

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

September 2011



COMMUTER RAIL ON-TIME PERFORMANCE

September 2011

This report presents an analysis of the September 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 September 2011, Metra operated 16,747 scheduled trains, including scheduled "extras", if any. 1,043 of these trains were delayed (late or annulled), representing an on-time performance rate of 93.8%. 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 September 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 September 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during September 2011. Table 7.b shows the average frequencies over the previous five Septembers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 1,043 delays systemwide in September 2011, 422 more than the average over the previous five Septembers. Table 8.a shows delays from the beginning of the year through September 2011. Table 8.b shows the average frequencies from the beginning of the year through September 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 September of 2011, a total of 10,259 trains were delayed, compared to 6,344 trains delayed in the same nine months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In September 2011 freight operations delayed 146 trains systemwide, compared to 78 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 39 trains were delayed by lift deployment in September 2011.

A review of September 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 58.7% of all late trains. Table 13 shows that the average length of delay was 13.3 minutes in September 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 periodically publishes a 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
September 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			
BNSF	1,133	97	91.4%	839	72	91.4%	1,972	169	91.4%	112	24	78.6%	90	15	83.3%	2,174	208	90.4%
Elec -ML	942	4	99.6%	714	31	95.7%	1,656	35	97.9%	184	5	97.3%	100	31	69.0%	1,940	71	96.3%
-BI	294	2	99.3%	483	14	97.1%	777	16	97.9%	120	2	98.3%	--	--	--	897	18	98.0%
-SC	<u>357</u>	<u>5</u>	98.6%	<u>777</u>	<u>22</u>	97.2%	<u>1,134</u>	<u>27</u>	97.6%	<u>192</u>	<u>6</u>	96.9%	<u>100</u>	<u>4</u>	96.0%	<u>1,426</u>	<u>37</u>	97.4%
Subtotal	1,593	11	99.3%	1,974	67	96.6%	3,567	78	97.8%	496	13	97.4%	200	35	82.5%	4,263	126	97.0%
Heritage	126	20	84.1%	--	--	--	126	20	84.1%	--	--	--	--	--	--	126	20	84.1%
Milw -N	524	15	97.1%	735	61	91.7%	1,259	76	94.0%	96	21	78.1%	100	15	85.0%	1,455	112	92.3%
-W	<u>566</u>	<u>18</u>	96.8%	<u>651</u>	<u>32</u>	95.1%	<u>1,217</u>	<u>50</u>	95.9%	<u>96</u>	<u>5</u>	94.8%	<u>90</u>	<u>7</u>	92.2%	<u>1,403</u>	<u>62</u>	95.6%
Subtotal	1,090	33	97.0%	1,386	93	93.3%	2,476	126	94.9%	192	26	86.5%	190	22	88.4%	2,858	174	93.9%
NCS	231	12	94.8%	231	20	91.3%	462	32	93.1%	--	--	--	--	--	--	462	32	93.1%
RI	755	34	95.5%	693	35	94.9%	1,448	69	95.2%	80	5	93.8%	80	10	87.5%	1,608	84	94.8%
SWS	230	15	93.5%	399	41	89.7%	629	56	91.1%	24	1	95.8%	--	--	--	653	57	91.3%
UP -N	627	23	96.3%	840	67	92.0%	1,467	90	93.9%	106	26	75.5%	92	21	77.2%	1,665	137	91.8%
-NW	689	20	97.1%	671	25	96.3%	1,360	45	96.7%	96	17	82.3%	75	13	82.7%	1,531	75	95.1%
-W	<u>565</u>	<u>27</u>	95.2%	<u>672</u>	<u>57</u>	91.5%	<u>1,237</u>	<u>84</u>	93.2%	<u>80</u>	<u>26</u>	67.5%	<u>90</u>	<u>20</u>	77.8%	<u>1,407</u>	<u>130</u>	90.8%
Subtotal	1,881	70	96.3%	2,183	149	93.2%	4,064	219	94.6%	282	69	75.5%	257	54	79.0%	4,603	342	92.6%
SYSTEM	7,039	292	95.9%	7,705	477	93.8%	14,744	769	94.8%	1,186	138	88.4%	817	136	83.4%	16,747	1,043	93.8%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (10/17/11) 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-SEP	AVG
BNSF	2006	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%
	2007	96.4	86.8	96.3	96.8	98.2	96.0	97.4	94.5	97.8	95.9	96.1	96.6	95.6%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.1%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.5%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4				92.5%	92.5%
	2006-2010 average	93.9	93.8	96.7	97.0	96.3	92.7	95.8	94.0	95.9	93.4	94.5	93.9	95.1%	94.8%
Electric	2006	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%
	2007	99.2	96.4	97.7	98.0	97.1	97.8	96.6	97.0	95.6	97.4	98.6	98.3	97.3%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.3%	97.9%
	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0				96.8%	96.8%
	2006-2010 average	97.8	98.0	98.4	98.5	98.4	97.1	97.2	97.6	97.4	97.8	98.1	96.9	97.8%	97.8%
Heritage	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	92.7%	92.9%
	2007	98.5	80.0	90.2	89.1	87.1	92.1	90.1	89.1	97.4	92.8	96.8	90.8	90.4%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.3%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.1%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.4%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1				88.8%	88.8%
	2006-2010 average	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%	90.4%
Milw - N	2006	92.7	97.3	95.6	97.1	93.9	93.5	90.6	95.4	94.2	92.8	89.3	92.6	94.4%	93.7%
	2007	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%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	94.9%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.8%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.1%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3				89.1%	89.1%
	2006-2010 average	93.4	94.6	95.8	95.4	93.9	93.5	93.1	94.5	95.8	94.9	93.2	91.1	94.4%	94.1%
Milw - W	2006	91.9	97.7	96.0	97.3	97.4	97.2	93.4	95.2	97.4	96.9	98.2	94.1	95.9%	96.0%
	2007	98.8	90.1	97.8	95.5	96.7	95.7	93.8	93.7	96.8	98.3	98.0	93.5	95.5%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.6%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.0%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.2%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6				92.5%	92.5%
	2006-2010 average	94.8	95.3	97.1	97.5	97.2	96.2	95.4	94.9	97.8	97.4	97.3	94.1	96.3%	96.3%
NCS	2006	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%
	2007	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%
	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	95.0%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.7%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.5%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1				91.4%	91.4%
	2006-2010 average	93.6	94.2	94.9	93.7	95.4	93.1	95.3	94.9	95.7	94.7	95.1	91.4	94.5%	94.3%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	AVG
RI	2006	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%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.2%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8				93.2%	93.2%
	2006-2010 average		95.2	94.2	96.3	97.8	97.0	95.5	95.1	96.4	96.3	95.6	96.4	92.7	96.0%
SWS	2006	92.3	93.3	97.0	96.2	94.1	96.4	93.0	89.7	85.2	90.8	95.7	93.0	93.1%	93.1%
	2007	98.6	95.3	97.0	97.8	97.0	96.2	96.9	95.8	97.4	95.1	95.7	95.2	96.9%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.3%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.7%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.2%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3				91.8%	91.8%
	2006-2010 average		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%
UP - N	2006	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%
	2007	98.0	92.8	97.9	98.5	97.4	93.9	93.5	89.8	96.8	97.6	96.8	92.6	95.3%	95.4%
	2008	91.9	89.4	95.1	95.5	97.1	90.9	92.2	89.9	93.5	95.6	95.2	94.2	92.8%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	93.8%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.6%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8				92.1%	92.1%
	2006-2010 average		94.6	95.0	97.0	97.2	96.7	92.9	93.2	91.5	95.2	96.8	96.1	94.9	94.8%
UP - NW	2006	97.9	98.6	98.5	98.0	99.1	98.4	98.0	96.3	97.3	96.5	96.6	96.9	98.0%	97.7%
	2007	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%
	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	95.4%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.7%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1				94.4%	94.4%
	2006-2010 average		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%
UP - W	2006	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%
	2007	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%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.3%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.2%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8				90.9%	90.9%
	2006-2010 average		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%
SYSTEM (excluding South Shore)	2006	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%
	2007	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%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	95.9%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8				93.3%	93.3%
	2006-2010 average		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%

Delays data for most recent month is final (10/17/11) version from TOPS.

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'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
September 2011**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1229	Fri, Sep 02	7	CC	C-NAMCGW0-13 WORKING AROUND TRACK WORK AT HIGHLANDS	
		76% OT	Tue, Sep 06	8	CC	MOW E HIGHLANDS
		Wed, Sep 07	8	CC	MOW	
		Fri, Sep 23	19	CC	MOW	
		Tue, Sep 27	8	CC	MOW SURFACING AT HINSDALE	
BNSF	1266	Thu, Sep 01	15	CC	TRACK WORK HIGHLANDS TO CONGRESS PARK AND STUDENT ENGINEER	
		81% OT	Fri, Sep 02	22	CC	WORKED MIDDLE TRACK FVW-CLARENDON HILLS, WESTERN SPRINGS-LAGRANGE, STUDENT ENGINEER
		Fri, Sep 23	18	CC	MOW	
		Fri, Sep 30	9	CC	MOW	
BNSF	1269	Thu, Sep 08	8	I	SLOW PASSENGER UNLOADING AT LISLE	
		81% OT	Tue, Sep 13	9	C1	CAUGHT UP TO 1267
		Mon, Sep 19	7	CC	S/R AT HINSDALE FOR CROSSING RENEWAL	
		Fri, Sep 30	33	M1	SERVICE INTERRUPTION AT NAPERVILLE	
BNSF	1273	Thu, Sep 01	9	R1	FOLLOWING 1275 WITH A STUDENT ENGINEER	
		62% OT	Thu, Sep 15	43	M1	1277 PEDESTRIAN STRIKE AT NAPERVILLE, PICKED UP 1277 59 PASSENGERS AT NPV
		Fri, Sep 16	9	RF	HELD @ CPK FOR MISROUTE	
		Tue, Sep 20	12	D1	OUT CUS 4" LATE, LATE TURN OFF 1274 DUE TO CICERO FREIGHT INTERFERENCE. THEN FOLLOWING LATE 1275	
		Fri, Sep 23	0	K1	ANNULLED DUE TO LATE ARRIVAL TO CUS	
		Tue, Sep 27	9	KD	TRAFFIC CONGESTION ON EAST END DUE TO SERVICE INTERRUPTION AT CICERO	
		Wed, Sep 28	9	R1	FOLLOWING 1275	
Fri, Sep 30	45	M1	SERVICE INTERRUPTION AT NAPERVILLE			
BNSF	1277	Fri, Sep 16	11	RF	HELD @ CPK FOR MISROUTE	
		81% OT	Mon, Sep 19	8	CC	S/R AT HINSDALE FOR CROSSING RENEWAL
		Tue, Sep 20	10	D1	OUT CUS 4" LATE, FOLLOWING LATE 1273, 1275	
		Fri, Sep 30	105	M1	SERVICE INTERRUPTION AT NAPERVILLE	
BNSF	1279	Thu, Sep 01	8	E1	FOLLOWING 1277 DELAYED BY 1275, DELAYED BY 1271	
		52% OT	Fri, Sep 02	7	U	ADA LIFT AT LISLE
		Tue, Sep 13	8	C1	CAUGHT UP TO 1271	
		Thu, Sep 15	43	M1	1277 PEDESTRIAN STRIKE AT NAPERVILLE	
		Fri, Sep 16	12	RF	HELD @ CPK FOR MISROUTE	
		Mon, Sep 19	8	CC	FOLLOWING 1277 FOR S/R AT HINSDALE FOR CROSSING RENEWAL	
		Tue, Sep 20	9	D1	FOLLOWING LATE 1273, 1275, 1277	
		Fri, Sep 23	18	K1	DELAYED BY TRAFFIC DUE TO SERVICE INTERRUPTION	
		Mon, Sep 26	9	V	HEP ISSUE DEPARTING CUS	
Fri, Sep 30	33	M1	SERVICE INTERRUPTION AT NAPERVILLE			
BNSF	1283	Thu, Sep 15	42	M1	1277 PEDESTRIAN STRIKE AT NAPERVILLE	
		81% OT	Fri, Sep 16	10	RF	DELAYED BEHIND 1279
		Tue, Sep 27	13	AM	TRAIN MISROUTED INTO TRACK 8 INSTEAD OF 2 AT CUS	
		Fri, Sep 30	37	M1	SERVICE INTERRUPTION AT NAPERVILLE	
BNSF	1285	Thu, Sep 15	26	M1	1277 PEDESTRIAN STRIKE AT NAPERVILLE	
		81% OT	Fri, Sep 23	19	K1	10 MINUTE LATE DEPARTURE
		Tue, Sep 27	10	AM	TRAIN MISROUTED INTO TRACK 2 INSTEAD OF 8 AT CUS	
		Fri, Sep 30	22	M1	SERVICE INTERRUPTION AT NAPERVILLE	
BNSF	1293	Thu, Sep 01	10	I	PASSENGER HANDLING	
		76% OT	Thu, Sep 08	22	D	LATE DUE TO EMPTY COAL AHEAD AT RT 59 WHICH WAS BLOCKED BY HNTWRRRC
		Thu, Sep 15	9	I	PASSENGER HANDLING	
		Wed, Sep 28	16	CC	MOW, WORKED MT2 FROM CPK TO HIGHLANDS AND THEN MT3 WB, WELDERS ON MT1	
		Thu, Sep 29	8	CC	MOW WELDERS	
BNSF	1373	Thu, Sep 08	8	R	STUDENT ENGINEER OPERATING TRAIN	
		76% OT	Thu, Sep 15	46	M1	1277 PEDESTRIAN STRIKE AT NAPERVILLE
		Mon, Sep 19	10	CC	OUT CUS 5" LATE, LATE TURN DUE TO HINSDALE CROSSING RENEWAL S/RS	
		Tue, Sep 27	14	AM	DEPARTED LATE DUE TO AMTRAK MISROUTING	
		Fri, Sep 30	39	M1	SERVICE INTERRUPTION AT NAPERVILLE	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
HC	917	Thu, Sep 01	7	GX	7" RESTRICTED SPEED 529A, OHIO ST & JACKSON ST.	
		52% OT	Wed, Sep 14	12	C	5" COPY MANDATORY DIRECTIVE, 21ST; 1" S/O, OHIO ST; 7" ROCK PSGR TRN INT, JUD.
		Mon, Sep 19	9	B	6" UNABLE TO CONTACT EIC, FLAGSTONE; 1" FLAGGING UNSPECIFIED XING; 2" A/O. MP 28.	
		Tue, Sep 20	14	GX	2" "STOP SIGNAL," CP BRIGHTON; 12" "FOUR 529A'S AROUND MP 27."	
		Thu, Sep 22	7	C	7" SLOW ORDERS, ENROUTE.	
		Fri, Sep 23	9	CC	5" SLOW ORDERS, ROMEOVILLE; 7" SLOW ORDERS, STATEVILLE.	
		Mon, Sep 26	6	G	7" RESTRICTING SIG ON MT2, STATEVILLE.	
		Tue, Sep 27	13	G	13" "WAIT FOR INSTRUCTION TO FLAG PLANT," CP CANAL/ARGO; 3" "STOP SIGNAL," CP CERMAK.	
		Wed, Sep 28	10	G	5" "TRAFFIC," HARRIS ST; 7" RESTRICTING SIG ON MT2, STATEVILLE	
Fri, Sep 30	6	CC	8" SLOW ORDER, MP27.6-32.9.			
MN	2105	Fri, Sep 02	7	RF	9" OPERATOR ERROR, MAYFAIR.	
		71% OT	Wed, Sep 14	7	A	6" UP PSGR TRN INT, MAYFAIR; 1" NO REASON GIVEN.
		Thu, Sep 15	9	A	6" TRAIN AHEAD, A2-A5; 3" GRAYLAND-MAYFAIR, STOP SIGNAL, MAYFAIR	
		Fri, Sep 16	7	A	7" STOP/HELD FOR X-TRAFFIC, MAYFAIR.	
		Thu, Sep 22	6	A	5" RED SIGNAL, MAYFAIR.	
		Fri, Sep 30	6	A	6" X-TRAFFIC, MAYFAIR.	
MN	2126	Fri, Sep 02	10	RF	9" LATE TURN FROM #2105, DEERFIELD; 4" WAIT FOR PSGR TO PAY, N. GLENVIEW.	
		67% OT	Mon, Sep 12	9	G	9" SIG PROBS, A20.
		Wed, Sep 14	8	A1	10" LATE TURN OF DELAYED #2105/RULE 6.30 W/2107, DEERFIELD; 4" SLOW ENTRAINING, NORTHBROOK.	
		Thu, Sep 15	6	A1	7" LATE TURN FROM #2105, DEERFIELD; 3" SLOW ENTRAINING, NORTH- BROOK.	
		Fri, Sep 16	10	A1	8" LATE TURN FROM #2105, DEERFIELD; 5" SIGNAL PROBLEMS, MORTON GROVE - EDGEBROOK.	
		Mon, Sep 19	10	G	12" HAND-LINING ROUTE (TRK CIRCUIT), DEERFIELD.	
		Thu, Sep 22	21	G	21" TRACK CIRCUIT POPPED BEHIND #2105 HAD TO HAND LINE ROUTE, DEERFIELD.	
MN	2128	Mon, Sep 12	9	G	9" SIG PROBS, A20.	
		81% OT	Mon, Sep 19	12	G	8" RESTRICTING, GOLF-MORTON GROVE; 3" GX PROCEDURES, RACINE AVE; 3" WRONG LINE-UP, LAKE ST.
		Tue, Sep 20	8	D	4" MEETING #2107, GRAYSLAKE; 6" FRT TRN INT, CP/WC XING; 2" APPROACH, MAYFAIR.	
		Fri, Sep 30	11	CC	20" TRACK WORK, BUSSING, INGLESIDE.	
MN	2132	Fri, Sep 02	12	I	12" HANDLING 7 CARS, ENROUTE; X/O 2 MAIN TO 3 MAIN AROUND #105,A2.	
		76% OT	Fri, Sep 16	7	I	3" ADA, ENROUTE; 5" SLOW ENTRAINING, ENROUTE.
		Thu, Sep 22	8	D	5" FREIGHT X-TRAFFIC; 3" X-TRAFFIC, MAYFAIR.	
		Thu, Sep 29	9	CC	5" WAITING FOR BUSSING, INGLESIDE; 5" ENTRAINING & SIGNAL X- TRAFFIC, ENROUTE.	
		Fri, Sep 30	10	CC	15" TRACK WORK, BUSSING, INGLESIDE.	
MN	2136	Tue, Sep 06	12	CC	12" S/O, MP 32.2-28.1 & 21.2-21.7 AND "RED SIGNAL GRAYLAND - STOP SIGNAL LAKE STREET."	
		67% OT	Fri, Sep 09	10	S	10" ENTRAINING, FOX LAKE; STOP SIGNAL TEST, ROUNDOUT; ADA, DEERFIELD; HEAVY ENTRAINING, GLENVIEW.
		Tue, Sep 13	6	G	6" STOP SIGNAL, A20. ALSO HAD TROUBLE DAY BEFORE NO RECORD OF FRT.	
		Mon, Sep 19	8	A	5" UP PSGR TRN INT, MAYFAIR; 3" "STOP SIGNAL," TOWER A5.	
		Fri, Sep 23	8	D	6" CN S. BOU ND FREIGHT, CN XING; 2" STOP SIGNAL, CUS.	
		Thu, Sep 29	10	R	10" NO REASON GIVEN.	
		Fri, Sep 30	16	CC	16" TRACK WORK, ENROUTE.	
MN	2138	Thu, Sep 15	11	D	6" FREIGHT TRACCIC, CN XING; 3" X-ING MALFUNCTION; 2" ENTRAINING, ENROUTE.	
		71% OT	Wed, Sep 21	7	RF	7" MEETING DELAYED #2117, GRAYSLAKE.
		Thu, Sep 22	6	D	5" CN FREIGHT TRAIN, CN XING; 3" SLOW ENTRAINING, ENROUTE.	
		Fri, Sep 23	6	I	6" SLOW ENTRAINING, ENROUTE.	
		Thu, Sep 29	8	CC	8" TRACK WORK, J-LINE.	
		Fri, Sep 30	35	E1	20" #2115 ANNULLED PUT PSGRS ON #2138 WITH LOCO 614 & 102, LAKEFOREST; 21" NO HEP FROM ENG 102 OR 614, ENROUTE.	
MN	2140	Tue, Sep 20	11	GA	11" SIGNALS, (CUS AND CANAL).	
		81% OT	Fri, Sep 23	22	F	22" AIR PROBLEMS WITH CAB 8508, FOX LAKE.
		Thu, Sep 29	11	CC	TRACK WORK, J-LINE.	
		Fri, Sep 30	14	CC	14" TRACK WORK, ENROUTE.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MW	2249	Tue, Sep 20	7	D	7" FREIGHT TRAIN, SPAULDING.	
		81% OT	Wed, Sep 21	7	J	10" SICK PSGR, ELMWOOD PK.
			Thu, Sep 29	51	K	40" 1MT STOPPED SHORT OF AUTO BLOCKING 1MT, ROHLWING RD; 14" 2MT RESTRICTEE SPEED X/O 1 TO 2MT, ITASCA(HAND THROW), ITASCA TO W. ROSELLE.
			Fri, Sep 30	13	CC	13" LATE TURN FROM #2248, CUS.
MW	2254	Tue, Sep 20	8	I	8" SLOW ENTRAINING ENROUTE.	
		81% OT	Tue, Sep 27	10	CC	6" SINGLE TRACKING AROUND RAIL GRINDER ON MT2, B35-ROSELLE; 4" TALKED BY TOWER A5.
			Thu, Sep 29	59	K1	49" LATE TURN FROM #2249, BIG TIMBER.
			Fri, Sep 30	11	CC	11" LATE TURN FROM #2249, BIG TIMBER.
RI	508	Thu, Sep 01	6	T	5" DOOR LIGHT ISSUES CC8577, NEW LENOX; 1" HEAVY ENTRAINING, TINLEY 80TH; 3" ADA, OAK FOREST.	
		71% OT	Mon, Sep 12	12	U	4"AMTRAK #300 CLEARING JUD; 6" ADAS (OAK FOREST & 111TH); 2" MEETING #507, WESTERN AVE JCT.
			Tue, Sep 13	6	I	1" ADA, JUD; 3" ENTRAINING, MOKENA & TINLEY/80; 3" MEETING #507BROADWAY.
			Wed, Sep 14	8	U	1" S/O, JUD; 3" HEAVY ENTRAINING (TINLEY/80-OP); 1" MEETING #507, WESTERN AVE; 3" ADA, 111TH; 3" TRK CIRCUIT (ACCT WELDERS), ENGLEWOOD.
			Thu, Sep 15	16	R1	13" LATE TURN FROM #503, GRESHAM; 1" SLOW ENTRAINING, 80TH AVE;3" ADA, OAK FOREST.
			Tue, Sep 20	20	K1	20" LATE TURN OF DELAYED #503.
RI	523	Thu, Sep 08	6	IW	3" ALL FLAG STOPS 4" 8 CAR TRAIN 2" ADA TINLEY PARK	
		81% OT	Fri, Sep 09	7	U	4" ADA, 95TH ST TO 115TH ST; 2" ADA, 80TH AVE, 8 CARS DOWN BEVERLY SUB.
			Thu, Sep 29	6	UF	4" ADA LIFT STICKING; 80TH AVE; 2" NO REASON GIVEN.
			Fri, Sep 30	7	S	2" EFFICIENCY TEST TALKED BY SIGNAL(WESTERN AVE), 5" NO REASON GIVEN.
SWS	826	Tue, Sep 13	7	CC	3" CROSS TRAFFIC, FOREST HILL; 4" S/O BELT JCT.	
		81% OT	Tue, Sep 20	6	D1	6" UP #ZEMCH CLEARING ASHBURN.
			Wed, Sep 21	10	D1	11" MEETING DELAYED #811, CP 518.
			Tue, Sep 27	19	D	9" WAITING FOR LINE-UP, CP 518; 10" CXN #M338 CLEARING 21ST.
SWS	834	Thu, Sep 01	6	I	6" ENTRAINING, PALOS PK.	
		81% OT	Fri, Sep 02	22	D1	10" LATE TURN FROM #819, 179TH ST; 10" WAITING FOR CONFLICTING ROUTE SIGNAL TO TIME OUT,CP RIDGE; 3" WAITING FOR #823 TO CLEAR, ASHBURN.
			Wed, Sep 14	6	G1	8" LATE TURN OF DELAYED #819.
			Wed, Sep 28	27	B	15" COULD NOT CONTACT FLAGMAN B4201 L 2, MP 23.2; 8" MEETING #823, ASHBURN; 4" RESTRICTING SIGS, LANDERS AND FOREST HILL.
SWS	838	Fri, Sep 02	18	D1	21" LATE TURN OF CREW, 179TH.	
		67% OT	Tue, Sep 06	13	AM	12" "FOR AMTRAK DELAYS," 21ST.
			Thu, Sep 08	9	D	2" WAITING FOR #838 TO CLEAR, ASHBURN; 7" WAITING FOR UP MNPASX-07 UP4240 TO CLEAR, BELT JCT.
			Tue, Sep 13	9	D	6" CROSS TRAFFIC, FOREST HILL; 4" WAITING FOR SIGNAL/SPEED RESTRICTION, BELT JCT.
			Thu, Sep 22	15	G1	15" WAITING ON #833 ACCT SWITCH FAILURE, BELT JCT.
			Wed, Sep 28	16	B1	16" "EARLIER #827 SWAPPED TRAINS WITH #829-TROUBLE MOVING TRAIN(#829'S TRAIN), FOUND HAND BRAKE SET ON ENGINE;" 3" "STOP SIGNAL," BELT JCT.
			Fri, Sep 30	6	D1	6" WAITING FOR #833 TO CLEAR SINGLE TRACKING, ASHBURN.
UPN	321	Tue, Sep 06	17	CF	17" MEETING #336, RP (SINGLE TRACKING AROUND BROKEN DOWN TRK EQUIP ON MT1, MP 13.9).	
		81% OT	Fri, Sep 16	13	CC	13" RAN SINGLE TRACKING, MP17-23.4; FORM B, MP19.1-21; RAN RESTRICTED SPEED AFTER X/O, MP23.4.
			Tue, Sep 20	7	CC	7" FOREMAN RELEASING TRACK & TIME, CY, PASSING WELDERS, EVANS/ CENT AND SINGLE TRACKING (MOW) FROM LAKE BLUFF.
			Fri, Sep 23	6	CC	6" FORM B SINGLE TRACKING FOR SURFACING, CP030-35.75.
UPN	329	Wed, Sep 14	7	I	7" MOW, MP 4.0-4.25 AND SLOW ENTRAINING (RAVENSWOOD AND EVANS- TON/MAIN).	
		81% OT	Tue, Sep 20	7	CC	7" S/O, MP 31.2-32.
			Wed, Sep 21	6	CC	6" STOPPED LK FOREST TO COPY X/O FOR MP 32.7-33.5 & VOID FORMC
			Wed, Sep 28	7	CC	7" MOW, 32,4-32.75 & 34,1-34,3, SLOW ENTRAINING, HIGHLAND PK & ADA, LAKE BLUFF.
UPN	336	Thu, Sep 01	12	I	12" HEAVY ENTRAINING, ENROUTE; SLOW ORDER 40 MPH, MP9-MP8.1.	
		76% OT	Fri, Sep 02	10	CC	10" XH, MP25.70; OPERATED MAIN TRK 1, RP TO CY; HEAVY ENTRAINING, GREAT LAKES.
			Tue, Sep 06	10	CF	10" SINGLE TRACKING, WK-RP (BROKEN DOWN TRNK EQIP ON MT1, MP 13.9).
			Fri, Sep 09	12	U	12" OPERATED TRK 1 RP TO CY; 2 ADA'S, WILMETTE & DAIS ST; SLOW ENTRAINING, ENROUTE.
			Wed, Sep 28	9	U	2" RESTRICTED SPEED, YD TRK 1-MT2, WAUKEGAN; 7" HEAVY ENTRAIN- ING (HIGHLAND PK, WILMETTE & EVANS/CENT & MAIN) AND ONE ADA ENROUTE.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPN	348	Wed, Sep 14	9	CC	7" LATE TURN OF DELAYED #329; 2" SLOW ENTRAINING (GREAT LAKES AND WILMETTE).	
		81% OT	Fri, Sep 16	7	C1	3" LATE TURN FROM #329, WAUKEGAN; 4" SLUGGISH ENG173, ENROUTE.
			Wed, Sep 21	14	L	4" LATE TURN OF DELAYED #329; 10" ADA AT GREAT LAKES, GX PRO- CEDURES AT MP 15.10 AND KIDS "PLAYING CHICKEN" WITH TRN, BRAESIDE.
			Fri, Sep 23	9	I1	5" LATE TURN FROM #329, WAUKEGAN; SLOW DETRAINING, DAVIS ST & RAVENSWOOD.
UPN	350	Fri, Sep 02	6	I	6" SLOW ENTRAINING, HIGHLAND PK; SLOW DETRAINING, RAVENSWOOD; STUDEN ENGINEER ARRIVE/DEPARTED SLOW, ENROUTE.	
		76% OT	Tue, Sep 06	8	I	2" LATE TURN OF DELAYED #337; 6" SLOW ENTRAINING, BRAESIDE AND NEAR HIT W/TRESPASSER, DEERING BRIDGE.
			Fri, Sep 09	6	CC	3" LATE TURN FROM #337, HIGHLAND PK 40 MPH, MP10 TO MP9.4; SLOW ENTRAINING, RAVENSWOOD.
			Wed, Sep 21	7	S	6" EFFICIENCY TEST, HIGHLAND PK; 1" DEBRIEFING OF SAME AFTER X/O MOVE, HIGHLAND PK.
Mon, Sep 26	9	RL	9" LATE TURN OF DELAYED #337.			
UPN	356	Thu, Sep 01	8	I	8" HEAVY ENTRAINING, ENROUTE; SLOW DETRAINING, RAVINIA PK.	
		76% OT	Fri, Sep 02	13	I	13" SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, RAVINIA PK; 2 ADA'S, ENROUTE.
			Fri, Sep 09	8	KP	8" OPERATED SLOW THRU HIGHLAND PK & RAVINIA DUE TO POSSIBLE SUICIDE, MP20.53.
			Wed, Sep 21	7	U	7" ADA, WAUKEGAN, SLOW ENTRAINING, LK BLUFF AND EFFICIENCY TEST AND SLOW ENTRAINING, LK FOREST.
Mon, Sep 26	6	RL	6" SWAPPED ENGINEERS W/357, WILMETTE (ACCT EARLIER ENGINEER BETW #335/337).			
UPN	358	Fri, Sep 02	7	I	7" SLOW ENTRAINING, ENROUTE; SLOW DETRAINING, RAVINIA PK.	
		81% OT	Tue, Sep 06	6	I	6" SLOW ENTRAINING (HIGHLAND PK, EVANSTON/DAVIS, ROGERS PK & RAVENSWOOD) AND EFFICIENCY TEST, LAKE ST.
			Wed, Sep 07	65	KP	65" HELD TRAINS ACCT TRESPASSER, ROGERS PK; 2 ADA'S, ENROUTE; SLOW ENTRAINING, ENROUTE" #358 & #363 SWAPPED ENGINEERS DUE TO #358 DELAY.
Fri, Sep 09	28	R	28" ENGINEER COULDN'T KEEP ENGINE STARTED ACCT FAILED TO RESET OIL BUTTON BEFORE START. WAUKEGAN; SLOW ENTRAINING & ADA, HIGHLAND PK.;			
UPNW	615	Tue, Sep 06	6	CC	6" SINGLE TRACKING (MOW), RIDGEFIELD-WOODSTOCK.	
		76% OT	Wed, Sep 07	12	CC	12" FORM B SINGLE TRACKING, MP45.5-MP52; CABCAR 8424 WAS STICKING(OPEN), ENROUTE.
			Mon, Sep 19	10	CC	10" SINGLE TRACK, MP 45.5-5.56.
			Tue, Sep 20	6	CC	6" SINGLE TRACKING ON MT2 (MOW ON MT1), MP 45.5-52.
			Fri, Sep 23	11	CC	11" FORM B X/O TRK 1 TO TRK 2, MP45.5; X/O TRK 2 TO TRK 1 DUE TO SIGNAL TRACKING A WOODSTOCK FOR SURFACING & BRUSH CUTTING, MP52.
UPNW	640	Fri, Sep 09	9	CC	9" OPERATED TRK 1 DUE TO SINGLE TRKING, MP52 TO MP45.5, WOODSTOCK; OPERATED RESTRICTED SPEED, MP45.5-MP44.	
		81% OT	Thu, Sep 15	11	CC	11" FORM B SINGLE TRACKING, X/O TRK2 TO TRK1, MP56 & OPERATED RESTRICTED SPEED, MP45.5-44; HEAVY ENTRAINING, CRYSTAL LK; FOLLOWED #336
			Tue, Sep 27	10	L	10" HELD MP 39.55 ACCT REPORT OF TRESPASSER ON TRKS.
Fri, Sep 30	12	J	12" FORM B SINGLE TRACK, MP52-45.5; SLOW DETRAINING, WOODSTOCK; MEDICAL EMERGENCY PSGR FRLN ON PLATFORM, IRVING PK.			
UPW	38	Fri, Sep 02	8	U	8" 6 ADA'S, ENROUTE; HEAVY ENTRAINING, GENEVA & GLEN ELLYN.	
		62% OT	Thu, Sep 08	7	I	7" SLOW ENTRAINING, ENROUTE; 2 ADA'S, ENROUTE.
			Tue, Sep 13	6	I	6" HEAVY ENTRAINING (GENEVA, WHEATON, GLEN ELLYN & ELMHURST) CONGESTION, BRIDGE A.
			Wed, Sep 14	6	U	6" SLOW ENTRAINING (WEST CHICAGO, GLEN ELLYN & ELMHURST) AND TWO ADAS ENROUTE.
			Fri, Sep 16	7	C1	7" LATE TURN FROM #15, ELBURN; SLOW ENTRAINING, WINFIELD; 4 ADA'S, ENROUTE.
			Mon, Sep 19	8	I	8" SLOW ENTRAINING, GENEVA, WINFIELD, WHEATON AND ELMHURST AND 2 ADA'S ENROUTE.
			Thu, Sep 29	6	U	6" 4 ADA'S, ENROUTE; SLOW ENTRAINING, GENEVA & GLEN ELLYN.
Fri, Sep 30	7	I	7" SLOW ENTRAINING, GENEVA, WHEATON, GLEN ELLYN, LOMBARD & ELMHURST.			
UPW	42	Tue, Sep 06	6	G	6" OPERATED MT1, KEDZIE-OTC (SW #33 FAILED, TOWER A2).	
		76% OT	Tue, Sep 13	21	G	21" HAND-LINING SW, PROVO JCT.
			Thu, Sep 15	13	E	13" STOPPED ENG. PROBS CIRCUIT BREAKER FOR THE HEAD END POWER ON METX178 TRIPPED ENGINEER FLIPPED SWITCH & BREAK THE TLC, MP36.75.
		Mon, Sep 26	8	I	8" SLOW ENTRAINING "ALL STATIONS" (ALTHOUGH UP REPORTED TRN ORIGINATED ELBURN ON-TIME) AND OPERATED MT2, TURNER-PARK.	
Fri, Sep 30	43	F	43" CABCAR 8415 CREW ALERTER WNET OFF & TRAIN HAD AN EMERGENCY APPLICATION AFTER EQUIP. WNET OVER CN DIAMOND, AIR RECOVERED OPERATED 2-3MPH			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	44	Tue, Sep 06	13	D	13" #MPERPX-05 AHEAD, VILLA PK.	
		71% OT	Wed, Sep 14	13	I	13" SLOW ENTRAINING (GENEVA & WINFIELD) AND #KG1LA-14 AHEAD, BERKELEY-25TH AVE.
		Tue, Sep 20	10	CC	10" OPERATING MT2, TURNER-PARK (MOW ON MT1).	
		Wed, Sep 21	10	I	10" SLOW ENTRAINING (WHEATON-GLEN ELLYN).	
		Thu, Sep 29	10	D	10" CBTND9-27 AHEAD, PECK.	
		Fri, Sep 30	20	F1	20" CREW BOARDED #42 PSGRS, W. CHGO; EXTRA STOP, MELROSE PK; 4 ADA'S, ENROUTE; HEAVY ENTRAINING, W. CHGO TO OAK PARK.	
UPW	52	Fri, Sep 02	7	I	7" SLOW ENTRAINING, WINFIELD; X-TRAFFIC, WESTERN AVE.	
		71% OT	Thu, Sep 08	6	A	1" SLOW ENTRAINING, W.CHGO; 2" 2 ADA'S, ENROUTE; 3" WAIT FOR SIGNAL X-TRAFFIC, WESTERN AVE.
		Wed, Sep 14	11	D	11" MEETING #37, PARK (SINGLE TRACKING AROUND #CWFAT-13 (MAKINGCREW CHANGE AT PROVO JCT) & USING SHORT XOVERS, KEDZIE.	
		Fri, Sep 16	8	D	8" CN HELD ZLAAH-13 X-TRAFFIC RAN #52 AROUND KLTG2-13, WASHINGTON ST & TURNER; WAIT FOR KGNKRF-12 OPERATING ON TRK 2, PECK TO FINLEY	
		Tue, Sep 20	7	I	7" SLOW ENTRAINING (LA FOX, WINFIELD & VILLA PK).	
		Fri, Sep 30	7	I	7" HEAVY ENTRAINING, GENEVA & WINFIELD; WAITED FOR SIGNAL, WESTERN AVE.	
UPW	54	Thu, Sep 08	8	I	8" SLOW ENTRAINING, GENEVA & WHEATON; WAIT FOR SIGNAL X-TRAFFIC, WESTERN.	
		71% OT	Tue, Sep 13	13	D1	13" MEETING DELAYED #39, PARK AND #45, KEDZIE (SINGLE TRACKING AROUND #YCM83 & CRANES, NOBLE ST).
		Fri, Sep 16	13	D	13" HELD FOR CWINA-15 TO CLEAR, WASHINGTON ST.	
		Mon, Sep 19	6	J	6" MEDICAL EMERGENCY, MAYWOOD.	
		Tue, Sep 20	6	U	6" TWO ADAS (EACH?), WHEATON AND GLEN ELLYN.	
Wed, Sep 28	9	U	9" SLOW ENTRAINING, GENEVA ADA EIGHT ADAS, LOMBARD.			
UPW	57	Wed, Sep 14	8	U	8" #55 AHEAD, BELLWOOD-ELMHURST AND LIFT PROBS, WHEATON.	
		81% OT	Thu, Sep 15	10	M1	10" FOLLOWED #55 INTO LAFOX, SCHEDULE TERMINATED @ LAFOX, PSGRSWERE BUSSED TO ELBURN.
		Fri, Sep 16	10	A	6" #55 AHEAD, BELLWOOD TO PARK; 4" NO SIGNAL, ELBURN.	
		Fri, Sep 30	8	A	8" OPERATED OM #53 TRAIN CONTROL, 25TH TO PARK; #55 AHEAD, VILLA PARK.	

Data is final (10/17/11) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%_table.xls\PrintOriginal 10/17/2011

TABLE 4: DELAY CODES AND DEFINITIONS

Code	Definition	Code	Definition
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

11/07/07 version

P:\ONTIME\DownloadFromTOPS\[#Delay_ImportInstructions_& Codes_07.xls]Incident Code Table 08/15/2008

TABLE 5: DELAY CODES SORTED BY CAUSE CATEGORY

CATEGORY		CATEGORY	
Code	Definition	Code	Definition
1 PASSENGER TRAIN INTERFERENCE		13 HUMAN ERROR	
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
2 & 3 FREIGHT INTERFERENCE		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
4 ACCIDENT		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.	14 SICK, INJURED, UNRULY PASSENGER	
5 PASSENGER LOADING		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
6 LIFT DEPLOYMENT		15 WEATHER	
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
7 OBSTRUCTION/DEBRIS		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
8 SIGNAL/SWITCH FAILURE		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
9 TRACK WORK		UW	Accessibility, Weather
C1	M of W Work, Train Ahead	WW	Gas Leak, Weather
C	M of W Work	16 OTHER	
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
10 CATENARY FAILURE		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
11 NON-LOCOMOTIVE EQUIPMENT FAILURE		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
12 LOCOMOTIVE FAILURE		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

11/07/07 version

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TABLE 6: NUMBER OF DELAYS BY DATE
September 2011

WEEKDAY	1		6		7		8		9		12		13		14		15		16		19		20		21		22		23		26		27		28		29		30		TOTAL
	Th	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr					
BNSF	7	6	8	4	5	1	1	4	0	8	4	8	11	2	33	15	9	7	5	1	30																			169	
Elec -ML	5	1	2	3	1	2	2	0	1	1	2	0	2	3	0	0	5	1	1	0	3																		35		
-BI	2	0	1	1	0	1	2	0	1	1	0	0	0	0	0	2	1	0	2	1	1																	16			
-SC	1	3	4	2	1	0	1	2	1	0	4	0	1	2	0	1	0	0	0	2	2																	27			
Heritage	1	0	1	0	0	2	0	0	2	0	0	2	2	0	2	2	1	1	1	0	3																	20			
Milw -N	0	8	3	0	1	3	6	1	3	3	5	7	2	4	6	8	0	0	2	5	9																	76			
-W	4	0	3	0	3	3	1	1	0	0	2	1	4	1	0	1	2	3	0	11	10																	50			
NCS	1	0	1	0	0	0	4	2	0	11	0	2	0	0	0	2	2	2	2	1	2																	32			
RI	8	9	1	4	1	9	1	3	6	5	2	1	8	7	1	0	1	0	0	1	1																	69			
SWS	2	6	3	0	2	1	2	2	3	2	1	0	4	3	4	1	1	10	4	2	3																	56			
UP -N	10	9	13	7	0	9	3	2	3	0	5	2	3	7	0	5	3	2	4	1	2																	90			
-NW	1	2	8	3	1	1	3	1	0	2	0	7	1	1	1	1	1	2	6	1	2																	45			
-W	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>5</u>	<u>11</u>	<u>12</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>7</u>																	84			
SYSTEM	44	46	50	24	19	33	27	21	25	44	37	36	42	32	47	42	31	31	33	30	75																		769		

SATURDAY	3	10	17	24	TOTAL	SUNDAY/HOLIDAY	4	5	11	18	25	TOTAL
BNSF	9	3	5	7	24	BNSF	5	2	0	4	4	15
Elec -ML	3	0	2	0	5	Elec -ML	6	6	6	5	8	31
-BI	2	0	0	0	2	-BI	-	-	-	-	-	-
-SC	4	0	0	2	6	-SC	0	0	1	0	3	4
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-
Milw -N	10	2	6	3	21	Milw -N	7	1	4	1	2	15
-W	0	2	2	1	5	-W	6	0	1	0	0	7
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-
RI	1	2	1	1	5	RI	0	0	5	3	2	10
SWS	1	0	0	0	1	SWS	-	-	-	-	-	-
UP -N	10	5	6	5	26	UP -N	10	1	1	7	2	21
-NW	3	4	5	5	17	-NW	3	2	3	4	1	13
-W	<u>12</u>	<u>3</u>	<u>7</u>	<u>4</u>	<u>26</u>	-W	<u>3</u>	<u>4</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>20</u>
SYSTEM	55	21	34	28	138	SYSTEM	40	16	25	27	28	136

Data is final (10/17/11) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	0	1	1	1	18	1	5	5	3	1	0	6	49
<i>Freight Interference - Peak</i>	28	0	0	0	2	0	1	0	7	9	0	0	0	47
<i>Freight Interference - Off-Peak</i>	14	0	0	0	0	18	8	5	3	24	0	4	23	99
Freight Interference - Total	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Accident	31	0	0	0	0	0	6	8	2	0	6	5	8	66
Passenger Loading	19	31	2	9	0	15	5	1	13	1	56	15	27	194
Lift Deployment	1	0	0	0	0	2	3	0	10	0	8	1	14	39
Obstruction/Debris	13	2	2	4	0	0	4	0	4	0	9	0	8	46
Signal/Switch Failure	9	8	2	8	6	19	5	3	4	10	3	10	15	102
Track Work	55	8	3	5	9	16	17	7	11	2	26	15	11	185
Catenary Failure	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	0	4	1	0	0	4	0	0	0	0	0	3	6	18
Locomotive Failure	13	0	0	0	1	5	4	0	11	1	2	8	4	49
Human Error	11	6	2	2	1	10	5	2	5	6	9	4	3	66
Sick, Injured, Unruly Passenger	1	10	2	3	0	2	2	0	2	0	8	9	3	42
Weather	1	0	0	0	0	0	0	0	3	0	0	0	1	5
Other	5	2	3	1	0	3	1	1	4	1	9	1	1	32
TOTAL TRAINS DELAYED	208	71	18	37	20	112	62	32	84	57	137	75	130	1,043

September - 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	2	2	1	4	1	1	2	2	2	1	0	25
<i>Freight Interference - Peak</i>	6	0	0	0	6	2	0	3	3	4	1	3	7	34
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	8	5	3	3	11	1	2	19	61
Freight Interference - Total	16	0	0	0	6	9	5	6	6	15	2	4	26	95
Accident	9	0	0	2	0	2	0	0	1	0	1	7	3	27
Passenger Loading	4	12	6	4	0	6	2	0	5	0	35	7	4	86
Lift Deployment	2	0	0	0	0	1	1	0	4	1	4	1	3	18
Obstruction/Debris	3	1	1	2	0	2	2	0	1	1	0	4	1	20
Signal/Switch Failure	24	14	1	3	2	11	6	5	6	6	7	6	15	104
Track Work	7	12	2	8	2	3	6	1	5	3	8	8	7	72
Catenary Failure	0	6	3	1	0	0	0	0	0	0	0	0	0	11
Non-Locomotive Equipment Failure	3	4	1	1	0	0	0	0	1	0	2	1	1	15
Locomotive Failure	2	0	0	0	0	8	1	2	5	0	2	2	4	26
Human Error	11	4	2	1	1	3	2	2	8	3	5	2	4	47
Sick, Injured, Unruly Passenger	0	4	0	1	0	3	2	1	4	0	3	2	4	25
Weather	2	0	0	0	0	4	1	0	3	3	1	4	4	23
Other	2	1	1	0	0	3	2	0	8	1	4	2	4	28
TOTAL TRAINS DELAYED	88	64	21	26	12	60	30	19	59	34	77	52	78	621

September 2011 Divergence From September 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	5	-4	-1	-1	0	14	0	4	3	1	-1	-1	6	24
<i>Freight Interference - Peak</i>	22	0	0	0	-4	-2	1	-3	4	5	-1	-3	-7	13
<i>Freight Interference - Off-Peak</i>	4	0	0	0	0	10	3	2	0	13	-1	2	4	38
Freight Interference - Total	26	0	0	0	-4	9	4	-1	4	18	-2	0	-3	51
Accident	22	0	0	-2	0	-2	6	8	1	0	5	-2	5	39
Passenger Loading	15	19	-4	5	0	9	3	1	8	1	21	8	23	108
Lift Deployment	-1	0	0	0	0	1	2	0	6	-1	4	0	11	21
Obstruction/Debris	10	1	1	2	0	-2	2	0	3	-1	9	-4	7	26
Signal/Switch Failure	-15	-6	1	5	4	8	-1	-2	-2	4	-4	4	0	-2
Track Work	48	-4	1	-3	7	13	11	6	6	-1	18	7	4	113
Catenary Failure	0	-6	-3	3	0	0	0	0	0	0	0	0	0	-7
Non-Locomotive Equipment Failure	-3	0	0	-1	0	4	0	0	-1	0	-2	2	5	3
Locomotive Failure	11	0	0	0	1	-3	3	-2	6	1	0	6	0	23
Human Error	0	2	0	1	0	7	3	0	-3	3	4	2	-1	19
Sick, Injured, Unruly Passenger	1	6	2	2	0	-1	0	-1	-2	0	5	7	-1	17
Weather	-1	0	0	0	0	-4	-1	0	0	-3	-1	-4	-3	-18
Other	3	1	2	1	0	0	-1	1	-4	0	5	-1	-3	4
TOTAL TRAINS DELAYED	120	7	-3	11	8	52	32	13	25	23	60	23	52	422

Data for current month is final (10/17/11) version from TOPS.

P:\ONTIME\report\DelaysByCause\6Cats.xls\LastMonthByLine 10/17/2011

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-September 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	28	15	6	9	8	115	17	14	28	19	37	13	21	330
<i>Freight Interference - Peak</i>	75	0	0	0	48	18	26	51	35	56	2	19	51	381
<i>Freight Interference - Off-Peak</i>	69	0	0	0	0	158	101	85	45	162	12	22	243	897
Freight Interference - Total	144	0	0	0	48	176	127	136	80	218	14	41	294	1,278
Accident	126	3	10	11	0	22	67	22	31	13	71	45	38	459
Passenger Loading	201	216	30	108	0	213	84	4	210	4	369	119	175	1,733
Lift Deployment	36	0	0	2	0	38	51	1	98	3	55	10	55	349
Obstruction/Debris	46	15	4	34	0	12	15	4	30	6	26	30	62	284
Signal/Switch Failure	141	86	31	32	34	304	151	62	86	117	59	65	95	1,263
Track Work	261	79	9	23	9	101	181	23	75	8	101	75	90	1,035
Catenary Failure	0	21	5	10	0	0	0	0	0	0	0	0	0	36
Non-Locomotive Equipment Failure	4	39	17	14	0	21	12	1	18	0	17	8	19	170
Locomotive Failure	85	0	0	0	3	97	33	12	98	12	62	80	30	512
Human Error	126	53	8	24	12	70	36	25	45	37	76	48	78	638
Sick, Injured, Unruly Passenger	49	57	7	27	0	31	24	0	33	4	63	33	43	371
Weather	199	143	27	59	13	202	133	52	132	29	184	177	134	1,484
Other	31	12	7	9	1	41	31	4	32	18	63	33	35	317
TOTAL TRAINS DELAYED	1,477	739	161	362	128	1,443	962	360	996	488	1,197	777	1,169	10,259

January-September - 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	26	27	11	8	6	48	22	10	18	12	13	11	15	226
<i>Freight Interference - Peak</i>	69	0	0	0	44	13	15	32	15	30	7	12	43	280
<i>Freight Interference - Off-Peak</i>	79	0	0	0	0	68	41	39	37	84	10	17	166	540
Freight Interference - Total	147	0	0	0	44	81	56	70	52	114	17	28	209	820
Accident	73	8	2	11	1	29	26	13	19	6	14	44	26	271
Passenger Loading	48	89	40	32	0	73	40	3	100	1	316	80	46	869
Lift Deployment	16	1	0	1	1	23	16	4	40	2	18	14	19	156
Obstruction/Debris	69	8	5	17	2	29	25	6	20	8	20	36	31	276
Signal/Switch Failure	194	87	19	23	28	134	89	48	69	64	51	58	106	969
Track Work	88	43	10	34	6	64	35	7	29	15	74	32	55	490
Catenary Failure	0	21	10	14	0	0	0	0	0	0	0	0	0	45
Non-Locomotive Equipment Failure	22	37	19	11	0	8	5	1	10	4	14	8	12	152
Locomotive Failure	80	2	0	0	2	68	46	17	44	8	18	27	26	339
Human Error	87	34	12	13	8	47	34	13	50	22	69	53	35	477
Sick, Injured, Unruly Passenger	23	45	7	13	1	27	20	3	32	0	29	25	23	249
Weather	77	62	15	17	10	83	53	21	71	21	84	75	63	653
Other	23	26	8	6	2	21	15	7	30	9	29	24	34	235
TOTAL TRAINS DELAYED	973	492	159	198	109	737	482	225	585	286	767	514	699	6,226

January-September 2011 Divergence From January-September 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	2	-12	-5	1	2	67	-5	4	10	7	24	2	6	104
<i>Freight Interference - Peak</i>	6	0	0	0	4	5	11	19	20	26	-5	7	8	101
<i>Freight Interference - Off-Peak</i>	-10	0	0	0	0	90	60	46	8	78	2	5	77	357
Freight Interference - Total	-3	0	0	0	4	95	71	66	28	104	-3	13	85	458
Accident	53	-5	8	0	-1	-7	41	9	12	7	57	1	12	188
Passenger Loading	153	127	-10	76	0	140	44	1	110	3	53	39	129	864
Lift Deployment	20	-1	0	1	-1	15	35	-3	58	1	37	-4	36	193
Obstruction/Debris	-23	7	-1	17	-2	-17	-10	-2	10	-2	6	-6	31	8
Signal/Switch Failure	-53	-1	12	9	6	170	62	14	17	53	8	7	-11	294
Track Work	173	36	-1	-11	3	37	146	16	46	-7	27	43	35	545
Catenary Failure	0	0	-5	-4	0	0	0	0	0	0	0	0	0	-9
Non-Locomotive Equipment Failure	-18	2	-2	3	0	13	7	0	8	-4	3	0	7	18
Locomotive Failure	5	-2	0	0	1	29	-13	-5	54	4	44	53	4	173
Human Error	39	19	-4	11	4	23	2	12	-5	15	7	-5	43	161
Sick, Injured, Unruly Passenger	26	12	0	14	-1	4	4	-3	1	4	34	8	20	122
Weather	122	81	12	42	3	119	80	31	61	8	100	102	71	831
Other	8	-14	-1	3	-1	20	16	-3	2	9	34	9	1	82
TOTAL TRAINS DELAYED	504	247	2	164	19	706	480	135	411	202	430	263	470	4,033

Data for current month is final (10/17/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 10/17/2011

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 - Sep	
Passenger Train Interference	18	50	30	14	31	51	53	34	49				330	3.2%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47				381	3.7%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99				897	8.7%
Freight Interference - Total	86	120	125	120	101	183	209	188	146				1,278	12.5%
Accident	52	59	28	28	50	75	87	14	66				459	4.5%
Passenger Loading	36	47	56	62	134	343	526	335	194				1,733	16.9%
Lift Deployment	18	24	17	18	32	55	80	66	39				349	3.4%
Obstruction/Debris	33	30	28	23	34	45	9	36	46				284	2.8%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102				1,263	12.3%
Track Work	28	13	27	56	140	117	257	212	185				1,035	10.1%
Catenary Failure	9	4	4	2	4	7	1	1	4				36	0.4%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18				170	1.7%
Locomotive Failure	69	47	32	74	65	54	76	46	49				512	5.0%
Human Error	57	48	64	58	60	98	88	99	66				638	6.2%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42				371	3.6%
Weather	33	915	2	3	32	152	281	61	5				1,484	14.5%
Other	18	32	30	26	33	57	51	38	32				317	3.1%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043				10,259	100%

2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	259	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	317	5.0%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	559	8.8%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	876	13.8%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	296	4.7%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	846	13.3%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	203	3.2%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	242	3.8%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	947	14.9%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	519	8.2%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	35	0.6%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	227	3.6%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	439	6.9%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	395	6.2%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	307	4.8%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	552	8.7%
Other	44	11	12	29	29	27	20	16	13	17	21	27	201	3.2%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652	719	767	6,344	100%

2011 Divergence From 2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Passenger Train Interference	-25	7	12	-4	2	11	40	0	28				71	-0.9%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1	-8	23	9	27				64	-1.3%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35	67	61	53	41				338	-0.1%
Freight Interference - Total	-2	29	44	24	34	59	84	62	68				402	-1.4%
Accident	34	10	13	19	6	24	52	-41	46				163	-0.2%
Passenger Loading	-11	13	-6	7	49	184	366	187	98				887	3.6%
Lift Deployment	0	10	-1	0	0	25	58	35	19				146	0.2%
Obstruction/Debris	4	17	0	-19	9	9	-25	21	26				42	-1.0%
Signal/Switch Failure	27	66	-37	-1	-15	82	174	23	-3				316	-2.6%
Track Work	14	4	-4	11	20	33	165	142	131				516	1.9%
Catenary Failure	2	4	0	2	3	7	-15	1	-3				1	-0.2%
Non-Locomotive Equipment Failure	-9	17	1	-29	1	-3	-5	-15	-15				-57	-1.9%
Locomotive Failure	57	-3	-14	37	3	-18	-4	-12	27				73	-1.9%
Human Error	3	15	32	29	15	27	51	32	39				243	0.0%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11	12	24	2	18				64	-1.2%
Weather	-61	874	-1	-23	-3	-160	256	47	3				932	5.8%
Other	-26	21	18	-3	4	30	31	22	19				116	-0.1%
TOTAL TRAINS DELAYED	18	1,067	38	72	139	322	1,252	506	501				3,915	

Data for current month is final (10/17/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 10/17/2011

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 October 2009 and September 2011

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Sep-10	6	0	0	0	8	8	9	8	9	12	1	1	16	78
Total	189	1	1	0	79	122	68	133	66	235	32	34	213	1,173
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
Aug-11	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Total	165	0	0	0	61	222	161	169	97	278	19	55	358	1,585

Data for current month is final (10/17/11) 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
	BNSF	5	3	2	0	7	3	13	2	1				36
Electric ML	0	0	0	0	0	0	0	0	0				0	0.00%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	0	0	2	0				2	0.55%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	1	2	0	2	5	9	7	10	2				38	2.63%
Milw W	0	6	2	4	2	14	12	8	3				51	5.30%
NCS	0	0	0	0	0	0	0	1	0				1	0.28%
RI	2	5	8	4	12	11	29	17	10				98	9.84%
SWS	0	0	0	0	2	0	0	1	0				3	0.61%
UP N	8	2	2	1	2	11	8	13	8				55	4.59%
UP NW	0	0	0	0	0	5	1	3	1				10	1.29%
UP W	2	6	3	7	2	2	10	9	14				55	4.70%
Total Lift Delays	18	24	17	18	32	55	80	66	39				349	3.40%
ALL DELAYS													10,259	

Data for current month is final (10/17/11) 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
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%
Total Lift Delays	18	14	18	18	32	30	22	31	20	14	14	27	258	3.04%
ALL DELAYS													8,482	

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10/17/2011

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
September 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	38	3	1	4	11	15	9	7	17	6	14	12	17	154
11-15	12	0	1	0	8	0	3	2	6	3	2	3	5	45
16-20	9	1	0	0	0	0	2	0	4	3	3	3	2	27
21+	29	0	0	0	1	0	3	2	4	2	4	2	3	50
Annulled	2	0	0	1	0	0	1	1	3	1	0	0	0	16
Sub-Total	97	4	2	5	20	15	18	12	34	15	23	20	27	292
Off-Peak **														
6-10	48	55	12	24	0	63	21	11	31	24	77	32	60	458
11-15	31	7	2	5	0	25	7	4	10	8	17	16	25	157
16-20	10	3	1	1	0	3	4	0	6	4	7	4	5	48
21+	16	2	1	2	0	5	10	5	3	6	12	3	13	78
Annulled	6	0	0	0	0	1	2	0	0	0	1	0	0	10
Sub-Total	111	67	16	32	0	97	44	20	50	42	114	55	103	751
September 2011 Total														
6-10	86	58	13	28	11	78	30	18	48	30	91	44	77	612
11-15	43	7	3	5	8	25	10	6	16	11	19	19	30	202
16-20	19	4	1	1	0	3	6	0	10	7	10	7	7	75
21+	45	2	1	2	1	5	13	7	7	8	16	5	16	128
Annulled	15	0	0	1	0	1	3	1	3	1	1	0	0	26
TOTAL	208	71	18	37	20	112	62	32	84	57	137	75	130	1,043
2011 Year-to-Date														
6-10	661	488	111	246	62	762	436	177	584	264	610	297	503	5,201
11-15	334	124	20	32	38	345	226	77	202	97	195	158	251	2,099
16-20	156	61	10	30	14	129	117	41	80	43	100	75	131	987
21+	268	62	11	45	14	172	164	59	99	74	242	212	231	1,653
Annulled	58	4	2	2	0	35	19	6	31	10	50	35	53	319
TOTAL	1,477	739	161	362	128	1,443	962	360	996	488	1,197	777	1,169	10,259
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2011 Total														
6-10	41.3%	81.7%	72.2%	75.7%	55.0%	69.6%	48.4%	56.3%	57.1%	52.6%	66.4%	58.7%	59.2%	58.7%
11-15	20.7%	9.9%	16.7%	13.5%	40.0%	22.3%	16.1%	18.8%	19.0%	19.3%	13.9%	25.3%	23.1%	19.4%
16-20	9.1%	5.6%	5.6%	2.7%	0.0%	2.7%	9.7%	0.0%	11.9%	12.3%	7.3%	9.3%	5.4%	7.2%
21+	21.6%	2.8%	5.6%	5.4%	5.0%	4.5%	21.0%	21.9%	8.3%	14.0%	11.7%	6.7%	12.3%	12.3%
Annulled	7.2%	0.0%	0.0%	2.7%	0.0%	0.9%	4.8%	3.1%	3.6%	1.8%	0.7%	0.0%	0.0%	2.5%
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%
2011 Year-to-Date Delays By Duration														
6-10	44.8%	66.0%	68.9%	68.0%	48.4%	52.8%	45.3%	49.2%	58.6%	54.1%	51.0%	38.2%	43.0%	50.7%
11-15	22.6%	16.8%	12.4%	8.8%	29.7%	23.9%	23.5%	21.4%	20.3%	19.9%	16.3%	20.3%	21.5%	20.5%
16-20	10.6%	8.3%	6.2%	8.3%	10.9%	8.9%	12.2%	11.4%	8.0%	8.8%	8.4%	9.7%	11.2%	9.6%
21+	18.1%	8.4%	6.8%	12.4%	10.9%	11.9%	17.0%	16.4%	9.9%	15.2%	20.2%	27.3%	19.8%	16.1%
Annulled	3.9%	0.5%	5.6%	2.5%	0.0%	2.4%	2.0%	1.7%	3.1%	2.0%	4.2%	4.5%	4.5%	3.1%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

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 (10/17/11) 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	
<i>September 2011</i>														
Peak *	22.9	9.0	9.5	6.5	10.7	8.1	14.8	12.6	13.1	16.5	13.1	13.8	11.7	15.8
Off-Peak **	13.7	9.0	11.1	10.3	--	10.5	16.8	14.4	10.8	13.7	14.4	11.1	12.6	12.4
All	17.9	9.0	10.9	9.9	10.7	10.2	16.2	13.7	11.7	14.4	14.2	11.8	12.4	13.3
<i>2011 Year-to-Date</i>														
Peak *	17.3	13.7	10.9	14.7	15.0	14.7	14.9	14.4	13.5	14.0	26.4	23.1	16.6	17.2
Off-Peak **	15.5	12.4	11.4	11.7	--	13.2	17.7	16.6	12.2	15.0	18.7	21.4	17.5	15.5
All	16.3	12.7	11.3	12.2	15.0	13.6	16.9	15.5	12.5	14.7	21.0	22.2	17.2	16.1

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 (10/17/11) version from TOPS.