

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

**August 2011**



# COMMUTER RAIL ON-TIME PERFORMANCE

## August 2011

This report presents an analysis of the August 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 August 2011, Metra operated 18,013 scheduled trains, including scheduled "extras", if any. 1,306 of these trains were delayed (late or annulled), representing an on-time performance rate of 92.7%. 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 August 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 August 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during August 2011. Table 7.b shows the average frequencies over the previous five Augusts, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 1,306 delays systemwide in August 2011, 448 more than the average over the previous five Augusts. Table 8.a shows delays from the beginning of the year through August 2011. Table 8.b shows the average frequencies from the beginning of the year through August 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 August of 2011, a total of 9,216 trains were delayed, compared to 5,802 trains delayed in the same eight months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In August 2011 freight operations delayed 188 trains systemwide, compared to 126 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 66 trains were delayed by lift deployment in August 2011.

A review of August 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 60.1% of all late trains. Table 13 shows that the average length of delay was 13.7 minutes in August 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  
August 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>	1,242	50	96.0%	920	79	91.4%	2,162	129	94.0%	112	39	65.2%	72	13	81.9%	2,346	181	92.3%
<b>Elec -ML</b>	1,035	15	98.6%	782	46	94.1%	1,817	61	96.6%	184	11	94.0%	80	21	73.8%	2,081	93	95.5%
<b>-BI</b>	322	6	98.1%	529	13	97.5%	851	19	97.8%	120	1	99.2%	--	--	--	971	20	97.9%
<b>-SC</b>	<u>391</u>	<u>4</u>	99.0%	<u>851</u>	<u>23</u>	97.3%	<u>1,242</u>	<u>27</u>	97.8%	<u>192</u>	<u>13</u>	93.2%	<u>80</u>	<u>4</u>	95.0%	<u>1,514</u>	<u>44</u>	97.1%
<b>Subtotal</b>	1,748	25	98.6%	2,162	82	96.2%	3,910	107	97.3%	496	25	95.0%	160	25	84.4%	4,566	157	96.6%
<b>Heritage</b>	138	11	92.0%	--	--	--	138	11	92.0%	--	--	--	--	--	--	138	11	92.0%
<b>Milw -N</b>	575	39	93.2%	805	101	87.5%	1,380	140	89.9%	96	32	66.7%	80	21	73.8%	1,556	193	87.6%
<b>-W</b>	<u>621</u>	<u>21</u>	96.6%	<u>713</u>	<u>71</u>	90.0%	<u>1,334</u>	<u>92</u>	93.1%	<u>96</u>	<u>16</u>	83.3%	<u>72</u>	<u>4</u>	94.4%	<u>1,502</u>	<u>112</u>	92.5%
<b>Subtotal</b>	1,196	60	95.0%	1,518	172	88.7%	2,714	232	91.5%	192	48	75.0%	152	25	83.6%	3,058	305	90.0%
<b>NCS</b>	253	17	93.3%	253	23	90.9%	506	40	92.1%	--	--	--	--	--	--	506	40	92.1%
<b>RI</b>	828	20	97.6%	759	66	91.3%	1,587	86	94.6%	80	7	91.3%	64	10	84.4%	1,731	103	94.0%
<b>SWS</b>	253	22	91.3%	437	45	89.7%	690	67	90.3%	24	2	91.7%	--	--	--	714	69	90.3%
<b>UP -N</b>	690	30	95.7%	920	81	91.2%	1,610	111	93.1%	108	34	68.5%	76	23	69.7%	1,794	168	90.6%
<b>-NW</b>	759	37	95.1%	736	42	94.3%	1,495	79	94.7%	96	22	77.1%	60	10	83.3%	1,651	111	93.3%
<b>-W</b>	<u>621</u>	<u>24</u>	96.1%	<u>736</u>	<u>92</u>	87.5%	<u>1,357</u>	<u>116</u>	91.5%	<u>80</u>	<u>22</u>	72.5%	<u>72</u>	<u>23</u>	68.1%	<u>1,509</u>	<u>161</u>	89.3%
<b>Subtotal</b>	2,070	91	95.6%	2,392	215	91.0%	4,462	306	93.1%	284	78	72.5%	208	56	73.1%	4,954	440	91.1%
<b>SYSTEM</b>	7,728	296	96.2%	8,441	682	91.9%	16,169	978	94.0%	1,188	199	83.2%	656	129	80.3%	18,013	1,306	92.7%

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

Delays data for most recent month is final (09/13/11) 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-AUG	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	96.1%	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	95.4%	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	95.4%	94.4%
	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.2%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3					92.8%	92.8%
	<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	95.0%
<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	98.1%	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	97.5%	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	98.4%	97.9%
	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6					96.7%	96.7%
	<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	97.9%
<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	93.0%	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	89.6%	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	89.4%	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	92.3%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0					89.4%	89.4%
	<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	90.6%
<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	94.5%	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	93.9%	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	94.7%	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	94.6%	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	93.5%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6					88.7%	88.7%
	<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	94.3%
<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	95.7%	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	95.3%	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	96.4%	96.4%
	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.7%	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	96.1%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5					92.1%	92.1%
	<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	96.1%
<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	95.5%	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	94.1%	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	95.1%	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	94.3%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.2%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1					91.2%	91.2%
	<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-AUG	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	96.5%	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	94.0%	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	96.5%	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	96.3%	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	96.5%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0					93.0%	93.0%
	<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	95.9%	95.7%
<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	94.1%	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	96.8%	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	95.3%	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	95.4%	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	93.9%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3					91.9%	91.9%
	<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	95.1%	94.7%
<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	97.7%	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	95.2%	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	92.8%	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	93.7%	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	94.7%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6					92.2%	92.2%
	<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	94.7%	95.1%
<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	98.1%	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	95.9%	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	95.2%	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	95.7%	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	96.6%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3					94.4%	94.4%
	<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	96.3%	96.2%
<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	94.6%	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	94.0%	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	94.5%	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	95.2%	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	94.6%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3					90.9%	90.9%
	<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	94.6%	94.5%
<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	96.6%	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	95.6%	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	95.9%	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	95.6%	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	95.7%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7					93.2%	93.2%
	<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	95.9%	95.8%

Delays data for most recent month is final (09/13/11) version from TOPS.

P:\(ONTIME)\report\Delays&TrainsByServPeriod.xls\OTPhyLine&Month 10/4/2011

'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  
August 2011**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1229	Mon, Aug 15	9	AM	AMTRAK LINED TRAIN TO THE YARD AT 14TH STREET, MISROUTE BY AMTRAK	
		<b>70% OT</b>	Tue, Aug 16	12	CC	MOW
		Wed, Aug 17	19	CC	MOW	
		Thu, Aug 18	15	CC	MOW-----WORKING MIDDLE TRACK	
		Fri, Aug 19	12	CC	MIDDLE LAGRANGE ROAD TO HIGHLANDS	
		Mon, Aug 22	17	CC	TRACK WORK AT CONGRESS PARK	
		Tue, Aug 23	11	C	TRACK WORK BERWYN-WESTERN SPRINGS	
BNSF	1231	Mon, Aug 01	10	CC	MOW AT CICERO, WORKED MT3 CIC-BRF	
		<b>83% OT</b>	Mon, Aug 08	12	CC	MOW
		Tue, Aug 09	9	CC	MOW - WORKED MIDDLE CP - HINSDALE	
		Thu, Aug 18	17	CC	MOW-----WORKING MIDDLE TRACK	
BNSF	1233	Mon, Aug 01	10	CC	TRACK WORK AT CICERO. WORKED MT3 CIC-BRF	
		<b>83% OT</b>	Wed, Aug 03	9	CC	MOW
		Thu, Aug 04	13	D	8" WAITING FOR 1266 AT UNION AVE., HOUSE 7 JOB ON MT1 DELIVERING CARS	
		Tue, Aug 09	10	CC	MOW	
BNSF	1243	Thu, Aug 04	10	D	H-BRCKK1-04 IN EMERGENCY ON MT3. TRAINOPERATED ON ADJACENT TRACK AT RESTRICTED SPEED	
		<b>83% OT</b>	Fri, Aug 19	8	I	LONG DWELL TIME AT NAPERVILLE, SHORT PLATFORM
		Wed, Aug 24	9	R	ENGINEER COULD NOT MAKE SCHEDULE	
		Tue, Aug 30	7	R1	FOLLOWING 1241 WITH STUDENT ENGINEER	
BNSF	1251	Tue, Aug 02	7	C	10 MPH S/R MP 12.9 - MP 13.0 MT2	
		<b>83% OT</b>	Fri, Aug 12	10	D	FREIGHT TRAFFIC-MULTIPLE FREIGHT TRAINS ON THE EAST END
		Thu, Aug 18	8	E	METX 405 WITH LOADING ISSUES, TRACK SPEED WAS 40 MPH	
		Thu, Aug 25	8	R	OUT CUS 7" LATE. ENGINE WOULD NOT RESTART FROM AUTO SHUT DOWN	
BNSF	1262	Fri, Aug 05	20	I	HEAVY PASSENGER LOADING, LOLLAPALOOZA	
		<b>74% OT</b>	Thu, Aug 11	8	CC	MOW
		Fri, Aug 12	8	CC	MOW	
		Tue, Aug 16	10	CC	MOW	
		Thu, Aug 18	10	CC	MOW-----WORKING MIDDLE TRACK	
		Fri, Aug 26	10	S	OPERATIONS TESTING AT NAPERVILLE	
BNSF	1264	Mon, Aug 01	17	B1	LATE FLIP FROM 1227, DELAYED BY MOW ISSUES	
		<b>61% OT</b>	Tue, Aug 02	10	S	JOINT OPERATIONS TEST WITH AMTRAK AT HARRISON ST
		Wed, Aug 03	12	CC	MOW	
		Wed, Aug 10	10	CC	MOW	
		Fri, Aug 12	13	CC	MOW	
		Mon, Aug 15	10	I	PASSENGER HANDLING (KIDS AND STROLLERS)	
		Wed, Aug 17	7	CC	MOW	
		Tue, Aug 23	18	C1	LATE TURN OFF 1229. HEAVY PASSENGER LOADING AND TRACK WORK	
Fri, Aug 26	15	S	OPERATIONS TESTING AT NAPERVILLE			
BNSF	1266	Tue, Aug 02	20	D	Z-PTLCHC9-28 SLOW ENTERING CICERO YARD	
		<b>83% OT</b>	Fri, Aug 12	20	CC	MOW-WORKED THREE DIFFERENT MAINS
		Fri, Aug 19	8	CC	MOW	
		Mon, Aug 29	8	CC	MOW WESTERN SPRINGS-LAGRANGE RD.	
BNSF	1268	Mon, Aug 01	9	R	INEXPERIENCED ENGINEER KAISER ONA LOCAL SCHEDULE	
		<b>78% OT</b>	Fri, Aug 05	11	I	HEAVY PASSENGER LOADING, LOLLAPALOOZA
		Wed, Aug 10	9	CC	MOW AND HELD @ DGM FOR TRAFFIC ROUTING AROUND MOW	
		Thu, Aug 11	6	R	STUDENT ENGINEER/MIDDLE TRACK	
		Fri, Aug 12	10	CC	MOW	
BNSF	1273	Tue, Aug 02	10	C1	FOLLOWING LATE 1275	
		<b>78% OT</b>	Wed, Aug 10	25	D1	DELAYED 9" LATE ACCOUNT FLIP
		Fri, Aug 12	29	H1	BEHIND 1271	
		Fri, Aug 19	7	F1	FOLLOWING LATE WITH HEAVY LOADING AND LATE DEPARTURE	
		Tue, Aug 23	6	U	ADA LIGT WESTMONT AND STUDENT ENGINEER	
BNSF	1277	Tue, Aug 02	10	C	HELD AT BERWYN FOR 1282 EASTBOUND ON MT2 WORKING AROUND S/R	
		<b>83% OT</b>	Wed, Aug 10	16	I	PASSENGER HANDLING
		Fri, Aug 12	16	H1	BEHIND 1271	
		Tue, Aug 30	11	J	MEDICAL EMERGENCY AT NAPERVILLE	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1280	Wed, Aug 03	9	RF	7" 1243 AHEAD AT W. EOLA. Z-PTLCHC2-28 GOING MT2-EAST YARD	
		<b>78% OT</b>	Thu, Aug 04	8	D	RESTRICTED SPEED BY H-BRCKK1-04 IN EMERGENCY, NORTH SIDE AT 59AND NPV
		Mon, Aug 08	9	RL	ENGINEER RECEIVED LATE CALL AND TRAIN DEPARTED 8" LATE CMS ERROR	
		Fri, Aug 12	15	D	FREIGHT TRAIN CONGESTION ON THE EAST END	
		Fri, Aug 19	10	F1	FOLLOWING LATE 1278 MAKING 1276 STOPS	
BNSF	1281	Tue, Aug 02	7	C1	SWAPPED 1278 AND 1280 THEN FOLLOWED 1373 DGM-LISLE	
		<b>83% OT</b>	Wed, Aug 10	10	D	DELAYED 10" DUE TO FREIGHT TRAIN FROM WESTERN TO CICERO
		Fri, Aug 12	18	D1	LATE FLIP FROM 1280	
		Thu, Aug 25	8	I	HEAVY PASSENGER LOADING	
BNSF	1287	Mon, Aug 08	9	D	HELD AT EOLA MT2 FOR ZPTLCHC9-06 TO OPERATE EB ON MT1 TO CLEAR	
		<b>83% OT</b>	Wed, Aug 10	8	I	PASSENGER HANDLING
		Mon, Aug 22	8	I	PASSENGER HANDLING	
		Wed, Aug 31	8	GA	SWITCH FAILURE CUS	
BNSF	1293	Mon, Aug 01	10	RF	WAITING ON SIGNALS EAST END DISPR.	
		<b>78% OT</b>	Tue, Aug 09	8	R	STUDENT ENGINEER
		Wed, Aug 10	8	CC	MOW	
		Thu, Aug 11	8	R	STUDENT ENGINEER	
		Wed, Aug 31	7	J	POLICE ACTION	
HC	919	Tue, Aug 09	7	AM	2" "STOP SIGNAL," JUSTICE; 7" AMTRAK PSGR TRN INT, JUD.	
		<b>83% OT</b>	Mon, Aug 15	14	D1	10" AMTRAK #305 (STOPPED FOR FRT TRN INT, CORWITH); 3" RE- STRICTED SPEED, 47OVER; 1" NO REASON GIVEN.
		Thu, Aug 18	28	D	5" TRAFFIC AHEAD, CUS; 26" TRAIN CONGESTION, CORWITH TO SUMMIT.	
		Wed, Aug 31	7	D	7" X TRAFFIC BRIGHTON PARK	
HC	921	Fri, Aug 05	14	RF	14" WAITING FOR CN DISPATCHER TO GIVE INSTRUCTIONS TO IHB DISPATCHER UP YPRHIB-04 CLEARING, CP CANAL.	
		<b>83% OT</b>	Fri, Aug 12	7	D	7" X-TRAFFIC, CORWITH.
		Thu, Aug 18	11	AM	4" X-TRAFFIC, CP CANAL; 11" WAITING FOR AMTRAK TO CLEAR DEPOT & RID X-TRAFFIC, JUD.	
		Fri, Aug 19	9	D	14" WAITING FOR IHB TRAIN TO CLEAR ON IHB PER CN DISP, 45 X/O; 2" STOP SIGNAL, UD TOWER.	
ELBI	224	Fri, Aug 19	7	I	7" PASSENGER LOADING MAKING FLAG STOPS	
		<b>83% OT</b>	Thu, Aug 25	7	I	7" FLAG STOPS ENROUTE
		Fri, Aug 26	7	I	7" MAKING ALL STOPS; KENSINGTON - RANDOLPH.	
		Mon, Aug 29	9	G	9" SW PROBS, KENSINGTON.	
ELML	118	Wed, Aug 17	8	AD	8" "WAITING ON RELAY TO MOVE CARS TO THE POST ON TRK #6," RSS.	
		<b>78% OT</b>	Thu, Aug 18	10	CC	7" SINGLE TRACKING AROUND DC DEPT, HOMEWOOD; 3" MAKING LOCAL STOPS, ENROUTE.
		Fri, Aug 19	14	CC	9" ACCT SINGLE TRKING AROUND DC DEPT, HW; 3" 10 MPH PER FLAGMAN, MP16.00-14.78; 2" MAKING LOCAL STOPS, 57TH-11TH.	
		Thu, Aug 25	8	C	4" SINGLE TRACKING AROUND DC DEPT, HOMEWOOD; 2" SLOW ENTRAININGHOMEWOOD-KENSINGTON; 2" MAKING LOCAL STOPS, 47TH - 111TH.	
		Fri, Aug 26	15	CC	9" WAITING ON ME115, SINGLE TRACKING, HW; 6" FLAGMAN, KENS.	
ELML	145	Tue, Aug 09	11	I	9" ENTRAINING (VAN BUREN-WOODLAWN); 4" RESTRICTING SIGS, MP 11.31 & 11.85 ON MT2.	
		<b>83% OT</b>	Wed, Aug 10	7	I	7" HEAVY ENTRAINING ENROUTE.
		Fri, Aug 12	6	I	4" CROSSING OVER, 51ST; 2" SLOW ENTRAINING, 211TH.	
		Wed, Aug 24	20	H	20" MECH PROBS, RSS.	
ELML	146	Tue, Aug 02	28	CW	28" SEVERE-WEATHER S/O, FLAGGING KENSINGTON AND RESTRICTING SIGS, MP 14.21-9.74.	
		<b>83% OT</b>	Tue, Aug 09	9	I1	9" LATE TURN OF DELAYED #145.
		Fri, Aug 12	7	I1	4" LATE ARRIVAL OF #145, UP; 3" ACCT STUDENT ENGINEER, ENROUTE.	
		Wed, Aug 24	13	H1	15" LATE TURN OF DELAYED #145.	
ELSC	345	Tue, Aug 09	9	I1	9" HELD FOR CONNECTIONS OFF DELAYED #145, AND NO DELAY FOR "COMPLYING WITH A2101 LINE 102 & D3101 GEN. INFO "P"."	
		<b>74% OT</b>	Wed, Aug 10	6	I1	6" HELD FOR CONNECTIONS OFF #145, WOODLAWN AND NO DELAY SHOWN FOR "COMPLYING WITH A3101 LINE 102 & D3401 GEN. INFO "P"."
		Thu, Aug 11	7	GX	7" LATE DEPARTURE ACCT MEETING #145 " DELAYED COMPLYING WITH A3101 LINE 102 & D3401 GEN INFO "P".	
		Fri, Aug 12	6	I1	7" LATE DEPARTURE MEETING #145, 63RD ST.	
		Mon, Aug 15	6	G1	6" DELAYED #145 AHEAD.	



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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
		Fri, Aug 19	6	J	6" LATE DEPARTURE WAITING FOR #145, 63RD; ADA & INTOXICATED PSGR, BRYN MAWR.
MN	2101	Mon, Aug 01	7	G	5" RESTRICTING, MP 6.9; 2" "BIKES," (NORTHBROOK-DEERFIELD); 3" DETRAINING, LK COOK.
	<b>83% OT</b>	Mon, Aug 15	7	GX	3" "JOB BRIEFING," CUS; 4" GX PROCEDURES, EVERETT RD.
		Thu, Aug 25	7	RL	7" LOCO #611 STOPPED LOADING, ENROUTE.
		Fri, Aug 26	7	G	7" TRACK CIRCUIT, CN XING.
MN	2102	Wed, Aug 10	8	D	10" FRT TRN INT, CP/WC XING.
	<b>83% OT</b>	Mon, Aug 15	6	I	6" SLOW ENTRAINING ENROUTE.
		Thu, Aug 25	7	RL	10" WAIT FOR ENGINEER, FOX LAKE. OVERSLEPT
		Fri, Aug 26	14	G	14" TRACK CIRCUIT, CN XING.
MN	2121	Mon, Aug 01	8	I	8" SLOW DETRAINING ENROUTE.
	<b>70% OT</b>	Tue, Aug 02	6	I	8" SLOW ENTRAINING ENROUTE.
		Thu, Aug 04	8	U	4" ADA ON /OFF, GLENVIEW; 4" SLOW DETRAINING, ENROUTE.
		Wed, Aug 10	6	U	6" FOUR ADAS ENROUTE.
		Fri, Aug 19	8	D	8" STOP SIGNAL, CN XING.
		Wed, Aug 24	7	I	7" SLOW ENTRAINING ENROUTE.
		Thu, Aug 25	8	I	8" ENTRAINING, ENROUTE.
MN	2128	Mon, Aug 01	9	G1	5" LATE TURN OF DELAYED #2103; 5" EFFICIENCY TEST, ROUND LAKE; 4" MEETING DELAYED #2107, GRAYSLAKE.
	<b>70% OT</b>	Tue, Aug 02	8	D1	10" MEETING DELAYED #2107, GRAYSLAKE.
		Thu, Aug 04	13	G	12" RED SIGNAL NO CONFLICTING MOVEMENT, CN XING; 3" LIGHT ENGINE MOVE. CODE STAATION FAILURE
		Tue, Aug 09	8	D	13" HAND-LINING SW, A20 AND PROCEED ON RESTRICTED SPEED DUE TO FREIGHT TRN AHEAD,
		Fri, Aug 12	7	A	9" HOLD FOR 2107, GRAYSLAKE.
		Fri, Aug 26	12	G1	12" HOLD FOR #2107, GRAYSLAKE; 7" X-TRAFFIC FREIGHT, CN XING.
		Tue, Aug 30	8	U	8M ADAS (ROUND LAKE, GRAYS LAKE, EDGEBROOK, W/AVE).
MN	2130	Mon, Aug 01	19	U1	7" MEETING DELAYED #2109, GRAYSLAKE; 4" UNSPECIFIED YELLOW FLAG, MP 39.37; 6" SLOW ENTRAINING ENROUTE; 3" "DELAYED IN BLOCK," MP 37.
	<b>61% OT</b>	Wed, Aug 03	7	I	3" LIFT PROBS, LIBERTYVILLE; 5" SLOW ENTRAINING, ENROUTE; 2" ITEM 2, CALDWELL.
		Fri, Aug 05	14	I	5" HOLD FOR #2109, GRAYSLAKE; 9" HEAVY ENTRAINING, ENROUTE.
		Mon, Aug 15	10	CC	5" MEETING #2105, GRAYSLAKE; 4" SLOW ENTRAINING ENROUTE; 2" X/OMT2-MT3, TOWER A5.
		Tue, Aug 16	10	CC	4" LATE TURN OF #2109; 6" APPROACH, MP 38.4/DARK SIG, MP 37.1.
		Thu, Aug 18	11	S	10" SIGNAL TEST BY 8942 RESTRICTED SPEED SIGNAL AT, 37.2
		Mon, Aug 22	8	U	3" SIG TREST, RONDOUT; 2" COPYING RTB'S, LK FORST; 3ADA, DEERFIELD.
		Thu, Aug 25	15	CC	3" HEAVY ENTRAINING, GRAYSLAKE; 12" HOLD FOR 2211, DEERFIELD; 2" HEAVY ENTRAINING, GRAYLAND.
		Tue, Aug 30	8	I	1M ENTRAINING, GRAYSLAKE; 7M SLOW ENTRAINING, LAKE FOREST TO NORTHBROOK.
MN	2132	Mon, Aug 01	13	UF	5" LIFT FAILURE, LK FOREST; 3" SIG TEST, MP 13.2; 5" ENTRAINING ENROUTE.
	<b>70% OT</b>	Wed, Aug 03	13	I	13" SLOW ENTRAINING, ENROUTE.
		Fri, Aug 05	13	I	13" HEAVY ENTRAINING, ENROUTE.
		Mon, Aug 15	9	I	5" SLOW ENTRAINING ENROUTE; 3" S/O, MT3-MT2, TOWER A5; 1" NO REASON GIVEN.
		Tue, Aug 16	10	CC	2" ADA ON, FOX LAKE; 4" OPERATING MT1, DEERFIELD-MORTON GROVE; 5" ENTRAINING ENROUTE.
		Thu, Aug 25	15	CC	7" HOLD FOR #2113, DEERFIELD; 10" ENTRAINING, ENROUTE.
		Tue, Aug 30	8	I	8M SLOW ENTRAINING ENROUTE.
MN	2134	Tue, Aug 02	6	D1	3" MEETING DELAYED #1324, GRAYSLAKE; 3" SLOW ENTRAINING ENROUTE.
	<b>78% OT</b>	Wed, Aug 03	6	D	2" LATE DEPARTURE WAITING ON #2113, GRAYSLAKE; 6" FREIGHT TRAIN, CN; 1" ADA, ENTRAINING, ENROUTE.
		Fri, Aug 05	10	I	10" HEAVY ENTRAINING, ENROUTE.
		Mon, Aug 15	8	G	3" ENTRAINING ENROUTE; 5" RESTRICTING, TOWER A5.
		Tue, Aug 16	13	CC	10" RED WAITING ON #2115 & X/OVER TO 1 MAIN, DEERFIELD; 3" SLOW ENTRAINING, ENROUTE.
MN	2136	Tue, Aug 16	8	G	8" DARK SIGNAL, W GRAYSLAKE.
	<b>78% OT</b>	Fri, Aug 19	13	D	13" STOP SIGNAL, CN XING.
		Mon, Aug 22	12	J	2" COPY MOVEMENT AUTHORITY, FX LK; 3" COPY NEW MOVEMENT AUTHORITY, GRAYSLAKE; 7" REMOVAL OF PSGR (METRA PD), WESTERN AVE.
		Thu, Aug 25	6	CC	6" RESTRICTED SPEED TO DEERFIELD 1MT, ROUNDOUT.
		Mon, Aug 29	7	GX	7" COPYING GRADE XING CANCELLATIONS, ENROUTE.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2138	Fri, Aug 05	14	I	3" LATE TURN FROM #2117, GRAYSLAKE; 11" ENTRAINING, ENROUTE.	
		<b>78% OT</b>	Wed, Aug 10	8	V1	4" MEETING DELAYED #2117, GRAYSLAKE; 5" FRT TRN INT, CP/WC XING
		Fri, Aug 12	10	A	2" TRACK CONSTRUCTION, ENROUTE; 3" SLOW ENTRAINING, ENROUTE; 5" STOP SIGNAL, MAYFAIR.	
		Mon, Aug 15	7	D	7" FRT TRN INT, CP/WC XING.	
		Thu, Aug 18	11	CC	11" STOP SIGNAL, ROUNDOUT.	
MN	2139	Tue, Aug 02	25	F1	25" "FOLLOWING TRAFFIC #2113 ENGINE FAILURE."	
		<b>83% OT</b>	Mon, Aug 08	10	K1	10" DELAYED #2137 AHEAD.
		Tue, Aug 09	7	D	3" ADA, LIBERTYVILLE; 4" FRT TRN INT, CP/WC XING.	
		Mon, Aug 15	8	J1	8" DELAYED #2137 AHEAD.	
MN	2140	Mon, Aug 01	7	D	7" FRT TRN INT, CP/WC XING.	
		<b>70% OT</b>	Thu, Aug 04	9	D	9" X-TRAFFIC FREIGHT, CN X-ING.
		Fri, Aug 05	19	I	8" HEAVY ENTRAINING, ENROUTE; 4" ADA LIFT MALFUNCTION, N.GLENVW7" DOOR LIGHT ISSUES CAR 6164, ENROUTE.	
		Thu, Aug 11	8	U1	5" WAITING FOR #2119, GRAYSLAKE' 2" STOP SIGNAL, MAYFAIR; 1" STOP SIGNAL, A2.ADAS	
		Fri, Aug 12	7	I	3" WAITING ON #2119, GRAYSLAKE; 5" SLOW ENTRAINING, ENROUTE.	
		Thu, Aug 18	7	A	3" WAITING ON #2119, GRAYSLAKE; 3" UP MOVE, A2; 1" NO REASON GIVEN.	
		Fri, Aug 26	8	E1	8" TRK 3 OCCUPIED BY #109, ENROUTE.	
MN	2148	Wed, Aug 17	7	AM	10" AMTRAK #8 CLEARING AHEAD, DEERFIELD.	
		<b>83% OT</b>	Fri, Aug 26	14	E1	15" LATE TURN FROM #2127, DEERFIELD.
		Tue, Aug 30	6	G	5M STOP SIGNAL, DEERFIELD; 6M BIKES ENROUTE.	
		Wed, Aug 31	10	IB	8" "LATE TURN FROM #2127" (NO DELAY REPORTED FOR #2127); 6" BIKES/RULE 6.30 ENROUTE.	
MN	2151	Tue, Aug 02	8	E1	9" LATE TURN OF DELAYED #2152; 2" "EXTRA PSGRS FROM #2149 (ANNULLED);" 2" UP PSGR TRN INT, MAYFAIR.	
		<b>83% OT</b>	Tue, Aug 09	7	D1	10" MEETING DELAYED #2158 OFF THE J LINE, RONDOUT.
		Fri, Aug 19	7	CC	7" WAITING FOR #2158, ROUNDOUT.	
		Mon, Aug 22	26	E1	25" LATE TURN OF DELAYED #2152; 1" NO REASON GIVEN.	
MW	2205	Mon, Aug 01	6	IB	7" "BIKES-PSGR LOADING FOLLOWING OTHER TRAINS."	
		<b>78% OT</b>	Mon, Aug 08	7	C	3" RESTRICTING SIGNAL, A2 -A3; 1" WAIT ON EASTBOUND, SCHAUMBURG
		Tue, Aug 09	6	CC	6" RESTRICTING, TOWER A2 AND RULE 6.30 ENROUTE.	
		Wed, Aug 10	6	CC	6" RULE 6.30 ENROUTE.	
		Tue, Aug 16	10	C	2" UP PSGR TRN INT, TOWER A2; 4" RULE 6.30 ENROUTE; 3" COPY S/O, ELGIN.	
MW	2211	Mon, Aug 01	19	CC	4" STOP SIG, CICERO; 17" STOP SIG, B17.	
		<b>61% OT</b>	Tue, Aug 02	8	CC	11" RESTRICTING SIGNAL, B17-ASH ST. 2 TO 1 TO CLEAR ASH ST. 3" COPY RADIO BULLETIN, WOODALE.
		Mon, Aug 08	7	CC	22" MEETING #2230, TOWER B17 (SINGLE TRACKING-MOW).	
		Thu, Aug 11	10	CC	20" HELD FOR INBOUND ACCT TRACK CONSTRUCTION, B17.	
		Fri, Aug 12	12	CC	29" HELD FOR INBOUND TRACK CONSTRUCTION, B17.	
		Mon, Aug 15	12	CC	22" MEETING #2230, TOWER B17 (SINGLE TRACKING-MOW).	
		Tue, Aug 16	14	CC	24" MEETING #2230, TOWER B17 (SINGLE TRACKING-MOW).	
		Thu, Aug 18	11	CC	21" HELD FOR EASTBOUND, B17.	
		Mon, Aug 22	7	CC	22" MEETING #2230, TOWER B17 (SINGLE TRACKING-MOW); 5" REPORT OF AUTO ON TRKS, ROSELLE.	
MW	2231	Tue, Aug 16	7	CC	4" #2133 AHEAD, CUS-TOWER A5; 3" ADA, SCHAUMBURG.	
		<b>83% OT</b>	Fri, Aug 19	10	CC	10" FOLLOWING #2133, ENROUTE; 6" WAITING FOR DH7452 ON TRK 1 DUE TO #2244 RUNNING 19 MIN, B12.
		Thu, Aug 25	6	U	9" 3 ADA'S , ENROUTE.	
		Fri, Aug 26	10	K	8" TRAIN HIT DEBRIS CRW CHECKED FOR AIR LEAK, GALEWOOD; 3" ADA,SCHAUMBURG.	
MW	2252	Tue, Aug 02	12	CW	5" LATE TURN, BIG TIMBER; 4" XTRAFFIC, B17; 2" STOP, ITASCA E.;4" 25MPH TIL 1015PM, ELMWOOD.	
		<b>83% OT</b>	Fri, Aug 12	8	D	10" GOING AROUND SPAULDING PATROL B-35 TO ROSELLE.
		Mon, Aug 15	7	D	8" FRT TRN INT, B12.	
		Fri, Aug 19	7	CC	7" LATE TURN FROM #2247, BIG TIMBER.	
NCS	107	Mon, Aug 01	9	D	14" FRT TRN INT, LOMOND.	
		<b>83% OT</b>	Fri, Aug 12	9	D	2" ADD PROTECTOR LOCO, WACY; 12" FRT TRN INT, DEVAL.
		Thu, Aug 25	17	D	7" RESTRICTING/STOP SIGS, RIVER GROVE-B12; 14" FRT TRN INT, JCT17.	
		Wed, Aug 31	6	C	10" RESTRICTED, LEMOND TO GL XING.	
NCS	113	Mon, Aug 01	14	G	14" FLAGGING (DEVAL, RAM, ROUND LAKE).	
		<b>83% OT</b>	Tue, Aug 02	8	G	4" "COMPUTER PROBLEM," DES PLAINES; 6" UP PSGR TRN INT, DEVAL.
		Mon, Aug 22	15	G1	15" SIG/SW FAILURE, B12 AND DELAYED #111 AHEAD.	
		Thu, Aug 25	13	D1	5" STOP SIGNAL DEVAL; 8" FOLLOWING #111, ENROUTE.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	117	Mon, Aug 01	8	D	6" FRT TRN INT, LOMOND; 5" MEETING #120, RAM.	
		<b>83% OT</b>	Tue, Aug 02	9	H1	9" ENGINEER NOT RESTED, CUS; 5" RULE X.
		Wed, Aug 10	7	D1	3" "STOP SIGNAL," B12; 4" DELAYED #115 AHEAD.	
		Thu, Aug 18	7	L	7" STOPPED TO CHECK 3 YOUNG BOYS NEAR TRACKS, REPORTED BY CN FREIGHT.	
NCS	118	Fri, Aug 05	7	D	1" FRT TRN INT, DEVAL.	
		<b>83% OT</b>	Wed, Aug 10	16	D	20" FRT TRN INT, SOUTH LAKE VILLA.
		Mon, Aug 15	7	G	14" HAND-LINING ROUTE, BUFFALO GROVE.	
		Thu, Aug 18	9	RF	13" STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE (SIG LINED WRONG); 2" ADA ON, MUNDELEIN.	
RI	506	Mon, Aug 01	6	U	2" SIX BIKES ON, TINLEY/80; 3" ADA, MIDLOTHIAN; 2" RULE 6.30 W/505, BLUE ISLAND.	
		<b>83% OT</b>	Wed, Aug 03	10	KP	7" PD CLEARING UNATTENDED PACKAGE/ADA, JUD; 2" BIKES, TIN;EY/ 80' 4" ADA, OAK FOREST; 2" COPYING MANDATORY DIRECTIVE, GRESHAM.
		Mon, Aug 08	6	V1	9" HELD BRIDGE B ACCT #614W PARTED IN PLANT AND HAD TO BE TIED TOGETHER.	
		Thu, Aug 11	7	E1	9" FOLLOWING #416/414'S BLOCKS, OAK FOREST TO BLUE ISLAND.	
RI	508	Tue, Aug 02	8	U	5" ADA/BIKES ON, OAK FOREST; 4" RULE 6.30 W/507, BLUE ISLAND.	
		<b>57% OT</b>	Thu, Aug 04	9	U	2" ENTRAINING, JUD; 4" 2 ADA'S, OAK FOREST; 4" ACCT 507 WEST, BI
		Fri, Aug 05	8	I	8" HEAVY ENTRAINING, ENROUTE.	
		Mon, Aug 08	7	U	3" ENTRAINING, NEW LENOX; 5" ADA ON, ROBBINS/OFF, 35TH; 3" BIKES, 111TH.	
		Thu, Aug 11	7	U	7" ADAS	
		Fri, Aug 12	17	G1	15" LATE TURN FROM #503, JUD.	
		Mon, Aug 15	10	J	3" ENTRAINING ENROUTE; 3" GX PROCEDURES, CRAWFORD AVE; 7" PSGR PROBS, BLUE ISLAND.	
		Tue, Aug 16	8	U	8" ADAS (NEW LENOX & 111TH); 4" HEAVY ENTRAINING, OAK FOREST.	
		Thu, Aug 18	8	U	4" LATE DEPARTURE ACCT X-TRAFFIC BNSF 4336 EAST, JUD; 1" HEAVY ENTRAINING, NEW LENOX; 5" ADA & ASSISTING PSGR THAT FELL, OAK FOREST.	
		Wed, Aug 31	6	U	2M ENTRAINING, TINLEY PK 80TH AVE; 3M ADA, OAK FOREST; 2M RULE 6.30 W/507, BLUE ISLAND.	
		RI	509	Fri, Aug 05	12	E
<b>83% OT</b>	Fri, Aug 12			13	U	3" 35TH ST; 5" MEET #508, GRESHAM; 2" AWDM, 108TH ST; 2" ADA, 111TH ST; 3" ADA, ROBBINS; 2" ADA, MIDLOTHIAN; 3" ADA, OAK FOREST.
Thu, Aug 25	7			U	4" LATE DEPARTURE ACCT SLOW ENTRAINING, LSS; 2" ADA, 35TH; 2" ADA, OAK FOREST.	
Wed, Aug 31	8			AA	3M MADE ALL STOPS, BV SUB; 4M CLEARING #510, BLUE ISLAND; 2M ADA, OAK FOREST; 2M CLEARING IAIS #503, CP RICHARDS.	
RI	510	Thu, Aug 11	10	U	6" 2 ADA'S, OAK FOREST; 5" HOLDING FOR #509 SIGNAL GANG WORKING ON TRK 5, BI.	
		<b>70% OT</b>	Fri, Aug 12	29	D	24" LATE DEPARTURE ACCT X-TRAFFIC BNSF 4855 EAST STOPPED IN UD PLANT AFTER TAKING SIGNAL, JUD; 5" NO REASON GIVEN.
		Mon, Aug 15	6	U	6" TWO ADAS, TINLEY/80; 3" GX PROCEDURES, CRAWFORD AVE; 3" ADA, 111TH.	
		Thu, Aug 18	8	C	6" WAITING ON #509 WLEDERS WORKING ON TRK 5, BRAODWAY(BI).	
		Wed, Aug 24	8	G	3" ADA, 111TH; 3" GX PROCEDURES, 103RD; 3" SW #56 FAILED, 16TH/CLARK.	
		Thu, Aug 25	7	I	7" HEAVY ENTRAINING, ENROUTE.	
RI	511	Fri, Aug 05	8	I	8" ENTRAINING, ENROUTE.	
		<b>83% OT</b>	Mon, Aug 22	10	D	9" LATE POWER FROM THE ROCKET HOUSE; 6" CN #L507 CLEARING 16TH/CLARK.
		Wed, Aug 24	20	G	14" SW #56 FAILED (MAINTAINERS HAND-CRANKED SW FOR NORMAL MOVE-MENT), 16TH/CLARK; 6" NO REASON GIVEN.	
		Wed, Aug 31	9	U	4M EFFICIENCY TEST (MP 11 & 12.25); 6M ADAS (ROBBINS & MIDLO); 1M CREW CHANGE.	
RI	529	Mon, Aug 01	8	I	8" F STOP, 35TH, SLOW DETRAINING, 107TH AND OPERATING WITH AN EIGHT-CAR CONSIST.	
		<b>83% OT</b>	Tue, Aug 02	29	CW	23" SEVERE-WEATHER S/O; 7" TALKED BY JUD (LOSS OF POWER).
		Thu, Aug 04	8	I	5" HEAVY ENTRAINING, 35TH ST; 1" RUN TIME, 35TH TO GRESHAM WITH 8 CARS; 1" 103RD ST.; 1" SLOW DETRAINING, BI; 2" ADA, MOKENA.	
		Wed, Aug 10	11	D	2" ENTRAINING, 35TH; 1" OPERATING WITH AN EIGHT-CAR CONSIST; 7" CN #2448 (W/PINCHED ANGLE COCK) CLEARING EJE XING.	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	531	Mon, Aug 01	14	AM	14" CN #M337 (WAITING FOR AMTRAK TO CLEAR 21ST) CLEARING 16TH/ CLARK; 2" HEAVY ENTRAINING, 35TH.	
		<b>74% OT</b>	Tue, Aug 02	15	GW	3" SLOW ENTRAINING, 35TH; 3" CAB SIG PROBS, BI-ROBBINS; 2" ADA OFF, MOKENA; 5" RED SIGS (WEATHER), EJE XING & MILLER ST.
			Wed, Aug 03	7	I	8" HEAVY ENTRAINING, 35TH/DETRAINING (BRAINERD-PARIARIE).
			Fri, Aug 05	11	I	8" HEAVY ENTRAINING, ENROUTE; 3" ALL FLAG STOPS, ENROUTE; 3" 8 CARS, BEVERLY SUB.
			Tue, Aug 16	8	I	4" HEAVY ENTRAINING, 35TH/5" SLOW DETRAINING ENROUTE.
			Tue, Aug 30	6	I	6" FLAG STOPS
SWS	806	Mon, Aug 01	8	G	9" MEETING DELAYED #803/FLAGGING ASHBURN (TRK CIRCUIT).	
		<b>65% OT</b>	Tue, Aug 02	7	G	7" FLAGGING CP BROWN; 4" MEETING #805, 21ST.
			Wed, Aug 03	18	D	10" NS #BSS0 (WORKING AERO-PRES) CLEARING/FLAGGING CP BROWN (TRK CIRCUIT); 8" NO REASON GIVEN.
			Mon, Aug 08	8	D	3" MEETING #803, ASHBURN; 5" NS #21Q (SHOVING INTO 55TH ST) CLEARING CP 518; 4" #805/916 CLEARING 21ST.
			Mon, Aug 15	8	D1	4" MEETING DELAYED #803, ASHBURN; NO DELAY GIVEN FOR STOP SIG, 21ST ST; 1" STOP SIG, POLK ST; 3" NO REASON GIVEN.
			Mon, Aug 22	10	E	8" LOCO PROBS, MANHATTAN; 2" "RED SIGNAL," CP RIDGE; 1" ADA, OAK LAWN; 2" MEETING #805, 21ST.
			Thu, Aug 25	8	D	3" WAITING ON #803 TO CLEAR, ASHBURN; 3" RED SIGNAL, BELT JCT; 7" X-TRAFFIC 21G, CP518; 2" WAIT ON #805, 21ST.
	Fri, Aug 26	10	D	1" WAITING ON #803 TO CLEAR, ASHBURN; 9" X-TRAFFIC NS-25Z SHOVING INTO 55TH ST YARD, CP518; 2" RED SIGNAL, 21ST.		
SWS	810	Wed, Aug 03	6	D	9" NS #25Z CLEARING CP 518.	
		<b>78% OT</b>	Wed, Aug 10	9	G	2" WAIT FOR LINE-UP, CP RIDGE; 6" DARK SIGS ON ABS, MP 5.0; 3" NS #14A CLEARING CP 518; 2" "TRAFFIC AHEAD," HARRISON.
			Tue, Aug 16	8	D1	7" MEETING DELAYED #808, ASHBURN; 2" FRT TRN INT & S/O, BELT JCT.
			Thu, Aug 25	6	D1	12" RED SIGNAL WAITING ON #805 TO CLEAR, CHGO RIDGE.
			Wed, Aug 31	29	D1	16" MEETING DELAYED #805, ASHBURN; 14" NS #21E CLEARING CP 518.
SWS	811	Tue, Aug 09	8	D1	17" MEETING DELAYED #822, ASHBURN-THE OPERATING MT1, ASHBURN- ORLAND/143 (NS #233 ON MT2).	
		<b>78% OT</b>	Thu, Aug 11	7	CC	8" WAITING FOR #822 & AMTRAK 51 TO CLEAR SINGLE TRACKING AROUNDWELDERS APPROX 60TH ST, CP518; 4" NO REASON GIVEN, CUS.
			Tue, Aug 16	8	G1	10" PLANT-IN-TIME, CP 518 (NS DISP CHANGED LINE-UP TO RUN #811 THRU (INSTEAD OF DELAYED #822)).
			Wed, Aug 17	10	D	13" NS #21G CLEARING CP518.
			Thu, Aug 25	13	L	20" X-TRAFFIC NS25Z & WAITING FOR #822 TO CLEAR, CP518.
SWS	822	Thu, Aug 04	9	D1	8" FOLLOWING AMTRAK 51, CP 518; 1" NO REASON GIVEN.	
		<b>70% OT</b>	Tue, Aug 09	34	D	32" NS #233 "USING HEADROOM MADE CUT AND PULLED WEST OF ASHBURNON TRAK #2," ASHBURN.
			Fri, Aug 12	10	D	8" NS 25Z USING HEADROOM & FOLLOWING AMTRAK 371, CP518.
			Tue, Aug 16	11	G	4" WAITING FOR LINE-UP, CP RIDGE; 10" FLAGGING LANDERS (TRK CIRCUIT BETT LANDERS AND FOREST HILL).
			Wed, Aug 17	6	D	10" NS #21G CLEARING CP 518.
			Thu, Aug 25	20	L	6" Q597-25CSXT, BELT JCT; 12" NS-25Z GOING FROM NS-2 TO 4 STORAGE TRK TO MAKE CUT; NS POLICE ACCT KIDS STEALING CARGO FROM TRAIN.
	Wed, Aug 31	10	D1	8" LATE TURN OF DELAYED #807; 4" SLOW ENTRAINING ENROUTE.		
SWS	826	Mon, Aug 01	10	RA	3" FLAGGING ASHBURN (TRK CIRCUIT); 6" WAITING FOR LINE-UP, 21ST; 1" NO REASON GIVEN.	
		<b>78% OT</b>	Tue, Aug 02	11	RF	7" "NS...DISPATCHER ISSUING TRACK AUTHORITY," CP 518" 5" "STOP SIGNAL," 21ST.
			Wed, Aug 17	11	D	11" CSX #Q592-15 CLEARING BELT JCT.
			Fri, Aug 19	7	D	6" WAITING FOR BP03 32C TO CLEAR, CP518.
			Wed, Aug 31	10	RF	7" MEETING DELAYED #815, ASHBURN; 2" S/O, 21ST; 2" WAITING FOR LINE-UP, POLK ST.
SWS	833	Tue, Aug 16	6	D	4" NS #14A CLEARING CP 518; 4" CSX #Q138-16 CLEARING FOREST HILL.	
		<b>78% OT</b>	Wed, Aug 24	6	RF	2" ADA, OAK LAWN; 4" WRONG LINE-UP, ORLAND/143.
			Fri, Aug 26	12	D	13" WAITING FOR NS BC31 TO CLEAR, CP518.
			Tue, Aug 30	11	D	3M STOP SIGNAL, CP 518; 8M BNSF #9132 CLEARING BLT JCT.
			Wed, Aug 31	7	RF	5" WAITING FOR LINE-UP, CUS; 3" WAITING FOR LINE-UP, FOREST HILL.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
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Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
SWS	838	Mon, Aug 15	8	G	2" RULE 6.30 W/831, PALOS PK; 4" "WAITING FOR TRAFFIC TO TURN,"ASHBURN; 2" AMTRAK CLEARING CUS.	
		<b>65% OT</b>	Tue, Aug 16	7	D1	8" MEETING DELAYED #833, ASHBURN.
		Wed, Aug 17	11	RF	8" PLANT-IN-TIME (WRONG LINE-UP), ORLAND/179; 3" WAITING FOR LINE-UP, FOREST HILL.	
		Tue, Aug 23	6	D1	6" MEETING DELAYED #833, ASHBURN.	
		Thu, Aug 25	15	D	2" WAITING FOR #831 IN DEPOT, PALOS PK; 9" WAITING FOR CSXQ156 CSXT7871 TO CLEAR, CHGO RIDGE; 3" WAITING FOR #833 IN DEPOT, OAK LAWN.	
		Fri, Aug 26	17	D1	13" WAITING FOR #833 TO CLEAR SINGLE TRACK, ASHBURN; 4" X- TRAFFIC, FOREST HILL.	
		Tue, Aug 30	10	D1	10M MEETING DELAYED #833, ASHBURN.	
		Wed, Aug 31	9	RF	8" MEETING DELAYED #838, ASHBURN; 1" WAITING FOR LINE-UP, 21ST.	
UPN	336	Wed, Aug 03	7	I	3" GROUP ON, WAUKEGAN; 4" SLOW ENTRAINING (GREAT LKS, LK FORESTFT SHERIDAN, HIGHLAND PK, WILMETTE & ROGERS PK).	
		<b>43% OT</b>	Fri, Aug 05	8	I	8" HEAVY ENTRAINING, ENROUTE.
		Mon, Aug 08	6	I	2" RESTRICTED SPEED FROM YARD TRK 1 ONTO MT2, WAUKEGAN; 4" HEAVY ENTRAINING (LAKE BLUFF, HIGHLAND PK, WILMETTE & EVANSTON/DAVIS).	
		Wed, Aug 10	7	CC	7" OPERATED MT2, RP-CY (SINGLE TRACKING-MOW).	
		Thu, Aug 11	7	I	7" HEAVY ENTRAINING, ENROUTE; OPERATED RESTRICTED SPEED, WAUKEGAN YARD TRK 1 TO TRK 2.	
		Wed, Aug 17	8	I	2" RESTRICTED SPEED, YD TRK 1-MT2, WAUKEGAN; 6" HEAVY ENTRAIN- ING (GREAT LAKES, LK FOREST, HIGHLAND PK, GLENCOE, WINNETKA & EVANS/DAVIS).3.	
		Fri, Aug 19	7	I	7" HEAVY ENTRAINING & SLOW DETRAINING, ENROUTE.	
		Tue, Aug 23	6	CC	6" MOW ENROUTE AND SLOW ENTRAINING (GREAT LAKES AND LK FOREST).	
		Thu, Aug 25	12	CC	12" SLOW ORDER 40 MPH, MP6.01; STUDEN ENGINEER DIDN'T ACKNOWLEDGE ATS TEST BLOCK,MP11.5; RESTRICTED SPEED, CLYBOURN; OPERATED MAIN 1 RP-CY	
		Fri, Aug 26	11	CC	11" SLOW ORDER 40 MPH, MP6.25; SLOW ENTRAINING, CLYBOURN; STUDENT ENGINNER SLOW TO ARRIVE/DEPART STATIONS; OPERATED MAIN TRK 1 RP-CY	
		Mon, Aug 29	8	CC	8" MOW, MP 11.9-10.6 & 5.75.	
		Tue, Aug 30	6	CC	6" SINGLE TRACKING (MOW), RP-CY.	
		Wed, Aug 31	6	CC	6" SINGLE TRACKING (MOW), RP-CY (WITH S/O, MP 8.5-8.4).	
UPN	338	Fri, Aug 05	41	CC	41" HEAVY ENTRAINING, ENROUTE; FORM B, RP.	
		<b>74% OT</b>	Mon, Aug 08	10	CC	10" SLOW ENTRAINING (GREAT LAKES, LAKE BLUFF & WILMETTE) AND OPERATED MT1, RP-WY (SINGLE TRACKING-MOW).
		Thu, Aug 11	12	RF	12" STOPPED DUE TO CY OPERATOR CHANGED ROUTE TRK2 RP-CY TO TRK 1 DUE TO ENGINEERING DEPT TORE WIRES, MP 4.96.; HEAVY ENTRAINING, ENROUTE.	
		Fri, Aug 12	13	I	13" HEAVY ENTRAINING, ENROUTE.	
		Fri, Aug 19	10	I	10" SLOW ENTRAINING, ENROUTE; SLOW ORDERS 20 MPH, MP5.6-MP5.4	
		Fri, Aug 26	6	CC	6" SLOW ORDER 20MPH, MP6-MP5.6; 2 ADA'S, ENROUTE.	
UPN	340	Fri, Aug 05	8	I	8" HEAVY ENTRAINING, ENROUTE.	
		<b>83% OT</b>	Fri, Aug 12	8	I	8" HEAVY ENTRAINING, ENROUTE.
		Wed, Aug 24	6	U	6" TWO ADAS ENROUTE AND S/O, MP 7-6.4.	
		Tue, Aug 30	6	CC	6" SLOW ENTRAINING (HIGHLAND PK & GLENCOE) AND MOW, MP 8.15- 4.20.	
UPN	342	Mon, Aug 08	8	CC	8" S/O, MP 4.8-4.2.	
		<b>83% OT</b>	Wed, Aug 10	10	F	10" S/O CIRCUIT BREAKER ON CAB CAR.
		Fri, Aug 12	9	U	9" ADA, BRAESIDE.	
		Tue, Aug 30	6	L	6" MOW, MP 8.15-6.4 AND NEAR HIT, MP 4.0.	
UPN	344	Tue, Aug 09	7	U	7" THREE ADAS ENROUTE AND S/O, MP 6.8-5.25.	
		<b>83% OT</b>	Thu, Aug 25	10	J	10" NEAR MISS WITH SCHOOL BUS THAT OPERATED AROUND GATES, LAKE COOK RD MP20.50; REMOVED UNRULY PSGR VIA LOCAL POLICE, WAUKEGAN.
		Fri, Aug 26	10	I	10" HEAVY ENTRAINING, ENROUTE.	
		Mon, Aug 29	6	CC	6" GX PROCEDURES, MP 48 AND MOW, MP 7.5-6.9.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UPN <b>65% OT</b>	347	Mon, Aug 01	6	A	6" DELAYED #345 AHEAD AND S/O, MP 8.8-9.2.
		Tue, Aug 02	6	KW	6" DELAYED #345 AHEAD.
		Wed, Aug 03	6	CC	6" S/O, MP 9.1-9.8.
		Thu, Aug 04	9	C	4" SLOW DETRAINING, RAVENSWOOD & ROGERS PK; SLOW ORDER, MP9.5- 10.25.
		Mon, Aug 08	11	A	11" ATS DID NOT RESELT AFTER ENGINEER PUSHED BUTTON, INDIAN HILL (WAIT FOR AIR TO RECOVER) AND SLOW DETRAINING, ROGERS PK.
		Wed, Aug 10	6	A	6" DELAYED #345 AHEAD.
		Tue, Aug 16	6	L1	6" DELAYED #345 AHEAD.
		Fri, Aug 26	9	A	9" FOLLOWING #345, ENROUTE.
UPN <b>83% OT</b>	355	Tue, Aug 02	55	KW	55" HELD KENILWORTH ACCT HIGH WIND ADVISORY.
		Fri, Aug 19	11	I	11" HEAVY ENTRAINING & SLOW DETRAINING, ENROUTE.
		Thu, Aug 25	10	A	10" RAV1 AHEAD.
		Fri, Aug 26	8	II	8" RAV 1 AHEAD; RAV1 HEAVY ENTRAINING, ENROUTE; SLOW DETRAININGRAVINIA PK.
UPN <b>43% OT</b>	356	Tue, Aug 02	79	KW	79" HIGH WIND ADVISORY.
		Thu, Aug 04	10	I	10" SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, RAVINIA PK & RAVENSWOOD; RULE 6.30, BRAESIDE; 10 MPH ACCT TRESPASSER REPORTED NEAR TRKS.
		Wed, Aug 10	6	I	6" SLOW ENTRAINING (WAUK, LK FOREST, HIGH PK)/DETRAINING (RAV PK, EVANSN/DAVIS, RAVE & CLY) & RULE 6.30 (FT SHERIDAN, RAV & GLENCOE).
		Fri, Aug 12	16	I	16" SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, RAVINIA PK.
		Mon, Aug 15	6	I	6" SLOW ENTRAINING (FT SHERIDAN & EVANSTON/DAVIS)/DETRAINING, RAVENSWOOD & RUOLE 6.30 (FT SHERIDAN, HIGHLAND PK & GLENCOE).
		Fri, Aug 19	12	II	12" LATE TURN FROM #335, KENOSHA; SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, RAVENSWOOD; RULE 6.30, HIGHLAND PK.
		Mon, Aug 22	7	I	7" SLOW ENTRAINING, LK FOREST AND RULE 6.30 (FT SHERIDAN AND GLENCOE).
		Tue, Aug 23	7	I	7" SLOW ENTRAINING (LK FOREST, WILMETTE & EVANSTON/DAVIS) AND RULE 6.30 (FT SHERIDAN, HIGHLAND PK & GLENCOE).
		Wed, Aug 24	7	I	7" SLOW ENTRAINING (LK FOREST-EAVANSTON/DAVIS) AND RULE 6.30 (LK BLUFF, FT SHERDAN, HIGHLAND PK & GLENCOE).
		Thu, Aug 25	10	I	10" LATE TURN FROM #335, KENOSHA; SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, ENROUTE; RULE 6.30, FT. SHERIDAN, HIGHLAND PK & GLENCOE.
		Fri, Aug 26	11	I	11" HEAVY ENTRAINING, ENROUTE; HEAVY DETRAINING, RAVINIA PK.
		Mon, Aug 29	9	I	5" AIR PROBS, KENOSHA; 4" SLOW ENTRAINING (LK FOREST & HIGHLANDPK)/RULE 6.30 (FT SHERIDAN & HIGHLAND PK).
		Wed, Aug 31	6	CC	6" TWO ADAS ENROUTE AND S/O, MP 9.0-8.1.
	UPN <b>78% OT</b>	358	Tue, Aug 02	38	KW
		Fri, Aug 12	8	I	8" SLOW ENTRAINING, CLYBOURN & DAVIS ST.; XH, MP24.5.
		Fri, Aug 26	7	I	7" HEAVY ENTRAINING, ENROUTE; HEAVY DETRAINING, RAVINIA PK.
		Tue, Aug 30	6	I	6" SLOW ENTRAINING (WILMETTE-CLYBOURN).
		Wed, Aug 31	12	U	12" TWO ADAS ENROUTE, SLOW DETRAINING (RAVINIA PK)/ENTRAINING (HIGHLAND PK, EVANSTON/DAVIS & RAVENSWOOD).
UPN <b>61% OT</b>	364	Thu, Aug 04	25	I	25" HELD FOR CONCERT PSGRS, RAVINIA PK.
		Fri, Aug 05	30	I	30" HELD FOR PSGRS FROM CONCERT, RAVINIA PK; SLOW DETRAINING, BRAESIDE.
		Tue, Aug 09	20	I	20" ENTRAINING, RAVINIA PK.
		Wed, Aug 10	32	I	32" ENTRAINING, RAVINIA PK/DETRAINING (HUBBARD WOODS-CLYBOURN).
		Thu, Aug 18	20	I	20" HEAVY ENTRAINING, RAVINIA PK; SLOW DETRAINING, ENROUTE.
		Fri, Aug 19	20	I	20" HELD FOR CONCERT FINALE PSGRS, RAVINIA PK
		Mon, Aug 22	13	CC	13" OPERATED MT1, WK-RP (RAIL GRINDER ON MT2).
		Thu, Aug 25	10	I	10" HEAVY ENTRAINING, RAVINIA PK.; SLOW DETRAINING, BRAESIDE.
		Fri, Aug 26	15	I	10" HELD ACCT CONCERT FINALE PSGRS, RAVINIA PK; SLOW DETRAININGBRAESIDE.
UPN <b>83% OT</b>	366	Fri, Aug 12	15	I	15" JEAUV ENTRAINING, RAVINIA PK; SLOW DETRAINING, ENROUTE.
		Fri, Aug 19	20	I	20" HELD FOR CONCERT FINALE PSGRS, RAVINIA PK.
		Thu, Aug 25	10	I	10" HEAVY ENTRAINING, RAVINIA PK.; SLOW DETRAINING, BRAESIDE.
		Fri, Aug 26	30	I	30" HELD ACCT CONCERT FINALE PSGRS, RAVINIA PK; RAV2 ENGINE PROBLEMS ENG METX144 SHUTDOWN, CLYBOURN.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPNW	619	Tue, Aug 09	18	I	18" SLOW ENTRAINING/DETRAINING (PK RIDGE-WOODSTOCK) & FORM C, MP 51.04 (DISP UNABLE TO REACH ENGINEER TO VOID SAME) & LINE-UP "T046."	
		<b>83% OT</b>	Tue, Aug 16	10	CC	3" MOW, MP 45.5-53 AND FOUR ADAS ENROUTE.
		Wed, Aug 17	10	CC	10" SLOW ENTRAINING/DETRAINING (MT PROSPECT-BARRINGTON) AND SINGLE TRACKING (MOW), MP 45.5-52.	
		Mon, Aug 29	7	G	7" FLAGGING EJE XING.	
UPNW	640	Mon, Aug 01	6	I	6" HEAVY ENTRAINING (WOODSTOCK, CRYSTAL LAKE, PALATINE-MOUNT PROSPECT & DES PLAINES) AND GX PROCEDURES, MP 40.79.	
		<b>61% OT</b>	Wed, Aug 03	7	J	7" SICK PSGR, CRYSTAL LK.
		Thu, Aug 04	7	I	7" HEAVY ENTRAINING, ENROUTE; 2 ADA'S , ENROUTE; FTX @ T052,	
		Fri, Aug 05	58	R1	25" LATE TURN FROM #609; HEAVY & SLOW ENTRAINING, ENROUTE; OPERATED TRK2 DUE TO TRK CONSTRUCTION, ENROUTE; MEET #615, MAYFAIR; #615 TO	
		Fri, Aug 19	18	I	8" LATE DEPARTURE ACCT CREW WAITING FOR NEW TRAIN BULLETINS FROM NORTHEAST DISP.;10" SLOW ENTRAINING/DETRAINING, ENROUTE.	
		Mon, Aug 22	9	CC	9" SINGLE TRACKING (MOW), HARTLAND-RIDGEFIELD.	
		Wed, Aug 24	10	CC	10" MOW (MP 56-44) AND HEAVY/SLOW ENTRAINING (CRYSTAL LK-MT PROSPECT).	
		Thu, Aug 25	11	CC	FORM B SINGLE TRK, MP56.0 TP45.5; RESTRICTED SPEED, MP45.5; SPEED RESTRICTIONS, WOODSTOCK.	
Fri, Aug 26	10	CC	10" FORM B SINGLE TRACKING, MP56 YO MP45.5; RESTRICTED SPEED, MP45.5 TO MP 44.25; HEAVY ENTRAINING, ENROUTE.			
UPNW	651	Tue, Aug 02	77	KW	77" HIGH WIND ADVISORY.	
		<b>83% OT</b>	Thu, Aug 04	97	E1	97" CREW DETRAINED PSGRS, PALATINE; TIED ONTO #365 TO SHOVE TO CRYSTAL LK.; WAITED FOR SIGNAL M3479104 CROSSED AHEAD, CN BARRINGTON.
		Mon, Aug 22	6	GX	6" GX PROCEDURES, MP 13.69.	
		Tue, Aug 23	10	J	10" REMOVAL OF UNRULY PSGR, ARLINGTON HTS.	
UPW	35	Wed, Aug 03	30	N	20" MEETING DELAYED #52, TURNER.	
		<b>78% OT</b>	Thu, Aug 11	14	CC	14" TRAIN CONTROL OPERATED ON MAIN TRACK 2. HALSTED BRIDGE- LEDZIE; TRAIN INSPECTOR TESTING ON MAIN TRK4 ON SPERRY CAR; SLOW ENTRAINING,O
		Wed, Aug 17	7	D	7" MOW ENROUTE, PSGR TRN INT, TOWER A2 AND SLOW ENTRAINING, OAKPK (OPERATED MT1 ACCT #QNPCXP-16 ON MT2).	
		Wed, Aug 24	22	D	22" OPERATED MT2, PARK-TURNER (DISABLED #AGBDV-24 ON MT3 AT COLLEGE AVE) WITH MOW (MP 26.5-28.5) & #H75191-24 AHEAD, EJE XING.	
		Wed, Aug 31	7	D	7" OPERATED MT2, PARK-TURNER (DISABLED #CNHNA9-31 (W/BROKEN KNUCKLE) ON MT2, MP 28.75).	
UPW	38	Tue, Aug 02	7	I	7" SLOW ENTRAINING (GENEVA, WHEATON-GLEN ELLYN & ELMHURST) AND PSGR TRN INT, TOWER A2.	
		<b>57% OT</b>	Wed, Aug 03	6	U	6" SLOW ENTRAINING (GENEVA, WINFIELD, WHEATON, GLEN ELLYN & VILLA PK) AND TWO ADAS ENROUTE.
		Mon, Aug 08	7	U	7" SLOW ENTRAINING (WHEATON, GLEN ELLYN, LOMBARD & ELMHURST) & TWO ADAS ENROUTE.	
		Tue, Aug 09	6	I	6" SLOW ENTRAINING (GENEVA, WEST CHICAGO, GLEN ELLYN, LOMBARD & ELMHURST).	
		Wed, Aug 10	10	I	10" LOCO WOULD NOT LOAD PROPERLY (HARD TO MAINTAIN TRK SPEED) & SLOW ENTRAINING (WHEATON, GLEN ELLYN & ELMHURST).	
		Thu, Aug 11	6	I	6" SLOW ENTRAINING, ENROUTE.	
		Thu, Aug 18	6	D	6" CBMWI-13 AHEAD, KRESS TO W.CHGO; SLOW ENTRAINING, GLEN ELLYN & ELMHURST.	
		Fri, Aug 19	8	I	8" SLOW ENTRAINING, ENROUTE.	
		Mon, Aug 22	17	I	17" GROUP ON, COLLEGE AVE/OFF, OAK PARK.	
		Fri, Aug 26	7	I	7" HEAVY ENTRAINING, ENROUTE.	
UPW	42	Thu, Aug 04	10	I	10" SLOW ENTRAINING, ENROUTE.	
		<b>57% OT</b>	Fri, Aug 05	16	I	16" HEAVY & SLOW ENTRAINING, ENROUTE.
		Tue, Aug 09	10	I	10" HEAVY/SLOW ENTRAINING (GENEVA-ELMHURST) AND DEAD TRN, TURNER-WINFIELD/ (SIG FOUND LOOSE CONNECTION ON "STONE QUARRY SWITCH").	
		Wed, Aug 10	7	U	7" SIX ADAS ENROUTE/SLOW ENTRAINING (GENEVA-ELMHURST).	
		Thu, Aug 11	7	I	7" HEAVY ENTRAINING, ENROUTE; 2 ADA LIFTS, ENROUTE.	
		Fri, Aug 12	8	I	8" SLOW ENTRAINING, ENROUTE.	
		Mon, Aug 15	20	KP	20" HELD WEST CHICAGO ACCT SUSPICIOUS PACKAGE, MP 27.58 AND OPERATED MT2, TURNER-PARK (MOW ON MT1).	
		Fri, Aug 19	8	I	8" SLOW ENTRAINING, ENROUTE.	
		Mon, Aug 22	10	CC	6" #OSCSO-22 (DELAYED BY MOW) AHEAD, WOLF RD-25TH AVE; 4" SLOW ENTRAINING (GENEVA-ELMHURST).	
		Fri, Aug 26	8	I	8" SLOW ENTRAINING, ENROUTE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	44	Tue, Aug 02	6	CC	6" FORM BS (MP 41.5, 25.5 & 12.6) AND SLOW ENTRAINING (GENEVA, WHEATON & GLEN CLLYN).	
		<b>43% OT</b>	Wed, Aug 03	13	N	3" HEAVY/SLOW ENTRAINING (GENEVA-ELMHURST) AND TWO ADAS EN- ROUTE; 8" HALSTED (COMPUTER AT LAKE ST TOWER LOST POWER).
		Fri, Aug 05	16	I	16" HEAVEY & SLOW ENTRAINING, ENROUTE; 4 ADA'S, ENROUTE.	
		Mon, Aug 08	23	D	23" OPERATED MT2, GENEVA-ELMHURST (#MCBBPR-07 ON MT1).	
		Tue, Aug 09	12	V	12" OPERATED ON DISP BLOCKS & W CHI-KEDZIE (MOTION LIGHT ON IN CAB CAR) WITH S/O (MP 33.8-29.54 AND KEDZIE-OTC) AND MOW ENROUTE.	
		Wed, Aug 10	20	I	20" HY-RAIL AHEAD, GENEVA-W CHICAGO, HEAVY ENTRAINING(GENEVA, WINFIELD-COLLEGE AVE, LOMBARD & ELMHURST), S/O, MP 29.54 & TWOADAS ENROUTE.	
		Fri, Aug 12	8	J	8" REMOVED UNRULY PSGRS DUE TO PSGR RAN AROUND GATES UPON TRAINARRIVAL, WHEATON & LOMBARD.	
		Mon, Aug 15	27	CC	27" OPERATED MT2, TURNER-PARK (W/FIVE ADAS ENROUTE) AND SW #47 FAILED, TOWER A2.	
		Tue, Aug 16	8	U	8" SLOW ENTRAINING (GENEVA & WEST CHICAGO) AND TWO ADAS ENROUTE	
		Wed, Aug 17	30	KP	30" HELD ELMHURST (BEHIND #ZCIGI-14) ACCT ALLEGED GRANADE IN A BUILDING NEAR TRKS, MP 11.7.	
		Thu, Aug 18	11	I	11" HEAVY ENTRAINING & 2 ADA'S, ENROUTE.	
		Fri, Aug 19	13	D	13" WAITING FOR MCHNP-18 TO CLEAR, GENEVA; SLOW ENTRAINING ENROUTE.	
		Wed, Aug 31	10	U	10" SLOW ENTRAINING, GENEVA AND SIX ADAS ENROUTE.	
		UPW	50	Wed, Aug 10	28	B
<b>83% OT</b>	Thu, Aug 11			18	D	18" MASPR-10 AHEAD, VALE; MET WITH #37, PARK.
Wed, Aug 17	8			D	8" MEETING #35, PARK (SINGLE TRACKING AROUND #QNPCXP-16 ON MT2)	
Fri, Aug 19	19			RF	19" HELD OUT DUE TO CN TOWER OPERATORS EXPIRED UNDER HOURS OF SERVICE, GENEVA; WAIT FOR SIGNAL ACCT ZG2LT-19 CLEARING, PARK.	
UPW	52	Wed, Aug 03	26	N	18" FLAGGING EJE XING (POWER OUTAGE)/UP #0818 WEST CLEARING PARK AND SLOW ENTRAINING, GENEVA.	
		<b>57% OT</b>	Wed, Aug 10	11	D	11" UP 5602 AHEAD, PECK-KRESS.
		Thu, Aug 11	15	D	15" UP4705E AHEAD, WEST CHGO; SLOW ENTRAINING, OAK PARK.	
		Fri, Aug 12	9	I	9" HEAVY ENTRAINING, GENEVA & WHEATON; SLOW ENTRAINING, MELROSE PK.	
		Wed, Aug 17	6	D	6" #YPREL-27, OAK PK-KEDZIE.	
		Fri, Aug 19	22	RF	22"LATE TURN FROM #33, GENEVA; KTALN7-19 AHEAD, PECK-GENEVA.	
		Wed, Aug 24	7	D	7" SLOW ENTRAINING, GENEVA AND FRT #ZG2LT-14 AHEAD, TURNER.	
		Fri, Aug 26	13	CC	13" 3 FORM B'S, MP39, MP25 7 MP22; SLOW ENTRAINING, ENROUTE.	
		Mon, Aug 29	11	G	11" SW #33 FAILED, LAKE ST.	
Tue, Aug 30	7	V	7" DEAD TRK, ELBURN-PECK.			
UPW	54	Wed, Aug 03	30	N1	20" LATE TURN OF DELAYED #35 10" HELD PECK FOR W/B FRT (WHICH HAD TO CLEAR W/B RUSH HOUR METRA TRNS ACCT POWER OUTAGE, EJE XING).	
		<b>74% OT</b>	Thu, Aug 11	18	D	18" SBRGX-9 AHEAD, ENROUTE; MET WITH #39, PARK; 2 ADA, ENROUTE.
		Fri, Aug 19	8	D	8" CBTWF-19 AHEAD, OAK PARK TO KEDZIE.	
		Wed, Aug 24	19	D1	10" LATE TURN OF DELAYED #35; 9" ADA, GENEVA AND 17 BIKES EN- ROUTE.	
		Thu, Aug 25	13	I	13" SLOW ENTRAINING/DETRAINING, ENROUTE; 2 ADA'S, ENROUTE; WAITED FOR SIGNAL X-TRAFFIC, WESTERN AVE.	
		Wed, Aug 31	8	I	8" SLOW ENTRAINING (GENEVA-ELMHURST) AND PSGR TRN INT, TWR A2.	
UPW	57	Wed, Aug 03	8	A1	8" DELAYED #55 AHEAD/WAITING FOR LINE-UP, ELBURN.	
		<b>83% OT</b>	Fri, Aug 12	9	D1	9" FOLLOWING #55, BELLWOOD-LOMBARD; OPERATED ON MAIN TRK 2, PECK-ELBURN.
		Wed, Aug 17	8	R1	6" DELAYED #55 DEPARTING AHEAD, OTC; 2" SLOW DETRAINING, ELM- HURST.	
		Mon, Aug 22	16	E1	18" DELAYED #55 AHEAD.	
UPW	60	Thu, Aug 04	7	RF	7" #58 AHEAD.	
		<b>78% OT</b>	Thu, Aug 11	9	V1	9" #58 AHEAD, ENROUTE.
		Tue, Aug 16	12	C	12" MEETING #63, KEDZIE (SINGLE TRACKING AROUND SINK HOLE, MP 1.05).	
		Fri, Aug 19	13	R1	13" LATE TURN FROM #59, ELMHURST.	
		Fri, Aug 26	31	J1	30" LATE TURN FROM #59, ELMHURST..	

Data is final (09/13/11) version from TOPS.



**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**  
**August 2011**

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
<b>BNSF</b>	7	15	4	3	4	3	4	11	4	16	2	3	2	7	8	3	6	4	4	4	8	4	3	129
<b>Elec -ML</b>	1	6	2	0	9	0	2	1	0	7	0	1	1	3	14	0	1	2	2	6	1	1	1	61
<b>-BI</b>	3	1	0	0	1	0	0	0	0	1	1	0	0	0	4	1	1	1	2	2	1	0	0	19
<b>-SC</b>	1	1	1	0	3	1	4	1	1	2	2	0	1	3	2	0	2	1	0	0	0	0	1	27
<b>Heritage</b>	0	0	0	1	1	0	1	0	0	1	1	1	0	3	1	0	0	0	0	0	0	0	1	11
<b>Milw -N</b>	11	17	3	3	10	6	7	6	1	6	11	5	5	6	3	7	2	1	6	13	2	8	1	140
<b>-W</b>	8	17	1	0	4	9	3	2	4	8	8	5	2	1	5	3	0	0	7	4	1	0	0	92
<b>NCS</b>	5	5	1	0	2	0	0	4	0	2	3	1	0	3	0	4	1	0	3	2	2	1	1	40
<b>RI</b>	4	10	3	2	5	3	1	1	7	11	2	4	0	5	2	2	1	3	3	3	1	5	8	86
<b>SWS</b>	3	4	2	4	1	1	2	1	1	2	4	11	4	0	1	1	1	1	6	4	1	3	9	67
<b>UP -N</b>	8	14	2	4	8	6	2	5	2	7	1	2	2	1	6	3	4	2	7	12	3	5	5	111
<b>-NW</b>	3	18	3	12	7	2	1	0	0	0	4	3	4	0	1	5	1	1	1	1	5	1	6	79
<b>-W</b>	<u>0</u>	<u>7</u>	<u>7</u>	<u>4</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>8</u>	<u>13</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>7</u>	<u>4</u>	<u>14</u>	<u>6</u>	<u>2</u>	<u>4</u>	<u>4</u>	<u>5</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>116</u>
<b>SYSTEM</b>	54	115	29	33	60	33	30	40	33	68	42	43	28	36	61	35	22	20	45	56	26	30	39	978
<b>SATURDAY</b>	<b>6</b>	<b>13</b>	<b>20</b>	<b>27</b>	<b>TOTAL</b>				<b>SUNDAY/HOLIDAY</b>				<b>7</b>	<b>14</b>	<b>21</b>	<b>28</b>	<b>TOTAL</b>							
<b>BNSF</b>	11	6	13	9	39				<b>BNSF</b>				3	3	5	2	13							
<b>Elec -ML</b>	2	5	2	2	11				<b>Elec -ML</b>				4	6	10	1	21							
<b>-BI</b>	0	0	1	0	1				<b>-BI</b>				-	-	-	-	-							
<b>-SC</b>	0	13	0	0	13				<b>-SC</b>				1	2	1	0	4							
<b>Heritage</b>	-	-	-	-	-				<b>Heritage</b>				-	-	-	-	-							
<b>Milw -N</b>	11	5	8	8	32				<b>Milw -N</b>				8	0	6	7	21							
<b>-W</b>	7	5	1	3	16				<b>-W</b>				2	0	2	0	4							
<b>NCS</b>	-	-	-	-	-				<b>NCS</b>				-	-	-	-	-							
<b>RI</b>	1	2	0	4	7				<b>RI</b>				5	1	0	4	10							
<b>SWS</b>	0	0	1	1	2				<b>SWS</b>				-	-	-	-	-							
<b>UP -N</b>	9	10	9	6	34				<b>UP -N</b>				6	4	10	3	23							
<b>-NW</b>	7	4	5	6	22				<b>-NW</b>				6	0	3	1	10							
<b>-W</b>	<u>6</u>	<u>4</u>	<u>10</u>	<u>2</u>	<u>22</u>				<b>-W</b>				<u>5</u>	<u>6</u>	<u>9</u>	<u>3</u>	<u>23</u>							
<b>SYSTEM</b>	54	54	50	41	199				<b>SYSTEM</b>				40	22	46	21	129							

Data is final (09/13/11) version from TOPS.

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

**August 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	1	2	1	2	13	2	0	3	0	6	0	2	34
<i>Freight Interference - Peak</i>	8	0	0	0	8	9	5	6	2	14	0	0	2	54
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	22	19	14	8	31	0	1	29	134
Freight Interference - Total	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Accident	0	0	0	0	0	0	0	0	4	0	0	6	4	14
Passenger Loading	40	28	5	8	0	53	7	1	17	0	96	29	51	335
Lift Deployment	2	0	0	2	0	10	8	1	17	1	13	3	9	66
Obstruction/Debris	1	3	0	12	0	4	4	0	4	0	0	4	4	36
Signal/Switch Failure	10	15	6	8	0	26	1	8	17	9	0	7	6	113
Track Work	65	22	4	5	0	18	43	1	7	1	20	15	11	212
Catenary Failure	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	4	3	0	0	0	6	0	0	5	0	1	0	0	19
Locomotive Failure	2	0	0	0	0	13	1	1	6	2	3	14	4	46
Human Error	28	5	2	3	1	6	11	6	3	9	2	8	15	99
Sick, Injured, Unruly Passenger	5	7	0	2	0	6	0	0	2	0	4	6	12	44
Weather	0	8	1	1	0	3	8	0	6	0	16	18	0	61
Other	4	0	0	2	0	4	3	2	2	2	7	0	12	38
<b>TOTAL TRAINS DELAYED</b>	<b>181</b>	<b>93</b>	<b>20</b>	<b>44</b>	<b>11</b>	<b>193</b>	<b>112</b>	<b>40</b>	<b>103</b>	<b>69</b>	<b>168</b>	<b>111</b>	<b>161</b>	<b>1,306</b>

**August - 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	2	4	1	0	1	6	3	1	2	1	1	1	1	23
<i>Freight Interference - Peak</i>	11	0	0	0	5	2	1	3	2	5	0	1	6	36
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	7	5	3	3	13	1	1	23	64
Freight Interference - Total	18	0	0	0	5	9	6	6	6	18	1	2	29	100
Accident	17	0	0	1	0	0	3	1	4	1	0	8	3	39
Passenger Loading	9	13	5	4	0	12	7	0	8	0	73	16	8	154
Lift Deployment	2	0	0	0	0	4	2	0	5	0	2	2	3	21
Obstruction/Debris	13	1	0	1	0	1	2	1	2	1	3	6	1	31
Signal/Switch Failure	14	12	2	2	2	18	11	8	7	8	8	2	15	110
Track Work	27	4	1	7	1	5	7	1	3	2	24	3	9	96
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Non-Locomotive Equipment Failure	1	5	3	1	0	1	0	0	0	1	3	0	3	20
Locomotive Failure	9	1	0	0	0	5	11	1	5	1	3	3	3	42
Human Error	9	4	1	1	1	11	4	1	7	2	12	9	5	66
Sick, Injured, Unruly Passenger	2	7	1	1	0	4	3	0	2	0	5	5	3	32
Weather	11	10	2	3	2	6	14	3	9	4	8	12	12	97
Other	3	4	0	0	0	2	1	1	2	0	2	5	4	24
<b>TOTAL TRAINS DELAYED</b>	<b>138</b>	<b>66</b>	<b>17</b>	<b>22</b>	<b>14</b>	<b>84</b>	<b>74</b>	<b>24</b>	<b>61</b>	<b>40</b>	<b>145</b>	<b>75</b>	<b>98</b>	<b>858</b>

**August 2011 Divergence From August 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	0	-3	1	1	1	7	-1	-1	1	-1	5	-1	1	11
<i>Freight Interference - Peak</i>	-3	0	0	0	3	7	4	3	0	9	0	-1	-4	18
<i>Freight Interference - Off-Peak</i>	2	0	0	0	0	15	14	11	5	18	-1	0	6	70
Freight Interference - Total	0	0	0	0	3	22	18	14	4	27	-1	-1	2	88
Accident	-17	0	0	-1	0	0	-3	-1	0	-1	0	-2	1	-25
Passenger Loading	31	15	0	4	0	41	0	1	9	0	23	13	43	181
Lift Deployment	0	0	0	2	0	6	6	1	12	1	11	1	6	45
Obstruction/Debris	-12	2	0	11	0	3	2	-1	2	-1	-3	-2	3	5
Signal/Switch Failure	-4	3	4	6	-2	8	-10	0	10	1	-8	5	-9	3
Track Work	38	18	3	-2	-1	13	36	0	4	-1	-4	12	2	116
Catenary Failure	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	3	-2	-3	-1	0	5	0	0	5	-1	-2	0	-3	-1
Locomotive Failure	-7	-1	0	0	0	8	-10	0	1	1	0	11	1	4
Human Error	19	1	1	2	0	-5	7	5	-4	7	-10	-1	10	33
Sick, Injured, Unruly Passenger	3	0	-1	1	0	2	-3	0	0	0	-1	1	9	12
Weather	-11	-2	-1	-2	-2	-3	-6	-3	-3	-4	8	6	-12	-36
Other	1	-4	0	2	0	2	2	1	0	2	5	-5	8	14
<b>TOTAL TRAINS DELAYED</b>	<b>43</b>	<b>27</b>	<b>3</b>	<b>22</b>	<b>-3</b>	<b>109</b>	<b>38</b>	<b>16</b>	<b>42</b>	<b>29</b>	<b>23</b>	<b>36</b>	<b>63</b>	<b>448</b>

Data for current month is final (09/13/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 10/04/2011

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-August 2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	21	15	5	8	7	97	16	9	23	16	36	13	15	281
<i>Freight Interference - Peak</i>	47	0	0	0	46	18	25	51	28	47	2	19	51	334
<i>Freight Interference - Off-Peak</i>	55	0	0	0	0	140	93	80	42	138	12	18	220	798
Freight Interference - Total	102	0	0	0	46	158	118	131	70	185	14	37	271	1,132
Accident	95	3	10	11	0	22	61	14	29	13	65	40	30	393
Passenger Loading	182	185	28	99	0	198	79	3	197	3	313	104	148	1,539
Lift Deployment	35	0	0	2	0	36	48	1	88	3	47	9	41	310
Obstruction/Debris	33	13	2	30	0	12	11	4	26	6	17	30	54	238
Signal/Switch Failure	132	78	29	24	28	285	146	59	82	107	56	55	80	1,161
Track Work	206	71	6	18	0	85	164	16	64	6	75	60	79	850
Catenary Failure	0	21	5	6	0	0	0	0	0	0	0	0	0	32
Non-Locomotive Equipment Failure	4	35	16	14	0	17	12	1	18	0	17	5	13	152
Locomotive Failure	72	0	0	0	2	92	29	12	87	11	60	72	26	463
Human Error	115	47	6	22	11	60	31	23	40	31	67	44	75	572
Sick, Injured, Unruly Passenger	48	47	5	24	0	29	22	0	31	4	55	24	40	329
Weather	198	143	27	59	13	202	133	52	129	29	184	177	133	1,479
Other	26	10	4	8	1	38	30	3	28	17	54	32	34	285
<b>TOTAL TRAINS DELAYED</b>	<b>1,269</b>	<b>668</b>	<b>143</b>	<b>325</b>	<b>108</b>	<b>1,331</b>	<b>900</b>	<b>328</b>	<b>912</b>	<b>431</b>	<b>1,060</b>	<b>702</b>	<b>1,039</b>	<b>9,216</b>

**January-August - 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	24	23	8	6	5	44	21	9	16	10	11	10	14	202
<i>Freight Interference - Peak</i>	63	0	0	0	38	12	15	28	12	26	6	9	36	246
<i>Freight Interference - Off-Peak</i>	69	0	0	0	0	60	36	36	34	73	9	15	147	479
Freight Interference - Total	131	0	0	0	38	72	51	64	46	99	15	24	183	725
Accident	64	8	1	9	1	27	26	13	18	6	13	37	22	245
Passenger Loading	44	77	34	28	0	67	38	3	95	1	281	73	42	783
Lift Deployment	14	1	0	1	1	21	15	4	36	1	15	13	17	138
Obstruction/Debris	66	7	3	15	2	27	24	6	19	7	20	32	30	256
Signal/Switch Failure	170	73	18	20	25	123	84	43	63	58	44	52	91	865
Track Work	80	31	8	26	4	61	29	6	24	12	65	24	48	418
Catenary Failure	0	14	7	12	0	0	0	0	0	0	0	0	0	34
Non-Locomotive Equipment Failure	19	33	18	10	0	7	5	1	9	4	12	7	11	137
Locomotive Failure	77	2	0	0	2	60	45	15	39	8	16	25	23	313
Human Error	76	31	11	12	7	44	33	12	43	19	64	50	31	430
Sick, Injured, Unruly Passenger	23	41	7	12	1	24	18	2	28	0	26	23	19	224
Weather	75	62	15	17	9	79	52	20	69	18	83	70	59	629
Other	21	25	7	5	2	19	13	7	22	8	25	22	30	206
<b>TOTAL TRAINS DELAYED</b>	<b>885</b>	<b>427</b>	<b>138</b>	<b>172</b>	<b>96</b>	<b>677</b>	<b>452</b>	<b>205</b>	<b>527</b>	<b>252</b>	<b>690</b>	<b>463</b>	<b>621</b>	<b>5,605</b>

**January-August 2011 Divergence From January-August Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-3	-8	-3	2	2	53	-5	0	7	6	25	3	1	79
<i>Freight Interference - Peak</i>	-16	0	0	0	8	6	10	23	16	21	-4	10	15	88
<i>Freight Interference - Off-Peak</i>	-14	0	0	0	0	80	57	44	8	65	3	3	73	319
Freight Interference - Total	-29	0	0	0	8	86	67	67	24	86	-1	13	88	407
Accident	31	-5	9	2	-1	-5	35	1	11	7	52	3	8	148
Passenger Loading	138	108	-6	71	0	131	41	0	102	2	32	31	106	756
Lift Deployment	21	-1	0	1	-1	15	33	-3	52	2	32	-4	24	172
Obstruction/Debris	-33	6	-1	15	-2	-15	-13	-2	7	-1	-3	-2	24	-18
Signal/Switch Failure	-38	5	11	4	3	162	62	16	19	49	12	3	-11	296
Track Work	126	40	-2	-8	-4	24	135	10	40	-6	10	36	31	432
Catenary Failure	0	7	-2	-6	0	0	0	0	0	0	0	0	0	-2
Non-Locomotive Equipment Failure	-15	2	-2	4	0	10	7	0	9	-4	5	-2	2	15
Locomotive Failure	-5	-2	0	0	0	32	-16	-3	48	3	44	47	3	150
Human Error	39	16	-5	10	4	16	-2	11	-3	12	3	-6	44	142
Sick, Injured, Unruly Passenger	25	6	-2	12	-1	5	4	-2	3	4	29	1	21	105
Weather	123	81	12	42	4	123	81	32	60	11	101	107	74	850
Other	5	-15	-3	3	-1	19	17	-4	6	9	29	10	4	79
<b>TOTAL TRAINS DELAYED</b>	<b>384</b>	<b>241</b>	<b>5</b>	<b>153</b>	<b>12</b>	<b>654</b>	<b>448</b>	<b>123</b>	<b>385</b>	<b>179</b>	<b>370</b>	<b>239</b>	<b>418</b>	<b>3,611</b>

Data for current month is final (09/13/11) version from TOPS.

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Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures (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 - Aug	
Passenger Train Interference	18	50	30	14	31	51	53	34					281	3.0%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54					334	3.6%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134					798	8.7%
Freight Interference - Total	86	120	125	120	101	183	209	188					1,132	12.3%
Accident	52	59	28	28	50	75	87	14					393	4.3%
Passenger Loading	36	47	56	62	134	343	526	335					1,539	16.7%
Lift Deployment	18	24	17	18	32	55	80	66					310	3.4%
Obstruction/Debris	33	30	28	23	34	45	9	36					238	2.6%
Signal/Switch Failure	112	129	81	86	108	232	300	113					1,161	12.6%
Track Work	28	13	27	56	140	117	257	212					850	9.2%
Catenary Failure	9	4	4	2	4	7	1	1					32	0.3%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19					152	1.6%
Locomotive Failure	69	47	32	74	65	54	76	46					463	5.0%
Human Error	57	48	64	58	60	98	88	99					572	6.2%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44					329	3.6%
Weather	33	915	2	3	32	152	281	61					1,479	16.0%
Other	18	32	30	26	33	57	51	38					285	3.1%
<b>TOTAL TRAINS DELAYED</b>	<b>603</b>	<b>1,560</b>	<b>579</b>	<b>635</b>	<b>878</b>	<b>1,549</b>	<b>2,106</b>	<b>1,306</b>					<b>9,216</b>	<b>100%</b>

**2010**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	238	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	297	5.1%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	501	8.6%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	798	13.8%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	276	4.8%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	750	12.9%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	183	3.2%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	222	3.8%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	842	14.5%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	465	8.0%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	28	0.5%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	194	3.3%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	417	7.2%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	368	6.3%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	283	4.9%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	550	9.5%
Other	44	11	12	29	29	27	20	16	13	17	21	27	188	3.2%
<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>5,802</b>	<b>100%</b>

**2011 Divergence From 2010**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Passenger Train Interference	-25	7	12	-4	2	11	40	0					43	-1.1%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1	-8	23	9					37	-1.5%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35	67	61	53					297	0.0%
Freight Interference - Total	-2	29	44	24	34	59	84	62					334	-1.5%
Accident	34	10	13	19	6	24	52	-41					117	-0.5%
Passenger Loading	-11	13	-6	7	49	184	366	187					789	3.8%
Lift Deployment	0	10	-1	0	0	25	58	35					127	0.2%
Obstruction/Debris	4	17	0	-19	9	9	-25	21					16	-1.2%
Signal/Switch Failure	27	66	-37	-1	-15	82	174	23					319	-1.9%
Track Work	14	4	-4	11	20	33	165	142					385	1.2%
Catenary Failure	2	4	0	2	3	7	-15	1					4	-0.1%
Non-Locomotive Equipment Failure	-9	17	1	-29	1	-3	-5	-15					-42	-1.7%
Locomotive Failure	57	-3	-14	37	3	-18	-4	-12					46	-2.2%
Human Error	3	15	32	29	15	27	51	32					204	-0.1%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11	12	24	2					46	-1.3%
Weather	-61	874	-1	-23	-3	-160	256	47					929	6.6%
Other	-26	21	18	-3	4	30	31	22					97	-0.1%
<b>TOTAL TRAINS DELAYED</b>	<b>18</b>	<b>1,067</b>	<b>38</b>	<b>72</b>	<b>139</b>	<b>322</b>	<b>1,252</b>	<b>506</b>					<b>3,414</b>	

Data for current month is final (09/13/11) version from TOPS.

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

**TABLE 10: FREIGHT DELAYS  
between September 2009 and August 2011**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>199</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>117</b>	<b>64</b>	<b>130</b>	<b>59</b>	<b>230</b>	<b>31</b>	<b>39</b>	<b>208</b>	<b>1,153</b>
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
May-11	8	0	0	0	2	12	15	13	1	17	2	12	19	101
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
<b>Aug-11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>24</b>	<b>20</b>	<b>10</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>188</b>
<b>Total</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>212</b>	<b>161</b>	<b>172</b>	<b>96</b>	<b>257</b>	<b>20</b>	<b>52</b>	<b>351</b>	<b>1,517</b>

Data for current month is final (09/13/11) 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).

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**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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	5	3	2	0	7	3	13	2																											35	2.76%		
Electric ML	0	0	0	0	0	0	0	0																											0	0.00%		
Electric BI	0	0	0	0	0	0	0	0																											0	0.00%		
Electric SC	0	0	0	0	0	0	0	2																										2	0.62%			
HER	0	0	0	0	0	0	0	0																											0	0.00%		
Milw N	1	2	0	2	5	9	7	10																											36	2.70%		
Milw W	0	6	2	4	2	14	12	8																											48	5.33%		
NCS	0	0	0	0	0	0	0	1																											1	0.30%		
RI	2	5	8	4	12	11	29	17																											88	9.65%		
SWS	0	0	0	0	2	0	0	1																											3	0.70%		
UP N	8	2	2	1	2	11	8	13																											47	4.43%		
UP NW	0	0	0	0	0	5	1	3																											9	1.28%		
UP W	2	6	3	7	2	2	10	9																											41	3.95%		
<b>Total Lift Delays</b>	<b>18</b>	<b>24</b>	<b>17</b>	<b>18</b>	<b>32</b>	<b>55</b>	<b>80</b>	<b>66</b>																											<b>310</b>	<b>3.36%</b>		
<b>ALL DELAYS</b>																																				<b>9,216</b>		

Data for current month is final (09/13/11) 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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	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>			

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10/04/2011

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**

August 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	36	5	6	4	6	24	12	8	12	20	18	12	15	178
11-15	6	5	0	0	3	10	5	6	3	0	3	1	4	46
16-20	5	3	0	0	1	2	4	2	2	1	1	3	4	28
21+	2	2	0	0	1	3	0	1	2	1	8	21	1	42
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</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>2</u>
Sub-Total	50	15	6	4	11	39	21	17	20	22	30	37	24	296
<b>Off-Peak **</b>														
6-10	75	54	13	30	0	96	46	14	54	30	92	36	67	607
11-15	32	11	0	3	0	37	19	3	17	11	23	15	32	203
16-20	18	8	1	4	0	9	9	4	5	2	9	6	19	94
21+	6	5	0	3	0	8	17	1	7	4	14	17	19	101
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	131	78	14	40	0	154	91	23	83	47	138	74	137	1,010
<b>August 2011 Total</b>														
6-10	111	59	19	34	6	120	58	22	66	50	110	48	82	785
11-15	38	16	0	3	3	47	24	9	20	11	26	16	36	249
16-20	23	11	1	4	1	11	13	6	7	3	10	9	23	122
21+	8	7	0	3	1	11	17	2	9	5	22	38	20	143
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
TOTAL	181	93	20	44	11	193	112	40	103	69	168	111	161	1,306
<b>2011 Year-to-Date</b>														
6-10	575	430	98	218	51	684	406	159	536	234	519	253	426	4,589
11-15	291	117	17	27	30	320	216	71	186	86	176	139	221	1,897
16-20	137	57	9	29	14	126	111	41	70	36	90	68	124	912
21+	223	60	10	43	13	167	151	52	92	66	226	207	215	1,525
Annulled	<u>43</u>	<u>4</u>	<u>9</u>	<u>8</u>	<u>0</u>	<u>34</u>	<u>16</u>	<u>5</u>	<u>28</u>	<u>9</u>	<u>49</u>	<u>35</u>	<u>53</u>	<u>293</u>
TOTAL	1,269	668	143	325	108	1,331	900	328	912	431	1,060	702	1,039	9,216
<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>August 2011 Total</b>														
6-10	61.3%	63.4%	95.0%	77.3%	54.5%	62.2%	51.8%	55.0%	64.1%	72.5%	65.5%	43.2%	50.9%	60.1%
11-15	21.0%	17.2%	0.0%	6.8%	27.3%	24.4%	21.4%	22.5%	19.4%	15.9%	15.5%	14.4%	22.4%	19.1%
16-20	12.7%	11.8%	5.0%	9.1%	9.1%	5.7%	11.6%	15.0%	6.8%	4.3%	6.0%	8.1%	14.3%	9.3%
21+	4.4%	7.5%	0.0%	6.8%	9.1%	5.7%	15.2%	5.0%	8.7%	7.2%	13.1%	34.2%	12.4%	10.9%
Annulled	<u>0.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>1.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.5%</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	45.3%	64.4%	68.5%	67.1%	47.2%	51.4%	45.1%	48.5%	58.8%	54.3%	49.0%	36.0%	41.0%	49.8%
11-15	22.9%	17.5%	11.9%	8.3%	27.8%	24.0%	24.0%	21.6%	20.4%	20.0%	16.6%	19.8%	21.3%	20.6%
16-20	10.8%	8.5%	6.3%	8.9%	13.0%	9.5%	12.3%	12.5%	7.7%	8.4%	8.5%	9.7%	11.9%	9.9%
21+	17.6%	9.0%	7.0%	13.2%	12.0%	12.5%	16.8%	15.9%	10.1%	15.3%	21.3%	29.5%	20.7%	16.5%
Annulled	<u>3.4%</u>	<u>0.6%</u>	<u>6.3%</u>	<u>2.5%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>1.8%</u>	<u>1.5%</u>	<u>3.1%</u>	<u>2.1%</u>	<u>4.6%</u>	<u>5.0%</u>	<u>5.1%</u>	<u>3.2%</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%

\*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 final (09/13/11) 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>August 2011</b>														
Peak *	10.4	13.5	6.8	8.3	12.0	11.0	10.9	12.4	13.7	9.5	27.3	45.0	11.6	17.1
Off-Peak **	12.3	10.7	8.4	10.2	--	10.8	13.8	11.4	11.9	11.1	12.9	21.4	13.4	12.7
All	11.8	11.1	8.0	10.0	12.0	10.8	13.3	11.8	12.2	10.6	15.5	29.3	13.1	13.7
<b>2011 Year-to-Date</b>														
Peak *	16.4	13.8	11.0	15.3	15.8	14.9	14.9	14.5	13.5	13.7	27.4	23.8	17.1	17.4
Off-Peak **	15.8	12.9	11.4	11.9	--	13.5	17.8	16.9	12.3	15.2	19.4	23.0	18.1	15.9
All	16.1	13.1	11.3	12.5	15.8	13.9	16.9	15.7	12.6	14.7	21.9	23.3	17.9	16.4

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 final (09/13/11) version from TOPS.