

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

November 2011



COMMUTER RAIL ON-TIME PERFORMANCE

November 2011

This report presents an analysis of the November 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 November 2011, Metra operated 16,751 scheduled trains, including scheduled "extras", if any. 997 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.0%. 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 November 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 November 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during November 2011. Table 7.b shows the average frequencies over the previous five Novembers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 997 delays systemwide in November 2011, 353 more than the average over the previous five Novembers. Table 8.a shows delays from the beginning of the year through November 2011. Table 8.b shows the average frequencies from the beginning of the year through November 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 November of 2011, a total of 12,325 trains were delayed, compared to 7,715 trains delayed in the same eleven months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In November 2011 freight operations delayed 117 trains systemwide, compared to 62 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 33 trains were delayed by lift deployment in November 2011.

A review of November 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 52.0% of all late trains. Table 13 shows that the average length of delay was 13.2 minutes in November 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
November 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	1,131	55	95.1%	847	38	95.5%	1,978	93	95.3%	115	23	80.0%	90	16	82.2%	2,183	132	94.0%
Elec -ML	942	19	98.0%	714	12	98.3%	1,656	31	98.1%	184	8	95.7%	100	19	81.0%	1,940	58	97.0%
-BI	294	12	95.9%	483	8	98.3%	777	20	97.4%	120	6	95.0%	--	--	--	897	26	97.1%
-SC	<u>357</u>	<u>7</u>	98.0%	<u>777</u>	<u>21</u>	97.3%	<u>1,134</u>	<u>28</u>	97.5%	<u>192</u>	<u>7</u>	96.4%	<u>100</u>	<u>2</u>	98.0%	<u>1,426</u>	<u>37</u>	97.4%
Subtotal	1,593	38	97.6%	1,974	41	97.9%	3,567	79	97.8%	496	21	95.8%	200	21	89.5%	4,263	121	97.2%
Heritage	125	24	80.8%	--	--	--	125	24	80.8%	--	--	--	--	--	--	125	24	80.8%
Milw -N	524	42	92.0%	735	57	92.2%	1,259	99	92.1%	96	15	84.4%	100	4	96.0%	1,455	118	91.9%
-W	<u>565</u>	<u>71</u>	87.4%	<u>651</u>	<u>65</u>	90.0%	<u>1,216</u>	<u>136</u>	88.8%	<u>96</u>	<u>15</u>	84.4%	<u>90</u>	<u>2</u>	97.8%	<u>1,402</u>	<u>153</u>	89.1%
Subtotal	1,089	113	89.6%	1,386	122	91.2%	2,475	235	90.5%	192	30	84.4%	190	6	96.8%	2,857	271	90.5%
NCS	230	47	79.6%	231	28	87.9%	461	75	83.7%	--	--	--	--	--	--	461	75	83.7%
RI	755	8	98.9%	693	25	96.4%	1,448	33	97.7%	80	9	88.8%	80	12	85.0%	1,608	54	96.6%
SWS	230	23	90.0%	399	23	94.2%	629	46	92.7%	24	1	95.8%	--	--	--	653	47	92.8%
UP -N	627	28	95.5%	840	46	94.5%	1,467	74	95.0%	104	14	86.5%	90	8	91.1%	1,661	96	94.2%
-NW	689	29	95.8%	671	22	96.7%	1,360	51	96.3%	98	7	92.9%	75	6	92.0%	1,533	64	95.8%
-W	<u>565</u>	<u>40</u>	92.9%	<u>672</u>	<u>49</u>	92.7%	<u>1,237</u>	<u>89</u>	92.8%	<u>80</u>	<u>15</u>	81.3%	<u>90</u>	<u>9</u>	90.0%	<u>1,407</u>	<u>113</u>	92.0%
Subtotal	1,881	97	94.8%	2,183	117	94.6%	4,064	214	94.7%	282	36	87.2%	255	23	91.0%	4,601	273	94.1%
SYSTEM	7,034	405	94.2%	7,713	394	94.9%	14,747	799	94.6%	1,189	120	89.9%	815	78	90.4%	16,751	997	94.0%

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

Delays data for most recent month is final (12/13/11) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-NOV	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	95.4%	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	94.8%	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	95.1%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0		92.7%	92.7%
	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%
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	97.4%	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	98.2%	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	97.2		96.6%	96.6%
	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%
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	91.2%	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	89.5%	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	91.0%	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	89.0%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8		87.2%	87.2%
	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	90.7%
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	93.8%	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	94.0%	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	95.0%	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	91.9		89.3%	89.3%
	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%
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	96.2%	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	96.0%	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	96.7%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.4%	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	96.0%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1		92.7%	92.7%
	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	96.5%
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	94.6%	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	94.6%	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	95.4%	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	94.9%	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	83.7		90.9%	90.9%
	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	94.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-NOV	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	94.5%	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	96.6		93.8%	93.8%
	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%	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	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	96.6%	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	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.0%	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	92.8		92.0%	92.0%
	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	97.7%	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	95.7%	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	93.3%	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	94.2%	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	94.2		92.3%	92.3%
	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	95.1%	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	97.7%	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	96.0%	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	95.5%	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	96.5%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8		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	96.3%	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	94.3%	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	93.9%	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	95.4%	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	92.0		91.0%	91.0%
	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	96.4%	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	95.8%	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	95.8%	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	94.0		93.4%	93.4%
	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 (12/13/11) version from TOPS.

P:\(ONTIME)\report\Delays&TrainsByServPeriod.xls\OTPhyLine&Month 12/15/2011

'2006-2010 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1225 67% OT	Thu, Nov 03	28	H1	WORKED MIDDLE @CICERO AROUND 1217 W/MECH. FAILURE
		Mon, Nov 07	11	KW	METX191 EXCESSIVE WHEEL SLIP
		Wed, Nov 09	9	C	MOW WORK
		Thu, Nov 10	7	I	SLOW PASSENGER HANDLING
		Wed, Nov 16	18	R1	LATE EQUIPMENT FROM YARD
		Tue, Nov 29	11	R1	DEPARTED 8" LATE DUE TO FLIP FROM 1226
		Wed, Nov 30	7	G1	LATE FLIP FROM 1226, CROSSING ISSUES AND TRACK INDICATIONS @ HIGHLANDS
BNSF	1262 81% OT	Thu, Nov 03	18	H1	DUE TO 1217 MECH. FAILURE
		Fri, Nov 04	8	C	MOW WORK
		Wed, Nov 16	7	R1	LATE FLIP 1225
		Wed, Nov 23	23	E1	LATE FLIP-EMERGENCY EQUIPMENT USED TO ASSUME 1225 SCHEDULE
BNSF	1269 81% OT	Tue, Nov 15	11	DD	FOLLOWING 1259, WAITED @ NAPERVILLE DUE TO 1259 ALREADY HAVING SIGNAL
		Fri, Nov 18	10	R1	HUMAN ERROR TRANSPORTATION, TRAIN AHEAD; FOLLOWING 1267 WITH DS ERROR @ BERWYN
		Tue, Nov 22	9	AM	HELD @ HARRISON ST. FOR 1267 TO DEPART
		Tue, Nov 29	12	D1	DELAYED BY H-BRCNTW1 29 PUTTING TRAIN BACK TOGETHER @ EOLA
BNSF	1273 76% OT	Wed, Nov 09	9	M1	TRESPASSER INCIDENT @ D. GROVE
		Wed, Nov 16	7	A	PASSENGER TRAIN INTERFERENCE
		Tue, Nov 22	14	AM	ROUTED OUT AHEAD OF 1271 FROM CUS, WAITING ON SIGNAL TIME OUT @BERWYN
		Tue, Nov 29	11	GX	CROSSING FAILURE @ MAIN ST., TRAFFIC AHEAD
BNSF	1279 81% OT	Wed, Nov 30	8	H1	DELAYED BY 1267 MECH. ISSUE,HOLDING BEHIND 1279 & 1277 HANDLING PASSENGERS
		Thu, Nov 03	12	DD	SIGNAL MALFUNCTION, AFTER FURTHER INVESTIGATION FOUND TO BE DISPATCHER ERROR
		Tue, Nov 22	14	AM	LATE FLIP FROM 1278, FOLLOWING 1271 DUE TO EARLIER ROUTING ISSUES
		Tue, Nov 29	6	GX	CROSSING FAILURE @ MAIN ST., TRAFFIC AHEAD
BNSF	1281 81% OT	Wed, Nov 09	123	M1	TRESPASSER INCIDENT
		Tue, Nov 15	9	C1	RAIL GRINDER FAILED TO CLEAR @ AURORA
		Tue, Nov 29	7	GX	CROSSING FAILURE @ MAIN ST., TRAFFIC AHEAD
		Wed, Nov 02	8	U	MULTIPLE ADA LOAD/UNLOAD.
BNSF	1373 81% OT	Wed, Nov 09	7	M1	TRESPASSER INCIDENT
		Tue, Nov 15	12	CC	RAIL GRINDER FAILED TO CLEAR @ AURORA
		Tue, Nov 29	8	GX	5" LATE DEPARTING CUS, LATE FLIP FROM 1284, CROSSING FAILURE @ MAIN ST.
		Wed, Nov 30	10	E1	FOLLOWING 1283 WITH MECH ISSUES METX 205
HC	917 67% OT	Mon, Nov 07	7	CC	7" "SLOW ORDERS."
		Tue, Nov 08	6	CC	5" "SLOW ORDERS," 2" "CROSS TRAFFIC," JUD.
		Wed, Nov 09	12	D	5" #2-142-08 CLEARING LEMOYNE; 2" FRT TRN INT, CP CANAL/ARGO; 4" S/O; 1" NO REASON GIVEN.
		Fri, Nov 11	17	RA	16" AIR LINE.
		Mon, Nov 14	11	D	2" "STOP SIGNAL," CORWITH; 5" CP #245 CLEARING LEMOYNE; 4" S/O.
		Tue, Nov 15	15	D	15" HELD 47XOVER FOR CN #M393 (SHOVING INTO GLEN YD) TO CLEAR.
		Mon, Nov 21	12	D	12" "TRAFFIC AHEAD," LEMOYNE AND "FOLLOWING SAME INTO YARD;" 2"S/O.
HC	918 76% OT	Wed, Nov 02	12	CC	10" SLOW ORDERS; 2" NO REASON GIVEN.
		Thu, Nov 03	13	CC	1" 10 MPH, MP36.64; 3" 25 MPH, MP21.0-19.80; 4" 25MPH SLOW ORDER 10 MPH, JUSTICE-MP13.0; 1" 25MPH, MP7.9; 6" WAITING INSTRUCTIONS FORMAN
		Fri, Nov 11	8	C	1" 10 MPH, MP36.64 1" 30 MPH, MP21.8; 8" 25MPH, MP15.5-15.1; 10MPH THROUGH X/O, JUSTICE; 1" 25MPH, MP13.1.
		Tue, Nov 15	6	CC	12" S/O ENROUTE.
HC	921 81% OT	Tue, Nov 29	9	RF	10"WAITING FOR LINE-UP, CP CANAL/ARGO.
		Tue, Nov 01	9	CC	5" 25 MPH & SIGNAL WAIT FOR CN TO CALL, MP7.9; 6" CORWITH; 4" 25MPH, MP13-15.40; 10 MPH, MP15.10; 1" 45MPH, 28.4-29; 1" 10 MPH, 36.64.
		Mon, Nov 07	8	D1	5" WAITING FOR 919 AT JUD
		Wed, Nov 09	7	RF	10" "WAITING FOR INSTRUCTIONS FROM CN DISP," CP CANAL/ARGO; 3" S/O; 1: GX PROCEDURES (NO LOCATION); 2" "CROSS TRAFFIC," JUD.
MN	2121 76% OT	Wed, Nov 30	41	RF	29" "WAITING RO RECEIVE SLOW ORDER" FROM CN DISP, 45XOVER; 16" WHISTLE FAILED ENROUTE AND NO DELAY FOR S/O "OVER ALL GRADE CROSSINGS."
		Wed, Nov 02	8	D	8" FRT TRN INT, CP/WC XING.
		Fri, Nov 04	11	I	9" HEAVY ENTRAINING, ENROUTE.
		Wed, Nov 16	7	U	4" ADAS, MORTON GROVE AND LIBERTYVILLE; 4" FRT TRN INT, CP/WC XING.
		Mon, Nov 21	10	D	3" SIG DROPPED, TOWER A2; 4" FRT TRN INT, CP/WC XING; 3" EN- TRAINING ENROUTE.
Wed, Nov 23	9	D	5" FRT TRN INT, CP/WC XING; 4" ENTRAINING ENROUTE.		

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2128	Tue, Nov 01	8	M1	3" LATE TURN OF DELAYED #2103; 5" MEETING DELAYED #2107, GRAYS-LAKE.	
		81% OT	Wed, Nov 02	15	G	4" LATE TURN OF DELAYED #2103; 10" SIG DROPPED, RONDOUT; 6" SLOW ENTRAINING/DETRAINING ENROUTE.
			Thu, Nov 03	10	A1	12" LATE ARRIVAL CHANGE ENDS, FOX LAKE.
			Mon, Nov 14	20	G1	20" MEETING DELAYED #2107, GRAYSLAKE.
MN	2129	Wed, Nov 02	6	E1	6" LATE TURN OF DELAYED #2138; 3" S/O, MP 8.2; 3" "STOP" SIG, CP/WC XING; 3" ADA, GRAYSLAKE.	
		71% OT	Fri, Nov 04	9	AD	8" WAITING ON EQUIPMENT COMING OUT FROM WACY; 3" STOP SIGNAL , MAYFAIR; 5" 2 ADA'S, GRAYSLAKE.
			Tue, Nov 08	12	D	6" UP PSGR TRN INT, MAYFAIR; 15" FRT TRN INT/NCS #109 CLEARING CP/WC XING.
			Wed, Nov 09	32	G	5" "LATE EQUIPMENT," CUS; 2" ADA ON, MAYFAIR/OFF, LIBERTVILLE; 32" SW FAILURE, RONDOUT.
			Thu, Nov 17	6	A	2" ADA, GRAYSLAKE; 8" WAITING ON #109, CN XING.
			Wed, Nov 30	11	K	6" TWO ADAS, GRAYSLAKE; 12" CAR STUCK ON TRKS, JEFFERSON ST (INGLESIDE).
MN	2131	Wed, Nov 02	12	E1	12" DELAYED #2129 AHEAD.	
		81% OT	Thu, Nov 03	9	M1	9" HELD FOR LATE #109, CN XING, WAITING FOR NCS TRAINS (SPAULDING DERAILMENT)
			Tue, Nov 08	6	D1	8" DELAYED #2129 AHEAD.
			Wed, Nov 09	28	G	30" SW FAILURE, RONDOUT/DELAYED #2129 AHEAD.
MN	2135	Wed, Nov 02	8	AM	2" S/O, GRAYLAND; 10" AMTRAK #339 AHEAD, MORTON GROVE-GLENVIEW.	
		81% OT	Thu, Nov 03	0	M1	ANNULLED
			Wed, Nov 09	18	G	3" UP PSGR TRN INT, MAYFAIR; 12" SW FAILURE, RONDOUT; 4" FRT TRN INT, CP/WC XING.
			Wed, Nov 30	18	G	17" SW FAILURE, RONDOUT; 4" WALKING SPEED BY JEFFERSON ST (INGLESIDE).
MN	2139	Wed, Nov 02	7	AM	2" "TRAIN AHEAD," GRAYLAND; 8" "STOP SIGNAL," MORTON GROVE; 3" ADA, LIBERTYVILLE.	
		81% OT	Wed, Nov 09	16	G1	9" DELAYED #2135 AHEAD; 3" ADA, LIBERTYVILLE; 4" "STOP," MILWAUKEE AVE (LIBERTYVILLE); 4" FRT TRN INT, CP/WC XING.
			Thu, Nov 10	8	AM	5" FOLLOWING TRAINS, ENROUTE; 3" ADA, LIBERTYVILLE.
			Wed, Nov 30	20	G1	10" MEETING #2152, DEERFIELD; 10" WALKING SPEED BY JEFFERSON ST(INGLESIDE).
MN	2140	Tue, Nov 15	11	RA	8" WRONG LINE-UP, CUS; 5" ENTRAINING ENROUTE.	
		81% OT	Wed, Nov 23	12	I	7" WAIT FOR #2119, GRAYSLAKE; 10" SLOW ENTRAINING, ENROUTE.
			Fri, Nov 25	8	U	3" ADA ON, FOX LAKE; 5" HEAVY ENTRAINING ENROUTE.
			Wed, Nov 30	8	A	5" STOP SIGNAL, MAYFAIR; 2" ADA, LK FOREST-CUS.
MN	2141	Wed, Nov 09	11	G1	11" DELAYED #2139 AHEAD.	
		81% OT	Thu, Nov 10	49	G	20" LOCO 424 LOST HEP ENGINEER PUT LOCO IN BYPASS, CREW HAND OPERATE DOORS, MORTON GF NORTHBROOK; 29' SWITCH FAILURE HAND LINE, RONDOUT.
			Mon, Nov 21	8	E	2" ADA, EDGEBROOK; 6" MECHANICAL PROBLEMS ENG 614, LIBERTYVILLE-FOX LAKE.
			Wed, Nov 30	17	G1	4" #2241 AHEAD FROM CUS; 13" DELAYED #2139 AHEAD/WALKING SPEED BY JEFFERSON ST (INGLESIDE).
MN	2156	Thu, Nov 03	11	M1	11" WAITING FOR #2143 TO CLEAR, FOX LAKE, INDIRECTLY RELATED TO SPAULDING DERAILMENT ON THE MWD-WEST LINE	
		62% OT	Wed, Nov 09	9	G1	17" MEETING DELAYED #2143, FOX LAKE.
			Thu, Nov 10	18	G1	22" LATE TURN FROM #2147, GRAYSLAKE.
			Mon, Nov 14	13	A	16" MEETING #2143, FOX LAKE; 5" RULE 6.30 W/CP #183, GOLF AND MORTON GROVE.
			Tue, Nov 15	9	A	14" MEETING #2143, FOX LAKE; 3" STOP SIGNAL, A-5.
			Tue, Nov 22	7	A	4" WAITIGN FOR #2143 TO CLEAR MAIN, FOX LAKE; 3" HOLDING OUT OFMORTON GROVE, CP183.
			Wed, Nov 23	8	I	5" NO REASON GIVEN, FOX LAKE; 3" "HOLDING FOR AMTRAK #341" (NO LOCATION GIVEN); 10" SLOW DETRAINING ENROUTE.
			Tue, Nov 29	11	A	18" MEETING #2143, FOX LAKE; 4" MEETING CP183.MORTON GROVE.
MW	2203	Thu, Nov 03	0	XM	ANNULLED SPAULDING DERAILMENT	
		81% OT	Fri, Nov 04	30	M1	30" LATE TURN OF EQUIPMENT, CUS.
			Thu, Nov 10	30	C	30" BROKEN RAIL, SPAULDING.
			Tue, Nov 15	8	R	2" HELD FOR NORTHLINE, MADISON ST; 1" HELD BY TRAIN, MARS; 1" 40MPH, SPAULDING; 4" STUDENT ENGINEER, ALL STOPS.
MW	2205	Thu, Nov 03	0	XM	CN DERAILMENT	
		81% OT	Fri, Nov 04	11	M1	11" ACCY CN DERAILMENT ON 11-3, SPAULDING.
			Thu, Nov 10	14	C1	14" LATE TURN FROM #2206; HELD FOR #2226, SPAULDING.
			Mon, Nov 28	7	AA	4" RULE 6.30; 3" DARK SIG, MP 38.0.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MW	2212 81% OT	Thu, Nov 03	0	XM	CN DERAILMENT
		Fri, Nov 04	21	M1	21" ACCT CN DERAILMENT ON 11-3-11, SPAULDING.
		Tue, Nov 29	14	GA	14" SW #521 FAILED, LAKE ST.
		Wed, Nov 30	14	A1	14" RED SIGNALS, TRAIN AHEAD; A-5 -CUS.
MW	2214 81% OT	Thu, Nov 03	0	XM	CN DERAILMENT
		Fri, Nov 04	20	M1	20" ACCT CN DERAILMENT ON 11-3-11, SPAULDING.
		Thu, Nov 10	6	C	6" BROKEN RAIL, SPAULDING.
		Tue, Nov 29	11	GA	11" SW #521 FAILED, LAKE ST.
MW	2216 76% OT	Thu, Nov 03	0	XM	CN DERAILMENT
		Fri, Nov 04	22	M1	22" ACCT CN DERAILMENT ON 11-3-11, SPAULDING.
		Tue, Nov 08	7	U	4" ADAS, BARTLETT & SCHAUMBURG; 3" ENTRAINING ENROUTE.
		Thu, Nov 10	8	C	8" BROKEN RAIL, SPAULDING.
MW	2220 76% OT	Thu, Nov 03	0	XM	CN DERAILMENT
		Fri, Nov 04	40	M1	40" ACCT CN DERAILMENT ON 11-3-11, SPAULDING.
		Thu, Nov 10	22	C	22" BROKEN RAIL, SPAULDING.
		Fri, Nov 18	12	RF	5" WRONG LINEUP & SWITCH FAILURE, W. ROSELLE; 3" PROTECT AGAINST OPPOSING TRAINS, ENROUTE; 4" RED SIGNAL #110 RUNNING AHEAD #2 & #2220
MW	2233 81% OT	Tue, Nov 29	17	GA	17" DELAYED TRN(S) AHEAD FROM TOWER A5 (ACCT SW #521 FAILURE, LAKE ST).
		Tue, Nov 01	7	A1	7" TRAIN AHEAD.
		Fri, Nov 04	15	M1	15" SINGLE TRACKING ACCT CN DERAILMENT, SPAULDING-B35.
		Wed, Nov 09	9	G1	10" DELAYED #2231 AHEAD.
MW	2235 76% OT	Thu, Nov 10	19	AM	20" FOLLOWING #2231, ENROUTE, WRONG LINE UP.
		Thu, Nov 03	0	XM	CN DERAILMENT
		Fri, Nov 04	15	M1	15" SINGLE TRACKING ACCT CN DERAILMENT, SPAULDING-B35.
		Tue, Nov 08	7	A	7" "FOLLOWING TRAIN AHEAD."
MW	2242 76% OT	Thu, Nov 10	30	AM	20" FOLLOWING #2233, ENROUTE; 15" WAITING FOR #2248 TO CLEAR, SPAULDING.
		Wed, Nov 23	12	I	12" "MAKING ADDITIONAL STOPS DUE TO HOLIDAY SCHEDULE."
		Thu, Nov 03	21	M1	21" ACCT CN DERAILMENT @ SPAULDING FOLLOWING SHUTTLE TRAINS, ENROUTE.
		Mon, Nov 14	14	RF	14" "STOP SIGNAL," TOWER B17.
MW	2248 71% OT	Fri, Nov 18	11	I	2" ADA, BARTLETT; 14" SLOW ENTRAINING, ENROUTE.
		Wed, Nov 23	7	I	7" HEAVY ENTRAINING ENROUTE.
		Fri, Nov 25	7	I	6" HEAVY ENTRAINING ENROUTE; 1" NO REASON GIVEN.
		Thu, Nov 03	7	M1	7" ACCT CN DERAILMENT @ SPAULDING FOLLOWING SHUTTLE TRAINS, ENROUTE.
NCS	102 81% OT	Fri, Nov 04	19	M1	19" SINGLE TRACKING ACCT CN DERAILMENT, SPAULDING-B35.
		Mon, Nov 07	7	A	4" WAITING FOR TRAIN #2237, B35; 3" SLOW ENTRAINING, ENROUTE.
		Tue, Nov 08	9	A	9" MEETING #2237, B35.
		Wed, Nov 09	10	G1	8" MEETING #2237, B35; 4" RULE 6.30 ENROUTE.
		Mon, Nov 14	15	A	5" MEETING #2237, B35; 10" RULE 6.30 ENROUTE; 5" OPERATED MT2, B12-GALEWOOD (CP FRT BLOCKING MT3 AT B12).
NCS	106 76% OT	Thu, Nov 03	12	M1	12" ACCT CN DERAILMENT, SPAULDING (MADE LOCAL STOPS FROM RIVER GROVE).
		Mon, Nov 07	11	A	2" FARE DISPUTE, ROUND LK BEACH; 1" "PSGR WITH QUESTIONS." WHEELING; 7" UP PSGR TRN INT, DEVAL; 2" PSGR TRN INT, B12.
		Thu, Nov 10	9	D	6" N/B FREIGHT, GRAYSLAKE; 4" X-TRAFFIC, DEVAL; 3" X-TRAFFIC, A2.
		Tue, Nov 29	50	M1	50" DELAYED #100 AHEAD.
NCS	108 76% OT	Thu, Nov 03	8	M1	3" UP PSGR TRN INT, DEVAL; 12" ACCT CN DERAILMENT, SPAULDING (MADE LOCAL STOPS FROM RIVER GROVE).
		Fri, Nov 04	0	XM	ANNULLED ACCT CN DERAILMENT AT SPAULDING.
		Wed, Nov 09	6	A	3" UP PSGR TRN INT, DEVAL; 2" PSGR TRN INT, B12; 3" UP PSGR TRNINT, TOWER A2; 3" "NEAR [HIT] WITH [TAXI] CAB, CANAL ST.
		Tue, Nov 29	26	M1	26" DELAYED #104 AHEAD.
NCS	108 76% OT	Wed, Nov 30	6	E1	OPERATED ON #108'S SCHEDULE MAKING ALL STOPS ACCT LOCO PROBS ON#106.
		Thu, Nov 03	12	M1	2" S/O, MP 39.05; 2" ADA ON, BUFFALO GROVE; 21" ACCT CN DERAILMENT, SPAULDING (MADE LOCAL STOPS FROM RIVER GROVE).
		Fri, Nov 04	15	M1	2" ADA ON, BUFFALO GROVE; 13" "MAKING ALL STOPS" (ACCT CN DERAILMENT, SPAULDING AND ANNULLMENT OF #106); 4" PSGR TRN INT, B12.
		Thu, Nov 10	8	D	8" FRT TRN INT, ANTIOCH CY; 1" GX PRO, MP 47.63; 3" S/O ENROUTE; 4" ADA ON AND A PSGR INJURY BUFFALO GROVE.
NCS	108 76% OT	Tue, Nov 29	27	M1	29" DELAYED #106 AHEAD.
		Wed, Nov 30	0	XE	ANNULLED. ACCT LOCO PROBS. (TRN #106'S EQUIP RAN ON #108'S SCHEDULE MAKING ALL STOPS.)

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	109	Thu, Nov 03	19	M1	12" MADE ALL LOCAL STOPS, CUS-RIVER GROVE; 2" RED SIGNAL X- TRAFFIC,DEVAL; 2" ADA, WHEELING.	
		Tue, Nov 08	13	D	6" S/O, MP 17.11-20.0; 8" FRT AHEAD, LEIGHTON-GRAYSLAKE.	
		Tue, Nov 15	10	CC	7" MOW, BELMONT AVE; 3" UP PSGR TRN INT, DEVAL; 3" WAITING FOR LINE-UP, MUNDELEIN.	
		Wed, Nov 30	22	D	20" MEETING #118, PRAIRIE VIEW; 7" FRT AHEAD, ROUND LK-LK VILLA	
NCS	110	Thu, Nov 03	15	M1	15" ACCT CN DERAILMENT, SPAULDING (MADE LOCAL STOPS FROM RIVER GROVE).	
		Fri, Nov 04	8	M1	8" DELAYED #108 AHEAD; 3" UP PSGR TRN INT, DEVAL.	
		Mon, Nov 14	10	A	6" "FOLLOWING NCD #108," 2" RESTRICTING/APPROACH, LEIGHTON AND DEVAL; 2" RESTRICTING, TOWER A5.	
		Tue, Nov 15	7	A	2" "FOLLOWING #108," ANTIOCH; 4" UP PSGR TRN INT, DEVAL; 1-1/2"WRONG LINE-UP, LAKE ST.	
		Tue, Nov 29	30	M1	30" DELAYED #108 AHEAD.	
Wed, Nov 30	8	H	11" ANGLE COCK CLOSED ON [A] COACH," ANTIOCH.			
NCS	111	Wed, Nov 02	12	D	12" FRT AHEAD, LEIGHTON-ROUND LAKE BEACH.	
		Thu, Nov 03	0	XM	ANNULLED ACCT CN DERAILMENT, SPAULDING.	
		Thu, Nov 10	13	AM	9" LATE EQUIP WACY BLOCKED BY AMTK 338; 3" PSGR TRN INT, A5; 2"2" D/O PSGRS, BUFF GRV (GOT ON WRONG TRN, OHARE); 3" UP PSGR TRN INT, DEVAL.	
		Wed, Nov 30	11	D1	11" DELAYED #109 AHEAD.	
NCS	113	Wed, Nov 02	9	G	3" WAITING FOR LINE-UP, CUS; 8" RESTRICTING SIGS, PROSPECT HTS AND MUNDELEIN RESTRICTED SIGNALS DUE TO FOLLOWING NCS111	
		Thu, Nov 03	20	M1	20" MADE ALL STOPS, WESTERN AVE-ANTIOCH; 3" 529A, LEE ST.	
		Tue, Nov 15	11	D	11" FR TRN INT, RAM.	
		Wed, Nov 30	11	D1	11" DELAYED #111 AHEAD.	
NCS	117	Tue, Nov 01	12	C	12" RESTRICTED SPEED, LOMOND-ROUND LK. (TRK DAMAGE DUE TO CN FRT DRAGGING A CAR ON MT1).	
		Thu, Nov 03	13	M1	15" MADE ALL LOCAL STOPS, WESTERN AVE-RIVER GROVE; 4" 529A, LEEST.	
		Fri, Nov 11	9	C	9" SPEED RESTRICTIONS, ENROUTE.	
		Mon, Nov 14	9	G	4" "STOP SIGNAL," B12; 6" FLAGGING GRAYSLAKE.	
		Fri, Nov 18	8	A	14" STOP SIGNAL X-TRAFFIC, DEVAL.	
		Tue, Nov 29	15	G	5" UP PSGR TRN INT, DEVAL; 13" HAND-LING SW, RAM.	
		Wed, Nov 30	15	G	16" HAND-LINING SW, RAM.	
NCS	118	Thu, Nov 03	8	M1	2" LATE TURN FROM #107, ANTIOCH; 2" 529 A, LEE ST; 3" STOP SIGNAL HOLD FOR #115, JCT 19; 2" STOP SIGNAL, DEVAL.	
		Wed, Nov 09	7	RF	7" "STOP SIGNAL," DEVAL; 1" S/O MP 23.4.	
		Mon, Nov 14	6	C	8" "COPY TGBO #N4076," FRANKLIN PARK.	
		Tue, Nov 15	12	D	11" WAITING FOR PSGR (BLOCKED BY FRT) TO CROSS TRKS; 1" NO REASON GIVEN.	
		Fri, Nov 18	12	D	15" FRT TRN INT, GRAYSLAKE; 2" SLOW ENTRAINING, MUNDELEIN.	
RI	508	Thu, Nov 03	6	U	6" ADA'S NEW LENOX, BI & 35TH ST.	
		Fri, Nov 11	9	A	6" HOLDING FOR #507, BI; 2" ADA, 107TH ST.; SLOW ENTRAINING, ENROUTE.	
		Fri, Nov 25	10	I	12" HEAVY ENTRAINING ENROUTE.	
		Mon, Nov 28	6	V	3" INSPECTING TRN, 35TH (REPORTED SMOKE FROM WHEELS ON LOCO); 3" NO REASON GIVEN.	
SWS	806	Wed, Nov 09	9	G	10" MEETING DELAYED #803/FLAGGING, ASHBURN; 4" MEETING #805, 21ST.	
		Thu, Nov 10	10	G	2" FLAGGED & RESTRICTED SPEED DUE TO PLANT FAILURE @ CHGO RIDGE, PALOS; 3" FLAGGED, CHGO RIDGE.	
		Fri, Nov 11	20	F	26" LATE DEPARTING ACCT SETTING OUT B/O CAR, MANHATTAN.	
		Thu, Nov 17	20	G1	17" WAITING FOR #803 TO CLEAR; 11" #5 SWITCH FAILING, ENROUTE.	
SWS	808	Thu, Nov 10	8	G	2" FLAGGED DUE TO PLANT FAILURE, CHGO RIDGE; 6" NO REASON GIVEN.	
		Fri, Nov 11	8	F1	8" LATE DEPARTURE ACCT #806 AHEAD, 179TH.	
		Wed, Nov 16	6	V	8" HEP LOSS, OAK LAWN, WRIGHTWOOD, CP518, 21ST.	
		Wed, Nov 30	7	G	3" SW FAILURE, CP 518.	
SWS	823	Mon, Nov 07	6	KW	6" WHEEL SLIP ACCT WET LEAVES ON RAILS.	
		Thu, Nov 10	7	AM	5" TRAFFIC, LUMBER ST; 3" SLOW ORDER, BLET JCT.	
		Fri, Nov 11	6	J	8" WAITING FOR POLICE TO REMOVE PASSENGER, OAK LAWN.	
		Mon, Nov 28	6	G1	5" MEETING DELAYED #834, BELT JCT; 1" NO REASON GIVEN.	
UPN	321	Wed, Nov 02	6	CC	6" SINGLE TRACKING (MOW), CY-RP, FORM B (MP 20.4-20.6) AND GX [RPCEDIRES, MP 19.11.	
		Mon, Nov 07	10	J	12" MEDICAL EMERGENCY, WILMETTE.	
		Wed, Nov 09	6	CC	3" PSGR LEFT BAGS/CHILD ON TRN (THEN BOUGHT TICKETS), OTC; 3" S/O, MP 7.25-8.0.	
		Thu, Nov 10	8	CC	8" SINGLE TRACK(SURFACING & BRUSH CUTTING) RAN TRK 2 & RESTRICTSPEED, WK-MP24.5.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPN	338	Fri, Nov 04	9	L	9" SLOW ENTRAINING & 2 ADA'S, HIHGLAND PK & DAVIS ST; HEAVY ENTRAINING, GREAT LAKES; WENT INTO EMERGENCY STOP ACCT POSSIBLE SUICIDE, RAVE	
		81% OT	Mon, Nov 07	18	J	18" MEDICAL EMERGENCY (PSGR FELL ON TRK), RAVINIA.
		Thu, Nov 17	12	U	12" 4 ADA'S, ENROUTE; HEAVY ENTRAINING, LAKE FOREST, WILMETTE & DAVIS ST.	
		Wed, Nov 23	10	I	10" ONE ADA ENROUTE AND HEAVY ENTRAINING (GRT LAKES-LK FOREST, HIGHLAND PK, GLENCOE AND EVANSTON/DAVIS).	
UPN	347	Wed, Nov 02	8	II	6" DELAYED #345 AHEAD.	
		57% OT	Thu, Nov 03	7	J1	7" #345 AHEAD.
		Mon, Nov 07	7	KW	7" DELAYED #345 AHEAD.	
		Tue, Nov 08	7	KW	7" DELAYED #345 AHEAD.	
		Wed, Nov 09	7	KW	7" S/O, MP 7.25-8.0 AND DELAYED #345 AHEAD.	
		Thu, Nov 10	7	K1	7" #345 AHEAD TO WK.	
		Tue, Nov 15	7	KW	7" DELAYED #345 AHEAD FROM RP.	
		Mon, Nov 21	6	II	6" DELAYED #345 AHEAD.	
Tue, Nov 22	6	II	6" DELAYED #345 AHEAD.			
UPN	348	Thu, Nov 03	14	C1	10" LATE TURN FROM #329, WAUKEGAN; 4" NO REASON GIVEN.	
		76% OT	Fri, Nov 04	7	I	7" SLOW ENTRAINING, GREAT LAKES, HIHGLAND PARK, WILMETTE & DAVIS ST.
		Tue, Nov 08	14	U	14" ADA ON, GREAT LAKES/OFF (W/LIFT PROBS), BRAESIDE AND SLOW ENTRAINING (WILMETTE & ROGERS PK).	
		Fri, Nov 18	6	I	6" HEAVY ENTRAINING, LK BLUFF, LK FOREST, HIGHLAND PK, WILMETTE, DAVIS ST; HEAVY DETRAINING, RAVENSWOOD & CLYBOURN; PSGR REMOVAL, CLYBOURN.	
		Mon, Nov 28	7	V	5" "RED BATTER LIGHT ON IN CAB CAR FOR POWER," WAUKEGAN (MET CAR FOREMAN TO CHECK LIGHT, GLENCOE); 2" GX PROCEDURES, MP 24.82.	
UPN	356	Fri, Nov 04	8	I	8" SLOW ENTRAINING, ZION, WAUKEGAN, GREAT LAKES, LAKE BLUFF, LAKE FOREST, HIHGLAND PARK & DAVIS; SLOW DETRAINING, RAVENSWOOD & CY.	
		67% OT	Wed, Nov 09	11	I	5" "LATE TURN #335" (NO DELAY SHOWN FOR #335); 6" ENTRAINING/ DETRAINING (WAUK, LK FOREST, HIGH PK, BRAESIDE, EVANS/DAVIS, RAV & CLYBOURN).
		Fri, Nov 11	9	I	9" SLOW ENTRAINING, LAKE FOREST, HIGHLAND PK, GLENCOE, WINNETKA, INDIAN HILL & WILMETTE; SLOW DETRAINING, RAVENSWOOD & CLYBOURN; 6.30, FT. S	
		Wed, Nov 16	7	CC	7" S/O, MP 39.6-38.9, RULE 6.30 (WAUK, FT SHER, HIGH PK & GLEN-COE) & SLOW EN/DETRAINING (LK BLUFF, LK FOREST, HIGH PK, DAVIS, RAV & CLY).	
		Fri, Nov 18	8	I	8" LATE DEPARTURE ACCT SLOW ENTRAINING(3"); 6.30 FT. SHERIDAN, HIGHLAND PK, GLENCOE & WILMETTE; SLOW ENTRAINING, WAUKEGAN,GR.LKS, LK BLUFF,	
		Wed, Nov 23	6	I	5" SLOW ENTRAINING, KENOSHA; 1" SLOW ENTRAINING (ZION, WAUKEGAN, GREAT LAKES AND HIGHLAND PK).	
Wed, Nov 30	9	U	9" SLOW ENTRAINING (LK BLUFF, LK FOREST, HIGHLAND PK & EVANS/ DAVIS (W/ADA) AND RULE 6.3 (FT SHERIDAN, HIGHLAND PK, GLENCOE & WILMETTE).			
UPW	10	Wed, Nov 09	33	B1	33" DISP LOST CONTROL OF TURNER (#ZPDG2-6 CAUGHT DUCT WORK FOR SW HEATER-LEFT TRK LIGHT ON). HIGHBALLED WINFIELD-ELMHURST, THEN LOCAL BEYOND	
		81% OT	Wed, Nov 16	6	A	6" #2202 CLEARING AHEAD, TOWER A2.
		Mon, Nov 21	14	D	14" #Y314-20 CLEARING 25TH AVE.	
		Fri, Nov 25	15	K	31" CAR STUCK ON TRKS EAST OF W CHICAGO DEPOT. HIGHBALLED TO MAYWOOD, THEN KEDZIE.	
UPW	18	Wed, Nov 09	29	B1	29" DELAYED #16 AHEAD.	
		81% OT	Fri, Nov 11	8	G	8" FLAGGED BY SIGNAL #4 BROKEN CONTACT IN SIGNAL MACHINE @ CN JB TOWER, WASHINGTON ST.
		Fri, Nov 25	29	V	29" LOST HEP, NW JCT (STOP BUTTON WAS ACCIDENTALLY PUSHED IN CAB CAR).	
		Tue, Nov 29	10	F	10" CONTINUOUS HIGH-SPEED WHISLTE. CUT-OUT TRN CONTROL AND RAN ON BLOCKS, PECK-PARK	
UPW	36	Wed, Nov 02	7	U	7" MEETING #15, PECK AND TWO ADAS ENROUTE.	
		71% OT	Thu, Nov 03	7	U	7" 3 ADA'S & SLOW ENTRAINING, GLEN ELLYN & LOMBARD.
		Fri, Nov 04	7	I	7" SLOW ENTRAINING, GLEN ELLYN & VILLA PARK; ADA, VILLA PARK; WAITED FOR #15 TO X/O, CPY038.	
		Tue, Nov 08	7	G1	3" LATE TURN OF DELAYED #13; 4" NO REASON GIVEN.	
		Mon, Nov 21	7	AD	7" TWO ADAS ENROUTE AND FOLLOWING METRA #141 LITE POWER AHEAD, WHEATON-OTC.	
		Tue, Nov 22	7	GX	7" MEETING #15, PECK; ONE ADA (NO LOCATION), GX PROCEDURES, MP 33.05 AND PSGR TRN INT, TOWER A2.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UPW 71% OT	38	Wed, Nov 09	15	B1	13" LATE TURN OF DELAYED #15; 2" ADA ENROUTE.
		Fri, Nov 11	6	G	6" FLAGGED BY SIGNAL #4 BROKEN CONTACT ON SIGNAL MACHINE @ CN JB TOWER, WASHINGTON ST.
		Mon, Nov 14	23	J	23" FARE DISPUTE/ASSAULT OF CONDUCTOR, COLLEGE AVE.
		Wed, Nov 23	6	J	7" "POLICE SEARCHED THE TRAIN LOOKING FOR A SUSPECT," ELBURN.
		Tue, Nov 29	6	U	7" SLOW ENTRAINING, LOMBARD; ADA, BELLWOOD AND #636 CLEARING AHEAD, NW JCT.
		Wed, Nov 30	10	D	10" SLOW ENTRAINING (GLEN ELLYN & LOMBARD) AND OPERATED MT2, LOMBARD-PARK (#MCBRP-29 YARDING AHEAD).
UPW 76% OT	44	Thu, Nov 10	8	C	8" RAN TRK 2, LOMBARD- ELMHURST & MAYWOOD; ENTRAINING, MAYWOOD.
		Fri, Nov 11	10	CC	10" ADA'S, GENEVA & COLLEG AVE; 2 FORM B'S, ENROUTE.
		Wed, Nov 16	13	D	13" MET #29, PARK (SINGLE TRACKING AROUND DISABLED #CCRBR-16).
		Fri, Nov 18	6	I	6" SLOW ENTRAINING, GENEVA, GLEN ELLYN; WAITED FOR BOARD TO BE CLEARED ON FORM B, ENROUTE.
		Fri, Nov 25	16	I	16" HEAVY ENTRAINING, GENEVA-ELMHURST.
UPW 71% OT	56	Tue, Nov 01	20	B	20" FLAGGING PECK. (ELECTRIC LOCK WAS NOT PROPERLY REPLACED AFTER MAINTENANCE.)
		Mon, Nov 07	6	C	6" RAN ON TRN CONTROL, KRESS-EJE XING (DEFECT IN RAIL ON MT1, EJE XING).
		Tue, Nov 08	10	D	10" MET #UEXDEL-07, TURNER. (FRT EARLIER HAD B/O EOT DEVISE ANDRAN MT1, LOMBARD-TURNER (ALLOWING W/B RUSH FLEET TO OPERATE NORMALLY).)
		Wed, Nov 09	11	D1	13" #QNPCXP-08 (STOPPED FOR CN #5728 CLEARING EJE XING) AHEAD.
		Fri, Nov 11	8	D	8" X-TRAFFIC CBTMQ-11, KGILAC 11 CLEARING TURNER, WASHINGTON.
		Tue, Nov 29	20	C	20" #CCDPP-27/MASPR-28 (GOING 10MPH OVER-THE-DIAMONDS (MISSING BOLT), EJE XING) AHEAD.

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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
November 2011

WEEKDAY	1	2	3	4	7	8	9	10	11	14	15	16	17	18	21	22	23	25	28	29	30	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Fr	Mo	Tu	We	
BNSF	1	3	16	2	2	0	9	2	7	0	3	8	1	3	2	9	2	0	3	13	7	93
Elec -ML	2	0	1	4	1	3	2	1	3	1	0	0	0	1	5	1	1	0	1	3	1	31
-BI	1	0	1	0	2	0	0	2	1	0	3	0	0	1	3	3	0	0	0	1	2	20
-SC	2	1	0	1	4	1	0	2	0	1	1	1	2	4	1	5	0	0	0	1	1	28
Heritage	1	1	1	2	3	3	2	0	2	2	2	0	1	0	1	1	0	0	0	1	1	24
Milw -N	6	15	9	6	1	4	7	13	1	4	3	1	1	3	4	3	5	2	0	5	6	99
-W	1	1	33	38	3	4	2	22	0	7	1	1	0	6	2	0	3	1	2	8	1	136
NCS	4	2	14	4	1	1	2	8	3	4	7	3	1	2	0	0	0	0	0	11	8	75
RI	1	2	2	0	3	0	0	1	1	4	2	0	1	2	2	1	2	5	2	0	2	33
SWS	3	2	0	0	3	1	3	9	9	2	0	2	2	1	0	1	1	1	4	0	2	46
UP -N	2	5	9	9	3	5	5	4	1	2	2	1	1	3	1	4	6	1	1	6	3	74
-NW	0	8	5	3	0	0	0	0	2	2	1	1	6	5	1	3	1	4	0	7	2	51
-W	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>18</u>	<u>2</u>	<u>4</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>11</u>	<u>2</u>	<u>9</u>	<u>2</u>	<u>89</u>
SYSTEM	26	44	93	71	28	28	50	66	34	32	30	21	18	34	25	34	22	25	15	65	38	799

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	6	13	20	24	27	TOTAL
BNSF	2	7	10	4	23	BNSF	3	6	5	0	2	16
Elec -ML	0	1	7	0	8	Elec -ML	6	5	6	1	1	19
-BI	0	3	3	0	6	-BI	-	-	-	-	-	-
-SC	0	1	4	2	7	-SC	0	1	1	0	0	2
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-
Milw -N	6	1	4	4	15	Milw -N	1	0	1	0	2	4
-W	10	0	5	0	15	-W	1	1	0	0	0	2
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-
RI	3	2	1	3	9	RI	5	3	1	1	2	12
SWS	0	0	0	1	1	SWS	-	-	-	-	-	-
UP -N	2	3	7	2	14	UP -N	3	1	3	0	1	8
-NW	0	4	3	0	7	-NW	2	0	1	0	3	6
-W	<u>1</u>	<u>4</u>	<u>8</u>	<u>2</u>	<u>15</u>	-W	<u>1</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>9</u>
SYSTEM	24	26	52	18	120	SYSTEM	22	22	20	2	12	78

Data is final (12/15/11) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
November 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	4	0	1	0	20	19	7	4	6	1	3	4	76
<i>Freight Interference - Peak</i>	8	0	0	0	7	5	2	9	1	3	0	0	7	42
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	13	4	7	2	11	2	2	25	75
Freight Interference - Total	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Accident	8	0	0	0	0	8	70	25	0	0	0	5	0	116
Passenger Loading	16	32	2	8	0	11	6	1	9	0	32	10	15	142
Lift Deployment	3	0	0	0	0	4	1	0	5	0	12	0	8	33
Obstruction/Debris	3	1	1	4	1	1	4	1	3	0	4	1	3	27
Signal/Switch Failure	14	9	6	6	0	31	17	11	3	12	0	1	12	122
Track Work	21	0	6	6	12	7	21	9	13	1	11	5	8	120
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	0	0	0	0	0	0	0	1	2	0	4	2	9
Locomotive Failure	5	0	0	0	0	7	0	2	7	8	0	13	3	45
Human Error	31	4	3	5	4	5	3	3	4	1	8	2	19	92
Sick, Injured, Unruly Passenger	1	6	2	2	0	1	2	0	0	1	16	9	4	44
Weather	3	1	5	5	0	5	1	0	0	1	6	7	0	34
Other	3	1	1	0	0	0	3	0	2	1	4	2	3	20
TOTAL TRAINS DELAYED	132	58	26	37	24	118	153	75	54	47	96	64	113	997

November - 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	1	1	0	7	2	2	2	1	1	1	1	25
<i>Freight Interference - Peak</i>	11	0	0	0	5	1	1	1	1	3	2	5	4	33
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	9	3	2	2	11	1	3	17	56
Freight Interference - Total	19	0	0	0	5	10	4	4	3	14	3	7	21	89
Accident	4	1	0	1	0	5	5	1	1	0	5	7	4	34
Passenger Loading	9	8	4	4	0	10	3	1	7	0	18	6	2	71
Lift Deployment	2	0	0	0	0	3	1	0	6	0	1	1	2	16
Obstruction/Debris	6	1	2	3	1	5	2	2	2	1	3	7	3	35
Signal/Switch Failure	13	7	1	1	1	23	8	8	7	7	5	9	13	102
Track Work	9	7	0	6	0	8	2	0	6	2	4	5	10	62
Catenary Failure	0	2	0	0	0	0	0	0	0	0	0	0	0	3
Non-Locomotive Equipment Failure	3	2	1	1	0	1	0	0	0	0	0	0	0	10
Locomotive Failure	10	0	0	0	1	10	1	2	8	1	6	1	2	41
Human Error	7	5	2	1	0	5	3	1	4	2	4	6	3	43
Sick, Injured, Unruly Passenger	6	6	1	2	0	3	4	1	4	0	3	3	1	33
Weather	16	2	3	1	1	1	1	0	2	0	8	9	3	47
Other	10	1	0	1	0	8	1	0	5	1	2	3	1	34
TOTAL TRAINS DELAYED	118	43	16	23	9	97	37	22	56	29	62	66	66	644

November 2011 Divergence From November Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	1	-1	0	0	13	17	5	2	5	0	2	3	51
<i>Freight Interference - Peak</i>	-3	0	0	0	2	4	1	8	0	0	-2	-5	3	9
<i>Freight Interference - Off-Peak</i>	1	0	0	0	0	4	1	5	0	0	1	-1	8	19
Freight Interference - Total	-2	0	0	0	2	8	2	12	0	0	-1	-5	11	28
Accident	4	-1	0	-1	0	3	65	24	-1	0	-5	-2	-4	82
Passenger Loading	7	24	-2	4	0	1	3	0	2	0	14	4	13	71
Lift Deployment	1	0	0	0	0	1	0	0	-1	0	11	-1	6	17
Obstruction/Debris	-3	0	-1	1	0	-4	2	-1	1	-1	1	-6	0	-8
Signal/Switch Failure	1	2	5	5	-1	8	9	3	-4	5	-5	-8	-1	20
Track Work	12	-7	6	0	12	-1	19	9	7	-1	7	0	-2	58
Catenary Failure	0	-2	0	0	0	0	0	0	0	0	0	0	0	-3
Non-Locomotive Equipment Failure	-3	-2	-1	-1	0	-1	0	0	1	2	0	4	2	-1
Locomotive Failure	-5	0	0	0	-1	-3	-1	0	-1	7	-6	12	1	4
Human Error	24	-1	1	4	4	0	0	2	0	-1	4	-4	16	49
Sick, Injured, Unruly Passenger	-5	0	1	0	0	-2	-2	-1	-4	1	13	6	3	11
Weather	-13	-1	2	4	-1	4	0	0	-2	1	-2	-2	-3	-13
Other	-7	0	1	-1	0	-8	2	0	-3	0	2	-1	2	-14
TOTAL TRAINS DELAYED	14	15	10	14	15	21	116	53	-2	18	34	-2	47	353

Data for current month is final (12/15/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 12/15/2011

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-November 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	38	23	7	10	11	163	38	24	34	26	43	20	29	466
<i>Freight Interference - Peak</i>	84	0	0	0	63	24	29	66	39	64	3	20	68	460
<i>Freight Interference - Off-Peak</i>	83	0	0	0	0	187	112	100	50	184	14	24	299	1,053
Freight Interference - Total	167	0	0	0	63	211	141	166	89	248	17	44	367	1,513
Accident	162	4	12	11	0	30	137	47	42	21	71	53	39	629
Passenger Loading	235	280	33	121	0	246	91	5	224	5	437	133	197	2,007
Lift Deployment	42	1	0	3	0	47	55	2	112	3	79	14	70	428
Obstruction/Debris	66	35	12	48	1	15	20	5	36	8	30	32	68	376
Signal/Switch Failure	164	130	47	42	39	355	174	77	94	133	65	70	122	1,512
Track Work	313	111	25	37	31	142	205	35	90	12	147	83	110	1,341
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	19	5	17	14	21	224
Locomotive Failure	105	0	0	0	3	109	33	14	106	24	77	95	44	610
Human Error	174	63	14	32	17	107	43	31	52	40	95	51	103	822
Sick, Injured, Unruly Passenger	53	68	10	30	0	36	27	0	35	5	88	44	53	449
Weather	207	146	32	64	13	209	134	52	132	30	193	185	134	1,531
Other	36	15	9	10	1	43	34	6	36	25	76	41	45	377
TOTAL TRAINS DELAYED	1,768	966	228	436	179	1,737	1,144	465	1,101	585	1,435	879	1,402	12,325

January-November - 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	33	33	13	9	6	61	26	13	21	14	17	13	16	277
<i>Freight Interference - Peak</i>	91	0	0	0	56	15	17	35	17	43	10	22	54	361
<i>Freight Interference - Off-Peak</i>	96	0	0	0	0	88	49	46	43	116	12	21	203	675
Freight Interference - Total	187	0	0	0	56	103	66	81	60	159	22	43	257	1,035
Accident	79	11	3	13	1	40	32	14	21	7	20	55	31	324
Passenger Loading	65	104	49	38	0	87	44	4	112	1	347	89	52	991
Lift Deployment	20	2	0	1	1	30	19	5	50	2	21	16	23	190
Obstruction/Debris	85	12	6	20	2	40	31	10	24	9	25	49	37	350
Signal/Switch Failure	229	102	23	26	32	171	105	63	86	74	59	73	125	1,166
Track Work	122	60	12	47	7	80	42	10	44	21	84	41	74	644
Catenary Failure	0	25	11	16	0	0	0	0	0	0	0	0	0	52
Non-Locomotive Equipment Failure	29	43	21	14	0	10	5	1	11	4	15	9	13	174
Locomotive Failure	102	2	0	0	3	85	50	20	60	11	26	31	33	422
Human Error	109	42	16	15	9	59	40	18	61	26	76	63	46	580
Sick, Injured, Unruly Passenger	33	54	9	17	1	32	26	4	38	1	36	34	27	313
Weather	111	72	22	22	11	85	55	21	78	26	100	90	67	759
Other	40	30	9	7	3	30	17	8	49	12	35	32	40	312
TOTAL TRAINS DELAYED	1,243	591	196	244	131	912	557	272	715	367	883	637	842	7,590

January-November 2011 Divergence From January-November 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	-10	-6	1	5	102	12	11	13	12	26	7	13	189
<i>Freight Interference - Peak</i>	-7	0	0	0	7	9	12	31	22	21	-7	-2	14	99
<i>Freight Interference - Off-Peak</i>	-13	0	0	0	0	99	63	54	7	68	2	3	96	378
Freight Interference - Total	-20	0	0	0	7	108	75	85	29	89	-5	1	110	478
Accident	83	-7	9	-2	-1	-10	105	33	21	14	51	-2	8	305
Passenger Loading	170	176	-16	83	0	159	47	1	112	4	90	44	145	1,016
Lift Deployment	22	-1	0	2	-1	17	36	-3	62	1	58	-2	47	238
Obstruction/Debris	-19	23	6	28	-1	-25	-11	-5	12	-1	5	-17	31	26
Signal/Switch Failure	-65	28	24	16	7	184	69	14	8	59	6	-3	-3	346
Track Work	191	51	13	-10	24	62	163	25	46	-9	63	42	36	697
Catenary Failure	0	-2	-5	-5	0	0	0	0	0	0	0	0	0	-12
Non-Locomotive Equipment Failure	-23	24	0	3	0	14	7	0	8	1	2	5	8	50
Locomotive Failure	3	-2	0	0	0	24	-17	-6	46	13	51	64	11	188
Human Error	65	21	-2	17	8	48	3	13	-9	14	19	-12	57	242
Sick, Injured, Unruly Passenger	20	14	1	13	-1	4	1	-4	-3	4	52	10	26	136
Weather	96	74	10	42	2	124	79	31	54	4	93	95	67	772
Other	-4	-15	0	3	-2	13	17	-2	-13	13	41	9	5	65
TOTAL TRAINS DELAYED	525	375	32	192	48	825	587	193	386	218	552	242	560	4,735

Data for current month is final (12/15/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 12/15/2011

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 - Nov	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76		466	3.8%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42		460	3.7%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75		1,053	8.5%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117		1,513	12.3%
Accident	52	59	28	28	50	75	87	14	66	54	116		629	5.1%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142		2,007	16.3%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33		428	3.5%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27		376	3.1%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122		1,512	12.3%
Track Work	28	13	27	56	140	117	257	212	185	186	120		1,341	10.9%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0		40	0.3%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9		224	1.8%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45		610	4.9%
Human Error	57	48	64	58	60	98	88	99	66	92	92		822	6.7%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44		449	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34		1,531	12.4%
Other	18	32	30	26	33	57	51	38	32	40	20		377	3.1%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069	997		12,325	100%

2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	317	4.1%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	375	4.9%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	670	8.7%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	1,045	13.5%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	374	4.8%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	947	12.3%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	231	3.0%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	334	4.3%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	1,173	15.2%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	631	8.2%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	40	0.5%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	252	3.3%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	582	7.5%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	492	6.4%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	377	4.9%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	681	8.8%
Other	44	11	12	29	29	27	20	16	13	17	21	27	239	3.1%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652	719	767	7,715	100%

2011 Divergence From 2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	-25	7	12	-4	2	11	40	0	28	33	45		149	-0.3%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1	-8	23	9	27	-4	25		85	-1.1%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35	67	61	53	41	15	30		383	-0.1%
Freight Interference - Total	-2	29	44	24	34	59	84	62	68	11	55		468	-1.3%
Accident	34	10	13	19	6	24	52	-41	46	23	69		255	0.3%
Passenger Loading	-11	13	-6	7	49	184	366	187	98	88	85		1060	4.0%
Lift Deployment	0	10	-1	0	0	25	58	35	19	32	19		197	0.5%
Obstruction/Debris	4	17	0	-19	9	9	-25	21	26	23	-23		42	-1.3%
Signal/Switch Failure	27	66	-37	-1	-15	82	174	23	-3	12	11		339	-2.9%
Track Work	14	4	-4	11	20	33	165	142	131	122	72		710	2.7%
Catenary Failure	2	4	0	2	3	7	-15	1	-3	4	-5		0	-0.2%
Non-Locomotive Equipment Failure	-9	17	1	-29	1	-3	-5	-15	-15	34	-5		-28	-1.4%
Locomotive Failure	57	-3	-14	37	3	-18	-4	-12	27	-19	-26		28	-2.6%
Human Error	3	15	32	29	15	27	51	32	39	49	38		330	0.3%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11	12	24	2	18	0	8		72	-1.2%
Weather	-61	874	-1	-23	-3	-160	256	47	3	-18	-64		850	3.6%
Other	-26	21	18	-3	4	30	31	22	19	23	-1		138	0.0%
TOTAL TRAINS DELAYED	18	1,067	38	72	139	322	1,252	506	501	417	278		4,610	

Data for current month is final (12/15/11) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 12/15/2011

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 December 2009 and November 2011

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Nov-10	5	0	0	0	4	10	7	6	3	15	3	0	9	62
Total	175	1	1	0	64	129	86	141	70	189	34	33	209	1,132
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
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Total	174	0	0	0	69	232	153	183	96	275	18	45	406	1,651

Data for current month is final (12/15/11) version from TOPS.

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

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 12/15/2011

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

LINE	2011			2011			2011			2011			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	5	3	2	0	7	3	13	2	1	3	3		42	2.38%
Electric ML	0	0	0	0	0	0	0	0	0	1	0		1	0.10%
Electric BI	0	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	0		3	0.69%
HER	0	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	4		47	2.71%
Milw W	0	6	2	4	2	14	12	8	3	3	1		55	4.81%
NCS	0	0	0	0	0	0	0	1	0	1	0		2	0.43%
RI	2	5	8	4	12	11	29	17	10	9	5		112	10.17%
SWS	0	0	0	0	2	0	0	1	0	0	0		3	0.51%
UP N	8	2	2	1	2	11	8	13	8	12	12		79	5.51%
UP NW	0	0	0	0	0	5	1	3	1	4	0		14	1.59%
UP W	2	6	3	7	2	2	10	9	14	7	8		70	4.99%
Total Lift Delays	18	24	17	18	32	55	80	66	39	46	33		428	3.47%
ALL DELAYS													12,325	

Data for current month is final (12/15/11) version from TOPS.

2010

LINE	2010			2010			2010			2010			Lift Delays All Year	% of All Delays All Year
	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	

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

12/15/2011

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
November 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	37	14	7	4	13	22	11	18	5	14	16	13	24	198
11-15	13	3	3	2	8	7	16	16	2	3	6	4	4	87
16-20	1	1	1	1	1	7	9	3	1	4	5	2	2	38
21+	3	0	1	0	2	4	16	7	0	2	1	9	9	54
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>19</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>28</u>
Sub-Total	55	19	12	7	24	42	71	47	8	23	28	29	40	405
Off-Peak **														
6-10	32	26	10	24	0	41	29	11	36	13	44	16	38	320
11-15	24	8	3	2	0	21	26	5	5	6	16	11	16	143
16-20	8	2	0	3	0	6	7	7	1	0	5	4	10	53
21+	13	3	1	1	0	7	11	5	4	5	3	4	8	65
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>11</u>
Sub-Total	77	39	14	30	0	76	82	28	46	24	68	35	73	592
November 2011 Total														
6-10	69	40	17	28	13	63	40	29	41	27	60	29	62	518
11-15	37	11	6	4	8	28	42	21	7	9	22	15	20	230
16-20	9	3	1	4	1	13	16	10	2	4	10	6	12	91
21+	16	3	2	1	2	11	27	12	4	7	4	13	17	119
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>28</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>39</u>
TOTAL	132	58	26	37	24	118	153	75	54	47	96	64	113	997
2011 Year-to-Date														
6-10	812	629	153	297	84	941	496	223	656	323	755	349	638	6,356
11-15	419	163	35	43	57	405	274	108	214	109	244	179	297	2,547
16-20	175	88	14	35	15	152	135	53	87	54	127	84	155	1,174
21+	299	80	17	52	23	200	192	72	113	89	257	229	257	1,880
Annulled	<u>63</u>	<u>6</u>	<u>9</u>	<u>9</u>	<u>0</u>	<u>39</u>	<u>47</u>	<u>9</u>	<u>31</u>	<u>10</u>	<u>52</u>	<u>38</u>	<u>55</u>	<u>368</u>
TOTAL	1,768	966	228	436	179	1,737	1,144	465	1,101	585	1,435	879	1,402	12,325
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	
November 2011 Total														
6-10	52.3%	69.0%	65.4%	75.7%	54.2%	53.4%	26.1%	38.7%	75.9%	57.4%	62.5%	45.3%	54.9%	52.0%
11-15	28.0%	19.0%	23.1%	10.8%	33.3%	23.7%	27.5%	28.0%	13.0%	19.1%	22.9%	23.4%	17.7%	23.1%
16-20	6.8%	5.2%	3.8%	10.8%	4.2%	11.0%	10.5%	13.3%	3.7%	8.5%	10.4%	9.4%	10.6%	9.1%
21+	12.1%	5.2%	7.7%	2.7%	8.3%	9.3%	17.6%	16.0%	7.4%	14.9%	4.2%	20.3%	15.0%	11.9%
Annulled	<u>0.8%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>18.3%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>1.8%</u>	<u>3.9%</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	45.9%	65.1%	67.1%	68.1%	46.9%	54.2%	43.4%	48.0%	59.6%	55.2%	52.6%	39.7%	45.5%	51.6%
11-15	23.7%	16.9%	15.4%	9.9%	31.8%	23.3%	24.0%	23.2%	19.4%	18.6%	17.0%	20.4%	21.2%	20.7%
16-20	9.9%	9.1%	6.1%	8.0%	8.4%	8.8%	11.8%	11.4%	7.9%	9.2%	8.9%	9.6%	11.1%	9.5%
21+	16.9%	8.3%	7.5%	11.9%	12.8%	11.5%	16.8%	15.5%	10.3%	15.2%	17.9%	26.1%	18.3%	15.3%
Annulled	<u>3.6%</u>	<u>0.6%</u>	<u>3.9%</u>	<u>2.1%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>4.1%</u>	<u>1.9%</u>	<u>2.8%</u>	<u>1.7%</u>	<u>3.6%</u>	<u>4.3%</u>	<u>3.9%</u>	<u>3.0%</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 (12/15/11) 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	
November 2011														
Peak *	13.3	8.8	10.6	10.1	12.4	13.5	19.2	15.6	10.0	12.4	11.4	16.4	13.7	14.0
Off-Peak **	15.3	10.3	9.8	9.1	--	12.0	14.3	18.1	12.5	14.4	10.5	13.2	12.2	12.7
All	14.5	9.8	10.2	9.3	12.4	12.5	16.3	16.5	12.1	13.4	10.8	14.6	12.7	13.2
2011 Year-to-Date														
Peak *	16.6	13.5	11.0	14.0	15.5	14.2	15.4	14.4	13.5	14.2	24.2	22.3	15.3	16.5
Off-Peak **	15.2	12.1	12.1	12.1	--	13.0	17.1	16.3	12.3	14.8	17.4	20.8	16.8	15.1
All	15.8	12.5	11.8	12.4	15.5	13.3	16.6	15.4	12.6	14.6	19.3	21.5	16.4	15.6

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 (12/15/11) version from TOPS.