8	9	8	9	12	1	1	16	78
Oct-10	9	0	0	0	3	15	15	10	7	18	1	13	16	107
Nov-10	5	0	0	0	4	10	7	6	3	15	3	0	9	62
Dec-10	7	0	0	0	6	21	12	17	7	27	1	1	39	138
Jan-11	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Feb-11	7	0	0	0	5	21	14	5	9	11	1	1	46	120
Mar-11	23	0	0	0	4	12	11	16	3	13	2	2	39	125
Apr-11	5	0	0	0	2	17	12	30	5	18	0	3	28	120
<b>May-11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>15</b>	<b>13</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>12</b>	<b>19</b>	<b>101</b>
<b>Total</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>160</b>	<b>116</b>	<b>157</b>	<b>70</b>	<b>216</b>	<b>18</b>	<b>42</b>	<b>324</b>	<b>1,312</b>

Data for current month is corrected final (06/16/11) 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 (see pg. 2).

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 07/08/2011

**TABLES 11.a & 11.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2011**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	5	3	2	0	7																													17	2.98%		
Electric ML	0	0	0	0	0																													0	0.00%			
Electric BI	0	0	0	0	0																													0	0.00%			
Electric SC	0	0	0	0	0																													0	0.00%			
HER	0	0	0	0	0																													0	0.00%			
Milw N	1	2	0	2	5																													10	1.69%			
Milw W	0	6	2	4	2																													14	3.52%			
NCS	0	0	0	0	0																													0	0.00%			
RI	2	5	8	4	12																													31	8.56%			
SWS	0	0	0	0	2																													2	1.05%			
UP N	8	2	2	1	2																													15	3.00%			
UP NW	0	0	0	0	0																													0	0.00%			
UP W	2	6	3	7	2																													20	3.82%			
<b>Total Lift Delays</b>	<b>18</b>	<b>24</b>	<b>17</b>	<b>18</b>	<b>32</b>																													<b>109</b>	<b>2.56%</b>			
<b>ALL DELAYS</b>																						<b>4,255</b>																

Data for current month is corrected final (06/16/11) version from TOPS.

**2010**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	1	2	2	2	5	7	2	5	3	1	1	8	39	3.08%																							
Electric ML	0	0	0	1	0	2	0	0	0	0	0	0	3	0.43%																								
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	1	0	2	0.83%																								
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%																								
Milw N	1	0	0	1	2	4	2	2	0	1	0	1	14	1.38%																								
Milw W	4	4	7	1	2	1	2	2	1	4	3	0	31	4.51%																								
NCS	1	0	0	0	0	0	0	0	0	0	0	0	1	0.26%																								
RI	6	4	4	3	8	5	9	5	9	4	5	12	74	10.39%																								
SWS	0	0	0	0	0	0	0	0	1	0	1	0	2	0.43%																								
UP N	4	1	4	1	1	4	5	9	1	1	0	2	33	3.25%																								
UP NW	0	3	0	1	7	3	1	4	3	2	1	4	29	4.51%																								
UP W	1	0	1	8	7	3	1	4	2	1	2	0	30	3.19%																								
<b>Total Lift Delays</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>18</b>	<b>32</b>	<b>30</b>	<b>22</b>	<b>31</b>	<b>20</b>	<b>14</b>	<b>14</b>	<b>27</b>	<b>258</b>	<b>3.04%</b>																								
<b>ALL DELAYS</b>																						<b>8,482</b>																

P:\ONTIME\report\DelaysByCause16Cats.xls\LiftUseByLine&Month

07/08/2011

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).

**TABLE 12: FREQUENCY OF TRAIN DELAYS BY DURATION**  
**May 2011**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	22	3	1	2	2	13	11	8	8	8	20	16	12	126
11-15	17	1	0	0	0	3	2	4	1	2	6	9	7	52
16-20	3	1	0	0	0	3	0	1	1	3	0	2	3	17
21+	9	0	0	0	0	5	2	0	1	0	11	12	1	41
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>7</u>
Sub-Total	54	5	1	2	2	25	15	13	11	13	37	40	25	243
<b>Off-Peak **</b>														
6-10	59	42	3	20	0	79	23	10	42	15	17	7	12	329
11-15	19	11	1	2	0	35	14	4	9	8	5	7	21	136
16-20	9	5	0	1	0	8	11	5	6	0	6	4	15	70
21+	12	6	0	1	0	8	7	1	2	3	6	21	21	88
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>12</u>
Sub-Total	100	64	4	24	0	135	55	20	60	26	34	43	70	635
<b>May 2011 Total</b>														
6-10	81	45	4	22	2	92	34	18	50	23	37	23	24	455
11-15	36	12	1	2	0	38	16	8	10	10	11	16	28	188
16-20	12	6	0	1	0	11	11	6	7	3	6	6	18	87
21+	21	6	0	1	0	13	9	1	3	3	17	33	22	129
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>19</u>
TOTAL	154	69	5	26	2	160	70	33	71	39	71	83	95	878
<b>2011 Year-to-Date</b>														
6-10	250	209	35	87	23	278	163	87	216	93	209	100	194	1,944
11-15	125	49	10	13	13	144	95	36	64	42	84	64	103	842
16-20	60	27	6	14	6	53	56	26	28	17	43	38	66	440
21+	113	36	4	29	9	89	73	25	40	32	124	117	114	805
Annulled	<u>22</u>	<u>4</u>	<u>8</u>	<u>5</u>	<u>0</u>	<u>28</u>	<u>11</u>	<u>4</u>	<u>14</u>	<u>6</u>	<u>40</u>	<u>35</u>	<u>47</u>	<u>224</u>
TOTAL	570	325	63	148	51	592	398	178	362	190	500	354	524	4,255
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2011 Total</b>														
6-10	52.6%	65.2%	80.0%	84.6%	100.0%	57.5%	48.6%	54.5%	70.4%	59.0%	52.1%	27.7%	25.3%	51.8%
11-15	23.4%	17.4%	20.0%	7.7%	0.0%	23.8%	22.9%	24.2%	14.1%	25.6%	15.5%	19.3%	29.5%	21.4%
16-20	7.8%	8.7%	0.0%	3.8%	0.0%	6.9%	15.7%	18.2%	9.9%	7.7%	8.5%	7.2%	18.9%	9.9%
21+	13.6%	8.7%	0.0%	3.8%	0.0%	8.1%	12.9%	3.0%	4.2%	7.7%	23.9%	39.8%	23.2%	14.7%
Annulled	<u>2.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.0%</u>	<u>3.2%</u>	<u>2.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2011 Year-to-Date Delays By Duration</b>														
6-10	43.9%	64.3%	55.6%	58.8%	45.1%	47.0%	41.0%	48.9%	59.7%	48.9%	41.8%	28.2%	37.0%	45.7%
11-15	21.9%	15.1%	15.9%	8.8%	25.5%	24.3%	23.9%	20.2%	17.7%	22.1%	16.8%	18.1%	19.7%	19.8%
16-20	10.5%	8.3%	9.5%	9.5%	11.8%	9.0%	14.1%	14.6%	7.7%	8.9%	8.6%	10.7%	12.6%	10.3%
21+	19.8%	11.1%	6.3%	19.6%	17.6%	15.0%	18.3%	14.0%	11.0%	16.8%	24.8%	33.1%	21.8%	18.9%
Annulled	<u>3.9%</u>	<u>1.2%</u>	<u>12.7%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>4.7%</u>	<u>2.8%</u>	<u>2.2%</u>	<u>3.9%</u>	<u>3.2%</u>	<u>8.0%</u>	<u>9.9%</u>	<u>9.0%</u>	<u>5.3%</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%

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

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).

Data for most recent month is corrected final (06/16/11) version from TOPS.

**TABLE 13: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES**

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2011</b>														
Peak *	14.9	10.8	7.0	7.5	7.0	13.7	11.1	9.9	9.7	10.8	16.0	17.6	11.5	13.8
Off-Peak **	13.0	10.8	9.3	9.5	--	11.6	12.9	12.7	10.3	11.8	14.2	31.5	23.6	14.4
All	13.7	10.8	8.8	9.3	7.0	11.9	12.5	11.6	10.2	11.5	15.1	24.6	20.5	14.2
<b>2011 Year-to-Date</b>														
Peak *	16.5	15.1	11.6	16.4	19.5	16.5	16.8	15.4	11.9	14.0	30.5	21.8	17.4	18.4
Off-Peak **	17.0	12.5	12.5	14.9	--	14.9	19.1	16.7	13.5	17.2	21.4	27.0	18.9	17.2
All	16.7	13.4	12.2	15.2	19.5	15.4	18.2	16.0	13.0	16.1	25.2	23.7	18.4	17.7

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.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (see pg. 2).

Data for most recent month is corrected final (06/16/11) version from TOPS.