

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

January 2012



COMMUTER RAIL ON-TIME PERFORMANCE

January 2012

This report presents an analysis of the January 2012 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 January 2012, Metra operated 16,925 scheduled trains, including scheduled "extras", if any. 958 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.3%. Table 2 lists on-time percentages by line for each month and year since 2007.

Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2012, 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. Effective January 1, 2012, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay. Table 6 shows the frequency of train delays by delay-cause control and by line during January 2012. Of the 958 delays systemwide in January 2012, all but 429 (45%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for January 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2012. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 958 delays systemwide in January 2012, 154 more than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2012. Table 9.b shows the average frequencies from the beginning of the year through January of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2012 and 2011 respectively, and Table 10.c shows the difference between the two. In January of 2012, a total of 958 trains were delayed, compared to 603 trains delayed in the same month of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2012 freight operations delayed 84 trains systemwide, compared to 86 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2012 and 2011 respectively. A total of 20 trains were delayed by lift deployment in January 2012.

A review of January 2012 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 49.1% of all late trains. Table 14 shows that the average length of delay was 16.4 minutes in January 2012. 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
January 2012**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	61	94.6%	840	38	95.5%	1,974	99	95.0%	112	17	84.8%	108	7	93.5%	2,194	123	94.4%
Elec -ML	945	70	92.6%	714	31	95.7%	1,659	101	93.9%	184	40	78.3%	120	22	81.7%	1,963	163	91.7%
-BI	294	12	95.9%	483	26	94.6%	777	38	95.1%	120	28	76.7%	--	--	--	897	66	92.6%
-SC	<u>357</u>	<u>12</u>	96.6%	<u>777</u>	<u>21</u>	97.3%	<u>1,134</u>	<u>33</u>	97.1%	<u>192</u>	<u>8</u>	95.8%	<u>120</u>	<u>1</u>	99.2%	<u>1,446</u>	<u>42</u>	97.1%
Subtotal	1,596	94	94.1%	1,974	78	96.0%	3,570	172	95.2%	496	76	84.7%	240	23	90.4%	4,306	271	93.7%
Heritage	126	6	95.2%	--	--	--	126	6	95.2%	--	--	--	--	--	--	126	6	95.2%
Milw -N	525	23	95.6%	735	42	94.3%	1,260	65	94.8%	96	4	95.8%	120	3	97.5%	1,476	72	95.1%
-W	<u>567</u>	<u>41</u>	92.8%	<u>651</u>	<u>28</u>	95.7%	<u>1,218</u>	<u>69</u>	94.3%	<u>96</u>	<u>6</u>	93.8%	<u>108</u>	<u>4</u>	96.3%	<u>1,422</u>	<u>79</u>	94.4%
Subtotal	1,092	64	94.1%	1,386	70	94.9%	2,478	134	94.6%	192	10	94.8%	228	7	96.9%	2,898	151	94.8%
NCS	231	15	93.5%	231	9	96.1%	462	24	94.8%	--	--	--	--	--	--	462	24	94.8%
RI	756	41	94.6%	693	48	93.1%	1,449	89	93.9%	80	3	96.3%	96	0	100.0%	1,625	92	94.3%
SWS	231	13	94.4%	399	25	93.7%	630	38	94.0%	24	0	100.0%	--	--	--	654	38	94.2%
UP -N	630	44	93.0%	840	38	95.5%	1,470	82	94.4%	104	2	98.1%	108	7	93.5%	1,682	91	94.6%
-NW	693	44	93.7%	672	17	97.5%	1,365	61	95.5%	96	0	100.0%	90	3	96.7%	1,551	64	95.9%
-W	<u>567</u>	<u>39</u>	93.1%	<u>672</u>	<u>46</u>	93.2%	<u>1,239</u>	<u>85</u>	93.1%	<u>80</u>	<u>4</u>	95.0%	<u>108</u>	<u>9</u>	91.7%	<u>1,427</u>	<u>98</u>	93.1%
Subtotal	1,890	127	93.3%	2,184	101	95.4%	4,074	228	94.4%	280	6	97.9%	306	19	93.8%	4,660	253	94.6%
SYSTEM	7,056	421	94.0%	7,707	369	95.2%	14,763	790	94.6%	1,184	112	90.5%	978	56	94.3%	16,925	958	94.3%

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

Delays data for most recent month is final (02/16/12) 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-JAN	AVG
BNSF	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	96.4%	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	92.9%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	85.4%	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	97.8%	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	96.2%	92.9%
	2012	94.4												94.4%	94.4%
	2007-2011 average		93.7	92.5	96.9	96.8	95.6	92.6	93.2	93.4	94.7	93.2	95.2	94.7	93.7%
Electric	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	99.2%	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	96.4%	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	96.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	98.6%	96.8%
	2012	93.7												93.7%	93.7%
	2007-2011 average		97.7	97.3	98.4	98.2	98.2	96.5	97.1	97.4	97.2	97.2	97.8	96.8	97.7%
Heritage	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	98.5%	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	93.9%	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	79.4%	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	92.5%	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	92.1%	86.2%
	2012	95.2												95.2%	95.2%
	2007-2011 average		91.4	86.5	89.8	92.5	91.3	90.0	87.8	90.0	88.7	87.1	90.3	83.4	91.4%
Milw - N	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	96.0%	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	96.1%	94.0%
	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	85.9%	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	96.1%	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	92.9%	89.6%
	2012	95.1												95.1%	95.1%
	2007-2011 average		93.4	92.3	95.8	95.1	92.9	91.7	90.8	92.9	95.4	94.0	93.7	91.4	93.4%
Milw - W	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	98.8%	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	94.5%	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	92.6%	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	96.0%	93.0%
	2012	94.4												94.4%	94.4%
	2007-2011 average		95.6	93.3	97.4	97.1	96.8	94.3	93.7	94.4	97.5	97.6	95.5	94.5	95.6%
NCS	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	95.9%	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	93.4%	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	88.9%	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	96.4%	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	92.4	95.5%	91.1%
	2012	94.8												94.8%	94.8%
	2007-2011 average		94.0	92.4	94.8	93.1	94.7	91.5	93.8	94.0	95.1	95.1	93.6	91.3	94.0%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
RI	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	96.0%	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	95.5%	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	93.4%	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	95.4%	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	96.5	97.8%	94.0%
	2012	94.3												94.3%	94.3%
	2007-2011 average	95.6	92.7	96.5	97.5	96.8	93.9	93.1	95.7	95.9	95.9	96.2	93.2	95.6%	95.2%
SWS	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	98.6%	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	93.5%	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	87.1%	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	94.6%	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	95.1%	92.1%
	2012	94.2												94.2%	94.2%
	2007-2011 average	93.8	94.3	96.3	96.1	95.2	92.6	94.5	94.2	95.7	92.7	94.7	93.2	93.8%	94.4%
UP - N	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	98.0%	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	91.9%	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	91.4%	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	93.9%	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	96.5	96.4%	92.6%
	2012	94.6												94.6%	94.6%
	2007-2011 average	94.2	92.8	96.2	96.9	96.0	91.7	91.2	90.6	94.0	95.4	95.6	94.9	94.2%	94.1%
UP - NW	2007	95.8	91.8	97.1	97.7	98.0	97.2	96.5	93.2	95.7	98.0	95.2	95.2	95.8%	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	91.9%	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	91.9%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	97.0%	94.9%
	2012	95.9												95.9%	95.9%
	2007-2011 average	94.6	93.6	97.4	97.4	96.2	95.5	94.9	94.7	96.1	96.7	95.5	94.7	94.6%	95.6%
UP - W	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	95.9%	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	95.2%	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	92.3%	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	96.6%	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	93.5%	90.9%
	2012	93.1												93.1%	93.1%
	2007-2011 average	94.7	92.6	94.9	95.7	95.3	92.7	92.6	92.2	93.5	94.0	94.6	91.9	94.7%	93.7%
SYSTEM excluding South Shore	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	97.4%	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	94.5%	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	91.6%	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	96.5%	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	96.4%	93.6%
	2012	94.3												94.3%	94.3%

Delays data for most recent month is final (02/16/12) version from TOPS.

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'2007-2011 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.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2012**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1233	Fri, Jan 06	7	CC	FORM B AT HIGHLANDS	
		81% OT	Thu, Jan 12	9	IW	SLOW PASSENGER LOADING WEATHER
		Tue, Jan 17	10	C	STOPPED TO COPY FORM A'S, WORKING AROUND MOW EQUIPMENT	
		Fri, Jan 20	10	IW	PASSENGER HANDLING DUE TO WEATHER	
BNSF	1270	Wed, Jan 04	11	AM	NORTH SIDE AT NVP, A3 HEAVY DWELL TAHEAD DROPPED FLAGMAN AT MP 9.32 EAST AVE.	
		71% OT	Fri, Jan 06	10	J	12" DUE TO PASSENGER REMOVAL AT ROUTE 59. EXPRESS CIC-CUS
		Mon, Jan 09	21	GA	HELD @ POLK STREET DUE TO AMTRAK CIRCUIT FAILURE	
		Tue, Jan 17	7	C1	LATE FLIP FROM 1233	
		Fri, Jan 20	8	IW	PASSENGER HANDLING DUE TO WEATHER	
		Mon, Jan 23	15	DD	HELD BY UNION AVE DISP FOR A CECO YARD MOVE @ CICERO A	
ELBI	216	Wed, Jan 11	7	C1	5" WAITING FOR #116 TO CLEAR, KENSINGTON; 2" SLOW ENTRAINING, ENROUTE.	
		76% OT	Fri, Jan 13	8	IW1	5" WAITING ON #116 TO CLEAR, KENSINGTON; 3" SLOW ENTRAINING, ENROUTE.
		Tue, Jan 17	8	II	3" WAITING FOR #116, KENSINGTON; 2" ENTRAINING, ENROUTE; 3" REVERSE MOVE, 59TH ST.	
		Thu, Jan 19	7	I	4" SLOW ENTRAINING, ENROUTE; 3" WAITING FOR #116, KENSINGTON.	
		Mon, Jan 23	7	G	4" SIGNAL PROBLEMS & SLOW ENTRAINING/DETRAINING, KENSINGTON.	
ELML	106	Tue, Jan 03	22	OW	22" WIRE DOWN ON MT4, 65TH-67TH.	
		81% OT	Thu, Jan 19	31	N	13" LATE DEPARTURE ACCT POWER OUT; UP; 18" SLOW ENTRAINING & FOLLOWING TRAINS, ENROUTE.
		Mon, Jan 23	7	G	7" SIGNAL PROBLEMS, KENSINGTON.	
		Tue, Jan 31	14	JM1	14" FOLLOWING REROUTED TRAINS, ENROUTE.	
ELML	702	Tue, Jan 03	16	OW	16" WIRE DOWN ON MT4, 65TH-67TH.	
		81% OT	Thu, Jan 19	16	N1	9" LATE DEPARTING ACCT POWER OUT, UP; 7" FOLLOWING TRAINS & SLOW ENTRAINING, ENROUTE.
		Thu, Jan 26	8	G1	5" FOLLOWING #732, ENROUTE ACCT SIGNAL DROPPING, FLAGGED, MP14.37.	
		Tue, Jan 31	7	JM1	7" CHANGED ROUTE ACCT MEDICAL EMERGENCY ON TRK 4, 51ST.	
ELML	737	Wed, Jan 11	7	F1	5" LATE DEPARTURE ACCT UNABLE TO ENTER DEPOT DUE TO CONGESTION & EQUIPMENT AHEAD, RANDOLPH.	
		71% OT	Thu, Jan 12	8	IW1	2" CONGESTION, KENSINGTON; 6" SLOW DETRAINING, ENROUTE.
		Fri, Jan 13	28	G	19" CODE STATION FAILURE, RANDOLPH.	
		Fri, Jan 20	9	IW	9" SLOW DETRAINING/WEATHER, ENROUTE.	
		Wed, Jan 25	7	RS1	5" CONGESTION, KENSINGTON; 2" NO REASON GIVEN.	
		Thu, Jan 26	7	G1	5" FOLLOWING #707, KENSINGTON; 2" NO REASON GIVEN.	
ELML	754	Tue, Jan 03	22	OW	22" WIRE DOWN ON MT4, 65TH-67TH.	
		81% OT	Thu, Jan 19	23	N1	15" LATE DEPARTURE RICHTON YD; 8" SLOW ENTRAINING & FOLLOWING TRAINS, ENROUTE.
		Thu, Jan 26	7	G	7" SIGNAL DROPPING INTERMITTENTLY, FLAGGED, MP14.37.	
		Tue, Jan 31	7	JM1	4" CONGESTION IN DEPOT, RANDOLPH.	
MN	2107	Fri, Jan 13	12	U	2" LATE TURN FROM #2108, CUS; 3" ADA, GRAYLAND; 3" DOOR PROBLEM, ENROUTE; 2" E/B FREIGHT, LAKE COOK; 2" ADA, LAKE FOREST.	
		81% OT	Mon, Jan 23	9	U	1" INSPECTING FUEL LEAK, CUS; 1" PICK MECH. FOREMAN, CAL AVE; 2" ADA, GRAYLAND; 2" ADA, LAKE FOREST; 2" RED SIGNAL, MAYFAIR.
		Wed, Jan 25	15	A	3" LATE TURN FROM #2108, CUS; 5" WRONG LINE UP, A5; 2" ADA, GRAYLAND; 2" RED SIGNAL, MAYFAIR; 3" MEETING TRAINS, ENROUTE; 2" ADA, LK FRST	
		Mon, Jan 30	12	U	2" LATE TURN FROM #2108, CUS; 3" ADA, GRAYLAND; 3" STOP , MAYFAIR; 3" ADA, LAKE FOREST.	
MW	2241	Wed, Jan 11	32	K	37" CAR BLOCKING IMT AT DEPOT, ITASCA.	
		81% OT	Thu, Jan 12	30	G	30" SWITCH FAILURE, B12.
		Mon, Jan 16	12	GA1	13" LATE TURN FROM #7417 SWITCH FAILURE, CUS.	
		Fri, Jan 20	15	IW	7" LATE TURN FROM #7412, CUS; 10" ENTRAINING/WEATHER, ENROUTE.	
MW	2243	Wed, Jan 11	25	K	25" TRACK BLOCKED BY CAR AT DEPOT, ITASCA.	
		81% OT	Thu, Jan 12	16	W1	4: LATE TURN FROM #2244; 8" SWITCH FAILURE, B12; 4" FOLLOWING #2239, ENROUTE.
		Fri, Jan 20	11	G1	11" LATE TURN FROM #2244, CUS.	
		Wed, Jan 25	14	GX	14" STOP SIGNAL COPY 3 GATE MALFUNCTIONS, B12; 4" WAITING ON NCS, ENROUTE.	
NCS	117	Thu, Jan 05	11	E	23" LOCO 414 LOST HEP CREW HAD TO HAND OPERATE DOOR HAD TO RESET HEP BLOWER, ENROUTE. B/O BLOWER	
		81% OT	Thu, Jan 12	7	W1	11" FOLLOWING TRAINS, ENROUTE.
		Fri, Jan 13	13	G1	5" STOP SIGNAL, DEVAL; 10" WAITING ON #120, RAM	
		Wed, Jan 25	10	GX	10" COPY GATE MALFUNCTIONS, B12.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2012**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	511	Tue, Jan 03	6	AA	1" NO REASON GIVEN, 35TH; 4" RULE 6.30 W/512, BLUE ISLAND; 2" RULE 6.30 W/514, MOKENA.
	62% OT	Tue, Jan 10	7	U	2" COPYING AWD(M(RADIO INTERFERENCE), GRESHAM; 9" ADA'S, MIDLOTHIAN, TINLEY PARK, 80TH AVE; PSGR DISPUTE, 80TH AVE.
		Wed, Jan 11	10	D	2" LATE SET FROM YARD, LSS; 2" HOLDING FOR #512, ROBBINS; 7" CN M-343, CN2237 WEST DID NOT CLEAR IN TIMELY MANNER CHANGED CREWS, EJ&E.
		Fri, Jan 13	10	II	6" HELD FOR #512, YORK; 4" PULLING 9 CARS, ENROUTE.
		Tue, Jan 17	7	RD	2" RED SIGNAL,LSS; 2" FOLLOWING #508W TO YARD; 2" ENTRAINING, 35TH; 2" HOLDING FOR #514, MOKENA; 2" MAIN LINE CREW CHANGE, JA COACH YD.
		Wed, Jan 18	8	I	4" FLAG STOPS, ENROUTE; 1" RED SIGNAL, WESTERN AVE(BI); 2" COPYING MANDATORY DIRECTIVE, ROBBINS; 2" MAINLIN CREW CHANGE; 1"S/O, UD.
		Thu, Jan 19	8	H1	3" FLAG STOPS; 1" RED SIGNAL, YORK(BI); 2" MEET #512, ROBBINS; 1" FORM D COULD NOT COPY FIC'S RADIO; 1" MAINLINE CREW CHANGE.
		Wed, Jan 25	9	A	4" STOP INDICATIONS, BRIDGE A; 2" WAITING FOR INBOUND TO CLEAR,BI; 3" STOP INDICATION, CP66TH CRT.
SWS	836	Mon, Jan 09	23	GA1	26" LATE TURN FROM #823, 153RD ST.
	81% OT	Wed, Jan 18	21	G	20" SWITCH FAILUTE (BROKEN BOLT), ASHBURN; 5" WAITNG FOR UP MPRAS UP2339 TO CLEAR, STOPPED TO FLAG TRAIN WENT INTO EMERGENCY, CREW DIED.
		Fri, Jan 20	7	GW1	8" LATE TURN FROM #823, 153RD.
		Tue, Jan 24	7	RA	9" BRIDGE LIFT, 21ST.
UPN	347	Mon, Jan 09	7	I	7" #345 AHEAD; SLOW DETRAINING, ROGERS PK & MAIN ST.
	76% OT	Tue, Jan 10	8	II	8" #345 AHEAD TO WK; SLOW DETRAINING, MAIN ST & ROGERS PARK; ATS PENALTY APPLICATION, MAIN ST.
		Thu, Jan 12	6	IW	6" SLOW DETRAINING ACCT WEATHER, ENROUTE.
		Tue, Jan 17	8	IW1	8" #345 AHEAD TO WK.
		Fri, Jan 20	16	IW	16" ; WEATHER CONDITIONS.
UPNW	643	Wed, Jan 11	9	R1	9" FOLLOWING #637, BARRINGTON - CRYSTAL LAKE.
	81% OT	Thu, Jan 12	29	RO1	35" LATE DEPARTURE ACCT MISTRACKED #647 BLOCKING HIS DEPARTURE,CPT.
		Tue, Jan 17	39	E1	39" TRAINS AHEAED BARRINGTON TO CRYSTAL LAKE JCT.
		Fri, Jan 20	10	CW1	10" #637 AHEAD, ENROUTE.
UPNW	647	Wed, Jan 04	16	G	16" FLAGGING BARRINGTON (B/O BATTERY).
	81% OT	Thu, Jan 12	21	RO	25" LATE DEPARTURE ACCT MISTRACKED IN DEPOT & WAIT FOR PSGRS TOGET TO TRAIN, CPT. ERROR LAKE ST. TWR OPER.
		Tue, Jan 17	31	E1	31" TRAINS AHEAD TO HARVARD.
		Fri, Jan 20	18	IW	18" SLOW ENTRAINING/WEATHER & WEATHER CONDITIONS, ENROUTE.
UPNW	649	Wed, Jan 04	30	G	31" FLAGGING BARRINGTON (B/O BATTERY).
	81% OT	Thu, Jan 12	21	RO1	21" FOLLOWING TRAINS, CPT TO CRYSTAL LAKE.
		Tue, Jan 17	21	E1	22" TRAINS AHEAD TO CRYSTAL LAKE.
		Fri, Jan 20	35	IW1	36" LATE ARRIVAL OF EQUIPMENT.
UPNW	651	Wed, Jan 04	24	G	24" FLAGGING BARRINGTON (B/O BATTERY).
	81% OT	Thu, Jan 12	19	RO1	19" FOLLOWING TRAINS, CPT TO CRYSTAL LAKE.
		Tue, Jan 17	29	E1	29" TRAINS AHEAD TO CRYSTAL LAKE.
		Fri, Jan 20	14	IW1	14" FOLLOW #649, ENROUTE.
UPW	25	Wed, Jan 04	25	J	11" SW #4 FAILED, HALSTED; 14" TRESPASSER CRAWLED UNDER TRN, RIVER FOREST.
	81% OT	Fri, Jan 13	7	A	7" X-TRAFFIC, WESTERN AVE.
		Tue, Jan 24	7	RF	7" OPERATED 30MPH ACCT NO EXIT MESSAGE ON THE HOT BOX DETECTOR, MP29; DISPATCHER DID NOT COMMUNICATE FOR 25" TO INFORM OF NO DEFECT.
		Tue, Jan 31	7	KD	6" LATE DEPARTURE ACCT NO DOOR LIGHT, OPERATED OFF THE BUZZARD & ENGINEER PUT TRAIN IN EMERGENCY(3MAIN B/O JUMPER CABLE), COLLEGE AVE.
UPW	36	Wed, Jan 04	11	U	11" THREE ADAS ENROUTE.
	76% OT	Fri, Jan 13	7	IW	7" SLOW ENTRAINING WEATHER, WHEATON TO ELMHURST.
		Wed, Jan 18	20	GW1	20" DEAD TRACK ELBURN TO MP39; MCHNP-17; LATE DEPARTURE ACCT LATE ARRIVAL OF #13, ELBURN.
		Wed, Jan 25	9	D	9" FREIGHT CWTWF-23, LAFOX-GENEVA.
		Mon, Jan 30	7	AD	4" DEAD TRACK, TURNER TO WASHINGTON; 3" SLOW ENTRAINING, GENEVA; TRAIN CONTROL FOLLOWING 2 LIGHT ENGINES(312 & 610 ENGINES) NOBLE-HALS

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2012**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UPW 67% OT	44	Wed, Jan 04	20	L1	20" LATE TURN OF DELAYED #25.
		Thu, Jan 05	8	CC	8" WAITING FOR CLEARANCE FROM FOREMAN IN CHARGE FORM B, MP14.75
		Wed, Jan 11	9	I	9" SLOW ENTRAINING, WINFIELD TO LOMBARD.
		Thu, Jan 12	6	IW	6" SLOW ENTRAINING ACCT WEATHER, GENEVA TO ELMHURST.
		Tue, Jan 17	10	I	10" SLOW ENTRAINING, GENEVA; DEAD TRK, MP23.75-23.5 & MP23.4-23.
		Fri, Jan 20	18	GW	17" RAN TRK 2 SLOW ENTRAINING, GENEVA(6"); 11" SIGNAL PROBLEMS, WESTERN AVE.
		Tue, Jan 31	10	KD	10" OPERATED WITH NO DOOR LIGHT; 2 ADA'S, ENROUTE.
UPW 81% OT	52	Thu, Jan 12	7	I	7" X-TRAFFIC, WESTERN; SLOW ENTRAINING, WINFIELD.
		Fri, Jan 13	10	I	7" SLOW ENTRAINING, WINFIELD; 3" EXTRA STOPS, STATE & MADISON.
		Fri, Jan 20	10	IW	10" X-TRAFFIC, WESTERN; HEAVY ENTRAINING/WEATHER, ENROUTE.
		Mon, Jan 30	15	F	15" B/O ATC (CUT OUT RUN ON BLOCKS), ENROUTE. BROKEN WIRE SPD PRO
UPW 81% OT	55	Wed, Jan 11	12	II	12" #53 AHEAD; XH, MP24.75.
		Fri, Jan 13	25	E1	25" ATC #53, MELROSE PK -PARK; 3" RED SIGNAL, LOMBARD; 7" ENTRAINING #51 PSGRS; 5" RED SIGNAL, TURNER.
		Fri, Jan 20	12	GW	12" ATC FOLLOWING #53, ENROUTE.
		Tue, Jan 31	6	S1	6" TRAIN AHEAD, ENROUTE.
UPW 81% OT	58	Fri, Jan 06	9	U	9" 5 ADA'S & HEAVY ENTRAINING, WHEATON & OAK PARK.
		Tue, Jan 10	6	D1	6" HELD WAITING FOR #59 TO CLEAR ACCT MELNP ON TRK 2 @ WOLF RD, PARK.
		Tue, Jan 17	7	D1	10" RAN TRK 2 ACCT WEST BOUND TRAIN TRK 1, TURNER TO PARK.
		Fri, Jan 20	8	IW	8" HEAVY ENTRAINING/WEATHER, GENEVA, WHEATON, GLEN ELLYN & ELMHURST.

Data is final (02/16/12) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes			Definition	Delay Class	Responsibility
Primary	Secondary	Primary Annulled			
A	A1	XA	Passenger Train Interference	Transportation	Controllable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
1 PASSENGER TRAIN INTERFERENCE				12 LOCOMOTIVE FAILURE			
A	A1	XA	Passenger Train Interference	E	E1	XE	Locomotive Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
AM	AM1	XAM	Amtrak Caused Delay	13 HUMAN ERROR			
AS	AS1	XAS	NICTD Train Interference	B	B1	XB	Human Error, Eng. Dept.
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				BA	BA1	XBA	Amtrak Engineering Human Error
D	D1	XD	Freight Train Interference	H	H1	XH	Human Error, Mechanical Department
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
4 ACCIDENT				R	R1	XR	Human Error, Transportation
M	M1	XM	Right of Way Accident/Misc.	RA	RA1	XRA	Human Error, Amtrak Transportation
5 PASSENGER LOADING				RD	RD1	XRD	Human Error, Metra Dispatcher
I	I1	XI	Passenger Handling, Running Time	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
IB	IB1	XIB	Passenger Handling, Bicycle	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
6 LIFT DEPLOYMENT				RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
U	U1	XU	Accessibility Related (ADA)	RO	RO1	XRO	Human Error, Tower Operator
UF	UF1	XUF	ADA Lift Failure	RS	RS1	XRS	Human Error, NICTD Transportation
7 OBSTRUCTION/DEBRIS				RZ	RZ1	XRZ	ETMS Train Crew Error
K	K1	XK	Obstruction On Tracks	14 SICK, INJURED, UNRULY PASSENGER			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JA	JA1	XJA	Amtrak Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
9 TRACK WORK				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	16 OTHER			
CM	CM1	XCM	Switch Malfunction (Track Dept.)	L	L1	XL	Unauthorized People On Tracks/Near Miss
10 CATENARY FAILURE				N	N1	XN	Electricity Utility Failure
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing
11 NON-LOCOMOTIVE EQUIPMENT FAILURE				T	T1	XT	Property Vandalism
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
FS	FS1	XFS	NICTD MU Malfunction	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	W	W1	XW	Gas Leak

Effective January 1, 2012

Revised Dec. 6, 2011

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TABLE 6: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
January 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	38	100	52	22	2	27	25	10	41	9	42	39	22	429
Semi-controllable	36	0	0	0	3	13	12	7	4	22	1	3	25	126
Uncontrollable	49	63	14	20	1	32	42	7	47	7	48	22	51	403
TOTAL TRAINS DELAYED	123	163	66	42	6	72	79	24	92	38	91	64	98	958

Data for current month is final version from TOPS.

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TABLE 7: NUMBER OF DELAYS BY DATE
January 2012

WEEKDAY	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	3	2	1	5	24	1	1	2	5	12	4	7	2	19	3	1	1	3	0	3	0	99
Elec -ML	18	0	0	0	0	0	3	4	14	0	1	5	11	18	1	2	6	7	6	0	5	101
-BI	7	1	1	0	0	0	1	1	5	1	4	0	1	9	2	0	0	1	4	0	0	38
-SC	4	0	0	0	0	0	5	0	3	0	2	1	2	10	1	1	0	2	0	1	1	33
Heritage	1	0	0	1	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	6
Milw -N	0	0	1	1	0	1	0	5	16	5	1	7	0	20	1	0	3	2	0	2	0	65
-W	2	0	1	0	0	0	2	10	20	1	0	6	1	16	0	3	3	0	3	0	1	69
NCS	3	0	1	1	1	0	0	3	5	1	0	0	1	3	2	0	2	0	1	0	0	24
RI	1	0	2	1	1	1	3	7	12	2	2	8	6	7	7	19	6	1	1	1	1	89
SWS	3	1	0	1	7	0	0	2	0	1	0	5	3	9	2	2	0	0	0	2	0	38
UP -N	2	0	0	0	11	2	0	8	5	3	3	0	0	47	1	0	0	0	0	0	0	82
-NW	0	4	0	0	1	0	1	6	1	0	16	0	0	22	1	4	1	1	0	3	0	61
-W	4	3	1	1	0	3	2	7	10	1	9	7	2	14	2	2	9	0	0	2	6	85
SYSTEM	48	11	8	11	46	8	18	55	96	27	42	47	29	194	24	35	31	17	15	14	14	790

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	2	8	15	22	29	TOTAL
BNSF	0	7	6	4	17	BNSF	3	1	0	1	2	0	7
Elec -ML	0	1	28	11	40	Elec -ML	1	3	0	1	9	8	22
-BI	0	1	20	7	28	-BI	-	-	-	-	-	-	0
-SC	0	0	7	1	8	-SC	1	0	0	0	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-	0
Milw -N	1	1	2	0	4	Milw -N	0	1	0	1	0	1	3
-W	2	1	2	1	6	-W	1	1	0	1	1	0	4
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-	0
RI	0	3	0	0	3	RI	0	0	0	0	0	0	0
SWS	0	0	0	0	0	SWS	-	-	-	-	-	-	0
UP -N	1	0	1	0	2	UP -N	3	2	0	2	0	0	7
-NW	0	0	0	0	0	-NW	0	0	0	3	0	0	3
-W	2	2	0	0	4	-W	1	0	4	1	0	3	9
SYSTEM	6	16	66	24	112	SYSTEM	10	8	4	10	12	12	56

Data is final (02/16/12) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January 2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	3	2	0	7	3	0	4	0	1	2	2	32
<i>Freight Interference - Peak</i>	0	0	0	0	2	4	0	2	0	5	0	1	8	22
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	5	10	5	4	9	1	2	17	62
Freight Interference - Total	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Accident	0	0	0	0	1	0	0	0	17	0	10	0	3	31
Passenger Loading	11	5	2	2	0	8	0	0	10	0	9	0	7	54
Lift Deployment	1	0	0	0	0	7	0	0	4	0	1	0	7	20
Obstruction/Debris	4	4	0	1	0	3	7	0	2	1	0	2	3	27
Signal/Switch Failure	35	21	11	5	3	15	14	6	11	13	1	5	4	144
Track Work	10	63	37	8	0	5	3	0	3	1	0	5	5	140
Catenary Failure	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	3	3	0	4	0	0	2	0	1	0	2	0	1	16
Locomotive Failure	5	0	0	0	0	2	5	2	13	0	2	16	8	53
Human Error	6	5	0	1	0	1	2	1	10	3	36	11	4	80
Sick, Injured, Unruly Passenger	4	9	2	3	0	1	1	0	2	0	2	1	1	26
Weather	29	34	10	14	0	14	23	4	10	5	25	19	25	212
Other	2	12	0	2	0	0	9	4	1	1	1	0	3	35
TOTAL TRAINS DELAYED	123	163	66	42	6	72	79	24	92	38	91	64	98	958

January - Average Over Previous Five Years: 2007-2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	1	1	0	5	3	1	2	1	5	2	2	32
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	1	4	2	4	2	1	3	33
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	7	4	6	5	7	2	3	14	56
Freight Interference - Total	19	0	0	0	4	8	5	10	7	11	4	4	17	89
Accident	19	2	0	2	0	1	7	3	2	1	3	9	4	56
Passenger Loading	2	3	3	1	0	4	0	0	4	0	22	6	3	48
Lift Deployment	2	0	0	0	0	4	1	1	5	0	3	1	2	18
Obstruction/Debris	4	0	0	1	0	1	6	1	2	1	2	8	5	32
Signal/Switch Failure	39	13	2	2	2	14	15	3	8	13	6	10	13	140
Track Work	3	1	0	1	0	4	1	1	2	1	4	3	1	21
Catenary Failure	0	4	2	1	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	2	7	4	0	0	1	0	0	2	0	1	2	1	20
Locomotive Failure	11	0	0	0	0	16	5	1	4	1	1	8	3	51
Human Error	8	6	1	1	1	8	4	1	4	3	8	5	2	52
Sick, Injured, Unruly Passenger	5	3	0	2	0	4	1	0	4	0	4	2	1	26
Weather	21	14	2	6	2	25	14	5	21	6	28	22	19	186
Other	0	7	1	1	0	4	1	0	4	2	4	2	2	27
TOTAL TRAINS DELAYED	138	63	18	19	11	98	63	28	71	40	95	84	76	804

January 2012 Divergence From January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	2	1	0	2	0	-1	2	-1	-4	0	0	0
<i>Freight Interference - Peak</i>	-11	0	0	0	-2	3	-1	-2	-2	1	-2	0	5	-11
<i>Freight Interference - Off-Peak</i>	1	0	0	0	0	-2	6	-1	-1	2	-1	-1	3	6
Freight Interference - Total	-10	0	0	0	-2	1	5	-3	-3	3	-3	-1	8	-5
Accident	-19	-2	0	-2	1	-1	-7	-3	15	-1	7	-9	-1	-25
Passenger Loading	9	2	-1	1	0	4	0	0	6	0	-13	-6	4	6
Lift Deployment	-1	0	0	0	0	3	-1	-1	-1	0	-2	-1	5	2
Obstruction/Debris	0	4	0	0	0	2	1	-1	0	0	-2	-6	-2	-5
Signal/Switch Failure	-4	8	9	3	1	1	-1	3	3	0	-5	-5	-9	4
Track Work	7	62	37	7	0	1	2	-1	1	0	-4	2	4	119
Catenary Failure	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	-2
Non-Locomotive Equipment Failure	1	-4	-4	4	0	-1	2	0	-1	0	1	-2	0	-4
Locomotive Failure	-6	0	0	0	0	-14	0	1	9	-1	1	8	5	2
Human Error	-2	-1	-1	0	-1	-7	-2	0	6	0	28	6	2	28
Sick, Injured, Unruly Passenger	-1	6	2	1	0	-3	0	0	-2	0	-2	-1	0	0
Weather	8	20	8	8	-2	-11	9	-1	-11	-1	-3	-3	6	26
Other	2	5	-1	1	0	-4	8	4	-3	-1	-3	-2	1	8
TOTAL TRAINS DELAYED	-15	100	48	23	-5	-26	16	-4	21	-2	-4	-20	22	154

Data for current month is final (02/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 02/22/2012

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

TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January-January 2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	3	2	0	7	3	0	4	0	1	2	2	32
<i>Freight Interference - Peak</i>	0	0	0	0	2	4	0	2	0	5	0	1	8	22
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	5	10	5	4	9	1	2	17	62
Freight Interference - Total	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Accident	0	0	0	0	1	0	0	0	17	0	10	0	3	31
Passenger Loading	11	5	2	2	0	8	0	0	10	0	9	0	7	54
Lift Deployment	1	0	0	0	0	7	0	0	4	0	1	0	7	20
Obstruction/Debris	4	4	0	1	0	3	7	0	2	1	0	2	3	27
Signal/Switch Failure	35	21	11	5	3	15	14	6	11	13	1	5	4	144
Track Work	10	63	37	8	0	5	3	0	3	1	0	5	5	140
Catenary Failure	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Non-Locomotive Equipment Failure	3	3	0	4	0	0	2	0	1	0	2	0	1	16
Locomotive Failure	5	0	0	0	0	2	5	2	13	0	2	16	8	53
Human Error	6	5	0	1	0	1	2	1	10	3	36	11	4	80
Sick, Injured, Unruly Passenger	4	9	2	3	0	1	1	0	2	0	2	1	1	26
Weather	29	34	10	14	0	14	23	4	10	5	25	19	25	212
Other	2	12	0	2	0	0	9	4	1	1	1	0	3	35
TOTAL TRAINS DELAYED	123	163	66	42	6	72	79	24	92	38	91	64	98	958

January-January - Average Over Previous Five Years: 2007-2011

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	4	1	1	0	5	3	1	2	1	5	2	2	32
<i>Freight Interference - Peak</i>	11	0	0	0	4	1	1	4	2	4	2	1	3	33
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	7	4	6	5	7	2	3	14	56
Freight Interference - Total	19	0	0	0	4	8	5	10	7	11	4	4	17	89
Accident	19	2	0	2	0	1	7	3	2	1	3	9	4	56
Passenger Loading	2	3	3	1	0	4	0	0	4	0	22	6	3	48
Lift Deployment	2	0	0	0	0	4	1	1	5	0	3	1	2	18
Obstruction/Debris	4	0	0	1	0	1	6	1	2	1	2	8	5	32
Signal/Switch Failure	39	13	2	2	2	14	15	3	8	13	6	10	13	140
Track Work	3	1	0	1	0	4	1	1	2	1	4	3	1	21
Catenary Failure	0	4	2	1	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	2	7	4	0	0	1	0	0	2	0	1	2	1	20
Locomotive Failure	11	0	0	0	0	16	5	1	4	1	1	8	3	51
Human Error	8	6	1	1	1	8	4	1	4	3	8	5	2	52
Sick, Injured, Unruly Passenger	5	3	0	2	0	4	1	0	4	0	4	2	1	26
Weather	21	14	2	6	2	25	14	5	21	6	28	22	19	186
Other	0	7	1	1	0	4	1	0	4	2	4	2	2	27
TOTAL TRAINS DELAYED	138	63	18	19	11	98	63	28	71	40	95	84	76	804

January-January 2012 Divergence From January-January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	2	1	0	2	0	-1	2	-1	-4	0	0	0
<i>Freight Interference - Peak</i>	-11	0	0	0	-2	3	-1	-2	-2	1	-2	0	5	-11
<i>Freight Interference - Off-Peak</i>	1	0	0	0	0	-2	6	-1	-1	2	-1	-1	3	6
Freight Interference - Total	-10	0	0	0	-2	1	5	-3	-3	3	-3	-1	8	-5
Accident	-19	-2	0	-2	1	-1	-7	-3	15	-1	7	-9	-1	-25
Passenger Loading	9	2	-1	1	0	4	0	0	6	0	-13	-6	4	6
Lift Deployment	-1	0	0	0	0	3	-1	-1	-1	0	-2	-1	5	2
Obstruction/Debris	0	4	0	0	0	2	1	-1	0	0	-2	-6	-2	-5
Signal/Switch Failure	-4	8	9	3	1	1	-1	3	3	0	-5	-5	-9	4
Track Work	7	62	37	7	0	1	2	-1	1	0	-4	2	4	119
Catenary Failure	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	-2
Non-Locomotive Equipment Failure	1	-4	-4	4	0	-1	2	0	-1	0	1	-2	0	-4
Locomotive Failure	-6	0	0	0	0	-14	0	1	9	-1	1	8	5	2
Human Error	-2	-1	-1	0	-1	-7	-2	0	6	0	28	6	2	28
Sick, Injured, Unruly Passenger	-1	6	2	1	0	-3	0	0	-2	0	-2	-1	0	0
Weather	8	20	8	8	-2	-11	9	-1	-11	-1	-3	-3	6	26
Other	2	5	-1	1	0	-4	8	4	-3	-1	-3	-2	1	8
TOTAL TRAINS DELAYED	-15	100	48	23	-5	-26	16	-4	21	-2	-4	-20	22	154

Data for current month is final (02/16/12) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\YTDBByLine 02/22/2012

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

**TABLES 10.a, 10.b & 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2012**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	32												32 3.3%
<i>Freight Interference - Peak</i>	22												22 2.3%
<i>Freight Interference - Off-Peak</i>	62												62 6.5%
Freight Interference - Total	84												84 8.8%
Accident	31												31 3.2%
Passenger Loading	54												54 5.6%
Lift Deployment	20												20 2.1%
Obstruction/Debris	27												27 2.8%
Signal/Switch Failure	144												144 15.0%
Track Work	140												140 14.6%
Catenary Failure	4												4 0.4%
Non-Locomotive Equipment Failure	16												16 1.7%
Locomotive Failure	53												53 5.5%
Human Error	80												80 8.4%
Sick, Injured, Unruly Passenger	26												26 2.7%
Weather	212												212 22.1%
Other	35												35 3.7%
TOTAL TRAINS DELAYED	958												958 100%

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	18 3.0%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	35 5.8%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	51 8.5%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	86 14.3%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	52 8.6%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	36 6.0%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	18 3.0%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	33 5.5%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	112 18.6%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	28 4.6%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	9 1.5%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	9 1.5%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	69 11.4%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	57 9.5%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	25 4.1%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	33 5.5%
Other	18	32	30	26	33	57	51	38	32	40	20	19	18 3.0%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069	997	749	603 100%

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Passenger Train Interference	14												14 0.4%
<i>Freight Interference - Peak</i>	-13												-13 -3.5%
<i>Freight Interference - Off-Peak</i>	11												11 -2.0%
Freight Interference - Total	-2												-2 -5.5%
Accident	-21												-21 -5.4%
Passenger Loading	18												18 -0.3%
Lift Deployment	2												2 -0.9%
Obstruction/Debris	-6												-6 -2.7%
Signal/Switch Failure	32												32 -3.5%
Track Work	112												112 10.0%
Catenary Failure	-5												-5 -1.1%
Non-Locomotive Equipment Failure	7												7 0.2%
Locomotive Failure	-16												-16 -5.9%
Human Error	23												23 -1.1%
Sick, Injured, Unruly Passenger	1												1 -1.4%
Weather	179												179 16.7%
Other	17												17 0.7%
TOTAL TRAINS DELAYED	355												355

Data for current month is final (02/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 02/22/2012

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

TABLE 11: FREIGHT DELAYS
between February 2010 and January 2012

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Jan-11	17	0	0	0	3	12	5	9	6	10	2	1	21	86
Total	177	1	1	0	61	144	88	148	71	205	17	33	235	1,181
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
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Total	170	0	0	0	69	223	155	176	93	271	18	46	408	1,629

Data for current month is final (02/16/12) 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.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 02/22/2012

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2012**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	1																																1	0.81%			
Electric ML	0																																0	0.00%				
Electric BI	0																																0	0.00%				
Electric SC	0																																0	0.00%				
HER	0																																0	0.00%				
Milw N	7																																7	9.72%				
Milw W	0																																0	0.00%				
NCS	0																																	0	0.00%			
RI	4																																	4	4.35%			
SWS	0																																	0	0.00%			
UP N	1																																	1	1.10%			
UP NW	0																																	0	0.00%			
UP W	7																																	7	7.14%			
Total Lift Delays	20																																	20	2.09%			
ALL DELAYS																																			958			

Data for current month is final (02/16/12) version from TOPS.

2011

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays All Year
	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				

P:\ONTIME\report\DelaysByCause16Cats.xls\LiftUseByLine&Month 02/22/2012

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

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

January 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	25	30	7	7	3	15	11	7	18	3	14	11	20	171
11-15	16	14	3	3	3	5	10	5	9	3	6	3	6	86
16-20	4	12	1	1	0	3	5	1	1	1	2	8	6	45
21+	15	13	1	0	0	0	14	2	4	5	20	20	7	101
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>9</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>18</u>
Sub-Total	61	70	12	12	6	23	41	15	41	13	44	44	39	421
Off-Peak **														
6-10	37	56	27	23	0	24	15	4	35	14	18	9	37	299
11-15	14	17	7	3	0	17	9	3	6	7	3	2	7	95
16-20	6	5	4	3	0	2	5	2	2	1	4	2	6	42
21+	4	14	16	1	0	6	7	0	6	2	20	7	8	91
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>10</u>
Sub-Total	62	93	54	30	0	49	38	9	51	25	47	20	59	537
January 2012 Total														
6-10	62	86	34	30	3	39	26	11	53	17	32	20	57	470
11-15	30	31	10	6	3	22	19	8	15	10	9	5	13	181
16-20	10	17	5	4	0	5	10	3	3	2	6	10	12	87
21+	19	27	17	1	0	6	21	2	10	7	40	27	15	192
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>11</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>28</u>
TOTAL	123	163	66	42	6	72	79	24	92	38	91	64	98	958
2012 Year-to-Date														
6-10	62	86	34	30	3	39	26	11	53	17	32	20	57	470
11-15	30	31	10	6	3	22	19	8	15	10	9	5	13	181
16-20	10	17	5	4	0	5	10	3	3	2	6	10	12	87
21+	19	27	17	1	0	6	21	2	10	7	40	27	15	192
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>11</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>28</u>
TOTAL	123	163	66	42	6	72	79	24	92	38	91	64	98	958
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	
January 2012 Total														
6-10	50.4%	52.8%	51.5%	71.4%	50.0%	54.2%	32.9%	45.8%	57.6%	44.7%	35.2%	31.3%	58.2%	49.1%
11-15	24.4%	19.0%	15.2%	14.3%	50.0%	30.6%	24.1%	33.3%	16.3%	26.3%	9.9%	7.8%	13.3%	18.9%
16-20	8.1%	10.4%	7.6%	9.5%	0.0%	6.9%	12.7%	12.5%	3.3%	5.3%	6.6%	15.6%	12.2%	9.1%
21+	15.4%	16.6%	25.8%	2.4%	0.0%	8.3%	26.6%	8.3%	10.9%	18.4%	44.0%	42.2%	15.3%	20.0%
Annulled	<u>1.6%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>12.0%</u>	<u>5.3%</u>	<u>4.4%</u>	<u>3.1%</u>	<u>1.0%</u>	<u>2.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2012 Year-to-Date Delays By Duration														
6-10	50.4%	52.8%	51.5%	71.4%	50.0%	54.2%	32.9%	45.8%	57.6%	44.7%	35.2%	31.3%	58.2%	49.1%
11-15	24.4%	19.0%	15.2%	14.3%	50.0%	30.6%	24.1%	33.3%	16.3%	26.3%	9.9%	7.8%	13.3%	18.9%
16-20	8.1%	10.4%	7.6%	9.5%	0.0%	6.9%	12.7%	12.5%	3.3%	5.3%	6.6%	15.6%	12.2%	9.1%
21+	15.4%	16.6%	25.8%	2.4%	0.0%	8.3%	26.6%	8.3%	10.9%	18.4%	44.0%	42.2%	15.3%	20.0%
Annulled	<u>1.6%</u>	<u>1.2%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>12.0%</u>	<u>5.3%</u>	<u>4.4%</u>	<u>3.1%</u>	<u>1.0%</u>	<u>2.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (02/16/12) version from TOPS.

TABLE 14: 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	
January 2012														
Peak *	16.6	13.6	11.6	10.0	10.7	10.2	19.8	16.5	15.3	24.3	37.0	21.9	13.9	18.1
Off-Peak **	12.2	13.4	16.2	9.7	--	12.9	14.2	11.6	12.5	10.8	31.8	21.0	14.9	15.1
All	14.4	13.5	15.3	9.8	10.7	12.1	17.2	14.6	13.6	15.3	34.3	21.6	14.5	16.4
2012 Year-to-Date														
Peak *	16.6	13.6	11.6	10.0	10.7	10.2	19.8	16.5	15.3	24.3	37.0	21.9	13.9	18.1
Off-Peak **	12.2	13.4	16.2	9.7	--	12.9	14.2	11.6	12.5	10.8	31.8	21.0	14.9	15.1
All	14.4	13.5	15.3	9.8	10.7	12.1	17.2	14.6	13.6	15.3	34.3	21.6	14.5	16.4

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (02/16/12) version from TOPS.