

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2011



COMMUTER RAIL ON-TIME PERFORMANCE

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

Table 1 presents the number of train delays by rail line and service period. During October 2011, Metra operated 17,058 scheduled trains, including scheduled "extras", if any. 1,069 of these trains were delayed (late or annulled), representing an on-time performance rate of 93.7%. 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 October 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 October 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during October 2011. Table 7.b shows the average frequencies over the previous five Octobers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 1,069 delays systemwide in October 2011, 349 more than the average over the previous five Octobers. Table 8.a shows delays from the beginning of the year through October 2011. Table 8.b shows the average frequencies from the beginning of the year through October 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 October of 2011, a total of 11,328 trains were delayed, compared to 6,996 trains delayed in the same ten months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In October 2011 freight operations delayed 118 trains systemwide, compared to 107 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 46 trains were delayed by lift deployment in October 2011.

A review of October 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 59.6% of all late trains. Table 13 shows that the average length of delay was 13.0 minutes in October 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 schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

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

Construction Notices and Temporary Schedules

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

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

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

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
October 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	1,134	75	93.4%	840	38	95.5%	1,974	113	94.3%	140	33	76.4%	90	13	85.6%	2,204	159	92.8%
Elec -ML	945	66	93.0%	714	52	92.7%	1,659	118	92.9%	230	18	92.2%	100	33	67.0%	1,989	169	91.5%
-BI	294	12	95.9%	483	23	95.2%	777	35	95.5%	150	6	96.0%	--	--	--	927	41	95.6%
-SC	<u>357</u>	<u>5</u>	98.6%	<u>777</u>	<u>24</u>	96.9%	<u>1,134</u>	<u>29</u>	97.4%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>6</u>	94.0%	<u>1,474</u>	<u>37</u>	97.5%
Subtotal	1,596	83	94.8%	1,974	99	95.0%	3,570	182	94.9%	620	26	95.8%	200	39	80.5%	4,390	247	94.4%
Heritage	126	27	78.6%	--	--	--	126	27	78.6%	--	--	--	--	--	--	126	27	78.6%
Milw -N	525	26	95.0%	735	91	87.6%	1,260	117	90.7%	120	28	76.7%	100	31	69.0%	1,480	176	88.1%
-W	<u>567</u>	<u>5</u>	99.1%	<u>651</u>	<u>19</u>	97.1%	<u>1,218</u>	<u>24</u>	98.0%	<u>120</u>	<u>3</u>	97.5%	<u>90</u>	<u>2</u>	97.8%	<u>1,428</u>	<u>29</u>	98.0%
Subtotal	1,092	31	97.2%	1,386	110	92.1%	2,478	141	94.3%	240	31	87.1%	190	33	82.6%	2,908	205	93.0%
NCS	231	14	93.9%	231	16	93.1%	462	30	93.5%	--	--	--	--	--	--	462	30	93.5%
RI	756	16	97.9%	693	26	96.2%	1,449	42	97.1%	100	3	97.0%	80	6	92.5%	1,629	51	96.9%
SWS	231	21	90.9%	399	29	92.7%	630	50	92.1%	30	0	100.0%	--	--	--	660	50	92.4%
UP -N	630	31	95.1%	840	71	91.5%	1,470	102	93.1%	130	20	84.6%	90	20	77.8%	1,690	142	91.6%
-NW	693	7	99.0%	672	17	97.5%	1,365	24	98.2%	120	7	94.2%	75	7	90.7%	1,560	38	97.6%
-W	<u>567</u>	<u>49</u>	91.4%	<u>672</u>	<u>55</u>	91.8%	<u>1,239</u>	<u>104</u>	91.6%	<u>100</u>	<u>8</u>	92.0%	<u>90</u>	<u>8</u>	91.1%	<u>1,429</u>	<u>120</u>	91.6%
Subtotal	1,890	87	95.4%	2,184	143	93.5%	4,074	230	94.4%	350	35	90.0%	255	35	86.3%	4,679	300	93.6%
SYSTEM	7,056	354	95.0%	7,707	461	94.0%	14,763	815	94.5%	1,480	128	91.4%	815	126	84.5%	17,058	1,069	93.7%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (11/17/11) 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-OCT	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	95.9%	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	95.7%	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	94.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.1%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8			92.6%	92.6%
	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	94.9%	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	97.8%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4			96.5%	96.5%
	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	92.6%	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	90.6%	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	89.2%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.3%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.6%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6			87.8%	87.8%
	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	90.5%	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	94.3%	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	94.1%	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	95.1%	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	94.9%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.0%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1			89.0%	89.0%
	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	94.5%	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	96.0%	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	95.8%	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	96.8%	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	97.2%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0			93.0%	93.0%
	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	96.4%	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	95.0%	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	94.4%	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	95.3%	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	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5			91.6%	91.6%
	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-OCT	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	96.4%	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	94.5%	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	96.0%	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	96.9			93.5%	93.5%
	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	95.9%	95.7%
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	92.9%	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	96.7%	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	95.0%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	94.8%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4			91.9%	91.9%
	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	94.8%	94.7%
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	97.8%	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	95.6%	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	93.1%	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	93.9%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.9%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6			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	95.0%	95.1%
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	97.8%	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	96.1%	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	95.6%	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	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6			94.8%	94.8%
	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	96.4%	96.2%
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	94.8%	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	94.2%	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	94.0%	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	94.8%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6			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%	94.5%
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	96.5%	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	95.7%	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	95.8%	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	93.7			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%	95.8%

Delays data for most recent month is final (11/17/11) 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
October 2011**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1269	Thu, Oct 06	13	I	PASS UNLOAD	
		81% OT	Wed, Oct 19	25	F	CABLE IN HEAD CAR B/O
			Fri, Oct 21	9	M1	A3 STRUCK TRESPASSER
			Wed, Oct 26	10	RA	DEPARTD 8" LATE DUE TO AMTRAK CUS ERRS
BNSF	1271	Thu, Oct 06	11	II	CAUGHT UP TO 1269	
		81% OT	Fri, Oct 21	0	M1	A3 STRUCK TRESPASSER
			Tue, Oct 25	8	GX	XING MALFUNCTION FOREST AVE
			Wed, Oct 26	10	RA	LATE DEPART. FROM CUS EARLIER ROUTING ISSUES
BNSF	1273	Thu, Oct 06	8	I	PASS UNLOAD.	
		76% OT	Fri, Oct 07	14	RF	NEW EE DS
			Fri, Oct 14	11	C	MOW SPEED RESTRICTIONS
			Fri, Oct 21	20	M1	A3 STRUCK TRESPASSER
		Wed, Oct 26	14	RA	LATE DEPART. FROM CUS EARLIER ROUTING ISSUE	
BNSF	1279	Thu, Oct 06	15	II	CAUGHT UP TO 1271	
		71% OT	Fri, Oct 14	8	C	MOW SPEED RESTRICTIONS
			Wed, Oct 19	12	IW	SLOW PASS UNLOAD./ADA UNLOAD.
			Fri, Oct 21	13	M1	A3 STRUCK TRESPASSER
			Tue, Oct 25	7	GX	XING MALFUNCTION FOREST AVE
		Wed, Oct 26	11	RA	LATE DEPART. FROM CUS EARLIER ROUTING ISSUE	
BNSF	1281	Wed, Oct 12	12	E1	FOLLOWING 1373	
		81% OT	Fri, Oct 21	10	M1	A3 STRUCK TRESPASSER
			Tue, Oct 25	7	RF	DISP ERR.-MISROUTE 1373
			Fri, Oct 28	11	RF	HELD @ AURORA WAITING FOR 1373
BNSF	1283	Tue, Oct 04	16	E1	SWAPPED TO 1277	
		81% OT	Fri, Oct 14	11	C	MOW SPEED RESTRICTIONS
			Fri, Oct 21	18	M1	A3 STRUCK TRESPASSER
			Tue, Oct 25	7	RF	DISP ERR-WAITING ON SIGNAL TIME OUT/1373 MISROUTE
BNSF	1373	Wed, Oct 05	10	R1	DELAYED BY 1283	
		67% OT	Thu, Oct 06	11	II	CAUGHT UP TO 1273
			Fri, Oct 07	11	RF	NEW EE DS
			Wed, Oct 12	15	E	LOCOMOTIVE SHUTDOWN
			Fri, Oct 14	23	DD	DEPARTED 10" DUE TO LATE ARRIVAL OF EQUIP/6" WAIT. ON EB1290
			Fri, Oct 21	0	M1	A3 STRUCK TRESPASSER
		Tue, Oct 25	15	RF	DISP ERR.-WAITING ON SIGNAL MISROUTE 1373	
HC	916	Mon, Oct 03	11	G	19" SW FAILURE (AWAITING MAINTAINER), LEMOYNE.	
		81% OT	Mon, Oct 10	9	CC	17" S/O, MP 26.3-22.0.
			Fri, Oct 14	11	D	8" NS 21E, BRIGHTON PAR; 2" REASON UNKNOWN.
			Fri, Oct 21	12	D	20" QCHILAC621K FREIGHT DERAILED COMING OUT OF YARD, CORWITH.
HC	917	Wed, Oct 05	14	D	10" UP #EG4HBE LITE POWER CLEARING CP CANAL/ARGO; 7" RESTRICT- ING SIG ON MT2, STATEVILLE.	
		52% OT	Thu, Oct 06	9	D	6" WAIT FOR CN M335 UP7188 TO CLEAR, CP BRIGHTON; 2" STOP SIGNAL, CP CANAL.
			Wed, Oct 12	127	B	5" "UNABLE TO REACH FLAGMAN IN CHARGE OF WORK," FLAGSTONE; 3" NO REASON GIVEN.
			Thu, Oct 20	6	CC	3" COPY MANDATORY DIRECTIVE; ROCKWELL, 3" SLOW ORDER, JUSTICE.
			Fri, Oct 21	27	D	24" WAITING FOR CN DISP. TO GIVE AUTHORITY TO RUN IHB LINED UP GMCIEAP-121BNSF4072, CP CANAL; 12" SLOW ORDERS, JUSTICE.
			Mon, Oct 24	22	CC	12" WAITING FOR ZLACNYC-922, CORWITH; 17" SLOW ORDER.
			Tue, Oct 25	6	CC	8" S/O (LEMOYNE, LEMONT AND FLAGSTONE).
			Wed, Oct 26	12	G	15" FLAGGING 47XOVER AND CP CANAL/ARGO.
			Thu, Oct 27	6	C	3" STOP SIGNAL, LUMBER ST; 4" SLOW ORDERS, UD TOWER.
	Mon, Oct 31	6	AM	5" SOUTH BRANCH BRIDGE OPEN; 4" S/O.		
HC	919	Thu, Oct 06	7	D	5" CSK E960 CLEARING, CP BRIGHTON; 2" NO REASON GIVEN.	
		71% OT	Fri, Oct 14	12	A	2" ROCKWELL X/O; 4" STATEVILLE X/O; 6" UD TOWER HELD FOR RID TRAFFIC.
			Wed, Oct 19	61	G	2" ENTRAINING, CUS; 55" STOPPED BEHIND AMTRAK 305, CP BRIGHTON PARK; 5" FLAG PLANT, ROCKWELL; 3" STOP SIGNAL TRAIN AHEAD, CORWITH.
			Fri, Oct 21	14	C	14" SLOW ORDRS ENROUTE
			Mon, Oct 24	13	CC	10" SLOW ORDERS; 7" WAITING FOR ROCK TRAFFIC, UD TOWER.
		Tue, Oct 25	11	CC	7" PLANT-IN-TIME, CUS; 8" S/O (LEMOYNE, LEMONT AND FLAGSTONE).	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
ELBI	220	Tue, Oct 04	9	CC	7" HELD FOR CONNECTIONS OFF #120, KENSINGTON; 2" GROUND-LEVEL LOADING, KENWOOD-18TH.	
		81% OT	Thu, Oct 06	7	CC	7" WAITING ON #120, KENSINGTON.
		Mon, Oct 10	6	I	6" NO REASON GIVEN.	
		Fri, Oct 14	92	KP	97" STOPPED DUE SUSPICIOUS PACKAGE @ 51ST, 69TH.	
ELML	118	Wed, Oct 05	7	CC	6" MEETING #115, HW (SINGLE TRACKING-MOW); 1" GROUND-LEVEL LOADING/MAKING OWN LOCAL STOPS, KENWOOD-18TH.	
		76% OT	Mon, Oct 10	17	R	4" ENTRAINING (RIGHTON & 211TH); 6" MET #115 (SINGLE TRACK-MOW)& 7" OVERSHOT MC CORMICK (UNABLE TO MAKE REVERSE MOVE)/DETRAINING, 11TH ST.
		Fri, Oct 14	14	J	4" SLOW ENTRAINING, ENROUTE; 10" PASSENGER DISTURBANCE, VAN BUREN.	
		Thu, Oct 27	7	G	2" ADA, RIGHTON YD; 4" SWITCH #39 FAILING NORMAL, KENSINGTON; 1" SLOW ENTRAINING, 53RD.	
Mon, Oct 31	22	J	20" "POLICE ACTIVITY," IVANHOE; 2" NO REASON GIVEN.			
ELML	120	Wed, Oct 05	9	CC	6" MEETING #117, HW (SINGLE TRACKING-MOW); 3" GROUND-LEVEL LOADING/MAKING OWN LOCAL STOPS, KENWOOD-18TH.	
		76% OT	Thu, Oct 06	7	CC	6" WAITING FOR #117 SINGLE TRACKING AROUND TRACK DEPT, HOMEWOOD; 1" MAKING LOCAL STOPS, 47TH -18TH.
		Fri, Oct 07	14	CC	8" WAITING ON #117 SINGLE TRACKING AROUND TRK DEPT, HOMEWOOD; 6" FOLLOWING #220 & MAKING LOCAL STOPS, 111TH -11TH PL.	
		Mon, Oct 10	8	CC	4" MEETING #117, HW (SINGLE TRACKING-MOW); 4" NO REASON GIVEN.	
Fri, Oct 14	111	KP	1"50" SUSPICIOUS PACKAGE, 51ST.			
ELML	122	Wed, Oct 05	10	CC	4" MEETING #119, HW (SINGLE TRACKING-MOW); 6" GROUND-LEVEL LOADING/MAKING OWN LOCAL STOPS, KENWOOD-18TH.	
		76% OT	Thu, Oct 06	9	I	8" WAITING ON #119 SINGLE TRACKING AROUND TRACK DEPT, HOMEWOOD; 1" MAKING LOCAL STOPS, 57TH -11TH.
		Fri, Oct 07	9	CC	6" WAITING FOR #119 SINGLE TRKING AROUND TRK DEPT, HOMEWOOD; 1" MAKING LOCAL STOPS, 57TH-11TH PL; 2" NO REASON GIVEN.	
		Mon, Oct 10	6	CC	3" MEETING #117, HW (SINGLE TRACKING-MOW); 3" NO REASON GIVEN.	
Fri, Oct 14	49	KP	59" ACCT SUSPICIOUS PACKAGE @ 51ST STOPPED, 79TH.			
ELML	126	Thu, Oct 06	10	CC	10" WAITING ON #123 SINGLE TRACKING AROUND TRACK DEPT, HOMEWOOD; 2" WAITING FOR INSTRUCTION S FOR FROM B; 3" MAKING LOCAL STOPS, ENROUTE.	
		81% OT	Fri, Oct 07	10	CC	2" WAITING FOR #123 SINGLE TRKING AROUND TRK DEPT, HOMEWOOD; 2" WAITING FOR INSTRUCTION S FOR FORM B; 3" MAKING LOCAL STOPS, ENROUTE.
		Fri, Oct 14	17	KP	17" DUE TO SUSPICIOUS PACKAGE @ 51ST, UP.	
		Fri, Oct 28	9	G	5" FLAGGED BY SIGNAL, KENSINGTON; 5" HEAVY ENTRAINING/ DETRAINING, ENROUTE.	
MN	2107	Wed, Oct 05	41	B	30" UNSPECIFIED YELLOW-RED FLAG, MP 20.4; 9" MEETING #2128 OFF THE J LINE, RONDOUT; 2" NO REASON GIVEN.	
		71% OT	Thu, Oct 13	10	A	1" HOLD FOR 2116:3RED SIGNAL X-TRAFFIC, MAYFAIR; 4" HOLD FOR #2124, GLENVIEW; 3" NO ANSWER FROM FOREMAN FORM "B", MP20.4; 2" SLOW DETRAINI
		Thu, Oct 20	8	A	4" X-TRAFFIC, MAYFAIR; 4" B/O ENGINEER SIDE WIPER BLADE, FORESTGLEN.	
		Mon, Oct 24	10	B1	5" TURN OFF #102; 2" XTRAFFIC, MAYFAIR; 3" MEETING TRAINS ENROUTE.	
		Fri, Oct 28	9	D1	5" WAITING FOR #102, CUS; 4" SIDE LOADING DOOR PROBLEMS ON CAR #8526, ENROUTE.	
Mon, Oct 31	8	G	3" SLOW ENTRAINING ENROUTE; 5" SIG DROPPED, A20.			
MN	2121	Thu, Oct 06	6	CC	3" TRACK WORK, ENROUTE; 3" SLOW DETRAINING, ENROUTE.	
		81% OT	Thu, Oct 20	6	A	6" STOP SINGAL, RONDOUT.
		Fri, Oct 21	7	I	5" HEAVY ENTRAINING, ENROUTE; 2" TRACK WORK, ENROUTE.	
		Wed, Oct 26	7	F	7" DOOR PROBS ENROUTE.	
MN	2128	Mon, Oct 10	8	D	12" CP #852 AHEAD, LAKE FOREST-A20.	
		76% OT	Wed, Oct 12	8	J	2" "SIGNAL PROBLEM," RONDOUT; 6" "POLICE MATTER," WESTERN AVE.
		Thu, Oct 20	6	A	5" HOLD FRO #2105, GRAYSLAKE; 3" X-TRAFFIC, MAYFAIR.	
		Mon, Oct 24	12	B1	12" HOLD FOR #2107, GRAYSLAKE; 3" ADA, GOLF.	
Fri, Oct 28	9	RA	10" WAITING ON #2107, GRAYSLAKE; 4" STOP SIGNAL UP X-TRAFFIC, MAYFAIR.			
MN	2132	Mon, Oct 03	7	D	5" FRT TRN INT, CP/WC XING; 3" CP #637-542 CLEARING A20.	
		81% OT	Thu, Oct 06	10	I	3" DOOR PROBS. CAB CAR DOOR HAD BEEN BLED OFF, FOX LAKE; 2" ADA, ROUND LAKE; 5' SLOW ENTRAINING, ENROUTE.
		Fri, Oct 14	12	I	4" RESTRICTING @ THE WEST END, GRAYSLAKE; 3" ADA, ROUND LAKE; 5" PASSENGER LOADING, ENROUTE.	
Thu, Oct 27	25	CC	8" WAITING FOR MOVEMENT AUTHORITY, GRAYSLAKE; 10" HELD FOR SINGLE TRACKING RAIL REPLACEMENT, MORTON GROVE; 2" ADA, EDGEBROOK; 5" LINEUP,			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2136	Wed, Oct 05	6	RF	6" WAITING FOR MOVEMENT AUTHORITY, FOX LAKE.	
		81% OT	Fri, Oct 07	9	CC	2" ENTRAINING, ENROUTE; 7" TRACK WORK, ENROUTE.
		Wed, Oct 12	10	I	2" ADA, GLENVIEW; 3" RESTRICTING SPEED, LAKE COOK; 5" SLOW EN- TRAINING ENROUTE.	
		Tue, Oct 25	9	GA	10" SW FAILURE, CUS. HAD TO MAKE A REVERSE MOVE.	
MN	2138	Mon, Oct 03	10	CC	4" MOW; 6" UP PSGR TRN INT, MAYFAIR.	
		71% OT	Wed, Oct 05	7	A	5" MEETING #2117, GRAYSLAKE; 2" ADA, LAKE COOK.
		Thu, Oct 06	12	G	8" APPORACH-STOP, MAYFAIR; 4" APPROACH, A5.	
		Fri, Oct 07	10	II	5" WAITING ON #2117, GRAYSLAKE; 5" ENTRAINING, ENROUTE.	
		Thu, Oct 13	9	GA	10" WAITING ON #2117, GRAYSLAKE.	
		Fri, Oct 14	9	DI	8" WAITING ON #2117, GRAYSLAKE; 1" REASON NOT GIVEN.	
MN	2139	Thu, Oct 13	12	A	8" FOLLOWING TRAINS, ENROUTE; 4" RESTRICTING SIGNAL, CN.	
		81% OT	Fri, Oct 14	11	A	6" 2 ADA'S, LIBERTYVILLE & ROUND LAKE; 10" DELAY FOLLOWING TRAIN AHEAD.
		Wed, Oct 19	6	U	2" FOLLOWING TRAINS, ENROUTE; 4" ADA'S, N. GLENVIEW & LIBERTYVILLE.	
		Fri, Oct 28	10	RA	7" FOLLOWING TRAINS, ENROUTE; 2" STOP SIGNAL, RONDOUT; 2" ADA, LIBERTYVILLE.	
MN	2140	Fri, Oct 07	7	I	7" HEAVY ENTRAINING, ENROUTE.	
		71% OT	Tue, Oct 11	8	RF	2" MEETING #2119, GRAYSLAKE; 2" "STOP SIGNAL," RONDOUT; 4" UP PSGR TRN INT, MAYFAIR.
		Wed, Oct 12	7	CC	3" WAITING FOR MOVEMENT AUTHORITY, FOX LAKE; 4" MOW ENROUTE.	
		Fri, Oct 14	30	DI	10" WAITING ON #2119, GRAYSLAKE; 20" WAITING ON #2121, RONDOUT.	
		Fri, Oct 21	11	A	6" X-TRAFFIC STOP SIGNAL, WESTERN AVE; 5" SIGNAL RESTRICTING WAITING ON #2119, GRAYSLAKE WEST.	
		Fri, Oct 28	10	RA	4" A2; 6" WAITING FOR LINE UP, LAKE ST.	
MN	2143	Thu, Oct 13	12	A	13" STOP SIGNAL 3 UP METRA TRAINS, MAYFAIR.	
		71% OT	Fri, Oct 14	7	G	10" DELAY FOLLOWING #2139 & #2141, ENROUTE.
		Mon, Oct 17	9	R1	9" MEETING DELAYED #2156, E END FOX LAKE COACHYARD.	
		Tue, Oct 18	9	R1	11" #2141/2156 TURNING AHEAD, FOX LAKE.	
		Wed, Oct 19	10	A1	10" WAITING ON #2141 & #2156, FOX LAKE.	
		Mon, Oct 31	7	A	2" "ELGIN TRAIN AHEAD," TOWER A2; 4" "ELGIN TRAIN AHEAD," TOWERA5; 6" UP PSGR TRN INT, MAYFAIR.	
MN	2149	Thu, Oct 06	20	CI	20" WAITING ON #2156, RONDOUT.	
		71% OT	Mon, Oct 10	18	RO	16" MEETING #2156 (DELAYED BY WRONG LINE-UP, RONDOUT) OFF THE J LINE, RONDOUT; 2" NO REASON GIVEN.
		Thu, Oct 13	8	A1	11" WAITING ON #2156 TO CLEAR, RONDOUT.	
		Mon, Oct 17	7	R1	9" MEETING DELAYED #2156 OFF THE J LINE, RONDOUT.	
		Thu, Oct 27	23	E	9" SIGNAL FAILURE, A5-MAYFAIR; 6" STOP SIGNAL, MAYFAIR; 10"SWAPEQUIP. W/#2147, #112 USED #2149 FOR #2158/2155 LOCO 426 HEP PROB. 2127,2148,2	
		Fri, Oct 28	10	RA	13" LATE TURN FROM #2150, CUS; 2" STOPPED SHORT OF PERSON THAT FELL NEAR TRACKS, CANAL ST	
MN	2156	Thu, Oct 06	21	C	20" STOP SIGNAL TALKED BY SIGNAL, CN XING; 5" RESTRICTED SPEED, ENROUTE.	
		48% OT	Mon, Oct 10	19	RO	20" WRONG LINE-UP, RONDOUT.
		Thu, Oct 13	11	A1	13" WAITING ON #2143 TO YARD, FOXLAKE.	
		Fri, Oct 14	12	A1	8" WAITING ON #2143, FOXLAKE; 6" DELAY DUE TO CP FRGHT TRAIN, RONDOUT TO A20.	
		Mon, Oct 17	10	R	10" "LATE TURN FROM #2141" (NO DELAY REPORTED FOR #2141); 5" HAND-LINING TWO SWITCHES IN FOX LAKE COACHYARD.	
		Tue, Oct 18	11	R	8" "CHANGING ENDS" (FROM #2141), FOX LAKE; 5" B/O LOCK ON MAIN-LINE SWITCH, E END FOX LAKE COACHYARD.	
		Wed, Oct 19	11	A	8" LATE TURN FROM #2141, FOX LAKE; 6" FOLLOWING CP271, ENROUTE; 2" STOP SIGNAL, MAYFAIR.	
		Wed, Oct 26	7	I	5" ENTRAINING, FOX LAKE; 2" DETRAINING, MAYFAIR.	
		Thu, Oct 27	8	A	14" WAITING FOR #2143 TO CLEAR, FOX LAKE.	
		Fri, Oct 28	11	RA	18" LATE TURN FROM #2141 & WAITING FOR #2143 TO CLEAR INTO YARD, FOX LAKE; 2" ADA, FOX LAKE; 2" ADA, EDGEBROOK.	
		Mon, Oct 31	10	A1	10" MEETING DELAYED #2143, FOX LAKE.	
MN	2158	Thu, Oct 06	18	CI	20" WAITING ON #2148, GRAYSLAKE.	
		81% OT	Mon, Oct 10	11	RO	18" MEETING DELAYED #2149, GRAYSLAKE.
		Fri, Oct 14	7	G1	11" DELAY STOP SIGNAL, CN CROSSING.	
		Thu, Oct 27	7	E1	14" WAITING ON #2149, GRAYSLAKE; 2" SWAP EQUIPMENT WITH #2149.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	102	Mon, Oct 03	9	A	9" UP PSGR TRN INT, DEVAL; 2" PSGR TRN INT, B12.	
		76% OT	Thu, Oct 20	6	G	7" FLAGGED BY RED SIGNAL, BUFFALO GROVE; 3" X-TRAFFIC, DEVAL.
		Fri, Oct 21	10	D	12" HELD FOR N/B FREIGHT, GRAYSLAKE; 2" PSGR TRN INT, B12.	
		Mon, Oct 24	13	B	10" UNSPECIFIED YELLOW FLAG, MP40.5; 3" XTRAFFIC, DEVAL; 2" LOST HEP, WESTERN AVE.	
		Fri, Oct 28	11	D	8" FREIGHT, GRAYSLAKE; 2" ADA, ENROUTE; 3" STOP SIGNAL X-TRAFFIC, DEVAL.	
NCS	116	Thu, Oct 06	10	Q	11" WAITING FOR TGBO, ANTIOCH CY; 2" FRT TRN INT, DEVAL.	
		81% OT	Fri, Oct 21	12	Q	9" WAITING FOR TGBO'S, ANTIOCH; 4" WAITING ON LINE UP, CUS.
		Mon, Oct 24	7	D	11" FRT TRN INT, N WHEELING; 2" FRT TRN INT, DEVAL.	
		Mon, Oct 31	12	D	15" FRT TRN INT, ROUND LAKE BEACH; 4" FRT TRN INT, PROSPECT HTS	
SWS	808	Mon, Oct 03	35	VI	23" AWAITING ARRIVAL OF LITE LOCO #199 FROM MANHATTAN AND TYINGON SAME, ORLAND/179; 12" NO REASON GIVEN.	
		81% OT	Thu, Oct 06	10	F	7" LATE DEPARTING ACCT DOORS STICKING, 179TH ST; 2" ADA, OAK LAWN.
		Mon, Oct 10	6	D1	3" MEETING DELAYED #805, 74TH ST; 2" S/O, NS MP 519; 1" NO REASON GIVEN.	
		Fri, Oct 14	14	F	7" ACCT BRAKES STICKING ON CAR 766, 179TH; ADA, OAK LAWN; DOOR LIGHT PROBLEM, ENROUTE.	
SWS	810	Mon, Oct 03	20	VI	6" DELAYED #808 AHEAD, ORLAND/179; 13" NO REASON GIVEN.	
		81% OT	Mon, Oct 10	16	D	7" MEETING DELAYED #805, ASHBURN; 9" NS #BH40 CLEARING CP 518.
		Fri, Oct 14	7	F1	6" AWAITING #805 TO CLEAR, ASHBURN; 1" REASON NOT GIVEN.	
		Fri, Oct 28	6	RF	9" TIMING OUT SIGNAL, CP518.	
SWS	833	Tue, Oct 04	7	K	7" TRUCK STRUCK BRIDGE, 80TH AVE. CONDUCTOR INSPECTED BRIDGE, THEN TRAIN PROCEEDED AT WALKING SPEED OVER BRIDGE.	
		81% OT	Fri, Oct 07	50	M1	51" LATE TURN FROM #836, CUS; 3" NO REASON GIVEN.
		Mon, Oct 10	7	D	7" NS #23K CLEARING CP 518.	
		Wed, Oct 19	6	D	7" WAITING FOR CSX Q138-19 TO CLEAR, FOREST HILL.	
SWS	838	Fri, Oct 07	6	M1	4" MEET #829 & TURNING TRAFFIC, 179TH; 2" WALKING SPEED PAST ACCIDENT, LANDERS.	
		76% OT	Mon, Oct 10	8	D1	8" MEETING #833, ASHBURN.
		Wed, Oct 19	7	D1	7" WAITING FOR #833 TO CLEAR SINGLE TRACKING, ASHBURN.	
		Tue, Oct 25	8	G	10" HAND-LINED BELT JCT (TRK CIRCUIT).	
		Fri, Oct 28	7	D	9" WAITING FOR CSX Q592 CSX 853 TO CLEAR, BELT JCT.	
UPN	309	Tue, Oct 11	10	U	10" ADA/RULE 6.30, HIGHLAND PK AND RULE 6.30 AT FT SHERIDAN & LK BLUFF.	
		81% OT	Wed, Oct 19	19	E1	19" STOPPED BEHIND #307, ENROUTE.
		Fri, Oct 21	6	I	6' 40 MPH SPEED RESTRICTION, MP38.8-40; SLOW ENTRAINING, RAVENSWOOD, ROGERS PK; SLOW DETRAINING, BRAESIDE & LAKE BLUFF.	
		Thu, Oct 27	11	KW	11" ADA AT END OF PLATFORM WAITED FOR THEM; SLIPPERY RAILS, ENROUTE; LATE DEPARTURE B/O RADIO , LAKE ST.	
UPN	319	Tue, Oct 11	17	CC	17" BIKES ON (CLYBOURN & RAVENSWOOD), SLOW ENTRAINING (HIGHLANDPK) AND SINGLE TRACKING (MOW), LK BUFF-WAUKEGAN.	
		71% OT	Wed, Oct 12	13	B	13" NO RESPONSE FROM FOREMAN IN CHARGE OF B49262, MP 4.5.
		Thu, Oct 13	7	CC	7" SINGLE TRACK, LAKE BLUFF-WAUKEGAN FORM B49279,49368 & FORM C49157).	
		Fri, Oct 21	30	U1	30" HELD WAITING FOR #328 TPO CLEAR CLYBOURN FROM 1 TO 2 GOING AROUND #320 WITH LIFT FAILURE @ ROGERS PK, CY.	
		Wed, Oct 26	7	I	7" HEAVY ENTRAINING (RAVENSWOOD, EVANSTON/DAVIS & HIGHLAND PK).	
		Mon, Oct 31	18	KW	13" SWAPPING EQUIP (LOCO NOT LOADING), OTC; 5" SLOW ENTRAINING (HIGHLAND PK & LK FOREST) AND RESPOTTING TRN (FOR ADA) ENROUTE.	
UPN	322	Wed, Oct 19	10	E1	10" FOLLOWING #320 & SLIPPERY RAILS DUE TO LEAVES ON REALS, ENROUTE.	
		81% OT	Fri, Oct 21	22	U1	18" X/O FROM TRK 2 TO TRK 1 TO GO AROUNDS #320 & PICKED UP #320 PSGRS, ROGERS PK; EXTRA STOP, RAVENSWOOD; FORM B 49269, MP6.25-5.
		Mon, Oct 24	6	CC	6" HEAVY ENTRAINING, CENTRAL ST, DAVIS ST ROGERS PK; STOPPED AT BRIDGE A FOR CONGESTION; FORM B, MP6.25 TO MP5.	
		Mon, Oct 31	15	RL	9" WAITED FOR ENGINEER OFF #320 (ALLEGEDLY LATE FROM KENOSHA); 6" #320 AHEAD, HEAVY/SLOW ENTRAINING(CENT & ROGERS PK) & ADA. NON CMS	
UPN	323	Mon, Oct 10	7	CC	7" SINGLE TRACKING (MOW), LAKE BLUFF-WAUKEGAN.	
		81% OT	Mon, Oct 17	6	CC	6" SINGLE TRACKING (MOW), LK BUFF-WAUKEGAN.
		Mon, Oct 24	10	CC	10" FORM C SINGLE TRK, MP23.5 TO MP25.	
		Wed, Oct 26	7	CC	7" "FORM C SINGLE TRK 49161."	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPN	324	Wed, Oct 19	19	E1	19" LATE TURN FROM #313 , HIGHLAND PK; FOLLOWING #326, HIHGLANDPK- CPT.	
		81% OT	Fri, Oct 21	19	U1	19" X/O TRK 2 TO TRK 1 TO GO AROUND #320 WITH LIFT FAILURE, ROGERS PK; FOLLOWED #322, RP-CY; EXTRA STOP, RAVENSWOOD.
			Thu, Oct 27	6	KW	10" LATE TURN FROM #313 & #322 AHEAD. SLIPPERY RAILS DUE TO LEAVES, ENROUTE; SLOW ENTRAINING, ENROUTE.
			Mon, Oct 31	15	RL	9" WAITED FOR DELAYED #322 TO CLEAR HIGHLAND PK AND FOLLOWING SAME TO OTC.
UPN	325	Tue, Oct 04	12	CC	12" SINGLE TRACKING (MOW), CY-RP & S/O, MP 36.1-36.75 AND TWO ADAS ENROUTE.	
		81% OT	Wed, Oct 19	9	CC	9" SINGLE TRK, MP37.5-41.8.
			Thu, Oct 20	7	CC	7" TRACK CONSTRUCTION, NORTH OF WAUKEGAN.
			Mon, Oct 24	15	CC	15" SINGLE TRK, MP23.5-MP25; WAIT FOR #340 TO CLEAR.
UPN	327	Fri, Oct 07	15	V	15" ALERT TOOK AIR, ENGINEER HAD PROBS RECOVERING, 40MPH @ MP 34.10-34.25 SYSTEM CHECKED @ CPT NO DEFECTS FOUND, CY.	
		81% OT	Thu, Oct 13	7	CC	7" HELD SINGLE TRACK ORDER, LAKE BLUFF - LAKE.
			Mon, Oct 24	6	CC	6" S/O, MP24-MP24.1
			Fri, Oct 28	7	I	7" ENTRAINING, RAVENSWOOD & ROGERS PARK.
UPN	336	Tue, Oct 04	7	CC	7" SLOW/SLOW ENTRAINING (LK FOREST, HIGH PK, GLENCOE & KENIL- WORTH-EVANS/DAVIS)AND SINGLE TRACKING (MOW), RP-CY.	
		76% OT	Fri, Oct 07	8	I	8" SLOW ENTRAINING, GREAT LAKES, FT. SHERIDAN, GLENCOE, LAKE BLUFF, HIHGLAND PK, WILMETTE & DAVIS ST.
			Thu, Oct 13	22	CC	22" SPEED INDICATOR WAS TURNED OFF CAUSING HIGH SPEED WHISTLE, ENROUTE; HEAVY ENTRAINING, HIHGLAND PK, WILMETTE, CENTRAL ST & MAIN ST; FORM
			Tue, Oct 25	7	CC	2" RESTRICTED SPEED, YD TRK 1-MT2, WAUKEGAN; 5" S/O, MP 25.
	Wed, Oct 26	11	CC	2" RESTRICTED SPEED, YD1-MT2, WAUKEGAN; 9" SINGLE TRACKING (MOW), HIGHLAND PK-WK.		
UPN	338	Thu, Oct 06	7	I	7" SLOW ENTRAINING, RAVENSWOOD, DAVIS ST & HIGHLAND PARK; 2 ADA'S, ENROUTE.	
		76% OT	Wed, Oct 12	9	I	9" SLOW ENTRAINING (HIGHLAND PK AND WILMETTE-EVANSTON/MAIN).
			Thu, Oct 13	7	I	7" SLOW ENTRAINING, ENROUTE.
			Mon, Oct 24	10	C1	10" HELD WAITING ON #323 TO CLEAR SINGLE TRACK, MP25.
			Wed, Oct 26	7	CC	7" SINGLE TRACKING (MOW), HIGHLAND PK-WK.
UPN	347	Thu, Oct 13	6	A	6" #345 AHEAD, ENROUTE; SLOW ENTRAINING, ROGERS PK & MAIN ST.	
		81% OT	Thu, Oct 20	8	V	8" BRAK PIPE HOSE DISCONNECTED BEHIND ENGINE MIC RECONNECTED, LAKE ST.
			Wed, Oct 26	8	L1	8" NEAR MISS
			Thu, Oct 27	7	A1	7" #345 AHEAD TO WK.
UPN	348	Thu, Oct 06	8	J	8" REMOVAL OF UNRULY PASSENGER, DAVIS ST.	
		67% OT	Fri, Oct 07	8	I	2" HEAVY ENTRAINING, GREAT LAKES; 3" HEAVY DETRAINING, DAVIS ST; 3" HEAVY DETRAINING, RAVENSWOOD.
			Fri, Oct 14	9	I	5" SLOW ENTRAINING & BIKES, LAKE BLUFF, LAKE FOREST; SLOW DETRAINING, RAVENSWOOD; 4" ADA, GREAT LAKES.
			Mon, Oct 17	30	B1	34" LATE TURN OF DELAYED #329.
			Wed, Oct 19	13	RL	13" LATE TURN FROM #329, CPT; SLOW ENTRAINING, WILMETTE.
			Fri, Oct 21	9	I	9" SLOW ENTRAINING, GREAT LAKES, HIGHLAND PARK, LAKE BLUFF, LAKE FOREST & DAVIS ST.
			Fri, Oct 28	7	I	7" SLOW ENTRAINING, GREAT LAKES, HIHGLAND PK; SLOW DETRAINING, DAVIS ST & RAVENSWOOD.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	356	Tue, Oct 04	7	L	7" PSGRS RAN IN FRONT OF TRN, WAUKEGAN & NORTH CHICAGO, SLOW ENTRAINING, LAKE FOREST AND RULE 6.30 (FT SHERIDAN & GLENCOE).	
		52% OT	Thu, Oct 06	18	V1	18" LATE TURN FROM #335, KENOSHA; SLOW ENTRAINING, LAKE FOREST, HIGHLAND PARK & DAVIS ST; SLOW DETRAINING, RAVENSWOOD, CY; 2PSGR WENT PAST
		Mon, Oct 10	7	J	7" FARE DISPUTE, GREAT LAKES, SLOW ENTRAINING (LK FOREST AND EVANSTON/MAIN) AND BIKES ON, EVANSTON/MAIN.	
		Tue, Oct 11	9	I	9" WAIT FOR LINE-UP, EO44, RULE 6.30 (FT SHERIDAN & HIGH PK) & SLOW ENTRAINING/DETRAINING (LK FOREST, HIGH PK, EVANSTON/DAVIS & RAVENSWOOD).	
		Thu, Oct 13	10	I	10" LATE ENTRAINING, KENOSHA; SLOW ENTRAINING, LAKE FOREST, HIGHLAND PARK & DAVIS ST; SLIPPERY RAIL.	
		Fri, Oct 14	6	I	6" SLOW ENTRAINING, GREAT LAKES, LAKE FOREST, HIGHLAND PARK & DAVIS.	
		Mon, Oct 17	6	AA	6" RULE 6.30 (FT SHERIDAN, HIGHLAND PK & EVANSTON/DAVIS).	
		Wed, Oct 19	13	CC	13" LATE TURN FROM #335, SLOW ENTRAINING, LK BLUFF, FOREST, HIGHLAND PK, DAVIS ST; RULE 6.30, WAUKEGAN & BRAESIDE; SLOW DETRAINING, RAVENSWOOD	
		Thu, Oct 20	11	I	11" ADA, GREAT LAKES; 6.30, LAKE FOREST, WAUKEGAN, HIGHLAND PK & BRAESIDE; SLOW ENTRAINING, WAUKEGAN, LK BLUFF, LK FOREST & DAVIS; SLOW DETR	
		Fri, Oct 28	7	I	7" SLOW DETRAINING FROM #335, KENOSHA; 6.30, LAKE BLUFF, HIGHLAND PK, GLENCOE; SLOW ENTRAINING, GREAT LAKES, LAKE FOREST, HIGHLAND PK,	
UPNW	609	Tue, Oct 04	6	Q	6" "CREW DID NOT HAVE FORM B49183" (MP 62.8-63) "IN THEIR TRACK BULLETINS...HAD TO VERBALLY RECEIVE THE FORM B FROM THE DISPATCHER."	
		81% OT	Wed, Oct 05	7	CC	7" S/O, MP 12.45-13.11 AND RULE 6.30, EDISON PK.
		Wed, Oct 12	7	G	6" COMPUTER PROBS, LAKE ST; NO DELAY FOR INSPECTING TRK, JEFF PK (SMOKE COMING FROM TRN); 4" LIFT PROBS, WOODSTOCK AND APPROACH, MP 44.9.	
		Fri, Oct 28	10	A	2" LATE DEPARTURE, CPT; STOPPED X-TRAFFIC #2105 & #2114 & WAIT FOR #632. MT. PROSPECT; APPROACH, TO38; RED, MP44.9 RESTRICTED SPEED TO MP46	
UPNW	640	Mon, Oct 03	17	CC	17" SINGLE TRACKING (MOW), HARVARD-WOODSTOCK.	
		76% OT	Tue, Oct 04	21	Q	10" VERBALLY RECEIVING FORM B FROM DISP, HARVARD; 11" ENGINEER HAD PROBS CUTTING IN THE ATS AND SINGLE TRACKING (MOW), WOODSTOCK-RIDGEFIELD.
		Mon, Oct 10	6	U	3" TWO ADAS ENROUTE; 3" WAITING FOR LINE-UP, EJE XING.	
		Wed, Oct 12	7	G1	11" LATE TURN OF DELAYED #609; -4" HEAVY ENTRAINING (CRYSTAL LK-ARLINGTON HTS) AND FORM B, MP 44.9.	
		Fri, Oct 28	11	A1	12" LATE TURN FROM #609, HARVARD; TROUBLE CONTACTING FOREMAN ON FORM B49163, MP45; HEAVY ENTRAINING, WOODSTOCK & CRYSTAL LK; 10 MPH MEN & EQU	
UPW	34	Tue, Oct 11	6	U1	5" LATE TURN OF DELAYED #19; 1" "STUDENT ENGINEER."	
		76% OT	Thu, Oct 13	6	A	6" 2 XH'S, MP10.5 & 10.2; RED SIGNAL X-TRAFFIC, WESTERN AVE; RESTRICTING SIGNAL, KILBOURN-KEDZIE; SLOW SPOOTTING STATIONS STUDENT ENGINEER
		Mon, Oct 17	7	CC	5" HELD ELMHURST FOR DELAYED #32 TO CLEAR; 2" FOLLOWING DELAYED #32 TO OTC.	
		Wed, Oct 19	8	CC	4" WAITING ON #32 TO CLEAR, ELMHURST; FOLLOWING #32, CPT.	
		Thu, Oct 20	6	A	6" LATE DEPARTURE WAITING FOR #32 TO CLEAR & FOLLOWED #32 INTO CPT, ELMHURST.	
UPW	36	Wed, Oct 19	7	CC	7" 30 MPH, MP38-36.5; 2 ADA'S, ENROUTE.	
		81% OT	Thu, Oct 20	6	CC	6" 30 MPH, MP38-36.5.
		Fri, Oct 21	7	I	7" SLOW ENTRAINING, LOMBARD; ADA LIFT CAB CAR 8455 ON NORTH SIDE DID NOT GO ALL THE WAY UP TO USE LIFT ON SECOND CAR 6155, ENROUTE.	
		Mon, Oct 31	9	D	9" #MCBPR-30 AHEAD, PECK-GENEVA AND PSGR TRN INT, TOWER A2.	
UPW	44	Tue, Oct 04	11	J	11" TWO ADAS ENROUTE AND REMOVAL OF PSGR, WHEATON.	
		81% OT	Wed, Oct 05	9	U	9" TWO ADAS (EACH) WINFIELD & WHEATON AND HEAVY ENTRAINING EN-ROUTE.
		Thu, Oct 06	10	D	10" RAN TRK 3 ACCT KLBG2-2 CNAWS9-3 ZLTG2-3 ON TRK 1, WEST CHICAGO-ELMHURST; ENTRAINING, GENEVA, GLEN ELLYN, WHEATON.	
		Fri, Oct 07	11	I	11" HEAVY & SLOW ENTRAINING, GENEVA; HEAVY ENTRAINING, WHEATON, GLEN ELLYN, LOMBARD & ELMHURST; ADA, WINFIELD.	
UPW	49	Thu, Oct 13	54	E	40" SAFETY VALVE ON AIR COMPRESSOR B/O FOREMAN TOOK #55 & HELD SAFETY VALVE SO TRAIN COULD MOVE, 25TH AVE.	
		81% OT	Tue, Oct 18	8	L1	8" FOLLOWING #47 (FOR WHICH NO DELAY WAS REPORTED) (TRN #47 WAS "HELD OUT OF OAK PARK DUE TO POSSIBLE SUICIDE (NOT FOUND).")
		Mon, Oct 24	8	J1	8" #47 AHEAD FROM WHEATON.	
		Mon, Oct 31	8	U1	8" DELAYED #47A AHEAD FROM GLEN ELLYN.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
UPW	55	Thu, Oct 13	18	E1	18" MADE REVERSE MOVE OVER VAIL TO RUN TRK 1 TO PARK & FOLLOW #53 ACCT #49 B/O SAFETY VALVE, 25TH AVE.	
		81% OT	Tue, Oct 18	7	L1	7" "TRAINS AHEAD."
		Mon, Oct 24	6	A	6" #53 AHEAD.	
		Mon, Oct 31	7	I1	10" DELAYED #53 AHEAD.	
UPW	56	Wed, Oct 05	13	D1	13" LATE TURN OF DELAYED #37.	
		81% OT	Tue, Oct 11	16	V1	20" LATE TURN OF DELAYED #37.
		Tue, Oct 18	6	G	6" RECURRING TRK LIGHT, TURNER. EJE XING HAVE TROUBLE LINING UPTO GO EAST UNABLE TO GET LINE-UP, KRESS (FLAG PLANT).	
		Thu, Oct 27	16	D	16" APDCNR-23 QNPCXP-26 AHEAD WITH 30 MPH SLOW ORDER, MP35.75- 36.5.	
UPW	62	Thu, Oct 13	10	D	10" RAN TRK 3, RIVER FOREST TO OAK PARK USING SHORT XOVER, KEDZIE; APPROACH, KILBOURN AVE. LCSICDJ	
		76% OT	Fri, Oct 14	10	I	10" FORM A'S @ MP 32, 24, 19 & 16; HEAVY ENTRAINING, GENEVA, WHEATON, COLLEGE AVE., GLEN ELLYN & ELMHURST.
		Wed, Oct 19	12	D	12" CBTMQ-17, PECK -KRESS.	
		Tue, Oct 25	17	R1	17" ADA ON, LA FOX/OFF, GENEVA. (#53'S CREW FORGOT TO DETRAIN ADA AT GENEVA. HELD #62 AT LA FOX TO P/U PSGR FOR RETURN TO GENEVA.)	
		Fri, Oct 28	7	I	7" SLOW ENTRAINING, GENEVA, WHEATON , GLEN ELLYN, COLLEGE AVE, ELMHURST; X-TRAFFIC, WESTERN; FTX, HALSTED.	
UPW	64	Wed, Oct 05	18	G	18" HAND-LING SW, VALE.	
		71% OT	Thu, Oct 06	13	D	13" HELD FOR #65 TO CLEAR ACCT LCSKDJ-06 AT WOLF RD ADDING AN ENGINE, PARK.
		Wed, Oct 12	6	D	6" #MPCRB-12 AHEAD, PECK.	
		Thu, Oct 13	16	E1	16" LATE TURN FROM #57, ELBURN; #342 XING, CN W.CHICAGO.	
		Fri, Oct 14	10	D	7" DELAY FOLLOWING UP4865 EAST, 25TH TO MAYWOOD; 3" DUE TO ENTRAINING & ADA, MAYWOOD.	
		Wed, Oct 19	8	RF	8" ENGINEER STATES TO WAIT TO MEET WB FREIGHT, DISPATCHER STATE THAT #62 HAD SIGNAL, PECK.	

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

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

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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
October 2011

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL			
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo				
BNSF	2	2	7	24	4	0	0	4	5	5	1	3	7	2	27	0	5	5	6	3	1	113			
Elec -ML	15	0	3	7	7	3	9	1	6	8	0	1	15	5	23	0	9	2	2	1	1	118			
-BI	2	2	1	2	3	1	1	0	3	3	0	0	4	0	5	0	2	0	5	1	0	35			
-SC	2	1	0	0	2	2	3	0	0	7	0	0	5	1	1	0	1	2	1	1	0	29			
Heritage	1	1	1	3	1	1	0	1	0	2	0	0	2	1	4	3	2	1	2	0	1	27			
Milw -N	6	3	5	8	8	6	1	3	10	17	4	2	4	4	6	2	1	2	6	13	6	117			
-W	2	0	0	2	3	0	1	0	1	0	1	3	0	2	1	1	0	1	2	3	1	24			
NCS	4	0	0	4	2	0	0	1	1	0	1	1	0	2	2	2	0	1	2	3	4	30			
RI	1	6	3	4	1	0	2	1	5	0	0	0	1	2	0	3	2	0	7	2	2	42			
SWS	8	2	2	1	9	5	0	1	0	2	0	1	2	6	0	0	3	5	0	3	0	50			
UP -N	0	4	1	4	3	3	6	2	7	2	6	2	16	5	10	5	1	7	9	5	4	102			
-NW	1	4	1	1	0	2	3	3	1	1	1	0	0	0	0	0	0	0	2	4	0	24			
-W	0	4	8	8	3	3	3	8	12	2	4	6	14	4	2	7	4	4	2	1	5	104			
SYSTEM	44	29	32	68	46	26	29	25	51	49	18	19	70	34	81	23	30	30	46	40	25	815			
SATURDAY	1	8	15	22	29	TOTAL					SUNDAY/HOLIDAY					2	9	16	23	30	TOTAL				
BNSF	5	9	7	8	4	33					BNSF					3	4	3	0	3	13				
Elec -ML	4	10	2	0	2	18					Elec -ML					6	12	8	5	2	33				
-BI	1	3	1	0	1	6					-BI					-	-	-	-	-	-				
-SC	0	0	0	2	0	2					-SC					0	2	1	3	0	6				
Heritage	-	-	-	-	-	-					Heritage					-	-	-	-	-	-				
Milw -N	4	6	3	6	9	28					Milw -N					7	11	2	8	3	31				
-W	0	2	0	0	1	3					-W					0	2	0	0	0	2				
NCS	-	-	-	-	-	-					NCS					-	-	-	-	-	-				
RI	0	1	0	0	2	3					RI					2	2	0	2	0	6				
SWS	0	0	0	0	0	0					SWS					-	-	-	-	-	-				
UP -N	2	3	5	5	5	20					UP -N					4	4	5	6	1	20				
-NW	0	0	2	4	1	7					-NW					1	0	3	3	0	7				
-W	1	3	0	2	2	8					-W					2	0	2	3	1	8				
SYSTEM	17	37	20	27	27	128					SYSTEM					25	37	24	30	10	126				

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

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

October 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	4	1	0	3	28	2	3	2	1	5	4	4	60
<i>Freight Interference - Peak</i>	1	0	0	0	8	1	1	6	3	5	1	1	10	37
<i>Freight Interference - Off-Peak</i>	5	0	0	0	0	16	7	8	3	11	0	0	31	81
Freight Interference - Total	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Accident	28	1	2	0	0	0	0	0	11	8	0	3	1	54
Passenger Loading	18	32	1	5	0	22	1	0	5	1	36	4	7	132
Lift Deployment	3	1	0	1	0	5	3	1	9	0	12	4	7	46
Obstruction/Debris	17	19	7	10	0	2	1	0	3	2	0	1	3	65
Signal/Switch Failure	9	35	10	4	5	20	6	4	5	4	6	4	15	127
Track Work	31	32	10	8	10	34	3	3	2	3	35	3	12	186
Catenary Failure	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	2	28	4	3	0	3	0	0	0	3	0	2	0	45
Locomotive Failure	15	0	0	0	0	5	0	0	1	4	15	2	11	53
Human Error	17	6	3	3	1	32	4	3	3	2	11	1	6	92
Sick, Injured, Unruly Passenger	3	5	1	1	0	4	1	0	2	0	9	2	6	34
Weather	5	2	0	0	0	2	0	0	0	0	3	1	0	13
Other	2	2	1	1	0	2	0	2	2	6	9	6	7	40
TOTAL TRAINS DELAYED	159	169	41	37	27	176	29	30	51	50	142	38	120	1,069

October - 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	4	3	2	0	0	6	2	1	1	1	3	1	1	26
<i>Freight Interference - Peak</i>	12	0	0	0	7	1	1	2	1	9	1	6	7	48
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	11	5	5	5	21	1	2	19	78
Freight Interference - Total	21	0	0	0	7	12	6	7	6	31	2	7	26	126
Accident	2	2	1	2	0	5	1	0	0	0	1	3	1	19
Passenger Loading	7	7	6	2	0	4	1	0	5	0	13	3	3	52
Lift Deployment	2	0	0	0	0	4	1	1	5	0	2	1	2	18
Obstruction/Debris	9	3	0	1	0	6	4	1	2	1	2	6	4	39
Signal/Switch Failure	22	8	2	1	3	15	8	7	10	3	3	6	6	94
Track Work	25	10	2	8	1	8	5	3	9	4	7	4	9	92
Catenary Failure	0	2	1	2	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	3	4	1	1	0	1	0	0	0	0	0	1	1	12
Locomotive Failure	12	0	0	0	0	6	3	1	8	2	2	3	5	42
Human Error	15	3	2	1	1	7	3	3	7	3	3	4	8	59
Sick, Injured, Unruly Passenger	4	4	1	2	0	2	3	0	2	1	5	6	4	31
Weather	18	7	4	3	1	1	1	0	4	5	8	6	1	60
Other	6	3	1	0	0	1	1	1	14	2	4	4	6	43
TOTAL TRAINS DELAYED	152	56	21	23	14	78	38	26	73	52	55	56	77	720

October 2011 Divergence From October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-1	1	-1	0	3	22	0	2	1	0	2	3	3	34
<i>Freight Interference - Peak</i>	-11	0	0	0	1	0	0	4	2	-4	0	-5	3	-11
<i>Freight Interference - Off-Peak</i>	-4	0	0	0	0	5	2	3	-2	-10	-1	-2	12	3
Freight Interference - Total	-15	0	0	0	1	5	2	7	0	-15	-1	-6	15	-8
Accident	26	-1	1	-2	0	-5	-1	0	11	8	-1	0	0	35
Passenger Loading	11	25	-5	3	0	18	0	0	0	1	23	1	4	80
Lift Deployment	1	1	0	1	0	1	2	0	4	0	10	3	5	28
Obstruction/Debris	8	16	7	9	0	-4	-3	-1	1	1	-2	-5	-1	26
Signal/Switch Failure	-13	27	8	3	2	5	-2	-3	-5	1	3	-2	9	33
Track Work	6	22	8	0	9	26	-2	0	-7	-1	28	-1	3	94
Catenary Failure	0	0	0	-1	0	0	0	0	0	0	0	0	0	-1
Non-Locomotive Equipment Failure	-1	24	3	2	0	2	0	0	0	3	0	1	-1	33
Locomotive Failure	3	0	0	0	0	-1	-3	-1	-7	2	13	-1	6	11
Human Error	2	3	1	2	0	25	1	0	-4	-1	8	-3	-2	33
Sick, Injured, Unruly Passenger	-1	1	0	-1	0	2	-2	0	0	-1	4	-4	2	3
Weather	-13	-5	-4	-3	-1	1	-1	0	-4	-5	-5	-5	-1	-47
Other	-4	-1	0	1	0	1	-1	1	-12	4	5	2	1	-3
TOTAL TRAINS DELAYED	7	113	20	14	13	98	-9	4	-22	-2	87	-18	43	349

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

P:\ONTIME\report\DelaysByCause\6Cats.xls\LastMonthByLine 11/17/2011

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-October 2011**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	31	19	7	9	11	143	19	17	30	20	42	17	25	390
<i>Freight Interference - Peak</i>	76	0	0	0	56	19	27	57	38	61	3	20	61	418
<i>Freight Interference - Off-Peak</i>	74	0	0	0	0	174	108	93	48	173	12	22	274	978
Freight Interference - Total	150	0	0	0	56	193	135	150	86	234	15	42	335	1,396
Accident	154	4	12	11	0	22	67	22	42	21	71	48	39	513
Passenger Loading	219	248	31	113	0	235	85	4	215	5	405	123	182	1,865
Lift Deployment	39	1	0	3	0	43	54	2	107	3	67	14	62	395
Obstruction/Debris	63	34	11	44	0	14	16	4	33	8	26	31	65	349
Signal/Switch Failure	150	121	41	36	39	324	157	66	91	121	65	69	110	1,390
Track Work	292	111	19	31	19	135	184	26	77	11	136	78	102	1,221
Catenary Failure	0	23	6	11	0	0	0	0	0	0	0	0	0	40
Non-Locomotive Equipment Failure	6	67	21	17	0	24	12	1	18	3	17	10	19	215
Locomotive Failure	100	0	0	0	3	102	33	12	99	16	77	82	41	565
Human Error	143	59	11	27	13	102	40	28	48	39	87	49	84	730
Sick, Injured, Unruly Passenger	52	62	8	28	0	35	25	0	35	4	72	35	49	405
Weather	204	145	27	59	13	204	133	52	132	29	187	178	134	1,497
Other	33	14	8	10	1	43	31	6	34	24	72	39	42	357
TOTAL TRAINS DELAYED	1,636	908	202	399	155	1,619	991	390	1,047	538	1,339	815	1,289	11,328

January-October - 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	30	31	12	8	6	54	24	11	19	13	16	12	16	252
<i>Freight Interference - Peak</i>	80	0	0	0	51	14	16	34	16	40	8	17	50	328
<i>Freight Interference - Off-Peak</i>	88	0	0	0	0	79	46	43	41	105	11	18	186	618
Freight Interference - Total	168	0	0	0	51	93	62	77	58	145	20	35	236	946
Accident	75	10	2	13	1	34	27	13	20	6	15	47	27	290
Passenger Loading	56	97	46	34	0	77	41	3	105	1	329	82	49	921
Lift Deployment	18	2	0	1	1	27	18	5	44	2	20	15	21	174
Obstruction/Debris	78	11	5	18	2	35	29	8	22	9	22	42	35	315
Signal/Switch Failure	216	95	21	24	31	149	97	55	79	67	54	64	112	1,064
Track Work	113	52	12	41	6	72	39	10	38	19	80	36	63	582
Catenary Failure	0	23	11	15	0	0	0	0	0	0	0	0	0	49
Non-Locomotive Equipment Failure	25	41	20	12	0	8	5	1	10	4	15	9	13	165
Locomotive Failure	92	2	0	0	2	75	49	18	52	10	20	30	31	381
Human Error	102	37	14	14	9	54	37	16	57	25	72	57	43	537
Sick, Injured, Unruly Passenger	27	49	8	15	1	29	22	3	34	1	34	31	26	280
Weather	95	70	19	20	11	84	54	21	76	26	92	81	64	712
Other	30	29	8	6	2	23	15	8	44	11	33	29	39	277
TOTAL TRAINS DELAYED	1,125	548	180	221	122	815	520	250	658	337	822	571	776	6,946

January-October 2011 Divergence From January-October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	-12	-5	1	5	89	-5	6	11	7	26	5	9	138
<i>Freight Interference - Peak</i>	-4	0	0	0	5	5	11	23	22	21	-5	3	11	90
<i>Freight Interference - Off-Peak</i>	-14	0	0	0	0	95	62	50	7	68	1	4	88	360
Freight Interference - Total	-18	0	0	0	5	100	73	73	28	89	-5	7	99	450
Accident	79	-6	10	-2	-1	-12	40	9	22	15	56	1	12	223
Passenger Loading	163	151	-15	79	0	158	44	1	110	4	76	41	133	944
Lift Deployment	21	-1	0	2	-1	16	36	-3	63	1	47	-1	41	221
Obstruction/Debris	-15	23	6	26	-2	-21	-13	-4	11	-1	4	-11	30	34
Signal/Switch Failure	-66	26	20	12	8	175	60	11	12	54	11	5	-2	326
Track Work	179	59	7	-10	13	63	145	16	39	-8	56	42	39	639
Catenary Failure	0	0	-5	-4	0	0	0	0	0	0	0	0	0	-9
Non-Locomotive Equipment Failure	-19	26	1	5	0	16	7	0	8	-1	2	1	6	50
Locomotive Failure	8	-2	0	0	1	27	-16	-6	47	6	57	52	10	184
Human Error	41	22	-3	13	4	48	3	12	-9	14	15	-8	41	193
Sick, Injured, Unruly Passenger	25	13	0	13	-1	6	3	-3	1	3	38	4	23	125
Weather	109	75	8	39	2	120	79	31	56	3	95	97	70	785
Other	3	-15	0	4	-1	20	16	-2	-10	13	39	10	3	80
TOTAL TRAINS DELAYED	511	360	22	178	33	804	471	140	389	201	517	244	513	4,382

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

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 11/17/2011

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 - Oct	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60			390	3.4%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37			418	3.7%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81			978	8.6%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118			1,396	12.3%
Accident	52	59	28	28	50	75	87	14	66	54			513	4.5%
Passenger Loading	36	47	56	62	134	343	526	335	194	132			1,865	16.5%
Lift Deployment	18	24	17	18	32	55	80	66	39	46			395	3.5%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65			349	3.1%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127			1,390	12.3%
Track Work	28	13	27	56	140	117	257	212	185	186			1,221	10.8%
Catenary Failure	9	4	4	2	4	7	1	1	4	4			40	0.4%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45			215	1.9%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53			565	5.0%
Human Error	57	48	64	58	60	98	88	99	66	92			730	6.4%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34			405	3.6%
Weather	33	915	2	3	32	152	281	61	5	13			1,497	13.2%
Other	18	32	30	26	33	57	51	38	32	40			357	3.2%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069			11,328	100%

2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	286	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	358	5.1%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	625	8.9%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	983	14.1%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	327	4.7%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	890	12.7%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	217	3.1%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	284	4.1%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	1,062	15.2%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	583	8.3%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	35	0.5%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	238	3.4%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	511	7.3%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	438	6.3%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	341	4.9%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	583	8.3%
Other	44	11	12	29	29	27	20	16	13	17	21	27	218	3.1%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652	719	767	6,996	100%

2011 Divergence From 2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Passenger Train Interference	-25	7	12	-4	2	11	40	0	28	33			104	-0.6%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1	-8	23	9	27	-4			60	-1.4%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35	67	61	53	41	15			353	-0.3%
Freight Interference - Total	-2	29	44	24	34	59	84	62	68	11			413	-1.7%
Accident	34	10	13	19	6	24	52	-41	46	23			186	-0.1%
Passenger Loading	-11	13	-6	7	49	184	366	187	98	88			975	3.7%
Lift Deployment	0	10	-1	0	0	25	58	35	19	32			178	0.4%
Obstruction/Debris	4	17	0	-19	9	9	-25	21	26	23			65	-1.0%
Signal/Switch Failure	27	66	-37	-1	-15	82	174	23	-3	12			328	-2.9%
Track Work	14	4	-4	11	20	33	165	142	131	122			638	2.4%
Catenary Failure	2	4	0	2	3	7	-15	1	-3	4			5	-0.1%
Non-Locomotive Equipment Failure	-9	17	1	-29	1	-3	-5	-15	-15	34			-23	-1.5%
Locomotive Failure	57	-3	-14	37	3	-18	-4	-12	27	-19			54	-2.3%
Human Error	3	15	32	29	15	27	51	32	39	49			292	0.2%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11	12	24	2	18	0			64	-1.3%
Weather	-61	874	-1	-23	-3	-160	256	47	3	-18			914	4.9%
Other	-26	21	18	-3	4	30	31	22	19	23			139	0.0%
TOTAL TRAINS DELAYED	18	1,067	38	72	139	322	1,252	506	501	417			4,332	

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

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 11/17/2011

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 November 2009 and October 2011

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Oct-10	9	0	0	0	3	15	15	10	7	18	1	13	16	107
Total	176	1	1	0	68	124	80	139	68	185	31	33	211	1,117
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
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Total	162	0	0	0	66	224	154	173	96	276	19	43	383	1,596

Data for current month is final (11/17/11) 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
	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	1	3																									39	2.38%		
Electric ML	0	0	0	0	0	0	0	0	0	1																									1	0.11%		
Electric BI	0	0	0	0	0	0	0	0	0	0																									0	0.00%		
Electric SC	0	0	0	0	0	0	0	2	0	1																									3	0.75%		
HER	0	0	0	0	0	0	0	0	0	0																									0	0.00%		
Milw N	1	2	0	2	5	9	7	10	2	5																									43	2.66%		
Milw W	0	6	2	4	2	14	12	8	3	3																									54	5.45%		
NCS	0	0	0	0	0	0	0	1	0	1																									2	0.51%		
RI	2	5	8	4	12	11	29	17	10	9																									107	10.22%		
SWS	0	0	0	0	2	0	0	1	0	0																									3	0.56%		
UP N	8	2	2	1	2	11	8	13	8	12																									67	5.00%		
UP NW	0	0	0	0	0	5	1	3	1	4																									14	1.72%		
UP W	2	6	3	7	2	2	10	9	14	7																									62	4.81%		
Total Lift Delays	18	24	17	18	32	55	80	66	39	46																									395	3.49%		
ALL DELAYS																																					11,328	

Data for current month is final (11/17/11) 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
	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%	
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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11/17/2011

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
October 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	31	29	4	3	9	19	4	8	9	10	18	4	40	188
11-15	28	11	6	1	11	6	0	4	2	2	3	3	5	82
16-20	7	16	2	0	0	0	1	1	1	4	7	0	2	41
21+	6	10	0	1	7	0	0	1	4	5	2	0	2	38
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	75	66	12	5	27	26	5	14	16	21	31	7	49	354
Off-Peak **														
6-10	51	72	21	20	0	97	16	9	22	22	67	19	33	449
11-15	20	17	3	6	0	26	6	6	3	1	24	3	21	136
16-20	3	8	1	1	0	10	1	1	4	3	10	3	10	55
21+	9	5	4	5	0	17	1	0	6	3	9	4	7	70
Annulled	<u>1</u>	<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>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>5</u>
Sub-Total	84	103	29	32	0	150	24	16	35	29	111	31	71	715
October 2011 Total														
6-10	82	101	25	23	9	116	20	17	31	32	85	23	73	637
11-15	48	28	9	7	11	32	6	10	5	3	27	6	26	218
16-20	10	24	3	1	0	10	2	2	5	7	17	3	12	96
21+	15	15	4	6	7	17	1	1	10	8	11	4	9	108
Annulled	<u>4</u>	<u>1</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>	<u>2</u>	<u>0</u>	<u>10</u>
TOTAL	159	169	41	37	27	176	29	30	51	50	142	38	120	1,069
2011 Year-to-Date														
6-10	743	589	136	269	71	878	456	194	615	296	695	320	576	5,838
11-15	382	152	29	39	49	377	232	87	207	100	222	164	277	2,317
16-20	166	85	13	31	14	139	119	43	85	50	117	78	143	1,083
21+	283	77	15	51	21	189	165	60	109	82	253	216	240	1,761
Annulled	<u>62</u>	<u>5</u>	<u>9</u>	<u>9</u>	<u>0</u>	<u>36</u>	<u>19</u>	<u>6</u>	<u>31</u>	<u>10</u>	<u>52</u>	<u>37</u>	<u>53</u>	<u>329</u>
TOTAL	1,636	908	202	399	155	1,619	991	390	1,047	538	1,339	815	1,289	11,328
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
October 2011 Total														
6-10	51.6%	59.8%	61.0%	62.2%	33.3%	65.9%	69.0%	56.7%	60.8%	64.0%	59.9%	60.5%	60.8%	59.6%
11-15	30.2%	16.6%	22.0%	18.9%	40.7%	18.2%	20.7%	33.3%	9.8%	6.0%	19.0%	15.8%	21.7%	20.4%
16-20	6.3%	14.2%	7.3%	2.7%	0.0%	5.7%	6.9%	6.7%	9.8%	14.0%	12.0%	7.9%	10.0%	9.0%
21+	9.4%	8.9%	9.8%	16.2%	25.9%	9.7%	3.4%	3.3%	19.6%	16.0%	7.7%	10.5%	7.5%	10.1%
Annulled	<u>2.5%</u>	<u>0.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>0.9%</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%
2011 Year-to-Date Delays By Duration														
6-10	45.4%	64.9%	67.3%	67.4%	45.8%	54.2%	46.0%	49.7%	58.7%	55.0%	51.9%	39.3%	44.7%	51.5%
11-15	23.3%	16.7%	14.4%	9.8%	31.6%	23.3%	23.4%	22.3%	19.8%	18.6%	16.6%	20.1%	21.5%	20.5%
16-20	10.1%	9.4%	6.4%	7.8%	9.0%	8.6%	12.0%	11.0%	8.1%	9.3%	8.7%	9.6%	11.1%	9.6%
21+	17.3%	8.5%	7.4%	12.8%	13.5%	11.7%	16.6%	15.4%	10.4%	15.2%	18.9%	26.5%	18.6%	15.5%
Annulled	<u>3.8%</u>	<u>0.6%</u>	<u>4.5%</u>	<u>2.3%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>1.9%</u>	<u>1.5%</u>	<u>3.0%</u>	<u>1.9%</u>	<u>3.9%</u>	<u>4.5%</u>	<u>4.1%</u>	<u>2.9%</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 (11/17/11) 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>October 2011</i>														
Peak *	12.3	14.2	11.8	11.4	20.9	9.2	9.0	10.6	15.3	17.9	12.0	10.0	9.6	13.0
Off-Peak **	12.9	11.3	16.4	18.0	--	12.4	10.2	10.4	13.4	12.9	11.6	21.1	14.2	13.1
All	12.7	12.4	15.0	17.1	20.9	11.9	10.0	10.5	14.0	15.0	11.7	18.9	12.4	13.0
<i>2011 Year-to-Date</i>														
Peak *	16.8	13.8	11.2	14.4	16.0	14.3	14.7	14.1	13.6	14.5	25.2	22.9	15.5	16.8
Off-Peak **	15.2	12.2	12.4	12.4	--	13.1	17.4	16.1	12.3	14.8	17.9	21.4	17.2	15.3
All	16.0	12.7	12.1	12.7	16.0	13.4	16.7	15.1	12.6	14.7	19.9	22.0	16.8	15.8

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 (11/17/11) version from TOPS.