

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

July 2012



COMMUTER RAIL ON-TIME PERFORMANCE

July 2012

This report presents an analysis of the July 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 July 2012, Metra operated 16,912 scheduled trains, including scheduled "extras", if any. 1,015 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.0%. Table 2 lists on-time percentages by line for each month and year since 2007.

Table 3 lists each train that was on time for less than 85% of its weekday runs in July 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.a shows the frequency of train delays by delay-cause control and by line during July 2012. Of the 1,015 delays systemwide in July 2012, all but 317 (31%) were beyond Metra's control. Table 6.b shows the delay-cause control frequencies since the beginning of the year.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during July 2012. Table 8.b shows the average frequencies over the previous five Julys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,015 delays systemwide in July 2012, 34 less than the average over the previous five Julys. Table 9.a shows delays from the beginning of the year through July 2012. Table 9.b shows the average frequencies from the beginning of the year through July 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. From January through July of 2012, a total of 5,095 trains were delayed, compared to 7,910 trains delayed in the same seven months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2012 freight operations delayed 125 trains systemwide, compared to 209 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 41 trains were delayed by lift deployment in July 2012.

A review of July 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 58.3% of all late trains. Table 14 shows that the average length of delay was 13.6 minutes in July 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
July 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	1,133	52	95.4%	844	48	94.3%	1,977	100	94.9%	119	3	97.5%	114	8	93.0%	2,210	111	95.0%
Elec -ML	942	23	97.6%	714	32	95.5%	1,656	55	96.7%	184	10	94.6%	120	9	92.5%	1,960	74	96.2%
-BI	294	3	99.0%	483	9	98.1%	777	12	98.5%	120	1	99.2%	--	--	--	897	13	98.6%
-SC	<u>357</u>	<u>5</u>	98.6%	<u>777</u>	<u>16</u>	97.9%	<u>1,134</u>	<u>21</u>	98.1%	<u>192</u>	<u>4</u>	97.9%	<u>120</u>	<u>3</u>	97.5%	<u>1,446</u>	<u>28</u>	98.1%
Subtotal	1,593	31	98.1%	1,974	57	97.1%	3,567	88	97.5%	496	15	97.0%	240	12	95.0%	4,303	115	97.3%
Heritage	126	11	91.3%	--	--	--	126	11	91.3%	--	--	--	--	--	--	126	11	91.3%
Milw -N	524	63	88.0%	735	132	82.0%	1,259	195	84.5%	96	17	82.3%	120	12	90.0%	1,475	224	84.8%
-W	<u>566</u>	<u>37</u>	93.5%	<u>651</u>	<u>30</u>	95.4%	<u>1,217</u>	<u>67</u>	94.5%	<u>96</u>	<u>7</u>	92.7%	<u>108</u>	<u>16</u>	85.2%	<u>1,421</u>	<u>90</u>	93.7%
Subtotal	1,090	100	90.8%	1,386	162	88.3%	2,476	262	89.4%	192	24	87.5%	228	28	87.7%	2,896	314	89.2%
NCS	231	39	83.1%	231	42	81.8%	462	81	82.5%	--	--	--	--	--	--	462	81	82.5%
RI	755	27	96.4%	693	66	90.5%	1,448	93	93.6%	80	12	85.0%	96	10	89.6%	1,624	115	92.9%
SWS	230	13	94.3%	399	15	96.2%	629	28	95.5%	24	3	87.5%	--	--	--	653	31	95.3%
UP -N	627	8	98.7%	819	39	95.2%	1,446	47	96.7%	108	11	89.8%	113	10	91.2%	1,667	68	95.9%
-NW	689	21	97.0%	671	33	95.1%	1,360	54	96.0%	96	12	87.5%	90	14	84.4%	1,546	80	94.8%
-W	<u>565</u>	<u>20</u>	96.5%	<u>672</u>	<u>47</u>	93.0%	<u>1,237</u>	<u>67</u>	94.6%	<u>80</u>	<u>7</u>	91.3%	<u>108</u>	<u>15</u>	86.1%	<u>1,425</u>	<u>89</u>	93.8%
Subtotal	1,881	49	97.4%	2,162	119	94.5%	4,043	168	95.8%	284	30	89.4%	311	39	87.5%	4,638	237	94.9%
SYSTEM	7,039	322	95.4%	7,689	509	93.4%	14,728	831	94.4%	1,195	87	92.7%	989	97	90.2%	16,912	1,015	94.0%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (08/16/12) version from TOPS.

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JUL	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	95.5%	95.8%
	2008	92.9	94.3	97.0	98.2	97.0	94.3	94.8	94.6	92.8	92.8	94.2	89.9	95.5%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.5%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.9%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0						95.6%	95.6%
	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	94.5%
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	97.6%	97.5%
	2008	96.4	98.5	98.8	98.3	99.3	98.5	99.2	98.1	97.9	98.2	96.7	95.0	98.4%	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	97.8%	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	97.6%	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	96.7%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3						97.3%	97.3%
	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	97.6%
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	89.7%	91.1%
	2008	93.9	89.7	83.3	87.2	89.7	92.9	91.7	86.5	88.2	89.1	93.0	78.6	89.8%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.2%	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	88.9%	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	89.0%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3						95.5%	95.5%
	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	89.9%
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	93.8%	93.6%
	2008	96.1	92.6	96.4	95.8	95.6	95.0	93.3	93.1	95.8	96.9	92.9	84.4	95.0%	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	94.6%	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	93.5%	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	88.9%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8						93.2%	93.2%
	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	93.1%
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	95.6%	95.8%
	2008	94.5	96.6	97.1	97.4	97.8	97.8	96.1	94.1	98.3	97.9	96.6	92.3	96.8%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7						95.5%	95.5%
	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	95.5%
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	94.0%	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	94.7%	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	94.6%	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	93.1%	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%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5						91.6%	91.6%
	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	93.5%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JUL	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	93.9%	94.2%
	2008	95.5	95.6	94.5	98.8	97.6	96.4	96.5	96.9	95.8	92.3	96.3	89.3	96.4%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	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	96.5%	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	92.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9						95.0%	95.0%
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	95.2%	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	97.0%	96.5%
	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	95.5%	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	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	93.9%	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%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3						95.0%	95.0%
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	94.7%	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	96.0%	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	93.2%	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	94.3%	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	92.4%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9						96.4%	96.4%
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	96.4%	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	95.0%	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	95.8%	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	96.8%	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	94.5%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8						96.6%	96.6%
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	95.7%	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	94.5%	94.1%
	2008	95.2	90.4	93.7	94.5	96.9	95.4	95.3	94.5	93.0	91.0	93.0	91.6	94.5%	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	95.6%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	91.1%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8						94.7%	94.7%
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	94.1%	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	95.8%	95.7%
	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	96.0%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.8%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.8%	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	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0						95.7%	95.7%
2007-2011 average		95.3	94.0	96.9	96.9	96.2	93.9	93.9	94.4	95.7	95.5	95.8	94.3	95.3%	95.2%

Delays data for most recent month is final (08/16/12) 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
July 2012**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1231	Tue, Jul 03	10	G	TRACK LIGHT AT WEST EOLA	
		71% OT	Thu, Jul 05	8	CC	WORKING AROUND TRACK WORK
		Fri, Jul 06	8	CW	WORKING AROUND TRACK WORK DUE TO HEAT INSPECTION	
		Wed, Jul 18	7	CC	FORM B AT BELMONT, FORM B AT WEST EOLA	
		Fri, Jul 20	23	E	METX 190 MECHANICAL ISSUES	
		Fri, Jul 27	7	CC	TRACK WORK FORM B	
BNSF	1280	Thu, Jul 12	8	G	TASTE PASSENGER HANDLING, MULTIPLE CROSSING FAILURES	
		81% OT	Fri, Jul 13	8	R	3" @ EOLA FOR 1243 DUE TO SINGLE TRACKING, WAITING ON 1275 @ POLK ST., TASTE PASSENGER HANDLING
		Mon, Jul 16	12	F	METX 189 MECHANICAL ISSUE	
		Mon, Jul 30	10	JM1	LATE ARRIVAL OF EQUIPMENT FROM 1241	
ELML	146	Fri, Jul 06	10	KD	10" INSPECTING TRAIN AFTER ENGINEER REPORTED HITTING SOMETHING, NOTHING FOUND, 159TH.	
		81% OT	Fri, Jul 13	6	I	6" ENTRAINING, ENROUTE.
		Mon, Jul 16	6	I	6" PASSENGER LOADING	
		Wed, Jul 18	6	GW	6" GOING RESTRICTED SPEED, MP14.20 TO 13.28 & MP10.78-9.74 DUE TO TRACK CIRCUIT.	
ELML	149	Wed, Jul 11	8	G	2" FLAGGED DUE TO TRACK CIRCUIT, RICHTON; 6" RESTRICTED SIGNALS ALL THE WAY TO UNIVERSITY PK.	
		81% OT	Thu, Jul 12	8	I	2" LATE DEPARTING DOOR LIGHT PROBLEM, RANDOLPH; 2" ADA, HYDE PK; SLOW ENTRAINING & MAKING ALL FLAG STOPS, ENROUTE.
		Fri, Jul 13	8	J	1" LATE DEPARTING, RANDOLPH; 6" WAITING FOR METRA PD DUE TO FARE DISPUTE, KENSINGTON.	
		Tue, Jul 17	8	I	8" PASSENGER LOADING	
MN	2121	Mon, Jul 02	7	C	4" SINGLE TRACK, DEERFIELD. 3" NORTHBOUND CARESS.	
		76% OT	Fri, Jul 06	14	KW	5" FOLLOWING AMTRAK 7, CUS-EDGE BROOK; 2" ADA, LAKE COOK RD; 7" HEAT RESTRICTION, ENROUTE.
		Fri, Jul 13	19	GA	10" SWITCH PROBLEM, CUS; 4" FOLLOWING #2221 TO A5; 5" RAIN & ENTRAINING, ENROUTE.	
		Mon, Jul 16	8	KW	10" HEAT RESTRICTION, ENROUTE.	
		Tue, Jul 17	8	KW	8" HEAT RESTRICTION, ENROUTE.	
MN	2125	Mon, Jul 02	8	KW	10" WAITING ON #2146, RONDOUT.	
		71% OT	Fri, Jul 06	11	KW1	12" WAITING ON #2146. RONDOUT.
		Fri, Jul 13	12	D	7" RED SIGNAL, DEERFIELD; 4" TALKED BY SIGNAL, LAKE FOREST EAST; RED SIGNAL, RONDOUT.	
		Mon, Jul 16	7	KW1	10" WAITING ON #2146, RONDOUT; 4" HEAT RESTRICTION, ENROUTE.	
		Tue, Jul 17	8	KW1	10" WAITING ON #2146, RONDOUT.	
		Thu, Jul 19	8	AM1	8" AMTRK 7 STOPPED.	
MN	2128	Mon, Jul 02	8	CC	3" LATE TURN FROM #2103, AFTER MAKING BRAKE TEST & GETTING MOVEMENT AUTHORITY LEFT 5", FOX LAKE; 4" ENTRAINING, (KIDS & STROLLER), ENROUTE.	
		67% OT	Tue, Jul 03	7	GX	7" ITEM 1, ALLEGHENY RD.
		Tue, Jul 10	7	A	4" LATE ARRIVAL OF #2103, FOX LAKE; 3" X-TRAFFIC, MAYFAIR.	
		Wed, Jul 11	10	A	4" WAITING ON #2107, GRAYSLAKE; 7" STOP CN FREIGHT TRAFFIC; 1" STOP, MAYFAIR.	
		Thu, Jul 12	7	U	1" HOLD FOR #2107, GRAYSLAKE; 1" FORM B MP24.6; 3" ADA, DEERFIELD; 3" ENTRAINING, ENROUTE.	
		Mon, Jul 16	7	D	7" FREIGHT TRAFFIC, CN XING; CONTACTING CN DISPATCHER.	
		Mon, Jul 23	7	A1	2" ADA, FOX LAKE; 5" HOLD FOR #2107, GRAYSLAKE.	
MN	2129	Fri, Jul 13	12	I	2" WAIT FOR SIGNAL, MAYFAIR; 3" WAITING ON #2148, DEERFIELD; 2" TALKED BY SIGNAL, EAST LAKE FOREST; 3" GROUP MOVEMENT (ENTRAINING), PRAIRIE XI	
		71% OT	Mon, Jul 23	12	GA	6" WAIT FOR LINE UP & FOLLOWING #2229 WITH SWITCH FAILURE # 511 SWITCH, CUS; 3" MAYFAIR; 1" ADA, GRAYSLAKE; 5" N/B CN FREIGHT, CN XING.
		Tue, Jul 24	7	R1	7" FOLLOWING 2127 EMERGENCY BRAKE APPLICATION, ENGINEER CUT OUT MAX ON LOCO #413 AND PUT ON BYPASS, ENROUTE.	
		Wed, Jul 25	15	KW	5" YARD MOVE, A3; 2" ITEM 2, TOUHY AVE; 3" ENTRAINING/BIKE, LAKE COOK RD; 4" ADA, GRAYSLAKE; 2" HEAT RESTRICTION, ENROUTE.	
		Thu, Jul 26	9	AM	3" STOP SIGNALS, A-2; 3" STOP SIGNAL, MAYFAIR; 5" FOLLOWING AMTRAK # 7, MORTON GROVE THRU A-20.	
		Mon, Jul 30	10	AM	10" FOLLOWING AMTRAK #7, ENROUTE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2130	Mon, Jul 02	9	CC	8" HOLD FOR #2111, DEERFIELD; 5" AFTER #2111 CLEARED COULD NOT GET SIGNAL, DEERFIELD.	
		71% OT	Thu, Jul 12	7	U	3" LATE ADA, GRAYSLAKE; 3" ADA, DEERFIELD; 4" GROUP ENTRAINING,NORTHBROOK.
		Fri, Jul 13	8	I	3" LEFT LATE WAIT FOR COMMUTERS, GRAYSLAKE; 5" SLOW LOADING, ENROUTE.	
		Wed, Jul 18	19	D	2" RESTRICTING SIGNALS, DEERFIELD; 2" RESTRICTING MP 24.0; 13" CP FREIGHT, LAKE COOK ROAD; 5" BEHIND FREIGHT LAKE COOK TO A20.	
		Wed, Jul 25	10	D	10" RUNNING AROUND FREIGHT ON MAIN 1, DEERFIELD TO MORTON GROVE; SLOW LAODING LOCO #402, ENROUTE.	
		Thu, Jul 26	9	U	9" ADA'S, GRAYSLAKE & LIBERTYVILLE; SLOW ENTRAINING.	
MN	2131	Mon, Jul 09	10	D	10" N/B CN FREIGHT, CN XING.	
		71% OT	Tue, Jul 10	11	A	2" WAITING FOR LINE UP, CUS; 3" WAITING ON UP, A2; 5" STOP SIGNAL X-TRAFFIC, MAYFAIR.
		Fri, Jul 13	8	CC	10" RED SIGNALS, LAKE FOREST, MP28.6 TO MP30.1.	
		Mon, Jul 16	9	KW	3" WAIT FOR LINE UP, CUS; 3" MAYFAIR; 3" HEAT RESTRICTION, ENROUTE.	
		Tue, Jul 17	10	KW	3" X-TRAFFIC, CN; 3" DOOR PROBLEMS 8403 & 8221, ROUND LAKE & LONG LAKE; 3" HEAT RESTRICTION, ENROUTE.	
		Wed, Jul 25	10	KW1	10" HEAT RESTRICTION & FOLLOWING #2129, ENROUTE.	
MN	2132	Mon, Jul 02	7	CC	11" STOP SIGNAL, DEERFIELD; WAITING FOR 2113.	
		76% OT	Thu, Jul 05	7	D	10" FREIGHT X-ING OVER FROM 2 TO 1 MAIN, MORTON GROVE; 5" LOAD-ING PSGRS, ENROUTE.
		Mon, Jul 23	12	D	15" WAITING FOR SLOW MOVING FREIGHT, CN XING; LOAD ADA, ROUND LAKE.	
		Mon, Jul 30	13	GF1	10" SIGNAL PROBLEMS, CN XING; 3" ADA, ROUND LAKE; 3" ADA, DEERFIELD.	
		Tue, Jul 31	7	C	7" RUNNING RESTRICTED SPEED, RONDOUT-MP30.2.	
MN	2135	Mon, Jul 02	10	KW	4" STOP SIGNAL, MAYFAIR; 2" ITEM 2, OAKTON ST; 3" APPROACH, HEAT RESTRICTIONS, MORTON GROVE; LOCO 611 DROPPED IT LOAD AT 8TH NOTCH.	
		67% OT	Mon, Jul 09	10	U	2" WAIT FOR LINE UP, CUS; 3" STOP SIGNAL, MAYFAIR; 3" ADA, DEERFIELD; 5" 2 ADA'S, GRAYSLAKE.
		Tue, Jul 10	8	A1	8" FOLLOWING TRAINS AHEAD, ENROUTE.	
		Fri, Jul 13	8	G	3" STOP SIGNAL-XTRAFFIC, MAYFAIR; 3" STOP SIGNAL RESTRICTED SPEED TO MP29.2, LAKE FOREST EAST; 2" UNLOAD ADA, GRAYSLAKE.	
		Mon, Jul 16	10	KW	6" FOLLOWING #339, CUS; 4" MAYFAIS; 4" HEAT RESTRICTION, ENROUTE.	
		Wed, Jul 25	6	KW	5" HEAT RESTRICTION, ENROUTE; 3" ADA, GRAYSLAKE.	
		Mon, Jul 30	13	E	25" LOCO 414 LOST HEO, GLENVIEW-LAKE FOREST; WOULDNT RESTART EXPRESSED LAKE FOREST-FOX LAKE; ADA, GRAYSLAKE.	
MN	2138	Thu, Jul 05	10	G1	15" WAITING ON LATE #2117, GRAYSLAKE.	
		76% OT	Fri, Jul 06	9	KW	7" HEAT RESTRICTIONS, ENROUTE; 4" FREIGHT, CN XING.
		Fri, Jul 13	9	D	9" FOLLOWING FREIGHT, ENROUTE; RED SIGNAL, A-20;PASSENGER ENTRAINING, ENROUTE.	
		Mon, Jul 16	8	KW	10" WAITING FOR TRACK EQUIPMENT TO CLEAR, MORTON GROVE; 5" HEATRESTRICTION, ENROUTE.	
		Tue, Jul 24	8	D	7" WAIT N/B CN FREIGHT, CN X-ING; 5" STOP SIGNAL W/B CP FREIGHT, A-5.	
MN	2139	Mon, Jul 02	10	KW1	10" FOLLOWING TRAINS AHEAD.	
		57% OT	Fri, Jul 06	7	KW1	5" FOLLOWING #2137 & 2 " HEAT RESTRICTION, ENROUTE.
		Mon, Jul 09	12	G1	12" FOLLOWING TRAIN AHEAD, ENROUTE.	
		Tue, Jul 10	10	F1	10" FOLLOWING #2137, MORTON GROVE-DEERFIELD.	
		Fri, Jul 13	8	GA1	6" LATE DEPARTING WAITING ON #2142 TO DEPART, CUS; 2" FOLLOWINGTRAFFIC, 1" ITEM 2, MP40.12.	
		Mon, Jul 16	10	KW1	10" FOLLOWING TRAIN AHEAD, ENROUTE; HOLDING PLATFORM, LAKE FOREST.	
		Thu, Jul 19	10	U	3" FOLLOWING TRAIN AHEAD; 6" 2 ADA'S(3" EACH), LIBERTYVILLE & GRAYSLAKE.	
		Wed, Jul 25	7	U	3" FOLLOWING TRAINS AHEAD, ENROUTE; 2" ADA, LAKE COOK ROAD; 2" ADA, LIBERTYVILLE.	
Mon, Jul 30	16	E1	16" FOLLOWING #2137 TO LAKE FOREST & EXTRA PASSENGERS FROM #2135, ENROUTE.			
MN	2140	Mon, Jul 02	13	KW	5" WEATHER RESTRICTIONS, ENROUTE; 6" YARD TRAINS, A3 & A2; 2" CANAL ST.	
		62% OT	Thu, Jul 05	8	D	7" CN FREIGHT TRAIN, CN XING; 5" HEAT RESTRICTION, ENROUTE.
		Fri, Jul 06	12	KW	12" HEAT RESTRICTIONS & SLOW ENTRAINING, ENROUTE.	
		Fri, Jul 13	11	CC1	5" WAIT FOR 2119 TO CLEAR, GRAYSLAKE; 2" WHEELCHAIR, LAKE COOK RD; 2" WHEELCHAIR, NORTHBROOK; 3" RED SIGNAL, MAYFAIR; 2" RED SIGNAL, A-2.	
		Mon, Jul 16	12	KW	12" HEAT RESTRICTION, ENROUTE.	
		Fri, Jul 20	10	II	8" WAITING ON #2119, GRAYSLAKE; 3" A2.	
		Wed, Jul 25	8	Q	6" WAITING FOR MOVEMENT AUTHORITY, FOX LAKE; 5" HEAT RESTRICTION, ENROUTE.	
		Mon, Jul 30	7	A	7" MEETING W/B TRAINS, ENROUTE.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2141	Mon, Jul 02	9	KW	10" HEAT RESTRICTION, ENROUTE.	
		57% OT	Fri, Jul 06	10	EW	8" LOCO 413 DIED CREW HAD TO RESTART, OVER HEATING, CUS; 5" HEAT RESTRICTION, ENROUTE.
		Mon, Jul 09	12	G1	10" FOLLOWING #2241, A2-A5; 5" FOLLOWING TRAINS, ENROUTE; 5" CN XING.	
		Tue, Jul 10	9	F1	12" FOLLOWING #2139, ENROUTE.	
		Fri, Jul 13	11	GA1	3" LATE DEPART FOLLOWING 2139, CUS; 11" FOLLOWING 2139, ENROUTE.	
		Mon, Jul 16	9	KW1	3" CUS; 3" HEAT RESTRICTION, ENROUTE; 6" FOLLOWING TRAINS AHEAD.	
		Tue, Jul 17	0	XM	ANNULLED PEDESTRIAN INCIDENT SHORT OF MORTON GROVE STATION.	
		Thu, Jul 19	8	G	8" SLOW SIGNALS BUTTERFORD TO FL FOLLOW #2139.	
		Mon, Jul 30	16	E1	10" FOLLOWING #2239, ENROUTE.	
MN	2142	Fri, Jul 06	10	KW1	10" WAITING ON #2121, GRAYSLAKE; 5" HEAT RESTRICTION, ENROUTE.	
		81% OT	Fri, Jul 13	15	GA1	12" WAITING FOR #2121, ENROUTE.
		Mon, Jul 16	10	D	4" STOP, CN XING; 2" STOP, MAYFAIR.	
		Thu, Jul 19	10	AM1	13" HELD FOR #2123 TO CLEAR 1 MT AMTRAK #7 STOPPED @ LAKE COOK RD; DEERFIELD.	
MN	2143	Mon, Jul 02	18	D	22" CN FREIGHT LOST ITS AIR, CN XING.	
		81% OT	Mon, Jul 09	7	G1	2" STOP SIGNAL X-TRAFFIC, MAYFAIR; 4" #115, CN XING.
		Tue, Jul 17	79	M1	79" STOPPED BEHIND #2141 & ALL STOPS TO FOX LAKE WITH #2141 & #2143 PASSENGERS, MORTON GROVE.	
		Mon, Jul 30	9	E1	9" TRAIN AHEAD, LIBERTYVILLE, FOX LAKE.	
MN	2144	Mon, Jul 02	10	RA	10" WAIT FOR LINE UP, LAKE ST.	
		81% OT	Fri, Jul 06	15	KW1	10" FOLLOWING #2142, ENROUTE; 5" HEAT RESTRICTIONS; 5" STOP SIGNAL, MAYFAIR.
		Fri, Jul 13	19	GA1	10" WAITING FOR AMTRAK & 2142, DEERFIELD; 6" FOLLOW #2142; 6" X-TRAFFIC EAST & WEST, MAYFAIR.	
		Thu, Jul 19	9	AM1	16" FOLLOWING #2142, ENROUTE.	
MN	2148	Fri, Jul 13	15	D	7" LATE FLIP, DEERFIELD; 15" FREIGHT INTERFERENCE, A-20.	
		76% OT	Mon, Jul 16	8	KW	8" HEAT RESTRICTION & ITEM 2, OAKTON ST.
		Tue, Jul 17	7	M1	10" EXTRA PASSENGER ENTRAINING ACCT #2141 PASSENGER INCIDENT @ MORTON GROVE.	
		Tue, Jul 24	10	R1	10" LATE TURN FROM 2127, DEERFIELD.	
		Thu, Jul 26	8	D	4" LATE TURN FROM 2127, DEERFIELD; 5" MEETING WESTBOUND TRAINS , ENROUTE.	
MN	2149	Mon, Jul 02	10	D1	3" LATE TURN, CUS; 15" WAITING ON #120 & #2156, RONDOUT.	
		57% OT	Fri, Jul 06	6	KW1	9" WAIT ING ON #2156, RONDOUT.
		Mon, Jul 09	13	G1	5" FOLLOWING CP FREIGHT TRAIN, A5-MORTON GROVE; 8" WAIT ON #2156, RONDOUT; 5" STOP RESTRICTED SPEED, CN XING.	
		Fri, Jul 13	9	GA1	3" LATE #2156, CUS; 8" STOP SIGNAL, RONDOUT.	
		Mon, Jul 16	7	KW1	10" WAITING ON #2156 TO CLEAR, RONDOUT.	
		Tue, Jul 17	43	M1	43" USED #2148/2147 EQUIPMENT FOR LATE #2149, CUS.	
		Thu, Jul 19	11	JM	9" WAITING ON #2156, RONDOUT; 12" WAIT FOR PARAMEDICS TO REMOVESICK PASSENGER, ROUND LAKE.	
		Wed, Jul 25	9	KW1	15" WAITING ON LATE #2156 TO CLEAR J-LINE, RONDOUT.	
		Mon, Jul 30	87	D	87" WAITING ON TRAINS TO CLEAR, CN XING.	
MN	2150	Mon, Jul 02	8	CC	6" COPY RADIO BULLETIN, ENROUTE; 2" ADA, GLENVIEW; 2" ADA OFF, GOLF.	
		67% OT	Tue, Jul 10	8	A1	10" LATE TURN FROM #2133, DEERFIELD.
		Thu, Jul 12	9	A	10" LATE #2133, DEERFIELD.	
		Fri, Jul 13	16	D1	10" LATE #2133, DEERFIELD.	
		Mon, Jul 16	6	KW1	6" LATE TURN FROM #2133, DEERFIELD.	
		Tue, Jul 17	44	M1	47" BLOCKED BY PEDESTRIAN INCIDENT @ MORTON GROVE, GOLF. FOLLOWING #2149, RONDOUT; 9" LATE #2133, DEERFIELD.	
		Fri, Jul 20	7	AM1	10" LATE TURN FROM #2133, DEERFIELD.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2151	Mon, Jul 02	13	D1	14" WAITING ON #2158 TO CLEAR, RONDOUT.	
		52% OT	Mon, Jul 09	13	G1	15" WAITING ON #2158 TO CLEAR, RONDOUT.
		Fri, Jul 13	10	GA1	8" WAITING ON 2158, RONDOUT; 2" DETRAINING ADA, LIBERTYVILLE.	
		Mon, Jul 16	9	KW1	12" WAITING ON #2158, RONDOUT.	
		Tue, Jul 17	18	M1	18" USED #2150'S EQUIPMENT, CUS; 19" MOVEMENT AUTHORITY FOLLOWING #2149, RONDOUT.	
		Mon, Jul 23	16	D	5" WAITING ON #2158, RONDOUT; 13" WAITING ON CN FREIGHT TO CLEAR, CN XING.	
		Wed, Jul 25	16	KW1	16" WAITING ON #2158, RONDOUT.	
		Fri, Jul 27	9	D	5" WAITING ON CP602, NORTHBROOK; 3" ADA, GRAYSLAKE.	
		Mon, Jul 30	125	D1	125" WAITING ON LATE #2158 TO CLEAR J-LINE.	
		Tue, Jul 31	21	RF1	5" RESTRICTED SPEED TO GRAYLAND; 16" WAITING ON #2158 TO CLEAR 1MT & GO EAST ON 2MT, RONDOUT.	
MN	2153	Thu, Jul 19	9	D	10" WAITING & FOLLOWING & #183, A5.	
		81% OT	Tue, Jul 24	7	D	12" FOLLOWING CP FREIGHT, A-20- LAKE FOREST.
		Mon, Jul 30	71	D1	25" HELD FOR OPENING AT CN XING, CUS; 46" WAITING ON #2151 & #2149 TO CLEAR, CN XING.	
		Tue, Jul 31	8	AM	10" WALKING SPEED PAST AMTRAK 342 THAT STRUCK PEDESTRIAN , GRAYLAND-MAYFAIR.	
MN	2155	Mon, Jul 09	8	G1	13" LATE TURN FROM #2158, CUS.	
		62% OT	Fri, Jul 13	12	GA1	12" LATE FLIP EARLIER DELAYS, CUS.
		Tue, Jul 17	0	M1	ANNULLED DUE TO FATALITY INVOLVING 2141.	
		Thu, Jul 19	10	D	10" STOPPED BEHIND #2253, CP FREIGHT BLOCKING @ CICERO EAST, A5.	
		Fri, Jul 20	28	G	25" HAND LINE SWITCH OFF 1MT, MORTON GROVE; 3" NO REASON GIVEN.	
		Wed, Jul 25	10	KW1	10" LATE FLIP.	
		Mon, Jul 30	0	D1	ANULLED NO EQUIPMENT, CUS.	
		Tue, Jul 31	8	AM1	7" SWAPPING CREWS, WESTERN AVE; 3" 10MPH PAST AMTRAK 342 THAT STRUCK PEDESTRIAN.	
MN	2156	Mon, Jul 02	11	D1	10" WAITING ON #120 TO CLEAR, GRAYSLAKE; 8" STOP SIGNAL RESTRICTED SPEED, CN XING; USED #2147 FOR #2156, GRAYSLAKE.	
		52% OT	Fri, Jul 06	11	KW1	8" WAITING FOR #2143 TO CLEAR, FOX LAKE; 5" HEAT RESTRICTION, ENROUTE.
		Mon, Jul 09	9	G1	11" WAITING ON #2143 TO CLEAR, FOX LAKE; 3" RED SIGNAL, MAYFAIR	
		Fri, Jul 13	10	GA1	13" LATE TURN OF EQUIPMENT, FOX LAKE.	
		Mon, Jul 16	9	KW1	9" WAITING ON #2143, FOX LAKE.	
		Tue, Jul 17	0	M1	ANNULLED.	
		Thu, Jul 19	8	A	6" WAITING FOR #2142 TO CLEAR, FOX LAKE; 5" CN FREIGHT, CN XING.	
		Mon, Jul 23	8	A	5" WAITING ON #2143 TO CLEAR, FOX LAKE; 3" ENTRAINING, ENROUTE.	
		Wed, Jul 25	8	KW1	15" WAITING ON #2143 TO CLEAR INTO YARD & 10" NOTICED SMOKE FROM AXLE, ENGINEER WALKED BACK TO LOCO #107, #4 AXLE LIGHT SMOKE, FOX LAKE.	
		Mon, Jul 30	0	D	ANNULLED, USED EQUIPMENT FOR #2158, GRAYSLAKE.	
MN	2158	Mon, Jul 02	20	D1	20" WAITING ON #2149 TO CLEAR, GRAYSLAKE. USED #2141 FOR RTA #427 @ FOX LAKE TO GRAYSLAKE.	
		52% OT	Fri, Jul 06	9	KW1	12" WAIT ON #2149 TO CLEAR, GRAYSLAKE.
		Mon, Jul 09	15	G1	16" WAITING FOR #2149 , GRAYSLAKE; 3" DELAY, A5; 2" WAIT ON LINE UP, LAKE ST.	
		Fri, Jul 13	11	GA1	11" WAITING ON #2149, GRAYSLAKE; SLOW ENTRAINING/WEATHER,	
		Mon, Jul 16	10	CW1	12" WAITING ON #2149, GRAYSLAKE.	
		Tue, Jul 17	57	M1	60" WAITING FOR #2149 & #2151 TO CLEAR GRAYSLAKE.	
		Thu, Jul 19	8	JM1	8" WAITING FOR #2149 TO CLEAR, GRAYSLAKE.	
		Wed, Jul 25	15	KW1	15" WAITING ON #2149, GRAYSLAKE.	
		Mon, Jul 30	0	D1	121" HELD TO TO STALLED FREIGHT TRAIN, GRAYSLAKE; ANNULLED.	
		Tue, Jul 31	33	RF	21" WRONG LINE UP LINED FROM J-LINE TO 1MT CREW HAD TO SWITCH ENDS, REVERSE, SWITCH ENDS, RONDOT; 12" AMTRAK 342 STRUCK TRESPASSER, W OF MIL	
MW	2241	Wed, Jul 11	10	JM1	10" FOLLOWING #2237, ENROUTE.	
		81% OT	Fri, Jul 13	6	GA1	6" FOLLOWING TRAINS, HELD @ CUS.
		Tue, Jul 24	26	GA	18" SWITCH FAILURE, CUS; 4" STOP SIGNAL, A-5; 5" FOLLOWING 2243 , ENROUTE.	
		Wed, Jul 25	10	E1	12" FOLLOWING TRAINS, ENROUTE.	
NCS	100	Wed, Jul 11	7	D	11" FREIGHT TRAFFIC, ROUND LAKE BEACH; 2" ADA, BUFFALO GROVE; 2" STOP, DEVAL.	
		81% OT	Thu, Jul 19	13	D	13" FREIGHT INTERFERENCE, ROUND LAKE BEACH; 2" ADA, BUFFALO GROVE.
		Tue, Jul 24	8	GW	5" SIGNAL DROPPED JCT19, 5" 3 GRADE X-ING ITEM 2, ENROUTE.	
		Thu, Jul 26	27	GW	32" GATE XING FAILURES, CENTRAL RD - OHARE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS 81% OT	101	Mon, Jul 02	7	D	5" X-TRAFFI FREIGHT, DEVAL; 7" 2 FREIGHT TRAINS, MUNDELEIN.
		Tue, Jul 24	10	GW	5" RED SIGNAL GALEWOOD EAST, 5" ENROUTE GRADE X-ING ITEM 2 5" RED SIGNAL JCT 17.
		Thu, Jul 26	61	GW	61" GATE X-ING FAILURE,CENTRAL RD-OHARE.
		Mon, Jul 30	15	K1	28" HOLD FOR #108 & 110 GOING AROUND AUTO ON TRACKS, DESPLAINES.
NCS 81% OT	103	Tue, Jul 17	12	D	18" WAIT FOR FREIGHT TO PULL OUT, S. MUNDELEIN; RESTRICTED SPEED, S.MUNDELEIN-LOMOND.
		Mon, Jul 23	19	D1	5" S/B FREIGHT, LOMOND; 7" HOLDING FOR #112, WHEELING; 2" 10MPH, GRAYSLAKE DIAMOND; 5" X-TRAFFIC, DEVAL.
		Thu, Jul 26	48	GW	48" GATE X-ING FAILURE, CENTRAL RD-OHARE.
		Mon, Jul 30	8	D	8" HOLD FOR SWD FREIGHT, B12; 1" GBO 4533; 1" GBO 4537.
NCS 57% OT	109	Thu, Jul 05	18	KW	12" HEAT RESTRICTION, ENROUTE; 8" HELD FOR 2 CN FREIGHT TRAINS,MUNDELEIN.
		Mon, Jul 09	8	G	8" WAITING ON 2 TRAINS, DEVAL; 3" ADA, BUFFALO GROVE.
		Tue, Jul 10	6	U	5" STOP SIGNAL X-TRAFFIC, DEVAL; 5" 2 ADA'S, BUFFALO GROVE.
		Thu, Jul 12	6	CW	3" SPEED RESTRICTIONS, MP17.3-18.5; 3" ADA OFF, BUFFALO GROVE; 5" HOLD FOR S/B FREIGHT, MUNDELEIN.
		Fri, Jul 13	6	A	3" SPEED RESTRICTION 10MPH, MP17.0; 5" 2 TRAINS ON UP, DEVAL.
		Mon, Jul 16	6	G	11" SWITCH FAILURE, N.WHEELING.
		Wed, Jul 18	12	D	4" CN HEAT RESTRICTON, ENROUTE' 3" ADA, BUFFALO GROVE; 6" HOLDFOR S/B CN FREIGHT TRAIN, LOMOND.
		Mon, Jul 23	15	KW	10" HEAT SPEED RESTRICTON, ENROUTE; 4" 10MPH, DEVAL; 8" 10MPH,MP37.9-39.80.
NCS 81% OT	110	Tue, Jul 24	16	GW	1" GBO 4526, 4" SIGNAL DROPPED,RAM; 4' CONTACTING R.T.C.; 1"MIN G.B.O.4525, 2" JCT 19& 17-X-OVER 2" PORT CLINTON-POWER LINES.
		Thu, Jul 26	36	GW	36" GATE X-ING FAILURE, CENTRAL RD-OHARE.
		Mon, Jul 30	7	K	7" AUTO ON TRACKS, FONDREY RD; 3" ADA, WHEELING; 2" GBO 4537 & 4538.
		Tue, Jul 31	23	E	22" B/O LOCO, ANTIOCH; 3" ADA, BUFFALO GROVE; 3" ADA, WHEELING.
NCS 81% OT	115	Mon, Jul 09	18	G1	10" FOLLOWING TRAINS AHEAD, CUS-A5; 5" WAIT FOR LINEUP, B12; 4"HEAT RESTRICTION, CN-SUB; 2" 30MPH, MP18.3-18.5.
		Wed, Jul 11	7	JM1	8" FOLLOWING #2237, CUS-GALEWOOD; 2" PASSING #2241, ELMWOOD PK.; 4" X-TRAFFIC FREIGHT TRAIN, DEVAL.
		Mon, Jul 16	12	KW1	10" WAITING FOR #2144'S EQUIPMENT, CUS; 4" HEAT RESTRICTION; 2"ADA, WHEELING; 3" CN FREIGHT, LOMOND.
NCS 71% OT	117	Mon, Jul 02	33	D	40" FOLLOWING N/B CN FREIGHT & HELD FOR #120, ENROUTE; 4" 529A,MP50.7 PARK PLACE.
		Thu, Jul 05	33	G	5" HEAT RESTRICTION, ENROUTE; 35" CREW HAD TO HAND LINE ROUTE, JCT17; 4" STOP SIGNAL, DEVAL.
		Mon, Jul 16	14	F	6" WAITING EQUIPMENT FROM WACY, CUS; 2" HEAT RESTRICTION; 2" 30MPH, ENROUTE; 5" X-TRAFFIC, DEVAL; 4" CN HEAT RESTRICTION, ENROUTE.
		Thu, Jul 19	7	GX	6" COPY ITEM 1 FOR OAK PARK AVE, GALEWOOD; 5" HEAT SPEED RESTRICTION, ENROUTE.
		Mon, Jul 23	7	KW	5" HEAT RESTRICTION; 5" COPY 10MPH, DEVAL & 10MPH, DEVAL.
NCS 81% OT	118	Thu, Jul 05	23	G	10" HEAT RESTRICTION, ENROUTE; 13" HAND LINE SWITCH, JCT 17.
		Mon, Jul 09	11	G1	2" CN, FOX LAKE XING; 11" WAIT ON #115, JCT 19; 4" HEAT RESTRICTIONS, ENROUTE.
		Mon, Jul 16	15	D	15" WAITING ON FREIGHT AT VILLA; 5" HEAT RESTRICTION; 4" 30MPH RESTRICTION; 7" N/B FREIGHT, GRAYSLAKE XING.
		Fri, Jul 20	13	D	2" WAITING ON PASS TO X/O MT2, ANTIOCH; 2" FOLLOWING FREIGHT, CN XING FOX LK XING; 16" FOLLOWING FREIGHT, APPROACH SIGNAL, ENROUTE.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	119	Mon, Jul 02	11	G	7" RED TALKED BY, CP/CN XING; 3" HEAT RESTRICTIONS, ENROUTE.	
		57% OT	Thu, Jul 05	17	G1	10" LATE TURN FROM #118, CUS; 7" NO REASON GIVEN.
		Fri, Jul 06	8	G	5" FOLLOWING #2249, ENROUTE; 5" RESTRICTING, MUNDELEIN-LOMOND.	
		Mon, Jul 09	8	U	5" ADA LIFT WOULD NOT GO BACK UP, BUFFALO GROVE; 4" HEAT RESTRICTION, ENROUTE.	
		Tue, Jul 10	7	D	5" FREIGHT TRAIN, A5; 5" FREIGHT TRAIN, DEVAL.	
		Mon, Jul 16	7	KW	2" LATE TURN FROM #118, CUS; 5" 30MPH SPEED RESTRICTION; 5" HEAT SPEED RESTRICTION, ENROUTE.	
		Wed, Jul 18	7	KW	2" ADA, BUFFALO GROVE; 7" 3-30MPH HEAT RESTRICTION, ENROUTE.	
		Mon, Jul 23	12	D	13" RED FREIGHT TRAIN 10MPH, DEVAL; 2" ADA, WHEELING.	
		Mon, Jul 30	94	D	68" WAITING ON CN S/B FREIGHT TO PASS; 30" WAIT FOR W/B TO PASS#2149, METRA XING.	
NCS	120	Mon, Jul 02	18	D	25" N/B CN FREIGHT TRAIN, LAKE VILLA; 5" COPY MOVEMENT AUTHORITY, GRAYSLAKE.	
		62% OT	Fri, Jul 13	9	GW1	17" WAITING ON #2147, ENROUTE.
		Mon, Jul 16	7	KW1	13" WAITING ON #2147 TO CLEAR J-LINE; GRAYSLAKE.	
		Tue, Jul 17	7	M1	10" RAN BY THE WAY ON CN TO B12.	
		Thu, Jul 19	29	D	30" FOLLOWING CP FREIGHT TRAIN, A5.	
		Tue, Jul 24	8	R1	8" WAITING ON 2147 TO CLEAR, GRAYS LAKE.	
		Thu, Jul 26	6	R1	9" WAITING ON 2147, GRAYSLAKE.	
		Mon, Jul 30	11	CW	14" STOP SIGNAL RONDOUT & LAKE FOREST RESTRICTED SPEED.	
		RI	508	Wed, Jul 11	12	I
62% OT	Thu, Jul 12			8	U	5" ADA & COPY GATE MALFUNCTION, 80TH AVE; 2" HEAVY ENTRAINING, ENROUTE; 3" WAITING FOR W/B TRAIN, BROADWAY.
Tue, Jul 17	9			I	1" ENTRAINING, JUD; 2" ENTRAINING, HICKORY CREEK; 3" RESTRICTEDSIGNAL, BI; 1" ENTRAINING, ENROUTE.	
Thu, Jul 19	7			I	7" ENTRAINING, NEW LENOX(2"), 80TH AVE(2"), OAK PARK(1"), OAK FOREST(2); 1" HEAVY ENTRAINING, BI.	
Wed, Jul 25	8			U	3" ADA, 80TH AVE; 3" WAIT FOR #507, BI(BROADWAY); 2" ADA, 107TH; 2" ADA, 99TH; HEAVY ENTRAINING, ENROUTE.	
Thu, Jul 26	7			U	3" ADA, OAK PARK; 3" WAITING FOR #507, BEVERLY; 1" ENTRAINING, PRARIE AND 103RD.	
Fri, Jul 27	7			I	7" HEAVY ENTRAINING ("CROSSED TRACKS FROM TRACK 1 TO TRACK 2), OAK FOREST.	
Tue, Jul 31	6			I	6" ENTRAINING, & ADA, MIDLOTHIAN.	
RI	510	Tue, Jul 10	8	U	3" MEET #507 SINGLE TRACKING AROUND 80TH AVE STATION PROJECT, MOKENA; 11" ADA'S, TINLEY PK, MIDLOTHIAN, 107TH & 103RD ST.	
		67% OT	Fri, Jul 13	9	I	9" VERY HEAVY ENTRAINING, ENROUTE; 3" ADA, 99TH ST.
		Tue, Jul 17	9	U	2" WAIT FOR SIGNAL, JOLIET; 3" ADA, MOKENA; 3" WAIT ON #509 TO CLEAR, BI.	
		Fri, Jul 20	13	U	9" ADA'S(3" EACH), MIDLOTHIAN, 107TH & 99TH; 4" HEAVY ENTRAINING, ENROUTE.	
		Wed, Jul 25	8	I	3" AWDM, 80TH AVE; 3" ADA, TINLEY PARK; 3" FOR #509, BROADWAY BI; HEAVY ENTRAINING, ENROUTE.	
		Thu, Jul 26	7	I	7" HEAVY ENTRAINING, ENROUTE.	
		Fri, Jul 27	8	U	9" ADAS ON (107TH, 103RD & 99TH).	
RI	511	Thu, Jul 05	8	I	2" YARD STOP, 47TH ST; 2" FLAG STOPS, ENROUTE; 2" LATE ENTRAINING, 99TH; 1" HEAVY ENTRAINING, OAK PARK; 1" SLOW DETRAINING, 80TH AVE	
		71% OT	Fri, Jul 06	9	CW	HEAT SPEED RESTRICTIONS, ENROUTE; 4" FLAG STOPS, ENROUTE; 3" LATE ENTRAINING, 99TH; 3" PROBLEM WITH PASSENGER, GOT OFF THEN ON, NEW LENOX.
		Wed, Jul 11	9	I	2" LATE DEPARTING LATE ARRIVAL OF EQUIPMENT, LSS; 2" WAIT FOR #512 TO CLEAR, BI; 6" 9 CAR TRAIN, BEV. SUB.	
		Thu, Jul 12	7	C1	8" WAITING FOR #512, YORK ST.	
		Tue, Jul 17	10	CC1	8" WAITING FOR #512 TO CLEAR, BI; 2" NO REASON GIVEN.	
		Thu, Jul 19	9	U	2" DETRAINING(STROLLERS), BI; 3" WAIT ON #514 IN STATION, MOKENA; 3" ADA, NEW LENOX.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
RI	529	Mon, Jul 02	8	U	4" LATE ADA, LSS; 3" NO DOOR LIGHT, 35TH ST; 2" WAITING ONDOOR LIGHT, 87TH ST.	
		57% OT	Tue, Jul 03	23	J	4" FLAG STOPS, 35TH ST; 20" STOPPED DUE TO 10 TO 12 PASSENGERS FIGHTING ON UPPER LEVEL OF TRAIN, BI GROVE.
			Fri, Jul 06	7	I	5" FLAG AND GO, 35TH ST; 2" NO REASON GIVEN.
			Wed, Jul 11	20	RD	14" RED SIGNAL WAITING FOR IOWA FREIGHT TO CLEAR, CP66TH CT; 3" FLAG STOPS & 3" SLOW DETRAINING, ENROUTE.
			Thu, Jul 12	10	I	7" PASSENGER LOADING
			Wed, Jul 18	11	GW	15" SIGNAL PROBLEMS ACCT LIGHTNING, CP 81ST & GRESHAM.
			Thu, Jul 19	6	IW	3" ENTRAINING/DETRAINING DUE TO WEATHER & 4" MAKING FLAG STOPS, ENROUTE.
			Mon, Jul 23	13	I	8" FLAG STOP HEAVY ENTRAINING, 35TH; 1" HEAVY DETRAINING, GRESHAM; 4" FLAGSTOPS, 123RD & 119TH; 3" HEAVY DETRAINING, TINLEY PK, HICKORY
			Tue, Jul 24	13	I	5" FLAG STOP, 35TH ST; 1" SLOW ENTRAINING, 95TH; 3" RESOLVED DOMESTIC DISPUTE, 99TH; 2" LATE REQUEST FLAG STOP, 123RD; 3" ITEM 1, 66THCT.
SWS	808	Thu, Jul 12	8	D	5" SLOW ORDERS; 8" X-TRAFFIC, CHICAGO RIDGE.	
		81% OT	Fri, Jul 13	8	D	11" X-TRAFFIC , BALANCE OF TIME AWAITING SIGNAL, FOREST HILL.
			Mon, Jul 16	9	D	13" CN393, CHICAGO RIDGE; 1" SLOW ENTRAINING, 179TH.
			Tue, Jul 24	10	NW	7" FLAGGED POWER OUTAGE, BELT JCT; 3" NO REASON GIVEN.
UPN	323	Mon, Jul 02	11	CC1	11" WAIT FOR #338 TO CLEAR SINGLE TRACKING ON TRK 1, LAKE BLUFF-FT SHERIDAN; FORM B 49157, MP5.2-7.5.	
		81% OT	Fri, Jul 13	11	CC1	11" WAIT FOR #338 TO CLEAR SINGLE TRACKING, LAKE BLUFF-FT. SHERIDAN; FORM C #49297, MP25.
			Mon, Jul 16	36	G	36" SIGNAL PROBLEM, MP11.9-12.9.
			Wed, Jul 18	11	CC	11" HELD WAITING FOR #338 TO X/O FROM 1 TO 2 DUE TO FORM C 49281, HIGHWOOD; SINGLE TRACKING, MP25 & CPE030; FORM B 49455 TRK 1, MP25.25-
UPN	325	Mon, Jul 02	30	CC1	30" WAIT FOR #342 TO CLEAR SINGLE TRACKING ON TRK 1, LAKE BLUFF-FT SHERIDAN.	
		81% OT	Fri, Jul 13	32	CC1	32" WAIT FOR #340 TO CLEAR SINGLE TRACKING, LAKE BLUFF- FT. SHERIDAN.
			Mon, Jul 16	20	CC	20" SINGLE TRACK FORM C49251, HIGHWOOD.
			Wed, Jul 18	15	CC	15" FORM C 49281, TRK 1, MP25, CPE030, FORM B, TRK1, MP25.75- 28.50.
UPN	338	Fri, Jul 13	10	CC1	10" SINGLE TRACKING, LAKE BLUFF- FT.SHERIDAN.	
		81% OT	Mon, Jul 16	8	CC	8" RED SIGNAL, WAIT FOR INSTRUCTIONS PAST ABSOLUTE SIGNAL, CPE030; SINGLE TRACK FORM C 49251, CPE030-MP25.
			Wed, Jul 18	9	CC	9" SINGLE TRACK, CPE030, MP25; FORM C 49281.
	Tue, Jul 31	9	I	9" HEAVY ENTRAINING, GREAT LAKES, HIGHWOOD, HIGHLAND PARK & WILMETTE & DAVIS ST; FTX TEST, ERIE PLANT.		
UPN	340	Mon, Jul 02	27	CC	27" RAN TRK 1, SINGLE TRACKING, CPE030-MP25; FORM B49157, MP7.5-5.2 TRK2.	
		76% OT	Fri, Jul 13	27	CC1	27" LATE ARRIVAL FROM 3338, SINGLE TRACKING, LAKE BLUFF- FT. SHRIDAN.
			Mon, Jul 16	17	CC	17" FORM B, MP25.75-28.5; FORM C, MP25-CPE030.
			Wed, Jul 18	12	CC	12" FORM C 49281 TRK1, MP25, CPE030; FORM B, MP25.75-28.50 TRK1.
			Fri, Jul 20	7	CC	7" 2 FORM B'S MP20.6-20.4 & MP7.5-5.2.
UPN	344	Thu, Jul 05	10	J	10" EJECTED PASSENGER OFF TRAIN BY POLICE DISORDERLY CONDUCT, GLENCOE.	
		81% OT	Fri, Jul 13	9	CC1	9" LATE TURN FROM #325, KENOSHA.
			Tue, Jul 24	12	CC	12" 40MPH, MP42.5; FORM C, MP16.5-16.25; 40MPH TRACK WORK.
			Mon, Jul 30	8	CC	8" SINGLE TRACKING & HEAVY ENTRAINING, ENROUTE.
UPN	352	Thu, Jul 05	10	G	14" RED SIGNAL, MP30; (8") DISPATCHER HAD TO GIVE SLOW ORDER & SIGNAL, MP2; (4") RED, SIGNAL PROBLEMS, CLYBOURN.	
		81% OT	Wed, Jul 25	6	I	11" SLOW ENTRAINING, WAUKEGAN, LAKD BLUFF, WILMETTE & RAVINIA PARK.
			Fri, Jul 27	8	I	13" EXTREME HEAVY DETRAINING, RAVINIA PARK; ADA, NORTH CHICAGO; UNRULY PASSENGER, WAUKEGAN.
			Tue, Jul 31	6	GX	2" LATE ADA, WAUKEGAN; XH, MP19.58,19.11,18.71,18.33.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPW 76% OT	42	Mon, Jul 09	15	CC	5" SLOW ENTRAINING, RAN TRK 2, TURNER-LOMBARD; 10" TRAIN CONTROL TRACK CONSTRUCTION, OAK PARK-WESTERN.
		Wed, Jul 11	15	I	15" WAIT FOR #25, TURNER; SLOW ENTRAINING, WINFIELD TO ELMHURST.
		Thu, Jul 12	11	I	11" SLOW ENTRAINING, GENEVA-ELMHURST; STOPPED HAD TO GET TALKED BY SIGNAL, SIGNAL DEPT TESTING, PARK; TRK 2 LEFT TRK CIRCUIT OUT, PARK-PROVO.
		Fri, Jul 13	21	G	21" WAIT FOR SIGNAL DUE TO BROKEN 14 FOOT JUMPER ON TRACK 'CIRCUIT; SLOW ENTRAINING, GENEVA, WINFIELD, WHEATON, GLEN ELLYN & ELMHURST.
		Mon, Jul 30	7	I	7" SLOW ENTRAINING, GENEVA, WINFIELD, WHEATON, GLEN ELLYN & ELMHURST.
UPW 67% OT	44	Mon, Jul 02	10	U	10" 2 ADA'S, ENROUTE; HEAVY ENTRAINING, GENEVA.
		Tue, Jul 03	10	U	10" 4 ADA'S & B/O ADA LIFT ON CAR 8457 FLAP WOULDN'T GO DOWN, ENROUTE.
		Mon, Jul 09	24	CC	24" TRAIN CONTROL ON TRK 1 FROM MP8-KEDZIE; RAN TRK 1, TRACK CONSTRUCTION, KEDZIE-HALSTED.
		Fri, Jul 13	10	I	10" HEAVY & SLOW ENTRAINING, GENEVA, WHEATON & WLMHURST.
		Mon, Jul 16	10	CC	10" COULD NOT REACH FOREMAN IN CHARGE ON FORM B 54120, MP14.8.
		Tue, Jul 17	10	CC1	10" HEAVY ENTRAINING/DETRAINING FROM CAB CAR DUE TO MOW ON TRK 1 TURNER-LOMBARD REPLACING RAI, WINFIELD-LOMBARD.
	Fri, Jul 20	10	I	10" HEAVY ENTRAINING, WHEATON TO ELMHURST.	
UPW 81% OT	54	Fri, Jul 06	14	GW	14" WAIT BEHIND GLFSCH-06 THAT WAS STOPPED DUE TO X/O SWITCH #7MALFUNCTIONING, CPY011.
		Thu, Jul 19	7	D	5" BEHIND TRACK & TIME UP 8482 WPRPRR 19, ELMHURST; 3" MET #39 & NO LIGHT, WESTERN AVE.
		Thu, Jul 26	15	D	15" FREIGHT INTERFERENCE DUE TO DERAILMENT IN THE EAST END OF PROVISO YD, ELMHURST-KEDZIE.
		Fri, Jul 27	7	I	7" SHORT X/O'S, KEDZIE; SLOW ENTRAINING, WEST CHICAGO-LOMBARD.

Data is final (08/16/12) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85% table.xls\PrintCopy 08/17/2012

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

P:\ONTIME\[#DelayClassificationTbl2012.xls]DelayCodes&CategoriesReportTbl 02/22/2012

**TABLES 6.a & 6.b: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
July 2012**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	55	28	6	16	0	78	16	17	20	4	32	11	34	317
Semi-controllable	7	0	0	0	5	59	23	20	13	22	1	17	8	175
Uncontrollable	49	46	7	12	6	87	51	44	82	5	35	52	47	523
TOTAL TRAINS DELAYED	111	74	13	28	11	224	90	81	115	31	68	80	89	1,015

January-July 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Controllable	344	272	91	73	14	351	128	102	184	66	173	139	173	2,110
Semi-controllable	84	0	0	0	17	132	102	92	40	140	5	41	117	770
Uncontrollable	250	257	45	86	9	222	216	80	350	26	241	189	244	2,215
TOTAL TRAINS DELAYED	678	529	136	159	40	705	446	274	574	232	419	369	534	5,095

Data for current month is final (08/16/12) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 08/16/2012

TABLE 7: NUMBER OF DELAYS BY DATE
July 2012

WEEKDAY	2	3	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	TOTAL
	Mo	Tu	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	18	7	3	6	1	1	2	2	2	2	5	2	29	3	0	1	1	5	2	8	0	100
Elec -ML	2	1	9	7	2	1	2	2	5	2	3	3	2	2	6	1	1	3	0	1	0	55
-BI	0	1	0	0	1	0	0	0	1	0	0	0	0	1	1	1	2	2	2	0	0	12
-SC	0	0	0	1	0	5	0	4	0	0	3	0	0	3	0	1	0	0	2	2	0	21
Heritage	2	0	0	1	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	11
Milw -N	17	1	5	14	14	8	1	4	23	20	16	1	11	4	6	5	12	4	2	21	6	195
-W	0	3	4	2	1	1	2	0	1	1	3	0	16	2	5	11	7	0	0	8	0	67
NCS	4	0	4	2	6	2	2	1	2	6	4	3	5	1	9	6	2	12	0	9	1	81
RI	1	2	8	5	1	7	5	10	4	0	8	2	8	6	2	6	4	5	6	2	1	93
SWS	10	0	0	2	0	1	0	1	1	3	5	1	1	0	0	2	1	0	0	0	0	28
UP -N	3	1	7	0	0	1	1	0	8	5	1	6	2	1	1	3	1	0	1	3	2	47
-NW	1	2	6	2	2	0	2	5	8	0	0	5	1	1	1	8	0	0	2	5	3	54
-W	<u>3</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>8</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>7</u>	<u>4</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>67</u>
SYSTEM	61	20	52	44	38	29	18	30	59	44	56	25	79	25	39	50	32	35	18	61	16	831

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	4	8	15	22	29	TOTAL
BNSF	3	0	0	0	3	BNSF	1	2	0	0	5	0	8
Elec -ML	3	3	2	2	10	Elec -ML	2	3	1	1	1	1	9
-BI	0	0	1	0	1	-BI	-	-	-	-	-	-	0
-SC	1	1	2	0	4	-SC	0	0	0	1	2	0	3
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	-	0
Milw -N	0	5	6	6	17	Milw -N	2	9	0	0	0	1	12
-W	1	2	2	2	7	-W	5	7	1	1	1	1	16
NCS	-	-	-	-	-	NCS	-	-	-	-	-	-	0
RI	7	3	1	1	12	RI	0	1	1	5	1	2	10
SWS	0	0	2	1	3	SWS	-	-	-	-	-	-	0
UP -N	2	2	3	4	11	UP -N	3	0	4	1	2	0	10
-NW	1	3	2	6	12	-NW	2	4	3	3	0	2	14
-W	<u>3</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>7</u>	-W	<u>8</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>15</u>
SYSTEM	21	20	22	24	87	SYSTEM	23	26	12	14	12	10	97

Data is final (08/16/12) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	9	0	0	0	23	1	1	0	0	0	1	3	38
<i>Freight Interference - Peak</i>	1	0	0	0	3	4	4	4	3	3	0	5	0	27
<i>Freight Interference - Off-Peak</i>	6	0	0	0	0	38	13	16	6	2	1	9	7	98
Freight Interference - Total	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Accident	0	0	0	0	0	12	5	1	5	0	0	0	9	32
Passenger Loading	7	24	2	7	0	11	4	0	39	0	21	21	9	145
Lift Deployment	2	0	0	0	0	7	4	2	17	0	2	3	4	41
Obstruction/Debris	4	1	0	2	1	1	4	4	0	2	1	8	7	35
Signal/Switch Failure	8	13	0	3	2	32	11	12	6	19	3	9	11	129
Track Work	17	1	0	4	0	19	1	1	12	0	23	4	17	99
Catenary Failure	0	3	1	7	0	0	0	0	0	0	0	0	0	11
Non-Locomotive Equipment Failure	1	2	4	1	0	3	0	1	0	0	0	0	1	13
Locomotive Failure	17	0	0	0	0	9	7	1	3	0	4	0	7	48
Human Error	13	0	2	0	0	8	2	3	3	2	3	1	0	37
Sick, Injured, Unruly Passenger	3	17	3	3	0	4	5	1	7	0	3	3	1	50
Weather	31	3	1	0	3	51	29	34	14	3	7	10	11	197
Other	1	1	0	1	2	2	0	0	0	0	0	6	2	15
TOTAL TRAINS DELAYED	111	74	13	28	11	224	90	81	115	31	68	80	89	1,015

July - 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	1	0	0	0	5	2	1	2	2	0	1	2	22
<i>Freight Interference - Peak</i>	6	0	0	0	6	2	1	5	4	3	1	4	4	36
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	10	5	6	6	10	1	2	23	70
Freight Interference - Total	12	0	0	0	6	11	6	11	10	14	3	6	27	106
Accident	6	0	1	1	0	6	6	1	5	0	4	2	0	33
Passenger Loading	31	34	5	16	0	35	16	1	40	0	84	25	14	300
Lift Deployment	4	0	0	0	0	4	5	0	11	0	5	2	3	35
Obstruction/Debris	3	0	0	2	0	4	5	2	2	1	2	2	6	28
Signal/Switch Failure	26	7	1	2	6	27	17	6	8	8	2	5	14	130
Track Work	19	5	1	5	1	5	18	0	9	3	15	10	22	112
Catenary Failure	0	2	1	3	0	0	0	0	0	0	0	0	0	6
Non-Locomotive Equipment Failure	3	3	1	0	0	1	0	0	2	1	2	0	1	15
Locomotive Failure	14	0	0	0	1	13	4	2	7	2	5	2	2	50
Human Error	14	3	2	0	1	6	3	1	6	3	9	6	4	57
Sick, Injured, Unruly Passenger	7	9	1	4	0	3	4	0	6	1	5	5	4	50
Weather	10	4	2	3	1	14	5	2	5	1	10	14	6	76
Other	2	7	0	1	0	4	3	0	2	1	5	2	1	29
TOTAL TRAINS DELAYED	155	76	16	37	16	139	92	29	115	36	151	80	107	1,049

July 2012 Divergence From July 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	-4	8	0	0	0	18	-1	0	-2	-2	0	0	1	16
<i>Freight Interference - Peak</i>	-5	0	0	0	-3	2	3	-1	-1	0	-1	1	-4	-9
<i>Freight Interference - Off-Peak</i>	-1	0	0	0	0	28	8	10	0	-8	0	7	-16	28
Freight Interference - Total	-5	0	0	0	-3	31	11	9	-1	-9	-2	8	-20	19
Accident	-6	0	-1	-1	0	6	-1	0	0	0	-4	-2	9	-1
Passenger Loading	-24	-10	-3	-9	0	-24	-12	-1	-1	0	-63	-4	-5	-155
Lift Deployment	-2	0	0	0	0	3	-1	2	6	0	-3	1	1	6
Obstruction/Debris	1	1	0	0	1	-3	-1	2	-2	1	-1	6	1	7
Signal/Switch Failure	-18	6	-1	1	-4	5	-6	6	-2	11	1	4	-3	-1
Track Work	-2	-4	-1	-1	-1	14	-17	1	3	-3	8	-6	-5	-13
Catenary Failure	0	1	0	4	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	-2	-1	3	1	0	2	0	1	-2	-1	-2	0	0	-2
Locomotive Failure	3	0	0	0	-1	-4	3	-1	-4	-2	-1	-2	5	-2
Human Error	-1	-3	0	0	-1	2	-1	2	-3	-1	-6	-5	-4	-20
Sick, Injured, Unruly Passenger	-4	8	2	-1	0	1	1	1	1	-1	-2	-2	-3	0
Weather	21	-1	-1	-3	2	37	24	32	9	2	-3	-4	5	121
Other	-1	-6	0	0	2	-2	-3	0	-2	-1	-5	4	1	-14
TOTAL TRAINS DELAYED	-44	-2	-3	-9	-5	85	-2	52	0	-5	-83	0	-18	-34

Data for current month is final (08/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 08/16/2012

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-July 2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	15	4	7	1	45	10	8	8	3	1	5	8	122
<i>Freight Interference - Peak</i>	8	0	0	0	14	19	13	35	6	26	0	18	20	159
<i>Freight Interference - Off-Peak</i>	50	0	0	0	0	86	67	54	32	59	6	20	88	462
Freight Interference - Total	58	0	0	0	14	105	80	89	38	85	6	38	108	621
Accident	22	3	0	0	1	29	43	20	57	1	44	37	57	314
Passenger Loading	68	112	12	20	0	57	17	1	120	0	100	59	56	622
Lift Deployment	12	0	0	1	0	21	9	3	53	0	14	10	26	149
Obstruction/Debris	22	14	3	21	2	19	40	5	34	6	16	28	22	232
Signal/Switch Failure	111	103	24	14	8	163	69	57	42	78	12	21	36	738
Track Work	84	84	44	24	5	48	19	15	36	11	73	28	50	521
Catenary Failure	0	16	5	8	0	0	0	0	0	0	0	1	0	30
Non-Locomotive Equipment Failure	29	15	9	10	0	3	5	1	5	2	4	0	8	91
Locomotive Failure	76	0	0	0	0	68	32	14	54	1	25	55	39	364
Human Error	68	27	4	5	4	52	21	10	46	23	52	29	33	374
Sick, Injured, Unruly Passenger	17	61	11	14	0	21	31	4	27	4	26	13	20	249
Weather	92	37	11	16	3	70	52	41	32	10	33	34	38	469
Other	12	42	9	19	2	4	18	6	22	8	13	11	33	199
TOTAL TRAINS DELAYED	678	529	136	159	40	705	446	274	574	232	419	369	534	5,095

January-July - 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	23	20	5	6	4	38	12	7	16	9	17	11	11	178
<i>Freight Interference - Peak</i>	44	0	0	0	35	9	15	32	14	23	4	11	31	217
<i>Freight Interference - Off-Peak</i>	55	0	0	0	0	63	38	41	31	67	9	16	131	452
Freight Interference - Total	99	0	0	0	35	72	53	73	44	89	13	27	162	669
Accident	61	7	3	8	0	30	29	12	17	6	26	30	14	243
Passenger Loading	60	86	23	38	0	74	37	2	104	1	242	70	51	789
Lift Deployment	16	1	0	0	0	19	18	3	40	1	19	12	19	148
Obstruction/Debris	42	7	2	16	1	23	19	5	17	5	20	28	35	221
Signal/Switch Failure	160	56	16	17	25	136	87	41	62	61	43	56	73	833
Track Work	78	30	6	16	2	63	39	6	29	10	47	28	49	403
Catenary Failure	0	16	7	12	0	0	0	0	0	0	0	0	0	35
Non-Locomotive Equipment Failure	13	31	17	10	0	8	6	1	10	3	11	8	8	125
Locomotive Failure	74	1	0	0	2	67	36	16	45	8	23	29	20	321
Human Error	73	31	9	12	8	36	24	11	33	19	56	41	29	382
Sick, Injured, Unruly Passenger	28	37	5	15	1	19	17	2	28	1	29	21	20	222
Weather	102	74	17	25	10	99	62	27	83	18	107	89	69	784
Other	22	21	5	5	2	22	14	6	20	10	30	20	28	205
TOTAL TRAINS DELAYED	851	420	118	180	90	705	452	212	547	241	682	470	589	5,558

January-July 2012 Divergence From January-July 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	-16	-5	-1	1	-3	7	-2	1	-8	-6	-16	-6	-3	-56
<i>Freight Interference - Peak</i>	-36	0	0	0	-21	10	-2	3	-8	3	-4	7	-11	-58
<i>Freight Interference - Off-Peak</i>	-5	0	0	0	0	23	29	13	1	-8	-3	4	-43	10
Freight Interference - Total	-41	0	0	0	-21	33	27	16	-6	-4	-7	11	-54	-48
Accident	-39	-4	-3	-8	1	-1	14	8	40	-5	18	7	43	71
Passenger Loading	8	26	-11	-18	0	-17	-20	-1	16	-1	-142	-11	5	-167
Lift Deployment	-4	-1	0	1	0	2	-9	0	13	-1	-5	-2	7	1
Obstruction/Debris	-20	7	1	5	1	-4	21	0	17	1	-4	0	-13	11
Signal/Switch Failure	-49	47	8	-3	-17	27	-18	16	-20	17	-31	-35	-37	-95
Track Work	6	54	38	8	3	-15	-20	9	7	1	26	0	1	118
Catenary Failure	0	0	-2	-4	0	0	0	0	0	0	0	1	0	-5
Non-Locomotive Equipment Failure	16	-16	-8	0	0	-5	-1	0	-5	-1	-7	-8	0	-34
Locomotive Failure	2	-1	0	0	-2	1	-4	-2	9	-7	2	26	19	43
Human Error	-5	-4	-5	-7	-4	16	-3	-1	13	4	-4	-12	4	-8
Sick, Injured, Unruly Passenger	-11	24	6	-1	-1	2	14	2	-1	3	-3	-8	0	27
Weather	-10	-37	-6	-9	-7	-29	-10	14	-51	-8	-74	-55	-31	-315
Other	-10	21	4	14	0	-18	4	0	2	-2	-17	-9	5	-6
TOTAL TRAINS DELAYED	-173	109	18	-21	-50	0	-6	62	27	-9	-263	-101	-55	-463

Data for current month is final (08/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDBByLine 08/16/2012

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 - Jul	
Passenger Train Interference	32	12	10	6	7	17	38						122	2.4%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27						159	3.1%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98						462	9.1%
Freight Interference - Total	84	63	102	101	65	81	125						621	12.2%
Accident	31	79	51	20	60	41	32						314	6.2%
Passenger Loading	54	33	93	31	105	161	145						622	12.2%
Lift Deployment	20	11	11	12	22	32	41						149	2.9%
Obstruction/Debris	27	21	37	44	43	25	35						232	4.6%
Signal/Switch Failure	144	49	94	60	98	164	129						738	14.5%
Track Work	140	15	39	54	61	113	99						521	10.2%
Catenary Failure	4	10	4	0	0	1	11						30	0.6%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13						91	1.8%
Locomotive Failure	53	29	90	34	51	59	48						364	7.1%
Human Error	80	41	44	35	64	73	37						374	7.3%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50						249	4.9%
Weather	212	15	0	1	7	37	197						469	9.2%
Other	35	17	58	19	25	30	15						199	3.9%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015						5,095	100%

2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	18	50	30	14	31	51	53	34	49	60	76	28	247	3.1%
<i>Freight Interference - Peak</i>	35	39	38	34	23	40	71	54	47	37	42	35	280	3.5%
<i>Freight Interference - Off-Peak</i>	51	81	87	86	78	143	138	134	99	81	75	83	664	8.4%
Freight Interference - Total	86	120	125	120	101	183	209	188	146	118	117	118	944	11.9%
Accident	52	59	28	28	50	75	87	14	66	54	116	40	379	4.8%
Passenger Loading	36	47	56	62	134	343	526	335	194	132	142	138	1,204	15.2%
Lift Deployment	18	24	17	18	32	55	80	66	39	46	33	23	244	3.1%
Obstruction/Debris	33	30	28	23	34	45	9	36	46	65	27	25	202	2.6%
Signal/Switch Failure	112	129	81	86	108	232	300	113	102	127	122	136	1,048	13.2%
Track Work	28	13	27	56	140	117	257	212	185	186	120	38	638	8.1%
Catenary Failure	9	4	4	2	4	7	1	1	4	4	0	0	31	0.4%
Non-Locomotive Equipment Failure	9	27	17	21	15	30	14	19	18	45	9	19	133	1.7%
Locomotive Failure	69	47	32	74	65	54	76	46	49	53	45	50	417	5.3%
Human Error	57	48	64	58	60	98	88	99	66	92	92	48	473	6.0%
Sick, Injured, Unruly Passenger	25	15	38	44	39	50	74	44	42	34	44	51	285	3.6%
Weather	33	915	2	3	32	152	281	61	5	13	34	16	1,418	17.9%
Other	18	32	30	26	33	57	51	38	32	40	20	19	247	3.1%
TOTAL TRAINS DELAYED	603	1,560	579	635	878	1,549	2,106	1,306	1,043	1,069	997	749	7,910	100%

2012 Divergence From 2011

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul	
Passenger Train Interference	14	-38	-20	-8	-24	-34	-15						-125	-0.7%
<i>Freight Interference - Peak</i>	-13	-24	-14	-6	1	-21	-44						-121	-0.4%
<i>Freight Interference - Off-Peak</i>	11	-33	-9	-13	-37	-81	-40						-202	0.7%
Freight Interference - Total	-2	-57	-23	-19	-36	-102	-84						-323	0.3%
Accident	-21	20	23	-8	10	-34	-55						-65	1.4%
Passenger Loading	18	-14	37	-31	-29	-182	-381						-582	-3.0%
Lift Deployment	2	-13	-6	-6	-10	-23	-39						-95	-0.2%
Obstruction/Debris	-6	-9	9	21	9	-20	26						30	2.0%
Signal/Switch Failure	32	-80	13	-26	-10	-68	-171						-310	1.2%
Track Work	112	2	12	-2	-79	-4	-158						-117	2.2%
Catenary Failure	-5	6	0	-2	-4	-6	10						-1	0.2%
Non-Locomotive Equipment Failure	7	-21	4	-9	-9	-13	-1						-42	0.1%
Locomotive Failure	-16	-18	58	-40	-14	5	-28						-53	1.9%
Human Error	23	-7	-20	-23	4	-25	-51						-99	1.4%
Sick, Injured, Unruly Passenger	1	18	-5	-4	-18	-4	-24						-36	1.3%
Weather	179	-900	-2	-2	-25	-115	-84						-949	-8.7%
Other	17	-15	28	-7	-8	-27	-36						-48	0.8%
TOTAL TRAINS DELAYED	355	-1,126	108	-166	-243	-652	-1,091						-2,815	

Data for current month is final (08/16/12) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 08/17/2012

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 August 2010 and July 2012

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	136	0	0	0	66	198	145	161	98	237	20	52	342	1,455
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
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Total	152	0	0	0	46	204	136	156	73	212	11	46	272	1,308

Data for current month is final (08/16/12) 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 08/16/2012

**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	0	0	3	1	5	2						12
Electric ML	0	0	0	0	0	0	0						0	0.00%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	0	0	0	1	0						1	0.63%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	7	1	1	0	5	0	7						21	2.98%
Milw W	0	1	0	0	1	3	4						9	2.02%
NCS	0	0	0	0	1	0	2						3	1.09%
RI	4	2	5	5	6	14	17						53	9.23%
SWS	0	0	0	0	0	0	0						0	0.00%
UP N	1	2	1	3	4	1	2						14	3.34%
UP NW	0	1	2	1	1	2	3						10	2.71%
UP W	7	4	2	0	3	6	4						26	4.87%
Total Lift Delays	20	11	11	12	22	32	41						149	2.92%
ALL DELAYS													5,095	

Data for current month is final (08/16/12) 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
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	

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08/16/2012

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
July 2012

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	32	18	2	1	6	41	17	20	17	9	4	14	7	188
11-15	9	3	1	1	0	14	11	7	5	0	2	4	5	62
16-20	5	2	0	3	0	3	5	4	1	0	0	1	5	29
21+	4	0	0	0	5	3	3	8	2	4	2	2	3	36
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>
Sub-Total	52	23	3	5	11	63	37	39	27	13	8	21	20	322
Off-Peak **														
6-10	30	44	8	16	0	95	27	18	64	6	32	32	32	404
11-15	16	4	0	5	0	34	10	12	12	3	12	12	17	137
16-20	6	0	2	0	0	12	3	3	8	1	6	7	7	55
21+	5	3	0	2	0	14	10	9	4	8	9	8	12	84
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>13</u>
Sub-Total	59	51	10	23	0	161	53	42	88	18	60	59	69	693
July 2012 Total														
6-10	62	62	10	17	6	136	44	38	81	15	36	46	39	592
11-15	25	7	1	6	0	48	21	19	17	3	14	16	22	199
16-20	11	2	2	3	0	15	8	7	9	1	6	8	12	84
21+	9	3	0	2	5	17	13	17	6	12	11	10	15	120
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>20</u>
TOTAL	111	74	13	28	11	224	90	81	115	31	68	80	89	1,015
2012 Year-to-Date														
6-10	325	336	81	104	18	376	190	129	343	107	202	169	253	2,633
11-15	167	103	21	23	8	158	106	71	97	52	66	66	99	1,037
16-20	57	33	9	10	3	58	50	27	44	25	32	34	64	446
21+	107	51	25	15	11	90	83	43	61	46	104	92	105	833
Annulled	<u>22</u>	<u>6</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>23</u>	<u>17</u>	<u>4</u>	<u>29</u>	<u>2</u>	<u>15</u>	<u>8</u>	<u>13</u>	<u>146</u>
TOTAL	678	529	136	159	40	705	446	274	574	232	419	369	534	5,095
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	
July 2012 Total														
6-10	55.9%	83.8%	76.9%	60.7%	54.5%	60.7%	48.9%	46.9%	70.4%	48.4%	52.9%	57.5%	43.8%	58.3%
11-15	22.5%	9.5%	7.7%	21.4%	0.0%	21.4%	23.3%	23.5%	14.8%	9.7%	20.6%	20.0%	24.7%	19.6%
16-20	9.9%	2.7%	15.4%	10.7%	0.0%	6.7%	8.9%	8.6%	7.8%	3.2%	8.8%	10.0%	13.5%	8.3%
21+	8.1%	4.1%	0.0%	7.1%	45.5%	7.6%	14.4%	21.0%	5.2%	38.7%	16.2%	12.5%	16.9%	11.8%
Annulled	<u>3.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>1.5%</u>	<u>0.0%</u>	<u>1.1%</u>	<u>2.0%</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%
2012 Year-to-Date Delays By Duration														
6-10	47.9%	63.5%	59.6%	65.4%	45.0%	53.3%	42.6%	47.1%	59.8%	46.1%	48.2%	45.8%	47.4%	51.7%
11-15	24.6%	19.5%	15.4%	14.5%	20.0%	22.4%	23.8%	25.9%	16.9%	22.4%	15.8%	17.9%	18.5%	20.4%
16-20	8.4%	6.2%	6.6%	6.3%	7.5%	8.2%	11.2%	9.9%	7.7%	10.8%	7.6%	9.2%	12.0%	8.8%
21+	15.8%	9.6%	18.4%	9.4%	27.5%	12.8%	18.6%	15.7%	10.6%	19.8%	24.8%	24.9%	19.7%	16.3%
Annulled	<u>3.2%</u>	<u>1.1%</u>	<u>0.0%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>3.8%</u>	<u>1.5%</u>	<u>5.1%</u>	<u>0.9%</u>	<u>3.6%</u>	<u>2.2%</u>	<u>2.4%</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 (08/16/12) 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	
July 2012														
Peak *	12.2	9.2	11.0	14.6	16.1	13.8	13.3	14.3	10.3	17.5	18.4	11.7	14.8	13.2
Off-Peak **	11.9	8.9	9.3	11.2	--	14.2	14.5	18.0	10.1	23.2	14.2	14.3	18.4	13.8
All	12.1	9.0	9.7	11.8	16.1	14.1	14.0	16.2	10.2	20.8	14.7	13.6	17.6	13.6
2012 Year-to-Date														
Peak *	17.1	12.0	11.5	13.5	17.4	13.1	15.5	12.6	14.4	16.5	39.1	25.1	17.0	17.1
Off-Peak **	13.8	11.7	15.6	11.6	--	15.7	16.6	18.1	11.9	15.8	19.0	19.1	19.7	15.6
All	15.3	11.8	14.8	11.9	17.4	15.0	16.2	15.2	12.6	16.0	23.6	21.6	18.9	16.1

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (08/16/12) version from TOPS.