# COMMUTER RAIL SYSTEM

# ON-TIME PERFORMANCE REPORT

# December 2012

Metra

**Division of Strategic Capital Planning** **February 2013**

# COMMUTER RAIL ON-TIME PERFORMANCE
## December 2012

This report presents an analysis of the December 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 December 2012, Metra operated 16,497 scheduled trains, including scheduled "extras", if any. 510 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.9%. 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 December 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 December 2012. Of the 510 delays systemwide in December 2012, all but 190 (37%) 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 December 2012.

Table 8.a shows the frequency of train delays by delay-cause category and by line during December 2012. Table 8.b shows the average frequencies over the previous five Decembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 510 delays systemwide in December 2012, 464 less than the average over the previous five Decembers. Table 9.a shows delays from the beginning of the year through December 2012. Table 9.b shows the average frequencies from the beginning of the year through December 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 December of 2012, a total of 8,504 trains were delayed, compared to 13,074 trains delayed in the same twelve months of 2011.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In December 2012 freight operations delayed 66 trains systemwide, compared to 118 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 17 trains were delayed by lift deployment in December 2012.

A review of December 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 55.9% of all late trains. Table 14 shows that the average length of delay was 16.9 minutes in December 2012. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Tables 15 to 19 report year-end statistics. Table 15 presents annual train delays and on-time performance by line. Table 16 displays the frequency of 2012 annual train delays by cause and by line. The top two causes for each line are highlighted. Annual system causes of delay for 2007 to 2012 are shown in Table 17. The annual frequencies of train delays by duration for the Metra system are shown in Table 18, and for each line in Table 19.

## Changes in On-Time Performance Reporting Calculations
### (effective with the May 2011 On-Time Performance Report)

**"Extra" Trains**

"Extra" trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those "extra" trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all "extra" trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

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

**Construction Notices and Temporary Schedules**

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

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

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

## TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
## December 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** | 1,061 | 10 | 99.1% | 814 | 12 | 98.5% | 1,875 | 22 | 98.8% | 140 | 8 | 94.3% | 108 | 2 | 98.1% | 2,123 | 32 | 98.5% |
| **Elec -ML** | 891 | 6 | 99.3% | 689 | 17 | 97.5% | 1,580 | 23 | 98.5% | 230 | 0 | 100.0% | 122 | 13 | 89.3% | 1,932 | 36 | 98.1% |
| **-BI** | 280 | 5 | 98.2% | 460 | 4 | 99.1% | 740 | 9 | 98.8% | 150 | 1 | 99.3% | | -- | | 890 | 10 | 98.9% |
| **-SC** | 340 | 7 | 97.9% | 740 | 19 | 97.4% | 1,080 | 26 | 97.6% | 240 | 3 | 98.8% | 120 | 1 | 99.2% | 1,440 | 30 | 97.9% |
| **Subtotal** | 1,511 | 18 | 98.8% | 1,889 | 40 | 97.9% | 3,400 | 58 | 98.3% | 620 | 4 | 99.4% | 242 | 14 | 94.2% | 4,262 | 76 | 98.2% |
| **Heritage** | 118 | 3 | 97.5% | 2 | 1 | 50.0% | 120 | 4 | 96.7% | | -- | | | -- | | 120 | 4 | 96.7% |
| **Milw -N** | 494 | 13 | 97.4% | 705 | 31 | 95.6% | 1,199 | 44 | 96.3% | 120 | 16 | 86.7% | 120 | 5 | 95.8% | 1,439 | 65 | 95.5% |
| **-W** | 535 | 21 | 96.1% | 625 | 31 | 95.0% | 1,160 | 52 | 95.5% | 120 | 5 | 95.8% | 108 | 5 | 95.4% | 1,388 | 62 | 95.5% |
| **Subtotal** | 1,029 | 34 | 96.7% | 1,330 | 62 | 95.3% | 2,359 | 96 | 95.9% | 240 | 21 | 91.3% | 228 | 10 | 95.6% | 2,827 | 127 | 95.5% |
| **NCS** | 218 | 6 | 97.2% | 222 | 17 | 92.3% | 440 | 23 | 94.8% | | -- | | | -- | | 440 | 23 | 94.8% |
| **RI** | 711 | 15 | 97.9% | 666 | 25 | 96.2% | 1,377 | 40 | 97.1% | 100 | 11 | 89.0% | 96 | 5 | 94.8% | 1,573 | 56 | 96.4% |
| **SWS** | 220 | 6 | 97.3% | 380 | 17 | 95.5% | 600 | 23 | 96.2% | 30 | 0 | 100.0% | | -- | | 630 | 23 | 96.3% |
| **UP -N** | 588 | 28 | 95.2% | 808 | 32 | 96.0% | 1,396 | 60 | 95.7% | 130 | 3 | 97.7% | 108 | 5 | 95.4% | 1,634 | 68 | 95.8% |
| **-NW** | 644 | 15 | 97.7% | 646 | 18 | 97.2% | 1,290 | 33 | 97.4% | 120 | 9 | 92.5% | 90 | 9 | 90.0% | 1,500 | 51 | 96.6% |
| **-W** | 533 | 13 | 97.6% | 647 | 31 | 95.2% | 1,180 | 44 | 96.3% | 100 | 1 | 99.0% | 108 | 5 | 95.4% | 1,388 | 50 | 96.4% |
| **Subtotal** | 1,765 | 56 | 96.8% | 2,101 | 81 | 96.1% | 3,866 | 137 | 96.5% | 350 | 13 | 96.3% | 306 | 19 | 93.8% | 4,522 | 169 | 96.3% |
| **SYSTEM** | 6,633 | 148 | 97.8% | 7,404 | 255 | 96.6% | 14,037 | 403 | 97.1% | 1,480 | 57 | 96.1% | 980 | 50 | 94.9% | 16,497 | 510 | 96.9% |

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

Delays data for most recent month is final (01/14/13) version from TOPS.

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyServPeriod&Line 01/14/13

# TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN-DEC | AVG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BNSF** | **2007** | 96.4 | 86.8 | 96.3 | 96.8 | 98.2 | 96.0 | 97.4 | 94.5 | 97.8 | 95.9 | 96.1 | 96.6 | 95.8% | 95.8% |
| | **2008** | 92.9 | 94.3 | 97.0 | 98.2 | 97.0 | 94.3 | 94.8 | 94.6 | 92.8 | 92.8 | 94.2 | 89.9 | 94.4% | 94.4% |
| | **2009** | 85.4 | 94.1 | 97.5 | 96.5 | 94.6 | 90.9 | 95.1 | 91.2 | 96.0 | 89.7 | 97.3 | 95.3 | 93.6% | 93.6% |
| | **2010** | 97.8 | 97.4 | 96.4 | 95.7 | 95.2 | 89.0 | 94.7 | 94.6 | 96.7 | 94.8 | 94.7 | 96.2 | 95.2% | 95.2% |
| | **2011** | 96.2 | 89.6 | 97.4 | 96.9 | 93.0 | 93.0 | 83.3 | 92.3 | 90.4 | 92.8 | 94.0 | 95.4 | 92.9% | 92.9% |
| | **2012** | 94.4 | 97.3 | 95.2 | 98.4 | 97.2 | 91.8 | 95.0 | 94.2 | 98.0 | 96.9 | 95.0 | 98.5 | 96.0% | 96.0% |
| **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 | 94.4% | 94.4% |
| **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 | 97.5% | 97.5% |
| | **2008** | 96.4 | 98.5 | 98.8 | 98.3 | 99.3 | 98.5 | 99.2 | 98.1 | 97.9 | 98.2 | 96.7 | 95.0 | 97.9% | 97.9% |
| | **2009** | 96.7 | 98.5 | 98.7 | 99.1 | 98.6 | 95.7 | 97.2 | 97.2 | 97.2 | 97.7 | 98.5 | 94.7 | 97.5% | 97.5% |
| | **2010** | 97.7 | 98.1 | 98.4 | 97.9 | 98.3 | 95.5 | 97.6 | 98.0 | 98.0 | 98.2 | 97.8 | 97.5 | 97.8% | 97.8% |
| | **2011** | 98.6 | 95.1 | 98.1 | 97.7 | 97.7 | 95.1 | 94.6 | 96.6 | 97.0 | 94.4 | 97.2 | 98.7 | 96.8% | 96.8% |
| | **2012** | 93.7 | 98.4 | 97.9 | 98.7 | 98.0 | 97.0 | 97.3 | 97.7 | 97.5 | 96.6 | 97.1 | 98.2 | 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 | 97.5% | 97.5% |
| **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 | 91.1% | 91.1% |
| | **2008** | 93.9 | 89.7 | 83.3 | 87.2 | 89.7 | 92.9 | 91.7 | 86.5 | 88.2 | 89.1 | 93.0 | 78.6 | 88.6% | 88.6% |
| | **2009** | 79.4 | 91.7 | 91.7 | 98.5 | 96.7 | 92.4 | 94.9 | 92.9 | 90.5 | 84.1 | 88.3 | 88.6 | 90.8% | 90.8% |
| | **2010** | 92.5 | 93.3 | 89.1 | 91.7 | 85.0 | 83.3 | 87.3 | 89.4 | 84.1 | 90.5 | 92.9 | 84.1 | 88.5% | 88.5% |
| | **2011** | 92.1 | 77.2 | 94.2 | 96.0 | 98.4 | 89.4 | 73.3 | 92.0 | 84.1 | 78.6 | 80.8 | 75.4 | 86.2% | 86.2% |
| | **2012** | 95.2 | 99.2 | 94.7 | 98.4 | 97.7 | 92.1 | 91.3 | 95.7 | 98.2 | 94.9 | 92.9 | 96.7 | 95.6% | 95.6% |
| **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 | 89.1% | 89.1% |
| **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 | 93.6% | 93.6% |
| | **2008** | 96.1 | 92.6 | 96.4 | 95.8 | 95.6 | 95.0 | 93.3 | 93.1 | 95.8 | 96.9 | 92.9 | 84.4 | 94.0% | 94.0% |
| | **2009** | 85.9 | 97.3 | 97.1 | 95.5 | 95.4 | 94.7 | 96.0 | 95.1 | 96.2 | 96.3 | 95.3 | 93.5 | 94.9% | 94.9% |
| | **2010** | 96.1 | 96.4 | 94.2 | 94.5 | 88.4 | 91.6 | 93.5 | 93.7 | 98.4 | 93.1 | 94.8 | 96.6 | 94.3% | 94.3% |
| | **2011** | 92.9 | 85.3 | 95.7 | 95.5 | 89.2 | 84.4 | 78.3 | 87.6 | 92.3 | 88.1 | 91.9 | 93.9 | 89.6% | 89.6% |
| | **2012** | 95.1 | 96.4 | 94.0 | 95.3 | 93.5 | 93.2 | 84.8 | 92.9 | 94.3 | 94.9 | 95.4 | 95.5 | 93.8% | 93.8% |
| **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 | 93.3% | 93.3% |
| **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 | 95.8% | 95.8% |
| | **2008** | 94.5 | 96.6 | 97.1 | 97.4 | 97.8 | 97.8 | 96.1 | 94.1 | 98.3 | 97.9 | 96.6 | 92.3 | 96.4% | 96.4% |
| | **2009** | 92.6 | 96.3 | 97.4 | 99.2 | 98.6 | 96.3 | 97.9 | 95.4 | 99.2 | 99.2 | 98.8 | 94.4 | 97.1% | 97.1% |
| | **2010** | 96.0 | 95.9 | 97.3 | 97.9 | 95.7 | 93.9 | 95.6 | 96.3 | 97.4 | 94.8 | 95.1 | 95.9 | 96.0% | 96.0% |
| | **2011** | 96.0 | 87.2 | 97.4 | 95.2 | 95.1 | 88.0 | 84.4 | 92.5 | 95.6 | 98.0 | 89.1 | 96.5 | 93.0% | 93.0% |
| | **2012** | 94.4 | 95.1 | 95.3 | 97.5 | 97.1 | 95.6 | 93.7 | 94.1 | 89.3 | 93.9 | 94.6 | 95.5 | 94.7% | 94.7% |
| **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% | 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 | 94.6% | 94.6% |
| | **2008** | 93.4 | 94.4 | 97.4 | 95.1 | 95.0 | 91.3 | 96.5 | 97.4 | 94.4 | 98.0 | 95.9 | 86.5 | 94.6% | 94.6% |
| | **2009** | 88.9 | 93.4 | 97.3 | 95.5 | 95.2 | 93.2 | 97.8 | 92.4 | 97.6 | 94.6 | 97.7 | 93.0 | 94.8% | 94.8% |
| | **2010** | 96.4 | 94.5 | 92.3 | 91.1 | 96.8 | 90.1 | 90.9 | 94.0 | 95.9 | 92.6 | 93.9 | 90.3 | 93.2% | 93.2% |
| | **2011** | 95.5 | 88.3 | 93.5 | 90.9 | 92.9 | 88.8 | 87.3 | 92.1 | 93.1 | 93.5 | 83.7 | 92.4 | 91.1% | 91.1% |
| | **2012** | 94.8 | 94.4 | 94.4 | 85.1 | 95.2 | 94.8 | 82.5 | 91.9 | 95.7 | 93.9 | 92.0 | 94.8 | 92.4% | 92.4% |
| **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 | 93.6% | 93.6% |

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

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN-DEC | 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 | 94.2% | 94.2% |
| | **2008** | 95.5 | 95.6 | 94.5 | 98.8 | 97.6 | 96.4 | 96.5 | 96.9 | 95.8 | 92.3 | 96.3 | 89.3 | 95.4% | 95.4% |
| | **2009** | 93.4 | 97.5 | 96.2 | 96.8 | 97.5 | 96.2 | 95.9 | 97.1 | 97.2 | 96.4 | 96.7 | 93.6 | 96.2% | 96.2% |
| | **2010** | 95.4 | 96.7 | 97.6 | 97.1 | 97.4 | 94.3 | 96.8 | 96.6 | 95.7 | 96.6 | 96.4 | 95.5 | 96.3% | 96.3% |
| | **2011** | 97.8 | 89.5 | 97.7 | 96.0 | 95.6 | 88.8 | 83.4 | 94.0 | 94.8 | 96.9 | 96.6 | 96.5 | 94.0% | 94.0% |
| | **2012** | 94.3 | 96.8 | 94.8 | 96.1 | 95.8 | 94.1 | 92.9 | 93.7 | 96.8 | 95.6 | 97.1 | 96.4 | 95.3% | 95.3% |
| | **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 | 95.2% | 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 | 96.5% | 96.5% |
| | **2008** | 93.5 | 96.3 | 95.1 | 94.4 | 95.4 | 95.7 | 98.3 | 93.5 | 95.3 | 92.2 | 93.7 | 89.2 | 94.4% | 94.4% |
| | **2009** | 87.1 | 96.5 | 96.1 | 95.9 | 95.1 | 97.1 | 97.5 | 97.1 | 98.0 | 87.8 | 96.8 | 96.2 | 95.1% | 95.1% |
| | **2010** | 94.6 | 93.4 | 96.9 | 97.2 | 94.6 | 89.6 | 90.5 | 94.4 | 96.6 | 96.2 | 94.3 | 91.4 | 94.2% | 94.2% |
| | **2011** | 95.1 | 89.7 | 96.2 | 95.3 | 94.0 | 85.1 | 88.9 | 90.3 | 91.3 | 92.4 | 92.8 | 94.1 | 92.1% | 92.1% |
| | **2012** | 94.2 | 96.6 | 94.8 | 95.3 | 95.8 | 93.2 | 95.3 | 94.5 | 93.8 | 94.3 | 93.7 | 96.3 | 94.8% | 94.8% |
| | **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 | 94.4% | 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 | 95.4% | 95.4% |
| | **2008** | 91.9 | 89.4 | 95.1 | 95.5 | 97.1 | 90.9 | 92.2 | 89.9 | 93.5 | 95.6 | 95.2 | 94.2 | 93.4% | 93.4% |
| | **2009** | 91.4 | 98.0 | 96.9 | 97.8 | 95.3 | 90.7 | 90.4 | 89.9 | 94.0 | 94.8 | 97.3 | 95.1 | 94.2% | 94.2% |
| | **2010** | 93.9 | 96.8 | 96.5 | 97.2 | 94.3 | 91.6 | 94.6 | 92.5 | 94.5 | 97.5 | 94.7 | 96.2 | 95.0% | 95.0% |
| | **2011** | 96.4 | 86.7 | 94.9 | 95.5 | 95.8 | 91.5 | 85.1 | 90.6 | 91.8 | 91.6 | 94.2 | 96.5 | 92.6% | 92.6% |
| | **2012** | 94.6 | 98.4 | 97.9 | 98.1 | 95.1 | 95.1 | 95.9 | 95.1 | 96.3 | 97.3 | 96.6 | 95.8 | 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 | 94.1% | 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 | 96.0% | 96.0% |
| | **2008** | 91.9 | 91.8 | 97.1 | 96.5 | 96.8 | 95.5 | 95.1 | 97.1 | 96.9 | 96.9 | 94.5 | 91.7 | 95.2% | 95.2% |
| | **2009** | 91.9 | 97.6 | 97.4 | 97.9 | 95.4 | 94.7 | 95.4 | 95.3 | 95.3 | 94.8 | 96.5 | 94.9 | 95.6% | 95.6% |
| | **2010** | 96.7 | 97.2 | 97.3 | 97.7 | 96.1 | 96.7 | 96.1 | 94.9 | 97.6 | 96.4 | 95.4 | 96.8 | 96.6% | 96.6% |
| | **2011** | 97.0 | 89.4 | 97.9 | 97.3 | 94.6 | 93.4 | 91.2 | 93.3 | 95.1 | 97.6 | 95.8 | 95.0 | 94.9% | 94.9% |
| | **2012** | 95.9 | 98.6 | 96.4 | 98.9 | 95.9 | 96.0 | 94.8 | 96.7 | 97.8 | 94.2 | 94.6 | 96.6 | 96.3% | 96.3% |
| | **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 | 95.6% | 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 | 94.1% | 94.1% |
| | **2008** | 95.2 | 90.4 | 93.7 | 94.5 | 96.9 | 95.4 | 95.3 | 94.5 | 93.0 | 91.0 | 93.0 | 91.6 | 93.7% | 93.7% |
| | **2009** | 92.3 | 97.3 | 95.5 | 97.2 | 97.2 | 94.3 | 95.7 | 92.5 | 95.2 | 94.7 | 97.8 | 95.2 | 95.4% | 95.4% |
| | **2010** | 96.6 | 96.7 | 97.9 | 95.9 | 94.6 | 91.0 | 90.1 | 94.1 | 95.2 | 95.9 | 94.8 | 91.9 | 94.5% | 94.5% |
| | **2011** | 93.5 | 87.3 | 93.8 | 94.5 | 93.3 | 89.0 | 85.9 | 89.3 | 90.8 | 91.6 | 92.0 | 89.4 | 90.9% | 90.9% |
| | **2012** | 93.1 | 97.1 | 95.2 | 95.5 | 95.6 | 92.4 | 93.8 | 94.3 | 97.2 | 97.2 | 96.0 | 96.4 | 95.3% | 95.3% |
| | **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 | 93.7% | 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 | 95.7% | 95.7% |
| | **2008** | 94.5 | 94.5 | 96.6 | 97.0 | 97.4 | 95.7 | 96.0 | 95.3 | 95.7 | 95.5 | 95.2 | 91.4 | 95.4% | 95.4% |
| | **2009** | 91.6 | 97.1 | 97.3 | 97.6 | 96.7 | 94.3 | 95.8 | 94.6 | 96.4 | 95.2 | 97.4 | 94.6 | 95.7% | 95.7% |
| | **2010** | 96.5 | 96.9 | 97.0 | 96.7 | 95.5 | 92.9 | 95.0 | 95.4 | 96.8 | 96.2 | 95.7 | 95.7 | 95.9% | 95.9% |
| | **2011** | 96.4 | 89.8 | 96.8 | 96.2 | 94.8 | 91.1 | 87.3 | 92.7 | 93.8 | 93.7 | 94.0 | 95.6 | 93.6% | 93.6% |
| | **2012** | 94.3 | 97.4 | 96.1 | 97.2 | 96.3 | 94.7 | 94.0 | 95.2 | 96.2 | 95.9 | 95.8 | 96.9 | 95.8% | 95.8% |
| | **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 | 95.2% | 95.2% |

**Delays data for most recent month is final (01/14/13) version from TOPS.** P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 1/14/2013

**'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
## December 2012

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation |
|---|---|---|---|---|---|
| ELML | 149 | Thu, Dec 13 | 12 | I | 2" WAITING ON ENTRAINING, RANDOLPH; 3" ARRANGING MEET, 63RD-67TH; 5" SLOW ENTRAINING/DETRAINING & MAKING FLAG STOPS, ENROUTE; 3" FLAGGING IN |
| **80% OT** | | Fri, Dec 14 | 9 | I | 9" SLOW ENTRAINING NO P.A. & NO RADIO, ENROUTE. |
| | | Mon, Dec 17 | 8 | CC | 6" TRYING TO COMMUNICATE WITH FLAGMAN, MP9.25-9.50. |
| | | Thu, Dec 20 | 6 | I | 6" SLOW ENTRAINING/DETRAINING & MAKING FLAG STOPS, ENROUTE. |
| MN | 2128 | Wed, Dec 05 | 11 | G | 11" FLAGGED BY RED SIGNAL, MORTON GROVE; RAN RESTRICTED TO MAYFAIR. |
| **80% OT** | | Thu, Dec 13 | 8 | R1 | 10" LATE TURN FROM #2103, FOX LAKE. |
| | | Fri, Dec 21 | 6 | A | 6" WAITING ON #2107, GRAYSLAKE. |
| | | Fri, Dec 28 | 11 | D | 4" HEAVY ENTRAINING, ENROUTE; 12" FREIGHT AHEAD, MP22.2 |
| MW | 2200 | Wed, Dec 05 | 19 | K | 18" CP FREIGHT 199 IN EMERGENCY ACROSS PLANT, B-17. CAR ON TRACKS |
| **75% OT** | | Thu, Dec 06 | 6 | RO | 5" TRYING TO RAISE B-17 TO GET LINE UP, ELGIN; 4" RAN 1 MAIN FREIGHT ON 3, B-12 TO GALEWOOD |
| | | Fri, Dec 07 | 7 | R | 7" STUDENT ENGINEER, ENROUTE. |
| | | Mon, Dec 17 | 7 | D | 7" FREIGHT 2MT, RIVER GROVE. |
| | | Tue, Dec 18 | 8 | G | 8" SIGNAL PROBLEMS FLAGGED BY, GRAND/CICERO WEST. |
| MW | 2238 | Tue, Dec 11 | 7 | D | 10" STOP SIGNAL CP FREIGHT, A-5. |
| **80% OT** | | Wed, Dec 26 | 15 | K | 14" WALKING SPEED CAR STUCK ON TRACKS, 28.7; 3" ADA CUS TO FRANKLIN PARK. |
| | | Thu, Dec 27 | 7 | GX | 5" STOPPED BROKEN XING GATE ON TRACKS, FRANKLIN PARK; 3" STOP, A-5. |
| | | Fri, Dec 28 | 7 | GM | 5" STOPPED BROKEN CROSSING GATE ON TRACKS, FRANKLIN PARK; 3" STOP, A-5. |
| MW | 2248 | Thu, Dec 06 | 6 | A1 | 5" HELD AT B-35 FOR #2237; 1" NO REASON GIVEN. |
| **80% OT** | | Thu, Dec 20 | 10 | D | 10" FREIGHT, FRANKLIN PARK. |
| | | Mon, Dec 24 | 23 | T | 20" AIR PROBLEMS, BIG TIMBER. PASSENGER PULLED EMERGENCY |
| | | Thu, Dec 27 | 6 | GA | 4" STOP SIGNAL NO RESPONSE FROM AMTRAK, CANAL ST; 2" NO REASON GIVEN. |
| MW | 2254 | Mon, Dec 03 | 8 | U1 | 5" LATE TURN FROM #2249, BIG TIMBER; 3" MEETING TRAINS, ENROUTE. |
| **80% OT** | | Fri, Dec 14 | 9 | D | 10" FOLLOWING CP FREIGHT TRAIN YARDING, WOODDALE-BENSENVILLE. |
| | | Mon, Dec 17 | 9 | D | 13" FOLLOWING CP FREIGHT SIGNAL PROBLEMS @ CICERO, B-12 TO A-5. |
| | | Mon, Dec 24 | 34 | M1 | 11" LATE TUNR OF #2249; WAITING ON OTHER TRAINS, A-2; 23" NO REASON GIVEN. |
| NCS | 116 | Mon, Dec 03 | 35 | D | 25" FREIGHT INTERFERENCE BLOCKING YARD ACCESS, ANTIOCH; 2" MEETOTHER TRAINS, ENROUTE 5" WAITING ON #2142, A-5. |
| **75% OT** | | Thu, Dec 06 | 23 | C | 14" RESTRICTED SPEED, N. WHEELING-S. WHEELING; 3" 529A, OLD WILLOW RD; 5" STOP SIGNAL, DEVAL; 1" STOP SIGNAL, LAKE ST. |
| | | Fri, Dec 07 | 10 | D | 6" FREGHT TRAIN INTERFERENCE, GRAYSLAKE; 5" STOP SIGNAL, A-2. |
| | | Thu, Dec 13 | 12 | D | 12" FOLOWING FREIGHT, ENROUTE. |
| | | Tue, Dec 18 | 7 | I | 4" WAITING ON CN FREIGHT TO CLEAR, ANTIOCH; 4" GROUP MOVEMENT ENTRAINING, LAKE VILLA; 3" GROUP MOVEMENT DETRAINING. |
| NCS | 121 | Mon, Dec 03 | 26 | D1 | 15" LATE TURN FROM #120, CUS; 5" FOLLOWING #2251, ENROUTE; 10" WAITING ON S/B CN FREIGHT, RAM. |
| **75% OT** | | Tue, Dec 04 | 6 | D | 3" WAITING ON #2250, CUS; 7" CN FREIGHT TRAIN IN EMERGENCY, ENROUTE. |
| | | Fri, Dec 07 | 13 | G1 | 10" LATE TURN FROM #120, CUS; 5" STOP SIGNAL, DEVAL. |
| | | Mon, Dec 17 | 16 | GF | 18" STOP SIGNAL RESTRICTED SPEED, PROSPECT. |
| | | Fri, Dec 21 | 36 | J1 | 36" LATE TURN FROM #120, CUS. |
| RI | 513 | Fri, Dec 07 | 16 | J | 13" PASSENGER INCIDENT, POLICE DID NOT REMOVE, 91ST ST. |
| **80% OT** | | Tue, Dec 18 | 18 | CH | 18" FLAGGING RED INTERMEDIATE BLOCK SIGNALS DUE TO CONTRACTOR C1301 LINE 302 CUTTING CABLE, CP66TH & CP MOKENA. |
| | | Mon, Dec 24 | 6 | I | 6" HEAVY ENTRAINING, ENROUTE. |
| | | Mon, Dec 31 | 6 | I | 6" SLOW LOADING ENROUTE |
| SWS | 822 | Wed, Dec 05 | 11 | D | 12" NS HEADROOM ENG 2683 INTERFERING, ASHBURN & WRIGHTWOOD; 4" FOREST HILL. |
| **75% OT** | | Wed, Dec 12 | 9 | K | 10" BARGE TRAFFIC, SOUTH BRAND BRIDGE. |
| | | Fri, Dec 14 | 27 | GF | 31" NS CONTROL SYSTEM FAILURE, CP518. |
| | | Wed, Dec 19 | 7 | RF | 9" NO SIGNAL, NO ANSWER CALLED CHIEF, CP518. |
| | | Fri, Dec 28 | 10 | D | 17" NS233 BLOCKING DEPOT WHILE SWITCHING, ASHBURN. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation |
|---|---|---|---|---|---|
| UPN | 339 | Fri, Dec 07 | 8 | K | 8" REPORT OF CAR STUCK ON TRACK FROM WILMETTE POLICE-NO CAR FOUND, DAVIS ST. |
| **80% OT** | | Wed, Dec 12 | 134 | M1 | 144" HELD DUE TO M337 AHEAD DUE TO ACCIDENT @ MP9.75, RAVENSWOOD. |
| | | Thu, Dec 13 | 8 | A | 8" SLOW GETTING SIGNAL ACCT #337 & #350 XING OVER TRK1 TO TRK2,HIGHLAND PARK. |
| | | Mon, Dec 31 | 8 | RF | 8" SIGNAL DROPPED CLEAR TO RED HAD TO WAIT FOR AIR TO BUILD BACK UP AFTER PUTTING TRAIN INTO EMERGENCY & AUTHORITY TO PROCEED CY, CPE011. |
| UPNW | 656 | Mon, Dec 03 | 8 | D | 8" WAIT FOR Q19851-29 TO CLEAR, CN BARRINGTON. |
| **80% OT** | | Wed, Dec 05 | 8 | D | 9" FREIGHT INTERFERENCE U701-5, CN BARRINGTON. |
| | | Wed, Dec 19 | 23 | K | 23" OPERATE TRK 2 WAITING FOR #651 TO CLEAR SEEGER ACCT BROKEN RAIL ON TRK 3 @ DEVAL CN DIAMOND 10MPH THRU SEEGER X/O SWITCHES, SEEGER-MAYFA |
| | | Thu, Dec 20 | 8 | D | 10" FREIGHT M343-19 @ CN, BARRINGTON. |
| UPW | 44 | Mon, Dec 03 | 10 | GF | 10" OPERATE TRK 3, OAK PARK-KEDZIE USED SHORT X/O, KEDZIE CAUSED TRAIN CONTROL, KILBOURN OPERATE TRK 1, KEDZIE-HALSTED; SWITCH #33 FAIL |
| **70% OT** | | Tue, Dec 04 | 6 | I | 3" SLOW ENTRAINING LARGE GROUP, GENEVA & GLEN ELLYN; 3" TRAIN CONTROL OPERATING TRK ACCT SWITCH #39 WITH OPEN POINT @ WESTERN, KEDZIE-WES |
| | | Thu, Dec 06 | 6 | I | 6" SLOW ORDER 10MPH, MP32.2; HEAVY ENTRAINING RUNNING TRK 3, WEST CHICAGO-ELMHURST. |
| | | Thu, Dec 13 | 10 | I | 10" ENTRAINING, GENEVA & RIVER FOREST. |
| | | Wed, Dec 19 | 7 | G | 7" TRAIN CONTROL NO SIGNAL, MP14.2 PEACK(VHLC RESET DUE TO AC INTERFERENCE); ADA, ENROUTE. |
| | | Thu, Dec 20 | 10 | I | 10" HEAVY ENTRAINING, ENROUTE; SLOW ENTRAINING, WEST CHICAGO; BEHIND GEOMETRY CAR, 25TH AVE. |
| UPW | 48 | Wed, Dec 05 | 12 | D | 12" TRAIN CONTROL RED SIGNAL UP8593 ON TRK 2 & CSX5210 ON TRK 1, CPY015-25TH AVE; STOP WAIT FOR CLEARANCE ON FROM B54122 FROM FIC, MP25.5. |
| **75% OT** | | Tue, Dec 18 | 9 | D | 9" WAIT FOR PASSENGERS BLOCKED BY FREIGHT MDPPR-16 BROKE KNUCKLE ON TRK1; OPERATE TRK 2 UNABLE TO PICK UP PASSENGERS, GENEVA. |
| | | Thu, Dec 20 | 0 | E1 | ANNULLED TURM FROM ANNULLED #29 WITH BRAKE VALVE ISSUE. |
| | | Fri, Dec 21 | 7 | I | 7" HEAVY ENTRAINING, GENEVA, GLEN ELLYN & ELMHURST; SLOW ENTRAINING, OAK PARK. |
| | | Thu, Dec 27 | 10 | I | 1 " TRAIN CONTROL FAILURE CUT OUT TRAIN CONTROL ENROUTE; MP7- CPT. 9" PASSENGER LOADING |

Data is final (01/14/13) version from TOPS.

P:\ONTIME\report\[WeekdayTrainsBelow85% table.xls]PrintCopy 01/14/2013

# TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

| Codes | | | | | |
|---|---|---|---|---|---|
| **Primary** | **Secondary** | **Primary Annulled** | **Definition** | **Delay Class** | **Responsibility** |
| 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 |

Effective January 1, 2012 Revised Dec. 6, 2011 P:\ONTIME\[#DelayClassificationTbl2012.xls]IncidentCodeTable 02/15/2012

# TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

| CATEGORY Codes | | | |
|---|---|---|---|
| **Pri.** | **Sec.** | **Ann.** | **Definition** |
| **1** | | | **PASSENGER TRAIN INTERFERENCE** |
| A | A1 | XA | Passenger Train Interference |
| AA | AA1 | XAA | Rule 9.9 Delayed in Block/Rule 6.30 |
| AD | AD1 | XAD | Non-Revenue Passenger Train Interference |
| AM | AM1 | XAM | Amtrak Caused Delay |
| AS | AS1 | XAS | NICTD Train Interference |
| **2 & 3** | | | **FREIGHT INTERFERENCE, Peak & Offpeak** |
| D | D1 | XD | Freight Train Interference |
| DD | DD1 | XDD | Freight Dispatcher/Opr/Freight Train Error |
| **4** | | | **ACCIDENT** |
| M | M1 | XM | Right of Way Accident/Misc. |
| **5** | | | **PASSENGER LOADING** |
| I | I1 | XI | Passenger Handling, Running Time |
| IB | IB1 | XIB | Passenger Handling, Bicycle |
| **6** | | | **LIFT DEPLOYMENT** |
| U | U1 | XU | Accessibility Related (ADA) |
| UF | UF1 | XUF | ADA Lift Failure |
| **7** | | | **OBSTRUCTION/DEBRIS** |
| K | K1 | XK | Obstruction On Tracks |
| KD | KD1 | XKD | Train Struck Debris |
| KP | KP1 | XKP | Suspicious Package(s)/Person(s)/Activity |
| **8** | | | **SIGNAL/SWITCH FAILURE** |
| G | G1 | XG | Signal/Switch Malfunction (Signal Dept.) |
| GA | GA1 | XGA | Signal/Switch Failure Amtrak (Signal Dept.) |
| GF | GF1 | XGF | Signal/Switch Foreign Line |
| GM | GM1 | XGM | Gate Crossing Malfunction |
| GT | GT1 | XGT | Telecom Failure |
| GX | GX1 | XGX | Broken Gate Crossing |
| GZ | GZ1 | XGZ | ETMS Signal Malfunction |
| VG | VG1 | XVG | Broken Gate Crossing Reported, Nothing Found |
| **9** | | | **TRACK WORK** |
| C | C1 | XC | Unscheduled Track Work |
| CA | CA1 | XCA | Amtrak Engineering |
| CC | CC1 | XCC | Scheduled Track Work |
| CF | CF1 | XCF | Engineering Equipment Malfunction |
| CG | CG1 | XCG | Scheduled Signal Work |
| CH | CH1 | XCH | Contractor Failure |
| CM | CM1 | XCM | Switch Malfunction (Track Dept.) |
| **10** | | | **CATENARY FAILURE** |
| CO | CO1 | XCO | Scheduled Wire Work |
| O | O1 | XO | AC/DC System Failure |
| **11** | | | **NON-LOCOMOTIVE EQUIPMENT FAILURE** |
| F | F1 | XF | Cab Car/Trailer/MU Malfunction |
| FS | FS1 | XFS | NICTD MU Malfunction |
| FZ | FZ1 | XFZ | ETMS Malfunction on Cab Car |

| CATEGORY Codes | | | |
|---|---|---|---|
| **Pri.** | **Sec.** | **Ann.** | **Definition** |
| **12** | | | **LOCOMOTIVE FAILURE** |
| E | E1 | XE | Locomotive Malfunction |
| EA | EA1 | XEA | Amtrak Locomotive/Car Malfunction |
| EZ | EZ1 | XEZ | ETMS Malfunction on Locomotive |
| **13** | | | **HUMAN ERROR** |
| B | B1 | XB | Human Error, Eng. Dept. |
| BA | BA1 | XBA | Amtrak Engineering Human Error |
| H | H1 | XH | Human Error, Mechanical Department |
| HS | HS1 | XHS | Human Error, NICTD Mechanical Dept. |
| R | R1 | XR | Human Error, Transportation |
| RA | RA1 | XRA | Human Error, Amtrak Transportation |
| RD | RD1 | XRD | Human Error, Metra Dispatcher |
| RF | RF1 | XRF | Freight Dispatcher/Opr/Non-Freight Train Error |
| RL | RL1 | XRL | Human Error, Job Action/Employee No Show (CMS Error) |
| RN | RN1 | XRN | Human Error, Job Action/Employee No Show (Non-CMS) |
| RO | RO1 | XRO | Human Error, Tower Operator |
| RS | RS1 | XRS | Human Error, NICTD Transportation |
| RZ | RZ1 | XRZ | ETMS Train Crew Error |
| **14** | | | **SICK, INJURED, UNRULY PASSENGER** |
| J | J1 | XJ | Passenger Problems/Removal |
| JA | JA1 | XJA | Amtrak Passenger Problems/Removal |
| JM | JM1 | XJM | Passenger Medical Emergency |
| **15** | | | **WEATHER** |
| AW | AW1 | XAW | Pass. Train Interference, Weather |
| CW | CW1 | XCW | M of W Work, Weather |
| DW | DW1 | XDW | Freight Train Interference, Weather |
| EW | EW1 | XEW | Locomotive Malfunction, Weather |
| FW | FW1 | XFW | Cab Car/TRL/MU Malfunction, Weather |
| GW | GW1 | XGW | Signal/Switch Malfunction Weather (Signal Dept.) |
| IW | IW1 | XIW | Passenger Handling, Weather |
| KW | KW1 | XKW | Obstruction On Tracks, Weather |
| MW | MW1 | XMW | Right of Way Accident/Misc., Weather |
| NW | NW1 | XNW | Electricity Utility Failure, Weather |
| OW | OW1 | XOW | AC/DC System Failure, Weather |
| RW | RW1 | XRW | Train Crew Issues, Weather |
| UW | UW1 | XUW | Accessibility, Weather |
| **16** | | | **OTHER** |
| L | L1 | XL | Unauthorized People On Tracks/Near Miss |
| N | N1 | XN | Electricity Utility Failure |
| Q | Q1 | XQ | Late Issuance of Track Warrant |
| S | S1 | XS | Operational (Efficiency) Testing |
| T | T1 | XT | Property Vandalism |
| VE | VE1 | XVE | Locomotive Problem Reported, Nothing Found |
| VF | VF1 | XVF | Cab Car Problem Reported, Nothing Found |
| 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

### December 2012

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DELAY CONTROL** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Controllable | 19 | 14 | 3 | 11 | 2 | 37 | 23 | 4 | 13 | 5 | 24 | 17 | 18 | 190 |
| Semi-controllable | 4 | 0 | 0 | 0 | 2 | 15 | 11 | 13 | 2 | 13 | 0 | 5 | 10 | 75 |
| Uncontrollable | 9 | 22 | 7 | 19 | 0 | 13 | 28 | 6 | 41 | 5 | 44 | 29 | 22 | 245 |
| **TOTAL TRAINS DELAYED** | **32** | **36** | **10** | **30** | **4** | **65** | **62** | **23** | **56** | **23** | **68** | **51** | **50** | **510** |

### January-December 2012

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DELAY CONTROL** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Controllable | 533 | 414 | 121 | 192 | 19 | 566 | 274 | 157 | 285 | 133 | 312 | 268 | 281 | 3,555 |
| Semi-controllable | 173 | 0 | 0 | 0 | 32 | 204 | 181 | 146 | 65 | 232 | 13 | 76 | 159 | 1,281 |
| Uncontrollable | 361 | 420 | 70 | 166 | 17 | 335 | 451 | 121 | 561 | 48 | 412 | 340 | 366 | 3,668 |
| **TOTAL TRAINS DELAYED** | **1,067** | **834** | **191** | **358** | **68** | **1,105** | **906** | **424** | **911** | **413** | **737** | **684** | **806** | **8,504** |

Data for current month is final (01/14/13) version from TOPS.

P:\ONTIME\report\[DelaysByControl.xls]LastMonthRespByLine 01/14/2013

# TABLE 7: NUMBER OF DELAYS BY DATE
## December 2012

| WEEKDAY | 3 | 4 | 5 | 6 | 7 | 10 | 11 | 12 | 13 | 14 | 17 | 18 | 19 | 20 | 21 | 24 | 26 | 27 | 28 | 31 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | We | Th | Fr | Mo | |
| **BNSF** | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 4 | 0 | 0 | 22 |
| **Elec -ML** | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 2 | 3 | 0 | 0 | 2 | 6 | 0 | 0 | 1 | 0 | 0 | 23 |
| **-BI** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 9 |
| **-SC** | 1 | 2 | 2 | 1 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 26 |
| **Heritage** | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| **Milw -N** | 8 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 2 | 4 | 0 | 2 | 6 | 2 | 44 |
| **-W** | 1 | 2 | 3 | 2 | 8 | 2 | 2 | 1 | 0 | 3 | 3 | 3 | 0 | 2 | 4 | 8 | 3 | 2 | 3 | 0 | 52 |
| **NCS** | 4 | 2 | 0 | 1 | 3 | 1 | 3 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 23 |
| **RI** | 3 | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 5 | 2 | 0 | 6 | 1 | 6 | 3 | 2 | 0 | 0 | 1 | 2 | 40 |
| **SWS** | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 | 4 | 23 |
| **UP -N** | 0 | 0 | 15 | 0 | 2 | 0 | 3 | 28 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 1 | 60 |
| **-NW** | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 5 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 33 |
| **-W** | 3 | 6 | 3 | 3 | 1 | 2 | 0 | 2 | 2 | 1 | 0 | 3 | 2 | 9 | 5 | 0 | 0 | 1 | 1 | 0 | 44 |
| **SYSTEM** | 24 | 21 | 29 | 17 | 22 | 23 | 9 | 48 | 27 | 17 | 8 | 14 | 13 | 27 | 29 | 23 | 7 | 18 | 16 | 11 | 403 |

| SATURDAY | 1 | 8 | 15 | 22 | 29 | TOTAL |
|---|---|---|---|---|---|---|
| **BNSF** | 1 | 0 | 0 | 2 | 5 | 8 |
| **Elec -ML** | 0 | 0 | 0 | 0 | 0 | 0 |
| **-BI** | 0 | 1 | 0 | 0 | 0 | 1 |
| **-SC** | 0 | 0 | 0 | 0 | 3 | 3 |
| **Heritage** | - | - | - | - | - | - |
| **Milw -N** | 10 | 5 | 1 | 0 | 0 | 16 |
| **-W** | 2 | 2 | 1 | 0 | 0 | 5 |
| **NCS** | - | - | - | - | - | - |
| **RI** | 5 | 3 | 1 | 1 | 1 | 11 |
| **SWS** | 0 | 0 | 0 | 0 | 0 | 0 |
| **UP -N** | 2 | 0 | 0 | 1 | 0 | 3 |
| **-NW** | 2 | 1 | 2 | 2 | 2 | 9 |
| **-W** | 0 | 1 | 0 | 0 | 0 | 1 |
| **SYSTEM** | 22 | 13 | 5 | 6 | 11 | 57 |

| SUNDAY/HOLIDAY | 2 | 9 | 16 | 23 | 25 | 30 | TOTAL |
|---|---|---|---|---|---|---|---|
| **BNSF** | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| **Elec -ML** | 5 | 4 | 4 | 0 | 0 | 0 | 13 |
| **-BI** | - | - | - | - | - | - | 0 |
| **-SC** | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| **Heritage** | - | - | - | - | - | - | 0 |
| **Milw -N** | 0 | 0 | 5 | 0 | 0 | 0 | 5 |
| **-W** | 1 | 1 | 0 | 1 | 0 | 2 | 5 |
| **NCS** | - | - | - | - | - | - | 0 |
| **RI** | 3 | 1 | 1 | 0 | 0 | 0 | 5 |
| **SWS** | - | - | - | - | - | - | 0 |
| **UP -N** | 1 | 1 | 1 | 1 | 0 | 1 | 5 |
| **-NW** | 3 | 1 | 2 | 1 | 0 | 2 | 9 |
| **-W** | 1 | 0 | 2 | 0 | 0 | 2 | 5 |
| **SYSTEM** | 14 | 8 | 15 | 5 | 0 | 8 | 50 |

Data is final (01/14/13) version from TOPS.

P:\ONTIME\report\[DelaysByDate.xls]DelaysByDate-Month 1/14/2013

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

## December 2012

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | 1 | 1 | 0 | 2 | 0 | 6 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 16 |
| *Freight Interference - Peak* | *1* | *0* | *0* | *0* | *1* | *1* | *2* | *3* | *0* | *3* | *0* | *1* | *0* | *12* |
| *Freight Interference - Off-Peak* | *4* | *0* | *0* | *0* | *1* | *14* | *8* | *9* | *2* | *5* | *0* | *3* | *8* | *54* |
| Freight Interference - Total | 5 | 0 | 0 | 0 | 2 | 15 | 10 | 12 | 2 | 8 | 0 | 4 | 8 | 66 |
| Accident | 2 | 1 | 2 | 10 | 0 | 3 | 6 | 1 | 0 | 0 | 26 | 0 | 0 | 51 |
| Passenger Loading | 0 | 15 | 0 | 4 | 0 | 8 | 5 | 1 | 22 | 1 | 9 | 14 | 14 | 93 |
| Lift Deployment | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 2 | 3 | 2 | 17 |
| Obstruction/Debris | 0 | 0 | 2 | 3 | 0 | 0 | 10 | 1 | 2 | 2 | 3 | 8 | 3 | 34 |
| Signal/Switch Failure | 9 | 7 | 3 | 5 | 0 | 21 | 15 | 3 | 3 | 5 | 0 | 1 | 4 | 76 |
| Track Work | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 0 | 2 | 1 | 1 | 20 |
| Catenary Failure | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Non-Locomotive Equipment Failure | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Locomotive Failure | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | 10 | 23 |
| Human Error | 6 | 0 | 0 | 1 | 0 | 7 | 6 | 0 | 2 | 1 | 17 | 13 | 3 | 56 |
| Sick, Injured, Unruly Passenger | 1 | 4 | 1 | 1 | 0 | 1 | 2 | 2 | 9 | 0 | 2 | 3 | 1 | 27 |
| Weather | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 11 |
| Other | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 2 | 11 |
| **TOTAL TRAINS DELAYED** | **32** | **36** | **10** | **30** | **4** | **65** | **62** | **23** | **56** | **23** | **68** | **51** | **50** | **510** |

## December - Average Over Previous Five Years: 2007-2011

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | 5 | 5 | 1 | 1 | 1 | 11 | 2 | 1 | 3 | 2 | 1 | 1 | 3 | 37 |
| *Freight Interference - Peak* | *2* | *0* | *0* | *0* | *5* | *2* | *2* | *6* | *1* | *7* | *0* | *1* | *5* | *32* |
| *Freight Interference - Off-Peak* | *5* | *0* | *0* | *0* | *0* | *11* | *6* | *5* | *5* | *9* | *2* | *1* | *22* | *67* |
| Freight Interference - Total | 8 | 0 | 0 | 0 | 5 | 14 | 8 | 11 | 6 | 16 | 2 | 1 | 27 | 99 |
| Accident | 0 | 0 | 1 | 1 | 0 | 9 | 6 | 3 | 4 | 2 | 7 | 7 | 9 | 48 |
| Passenger Loading | 10 | 6 | 3 | 2 | 0 | 9 | 5 | 1 | 18 | 0 | 16 | 17 | 15 | 103 |
| Lift Deployment | 3 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 7 | 0 | 3 | 3 | 2 | 23 |
| Obstruction/Debris | 4 | 0 | 3 | 1 | 0 | 4 | 3 | 1 | 2 | 2 | 2 | 7 | 3 | 32 |
| Signal/Switch Failure | 23 | 10 | 3 | 3 | 6 | 23 | 16 | 11 | 11 | 8 | 8 | 7 | 9 | 138 |
| Track Work | 12 | 3 | 0 | 1 | 2 | 6 | 1 | 2 | 5 | 1 | 5 | 2 | 9 | 49 |
| Catenary Failure | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Non-Locomotive Equipment Failure | 1 | 4 | 3 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 1 | 19 |
| Locomotive Failure | 11 | 0 | 0 | 0 | 0 | 8 | 10 | 2 | 7 | 2 | 2 | 1 | 4 | 49 |
| Human Error | 15 | 4 | 2 | 3 | 2 | 5 | 2 | 1 | 7 | 2 | 7 | 6 | 3 | 59 |
| Sick, Injured, Unruly Passenger | 4 | 7 | 1 | 2 | 0 | 2 | 3 | 0 | 5 | 0 | 3 | 5 | 3 | 34 |
| Weather | 23 | 37 | 12 | 9 | 3 | 29 | 13 | 7 | 32 | 9 | 23 | 21 | 28 | 245 |
| Other | 2 | 2 | 0 | 1 | 1 | 5 | 6 | 1 | 3 | 0 | 4 | 5 | 2 | 32 |
| **TOTAL TRAINS DELAYED** | **120** | **83** | **30** | **27** | **21** | **129** | **79** | **42** | **112** | **45** | **86** | **83** | **118** | **974** |

## December 2012 Divergence From December Average Over Previous Five Years

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | -4 | -4 | -1 | 1 | -1 | -5 | 1 | 0 | -2 | -2 | 0 | -1 | -3 | -21 |
| *Freight Interference - Peak* | *-1* | *0* | *0* | *0* | *-4* | *-1* | *0* | *-3* | *-1* | *-4* | *0* | *0* | *-5* | *-20* |
| *Freight Interference - Off-Peak* | *-1* | *0* | *0* | *0* | *1* | *3* | *2* | *4* | *-3* | *-4* | *-2* | *2* | *-14* | *-13* |
| Freight Interference - Total | -3 | 0 | 0 | 0 | -3 | 1 | 2 | 1 | -4 | -8 | -2 | 3 | -19 | -33 |
| Accident | 2 | 1 | 1 | 9 | 0 | -6 | 0 | -2 | -4 | -2 | 19 | -7 | -9 | 3 |
| Passenger Loading | -10 | 9 | -3 | 2 | 0 | -1 | 0 | 0 | 4 | 1 | -7 | -3 | -1 | -10 |
| Lift Deployment | -1 | 0 | 0 | 0 | 0 | -2 | 0 | 1 | -3 | 0 | -1 | 0 | 0 | -6 |
| Obstruction/Debris | -4 | 0 | -1 | 2 | 0 | -4 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 2 |
| Signal/Switch Failure | -14 | -3 | 0 | 2 | -6 | -2 | -1 | -8 | -8 | -3 | -8 | -6 | -5 | -62 |
| Track Work | -10 | 1 | 0 | -1 | -2 | -6 | 0 | -1 | 3 | -1 | -3 | -1 | -8 | -29 |
| Catenary Failure | 0 | -4 | -1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 |
| Non-Locomotive Equipment Failure | -1 | -3 | -2 | -2 | 0 | 2 | 0 | 0 | -2 | 0 | -3 | -1 | -1 | -14 |
| Locomotive Failure | -10 | 0 | 0 | 0 | 2 | -8 | -10 | -2 | -7 | 2 | 2 | 1 | 6 | -26 |
| Human Error | -9 | -4 | -2 | -2 | -2 | 2 | 4 | -1 | -5 | -1 | 10 | 7 | 0 | -3 |
| Sick, Injured, Unruly Passenger | -3 | -3 | 0 | -1 | 0 | -1 | -1 | 2 | 4 | 0 | -1 | -2 | -2 | -7 |
| Weather | -21 | -35 | -12 | -8 | -3 | -29 | -13 | -7 | -32 | -7 | -22 | -20 | -26 | -234 |
| Other | -1 | -2 | 1 | -1 | -1 | -4 | -5 | -1 | 0 | 0 | -3 | -4 | 0 | -21 |
| **TOTAL TRAINS DELAYED** | **-88** | **-47** | **-20** | **3** | **-17** | **-64** | **-17** | **-19** | **-56** | **-22** | **-18** | **-32** | **-68** | **-464** |

Data for current month is final (01/14/13) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]LastMonthByLine 01/14/2013

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-December 2012

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | 11 | 20 | 4 | 9 | 2 | 86 | 24 | 19 | 17 | 6 | 3 | 6 | 13 | 220 |
| *Freight Interference - Peak* | *22* | *0* | *0* | *0* | *20* | *24* | *25* | *46* | *12* | *39* | *2* | *32* | *26* | *248* |
| *Freight Interference - Off-Peak* | *81* | *0* | *0* | *0* | *2* | *142* | *125* | *88* | *49* | *87* | *6* | *36* | *121* | *737* |
| Freight Interference - Total | 103 | 0 | 0 | 0 | 22 | 166 | 150 | 134 | 61 | 126 | 8 | 68 | 147 | 985 |
| Accident | 34 | 11 | 5 | 15 | 3 | 44 | 61 | 22 | 83 | 2 | 73 | 56 | 57 | 466 |
| Passenger Loading | 80 | 197 | 17 | 69 | 0 | 115 | 104 | 5 | 212 | 3 | 167 | 117 | 96 | 1,182 |
| Lift Deployment | 19 | 0 | 0 | 1 | 0 | 29 | 20 | 5 | 86 | 1 | 24 | 32 | 33 | 250 |
| Obstruction/Debris | 65 | 16 | 6 | 29 | 3 | 23 | 67 | 13 | 51 | 18 | 28 | 49 | 56 | 424 |
| Signal/Switch Failure | 209 | 143 | 37 | 36 | 15 | 232 | 144 | 90 | 74 | 140 | 28 | 31 | 74 | 1,253 |
| Track Work | 132 | 117 | 46 | 75 | 6 | 87 | 33 | 24 | 63 | 23 | 148 | 69 | 80 | 903 |
| Catenary Failure | 0 | 39 | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 81 |
| Non-Locomotive Equipment Failure | 34 | 31 | 17 | 17 | 0 | 11 | 13 | 1 | 8 | 3 | 8 | 3 | 17 | 163 |
| Locomotive Failure | 112 | 0 | 0 | 0 | 2 | 88 | 49 | 20 | 75 | 16 | 46 | 83 | 52 | 543 |
| Human Error | 108 | 48 | 9 | 14 | 5 | 94 | 49 | 15 | 61 | 48 | 74 | 67 | 55 | 647 |
| Sick, Injured, Unruly Passenger | 31 | 90 | 19 | 18 | 3 | 36 | 47 | 11 | 49 | 4 | 61 | 35 | 33 | 437 |
| Weather | 106 | 51 | 12 | 18 | 5 | 76 | 108 | 56 | 44 | 15 | 44 | 50 | 46 | 631 |
| Other | 23 | 71 | 11 | 24 | 2 | 18 | 37 | 9 | 27 | 8 | 25 | 17 | 47 | 319 |
| **TOTAL TRAINS DELAYED** | **1,067** | **834** | **191** | **358** | **68** | **1,105** | **906** | **424** | **911** | **413** | **737** | **684** | **806** | **8,504** |

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

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | 39 | 38 | 11 | 11 | 8 | 76 | 25 | 15 | 26 | 17 | 26 | 17 | 20 | 329 |
| *Freight Interference - Peak* | *81* | *0* | *0* | *0* | *62* | *18* | *23* | *50* | *24* | *51* | *8* | *24* | *55* | *396* |
| *Freight Interference - Off-Peak* | *92* | *0* | *0* | *0* | *0* | *115* | *66* | *63* | *50* | *133* | *15* | *23* | *235* | *794* |
| Freight Interference - Total | 174 | 0 | 0 | 0 | 62 | 133 | 89 | 113 | 74 | 184 | 23 | 47 | 290 | 1,190 |
| Accident | 91 | 11 | 5 | 13 | 1 | 51 | 59 | 24 | 28 | 9 | 40 | 61 | 35 | 427 |
| Passenger Loading | 113 | 153 | 46 | 58 | 0 | 127 | 56 | 5 | 149 | 2 | 431 | 127 | 103 | 1,372 |
| Lift Deployment | 29 | 2 | 0 | 1 | 0 | 33 | 27 | 5 | 72 | 2 | 38 | 21 | 36 | 266 |
| Obstruction/Debris | 74 | 17 | 9 | 29 | 3 | 31 | 31 | 9 | 27 | 11 | 31 | 53 | 47 | 372 |
| Signal/Switch Failure | 255 | 114 | 30 | 30 | 41 | 232 | 131 | 78 | 105 | 90 | 75 | 88 | 134 | 1,403 |
| Track Work | 189 | 77 | 15 | 49 | 13 | 100 | 75 | 16 | 61 | 21 | 109 | 54 | 99 | 880 |
| Catenary Failure | 0 | 26 | 11 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| Non-Locomotive Equipment Failure | 26 | 55 | 26 | 18 | 0 | 15 | 7 | 1 | 15 | 5 | 18 | 11 | 15 | 212 |
| Locomotive Failure | 124 | 2 | 0 | 0 | 3 | 110 | 60 | 24 | 80 | 17 | 38 | 43 | 40 | 541 |
| Human Error | 140 | 52 | 19 | 21 | 14 | 73 | 41 | 19 | 62 | 32 | 90 | 67 | 59 | 689 |
| Sick, Injured, Unruly Passenger | 42 | 67 | 10 | 23 | 1 | 33 | 30 | 4 | 44 | 2 | 53 | 46 | 38 | 394 |
| Weather | 156 | 125 | 35 | 41 | 17 | 137 | 91 | 36 | 130 | 30 | 158 | 142 | 112 | 1,210 |
| Other | 40 | 31 | 8 | 9 | 3 | 39 | 24 | 9 | 52 | 15 | 50 | 40 | 48 | 368 |
| **TOTAL TRAINS DELAYED** | **1,492** | **770** | **227** | **318** | **168** | **1,190** | **746** | **357** | **923** | **436** | **1,181** | **818** | **1,076** | **9,703** |

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

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAUSE CATEGORY** | **BNSF** | **ML** | **BI** | **SC** | **HER** | **N** | **W** | **NCS** | **RI** | **SWS** | **N** | **NW** | **W** | **SYSTEM** |
| Passenger Train Interference | -28 | -18 | -7 | -2 | -6 | 10 | -1 | 4 | -9 | -11 | -23 | -11 | -7 | -109 |
| *Freight Interference - Peak* | *-59* | *0* | *0* | *0* | *-42* | *6* | *2* | *-4* | *-12* | *-12* | *-6* | *8* | *-29* | *-148* |
| *Freight Interference - Off-Peak* | *-11* | *0* | *0* | *0* | *2* | *27* | *59* | *25* | *-1* | *-46* | *-9* | *13* | *-114* | *-57* |
| Freight Interference - Total | -71 | 0 | 0 | 0 | -40 | 33 | 61 | 21 | -13 | -58 | -15 | 21 | -143 | -205 |
| Accident | -57 | 0 | 0 | 2 | 2 | -7 | 2 | -2 | 55 | -7 | 33 | -5 | 22 | 39 |
| Passenger Loading | -33 | 44 | -29 | 11 | 0 | -12 | 48 | 0 | 63 | 1 | -264 | -10 | -7 | -190 |
| Lift Deployment | -10 | -2 | 0 | 0 | 0 | -4 | -7 | 0 | 14 | -1 | -14 | 11 | -3 | -16 |
| Obstruction/Debris | -9 | -1 | -3 | 0 | 0 | -8 | 36 | 4 | 24 | 7 | -3 | -4 | 9 | 52 |
| Signal/Switch Failure | -46 | 29 | 7 | 6 | -26 | 0 | 13 | 12 | -31 | 50 | -47 | -57 | -60 | -150 |
| Track Work | -57 | 40 | 31 | 26 | -7 | -13 | -42 | 8 | 2 | 2 | 39 | 15 | -19 | 23 |
| Catenary Failure | 0 | 13 | -3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 28 |
| Non-Locomotive Equipment Failure | 8 | -24 | -9 | -1 | 0 | -4 | 6 | 0 | -7 | -2 | -10 | -8 | 2 | -49 |
| Locomotive Failure | -12 | -2 | 0 | 0 | -1 | -22 | -11 | -4 | -5 | -1 | 8 | 40 | 12 | 2 |
| Human Error | -32 | -4 | -10 | -7 | -9 | 21 | 8 | -4 | -1 | 16 | -16 | 0 | -4 | -42 |
| Sick, Injured, Unruly Passenger | -11 | 23 | 9 | -5 | 2 | 3 | 17 | 7 | 5 | 2 | 8 | -11 | -5 | 43 |
| Weather | -50 | -74 | -23 | -23 | -12 | -61 | 17 | 20 | -86 | -15 | -114 | -92 | -66 | -579 |
| Other | -17 | 40 | 3 | 15 | -1 | -21 | 13 | 0 | -25 | -7 | -25 | -23 | -1 | -49 |
| **TOTAL TRAINS DELAYED** | **-425** | **64** | **-36** | **40** | **-100** | **-85** | **160** | **67** | **-12** | **-23** | **-444** | **-134** | **-270** | **-1,199** |

Data for current month is final (01/14/13) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]YTDByLine 01/14/2013

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 - Dec | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Train Interference | 32 | 12 | 10 | 6 | 7 | 17 | 38 | 31 | 18 | 16 | 17 | 16 | 220 | 2.6% |
| *Freight Interference - Peak* | *22* | *15* | *24* | *28* | *24* | *19* | *27* | *16* | *16* | *28* | *17* | *12* | *248* | *2.9%* |
| *Freight Interference - Off-Peak* | *62* | *48* | *78* | *73* | *41* | *62* | *98* | *52* | *54* | *63* | *52* | *54* | *737* | *8.7%* |
| Freight Interference - Total | 84 | 63 | 102 | 101 | 65 | 81 | 125 | 68 | 70 | 91 | 69 | 66 | 985 | 11.6% |
| Accident | 31 | 79 | 51 | 20 | 60 | 41 | 32 | 2 | 9 | 59 | 31 | 51 | 466 | 5.5% |
| Passenger Loading | 54 | 33 | 93 | 31 | 105 | 161 | 145 | 190 | 116 | 64 | 97 | 93 | 1,182 | 13.9% |
| Lift Deployment | 20 | 11 | 11 | 12 | 22 | 32 | 41 | 28 | 21 | 13 | 22 | 17 | 250 | 2.9% |
| Obstruction/Debris | 27 | 21 | 37 | 44 | 43 | 25 | 35 | 66 | 18 | 31 | 43 | 34 | 424 | 5.0% |
| Signal/Switch Failure | 144 | 49 | 94 | 60 | 98 | 164 | 129 | 108 | 81 | 97 | 153 | 76 | 1,253 | 14.7% |
| Track Work | 140 | 15 | 39 | 54 | 61 | 113 | 99 | 101 | 94 | 125 | 42 | 20 | 903 | 10.6% |
| Catenary Failure | 4 | 10 | 4 | 0 | 0 | 1 | 11 | 1 | 17 | 14 | 15 | 4 | 81 | 1.0% |
| Non-Locomotive Equipment Failure | 16 | 6 | 21 | 12 | 6 | 17 | 13 | 24 | 13 | 8 | 22 | 5 | 163 | 1.9% |
| Locomotive Failure | 53 | 29 | 90 | 34 | 51 | 59 | 48 | 47 | 16 | 55 | 38 | 23 | 543 | 6.4% |
| Human Error | 80 | 41 | 44 | 35 | 64 | 73 | 37 | 55 | 55 | 55 | 52 | 56 | 647 | 7.6% |
| Sick, Injured, Unruly Passenger | 26 | 33 | 33 | 40 | 21 | 46 | 50 | 44 | 27 | 45 | 45 | 27 | 437 | 5.1% |
| Weather | 212 | 15 | 0 | 1 | 7 | 37 | 197 | 70 | 18 | 34 | 29 | 11 | 631 | 7.4% |
| Other | 35 | 17 | 58 | 19 | 25 | 30 | 15 | 26 | 21 | 34 | 28 | 11 | 319 | 3.8% |
| **TOTAL TRAINS DELAYED** | **958** | **434** | **687** | **469** | **635** | **897** | **1,015** | **861** | **594** | **741** | **703** | **510** | **8,504** | **100%** |

### 2011

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

### 2012 Divergence From 2011

| CAUSE CATEGORY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Dec | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Train Interference | 14 | -38 | -20 | -8 | -24 | -34 | -15 | -3 | -31 | -44 | -59 | -12 | -274 | -1.2% |
| *Freight Interference - Peak* | *-13* | *-24* | *-14* | *-6* | *1* | *-21* | *-44* | *-38* | *-31* | *-9* | *-25* | *-23* | *-247* | *-0.9%* |
| *Freight Interference - Off-Peak* | *11* | *-33* | *-9* | *-13* | *-37* | *-81* | *-40* | *-82* | *-45* | *-18* | *-23* | *-29* | *-399* | *0.0%* |
| Freight Interference - Total | -2 | -57 | -23 | -19 | -36 | -102 | -84 | -120 | -76 | -27 | -48 | -52 | -646 | -0.9% |
| Accident | -21 | 20 | 23 | -8 | 10 | -34 | -55 | -12 | -57 | 5 | -85 | 11 | -203 | 0.4% |
| Passenger Loading | 18 | -14 | 37 | -31 | -29 | -182 | -381 | -145 | -78 | -68 | -45 | -45 | -963 | -2.5% |
| Lift Deployment | 2 | -13 | -6 | -6 | -10 | -23 | -39 | -38 | -18 | -33 | -11 | -6 | -201 | -0.5% |
| Obstruction/Debris | -6 | -9 | 9 | 21 | 9 | -20 | 26 | 30 | -28 | -34 | 16 | 9 | 23 | 1.9% |
| Signal/Switch Failure | 32 | -80 | 13 | -26 | -10 | -68 | -171 | -5 | -21 | -30 | 31 | -60 | -395 | 2.1% |
| Track Work | 112 | 2 | 12 | -2 | -79 | -4 | -158 | -111 | -91 | -61 | -78 | -18 | -476 | 0.1% |
| Catenary Failure | -5 | 6 | 0 | -2 | -4 | -6 | 10 | 0 | 13 | 10 | 15 | 4 | 41 | 0.6% |
| Non-Locomotive Equipment Failure | 7 | -21 | 4 | -9 | -9 | -13 | -1 | 5 | -5 | -37 | 13 | -14 | -80 | 0.1% |
| Locomotive Failure | -16 | -18 | 58 | -40 | -14 | 5 | -28 | 1 | -33 | 2 | -7 | -27 | -117 | 1.3% |
| Human Error | 23 | -7 | -20 | -23 | 4 | -25 | -51 | -44 | -11 | -37 | -40 | 8 | -223 | 1.0% |
| Sick, Injured, Unruly Passenger | 1 | 18 | -5 | -4 | -18 | -4 | -24 | 0 | -15 | 11 | 1 | -24 | -63 | 1.3% |
| Weather | 179 | -900 | -2 | -2 | -25 | -115 | -84 | 9 | 13 | 21 | -5 | -5 | -916 | -4.4% |
| Other | 17 | -15 | 28 | -7 | -8 | -27 | -36 | -12 | -11 | -6 | 8 | -8 | -77 | 0.7% |
| **TOTAL TRAINS DELAYED** | 355 | -1,126 | 108 | -166 | -243 | -652 | -1,091 | -445 | -449 | -328 | -294 | -239 | -4,570 | |

Data for current month is final (01/14/13) version from TOPS. P:\ONTIME\report\[DelaysByCause16Cats.xls]AllMonths 01/14/2013

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 January 2011 and December 2012

| | | Electric | | | | Milw | | | | | Union Pacific | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BNSF | ML | BI | SC | HER | N | W | NCS | RI | SWS | N | NW | W | SYSTEM |
| Jan-11 | 17 | 0 | 0 | 0 | 3 | 12 | 5 | 9 | 6 | 10 | 2 | 1 | 21 | 86 |
| Feb-11 | 7 | 0 | 0 | 0 | 5 | 21 | 14 | 5 | 9 | 11 | 1 | 1 | 46 | 120 |
| Mar-11 | 23 | 0 | 0 | 0 | 4 | 12 | 11 | 16 | 3 | 13 | 2 | 2 | 39 | 125 |
| Apr-11 | 5 | 0 | 0 | 0 | 2 | 17 | 12 | 30 | 5 | 18 | 0 | 3 | 28 | 120 |
| May-11 | 8 | 0 | 0 | 0 | 2 | 12 | 15 | 13 | 1 | 17 | 2 | 12 | 19 | 101 |
| Jun-11 | 11 | 0 | 0 | 0 | 7 | 30 | 24 | 13 | 16 | 45 | 0 | 1 | 36 | 183 |
| Jul-11 | 13 | 0 | 0 | 0 | 15 | 23 | 13 | 25 | 20 | 26 | 7 | 16 | 51 | 209 |
| Aug-11 | 18 | 0 | 0 | 0 | 8 | 31 | 24 | 20 | 10 | 45 | 0 | 1 | 31 | 188 |
| Sep-11 | 42 | 0 | 0 | 0 | 2 | 18 | 9 | 5 | 10 | 33 | 0 | 4 | 23 | 146 |
| Oct-11 | 6 | 0 | 0 | 0 | 8 | 17 | 8 | 14 | 6 | 16 | 1 | 1 | 41 | 118 |
| Nov-11 | 17 | 0 | 0 | 0 | 7 | 18 | 6 | 16 | 3 | 14 | 2 | 2 | 32 | 117 |
| Dec-11 | 11 | 0 | 0 | 0 | 7 | 15 | 9 | 12 | 6 | 19 | 2 | 0 | 37 | 118 |
| Total | 178 | 0 | 0 | 0 | 70 | 226 | 150 | 178 | 95 | 267 | 19 | 44 | 404 | 1,631 |
| | | | | | | | | | | | | | | |
| 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 |
| Aug-12 | 16 | 0 | 0 | 0 | 1 | 16 | 9 | 4 | 7 | 6 | 1 | 1 | 7 | 68 |
| Sep-12 | 2 | 0 | 0 | 0 | 0 | 13 | 20 | 6 | 3 | 10 | 0 | 5 | 11 | 70 |
| Oct-12 | 10 | 0 | 0 | 0 | 2 | 10 | 13 | 12 | 8 | 9 | 0 | 16 | 11 | 91 |
| Nov-12 | 12 | 0 | 0 | 0 | 3 | 7 | 18 | 11 | 3 | 8 | 1 | 4 | 2 | 69 |
| **Dec-12** | **5** | **0** | **0** | **0** | **2** | **15** | **10** | **12** | **2** | **8** | **0** | **4** | **8** | **66** |
| Total | 103 | 0 | 0 | 0 | 22 | 166 | 150 | 134 | 61 | 126 | 8 | 68 | 147 | 985 |

Data for current month is final (01/14/13) 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 01/14/2013

**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 | 3 | 0 | 0 | 2 | 2 | 19 | 1.78% |
| Electric ML | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Electric BI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Electric SC | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.28% |
| HER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Milw N | 7 | 1 | 1 | 0 | 5 | 0 | 7 | 6 | 1 | 1 | 0 | 0 | 29 | 2.62% |
| Milw W | 0 | 1 | 0 | 0 | 1 | 3 | 4 | 2 | 5 | 1 | 0 | 3 | 20 | 2.21% |
| NCS | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 5 | 1.18% |
| RI | 4 | 2 | 5 | 5 | 6 | 14 | 17 | 10 | 8 | 8 | 3 | 4 | 86 | 9.44% |
| SWS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.24% |
| UP N | 1 | 2 | 1 | 3 | 4 | 1 | 2 | 3 | 2 | 1 | 2 | 2 | 24 | 3.26% |
| UP NW | 0 | 1 | 2 | 1 | 1 | 2 | 3 | 1 | 3 | 2 | 13 | 3 | 32 | 4.68% |
| UP W | 7 | 4 | 2 | 0 | 3 | 6 | 4 | 3 | 0 | 0 | 2 | 2 | 33 | 4.09% |
| **Total Lift Delays** | **20** | **11** | **11** | **12** | **22** | **32** | **41** | **28** | **21** | **13** | **22** | **17** | **250** | **2.94%** |
| **ALL DELAYS** | | | | | | | | | | | | | | **8,504** |

Data for current month is final (01/14/13) 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 01/14/2013

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

**December 2012**

| *Minutes* | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| ***Peak **** | | | | | | | | | | | | | | |
| 6-10 | 5 | 5 | 4 | 4 | 1 | 12 | 14 | 4 | 14 | 3 | 6 | 7 | 6 | 85 |
| 11-15 | 2 | 0 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 4 | 17 |
| 16-20 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 6 |
| 21+ | 1 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 15 | 4 | 2 | 28 |
| Annulled | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 5 | 1 | 0 | 12 |
| Sub-Total | 10 | 6 | 5 | 7 | 3 | 13 | 21 | 6 | 15 | 6 | 28 | 15 | 13 | 148 |
| ***Off-Peak ***** | | | | | | | | | | | | | | |
| 6-10 | 6 | 24 | 2 | 11 | 1 | 25 | 24 | 6 | 29 | 8 | 18 | 20 | 26 | 200 |
| 11-15 | 7 | 5 | 3 | 2 | 0 | 7 | 10 | 2 | 6 | 2 | 5 | 5 | 6 | 60 |
| 16-20 | 1 | 1 | 0 | 2 | 0 | 7 | 2 | 4 | 6 | 3 | 0 | 4 | 1 | 31 |
| 21+ | 6 | 0 | 0 | 5 | 0 | 12 | 4 | 5 | 0 | 4 | 10 | 7 | 2 | 55 |
| Annulled | 2 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 7 | 0 | 2 | 16 |
| Sub-Total | 22 | 30 | 5 | 23 | 1 | 52 | 41 | 17 | 41 | 17 | 40 | 36 | 37 | 362 |
| ***December 2012 Total*** | | | | | | | | | | | | | | |
| 6-10 | 11 | 29 | 6 | 15 | 2 | 37 | 38 | 10 | 43 | 11 | 24 | 27 | 32 | 285 |
| 11-15 | 9 | 5 | 4 | 2 | 1 | 8 | 11 | 4 | 7 | 3 | 6 | 7 | 10 | 77 |
| 16-20 | 1 | 1 | 0 | 3 | 0 | 7 | 4 | 4 | 6 | 3 | 1 | 5 | 2 | 37 |
| 21+ | 7 | 1 | 0 | 6 | 0 | 12 | 7 | 5 | 0 | 5 | 25 | 11 | 4 | 83 |
| Annulled | 4 | 0 | 0 | 4 | 1 | 1 | 2 | 0 | 0 | 1 | 12 | 1 | 2 | 28 |
| TOTAL | 32 | 36 | 10 | 30 | 4 | 65 | 62 | 23 | 56 | 23 | 68 | 51 | 50 | 510 |
| ***2012 Year-to-Date*** | | | | | | | | | | | | | | |
| 6-10 | 492 | 529 | 114 | 236 | 35 | 608 | 415 | 211 | 567 | 204 | 349 | 327 | 393 | 4,480 |
| 11-15 | 255 | 161 | 34 | 54 | 12 | 233 | 220 | 104 | 149 | 91 | 135 | 119 | 156 | 1,723 |
| 16-20 | 95 | 47 | 14 | 24 | 5 | 95 | 96 | 38 | 64 | 32 | 58 | 59 | 89 | 716 |
| 21+ | 178 | 89 | 27 | 32 | 14 | 137 | 150 | 67 | 94 | 78 | 164 | 166 | 151 | 1,347 |
| Annulled | 47 | 8 | 2 | 12 | 2 | 32 | 25 | 4 | 37 | 8 | 31 | 13 | 17 | 238 |
| TOTAL | 1,067 | 834 | 191 | 358 | 68 | 1,105 | 906 | 424 | 911 | 413 | 737 | 684 | 806 | 8,504 |

### PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION

| *Minutes* | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| ***December 2012 Total*** | | | | | | | | | | | | | | |
| 6-10 | 34.4% | 80.6% | 60.0% | 50.0% | 50.0% | 56.9% | 61.3% | 43.5% | 76.8% | 47.8% | 35.3% | 52.9% | 64.0% | 55.9% |
| 11-15 | 28.1% | 13.9% | 40.0% | 6.7% | 25.0% | 12.3% | 17.7% | 17.4% | 12.5% | 13.0% | 8.8% | 13.7% | 20.0% | 15.1% |
| 16-20 | 3.1% | 2.8% | 0.0% | 10.0% | 0.0% | 10.8% | 6.5% | 17.4% | 10.7% | 13.0% | 1.5% | 9.8% | 4.0% | 7.3% |
| 21+ | 21.9% | 2.8% | 0.0% | 20.0% | 0.0% | 18.5% | 11.3% | 21.7% | 0.0% | 21.7% | 36.8% | 21.6% | 8.0% | 16.3% |
| Annulled | 12.5% | 0.0% | 0.0% | 13.3% | 25.0% | 1.5% | 3.2% | 0.0% | 0.0% | 4.3% | 17.6% | 2.0% | 4.0% | 5.5% |
| 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 | 46.1% | 63.4% | 59.7% | 65.9% | 51.5% | 55.0% | 45.8% | 49.8% | 62.2% | 49.4% | 47.4% | 47.8% | 48.8% | 52.7% |
| 11-15 | 23.9% | 19.3% | 17.8% | 15.1% | 17.6% | 21.1% | 24.3% | 24.5% | 16.4% | 22.0% | 18.3% | 17.4% | 19.4% | 20.3% |
| 16-20 | 8.9% | 5.6% | 7.3% | 6.7% | 7.4% | 8.6% | 10.6% | 9.0% | 7.0% | 7.7% | 7.9% | 8.6% | 11.0% | 8.4% |
| 21+ | 16.7% | 10.7% | 14.1% | 8.9% | 20.6% | 12.4% | 16.6% | 15.8% | 10.3% | 18.9% | 22.3% | 24.3% | 18.7% | 15.8% |
| Annulled | 4.4% | 1.0% | 1.0% | 3.4% | 2.9% | 2.9% | 2.8% | 0.9% | 4.1% | 1.9% | 4.2% | 1.9% | 2.1% | 2.8% |
| 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 (01/14/13) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]FreqByDuration 1/14/2013

## 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 | |
| ***December 2012*** | | | | | | | | | | | | | | |
| Peak * | 12.4 | 10.0 | 8.6 | 16.7 | 10.0 | 8.7 | 11.8 | 9.0 | 7.7 | 14.8 | 64.5 | 16.9 | 13.7 | 20.7 |
| Off-Peak ** | 19.4 | 8.7 | 11.0 | 16.8 | 7.0 | 16.3 | 12.3 | 17.7 | 9.6 | 15.7 | 27.6 | 18.7 | 11.7 | 15.4 |
| All | 17.4 | 8.9 | 9.8 | 16.8 | 9.0 | 14.8 | 12.1 | 15.4 | 9.1 | 15.5 | 42.8 | 18.2 | 12.3 | 16.9 |
| ***2012 Year-to-Date*** | | | | | | | | | | | | | | |
| Peak * | 16.0 | 14.3 | 11.0 | 14.1 | 15.4 | 12.9 | 14.8 | 12.9 | 16.7 | 15.1 | 37.0 | 23.1 | 15.5 | 16.8 |
| Off-Peak ** | 15.7 | 11.5 | 14.4 | 11.1 | 8.5 | 14.7 | 15.1 | 16.7 | 11.4 | 15.2 | 18.5 | 20.6 | 18.5 | 15.2 |
| All | 15.9 | 12.4 | 13.5 | 11.5 | 15.2 | 14.2 | 15.0 | 14.9 | 12.8 | 15.2 | 22.4 | 21.6 | 17.6 | 15.7 |

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 (01/14/13) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 1/14/2013

## TABLE 15: ANNUAL TRAIN DELAYS AND ON-TIME PERFORMANCE
## 2007 - 2012

| | DELAYS | | | | | | | | | ON-TIME PERFORMANCE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2007 - 2011 Avg | 2012 | 2011 vs. 2012 change | | 2007 | 2008 | 2009 | 2010 | 2011 | 2007 - 2011 Avg | 2012 |
| **BNSF** | 1,125 | 1,503 | 1,697 | 1,267 | 1,868 | 1,492.0 | 1,067 | -801 | -42.9% | 95.8% | 94.4% | 93.6% | 95.2% | 92.9% | 94.4% | 96.0% |
| **Elec-ML** | 766 | 627 | 762 | 699 | 997 | 770.2 | 834 | -163 | -16.3% | 96.8% | 97.4% | 96.8% | 97.1% | 95.8% | 96.8% | 96.5% |
| **Elec-BI** | 191 | 190 | 285 | 235 | 235 | 227.2 | 191 | -44 | -18.7% | 98.3% | 98.3% | 97.4% | 97.9% | 97.9% | 97.9% | 98.3% |
| **Elec-SC** | 355 | 270 | 271 | 240 | 456 | 318.4 | 358 | -98 | -21.5% | 98.0% | 98.5% | 98.4% | 98.6% | 97.4% | 98.2% | 97.9% |
| **Heritage** | 136 | 175 | 141 | 176 | 210 | 167.6 | 68 | -142 | -67.6% | 91.1% | 88.6% | 90.8% | 88.5% | 86.2% | 89.1% | 95.6% |
| **M-N** | 1,125 | 1,065 | 915 | 1,017 | 1,828 | 1,190.0 | 1,105 | -723 | -39.6% | 93.6% | 94.0% | 94.9% | 94.3% | 89.6% | 93.3% | 93.8% |
| **M-W** | 728 | 623 | 495 | 688 | 1,194 | 745.6 | 906 | -288 | -24.1% | 95.8% | 96.4% | 97.1% | 96.0% | 93.0% | 95.6% | 94.7% |
| **NCS** | 304 | 304 | 294 | 385 | 500 | 357.4 | 424 | -76 | -15.2% | 94.6% | 94.6% | 94.8% | 93.2% | 91.1% | 93.6% | 92.4% |
| **RI** | 1,118 | 886 | 743 | 712 | 1,158 | 923.4 | 911 | -247 | -21.3% | 94.2% | 95.4% | 96.2% | 96.3% | 94.0% | 95.2% | 95.3% |
| **SWS** | 269 | 433 | 387 | 467 | 624 | 436.0 | 413 | -211 | -33.8% | 96.5% | 94.4% | 95.1% | 94.2% | 92.1% | 94.4% | 94.8% |
| **UP-N** | 886 | 1,338 | 1,174 | 1,014 | 1,494 | 1,181.2 | 737 | -757 | -50.7% | 95.4% | 93.4% | 94.2% | 95.0% | 92.6% | 94.1% | 96.4% |
| **UP-NW** | 752 | 908 | 829 | 643 | 957 | 817.8 | 684 | -273 | -28.5% | 96.0% | 95.2% | 95.6% | 96.6% | 94.9% | 95.6% | 96.3% |
| **UP-W** | 1,017 | 1,081 | 792 | 939 | 1,553 | 1,076.4 | 806 | -747 | -48.1% | 94.1% | 93.7% | 95.4% | 94.5% | 90.9% | 93.7% | 95.3% |
| **SYSTEM** | 8,772 | 9,403 | 8,785 | 8,482 | 13,074 | 9,703.2 | 8,504 | -4,570 | -35.0% | 95.7% | 95.4% | 95.7% | 95.9% | 93.6% | 95.2% | 95.8% |

Delays data for 2012 is final (01/14/13) version from TOPS.

'ON-TIME PERFORMANCE' '2007 - 2011 Avg' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

1/14/2013 P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]YearEnd

# TABLE 16: FREQUENCY OF TRAIN DELAYS BY CAUSE BY LINE
# 2012

**Top 2 causes for each line are shaded***

| CAUSE CATEGORY | BNSF | Electric ML | Electric BI | Electric SC | HER | Milw N | Milw W | NCS | RI | SWS | Union Pacific N | Union Pacific NW | Union Pacific W | SYSTEM |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Passenger Train Interference | 11 | 20 | 4 | 9 | 2 | 86 | 24 | 19 | 17 | 6 | 3 | 6 | 13 | 220 |
| *Freight Interference - Peak* | *22* | *0* | *0* | *0* | *20* | *24* | *25* | *46* | *12* | *39* | *2* | *32* | *26* | *248* |
| *Freight Interference - Off-Peak* | *81* | *0* | *0* | *0* | *2* | *142* | *125* | *88* | *49* | *87* | *6* | *36* | *121* | *737* |
| Freight Interference - Total | 103 | 0 | 0 | 0 | 22 | 166 | 150 | 134 | 61 | 126 | 8 | 68 | 147 | 985 |
| Accident | 34 | 11 | 5 | 15 | 3 | 44 | 61 | 22 | 83 | 2 | 73 | 56 | 57 | 466 |
| Passenger Loading | 80 | 197 | 17 | 69 | 0 | 115 | 104 | 5 | 212 | 3 | 167 | 117 | 96 | 1,182 |
| Lift Deployment | 19 | 0 | 0 | 1 | 0 | 29 | 20 | 5 | 86 | 1 | 24 | 32 | 33 | 250 |
| Obstruction/Debris | 65 | 16 | 6 | 29 | 3 | 23 | 67 | 13 | 51 | 18 | 28 | 49 | 56 | 424 |
| Signal/Switch Failure | 209 | 143 | 37 | 36 | 15 | 232 | 144 | 90 | 74 | 140 | 28 | 31 | 74 | 1,253 |
| Track Work | 132 | 117 | 46 | 75 | 6 | 87 | 33 | 24 | 63 | 23 | 148 | 69 | 80 | 903 |
| Catenary Failure | 0 | 39 | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 81 |
| Non-Locomotive Equipment Failure | 34 | 31 | 17 | 17 | 0 | 11 | 13 | 1 | 8 | 3 | 8 | 3 | 17 | 163 |
| Locomotive Failure | 112 | 0 | 0 | 0 | 2 | 88 | 49 | 20 | 75 | 16 | 46 | 83 | 52 | 543 |
| Human Error | 108 | 48 | 9 | 14 | 5 | 94 | 49 | 15 | 61 | 48 | 74 | 67 | 55 | 647 |
| Sick, Injured, Unruly Passenger | 31 | 90 | 19 | 18 | 3 | 36 | 47 | 11 | 49 | 4 | 61 | 35 | 33 | 437 |
| Weather | 106 | 51 | 12 | 18 | 5 | 76 | 108 | 56 | 44 | 15 | 44 | 50 | 46 | 631 |
| Other | 23 | 71 | 11 | 24 | 2 | 18 | 37 | 9 | 27 | 8 | 25 | 17 | 47 | 319 |
| **TOTAL TRAINS DELAYED** | **1,067** | **834** | **191** | **358** | **68** | **1,105** | **906** | **424** | **911** | **413** | **737** | **684** | **806** | **8,504** |

01/14/2013

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

P:\ONTIME\report\[DelaysByCause16Cats.xls]YearEnd_ByLine

# TABLE 17: ANNUAL SYSTEM CAUSES OF DELAY
# 2007 to 2012

| Cause | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2007-2011 Avg | | 2012 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Delays** | **%** | **Delays** | **%** | **Delays** | **%** | **Delays** | **%** | **Delays** | **%** | **Delays** | **%** | **Delays** | **%** |
| Passenger Train Interference | 237 | 2.7% | 258 | 2.7% | 304 | 3.5% | 353 | 4.2% | 494 | 3.8% | 329.2 | 3.4% | 220 | 2.6% |
| *Freight Interference - Peak* | *346* | *3.9%* | *369* | *3.9%* | *344* | *3.9%* | *424* | *5.0%* | *495* | *3.8%* | *395.6* | *4.1%* | *248* | *2.9%* |
| *Freight Interference - Off-Peak* | *816* | *9.3%* | *739* | *7.9%* | *520* | *5.9%* | *759* | *8.9%* | *1,136* | *8.7%* | *794.0* | *8.2%* | *737* | *8.7%* |
| Freight Interference - Total | 1,162 | 13.2% | 1,108 | 11.8% | 864 | 9.8% | 1,183 | 13.9% | 1,631 | 12.5% | 1,189.6 | 12.3% | 985 | 11.6% |
| Accident | 365 | 4.2% | 451 | 4.8% | 261 | 3.0% | 389 | 4.6% | 669 | 5.1% | 427.0 | 4.4% | 466 | 5.5% |
| Passenger Loading | 1,043 | 11.9% | 1,270 | 13.5% | 1,368 | 15.6% | 1,032 | 12.2% | 2,145 | 16.4% | 1,371.6 | 14.1% | 1,182 | 13.9% |
| Lift Deployment | 149 | 1.7% | 216 | 2.3% | 255 | 2.9% | 258 | 3.0% | 451 | 3.4% | 265.8 | 2.7% | 250 | 2.9% |
| Obstruction/Debris | 366 | 4.2% | 318 | 3.4% | 399 | 4.5% | 375 | 4.4% | 401 | 3.1% | 371.8 | 3.8% | 424 | 5.0% |
| Signal/Switch Failure | 1,145 | 13.1% | 1,495 | 15.9% | 1,401 | 15.9% | 1,327 | 15.6% | 1,648 | 12.6% | 1,403.2 | 14.5% | 1,253 | 14.7% |
| Track Work | 830 | 9.5% | 693 | 7.4% | 808 | 9.2% | 689 | 8.1% | 1,379 | 10.5% | 879.8 | 9.1% | 903 | 10.6% |
| Catenary Failure | 53 | 0.6% | 56 | 0.6% | 56 | 0.6% | 58 | 0.7% | 40 | 0.3% | 52.6 | 0.5% | 81 | 1.0% |
| Non-Locomotive Equipment Failure | 148 | 1.7% | 198 | 2.1% | 201 | 2.3% | 270 | 3.2% | 243 | 1.9% | 212.0 | 2.2% | 163 | 1.9% |
| Locomotive Failure | 391 | 4.5% | 437 | 4.6% | 601 | 6.8% | 614 | 7.2% | 660 | 5.0% | 540.6 | 5.6% | 543 | 6.4% |
| Human Error | 849 | 9.7% | 650 | 6.9% | 529 | 6.0% | 545 | 6.4% | 870 | 6.7% | 688.6 | 7.1% | 647 | 7.6% |
| Sick, Injured, Unruly Passenger | 337 | 3.8% | 340 | 3.6% | 394 | 4.5% | 399 | 4.7% | 500 | 3.8% | 394.0 | 4.1% | 437 | 5.1% |
| Weather | 1,257 | 14.3% | 1,445 | 15.4% | 1,075 | 12.2% | 724 | 8.5% | 1,547 | 11.8% | 1,209.6 | 12.5% | 631 | 7.4% |
| Other | 440 | 5.0% | 468 | 5.0% | 269 | 3.1% | 266 | 3.1% | 396 | 3.0% | 367.8 | 3.8% | 319 | 3.8% |
| **TOTAL TRAINS DELAYED** | **8,772** | **100.0%** | **9,403** | **100.0%** | **8,785** | **100.0%** | **8,482** | **100.0%** | **13,074** | **100.0%** | **9,703.2** | **100.0%** | **8,504** | **100.0%** |

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

01/14/2013

P:\ONTIME\report\[DelaysByCause16Cats.xls]YearEnd_System

## TABLE 18: FREQUENCY OF TRAIN DELAYS BY DURATION
## Year End 2007 to 2012

| | 2007 | | 2008 | | 2009 | | 2010 | | 2011 | | 2007 - 2011 Avg | | 2012 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minutes | Delays | % | Delays | % | Delays | % | Delays | % | Delays | % | Delays | % | Delays | % |
| 6-10 | 4,673 | 53.3% | 4,570 | 48.6% | 4,466 | 50.8% | 4,103 | 48.4% | 6,730 | 51.5% | 4,908.4 | 50.6% | 4,480 | 52.7% |
| 11-15 | 1,764 | 20.1% | 1,929 | 20.5% | 1,821 | 20.7% | 1,738 | 20.5% | 2,701 | 20.7% | 1,990.6 | 20.5% | 1,723 | 20.3% |
| 16-20 | 786 | 9.0% | 991 | 10.5% | 891 | 10.1% | 838 | 9.9% | 1,251 | 9.6% | 951.4 | 9.8% | 716 | 8.4% |
| 21+ | 1,326 | 15.1% | 1,647 | 17.5% | 1,387 | 15.8% | 1,574 | 18.6% | 2,005 | 15.3% | 1,587.8 | 16.4% | 1,347 | 15.8% |
| Annulled | 223 | 2.5% | 266 | 2.8% | 220 | 2.5% | 229 | 2.7% | 387 | 3.0% | 265.0 | 2.7% | 238 | 2.8% |
| TOTAL | 8,772 | 100.0% | 9,403 | 100.0% | 8,785 | 100.0% | 8,482 | 100.0% | 13,074 | 100.0% | 9,703.2 | 100.0% | 8,504 | 100.0% |

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

1/14/2013 P:\ONTIME\report\[DelaysByDuration.xls]YearEnd

## TABLE 19: FREQUENCY OF TRAIN DELAYS BY DURATION AND LINE
## Year End 2012

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| 6-10 | 492 | 529 | 114 | 236 | 35 | 608 | 415 | 211 | 567 | 204 | 349 | 327 | 393 | 4,480 |
| 11-15 | 255 | 161 | 34 | 54 | 12 | 233 | 220 | 104 | 149 | 91 | 135 | 119 | 156 | 1,723 |
| 16-20 | 95 | 47 | 14 | 24 | 5 | 95 | 96 | 38 | 64 | 32 | 58 | 59 | 89 | 716 |
| 21+ | 178 | 89 | 27 | 32 | 14 | 137 | 150 | 67 | 94 | 78 | 164 | 166 | 151 | 1,347 |
| Annulled | 47 | 8 | 2 | 12 | 2 | 32 | 25 | 4 | 37 | 8 | 31 | 13 | 17 | 238 |
| TOTAL | 1,067 | 834 | 191 | 358 | 68 | 1,105 | 906 | 424 | 911 | 413 | 737 | 684 | 806 | 8,504 |
| | | | | | | | | | | | | | | |
| 6-10 | 46.1% | 63.4% | 59.7% | 65.9% | 51.5% | 55.0% | 45.8% | 49.8% | 62.2% | 49.4% | 47.4% | 47.8% | 48.8% | 52.7% |
| 11-15 | 23.9% | 19.3% | 17.8% | 15.1% | 17.6% | 21.1% | 24.3% | 24.5% | 16.4% | 22.0% | 18.3% | 17.4% | 19.4% | 20.3% |
| 16-20 | 8.9% | 5.6% | 7.3% | 6.7% | 7.4% | 8.6% | 10.6% | 9.0% | 7.0% | 7.7% | 7.9% | 8.6% | 11.0% | 8.4% |
| 21+ | 16.7% | 10.7% | 14.1% | 8.9% | 20.6% | 12.4% | 16.6% | 15.8% | 10.3% | 18.9% | 22.3% | 24.3% | 18.7% | 15.8% |
| Annulled | 4.4% | 1.0% | 1.0% | 3.4% | 2.9% | 2.9% | 2.8% | 0.9% | 4.1% | 1.9% | 4.2% | 1.9% | 2.1% | 2.8% |
| 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% |

1/14/2013 P:\ONTIME\report\[DelaysByDuration.xls]YearEnd