

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

February 2013



COMMUTER RAIL ON-TIME PERFORMANCE

February 2013

This report presents an analysis of the February 2013 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 February 2013, Metra operated 15,896 scheduled trains, including scheduled "extras", if any. 619 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.1%. Table 2 lists on-time percentages by line for each month and year since 2008.

Table 3 lists each train that was on time for less than 85% of its weekday runs in February 2013, 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 February 2013. Of the 619 delays systemwide in February 2013, all but 341 (55%) were beyond Metra's control. Table 6.b shows the previous February, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in February 2013, 188 more delays than in the previous February were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 1,182 delays in 2013, all but 341 (55%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for February 2013.

Table 8.a shows the frequency of train delays by delay-cause category and by line during February 2013. Table 8.b shows the average frequencies over the previous five Februaries, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 619 delays systemwide in February 2013, 152 less than the average over the previous five Februaries. Table 9.a shows delays from the beginning of the year through February 2013. Table 9.b shows the average frequencies from the beginning of the year through February 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 2013 and 2012 respectively, and Table 10.c shows the difference between the two. From January through February of 2013, a total of 1,182 trains were delayed, compared to 1,392 trains delayed in the same two months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2013 freight operations delayed 84 trains systemwide, compared to 63 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2013 and 2012 respectively. A total of 6 trains were delayed by lift deployment in February 2013.

A review of February 2013 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 52.7% of all late trains. Table 14 shows that the average length of delay was 13.9 minutes in February 2013. 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
February 2013**

	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	1,080	85	92.1%	800	38	95.3%	1,880	123	93.5%	112	1	99.1%	72	2	97.2%	2,064	126	93.9%
Elec -ML	900	6	99.3%	680	7	99.0%	1,580	13	99.2%	184	2	98.9%	80	9	88.8%	1,844	24	98.7%
-BI	280	3	98.9%	460	1	99.8%	740	4	99.5%	120	1	99.2%	--	--	--	860	5	99.4%
-SC	<u>340</u>	<u>1</u>	99.7%	<u>740</u>	<u>4</u>	99.5%	<u>1,080</u>	<u>5</u>	99.5%	<u>192</u>	<u>6</u>	96.9%	<u>80</u>	<u>1</u>	98.8%	<u>1,352</u>	<u>12</u>	99.1%
Subtotal	1,520	10	99.3%	1,880	12	99.4%	3,400	22	99.4%	496	9	98.2%	160	10	93.8%	4,056	41	99.0%
Heritage	120	1	99.2%	--	--	--	120	1	99.2%	--	--	--	--	--	--	120	1	99.2%
Milw -N	500	35	93.0%	700	65	90.7%	1,200	100	91.7%	96	3	96.9%	80	2	97.5%	1,376	105	92.4%
-W	<u>540</u>	<u>51</u>	90.6%	<u>620</u>	<u>57</u>	90.8%	<u>1,160</u>	<u>108</u>	90.7%	<u>96</u>	<u>5</u>	94.8%	<u>72</u>	<u>3</u>	95.8%	<u>1,328</u>	<u>116</u>	91.3%
Subtotal	1,040	86	91.7%	1,320	122	90.8%	2,360	208	91.2%	192	8	95.8%	152	5	96.7%	2,704	221	91.8%
NCS	220	22	90.0%	220	33	85.0%	440	55	87.5%	--	--	--	--	--	--	440	55	87.5%
RI	720	9	98.8%	660	16	97.6%	1,380	25	98.2%	80	4	95.0%	64	0	100.0%	1,524	29	98.1%
SWS	220	4	98.2%	380	13	96.6%	600	17	97.2%	24	1	95.8%	--	--	--	624	18	97.1%
UP -N	600	17	97.2%	800	17	97.9%	1,400	34	97.6%	104	6	94.2%	72	3	95.8%	1,576	43	97.3%
-NW	660	15	97.7%	640	14	97.8%	1,300	29	97.8%	96	3	96.9%	60	2	96.7%	1,456	34	97.7%
-W	<u>540</u>	<u>17</u>	96.9%	<u>640</u>	<u>28</u>	95.6%	<u>1,180</u>	<u>45</u>	96.2%	<u>80</u>	<u>1</u>	98.8%	<u>72</u>	<u>5</u>	93.1%	<u>1,332</u>	<u>51</u>	96.2%
Subtotal	1,800	49	97.3%	2,080	59	97.2%	3,880	108	97.2%	280	10	96.4%	204	10	95.1%	4,364	128	97.1%
SYSTEM	6,720	266	96.0%	7,340	293	96.0%	14,060	559	96.0%	1,184	33	97.2%	652	27	95.9%	15,896	619	96.1%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (03/12/13) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
BNSF	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	93.6%	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	89.6%	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	97.6%	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	93.1%	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	95.8%	96.0%
	2013	95.8	93.9											94.9%	94.9%
2008-2012 average		93.3	94.6	96.7	97.2	95.4	91.8	92.7	93.4	94.8	93.4	95.0	95.0	94.0%	94.4%
Electric	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	97.4%	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	97.6%	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	97.9%	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	96.9%	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	96.0%	97.3%
	2013	98.1	99.0											98.5%	98.5%
2008-2012 average		96.6	97.7	98.4	98.4	98.4	96.4	97.2	97.5	97.5	97.0	97.5	96.8	97.2%	97.5%
Heritage	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	91.9%	88.6%
	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	85.4%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	92.9%	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	85.0%	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	97.2%	95.6%
	2013	97.0	99.2											98.0%	98.0%
2008-2012 average		90.6	90.4	90.7	94.3	93.6	90.0	88.0	91.4	88.9	87.6	89.5	84.5	90.5%	90.0%
Milw - N	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	94.4%	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	91.4%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	96.2%	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	89.3%	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	95.7%	93.8%
	2013	95.5	92.4											94.0%	94.0%
2008-2012 average		93.2	93.7	95.5	95.3	92.4	91.8	89.4	92.4	95.4	93.9	94.1	92.8	93.4%	93.3%
Milw - W	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	95.5%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	94.4%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	91.8%	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	94.8%	94.7%
	2013	96.6	91.3											94.1%	94.1%
2008-2012 average		94.7	94.3	96.9	97.5	96.8	94.3	93.7	94.5	96.0	96.8	94.8	94.9	94.5%	95.4%
NCS	2008	93.4	94.4	97.4	95.1	95.0	91.3	96.5	97.4	94.4	98.0	95.9	86.5	93.9%	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	91.1%	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	95.5%	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	92.0%	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	94.6%	92.4%
	2013	95.0	87.5											91.5%	91.5%
2008-2012 average		93.8	93.1	94.9	91.6	95.0	91.6	91.2	93.5	95.3	94.6	92.6	91.3	93.4%	93.2%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
RI	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	95.6%	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	95.3%	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	96.0%	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	93.8%	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	95.6%	95.3%
	2013	96.5	98.1											97.3%	97.3%
	2008-2012 average		95.3	95.3	96.2	97.0	96.8	93.9	93.2	95.6	96.0	95.5	96.6	94.2	95.3%
SWS	2008	93.5	96.3	95.1	94.4	95.4	95.7	98.3	93.5	95.3	92.2	93.7	89.2	94.9%	94.4%
	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	91.7%	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	94.0%	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	92.5%	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	95.4%	94.8%
	2013	94.7	97.1											95.9%	95.9%
	2008-2012 average		92.9	94.6	95.8	95.6	95.0	92.1	94.2	93.9	95.0	92.6	94.3	93.4	93.7%
UP - N	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	90.7%	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	94.6%	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	95.3%	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	91.8%	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	96.5%	96.4%
	2013	98.3	97.3											97.8%	97.8%
	2008-2012 average		93.6	93.9	96.3	96.8	95.5	91.9	91.7	91.6	94.0	95.4	95.6	95.6	93.8%
UP - NW	2008	91.9	91.8	97.1	96.5	96.8	95.5	95.1	97.1	96.9	96.9	94.5	91.7	91.9%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	94.7%	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	96.9%	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	93.4%	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	97.2%	96.3%
	2013	96.3	97.7											96.9%	96.9%
	2008-2012 average		94.6	95.0	97.2	97.7	95.8	95.2	94.6	95.4	96.5	95.9	95.4	95.0	94.8%
UP - W	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	92.8%	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	94.7%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.7%	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	90.5%	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	95.1%	95.3%
	2013	96.5	96.2											96.3%	96.3%
	2008-2012 average		94.1	93.8	95.2	95.5	95.5	92.4	92.3	92.9	94.3	94.1	94.7	92.9	94.0%
SYSTEM excluding South Shore	2008	94.5	94.5	96.6	97.0	97.4	95.7	96.0	95.3	95.7	95.5	95.2	91.4	94.5%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	94.2%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.7%	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	95.2	96.2	95.9	95.8	96.9	95.8%	95.8%
	2013	96.8	96.1											96.5%	96.5%
	2008-2012 average		94.7	95.2	96.8	97.0	96.2	93.7	93.7	94.6	95.8	95.3	95.6	94.8	94.9%

Delays data for most recent month is final (03/12/13) version from TOPS.

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'2008-2012 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
February 2013**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1227 80% OT	Fri, Feb 01	17	JM	MEDICAL EMERGENCY BERYWN, FOREMAN NOT ANSWERING RADIO FORM B 4027
		Thu, Feb 07	8	D	WAITING ON U MNUCXB TO CLEAR MT1 TO MT2 AT LAVERGNE
		Mon, Feb 18	7	RF	Z-PTLCHC7-15 AT CICERO YARDING THE TRAIN AT CECO
		Tue, Feb 26	18	E	METX 193 TRACTION MOTOR ISSUE
BNSF	1249 80% OT	Fri, Feb 08	21	RF	LINED DOWN MT2 AT BERWYN, MISTOOK FOR 1251
		Tue, Feb 12	9	U	ADA PASSENGER FAILING TO OPERATE MOTORIZED CHAIR PROPERLY AT LAGRANGE RD
		Fri, Feb 22	10	VF	NO DOOR LIGHT OUT OF CUS, NO DEFECTS FOUND, ADA LIFT
		Tue, Feb 26	7	IW	ADA LIFT, PASSENGER HANDLING WEATHER, CROSSING FAILURE
BNSF	1269 80% OT	Tue, Feb 05	8	N	TRACK INDICATION HILLWEST, TALKED BY SIGNAL & HAND LINED ROUTE
		Fri, Feb 08	20	RF1	MISROUTE OF 1249 AT BERWYN
		Mon, Feb 18	24	G	HAND LINED SWITCHES AT FVW
		Tue, Feb 19	20	R1	ENGINEER AUTHORITY VIOLATION AT CUS WHILE ARRIVING STATION
BNSF	1271 80% OT	Tue, Feb 05	14	N	TRACK INDICATION HILLWEST, TALKED BY SIGNAL & HAND LINED ROUTE
		Fri, Feb 08	9	RF1	MISROUTE OF 1249 AT BERWYN
		Mon, Feb 18	42	G	FVW PLANT FAILURE
		Tue, Feb 19	21	R1	ENGINEER AUTHORITY VIOLATION AT CUS WHILE ARRIVING STATION
BNSF	1279 80% OT	Tue, Feb 05	13	N	TRACK INDICATION HILLWEST, TALKED BY SIGNAL & HAND LINED ROUTE
		Fri, Feb 08	10	RF1	MISROUTE OF 1249 AT BERWYN
		Mon, Feb 18	56	G	FVW PLANT FAILURE
		Tue, Feb 19	19	R1	ENGINEER AUTHORITY VIOLATION AT CUS WHILE ARRIVING STATION
BNSF	1281 80% OT	Thu, Feb 07	7	J	PASSENGER REFUSING TO PAY AT CLARENDON HILLS, POLICE REMOVAL
		Fri, Feb 08	11	RF1	MISROUTE OF 1249 AT BERWYN
		Mon, Feb 18	32	G	FVW PLANT FAILURE
		Tue, Feb 26	7	GF	SWITCH FAILURE AT WEST EOLA, HAND LINED ROUTE
BNSF	1283 75% OT	Tue, Feb 05	12	RF	MISROUTED BY DS AT CONGRESS PARK, FOLLOWED 1281
		Fri, Feb 08	15	RF1	LATE FLIP FROM 1249/1282
		Mon, Feb 18	37	G	FVW PLANT FAILURE
		Tue, Feb 19	0	R1	COMBINED WITH 1373 TO ONE DGM-ATC TRAIN DUE TO AUTHORITY VIOLATION
		Tue, Feb 26	9	IW1	LATE FLIP FROM 1282
BNSF	1288 80% OT	Tue, Feb 05	10	N	TRACK INDICATION HILLWEST, TALKED BY SIGNAL & HAND LINED ROUTE
		Thu, Feb 07	10	R	HUMAN ERROR TRANSPORTATION ENGINEER, PASSENGER HANDLING WEATHER
		Fri, Feb 08	14	RF1	MISROUTE OF 1249 AT BERWYN
		Tue, Feb 12	7	R	ENGINEER NOT MAINTAINING ON TIME PERFORMANCE, UNDER INVESTIGATION
BNSF	1292 80% OT	Thu, Feb 07	11	D	IHB GA8 AIR ISSUES AT BERWYN
		Mon, Feb 18	15	G	FVW PLANT ISSUE
		Tue, Feb 19	15	R1	LATE TURN FROM 1253 DUE TO CUS AUTHORITY VIOLATION
		Tue, Feb 26	9	IW	PASSENGER HANDLING WEATHER, CROSSING FAILURE TRUCK CROSSING
BNSF	1373 80% OT	Fri, Feb 08	13	RF1	MISROUTE OF 1249 AT BERWYN
		Mon, Feb 18	33	G	FVW PLANT FAILURE
		Tue, Feb 19	19	R1	COMBINED WITH 1283 TO ONE DGM-ATC TRAIN DUE TO AUTHORITY VIOLATION
		Tue, Feb 26	9	IW1	LATE FLIP FROM 1284
MN	2140 80% OT	Fri, Feb 01	8	RA	4" STOP WAITING ON LINEUP, CANAL ST BEHIND 2231'S EQUIPMENT; 3" STOP X-TRAFFIC WAITING ON LINEUP, WESTERN AVE.
		Wed, Feb 06	7	A	2" 30MPH SPEED RESTRICTION; 2" ITEM #2, TOUHY; 3" STOP/WAITING ON LINE UP, A-2.
		Fri, Feb 15	8	A	4" GRAYSLAKE; 4" MAYFAIR.
		Tue, Feb 26	12	IW	7" HEAVY LOADING, ENROUTE; 5" RESTRICTING, WESTEND GRAYSLAKE
MN	2142 80% OT	Fri, Feb 01	9	RA	2" SLOW ENTRAINING, LAKE FOREST; 3" STOP SIGNAL, MAYFAIR; 4" STOP SIGNAL, CANAL ST.
		Thu, Feb 07	13	IW	8" ENTRAINING, ENROUTE; 5" WAITING ON LINE UP, CUS.
		Tue, Feb 12	13	E1	13" FOLLOWING TRAINS AHEAD, GREEN ST.
		Tue, Feb 26	15	IW1	7" WAITING ON #2121; 3" CN STOP SIGNAL; 5" WEATHER, ENROUTE.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
February 2013**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2143	Tue, Feb 12	6	E1	7" FOLLOWING #2141, ENROUTE; 3" STOP SIGNAL, CN.	
		75% OT	Tue, Feb 19	14	E1	12" FOLLOWING #2141, ENROUTE; 5" STOP SIGNAL, CN XING.
		Fri, Feb 22	6	G1	9" LATE ARRIVAL OF EQUIPMENT FROM WACY SWITCH FAILURE, A-2; 4" STOP SIGNAL, MAYFAIR.	
		Tue, Feb 26	11	IW	4" STOP SIGNAL, MAYFAIR; 5" ITEM 2, MP13.75 & 21.18; 6" BAD WEATHER, ENROUTE.	
		Thu, Feb 28	6	A	6" STOP SIGNAL, MAYFAIR.	
MN	2144	Thu, Feb 07	8	IW1	11" FOLLOWING #2142 TO GLENVIEW.	
		80% OT	Tue, Feb 12	9	E1	9" FOLLOWING TRAINS, A-2 TO CUS.
		Fri, Feb 22	13	G	14" STOP SIGNAL SWITCH FAILURE #19 SWITCH, A-3.	
		Tue, Feb 26	10	IW1	6" WAITING ON #2142, DEERFIELD; 9" FOLLOWING #2142, ENROUTE.	
MN	2147	Fri, Feb 01	13	G1	15" RESTRICTED SPEED STOP SIGNAL #2154 HAND LINE SWITCH, DEERFIELD.	
		65% OT	Fri, Feb 08	7	A1	1" LATE TURN FROM #2148, CUS; 7" STOP SIGNAL, MAYFAIR.
		Mon, Feb 11	7	RF	7" RESTRICTED SPEED, MP37.1-38.5. RTC LINED AGAINST AND RAN TIME	
		Thu, Feb 14	10	GA1	9" LATE TURN FROM #2148, CUS; 4" STOP SIGNAL, MAYFAIR; 2" ENTRAINING, GLENVIEW.	
		Mon, Feb 18	6	G	4" 33.1 SIGNAL DROPPED TO RESTRICTING, 34.3 RESTRICTING, 35.43 TALKED BY RESTRICTING.	
		Fri, Feb 22	18	G1	3" LATE TURN FROM #2148, CUS; 8" FOLLOWING LATE #2145 TO DEERFIELD.	
		Tue, Feb 26	12	IW1	7" LATE TURN FROM #2148, CUS; 5" STOP SIGNAL, MAYFAIR.	
MN	2148	Thu, Feb 07	9	IW1	7" WAITING FOR #2129 TO CLEAR, DEERFIELD; 2" SLOW ENTRAINING, ENROUTE.	
		80% OT	Thu, Feb 14	11	GA	8" LATE TURN FROM #2127, DEERFIELD; 4" STOP SIGNAL, LAKE ST.
		Tue, Feb 26	10	IW1	9" LATE TURN FROM #2127, DEERFIELD; 3" ITEM 2, OAKTON ST MP13.75.	
		Wed, Feb 27	7	II	6" LATE TURN FROM #2127, DEERFIELD; 2" STOP SIGNAL, MAYFAIR.	
MN	2149	Mon, Feb 18	9	G1	14" WAITING ON #2156 TO CLEAR, RONDOUT.	
		80% OT	Fri, Feb 22	9	G1	9" WAITING ON #2156, RONDOUT; 7" RESTRICTED SPEED 331 & 343.
		Tue, Feb 26	9	IW1	15" WAITING ON #2156, RONDOUT.	
		Wed, Feb 27	10	RF	13" CN STOP SIGNAL.	
MN	2151	Mon, Feb 18	7	G1	12" WAITING ON #2158, RONDOUT.	
		75% OT	Tue, Feb 19	16	GA	15" SIGNAL FAILURE, CUS.
		Fri, Feb 22	27	G1	27" AWAITING #2158, RONDOUT.	
		Tue, Feb 26	6	IW1	10" WAITING ON #2158, RONDOUT.	
		Wed, Feb 27	7	RF1	3" PASSENGER LOOKING FOR WALLET, CUS; 6" WAITING ON LATE #2158, RONDOUT.	
MN	2155	Fri, Feb 08	8	A	8" STOP X-TRAFFIC, MAYFAIR.	
		80% OT	Fri, Feb 22	20	G1	19" LATE TURN FROM #2158, CUS.
		Tue, Feb 26	8	IW1	6" LATE TURN FROM #2158, CUS; 2" HEAVY ENTRAINING, ENROUTE.	
		Wed, Feb 27	14	D1	5" LATE TURN FROM #2158, CUS; 11" HOLD FOR #2160 CLEARING FOX LAKE SUB, RONDOUT.	
MN	2156	Fri, Feb 01	7	G1	8" WAITING FOR #2143 TO CLEAR, FOX LAKE; 3" WAIT ON #2147, GRAYSLAKE.	
		80% OT	Mon, Feb 18	12	G1	10" WAITING ON #2143, FOX LAKE; 5" STOP SIGNAL, CN XING.
		Fri, Feb 22	10	G1	10" WAITING ON #2143, FOX LAKE.	
		Thu, Feb 28	8	A1	10" WAITING ON #2143 TO CLEAR, FOX LAKE.	
MN	2158	Fri, Feb 01	6	A	5" WAITING ON #2149, GRAYSLAKE; 5" ENTRAINING, ENROUTE.	
		55% OT	Thu, Feb 07	7	IW1	5" WAITING ON #2149, GRAYSLAKE; 5" SLOW ENTRAINING, ENROUTE.
		Thu, Feb 14	10	GA1	3" WAITING ON #2149, GRAYSLAKE; 8" STOP SIGNAL, LAKE ST.	
		Mon, Feb 18	13	G1	14" WAITING ON #2149, GRAYSLAKE; 1" COPYING CANCELLATION FOR TECHN Y RD, ENROUTE; 2" SLOW PSGR LOADING/RAIN, ENROUTE.	
		Tue, Feb 19	12	E1	12" LATE TURN FROM #2147, GRAYSLAKE.	
		Fri, Feb 22	21	G1	15" WAITING ON #2149, GRAYSLAKE; 6" STOP SIGNAL, CN XING.	
		Mon, Feb 25	6	D	6" WAITING FOR #2149 WHO HAD A 5" DELAY @ CN XING; GRAYSLAKE; 3" STOP SIGNAL AMTRAK 342, RONDOUT.	
		Tue, Feb 26	13	IW1	15" WAITING ON #2149 TO CLEAR, GRAYSLAKE; 1" ITEM 2, SHERMAN MP21.18.	
		Wed, Feb 27	9	RF1	12" WAITING ON LATE #2149 TO CLEAR, GRAYSLAKE.	
		MW	2216	Wed, Feb 06	17	E1
80% OT	Thu, Feb 07			13	RA	13" BROKEN GATE, CANAL ST.
Fri, Feb 08	10			K1	10" TRCUK TRAILER STUCK ON XING @ PROSPECT ST, ITASCA.	
Fri, Feb 15	13			G	7" RUN RESTRICTED SPEED TRACK CIRCUIT, WOODALE-B-17; 3" ADA, NATIONAL ST; 3" ADA, BARTLETT.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
February 2013**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MW	2222	Fri, Feb 01	7	A1	7" FOLLOWING #110, ENROUTE.	
		80% OT	Mon, Feb 04	10	G	10" TRACK CIRCUIT & POWER OUTAGE, B-12.
		Wed, Feb 06	9	E1	9" DUE TO #2214 ENGINE PROBLEMS, ENROUTE.	
		Fri, Feb 22	10	RD	2" NO DOOR LITE CAR 8204, NATIONAL ST; 2" WAIT FOR #110, FRANKLIN PARK; 6" WAIT FOR LINE UP, RED SIGNAL, GALEWOOD E.	
MW	2245	Wed, Feb 06	8	G1	8" STOP SIGNAL TALK BY SIGNAL.	
		80% OT	Fri, Feb 22	7	D	8" WAITING ON SIGNAL, B35.
		Tue, Feb 26	7	IW1	8" FOLLOWING #2145 TO A-5.	
		Wed, Feb 27	9	G	7" RESTRICTED SPEED, B-17 TO WOODALE; 2" 2 ADA'S, ENROUTE.	
MW	2247	Mon, Feb 04	12	EW1	12" LATE TURN FROM #2246, CUS.	
		80% OT	Wed, Feb 06	46	G1	35" LATE TURN FROM #226, CUS; 10" SWAP CREWS WITH #2247 & #2252, RAYMOND ST.
		Thu, Feb 07	14	IW1	10" LATE TURN FROM #2246, CUS; 4" SLOW ENTRAINING, ENROUTE.	
		Tue, Feb 26	7	IW	5" LATE TURN FROM #2246, CUS; 5" SLOW ENTRAINING(WEATHER), ENROUTE.	
MW	2252	Mon, Feb 04	12	EW1	12" LATE TURN FROM #2247, BIG TIMBER.	
		80% OT	Wed, Feb 06	8	G1	10" SWAP CREWS WITH #2252 & #2247, RAYMOND ST.
		Thu, Feb 07	10	IW1	9" LATE TURN FROM #2247, BIG TIMBER; 5" SLOW ENTRAINING, ENROUTE.	
		Tue, Feb 26	24	G	7" LATE TURN FROM #2247, BIG TIMBER; 5" ENTRAINING, ENROUTE; 15" STOP SIGNAL, B-17 RO B-12; 7" RESTRICTED SPEED TO MANNHEIM.	
MW	2253	Mon, Feb 04	15	EW1	15" LATE TURN FROM #2252, CUS.	
		75% OT	Wed, Feb 06	18	G	18" RESTRICTING AND TALKED BY SIGNAL, ELGIN.
		Thu, Feb 07	14	IW	14" WEATHER DELAYS AND ENTRAINING.	
		Fri, Feb 22	11	L	WAITING ON TRAINS, A2 & B12 & PEDESTRIAN ON TRACKS.	
		Tue, Feb 26	20	IW1	20" LATE TURN FROM #2252, CUS.	
NCS	107	Thu, Feb 07	7	IW1	8" STOP SIGNAL, DEVAL; 4" STOP SIGNAL S/B CN FREIGHT, LOMOND.	
		80% OT	Mon, Feb 18	7	GF	5" RESTRICTED SIGNAL, JCT 16; 5" STOP RESTRICTED SPEED, JCT 17.
		Tue, Feb 26	6	A	8" X-TRAFFIC, DEVAL; 5" SBD FREIGHT, LOMBARD.	
		Wed, Feb 27	20	D	20" HOLDING FOR CN FREIGHT ON 1 MT, PASSENGERS BLOCKED, SCHILLER PARK; 5" FOLLOWING CN FREIGHT, ENROUTE.	
NCS	109	Thu, Feb 07	7	IW1	7" SLOW ENTRAINING, ENROUTE.	
		80% OT	Tue, Feb 12	19	E1	4" ADA; 15" STOP SIGNAL #2129/#2131, GRAYSLAKE.
		Tue, Feb 26	7	IW1	5" STOP SIGNAL, A-5; 3" CAR ON TRACKS, RT 120.	
		Wed, Feb 27	12	D	5" STOP SIGNAL, LEITHTON; 12" FOLLOWING CN FREIGHT, ENROUTE.	
NCS	113	Thu, Feb 07	8	IW1	4" STOP SIGNAL, A-5; 4" STOP SIGNAL, DEVAL.	
		80% OT	Mon, Feb 11	6	A	7" WAITING ON #2244, CICERO; 1" ITEM 2, THATCHER AVE; 1" DEVAL.
		Tue, Feb 12	0	E1	ANNULLED COMBO #113/#115 ALL STOPS, CUS-ANTIOCH.	
		Tue, Feb 26	8	D1	10" FOLLOWING #111, ENROUTE.	
NCS	116	Mon, Feb 04	20	JM1	20" LATE TURN FROM #105 WHICH HAD A MEDICVAL EMERGENCY, ANTIOCH.	
		75% OT	Mon, Feb 11	15	RF	11" WAITING ON RTC TO OK DOB, ANTIOCH YD; 5" FOLLOWING #2242, B-12.
		Wed, Feb 13	6	D	6" N/B FREIHGT, ANTIOCH COACH YD.	
		Mon, Feb 25	8	A	6" ALL RED METRA NORTH BOUND, S. WHEELING; 2" 529A, FRANKLIN PARK.	
		Wed, Feb 27	18	D1	18" WAITING ON #107 TO CLEAR, ENROUTE.	
NCS	120	Fri, Feb 01	28	D	17" WAITING ON #2147, GRAYSLAKE; 20" BLOCKED BY CP N/B FREIGHT,A-5.	
		60% OT	Thu, Feb 07	9	IW1	7" WAITING ON #2147, GRAYSLAKE.
		Fri, Feb 08	7	A1	8" WAITING ON #2147, GRAYSLAKE.	
		Mon, Feb 11	9	RF1	10" WAITING FOR #2147, GRAYSLAKE.	
		Thu, Feb 14	13	GA1	WAITING ON #2147, GRAYSLAKE; 2" STOP SIGNAL, LAKE ST.	
		Mon, Feb 18	9	GF1	10" STOP SIGNAL, LAKE VILLA; 8" WAITING ON #2147.	
		Fri, Feb 22	8	G1	8" WAITING ON #2147, GRAYSLAKE; 2" RED, A-2.	
		Tue, Feb 26	13	IW1	13" WAITING FOR #2147, GRAYSLAKE; 3" WAITING ON LINE UP, CUS.	
NCS	121	Fri, Feb 01	24	D1	25" LATE TURN FROM #120, CUS; 6" OK D.O.B FROM CN SOUTH, B-12.	
		80% OT	Tue, Feb 05	12	D	10" S/B FREIHGT, LOMOND; 2" SLOW ENTRAINING, O'HARE.
		Wed, Feb 06	8	R	4" STOP SIGNAL, A-2; 5" WAITING ON R.T.C, DREW DID NOT CONTACT PRIOR TO LEAVING CUS	
		Tue, Feb 26	6	IW1	8" LATE TURN FROM #120, & FOLLOWING 341 TO A-5, CUS.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
February 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPW	62	Mon, Feb 04	12	G1	16" LATE TURN FROM #47, ELBURN.
	75% OT	Fri, Feb 08	10	D1	10" HELD WAITING FOR #63 & GMNXGL-06 TO CLEAR ON TRK 2 DUE TO INSPRJ-08 STOPPED ON TRK 1 B/O ENGINE UP5624, 25TH AVE.
		Mon, Feb 25	9	D	6" RAN ON TRAIN CONTROL FOLLOWING COKNS-24, KELLER-KEDZIE; 3" ADA, WHEATON.
		Tue, Feb 26	78	KW	78" SNOW PLOW ROLLED OVER & BLOCKED TRACKS 1 & 2 @ MP23.76 HILLAVE, WAIT FOR TOW TRUCK & TRACKS TO BE INSPECTED, COLLEGE AVE.
		Thu, Feb 28	8	D	8" TRAIN CONTROL FOLLOWING YPREL-28, MAYWOOD-KEDZIE.

Data is final (03/12/13) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

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

Effective January 1, 2012

Revised Dec. 6, 2011

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

TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
February 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	88	6	2	3	0	61	66	23	13	10	26	16	27	341	55%
Semi-controllable	8	0	0	0	1	13	18	22	12	6	3	7	11	101	16%
Uncontrollable	30	18	3	9	0	31	32	10	4	2	14	11	13	177	29%
TOTAL TRAINS DELAYED	126	24	5	12	1	105	116	55	29	18	43	34	51	619	100%

February 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	22	23	5	1	0	32	16	5	17	4	4	14	10	153	35%
Semi-controllable	8	0	0	0	1	10	17	7	3	14	1	2	13	76	18%
Uncontrollable	28	32	2	4	0	10	35	14	31	4	21	6	18	205	47%
TOTAL TRAINS DELAYED	58	55	7	5	1	52	68	26	51	22	26	22	41	434	100%

February 2013 Divergence From February 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	66	-17	-3	2	0	29	50	18	-4	6	22	2	17	188	102%
Semi-controllable	0	0	0	0	0	3	1	15	9	-8	2	5	-2	25	14%
Uncontrollable	2	-14	1	5	0	21	-3	-4	-27	-2	-7	5	-5	-28	-15%
TOTAL TRAINS DELAYED	68	-31	-2	7	0	53	48	29	-22	-4	17	12	10	185	100%

January-February 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	105	29	13	11	1	114	93	36	41	17	40	34	45	579	49%
Semi-controllable	42	0	0	0	4	19	31	33	18	29	4	13	26	219	19%
Uncontrollable	75	47	12	14	0	40	42	10	28	8	29	47	32	384	32%
TOTAL TRAINS DELAYED	222	76	25	25	5	173	166	79	87	54	73	94	103	1,182	100%

Data for current month is final (03/12/13) version from TOPS.

P:\(ONTIME)report\DelaysByControl.xls>LastMonthRespByLine 03/12/2013

TABLE 7: NUMBER OF DELAYS BY DATE
February 2013

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
BNSF	1	5	18	0	6	20	0	7	2	0	2	14	23	10	0	1	0	10	1	3	123
Elec -ML	0	0	0	2	2	3	0	0	0	1	0	1	0	3	0	0	1	0	0	0	13
-BI	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	4
-SC	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	0	5
Heritage	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Milw -N	6	0	0	2	11	4	1	12	0	4	1	9	4	0	1	12	2	22	6	3	100
-W	4	12	5	17	12	7	2	4	1	0	3	0	2	0	3	14	3	12	6	1	108
NCS	3	5	2	1	5	1	5	6	4	3	0	5	0	0	0	1	1	8	4	1	55
RI	1	2	0	1	0	2	0	1	1	2	0	0	9	1	4	1	0	0	0	0	25
SWS	2	0	1	4	0	0	1	0	0	0	2	1	1	1	1	1	1	0	1	0	17
UP -N	12	1	3	0	2	0	0	3	4	0	1	0	5	0	0	0	0	0	3	0	34
-NW	8	2	3	1	1	0	0	2	5	0	0	2	0	0	1	0	0	1	0	3	29
-W	<u>3</u>	<u>12</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>45</u>
SYSTEM	40	40	36	32	39	43	11	35	20	12	12	33	46	16	10	30	10	59	23	12	559

SATURDAY	2	9	16	23	TOTAL	SUNDAY/HOLIDAY	3	10	17	24	TOTAL
BNSF	1	0	0	0	1	BNSF	0	2	0	0	2
Elec -ML	0	0	0	2	2	Elec -ML	0	2	4	3	9
-BI	0	0	0	1	1	-BI	-	-	-	-	0
-SC	4	0	2	0	6	-SC	0	1	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	0	1	1	1	3	Milw -N	1	0	1	0	2
-W	1	2	1	1	5	-W	2	0	1	0	3
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	3	1	0	0	4	RI	0	0	0	0	0
SWS	0	0	1	0	1	SWS	-	-	-	-	0
UP -N	2	1	0	3	6	UP -N	0	1	1	1	3
-NW	0	1	1	1	3	-NW	1	1	0	0	2
-W	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	-W	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>5</u>
SYSTEM	11	6	7	9	33	SYSTEM	7	7	8	5	27

Data is final (03/12/13) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
February 2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	0	0	1	0	8	4	5	0	1	0	1	1	21
<i>Freight Interference - Peak</i>	0	0	0	0	0	1	2	5	0	0	0	3	0	11
<i>Freight Interference - Off-Peak</i>	7	0	0	0	0	8	16	13	5	6	3	4	11	73
Freight Interference - Total	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Accident	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Passenger Loading	0	10	1	3	0	1	3	0	1	1	3	1	3	27
Lift Deployment	1	0	0	0	0	0	2	0	1	0	2	0	0	6
Obstruction/Debris	7	5	1	2	0	0	4	0	0	0	1	0	0	20
Signal/Switch Failure	18	1	1	0	1	27	40	8	12	3	8	11	19	149
Track Work	2	0	0	1	0	1	1	0	0	0	0	0	1	6
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	4	3	1	0	0	0	3	0	0	0	1	0	0	12
Locomotive Failure	12	0	0	0	0	16	10	6	4	2	11	1	2	64
Human Error	44	2	0	1	0	13	8	8	4	3	5	2	2	92
Sick, Injured, Unruly Passenger	2	2	1	1	0	2	1	1	0	0	2	4	3	19
Weather	8	1	0	3	0	28	20	7	2	0	5	6	6	86
Other	21	0	0	0	0	0	2	2	0	2	2	1	2	32
TOTAL TRAINS DELAYED	126	24	5	12	1	105	116	55	29	18	43	34	51	619

February - Average Over Previous Five Years: 2008-2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.6	4.8	0.8	0.6	0.4	8.6	1.6	1.6	1.2	1.6	6.0	2.6	2.2	35.6
<i>Freight Interference - Peak</i>	3.4	0.2	0.0	0.0	4.0	0.6	4.4	2.8	1.4	3.0	0.4	0.2	7.0	27.4
<i>Freight Interference - Off-Peak</i>	8.0	0.2	0.2	0.0	0.0	7.6	5.6	4.4	4.6	8.0	1.6	3.2	15.2	58.6
Freight Interference - Total	11.4	0.4	0.2	0.0	4.0	8.2	10.0	7.2	6.0	11.0	2.0	3.4	22.2	86.0
Accident	10.2	0.8	0.0	0.2	0.0	4.0	10.2	4.8	2.8	0.4	7.0	4.4	1.6	46.4
Passenger Loading	1.4	10.4	2.0	1.4	0.0	2.4	0.8	0.0	2.2	0.6	17.6	1.2	4.6	44.6
Lift Deployment	1.6	0.0	0.0	0.0	0.0	0.6	2.6	0.2	4.0	0.0	1.4	2.2	3.0	15.6
Obstruction/Debris	7.8	0.6	0.4	2.0	0.0	2.6	2.0	0.2	3.2	0.8	3.2	6.2	4.4	33.4
Signal/Switch Failure	12.4	3.2	1.6	1.6	4.4	12.6	7.8	6.6	7.8	6.2	5.4	10.4	7.4	87.4
Track Work	2.4	0.8	0.0	0.2	0.2	0.8	2.2	0.2	1.0	0.4	0.4	0.8	3.2	12.6
Catenary Failure	0.0	2.6	1.2	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	4.8
Non-Locomotive Equipment Failure	0.4	2.0	1.4	1.0	0.0	0.8	1.4	0.0	0.6	0.8	2.0	2.8	0.2	13.4
Locomotive Failure	8.4	0.2	0.0	0.0	0.0	9.4	9.0	2.4	9.4	1.8	3.0	4.2	2.2	50.0
Human Error	6.6	3.8	0.8	0.8	1.2	3.2	2.8	0.4	2.2	2.2	7.6	5.2	3.0	39.8
Sick, Injured, Unruly Passenger	2.8	6.2	1.2	1.8	0.0	1.4	3.0	0.0	3.4	0.4	3.0	1.8	2.4	27.4
Weather	41.8	22.4	4.6	8.0	1.4	30.6	21.2	7.0	26.2	6.6	33.6	26.0	22.0	251.4
Other	1.2	1.2	0.4	0.0	0.0	2.6	2.0	0.2	1.8	0.8	4.2	2.8	5.4	22.6
TOTAL TRAINS DELAYED	112.0	59.4	14.6	18.4	11.6	87.8	76.6	30.8	71.8	33.6	96.4	74.2	83.8	771.0

February 2013 Divergence From February Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-3.6	-4.8	-0.8	0.4	-0.4	-0.6	2.4	3.4	-1.2	-0.6	-6.0	-1.6	-1.2	-14.6
<i>Freight Interference - Peak</i>	-3.4	-0.2	0.0	0.0	-4.0	0.4	-2.4	2.2	-1.4	-3.0	-0.4	2.8	-7.0	-16.4
<i>Freight Interference - Off-Peak</i>	-1.0	-0.2	-0.2	0.0	0.0	0.4	10.4	8.6	0.4	-2.0	1.4	0.8	-4.2	14.4
Freight Interference - Total	-4.4	-0.4	-0.2	0.0	-4.0	0.8	8.0	10.8	-1.0	-5.0	1.0	3.6	-11.2	-2.0
Accident	-10.2	-0.8	0.0	-0.2	0.0	-4.0	-10.2	-4.8	-2.8	-0.4	-7.0	-4.4	-0.6	-45.4
Passenger Loading	-1.4	-0.4	-1.0	1.6	0.0	-1.4	2.2	0.0	-1.2	0.4	-14.6	-0.2	-1.6	-17.6
Lift Deployment	-0.6	0.0	0.0	0.0	0.0	-0.6	-0.6	-0.2	-3.0	0.0	0.6	-2.2	-3.0	-9.6
Obstruction/Debris	-0.8	4.4	0.6	0.0	0.0	-2.6	2.0	-0.2	-3.2	-0.8	-2.2	-6.2	-4.4	-13.4
Signal/Switch Failure	5.6	-2.2	-0.6	-1.6	-3.4	14.4	32.2	1.4	4.2	-3.2	2.6	0.6	11.6	61.6
Track Work	-0.4	-0.8	0.0	0.8	-0.2	0.2	-1.2	-0.2	-1.0	-0.4	-0.4	-0.8	-2.2	-6.6
Catenary Failure	0.0	-2.6	-1.2	-0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-4.8
Non-Locomotive Equipment Failure	3.6	1.0	-0.4	-1.0	0.0	-0.8	1.6	0.0	-0.6	-0.8	-1.0	-2.8	-0.2	-1.4
Locomotive Failure	3.6	-0.2	0.0	0.0	0.0	6.6	1.0	3.6	-5.4	0.2	8.0	-3.2	-0.2	14.0
Human Error	37.4	-1.8	-0.8	0.2	-1.2	9.8	5.2	7.6	1.8	0.8	-2.6	-3.2	-1.0	52.2
Sick, Injured, Unruly Passenger	-0.8	-4.2	-0.2	-0.8	0.0	0.6	-2.0	1.0	-3.4	-0.4	-1.0	2.2	0.6	-8.4
Weather	-33.8	-21.4	-4.6	-5.0	-1.4	-2.6	-1.2	0.0	-24.2	-6.6	-28.6	-20.0	-16.0	-165.4
Other	19.8	-1.2	-0.4	0.0	0.0	-2.6	0.0	1.8	-1.8	1.2	-2.2	-1.8	-3.4	9.4
TOTAL TRAINS DELAYED	14.0	-35.4	-9.6	-6.4	-10.6	17.2	39.4	24.2	-42.8	-15.6	-53.4	-40.2	-32.8	-152.0

Data for current month is final (03/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 03/12/2013

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-February 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	1	0	1	0	11	4	6	0	1	0	1	3	28
<i>Freight Interference - Peak</i>	1	0	0	0	2	2	3	8	1	2	0	3	2	24
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	10	21	17	10	10	4	10	25	115
Freight Interference - Total	9	0	0	0	2	12	24	25	11	12	4	13	27	139
Accident	0	0	0	0	0	3	0	0	0	0	1	17	3	24
Passenger Loading	0	18	5	3	0	2	4	0	4	1	6	2	6	51
Lift Deployment	3	0	0	0	0	1	2	0	5	0	4	0	3	18
Obstruction/Debris	14	5	1	2	0	1	5	0	3	3	1	5	2	42
Signal/Switch Failure	57	7	3	3	3	57	58	21	21	20	9	13	29	301
Track Work	4	0	1	1	0	3	4	0	5	0	5	2	3	28
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	4	9	2	2	0	2	6	0	0	0	1	5	0	31
Locomotive Failure	13	0	0	0	0	30	13	8	7	8	12	10	4	105
Human Error	49	11	7	3	0	18	15	9	15	3	8	4	2	144
Sick, Injured, Unruly Passenger	3	13	3	2	0	5	2	1	2	0	4	10	7	52
Weather	44	11	3	7	0	28	26	7	13	3	13	11	10	176
Other	22	1	0	1	0	0	3	2	1	3	5	1	4	43
TOTAL TRAINS DELAYED	222	76	25	25	5	173	166	79	87	54	73	94	103	1,182

January-February - Average Over Previous Five Years: 2008-2012

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7.2	9.2	2.0	2.0	0.8	15.0	5.2	2.8	2.8	2.8	11.4	4.8	4.6	70.6
<i>Freight Interference - Peak</i>	11.4	0.2	0.0	0.0	8.6	2.2	5.6	6.2	3.4	7.4	2.4	1.4	11.6	60.4
<i>Freight Interference - Off-Peak</i>	15.8	0.2	0.2	0.0	0.0	15.2	11.2	10.4	9.4	16.8	3.8	6.0	27.4	116.4
Freight Interference - Total	27.2	0.4	0.2	0.0	8.6	17.4	16.8	16.6	12.8	24.2	6.2	7.4	39.0	176.8
Accident	29.6	3.2	0.2	2.4	0.6	4.8	17.4	6.8	8.4	1.8	11.2	9.6	6.4	102.4
Passenger Loading	5.0	14.2	5.0	2.8	0.0	7.4	1.0	0.2	6.4	0.6	39.0	6.0	7.8	95.4
Lift Deployment	3.2	0.0	0.0	0.0	0.0	5.4	3.6	1.0	8.8	0.0	4.8	3.0	6.4	36.2
Obstruction/Debris	10.2	1.8	0.8	3.2	0.0	4.4	8.8	1.2	6.0	1.6	4.4	14.0	9.8	66.2
Signal/Switch Failure	57.4	20.0	5.8	4.8	6.8	27.4	24.0	10.4	15.8	20.8	11.2	20.8	18.2	243.4
Track Work	5.2	14.0	7.6	2.6	0.2	4.4	3.4	1.4	2.8	1.4	3.8	3.4	5.6	55.8
Catenary Failure	0.0	6.8	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	12.0
Non-Locomotive Equipment Failure	2.4	8.6	5.0	2.0	0.0	1.4	2.0	0.4	2.6	0.8	3.4	4.8	1.4	34.8
Locomotive Failure	19.8	0.4	0.2	0.0	0.4	25.6	14.6	3.4	14.2	3.0	4.2	14.0	6.2	106.0
Human Error	13.4	9.4	1.6	1.2	2.2	11.4	6.8	1.6	6.8	5.4	21.6	10.0	5.6	97.0
Sick, Injured, Unruly Passenger	8.0	10.4	1.6	3.8	0.0	4.2	4.2	0.0	6.8	0.4	7.6	3.4	3.2	53.6
Weather	68.6	42.2	9.0	16.2	3.8	55.4	39.6	12.4	48.6	13.8	66.4	51.6	46.0	473.6
Other	1.6	11.0	1.6	1.4	0.0	3.6	4.4	1.0	5.2	2.6	8.2	4.4	7.4	52.4
TOTAL TRAINS DELAYED	258.8	151.6	43.6	44.4	23.4	187.8	151.8	59.2	148.0	79.2	203.4	157.4	167.6	1,676.2

January-February 2013 Divergence From January-February 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	-7.2	-8.2	-2.0	-1.0	-0.8	-4.0	-1.2	3.2	-2.8	-1.8	-11.4	-3.8	-1.6	-42.6
<i>Freight Interference - Peak</i>	-10.4	-0.2	0.0	0.0	-6.6	-0.2	-2.6	1.8	-2.4	-5.4	-2.4	1.6	-9.6	-36.4
<i>Freight Interference - Off-Peak</i>	-7.8	-0.2	-0.2	0.0	0.0	-5.2	9.8	6.6	0.6	-6.8	0.2	4.0	-2.4	-1.4
Freight Interference - Total	-18.2	-0.4	-0.2	0.0	-6.6	-5.4	7.2	8.4	-1.8	-12.2	-2.2	5.6	-12.0	-37.8
Accident	-29.6	-3.2	-0.2	-2.4	-0.6	-1.8	-17.4	-6.8	-8.4	-1.8	-10.2	7.4	-3.4	-78.4
Passenger Loading	-5.0	3.8	0.0	0.2	0.0	-5.4	3.0	-0.2	-2.4	0.4	-33.0	-4.0	-1.8	-44.4
Lift Deployment	-0.2	0.0	0.0	0.0	0.0	-4.4	-1.6	-1.0	-3.8	0.0	-0.8	-3.0	-3.4	-18.2
Obstruction/Debris	3.8	3.2	0.2	-1.2	0.0	-3.4	-3.8	-1.2	-3.0	1.4	-3.4	-9.0	-7.8	-24.2
Signal/Switch Failure	-0.4	-13.0	-2.8	-1.8	-3.8	29.6	34.0	10.6	5.2	-0.8	-2.2	-7.8	10.8	57.6
Track Work	-1.2	-14.0	-6.6	-1.6	-0.2	-1.4	0.6	-1.4	2.2	-1.4	1.2	-1.4	-2.6	-27.8
Catenary Failure	0.0	-6.8	-3.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-12.0
Non-Locomotive Equipment Failure	1.6	0.4	-3.0	0.0	0.0	0.6	4.0	-0.4	-2.6	-0.8	-2.4	0.2	-1.4	-3.8
Locomotive Failure	-6.8	-0.4	-0.2	0.0	-0.4	4.4	-1.6	4.6	-7.2	5.0	7.8	-4.0	-2.2	-1.0
Human Error	35.6	1.6	5.4	1.8	-2.2	6.6	8.2	7.4	8.2	-2.4	-13.6	-6.0	-3.6	47.0
Sick, Injured, Unruly Passenger	-5.0	2.6	1.4	-1.8	0.0	0.8	-2.2	1.0	-4.8	-0.4	-3.6	6.6	3.8	-1.6
Weather	-24.6	-31.2	-6.0	-9.2	-3.8	-27.4	-13.6	-5.4	-35.6	-10.8	-53.4	-40.6	-36.0	-297.6
Other	20.4	-10.0	-1.6	-0.4	0.0	-3.6	-1.4	1.0	-4.2	0.4	-3.2	-3.4	-3.4	-9.4
TOTAL TRAINS DELAYED	-36.8	-75.6	-18.6	-19.4	-18.4	-14.8	14.2	19.8	-61.0	-25.2	-130.4	-63.4	-64.6	-494.2

Data for current month is final (03/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 03/12/2013

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
2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	7	21											28	2.4%
<i>Freight Interference - Peak</i>	13	11											24	2.0%
<i>Freight Interference - Off-Peak</i>	42	73											115	9.7%
Freight Interference - Total	55	84											139	11.8%
Accident	23	1											24	2.0%
Passenger Loading	24	27											51	4.3%
Lift Deployment	12	6											18	1.5%
Obstruction/Debris	22	20											42	3.6%
Signal/Switch Failure	152	149											301	25.5%
Track Work	22	6											28	2.4%
Catenary Failure	0	0											0	0.0%
Non-Locomotive Equipment Failure	19	12											31	2.6%
Locomotive Failure	41	64											105	8.9%
Human Error	52	92											144	12.2%
Sick, Injured, Unruly Passenger	33	19											52	4.4%
Weather	90	86											176	14.9%
Other	11	32											43	3.6%
TOTAL TRAINS DELAYED	563	619											1,182	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	44	3.2%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	37	2.7%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	110	7.9%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	147	10.6%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	110	7.9%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	87	6.3%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	31	2.2%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	48	3.4%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	193	13.9%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	155	11.1%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	14	1.0%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	22	1.6%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	82	5.9%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	121	8.7%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	59	4.2%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	227	16.3%
Other	35	17	58	19	25	30	15	26	21	34	28	11	52	3.7%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	1,392	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Passenger Train Interference	-25	9											-16	-0.8%
<i>Freight Interference - Peak</i>	-9	-4											-13	-0.6%
<i>Freight Interference - Off-Peak</i>	-20	25											5	1.8%
Freight Interference - Total	-29	21											-8	1.2%
Accident	-8	-78											-86	-5.9%
Passenger Loading	-30	-6											-36	-1.9%
Lift Deployment	-8	-5											-13	-0.7%
Obstruction/Debris	-5	-1											-6	0.1%
Signal/Switch Failure	8	100											108	11.6%
Track Work	-118	-9											-127	-8.8%
Catenary Failure	-4	-10											-14	-1.0%
Non-Locomotive Equipment Failure	3	6											9	1.0%
Locomotive Failure	-12	35											23	3.0%
Human Error	-28	51											23	3.5%
Sick, Injured, Unruly Passenger	7	-14											-7	0.2%
Weather	-122	71											-51	-1.4%
Other	-24	15											-9	-0.1%
TOTAL TRAINS DELAYED	-395	185											-210	

Data for current month is final (03/12/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 03/12/2013

TABLE 11: FREIGHT DELAYS
between March 2011 and February 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Mar-11	23	0	0	0	4	12	11	16	3	13	2	2	39	125
Apr-11	5	0	0	0	2	17	12	30	5	18	0	3	28	120
May-11	8	0	0	0	2	12	15	13	1	17	2	12	19	101
Jun-11	11	0	0	0	7	30	24	13	16	45	0	1	36	183
Jul-11	13	0	0	0	15	23	13	25	20	26	7	16	51	209
Aug-11	18	0	0	0	8	31	24	20	10	45	0	1	31	188
Sep-11	42	0	0	0	2	18	9	5	10	33	0	4	23	146
Oct-11	6	0	0	0	8	17	8	14	6	16	1	1	41	118
Nov-11	17	0	0	0	7	18	6	16	3	14	2	2	32	117
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Total	173	0	0	0	65	208	150	175	88	273	18	47	375	1,572
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
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Total	93	0	0	0	21	163	155	148	64	111	10	76	136	977

Data for current month is final (03/12/13) 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 03/12/2013

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2013**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	2	1											3
Electric ML	0	0											0	0.00%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	1	0											1	0.58%
Milw W	0	2											2	1.20%
NCS	0	0											0	0.00%
RI	4	1											5	5.75%
SWS	0	0											0	0.00%
UP N	2	2											4	5.48%
UP NW	0	0											0	0.00%
UP W	3	0											3	2.91%
Total Lift Delays	12	6											18	1.52%
ALL DELAYS													1,182	

Data for current month is final (03/12/13) version from TOPS.

2012

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	1	0	0	3	1	5	2	3	0	0	2	2	19
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	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
February 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	34	3	1	1	1	20	26	13	7	1	9	6	9	131
11-15	19	1	0	0	0	9	16	5	2	2	2	4	4	64
16-20	11	1	1	0	0	2	6	1	0	0	2	4	0	28
21+	20	1	1	0	0	3	2	1	0	1	4	1	4	38
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	85	6	3	1	1	35	51	22	9	4	17	15	17	266
Off-Peak **														
6-10	19	15	1	9	0	40	39	19	12	9	11	6	15	195
11-15	8	2	1	1	0	21	13	8	2	2	3	6	11	78
16-20	7	1	0	1	0	6	3	4	2	2	4	0	1	31
21+	5	0	0	0	0	2	10	2	3	1	8	7	5	43
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>
Sub-Total	41	18	2	11	0	70	65	33	20	14	26	19	34	353
February 2013 Total														
6-10	53	18	2	10	1	60	65	32	19	10	20	12	24	326
11-15	27	3	1	1	0	30	29	13	4	4	5	10	15	142
16-20	18	2	1	1	0	8	9	5	2	2	6	4	1	59
21+	25	1	1	0	0	5	12	3	3	2	12	8	9	81
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>11</u>
TOTAL	126	24	5	12	1	105	116	55	29	18	43	34	51	619
2013 Year-to-Date														
6-10	96	55	16	20	2	94	91	44	49	24	37	26	56	610
11-15	52	11	5	3	1	41	47	19	23	7	14	19	26	268
16-20	30	4	2	2	0	16	11	9	6	7	8	9	7	111
21+	36	6	2	0	2	20	16	5	7	14	14	37	12	171
Annulled	<u>8</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>22</u>
TOTAL	222	76	25	25	5	173	166	79	87	54	73	94	103	1,182
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	
February 2013 Total														
6-10	42.1%	75.0%	40.0%	83.3%	100.0%	57.1%	56.0%	58.2%	65.5%	55.6%	46.5%	35.3%	47.1%	52.7%
11-15	21.4%	12.5%	20.0%	8.3%	0.0%	28.6%	25.0%	23.6%	13.8%	22.2%	11.6%	29.4%	29.4%	22.9%
16-20	14.3%	8.3%	20.0%	8.3%	0.0%	7.6%	7.8%	9.1%	6.9%	11.1%	14.0%	11.8%	2.0%	9.5%
21+	19.8%	4.2%	20.0%	0.0%	0.0%	4.8%	10.3%	5.5%	10.3%	11.1%	27.9%	23.5%	17.6%	13.1%
Annulled	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>0.9%</u>	<u>3.6%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.9%</u>	<u>1.8%</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%
2013 Year-to-Date Delays By Duration														
6-10	43.2%	72.4%	64.0%	80.0%	40.0%	54.3%	54.8%	55.7%	56.3%	44.4%	50.7%	27.7%	54.4%	51.6%
11-15	23.4%	14.5%	20.0%	12.0%	20.0%	23.7%	28.3%	24.1%	26.4%	13.0%	19.2%	20.2%	25.2%	22.7%
16-20	13.5%	5.3%	8.0%	8.0%	0.0%	9.2%	6.6%	11.4%	6.9%	13.0%	11.0%	9.6%	6.8%	9.4%
21+	16.2%	7.9%	8.0%	0.0%	40.0%	11.6%	9.6%	6.3%	8.0%	25.9%	19.2%	39.4%	11.7%	14.5%
Annulled	<u>3.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.2%</u>	<u>0.6%</u>	<u>2.5%</u>	<u>2.3%</u>	<u>3.7%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>1.9%</u>	<u>1.9%</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 (03/12/13) 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	
February 2013														
Peak *	17.3	15.5	18.0	7.0	7.0	12.6	12.1	10.3	8.2	13.8	15.5	12.3	16.4	14.2
Off-Peak **	14.3	8.3	11.5	8.5	--	11.0	14.0	11.4	12.7	10.5	22.4	21.6	15.7	13.7
All	16.3	10.1	15.4	8.4	7.0	11.5	13.2	11.0	11.3	11.2	19.7	17.5	15.9	13.9
2013 Year-to-Date														
Peak *	15.3	13.5	11.3	9.1	18.0	14.4	12.0	10.5	10.6	25.2	13.1	23.6	12.9	14.7
Off-Peak **	13.6	9.2	10.7	8.7	--	13.9	13.4	12.2	11.6	15.6	19.4	24.8	14.3	14.1
All	14.9	10.9	11.0	8.8	18.0	14.0	12.9	11.5	11.3	19.1	16.2	24.1	13.7	14.4

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (03/12/13) version from TOPS.