

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

December 2011



COMMUTER RAIL ON-TIME PERFORMANCE

December 2011

This report presents an analysis of the December 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.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During December 2011, Metra operated 17,034 scheduled trains, including scheduled "extras", if any. 749 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.6%. 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 December 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 December 2011.

Table 7.a shows the frequency of train delays by delay-cause category and by line during December 2011. Table 7.b shows the average frequencies over the previous five Decembers, and Table 7.c shows the differences between Table 7.a and Table 7.b. There were 749 delays systemwide in December 2011, 229 less than the average over the previous five Decembers. Table 8.a shows delays from the beginning of the year through December 2011. Table 8.b shows the average frequencies from the beginning of the year through December 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 December of 2011, a total of 13,074 trains were delayed, compared to 8,482 trains delayed in the same twelve months of 2010.

Table 10 shows, by line and month, all train delays caused by freight operations over the past 24 months. In December 2011 freight operations delayed 118 trains systemwide, compared to 138 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 23 trains were delayed by lift deployment in December 2011.

A review of December 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 49.9% of all late trains. Table 13 shows that the average length of delay was 16.5 minutes in December 2011. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Tables 14 to 18 report year-end statistics. Table 14 presents annual train delays and on-time performance by line. Table 15 displays the frequency of 2011 annual train delays by cause and by line. The top two causes for each line are highlighted. Annual system causes of delay for 2006 to 2011 are shown in Table 16. The annual frequencies of train delays by duration for the Metra system are shown in Table 17, and for each line in Table 18.

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
December 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	1,116	36	96.8%	850	27	96.8%	1,966	63	96.8%	140	22	84.3%	90	15	83.3%	2,196	100	95.4%
Elec -ML	939	4	99.6%	720	15	97.9%	1,659	19	98.9%	230	4	98.3%	100	8	92.0%	1,989	31	98.4%
-BI	294	3	99.0%	483	4	99.2%	777	7	99.1%	150	0	100.0%	--	--	--	927	7	99.2%
-SC	<u>357</u>	<u>5</u>	98.6%	<u>777</u>	<u>11</u>	98.6%	<u>1,134</u>	<u>16</u>	98.6%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>2</u>	98.0%	<u>1,474</u>	<u>20</u>	98.6%
Subtotal	1,590	12	99.2%	1,980	30	98.5%	3,570	42	98.8%	620	6	99.0%	200	10	95.0%	4,390	58	98.7%
Heritage	124	31	75.0%	2	0	100.0%	126	31	75.4%	--	--	--	--	--	--	126	31	75.4%
Milw -N	521	35	93.3%	739	37	95.0%	1,260	72	94.3%	120	15	87.5%	100	4	96.0%	1,480	91	93.9%
-W	<u>563</u>	<u>14</u>	97.5%	<u>655</u>	<u>22</u>	96.6%	<u>1,218</u>	<u>36</u>	97.0%	<u>120</u>	<u>11</u>	90.8%	<u>90</u>	<u>3</u>	96.7%	<u>1,428</u>	<u>50</u>	96.5%
Subtotal	1,084	49	95.5%	1,394	59	95.8%	2,478	108	95.6%	240	26	89.2%	190	7	96.3%	2,908	141	95.2%
NCS	229	23	90.0%	233	12	94.8%	462	35	92.4%	--	--	--	--	--	--	462	35	92.4%
RI	747	12	98.4%	698	29	95.8%	1,445	41	97.2%	100	9	91.0%	80	7	91.3%	1,625	57	96.5%
SWS	231	13	94.4%	399	22	94.5%	630	35	94.4%	30	4	86.7%	--	--	--	660	39	94.1%
UP -N	620	18	97.1%	846	20	97.6%	1,466	38	97.4%	130	12	90.8%	90	9	90.0%	1,686	59	96.5%
-NW	681	12	98.2%	676	24	96.4%	1,357	36	97.3%	120	26	78.3%	75	16	78.7%	1,552	78	95.0%
-W	<u>561</u>	<u>46</u>	91.8%	<u>678</u>	<u>67</u>	90.1%	<u>1,239</u>	<u>113</u>	90.9%	<u>100</u>	<u>26</u>	74.0%	<u>90</u>	<u>12</u>	86.7%	<u>1,429</u>	<u>151</u>	89.4%
Subtotal	1,862	76	95.9%	2,200	111	95.0%	4,062	187	95.4%	350	64	81.7%	255	37	85.5%	4,667	288	93.8%
SYSTEM	6,983	252	96.4%	7,756	290	96.3%	14,739	542	96.3%	1,480	131	91.1%	815	76	90.7%	17,034	749	95.6%

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

Delays data for most recent month is final (01/19/12) 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-DEC	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	95.0%	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	95.8%	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	94.4%	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	93.6%	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	94.0	95.4	92.9%	92.9%
	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	94.8%	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	98.2%	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	97.5%	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	97.9%	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	97.5%	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	98.7	96.8%	96.8%
	2006-2010 average	97.8	98.0	98.4	98.5	98.4	97.1	97.2	97.6	97.4	97.8	98.1	96.9	97.8%	97.8%
Heritage	2006	94.4	94.2	92.8	92.5	95.5	92.4	91.7	90.6	90.0	92.4	92.9	95.0	92.9%	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	91.1%	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	88.6%	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	90.8%	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	88.5%	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	75.4	86.2%	86.2%
	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	90.4%	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	93.7%	93.7%
	2007	96.0	89.5	95.6	94.0	96.0	93.0	92.0	95.0	94.1	95.2	93.7	88.1	93.6%	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	94.0%	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	94.3%	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	93.9	89.6%	89.6%
	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	94.1%	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	96.4%	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	97.1%	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	96.5	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	96.3%	96.3%
NCS	2006	92.6	98.0	93.5	93.8	96.1	96.8	95.3	96.3	95.6	91.7	91.1	93.4	94.5%	94.5%
	2007	95.9	91.2	94.0	92.9	93.8	94.4	95.9	94.3	94.7	96.2	97.2	94.4	94.6%	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	94.6%	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	94.8%	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	93.2%	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	92.4	91.1%	91.1%
	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	94.3%	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-DEC	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	96.3%	96.3%
	2007	96.0	84.0	96.4	98.4	96.1	93.9	92.0	94.3	95.8	97.1	95.2	90.9	94.2%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	95.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	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	96.3%	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	96.5	94.0%	94.0%
	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	95.7%
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	96.5%	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	94.4%	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	95.1%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.2%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.1%	92.1%
	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	94.7%
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	97.6%	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	95.4%	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	93.4%	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	95.0%	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	96.5	92.6%	92.6%
	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%
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	95.2%	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	96.6%	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	95.0	94.9%	94.9%
	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	96.2%
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	94.7%	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	94.1%	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	93.7%	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	94.5%	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	89.4	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	94.5%
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	96.3%	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	95.4%	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	94.0	95.6	93.6%	93.6%
	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	95.8%

Delays data for most recent month is final (01/19/12) 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
December 2011**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1279	Wed, Dec 07	10	U1	FOLLOWING 1273 & 1275 ADA PASSENGER HANDLING, SLOW ORDERS	
		76% OT	Thu, Dec 15	8	U1	DEPARTED 5" ACCT LATE ARRIVAL OF EQUIPMENT ACCT PRIOR ADA ON TRAIN 1245
		Wed, Dec 21	8	U	PASSENGER ISSUE 3" LATE DEPT FROM CUS, ADA LIFT, FOLLOWING A3	
		Tue, Dec 27	9	J1	FOLLOWING 1277 WITH MECHANICAL ISSUE, SLOW ORDER FORM A	
		Wed, Dec 28	8	C	SLOW ORDER FORM A'S	
HC	917	Thu, Dec 01	35	D	35" WAITING FOR NS 23M TO CLEAR, CP BRIGHTON; 23" BLOCKED BY UP552, ASHLAND YARD.	
		71% OT	Mon, Dec 05	18	GA	4" SIGNAL PBMS AT LUMBER; 1" CP CERMAK STOP SIGNAL; 3" CORWITH CROSS TRAFFIC; 5" CP CANAL FLAG PLANT; 5" NO REASON GIVEN.
		Thu, Dec 08	11	G	15" FLAGGED, SWITCH FAILURE HAND LINE SWITCH FOR ROUTE, CP CERMAK; 1" SLOW ORDER, ENROUTE.	
		Mon, Dec 12	75	C	4" CONTACT EIC, BRDGPRT; 54" FOREMAN CLEARING MAINS, CP BRIGHT-ON; 10" STOP, CORWITH; 4" FRT TRN, CP CANAL; 2" GX, JACKSON ST; 2" ROCK, JUD.	
		Mon, Dec 19	14	G	5" S/O; 7" WAITING PERMISSION FROM EIC, 47 XOVER; 10" FLAGGING CP CANAL/ARGO AND GX PROCEDURES.	
		Tue, Dec 20	51	CC	6" GBO 4206 FLAGS STILL OUT, 47XOVER; 3" S/O, 2" GX PROCEDURES; 2" RED FLAG, MP 13; 40" MOW, CI JUSTICE.	
HC	918	Fri, Dec 02	17	C	6" COPY SLOW ORDERS, FLAGSTONE; 2" SIGNAL DROPPED TO RED, MP21.8; 2" 25MPH, CP CANAL; 4" SLOW ORDER, MP11.30; 3" RED FLAGGED BY, LEMOYNE.	
		52% OT	Tue, Dec 06	11	B	11" "AWAITING INSTRUCTIONS FROM FOREMAN ON CALL ORDER," MP 10.
		Thu, Dec 08	9	G	8" FLAGGED, SWITCH FAILURE HAND LINE SWITCH FOR ROUTE, CP CERMAK; LOST HEP TWICE, 21ST ST.	
		Mon, Dec 12	9	RF	4" WAIT DSPR , LEMOYNE; 3" BNSF #1238 CLEARING AHEAD, CUS; 2" NO REASON GIVEN.	
		Tue, Dec 13	20	G	20" FLAGGING OHIO ST/HAND-LINE SWITCHES, STATEVILLE/RESTRICTED SPEED TO LOCKPORT.	
		Wed, Dec 14	17	R	17" 'AWAITING INSTRUCTIONS FROM FOREMAN ON CALL ORDER THAT DIDN'T GO INTO EFFECT UNTIL 8:30 AM',ENROUTE.	
		Thu, Dec 15	7	D	9" X-TRAFFIC CP241, LEMOYNE.	
		Mon, Dec 19	15	D	11" MEETING AMTRAK #301, FLAGSTONE; 4" NO REASON GIVEN.	
		Tue, Dec 20	9	G	8" RESTRICTED SIGS, JUSTICE-CP CANAL/ARGO.	
Wed, Dec 21	7	CC	3" AWAITING CN AUTHORITY, OHIO ST; 8" SLOW ORDERS			
HC	919	Thu, Dec 01	21	D1	12" FOLLOWING AMTRAK 305 FOLLOWING #917, BRIDGEPORT-CP BRIGHTON; 4" SLOW ORDER; 5" STO & FLAG PLANT, CP FLAGSTONE.	
		81% OT	Mon, Dec 12	49	C1	49" FOLLOWING 917
		Mon, Dec 19	7	B	3" GX PROCEDURES (NO LOCATION); 3" WAITING FOR PERMISSION FROM EIC, MP 13; 3" ROCK PSGR TRN INT, JUD.	
		Tue, Dec 20	32	CC	32" MOW, CP JUSTICE AND RESTRICTED SPEED TO MP 17.0; 7" "WAIT- ING FOR AMTRAK AND 517 TO CLEAR," JUD.	
HC	921	Wed, Dec 07	17	D	27" CN #M336 (SHOVING INTO GLENN YD) AHEAD, CORWITH & LEMOYNE.	
		71% OT	Thu, Dec 08	16	G	2" LATE DEPARTURE ACCT STARTING SYSTEM NOT WORKING, CUS; 2" FLAG BY SIGNAL, 21ST; 19" FLAGGED, SWITCH FAILURE HAND LINE ROUTE, CP CERMAK.
		Mon, Dec 12	20	D	8" "STOP," CP CERMAK; 12" "STOP," CORWITH; 4" "STOP," LEMOYNE; 2" GX PROCEDURES, JACKSON ST	
		Mon, Dec 19	29	G	4" "STOP," LEMOYNE; 11" MEETING AMTRAK #22, 47XOVER; 13" FLAGG-ING CP CANAL/ARGO; 3" GX PROCEDURES (NO LOCATION).	
		Tue, Dec 20	10	CC	5" HELD CUS (WAITING FOR STATUS AT JUSTICE); 2" S/O, ROCKWELL; 6" S/O (CORWITH, LEMOYNE & JUSTICE).	
		Wed, Dec 21	14	CC	5" S/O; 3" YELLOW/RED FLAG, CONTACTING EIC; 4" GX PROCEDURES; 2" NO REASON GIVEN.	
MN	2121	Thu, Dec 01	14	D	14" N/B CN FREIGHT TRAIN, CN XING.	
		81% OT	Thu, Dec 08	10	I	2" ENTRAINING, ENROUTE.
		Thu, Dec 22	8	I	2" RED, A3; 3" ADA, LIBERTYVILLE; 4" ENTRAINING, ENROUTE.	
		Fri, Dec 23	16	G	7" FOLLOWING NX3, ENROUTE; 15" RESTRICTIN ACCT OF BAD SIGNAL, AFTER MAYFAIR; 3" ENTRAINING, ENROUTE.	
MN	2135	Thu, Dec 15	13	G1	8" SWITCH FAILURE, CUS; 9" FOLLOWING TRAINS, A2-A5; 3" X-TRAFFIC, MAYFAIR.	
		81% OT	Fri, Dec 16	8	G1	14" STOP SIGNAL WAITING ON 2150 AND 2133 TO CLEAR, DEERFIELD-DEERFIELD WEST; 3" ADA, GRAYSLAEK.
		Thu, Dec 22	11	AM	9" FOLLOWING #339, CUS-GOLF; 7" SWITCH FAILURE 19XO, RONDOUT.	
		Thu, Dec 29	25	E1	25" FOLLOWING #2129/#2131 COMBO, DEERFIELD TO FOX LAKE.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2140	Fri, Dec 02	9	J	6" A/COND. KNOCKED TO PLATFORM BY PSGR, ENROUTE; 5" WAITING FOR LINEUP, CANAL ASSISTANT CONDUCTORE WAS INJURED, GLENVIEW.	
		81% OT	Wed, Dec 07	8	D	7" FRT TRN INT, CP/WC XING; 3" WAITING ON #109 TO CLEAR, CUS.
			Thu, Dec 08	7	A	2" STOP SIGNAL, A2; 5" WAITING FOR #2231 TO CLERA TRK 13 & #109 TO CLEAR FROM TRK 5, CUS.
			Wed, Dec 28	24	GA	22" SWITCH FAILURE, CUS; 2" ADA, DEERFIELD TO CUS.
MN	2149	Mon, Dec 05	12	G	17" SIG PROBS/MEETING DELAYED #120 & 2156, RONDOUT.	
		81% OT	Thu, Dec 15	10	G1	17" LATE TURN FROM #2150, CUS.
			Fri, Dec 16	7	G1	12" LATE TURN FROM 2150, CUS.
			Fri, Dec 23	7	E1	13" STOP SIGNAL WAITING ON 2156, RONDOUT. DUE TO NCS 120
NCS	109	Fri, Dec 02	8	D	1" ADA OFF, BUFFALO GROVE; 9" FRT TRN INT, LOMOND; 2" S/O BY RAM (REPORT OF BODY BY TRKS)	
		81% OT	Fri, Dec 09	6	D	10" WAITING FOR #118, MUNDELEIN; S/B FREIGHT, LOMOND.
			Tue, Dec 13	20	G	25" CN FRT (DELAYED BY SW FAILURE, LOMOND) AHEAD FROM MUNDELEIN
			Thu, Dec 15	15	G1	20" WAITING ON LATE #2129, METRA XING.
NCS	113	Tue, Dec 13	13	G1	13" "FOLLOWING TRAINS AHEAD."	
		81% OT	Thu, Dec 15	15	G	8" SWITCH FAILURE, CUS; 7" STOP SIGNAL, A2; 2" FRT TRN INT, ANTIOCH.
			Fri, Dec 16	8	D1	10" FOLLOWING 111.ENROUTE.
			Fri, Dec 23	0	XE	52" ANNULLED ACCT OF ENGINE DIED, DROPPED PASS OFF AT WESTERN, WENT TO COACH YARD FOR NEW ENGINE, A2. NO WATER ON ENGINE. ARR ANTIOCH 1919.
RI	508	Fri, Dec 09	7	I	2" NEW LENNOX; 2" 80TH AVE; 1" HEAVY ENTRAINING, OAK PARK; 2" WAITING ON #507, BROADWAY	
		76% OT	Fri, Dec 16	32	E1	25" LATE DEPARTURE ACCT LATE TURN (USED 207 EQUIP), JUD; HEAVY ENTRAINING, NEW LENOX, MOKENA, 80TH; 3"X/O AROUND UNDERPOWERED IAIS509 EAST.
			Wed, Dec 21	0	XE	ANNULLED. LOCO DIED. TRN COASTED INTO HICKORY CREEK.
			Fri, Dec 23	6	I	4" ENTRAINING, NEW LENOX & 80TH AVE; 3" WAITING ON #507 TO CLEAR, BROADWAY (BI).
			Thu, Dec 29	8	I	5" HEAVY ENTRAINING, NEW LENOX(2"), MOKENA(1"), 80TH AVE(2"); 4" WAITING FOR #507 TO CLEAR, BROADWAY.
RI	509	Tue, Dec 13	8	D	4" ENTRAINING ENROUTE; 5" DISABLED IAIA #504 W/B (W/LOCO PROBS)AHEAD, 66TH CT.	
		81% OT	Wed, Dec 14	7	D	7" FOLLOWING IAIS721, ENROUTE; X/O TRK 2 BEHIND #512, MOKENA.
			Tue, Dec 20	12	D	12" CN L521 (W/STICKING BRAKES) CLEARING EJE XING.
			Wed, Dec 21	9	E1	2" ADA, 107TH; 3" PERSON HANGING ON SIDE OF TRN, 111TH; 3" F STOPS, 123-ROBBINS; 5" S/O BY DISABLED #508, HICKORY CREEK.
UPN	347	Fri, Dec 02	7	A	7" #345 AHEAD, ENROUTE.	
		71% OT	Mon, Dec 05	7	II	7" DELAYED #345 AHEAD.
			Tue, Dec 06	22	G	22" FLAGGING PETERSON (TRK LIGHT OUT)/DELAYED #345 AHEAD.
			Wed, Dec 07	7	II	7" DELAYED #345 AHEAD.
			Mon, Dec 12	7	II	7" DELAYED #345 AHEAD AND SLOW DETRAINING (ROGERS PK & EVANS- TON/MAIN).
			Fri, Dec 16	12	F	11" LATE DEPARTURE EQUIP CHANGED CAB 8417, CPT; 1" NO REASON GIVEN. BROKEN HEADLIGHT SWITCH
UPNW	640	Thu, Dec 22	7	J1	7" LATE ARRIVAL OF EQUIP FROM #609, HARVARD; ENTREME HEAVY ENTRAINING, ENROUTE.	
		81% OT	Tue, Dec 27	60	M1	60" LATE TURN OF DELAYED #609.
			Wed, Dec 28	19	I	5" LATE TURN OF DELAYED #609; 14" HEAVY ENTRAINING (BARRINGTON-CLYBOURN).
		Thu, Dec 29	6	I	6" HEAVY ENTRAINING, BARRINGTON TO CPT.	
UPW	28	Wed, Dec 07	15	G	15" WAITING FOR DELAYED #26 TO CLEAR/SW #9 FAILED, PARK.	
		81% OT	Mon, Dec 19	9	U	4" WAITING FOR #26 TO CLEAR, ELMHURST; 5" TWO ADAS AND PSGR TRNINT, TOWER A2.
			Tue, Dec 20	8	L1	9" HELD FOR DELAYED #26 TO CLEAR, ELMHURST AND NO DELAY FOR PSGR TRN INT, TOWER A2.
			Thu, Dec 29	0	M1	ANNULLED CREW & ENGINEER OPERATING #12 THAT WAS STOPPED DUE TO STRIKING VEHICLE.
UPW	34	Thu, Dec 01	8	U	8" ADA & HEAVY ENTRAINING, ELMHURST.	
		62% OT	Tue, Dec 06	10	I	10" HEAVY ENTRAINING "ALL STOPS" AND PSGR TRN INT, TOWER A2.
			Wed, Dec 07	10	G1	5" WAITING FOR DELAYED #32 TO CLEAR PARK; 5" DELAYED #32 AHEAD.
			Thu, Dec 08	7	I	5" HEAVY ENTRAINING, ELMHURST.
			Mon, Dec 12	6	II	4" LATE TURN OF DELAYED #19; 2" PSGR TRN INT, TOWER A2.
			Wed, Dec 14	6	KD	6" FOLLOWED M32, ELMHURST TO CPT; ADA LIFT, ENROUTE.
			Wed, Dec 21	6	II	2" LATE TURN OF DELAYED #19; 4" PSGR TRN INT, TOWER A2.
			Thu, Dec 29	0	M1	ANNULLED ACCT CREW & ENGINEER WERE STOPPED DUE TO #12 INCIDENT OPERATING #16.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
UPW	38	Thu, Dec 01	7	U		7" 2 ADA, ENROUTE; TRAIN CONTROL, KRESS-WEST CHICAGO; SLOW ENTRAINING, GLEN ELLYN.	
		62% OT	Fri, Dec 02	12	D		12" MASPR-30 BLOCKING PASSENGERS, ELMHURST; ADA, LOMBARD; SLOW ENTRAINING, VILLA PARK.
			Mon, Dec 05	6	I		6" SLOW ENTRAINING (GENEVA, WHEATON & GLEN ELLYN)/DETRAINING, MELROSE PK.
			Thu, Dec 08	6	I		6" SLOW ENTRAINING, GENEVA, WHEATON, GLEN ELLYN, LOMBARD, VILLAPARK & ELMHURST.
			Mon, Dec 12	10	I		10" RULE 6.30 W/21, WHEATON AND SLOW ENTRAINING (COLLEGE AVE, GLEN ELLYN, LOMBARD & ELMHURST).
			Mon, Dec 19	8	I		8" SLOW ENTRAINING (LA FOX, GENEVA AND LOMBARD) AND USING SHORTXOVERS, KEDZIE.
			Thu, Dec 22	6	I		6" SLOW ENTRAINING, GENEVA, WHEATON, & GLEN ELLYN; ADA, ENROUTE.
		Thu, Dec 29	6	MI		6" XH, MP33.05; SLOW ENTRAINING, GENEVA TO ELMHURST.	
UPW	42	Fri, Dec 02	11	I		11" ENTRAINING, GENEVA & VILLA PARK; 2 ADA'S, ELMHURST.	
		57% OT	Thu, Dec 08	7	D		7" IG2G3-8TH, PECK.
			Fri, Dec 09	7	I		7" HEAVY ENTRAINING, WINFIELD, WHEATON, COLLEGE AVE & ELMHURST.
			Mon, Dec 12	28	D		28" STOPPED MP 15...ACCT...#ZLTG2-09 W/BAD ORDER MID-TRAN DPU AND BY #LPJ02-12.
			Wed, Dec 14	6	S		6" FTX TEST, MP26.6.
			Wed, Dec 21	17	D		17" OPERATED MT2, TURNER-LOMBARD.
			Wed, Dec 28	9	I		9" HEAVY ENTRAINING (LA FOX-WEST CHICAGO & WHEATON-ELMHURST).
			Thu, Dec 29	23	MI		23" LATE TURN FROM #21, ELBURN.
		Fri, Dec 30	10	I		10" ENTRAINING, ELBURN, LAFOX, GENEVA, WEST CHICAGO, E TO D ZONES; 3" NO SIGNAL, WESTERN.	
UPW	44	Thu, Dec 08	7	I		7" SLOW ENTRAINING/DETRAINING LRG GROUP, GENEVA-GLEN ELLYN.	
		76% OT	Wed, Dec 21	20	D		20" HEAVY/SLOW ENTRAINING ENROUTE/OPERATED MT2, GENEVA-LOMBARD.
			Thu, Dec 22	20	I		20" HEAVY ENTRAINING, ENROUTE; 6" 4YR OLD SEPERATED FROM PARENTS-CREW HAD TO LOCATE PARENT, GENEVA.
			Wed, Dec 28	10	I		10" HEAVY ENTRAINING (WHEATON-KEDZIE).
		Thu, Dec 29	13	I		13" HEAVY/SLOW ENTRAINING, GENEVA TO ELMHURST.	
UPW	50	Fri, Dec 09	193	E1		13" LATE TURN FROM #31, ELBURN.	
		76% OT	Tue, Dec 13	18	FW		18" B/O ATC (HIGH SPEED HORN), PECK. RAN ON BLOCKS TO OTC.
			Mon, Dec 19	12	F		12" B/O ATC - RAN ON BLOCKS AND OPERATED MT2, KEDZIE-BRIDGE D.
			Wed, Dec 21	10	D1		7" LATE TURN OF DELAYED #31; 3" HEAVY ENTRAINING, GENEVA AND ADAS, WHEATON & ELMHURST.
		Thu, Dec 22	10	D		10" FOLLOWING UP4036, WOLF RD.	
UPW	54	Thu, Dec 08	8	AD		8" #49 & #55'S EQUIPMENT AHEAD TO CPT, KEDZIE.	
		76% OT	Fri, Dec 16	8	I		8" HEAVY ENTRAINING, GENEVA/WHEATON/GLEN ELLYN/ELMHURST.
			Tue, Dec 20	8	R		8" "STUDENT ENGINEER SLOW SPOTTING STATIONS."
			Wed, Dec 21	15	D		15" #CWKNA-20 AHEAD, GENEVA-KRESS.
			Wed, Dec 28	38	D		38" HELD PARK ACCT #MELNP-29 (W/ATC PROBS), WOLF RD.

Data is final (01/19/12) version from TOPS.

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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
December 2011

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
BNSF	1	0	0	3	3	3	2	1	0	5	6	2	2	0	4	4	1	6	10	5	5	63
Elec -ML	1	2	2	0	0	0	1	1	0	1	0	1	0	1	0	2	3	2	0	0	2	19
-BI	1	1	0	0	0	0	1	0	0	2	0	0	0	0	1	1	0	0	0	0	0	7
-SC	0	0	0	1	0	1	0	0	0	1	0	2	0	1	3	0	4	1	0	2	0	16
Heritage	2	3	1	1	1	3	0	4	3	1	1	0	4	4	2	1	0	0	0	0	0	31
Milw -N	2	1	6	7	2	2	1	5	2	0	19	4	0	0	0	6	6	0	2	5	2	72
-W	0	3	0	2	2	7	3	0	4	1	6	1	1	1	2	0	2	1	0	0	0	36
NCS	0	2	6	0	0	0	2	1	6	0	5	3	2	1	1	2	3	0	1	0	0	35
RI	0	4	5	2	0	0	3	0	3	1	1	5	0	3	4	4	3	1	1	1	0	41
SWS	0	0	4	2	4	2	6	4	0	3	0	0	0	0	2	0	0	1	4	1	2	35
UP -N	2	3	1	11	3	0	1	2	1	0	2	3	0	1	3	0	0	0	1	2	2	38
-NW	0	0	1	0	2	3	0	3	0	1	2	1	4	0	2	3	0	11	2	1	0	36
-W	<u>3</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>7</u>	<u>10</u>	<u>8</u>	<u>10</u>	<u>1</u>	<u>7</u>	<u>2</u>	<u>4</u>	<u>4</u>	<u>3</u>	<u>6</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>23</u>	<u>3</u>	<u>113</u>
SYSTEM	12	21	30	34	24	31	28	31	20	23	44	26	17	15	30	28	23	24	25	40	16	542

SATURDAY	3	10	17	24	31	TOTAL	SUNDAY/HOLIDAY	4	11	18	25	26	TOTAL
BNSF	5	6	4	2	5	22	BNSF	3	5	3	1	3	15
Elec -ML	4	0	0	0	0	4	Elec -ML	3	0	3	0	2	8
-BI	0	0	0	0	0	0	-BI	-	-	-	-	-	-
-SC	1	0	0	1	0	2	-SC	0	2	0	0	0	2
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	-
Milw -N	3	7	2	0	3	15	Milw -N	1	1	2	0	0	4
-W	0	7	0	1	3	11	-W	1	0	2	0	0	3
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	-
RI	2	1	3	1	2	9	RI	4	2	1	0	0	7
SWS	0	3	1	0	0	4	SWS	-	-	-	-	-	-
UP -N	8	1	1	0	2	12	UP -N	5	0	0	1	3	9
-NW	5	7	12	0	2	26	-NW	6	5	2	0	3	16
-W	<u>6</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>8</u>	<u>26</u>	-W	<u>4</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>12</u>
SYSTEM	34	38	27	7	25	131	SYSTEM	27	17	16	3	13	76

Data is final (01/19/12) version from TOPS.

TABLES 7.a, 7.b & 7.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
December 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	3	0	2	0	7	2	1	0	3	1	1	5	28
<i>Freight Interference - Peak</i>	1	0	0	0	7	3	1	10	0	9	0	0	4	35
<i>Freight Interference - Off-Peak</i>	10	0	0	0	0	12	8	2	6	10	2	0	33	83
Freight Interference - Total	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Accident	0	0	0	0	2	0	0	3	3	0	2	11	19	40
Passenger Loading	32	7	1	0	0	10	1	0	13	1	14	26	33	138
Lift Deployment	5	1	0	0	0	0	0	0	2	0	8	2	5	23
Obstruction/Debris	2	1	0	3	0	5	0	0	1	0	0	8	5	25
Signal/Switch Failure	7	2	0	4	10	34	25	15	4	5	18	2	10	136
Track Work	9	5	1	1	8	2	0	0	0	4	2	0	6	38
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	3	2	3	0	0	0	0	5	0	3	0	3	19
Locomotive Failure	3	0	0	0	0	9	6	3	8	6	1	3	11	50
Human Error	13	1	2	1	4	5	2	1	6	0	2	7	4	48
Sick, Injured, Unruly Passenger	9	8	0	5	0	3	4	0	4	0	3	8	7	51
Weather	5	0	0	0	0	0	0	0	2	1	0	7	1	16
Other	1	0	1	1	0	1	1	0	3	0	3	3	5	19
TOTAL TRAINS DELAYED	100	31	7	20	31	91	50	35	57	39	59	78	151	749

December - 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	6	5	1	1	1	11	3	2	4	1	1	1	2	38
<i>Freight Interference - Peak</i>	6	0	0	0	4	2	2	4	2	7	0	1	7	36
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	11	6	5	4	10	2	1	24	71
Freight Interference - Total	14	0	0	0	4	13	8	10	6	16	2	2	31	106
Accident	0	0	1	1	0	9	6	3	3	2	8	4	5	42
Passenger Loading	6	5	3	2	0	9	6	2	20	0	18	14	10	94
Lift Deployment	2	0	0	0	0	3	3	0	7	0	2	2	1	20
Obstruction/Debris	5	0	3	1	0	6	6	1	4	3	2	6	2	38
Signal/Switch Failure	30	12	3	2	5	19	15	9	12	8	5	8	8	134
Track Work	12	2	0	1	0	7	1	2	5	1	4	2	8	46
Catenary Failure	0	5	2	1	0	0	0	0	0	0	0	0	0	8
Non-Locomotive Equipment Failure	1	3	3	2	0	2	0	0	1	0	2	1	0	16
Locomotive Failure	13	0	0	0	0	6	9	2	7	1	4	3	2	49
Human Error	16	4	2	2	1	5	3	1	7	2	7	5	3	60
Sick, Injured, Unruly Passenger	2	6	1	1	0	2	3	0	4	0	2	4	2	27
Weather	27	37	13	9	4	34	16	9	35	11	24	21	29	267
Other	3	2	0	1	1	5	6	1	4	0	4	5	1	33
TOTAL TRAINS DELAYED	137	82	31	24	16	132	86	40	119	46	84	77	105	978

December 2011 Divergence From December 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	-2	-1	1	-1	-4	-1	-1	-4	2	0	0	3	-10
<i>Freight Interference - Peak</i>	-5	0	0	0	3	1	-1	6	-2	2	0	-1	-3	-1
<i>Freight Interference - Off-Peak</i>	2	0	0	0	0	1	2	-3	2	0	0	-1	9	12
Freight Interference - Total	-3	0	0	0	3	2	1	2	0	3	0	-2	6	12
Accident	0	0	-1	-1	2	-9	-6	0	0	-2	-6	7	14	-2
Passenger Loading	26	2	-2	-2	0	1	-5	-2	-7	1	-4	12	23	44
Lift Deployment	3	1	0	0	0	-3	-3	0	-5	0	6	0	4	3
Obstruction/Debris	-3	1	-3	2	0	-1	-6	-1	-3	-3	-2	2	3	-13
Signal/Switch Failure	-23	-10	-3	2	5	15	10	6	-8	-3	13	-6	2	2
Track Work	-3	3	1	0	8	-5	-1	-2	-5	3	-2	-2	-2	-8
Catenary Failure	0	-5	-2	-1	0	0	0	0	0	0	0	0	0	-8
Non-Locomotive Equipment Failure	-1	0	-1	1	0	-2	0	0	4	0	1	-1	3	3
Locomotive Failure	-10	0	0	0	0	3	-3	1	1	5	-3	0	9	1
Human Error	-3	-3	0	-1	3	0	-1	0	-1	-2	-5	2	1	-12
Sick, Injured, Unruly Passenger	7	2	-1	4	0	1	1	0	0	0	1	4	5	24
Weather	-22	-37	-13	-9	-4	-34	-16	-9	-33	-10	-24	-14	-28	-251
Other	-2	-2	1	0	-1	-4	-5	-1	-1	0	-1	-2	4	-14
TOTAL TRAINS DELAYED	-37	-51	-24	-4	15	-41	-36	-5	-62	-7	-25	1	46	-229

Data for current month is final (01/19/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 01/19/2012

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-December 2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	41	26	7	12	11	170	40	25	34	29	44	21	34	494
<i>Freight Interference - Peak</i>	85	0	0	0	70	27	30	76	39	73	3	20	72	495
<i>Freight Interference - Off-Peak</i>	93	0	0	0	0	199	120	102	56	194	16	24	332	1,136
Freight Interference - Total	178	0	0	0	70	226	150	178	95	267	19	44	404	1,631
Accident	162	4	12	11	2	30	137	50	45	21	73	64	58	669
Passenger Loading	267	287	34	121	0	256	92	5	237	6	451	159	230	2,145
Lift Deployment	47	2	0	3	0	47	55	2	114	3	87	16	75	451
Obstruction/Debris	68	36	12	51	1	20	20	5	37	8	30	40	73	401
Signal/Switch Failure	171	132	47	46	49	389	199	92	98	138	83	72	132	1,648
Track Work	322	116	26	38	39	144	205	35	90	16	149	83	116	1,379
Catenary Failure	0	23	6	11	0	0	0	0	0	0	0	0	0	40
Non-Locomotive Equipment Failure	6	70	23	20	0	24	12	1	24	5	20	14	24	243
Locomotive Failure	108	0	0	0	3	118	39	17	114	30	78	98	55	660
Human Error	187	64	16	33	21	112	45	32	58	40	97	58	107	870
Sick, Injured, Unruly Passenger	62	76	10	35	0	39	31	0	39	5	91	52	60	500
Weather	212	146	32	64	13	209	134	52	134	31	193	192	135	1,547
Other	37	15	10	11	1	44	35	6	39	25	79	44	50	396
TOTAL TRAINS DELAYED	1,868	997	235	456	210	1,828	1,194	500	1,158	624	1,494	957	1,553	13,074

January-December - 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	39	38	14	10	7	72	29	15	25	15	18	13	18	315
<i>Freight Interference - Peak</i>	98	0	0	0	60	18	19	39	19	50	10	23	61	397
<i>Freight Interference - Off-Peak</i>	104	0	0	0	0	99	55	51	47	126	14	22	227	745
Freight Interference - Total	201	0	0	0	60	116	75	90	66	175	24	45	288	1,142
Accident	79	11	4	14	1	49	38	16	24	8	27	59	36	366
Passenger Loading	70	109	52	40	0	96	50	6	132	1	365	102	62	1,086
Lift Deployment	23	2	0	1	1	32	22	5	58	2	22	19	24	211
Obstruction/Debris	89	12	9	21	3	46	37	11	28	12	27	54	40	388
Signal/Switch Failure	259	113	25	28	37	190	120	72	97	82	64	81	133	1,300
Track Work	134	62	12	49	7	87	43	12	49	22	89	43	82	690
Catenary Failure	0	30	13	17	0	0	0	0	0	0	0	0	0	60
Non-Locomotive Equipment Failure	30	46	24	16	0	11	6	1	12	4	17	9	14	190
Locomotive Failure	115	2	0	0	3	91	59	22	67	12	30	34	35	471
Human Error	125	46	18	17	10	64	43	19	68	29	83	69	49	640
Sick, Injured, Unruly Passenger	35	60	10	18	1	34	29	4	42	1	39	38	29	340
Weather	138	109	34	30	15	119	70	30	112	37	124	111	96	1,026
Other	43	32	9	8	4	36	23	9	53	12	39	36	42	345
TOTAL TRAINS DELAYED	1,381	673	226	268	147	1,043	643	313	833	413	967	714	947	8,568

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	-12	-7	2	4	98	11	10	9	14	26	8	16	179
<i>Freight Interference - Peak</i>	-13	0	0	0	10	9	11	37	20	23	-7	-3	11	98
<i>Freight Interference - Off-Peak</i>	-11	0	0	0	0	100	65	51	9	68	2	2	105	391
Freight Interference - Total	-23	0	0	0	10	110	75	88	29	92	-5	-1	116	489
Accident	83	-7	8	-3	1	-19	99	34	21	13	46	5	22	303
Passenger Loading	197	178	-18	81	0	160	42	-1	105	5	86	57	168	1,059
Lift Deployment	24	0	0	2	-1	15	33	-3	56	1	65	-3	51	240
Obstruction/Debris	-21	24	3	30	-2	-26	-17	-6	9	-4	3	-14	33	13
Signal/Switch Failure	-88	19	22	18	12	199	79	20	1	56	19	-9	-1	348
Track Work	188	54	14	-11	32	57	162	23	41	-6	60	40	34	689
Catenary Failure	0	-7	-7	-6	0	0	0	0	0	0	0	0	0	-20
Non-Locomotive Equipment Failure	-24	24	-1	4	0	13	6	0	12	1	3	5	10	53
Locomotive Failure	-7	-2	0	0	0	27	-20	-5	47	18	48	64	20	189
Human Error	62	18	-2	16	11	48	2	13	-10	11	14	-11	58	230
Sick, Injured, Unruly Passenger	27	16	0	17	-1	5	2	-4	-3	4	52	14	31	160
Weather	74	37	-2	34	-2	90	64	22	22	-6	69	81	39	521
Other	-6	-17	1	3	-3	8	12	-3	-14	13	40	8	8	51
TOTAL TRAINS DELAYED	487	324	9	188	63	785	551	187	325	211	527	243	606	4,506

Data for current month is final (01/19/12) version from TOPS.

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	494	3.8%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	495	3.8%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	1,136	8.7%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	1,631	12.5%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	669	5.1%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	2,145	16.4%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	451	3.4%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	401	3.1%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,648	12.6%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	1,379	10.5%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	40	0.3%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	243	1.9%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	660	5.0%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	870	6.7%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	500	3.8%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,547	11.8%
Other	18	32	30	26	33	57	51	38	32	40	20	19	396	3.0%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069	997	749	13,074	100%

2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	43	43	18	18	29	40	13	34	21	27	31	36	353	4.2%
<i>Freight Interference - Peak</i>	39	30	26	37	24	48	48	45	20	41	17	49	424	5.0%
<i>Freight Interference - Off-Peak</i>	49	61	55	59	43	76	77	81	58	66	45	89	759	8.9%
Freight Interference - Total	88	91	81	96	67	124	125	126	78	107	62	138	1,183	13.9%
Accident	18	49	15	9	44	51	35	55	20	31	47	15	389	4.6%
Passenger Loading	47	34	62	55	85	159	160	148	96	44	57	85	1,032	12.2%
Lift Deployment	18	14	18	18	32	30	22	31	20	14	14	27	258	3.0%
Obstruction/Debris	29	13	28	42	25	36	34	15	20	42	50	41	375	4.4%
Signal/Switch Failure	85	63	118	87	123	150	126	90	105	115	111	154	1,327	15.6%
Track Work	14	9	31	45	120	84	92	70	54	64	48	58	689	8.1%
Catenary Failure	7	0	4	0	1	0	16	0	7	0	5	18	58	0.7%
Non-Locomotive Equipment Failure	18	10	16	50	14	33	19	34	33	11	14	18	270	3.2%
Locomotive Failure	12	50	46	37	62	72	80	58	22	72	71	32	614	7.2%
Human Error	54	33	32	29	45	71	37	67	27	43	54	53	545	6.4%
Sick, Injured, Unruly Passenger	14	32	57	22	28	38	50	42	24	34	36	22	399	4.7%
Weather	94	41	3	26	35	312	25	14	2	31	98	43	724	8.5%
Other	44	11	12	29	29	27	20	16	13	17	21	27	266	3.1%
TOTAL TRAINS DELAYED	585	493	541	563	739	1,227	854	800	542	652	719	767	8,482	100%

2011 Divergence From 2010

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
Passenger Train Interference	-25	7	12	-4	2	11	40	0	28	33	45	-8	141	-0.4%
<i>Freight Interference - Peak</i>	-4	9	12	-3	-1	-8	23	9	27	-4	25	-14	71	-1.2%
<i>Freight Interference - Off-Peak</i>	2	20	32	27	35	67	61	53	41	15	30	-6	377	-0.3%
Freight Interference - Total	-2	29	44	24	34	59	84	62	68	11	55	-20	448	-1.5%
Accident	34	10	13	19	6	24	52	-41	46	23	69	25	280	0.5%
Passenger Loading	-11	13	-6	7	49	184	366	187	98	88	85	53	1113	4.2%
Lift Deployment	0	10	-1	0	0	25	58	35	19	32	19	-4	193	0.4%
Obstruction/Debris	4	17	0	-19	9	9	-25	21	26	23	-23	-16	26	-1.4%
Signal/Switch Failure	27	66	-37	-1	-15	82	174	23	-3	12	11	-18	321	-3.0%
Track Work	14	4	-4	11	20	33	165	142	131	122	72	-20	690	2.4%
Catenary Failure	2	4	0	2	3	7	-15	1	-3	4	-5	-18	-18	-0.4%
Non-Locomotive Equipment Failure	-9	17	1	-29	1	-3	-5	-15	-15	34	-5	1	-27	-1.3%
Locomotive Failure	57	-3	-14	37	3	-18	-4	-12	27	-19	-26	18	46	-2.2%
Human Error	3	15	32	29	15	27	51	32	39	49	38	-5	325	0.2%
Sick, Injured, Unruly Passenger	11	-17	-19	22	11	12	24	2	18	0	8	29	101	-0.9%
Weather	-61	874	-1	-23	-3	-160	256	47	3	-18	-64	-27	823	3.3%
Other	-26	21	18	-3	4	30	31	22	19	23	-1	-8	130	-0.1%
TOTAL TRAINS DELAYED	18	1,067	38	72	139	322	1,252	506	501	417	278	-18	4,592	

Data for current month is final (01/19/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 01/19/2012

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 January 2010 and December 2011

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Dec-10	7	0	0	0	6	21	12	17	7	27	1	1	39	138
Total	169	1	1	0	65	140	91	149	73	206	30	33	225	1,183
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
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Total	178	0	0	0	70	226	150	178	95	267	19	44	404	1,631

Data for current month is final (01/19/12) 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 01/19/2012

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

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	5	3	2	0	7	3	13	2	1	3	3	5	47	2.52%																							
Electric ML	0	0	0	0	0	0	0	0	0	1	0	1	2	0.20%																								
Electric BI	0	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	0	3	0.66%																								
HER	0	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	0	47	2.57%																								
Milw W	0	6	2	4	2	14	12	8	3	3	1	0	55	4.61%																								
NCS	0	0	0	0	0	0	0	1	0	1	0	0	2	0.40%																								
RI	2	5	8	4	12	11	29	17	10	9	5	2	114	9.84%																								
SWS	0	0	0	0	2	0	0	1	0	0	0	0	3	0.48%																								
UP N	8	2	2	1	2	11	8	13	8	12	12	8	87	5.82%																								
UP NW	0	0	0	0	0	5	1	3	1	4	0	2	16	1.67%																								
UP W	2	6	3	7	2	2	10	9	14	7	8	5	75	4.83%																								
Total Lift Delays	18	24	17	18	32	55	80	66	39	46	33	23	451	3.45%																								
ALL DELAYS													13,074																									

Data for current month is final (01/19/12) version from TOPS.

2010

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	1	2	2	2	5	7	2	5	3	1	1	8	39	3.08%																							
Electric ML	0	0	0	1	0	2	0	0	0	0	0	0	3	0.43%																								
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%																								
Electric SC	0	0	0	0	0	1	0	0	0	0	1	0	2	0.83%																								
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%																								
Milw N	1	0	0	1	2	4	2	2	0	1	0	1	14	1.38%																								
Milw W	4	4	7	1	2	1	2	2	1	4	3	0	31	4.51%																								
NCS	1	0	0	0	0	0	0	0	0	0	0	0	1	0.26%																								
RI	6	4	4	3	8	5	9	5	9	4	5	12	74	10.39%																								
SWS	0	0	0	0	0	0	0	0	1	0	1	0	2	0.43%																								
UP N	4	1	4	1	1	4	5	9	1	1	0	2	33	3.25%																								
UP NW	0	3	0	1	7	3	1	4	3	2	1	4	29	4.51%																								
UP W	1	0	1	8	7	3	1	4	2	1	2	0	30	3.19%																								
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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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

December 2011

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	26	3	3	3	9	7	5	12	9	6	11	3	21	118
11-15	6	0	0	0	7	10	8	6	1	1	1	1	5	46
16-20	1	0	0	1	7	7	0	2	0	1	5	2	3	29
21+	1	1	0	0	8	11	1	2	0	4	1	5	15	49
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>10</u>
Sub-Total	36	4	3	5	31	35	14	23	12	13	18	12	46	252
Off-Peak **														
6-10	36	19	4	13	0	28	9	4	21	9	27	37	49	256
11-15	19	3	0	2	0	12	6	3	10	9	7	7	30	108
16-20	6	0	0	0	0	8	6	2	5	1	2	9	9	48
21+	3	4	0	0	0	8	15	3	7	6	5	12	13	76
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>9</u>
Sub-Total	64	27	4	15	0	56	36	12	45	26	41	66	105	497
December 2011 Total														
6-10	62	22	7	16	9	35	14	16	30	15	38	40	70	374
11-15	25	3	0	2	7	22	14	9	11	10	8	8	35	154
16-20	7	0	0	1	7	15	6	4	5	2	7	11	12	77
21+	4	5	0	0	8	19	16	5	7	10	6	17	28	125
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>19</u>
TOTAL	100	31	7	20	31	91	50	35	57	39	59	78	151	749
2011 Year-to-Date														
6-10	874	651	160	313	93	976	510	239	686	338	793	389	708	6,730
11-15	444	166	35	45	64	427	288	117	225	119	252	187	332	2,701
16-20	182	88	14	36	22	167	141	57	92	56	134	95	167	1,251
21+	303	85	17	52	31	219	208	77	120	99	263	246	285	2,005
Annulled	<u>65</u>	<u>7</u>	<u>9</u>	<u>10</u>	<u>0</u>	<u>39</u>	<u>47</u>	<u>10</u>	<u>35</u>	<u>12</u>	<u>52</u>	<u>40</u>	<u>61</u>	<u>387</u>
TOTAL	1,868	997	235	456	210	1,828	1,194	500	1,158	624	1,494	957	1,553	13,074
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	
December 2011 Total														
6-10	62.0%	71.0%	100.0%	80.0%	29.0%	38.5%	28.0%	45.7%	52.6%	38.5%	64.4%	51.3%	46.4%	49.9%
11-15	25.0%	9.7%	0.0%	10.0%	22.6%	24.2%	28.0%	25.7%	19.3%	25.6%	13.6%	10.3%	23.2%	20.6%
16-20	7.0%	0.0%	0.0%	5.0%	22.6%	16.5%	12.0%	11.4%	8.8%	5.1%	11.9%	14.1%	7.9%	10.3%
21+	4.0%	16.1%	0.0%	0.0%	25.8%	20.9%	32.0%	14.3%	12.3%	25.6%	10.2%	21.8%	18.5%	16.7%
Annulled	<u>2.0%</u>	<u>3.2%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.9%</u>	<u>7.0%</u>	<u>5.1%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>4.0%</u>	<u>2.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2011 Year-to-Date Delays By Duration														
6-10	46.8%	65.3%	68.1%	68.6%	44.3%	53.4%	42.7%	47.8%	59.2%	54.2%	53.1%	40.6%	45.6%	51.5%
11-15	23.8%	16.6%	14.9%	9.9%	30.5%	23.4%	24.1%	23.4%	19.4%	19.1%	16.9%	19.5%	21.4%	20.7%
16-20	9.7%	8.8%	6.0%	7.9%	10.5%	9.1%	11.8%	11.4%	7.9%	9.0%	9.0%	9.9%	10.8%	9.6%
21+	16.2%	8.5%	7.2%	11.4%	14.8%	12.0%	17.4%	15.4%	10.4%	15.9%	17.6%	25.7%	18.4%	15.3%
Annulled	<u>3.5%</u>	<u>0.7%</u>	<u>3.8%</u>	<u>2.2%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>3.9%</u>	<u>2.0%</u>	<u>3.0%</u>	<u>1.9%</u>	<u>3.5%</u>	<u>4.2%</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 (01/19/12) 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>December 2011</i>														
Peak *	9.9	12.3	8.3	11.0	19.7	17.6	12.4	12.2	8.4	19.4	12.1	61.3	27.5	18.8
Off-Peak **	11.4	10.7	8.3	8.3	--	13.5	20.4	19.6	15.4	15.6	14.3	20.9	16.2	15.4
All	10.9	10.9	8.3	8.9	19.7	15.0	18.2	14.8	14.1	16.8	13.6	26.8	19.6	16.5
<i>2011 Year-to-Date</i>														
Peak *	16.3	13.5	10.9	13.8	16.1	14.5	15.3	14.2	13.3	14.5	23.7	23.5	16.7	16.7
Off-Peak **	15.0	12.1	12.0	11.9	--	13.1	17.3	16.5	12.4	14.8	17.2	20.8	16.8	15.1
All	15.6	12.5	11.7	12.2	16.1	13.4	16.7	15.3	12.7	14.7	19.1	21.9	16.7	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 (01/19/12) version from TOPS.

**TABLE 14: ANNUAL TRAIN DELAYS AND ON-TIME PERFORMANCE
2006 - 2011**

	DELAYS									ON-TIME PERFORMANCE						
	2006	2007	2008	2009	2010	2006 - 2010 Avg	2011	2010 vs. 2011 change		2006	2007	2008	2009	2010	2006 - 2010 Avg	2011
BNSF	1,312	1,125	1,503	1,697	1,267	1,380.8	1,868	601	47.4%	95.0%	95.8%	94.4%	93.6%	95.2%	94.8%	92.9%
Elec-ML	513	766	627	762	699	673.4	997	298	42.6%	97.8%	96.8%	97.4%	96.8%	97.1%	97.2%	95.8%
Elec-BI	230	191	190	285	235	226.2	235	0	0.0%	97.9%	98.3%	98.3%	97.4%	97.9%	97.9%	97.9%
Elec-SC	203	355	270	271	240	267.8	456	216	90.0%	98.8%	98.0%	98.5%	98.4%	98.6%	98.5%	97.4%
Heritage	109	136	175	141	176	147.4	210	34	19.3%	92.9%	91.1%	88.6%	90.8%	88.5%	90.4%	86.2%
M-N	1,094	1,125	1,065	915	1,017	1,043.2	1,828	811	79.7%	93.7%	93.6%	94.0%	94.9%	94.3%	94.1%	89.6%
M-W	680	728	623	495	688	642.8	1,194	506	73.5%	96.0%	95.8%	96.4%	97.1%	96.0%	96.3%	93.0%
NCS	276	304	304	294	385	312.6	500	115	29.9%	94.5%	94.6%	94.6%	94.8%	93.2%	94.3%	91.1%
RI	708	1,118	886	743	712	833.4	1,158	446	62.6%	96.3%	94.2%	95.4%	96.2%	96.3%	95.7%	94.0%
SWS	507	269	433	387	467	412.6	624	157	33.6%	93.1%	96.5%	94.4%	95.1%	94.2%	94.7%	92.1%
UP-N	425	886	1,338	1,174	1,014	967.4	1,494	480	47.3%	97.6%	95.4%	93.4%	94.2%	95.0%	95.1%	92.6%
UP-NW	436	752	908	829	643	713.6	957	314	48.8%	97.7%	96.0%	95.2%	95.6%	96.6%	96.2%	94.9%
UP-W	907	1,017	1,081	792	939	947.2	1,553	614	65.4%	94.7%	94.1%	93.7%	95.4%	94.5%	94.5%	90.9%
SYSTEM	7,400	8,772	9,403	8,785	8,482	8,568.4	13,074	4,592	54.1%	96.3%	95.7%	95.4%	95.7%	95.9%	95.8%	93.6%

Delays data for 2011 is final (01/19/12) version from TOPS.

'ON-TIME PERFORMANCE' '2006 - 2010 Avg' 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.

**TABLE 15: FREQUENCY OF TRAIN DELAYS BY CAUSE BY LINE
2011**

Top 2 causes for each line are shaded*

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	41	26	7	12	11	170	40	25	34	29	44	21	34	494
<i>Freight Interference - Peak</i>	85	0	0	0	70	27	30	76	39	73	3	20	72	495
<i>Freight Interference - Off-Peak</i>	93	0	0	0	0	199	120	102	56	194	16	24	332	1,136
Freight Interference - Total	178	0	0	0	70	226	150	178	95	267	19	44	404	1,631
Accident	162	4	12	11	2	30	137	50	45	21	73	64	58	669
Passenger Loading	267	287	34	121	0	256	92	5	237	6	451	159	230	2,145
Lift Deployment	47	2	0	3	0	47	55	2	114	3	87	16	75	451
Obstruction/Debris	68	36	12	51	1	20	20	5	37	8	30	40	73	401
Signal/Switch Failure	171	132	47	46	49	389	199	92	98	138	83	72	132	1,648
Track Work	322	116	26	38	39	144	205	35	90	16	149	83	116	1,379
Catenary Failure	0	23	6	11	0	0	0	0	0	0	0	0	0	40
Non-Locomotive Equipment Failure	6	70	23	20	0	24	12	1	24	5	20	14	24	243
Locomotive Failure	108	0	0	0	3	118	39	17	114	30	78	98	55	660
Human Error	187	64	16	33	21	112	45	32	58	40	97	58	107	870
Sick, Injured, Unruly Passenger	62	76	10	35	0	39	31	0	39	5	91	52	60	500
Weather	212	146	32	64	13	209	134	52	134	31	193	192	135	1,547
Other	37	15	10	11	1	44	35	6	39	25	79	44	50	396
TOTAL TRAINS DELAYED	1,868	997	235	456	210	1,828	1,194	500	1,158	624	1,494	957	1,553	13,074

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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* For calculating top 2 causes, "Freight Interference - Total" is used instead of "... Peak" and "... Off-Peak".

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**TABLE 16: ANNUAL SYSTEM CAUSES OF DELAY
2006 to 2011**

Cause	2006		2007		2008		2009		2010		2006-2010 Avg		2011	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
Passenger Train Interference	421	5.7%	237	2.7%	258	2.7%	304	3.5%	353	4.2%	314.6	3.7%	494	3.8%
<i>Freight Interference - Peak</i>	500	6.8%	346	3.9%	369	3.9%	344	3.9%	424	5.0%	396.6	4.6%	495	3.8%
<i>Freight Interference - Off-Peak</i>	892	12.1%	816	9.3%	739	7.9%	520	5.9%	759	8.9%	745.2	8.7%	1,136	8.7%
Freight Interference - Total	1,392	18.8%	1,162	13.2%	1,108	11.8%	864	9.8%	1,183	13.9%	1,141.8	13.3%	1,631	12.5%
Accident	366	4.9%	365	4.2%	451	4.8%	261	3.0%	389	4.6%	366.4	4.3%	669	5.1%
Passenger Loading	716	9.7%	1,043	11.9%	1,270	13.5%	1,368	15.6%	1,032	12.2%	1,085.8	12.7%	2,145	16.4%
Lift Deployment	175	2.4%	149	1.7%	216	2.3%	255	2.9%	258	3.0%	210.6	2.5%	451	3.4%
Obstruction/Debris	483	6.5%	366	4.2%	318	3.4%	399	4.5%	375	4.4%	388.2	4.5%	401	3.1%
Signal/Switch Failure	1,130	15.3%	1,145	13.1%	1,495	15.9%	1,401	15.9%	1,327	15.6%	1,299.6	15.2%	1,648	12.6%
Track Work	432	5.8%	830	9.5%	693	7.4%	808	9.2%	689	8.1%	690.4	8.1%	1,379	10.5%
Catenary Failure	76	1.0%	53	0.6%	56	0.6%	56	0.6%	58	0.7%	59.8	0.7%	40	0.3%
Non-Locomotive Equipment Failure	132	1.8%	148	1.7%	198	2.1%	201	2.3%	270	3.2%	189.8	2.2%	243	1.9%
Locomotive Failure	313	4.2%	391	4.5%	437	4.6%	601	6.8%	614	7.2%	471.2	5.5%	660	5.0%
Human Error	626	8.5%	849	9.7%	650	6.9%	529	6.0%	545	6.4%	639.8	7.5%	870	6.7%
Sick, Injured, Unruly Passenger	228	3.1%	337	3.8%	340	3.6%	394	4.5%	399	4.7%	339.6	4.0%	500	3.8%
Weather	630	8.5%	1,257	14.3%	1,445	15.4%	1,075	12.2%	724	8.5%	1,026.2	12.0%	1,547	11.8%
Other	280	3.8%	440	5.0%	468	5.0%	269	3.1%	266	3.1%	344.6	4.0%	396	3.0%
TOTAL TRAINS DELAYED	7,400	100.0%	8,772	100.0%	9,403	100.0%	8,785	100.0%	8,482	100.0%	8,568.4	100.0%	13,074	100.0%

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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**TABLE 17: FREQUENCY OF TRAIN DELAYS BY DURATION
Year End 2006 to 2011**

Minutes	2006		2007		2008		2009		2010		2006 - 2010 Avg		2011	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
6-10	3,815	51.6%	4,673	53.3%	4,570	48.6%	4,466	50.8%	4,103	48.4%	4,325.4	50.5%	6,730	51.5%
11-15	1,419	19.2%	1,764	20.1%	1,929	20.5%	1,821	20.7%	1,738	20.5%	1,734.2	20.2%	2,701	20.7%
16-20	645	8.7%	786	9.0%	991	10.5%	891	10.1%	838	9.9%	830.2	9.7%	1,251	9.6%
21+	1,268	17.1%	1,326	15.1%	1,647	17.5%	1,387	15.8%	1,574	18.6%	1,440.4	16.8%	2,005	15.3%
Annulled	253	3.4%	223	2.5%	266	2.8%	220	2.5%	229	2.7%	238.2	2.8%	387	3.0%
TOTAL	7,400	100.0%	8,772	100.0%	9,403	100.0%	8,785	100.0%	8,482	100.0%	8,568.4	100.0%	13,074	100.0%

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

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**TABLE 18: FREQUENCY OF TRAIN DELAYS BY DURATION AND LINE
Year End 2011**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
6-10	874	651	160	313	93	976	510	239	686	338	793	389	708	6,730
11-15	444	166	35	45	64	427	288	117	225	119	252	187	332	2,701
16-20	182	88	14	36	22	167	141	57	92	56	134	95	167	1,251
21+	303	85	17	52	31	219	208	77	120	99	263	246	285	2,005
Annulled	<u>65</u>	<u>7</u>	<u>9</u>	<u>10</u>	<u>0</u>	<u>39</u>	<u>47</u>	<u>10</u>	<u>35</u>	<u>12</u>	<u>52</u>	<u>40</u>	<u>61</u>	<u>387</u>
TOTAL	1,868	997	235	456	210	1,828	1,194	500	1,158	624	1,494	957	1,553	13,074
6-10	46.8%	65.3%	68.1%	68.6%	44.3%	53.4%	42.7%	47.8%	59.2%	54.2%	53.1%	40.6%	45.6%	51.5%
11-15	23.8%	16.6%	14.9%	9.9%	30.5%	23.4%	24.1%	23.4%	19.4%	19.1%	16.9%	19.5%	21.4%	20.7%
16-20	9.7%	8.8%	6.0%	7.9%	10.5%	9.1%	11.8%	11.4%	7.9%	9.0%	9.0%	9.9%	10.8%	9.6%
21+	16.2%	8.5%	7.2%	11.4%	14.8%	12.0%	17.4%	15.4%	10.4%	15.9%	17.6%	25.7%	18.4%	15.3%
Annulled	<u>3.5%</u>	<u>0.7%</u>	<u>3.8%</u>	<u>2.2%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>3.9%</u>	<u>2.0%</u>	<u>3.0%</u>	<u>1.9%</u>	<u>3.5%</u>	<u>4.2%</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%

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

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