

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

April 2013



COMMUTER RAIL ON-TIME PERFORMANCE

April 2013

This report presents an analysis of the April 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 April 2013, Metra operated 17,305 scheduled trains, including scheduled "extras", if any. 744 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.7%. 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 April 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 April 2013. Of the 744 delays systemwide in April 2013, all but 252 (34%) were beyond Metra's control. Table 6.b shows the previous April, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in April 2013, 38 more delays than in the previous April were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 2,483 delays in 2013, all but 252 (34%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during April 2013. Table 8.b shows the average frequencies over the previous five Aprils, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 744 delays systemwide in April 2013, 224 more than the average over the previous five Aprils. Table 9.a shows delays from the beginning of the year through April 2013. Table 9.b shows the average frequencies from the beginning of the year through April 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 April of 2013, a total of 2,483 trains were delayed, compared to 2,548 trains delayed in the same four months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In April 2013 freight operations delayed 74 trains systemwide, compared to 101 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 8 trains were delayed by lift deployment in April 2013.

A review of April 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 42.2% of all late trains. Table 14 shows that the average length of delay was 23.1 minutes in April 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
April 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	1,188	90	92.4%	880	52	94.1%	2,068	142	93.1%	112	6	94.6%	72	2	97.2%	2,252	150	93.3%
Elec -ML	990	19	98.1%	748	12	98.4%	1,738	31	98.2%	184	6	96.7%	80	18	77.5%	2,002	55	97.3%
-BI	308	5	98.4%	506	5	99.0%	814	10	98.8%	120	0	100.0%	--	--	--	934	10	98.9%
-SC	<u>374</u>	<u>2</u>	99.5%	<u>814</u>	<u>17</u>	97.9%	<u>1,188</u>	<u>19</u>	98.4%	<u>192</u>	<u>4</u>	97.9%	<u>80</u>	<u>1</u>	98.8%	<u>1,460</u>	<u>24</u>	98.4%
Subtotal	1,672	26	98.4%	2,068	34	98.4%	3,740	60	98.4%	496	10	98.0%	160	19	88.1%	4,396	89	98.0%
Heritage	132	3	97.7%	--	--	--	132	3	97.7%	--	--	--	--	--	--	132	3	97.7%
Milw -N	550	15	97.3%	770	44	94.3%	1,320	59	95.5%	96	4	95.8%	80	2	97.5%	1,496	65	95.7%
-W	<u>594</u>	<u>22</u>	96.3%	<u>682</u>	<u>32</u>	95.3%	<u>1,276</u>	<u>54</u>	95.8%	<u>96</u>	<u>5</u>	94.8%	<u>72</u>	<u>1</u>	98.6%	<u>1,444</u>	<u>60</u>	95.8%
Subtotal	1,144	37	96.8%	1,452	76	94.8%	2,596	113	95.6%	192	9	95.3%	152	3	98.0%	2,940	125	95.7%
NCS	242	15	93.8%	242	29	88.0%	484	44	90.9%	--	--	--	--	--	--	484	44	90.9%
RI	792	47	94.1%	726	49	93.3%	1,518	96	93.7%	80	3	96.3%	67	1	98.5%	1,665	100	94.0%
SWS	242	6	97.5%	418	9	97.8%	660	15	97.7%	24	1	95.8%	--	--	--	684	16	97.7%
UP -N	660	27	95.9%	880	27	96.9%	1,540	54	96.5%	104	3	97.1%	72	1	98.6%	1,716	58	96.6%
-NW	726	47	93.5%	704	30	95.7%	1,430	77	94.6%	96	1	99.0%	60	0	100.0%	1,586	78	95.1%
-W	<u>594</u>	<u>34</u>	94.3%	<u>704</u>	<u>36</u>	94.9%	<u>1,298</u>	<u>70</u>	94.6%	<u>80</u>	<u>6</u>	92.5%	<u>72</u>	<u>5</u>	93.1%	<u>1,450</u>	<u>81</u>	94.4%
Subtotal	1,980	108	94.5%	2,288	93	95.9%	4,268	201	95.3%	280	10	96.4%	204	6	97.1%	4,752	217	95.4%
SYSTEM	7,392	332	95.5%	8,074	342	95.8%	15,466	674	95.6%	1,184	39	96.7%	655	31	95.3%	17,305	744	95.7%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
 Delays data for most recent month is final (05/13/13) 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- APR	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	95.6%	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	93.4%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	96.8%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	95.2%	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	96.3%	96.0%
	2013	95.8	93.9	94.6	93.3									94.4%	94.4%
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	95.5%	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	98.0%	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	98.3%	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	98.0%	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	97.5%	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	97.2%	97.3%
	2013	98.1	99.0	98.5	98.0									98.4%	98.4%
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	97.8%	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	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	90.4%	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	91.6%	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	90.3%	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	96.9%	95.6%
	2013	97.0	99.2	94.4	97.7									97.1%	97.1%
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	91.5%	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	95.2%	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	93.9%	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	95.3%	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	92.6%	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	95.2%	93.8%
	2013	95.5	92.4	94.1	95.7									94.5%	94.5%
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	94.4%	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	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	96.4%	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	96.8%	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	94.2%	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	95.6%	94.7%
	2013	96.6	91.3	96.3	95.8									95.1%	95.1%
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	95.9%	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	95.0%	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	93.9%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.5%	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	92.2%	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	92.2%	92.4%
	2013	95.0	87.5	93.7	90.9									91.9%	91.9%
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- APR	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	96.1%	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	95.9%	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	96.7%	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	95.4%	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	95.5%	95.3%
	2013	96.5	98.1	97.9	94.0									96.6%	96.6%
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	95.9%	95.5%
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	94.8%	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	94.0%	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	95.6%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	94.2%	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	95.2%	94.8%
	2013	94.7	97.1	97.3	97.7									96.7%	96.7%
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	94.8%	94.1%
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	93.0%	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	96.0%	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	96.1%	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	93.6%	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	97.3%	96.4%
	2013	98.3	97.3	97.9	96.6									97.5%	97.5%
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	95.2%	94.3%
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	94.3%	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	96.2%	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	97.2%	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	95.6%	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	97.4%	96.3%
	2013	96.3	97.7	96.0	95.1									96.2%	96.2%
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	96.2%	95.7%
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	93.5%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.6%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.8%	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	92.4%	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	95.2%	95.3%
	2013	96.5	96.2	96.9	94.4									96.0%	96.0%
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	94.7%	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	95.7%	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	95.9%	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	96.8%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	95.0%	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	96.2%	95.8%
	2013	96.8	96.1	96.7	95.7									96.3%	96.3%
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	95.9%	95.3%

Delays data for most recent month is final (05/13/13) 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
April 2013

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1253 82% OT	Thu, Apr 11	12	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Wed, Apr 17	7	KW	FLASH FLOOD WARNINGS
		Thu, Apr 18	8	KW	REDUCED SPEEDS DUE TO FLASH FLOOD WARNINGS
		Tue, Apr 30	8	CC	FORM A'S AND FOLLOWING TRAFFIC AHEAD
BNSF	1259 82% OT	Thu, Apr 11	15	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Wed, Apr 17	10	KW	FLASH FLOOD WARNINGS
		Thu, Apr 18	9	KW	REDUCED SPEEDS DUE TO FLASH FLOOD WARNINGS
		Tue, Apr 30	10	CC	FORM A'S AND FOLLOWING TRAFFIC AHEAD
BNSF	1269 82% OT	Mon, Apr 08	8	G	DELAYED FOR BROWNOUT AT UNION AVENUE
		Thu, Apr 11	10	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Wed, Apr 17	11	KW	FLASH FLOOD WARNINGS
		Tue, Apr 30	9	CC	FORM A'S AND FOLLOWING TRAFFIC AHEAD
BNSF	1271 82% OT	Mon, Apr 08	10	G	DELAYED FOR BROWNOUT AT UNION AVENUE
		Thu, Apr 11	8	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Fri, Apr 12	17	E1	COMBINED WITH 1275 DUE TO LOCOMOTIVE FAILURE ON METX 214
		Wed, Apr 17	8	KW	FLASH FLOOD WARNINGS
BNSF	1276 82% OT	Mon, Apr 01	11	R	NEW ENGINEER
		Thu, Apr 11	13	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Fri, Apr 12	53	E	LOCOMOTIVE FAILURE METX 214
		Thu, Apr 18	10	KW	REDUCED SPEEDS DUE TO FLASH FLOOD WARNINGS
BNSF	1279 77% OT	Mon, Apr 01	10	R1	FOLLOWING 1277
		Mon, Apr 08	20	G	DELAYED FOR BROWNOUT AT UNION AVENUE
		Thu, Apr 11	11	M1	SINGLE TRACKING @ CICERO DUE TO EARLIER TRESPASSER INCIDENT
		Tue, Apr 16	11	GM	MULTIPLE CROSSING WARNINGS
BNSF	1283 82% OT	Fri, Apr 12	9	E1	LATE TURN OFF 1282 DUE TO LOCOMOTIVE FAILURE METX 214
		Wed, Apr 17	15	KW	FLASH FLOOD WARNINGS
		Mon, Apr 29	11	GM	DEPARTED 10" LATE ACCT DROPPING A FLAGMAN AT CASS AVE.
		Tue, Apr 30	9	R1	DEPARTED 6" LATE ACCT LATE FLIP
BNSF	1299 82% OT	Thu, Apr 04	18	KP	20" POLICE ACTIVITY CANAL ST
		Fri, Apr 05	8	KP	DELAYED AT MP1.38 CANAL ST BRIDGE DUE TO POLICE ACTIVITY, SUICIDE ATTEMPT
		Fri, Apr 19	9	C	WORKED MT 3 DG-LISLE AROUND WELDERS
		Tue, Apr 30	14	D	WAITING FOR FREIGHT TRAFFIC TO CLEAR AT CICERO
BNSF	1373 82% OT	Thu, Apr 11	8	GF1	TRACK LIGHT, LATE FLIP
		Wed, Apr 17	24	KW	FLASH FLOOD WARNINGS
		Mon, Apr 29	10	GM	10" LATE ACCT ARRIVAL OF EQUIPMENT AND FOLLOWING 1285 DEPARTING CUS
		Tue, Apr 30	12	CC	DEPARTED CUS 9" LATE ACCT PRIOR TRAINS AND FORM A'S
MN	2107 82% OT	Tue, Apr 02	11	R	2" CREW OFF #2108, CUS; 3" X-TRAFFIC, MAYFAIR; 3" SLOW DETRAINING, ENROUTE; 3" STUDENT ENGINEER, ENROUTE.
		Tue, Apr 09	8	GT1	5" X-TRAFFIC, MAYFAIR; 3" MEETING TRAINS, ENROUTE.
		Tue, Apr 16	18	G	18" SWITCH FAILURE #7 SWITCH, HAND LINE ROUTE, RONDOUT.
		Thu, Apr 18	6	KW	6" WEATHER CONDITIONS. ENROUTE.
MN	2158 77% OT	Wed, Apr 03	7	D1	10" WAITING ON LATE NCS #119 TO CLEAR, CN.
		Tue, Apr 09	16	G	3" WAITING ON #2149, GRAYSLAKE; 1" MEETING #342 ON 1MT GLENVIEW; 10" CREW HAND LINE ROUTE 2-2, MORTON GROVE; 3" RESTRICTED SPEED TO EDGEBROO
		Fri, Apr 12	30	GF1	15" WAITING ON #2149, GRAYSLAKE; 12" STOP SIGNAL CN FREIGHT, CN.
		Tue, Apr 16	8	G	10" X/O 2 TO 1 @ A-5; A-5 TO A-2.
		Tue, Apr 23	6	RF	8" STOP SIGNAL, CN XING.
NCS	107 82% OT	Fri, Apr 05	13	CC	15" WAITING ON FOREMAN'S TRACK BULLETIN TO EXPIRE @ 4PM, MP25.8.
		Mon, Apr 15	19	G	7" STOP SIGNAL, DEVAL; 15" RESTRICTED SPEED, LOMOND-RAM.
		Tue, Apr 16	11	RO	8" FOLLOWING #2238 & SWITCH FAILURE @ A-2, CUS-A-3; 8" WAITING ON AMTRAK TO PASS, A-5.
		Tue, Apr 30	6	C	4" STOP SIGNAL, DEVAL; 4" SPEED RESTRICTION, MP27.5, 31.64 & 44.0.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
NCS	116	Thu, Apr 04	0	XE	ANNULLED, LOCO #418 SHUT DOWN LOST WATER, ROUND LAKE BEACH	
		64% OT	Tue, Apr 09	6	GM	6" ITEM 1, B-12.
			Tue, Apr 16	8	RO1	12" WAITING ON #107 TO CLEAR, PROSPECT.
			Wed, Apr 17	10	D	10" CN FREIGHT; 2" X-TRAFFIC RED, DEVAL; 4" HOLD FOR #2242, ELMWOOD.
			Thu, Apr 18	23	G	5" SIGNAL DROPPED, LAKE VILLS; 5" STOP SIGNAL, WHEELING; 5" STOP SIGNAL, PROSPECT, 5" DEVAL 2" A-2; 2" CANAL ST.
			Mon, Apr 22	12	A	9" WAITING ON #1-7, WHEELING; 2" 529A, DUNDEE RD; 2" MEET WITHWEST BOUND, GALEWOOD.
			Wed, Apr 24	10	GF1	10" WAITING ON #107, SOUTH WHEELING; 2" SLOW ENTRAINING, ANTIOCH.
			Fri, Apr 26	23	G	18" RESTRICTED SPEED STOP SIGNAL, GRAYSLAKE-LOMOND; 3" STOP SIGNAL, DEVAL; 2" MEETING W/B TRAINS; 2" FOLLOING TRAIN 2MT, A-2 TO CUS.
NCS	118	Tue, Apr 09	6	D	12" STOP SIGNAL SWITCHING OUT CARS 5854, N. WHEELING.	
		82% OT	Thu, Apr 11	26	D	30" STOPPED BEHIND CN FREIGHT, JCT 19.
			Fri, Apr 19	6	D	9" N/B FREIGHT TRAIN, GRAYSLAKE.
			Mon, Apr 22	9	D	7" STOP SIGNAL N/B CN FREIGHT, LAKE VILLA; 5" FOLLOWING CN FREIGHT, BUFFALO GROVE- PROSPECT HEIGHTS.
RI	510	Mon, Apr 01	7	U	4" ADA'S, 80TH AVE (2") & ROBBINS (2").	
		82% OT	Thu, Apr 04	6	U	3" ADA, ROBBINS; 3" ADA, 103RD; HEAVY PASSENGER LOADING (SOX GAME).
			Thu, Apr 25	7	I	2" SLOW ENTRAINING, 80TH AVE; 4" LARGE GROUP DETRAINING, TINLEY PARK OAK PARK; 2" ADA, 99TH ST.
			Fri, Apr 26	12	CG	10" WAIT FOR #507 TP CLEAR & TRAFFIC TO TURN DUE TO SINGLE TRACKING AROUND D1401 LINE 401 MOKENA TO CP66TH; 6" RULE 6.30.BI.
RI	513	Thu, Apr 18	11	IW	7" ENTRAINING SEVERE WEATHER, ENROUTE;PENALTY BRAKE APPLICATIONCUT OUT CAB SIGNAL TO REGAIN AIR ENG 203, 67TH ST.	
		82% OT	Mon, Apr 22	6	I	6" ENTRAINING, ENROUTE.
			Tue, Apr 23	7	I	2" SPEED RESTRICTION, UD DIAMONDS; 5" ENTRAINING, ENROUTE.
			Fri, Apr 26	7	J1	7" WAITING FOR SIGNAL BI OPERATOR NOT SURE OF ROUTING INSTRUCTIONS; #514 IN STATION, MIDLOTHIAN.
UPN	324	Mon, Apr 01	6	E1	6" LATE DEPARTURE WAITED FOR #322 TO CLEAR AND FOLLOWED FROM HIGHLAND PK-CPT.	
		82% OT	Tue, Apr 09	21	GT	21" WAIT FOR #322 TO CLEAR, HIGHLAND PARK UNTIL CENTRAL ST; STOPPED DUE TO CAD SYSTEM FAILURE, RP.
			Thu, Apr 18	0	XGW	ANNULLED WEATHER CONDITIONS.
			Wed, Apr 24	31	RL1	31" LATE DEPARTING & CROSSOVER MOVE BEHIND #326, HIGHLAND PARK.
UPNW	628	Tue, Apr 09	19	GT	19" CAD SYSTEM FAILURE PROBLEM WITH THE BULLETIN WHICH CAUSED ASLOW DOWN IN THE CENTRAL CPU, CP3.0.	
		77% OT	Wed, Apr 10	9	KW1	9" FOLLOWED #M626 FLAGGED, 3XH'S BARRINGTON; OPERATED RESTRICTED SPEED, BARRINGTON- PALATINE.
			Tue, Apr 16	119	M1	119" STOPPED, PALATINE; MADE STOPS @ ARLINGTON PARK & ARLINGTONHEIGHTS THEN EXPRESSED TO CLYBOURN THEN TO CPT.
			Thu, Apr 18	48	GW	48" WEATHER CONDITIONS, ENROUTE.
			Wed, Apr 24	46	VE	46" ENGINE 146 STOP LOEADING, TROUBLE SHOOT HAD MIC FROM BARRINGTON GET ON CUT OUT TRACTION MTR #4(50MPH) STOPS DESPLAINES TO CPT, ST
UPNW	630	Tue, Apr 09	19	GT	19" STOPPED DUE TO CAD FAILURE, MAYFAIR & CY.	
		77% OT	Wed, Apr 10	8	KW1	8" FOLLOWED #M628 & M634 FLAGGED, BARRINGTON; 3XH'S MP 31.66,30.85,27.97.
			Tue, Apr 16	116	M1	116" STOPPED, BARRINGTON; EXPRESSED TO DESPLAINES THEN TO CPT.
			Thu, Apr 18	51	GW	51" WEATHER CONDITIONS, ENROUTE.
			Wed, Apr 24	12	VE1	12" MADE ADDITIONAL STOPS TO ACCOMODATE PASSENGER AFTER STOPPING & RUNNING AROUND #628, BARRINGTON.
UPNW	632	Tue, Apr 09	15	GT	15" STOPPED DUE TO CAD FAILURE, MAYFAIR.	
		77% OT	Wed, Apr 10	13	KW1	13" FLAGGED,3XH'S, BARRINGTON.
			Tue, Apr 16	119	M1	119" STOPPED, BARRINGTON; MADE STOPS @ DEE RD & PARK RIDGE.
			Thu, Apr 18	48	GW	48" WEATHER CONDITIONS, ENROUTE.
			Wed, Apr 24	17	VE1	17" ACCOMODATING PASSENGER AFTER STOPPING & RUNNING AROUND #628, BARRINGTON.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPNW	634	Tue, Apr 09	13	GT	13" STOPPED, CPT031, MAYFAIR & CY; RULE 6.30, ARLINGTON PARK; WAIT FOR #630 SHORTS, DESPLAINES.	
		82% OT	Wed, Apr 10	25	GW	25" OPERATED RESTRICTED SPEED DUE TO LIGHTENTING STRUCK TRACK 3, T031-CPN019.
			Tue, Apr 16	121	M1	121" STOPPED, PALATINE; MADES STOPS @ CUMBERLAND, NORWOOD PARK, GLADSTONE PARK & JEFFERSON PARK ONLY.
			Thu, Apr 18	50	GW	50" WEATHER CONDITIONS, ENROUTE.
UPW	30	Thu, Apr 04	27	G1	27" SIGNAL FAILURE, AT PARK	
		82% OT	Mon, Apr 15	6	G	6" RED SIGNAL, WEST CHICAGO & TURNER; 3 ADA'S, ENROUTE.
			Thu, Apr 18	90	GW	90" WEATHER CONDITIONS, ENROUTE.
			Mon, Apr 22	8	F1	8" FOLLOWING #28, ELMHURST-CPT.
UPW	36	Thu, Apr 04	41	G1	47" LATE TURN OF #13 SIGNAL FAILURE, AT PARK.	
		82% OT	Wed, Apr 17	15	E	15" LOST HEAD END POWER, SHORT IN ALTERNATOR, ENGINE ROOM FILLED WITH SMOKE, CAME INTO DEPOT DARK TURNING HEAD END POWER TO OPERATE DOO
			Thu, Apr 18	64	GW1	64" WEATHER CONDITIONS, ENROUTE.
			Tue, Apr 30	7	I	2" NO SIGNAL FREIGHT M34791-29, CPY030; 3" SLOW ENTRAINING, GLEN ELLYN; 2" DOOR LIGHT FAILURE CAR 6147.
UPW	38	Thu, Apr 04	65	G1	65" LATE TURN OF #15 SIGNAL FAILURE, AT PARK.	
		82% OT	Wed, Apr 10	7	I	7" SLOW LOADING, VILLA PK AND ELMHURST.
			Thu, Apr 11	17	K	17" CAR STUCK ON TRACKS, MP10.76 9TH AVE.
			Thu, Apr 18	80	GW	80" WEATHER CONDITIONS, ENROUTE.

Data is final (05/13/13) 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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	39	31	5	19	0	29	22	15	24	5	20	15	28	252	34%
Semi-controllable	11	0	0	0	2	18	14	25	3	7	2	7	15	104	14%
Uncontrollable	100	24	5	5	1	18	24	4	73	4	36	56	38	388	52%
TOTAL TRAINS DELAYED	150	55	10	24	3	65	60	44	100	16	58	78	81	744	100%

April 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	22	10	6	6	0	49	16	38	22	9	16	9	11	214	46%
Semi-controllable	4	0	0	0	2	10	5	27	2	19	2	5	22	98	21%
Uncontrollable	8	22	2	9	0	9	14	4	39	3	14	3	30	157	33%
TOTAL TRAINS DELAYED	34	32	8	15	2	68	35	69	63	31	32	17	63	469	100%

April 2013 Divergence From April 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	17	21	-1	13	0	-20	6	-23	2	-4	4	6	17	38	14%
Semi-controllable	7	0	0	0	0	8	9	-2	1	-12	0	2	-7	6	2%
Uncontrollable	92	2	3	-4	1	9	10	0	34	1	22	53	8	231	84%
TOTAL TRAINS DELAYED	116	23	2	9	1	-3	25	-25	37	-15	26	61	18	275	100%

January-April 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	170	77	26	41	4	184	134	68	74	25	77	74	88	1,042	42%
Semi-controllable	64	0	0	0	9	68	52	69	28	49	7	21	49	416	17%
Uncontrollable	258	85	21	31	2	73	93	15	120	14	82	140	91	1,025	41%
TOTAL TRAINS DELAYED	492	162	47	72	15	325	279	152	222	88	166	235	228	2,483	100%

Data for current month is final (05/13/13) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 05/13/2013

TABLE 7: NUMBER OF DELAYS BY DATE
April 2013

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	7	0	0	1	1	8	0	0	16	4	0	1	11	54	19	0	0	0	2	0	3	15	142
Elec -ML	0	0	0	0	0	0	0	2	0	2	0	1	1	1	4	5	5	6	1	1	1	1	31
-BI	1	1	0	0	0	1	0	2	1	0	0	0	0	1	0	0	0	2	1	0	0	0	10
-SC	0	3	1	1	0	0	0	1	1	0	0	2	1	1	0	0	3	1	0	2	0	2	19
Heritage	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
Milw -N	0	3	1	0	0	1	13	0	2	6	0	4	4	13	3	2	2	0	0	4	1	0	59
-W	1	0	3	0	0	2	11	1	1	3	0	3	11	5	0	1	1	3	1	5	1	1	54
NCS	0	0	1	4	1	0	4	0	3	3	1	2	4	7	1	3	0	4	0	2	0	4	44
RI	24	5	0	1	2	0	0	0	0	4	0	2	3	26	2	5	2	7	2	8	0	3	96
SWS	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	2	1	2	1	15
UP -N	2	3	0	1	0	4	4	0	0	1	1	0	0	28	0	1	1	4	0	3	0	1	54
-NW	3	4	1	0	0	0	5	7	1	0	0	17	2	24	0	1	1	6	0	2	3	0	77
-W	<u>0</u>	<u>1</u>	<u>0</u>	<u>21</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>9</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>22</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>70</u>
SYSTEM	38	20	7	29	4	16	38	14	35	23	6	32	40	192	30	20	15	34	9	29	12	31	674

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	7	14	21	28	TOTAL
BNSF	0	2	2	2	6	BNSF	0	1	0	1	2
Elec -ML	4	0	0	2	6	Elec -ML	6	5	3	4	18
-BI	0	0	0	0	0	-BI	-	-	-	-	0
-SC	3	0	1	0	4	-SC	1	0	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	2	1	1	0	4	Milw -N	0	1	1	0	2
-W	1	1	0	3	5	-W	0	0	1	0	1
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	1	0	2	3	RI	1	0	0	0	1
SWS	0	1	0	0	1	SWS	-	-	-	-	0
UP -N	1	0	0	2	3	UP -N	0	0	0	1	1
-NW	1	0	0	0	1	-NW	0	0	0	0	0
-W	<u>1</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>6</u>	-W	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>5</u>
SYSTEM	13	7	7	12	39	SYSTEM	9	8	5	9	31

Data is final (05/13/13) version from TOPS.

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

April 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	0	0	7	2	1	1	0	0	0	0	11
<i>Freight Interference - Peak</i>	0	0	0	0	1	3	0	5	1	1	0	3	2	16
<i>Freight Interference - Off-Peak</i>	8	0	0	0	0	6	7	13	2	3	2	4	13	58
Freight Interference - Total	8	0	0	0	1	9	7	18	3	4	2	7	15	74
Accident	13	0	2	0	0	0	7	0	18	0	0	16	0	56
Passenger Loading	1	13	1	3	0	1	3	0	12	0	2	0	3	39
Lift Deployment	2	0	0	0	0	1	0	0	3	0	1	0	1	8
Obstruction/Debris	2	7	1	0	0	1	2	1	4	0	1	6	5	30
Signal/Switch Failure	15	9	2	3	1	25	19	11	5	3	5	5	23	126
Track Work	12	9	0	10	0	0	1	4	7	0	2	0	0	45
Catenary Failure	0	5	0	2	0	0	0	0	0	0	0	0	0	7
Non-Locomotive Equipment Failure	1	2	2	1	0	0	3	0	0	0	0	0	2	11
Locomotive Failure	7	0	0	0	0	2	0	4	6	0	6	2	1	28
Human Error	7	6	1	3	0	4	5	2	5	5	7	4	2	51
Sick, Injured, Unruly Passenger	0	2	0	2	0	3	7	2	3	1	4	3	5	32
Weather	82	2	1	0	1	12	4	1	31	3	28	31	22	218
Other	0	0	0	0	0	0	0	0	2	0	0	4	2	8
TOTAL TRAINS DELAYED	150	55	10	24	3	65	60	44	100	16	58	78	81	744

April - 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	2.4	0.8	0.4	0.2	0.0	1.6	0.8	1.2	4.0	1.2	0.6	1.2	0.2	14.6
<i>Freight Interference - Peak</i>	4.0	0.0	0.0	0.0	3.4	2.0	2.2	9.0	0.6	3.6	0.0	1.8	2.4	29.0
<i>Freight Interference - Off-Peak</i>	4.8	0.0	0.0	0.0	0.0	9.0	5.4	9.4	3.6	10.0	0.8	1.8	14.6	59.4
Freight Interference - Total	8.8	0.0	0.0	0.0	3.4	11.0	7.6	18.4	4.2	13.6	0.8	3.6	17.0	88.4
Accident	1.8	0.8	1.4	0.0	0.0	0.0	1.2	0.6	1.8	0.2	7.4	1.6	6.8	23.6
Passenger Loading	2.4	4.4	1.4	3.4	0.0	1.0	1.0	0.4	6.6	0.0	11.0	1.8	4.8	38.2
Lift Deployment	1.2	0.2	0.0	0.0	0.0	1.4	1.2	0.4	2.6	0.8	1.2	2.4	3.8	15.2
Obstruction/Debris	8.2	1.2	0.4	3.4	0.0	5.0	2.2	0.4	5.6	0.2	1.4	3.8	1.4	33.2
Signal/Switch Failure	10.2	7.2	2.2	2.8	2.6	17.8	5.8	8.0	5.0	5.4	5.0	4.2	9.4	85.6
Track Work	5.0	4.4	1.8	1.4	0.2	7.8	2.4	3.8	5.0	1.2	9.8	3.2	7.4	53.4
Catenary Failure	0.0	0.4	0.2	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Non-Locomotive Equipment Failure	2.0	6.2	3.4	3.2	0.0	0.2	0.4	0.0	2.0	0.4	1.2	0.4	0.2	19.6
Locomotive Failure	8.4	0.0	0.0	0.0	0.0	9.6	5.2	4.6	6.8	1.4	2.4	6.6	1.8	46.8
Human Error	4.4	1.6	0.6	2.4	0.4	5.0	2.0	0.8	3.4	2.8	6.4	4.2	2.4	36.4
Sick, Injured, Unruly Passenger	1.4	4.8	1.2	2.4	0.2	3.0	3.4	0.6	1.4	0.4	3.8	2.4	2.4	27.4
Weather	3.2	0.6	0.4	0.2	0.0	1.4	0.2	0.6	0.0	0.0	1.6	0.2	0.4	8.8
Other	4.0	2.2	0.6	1.2	0.6	4.0	2.8	0.2	0.6	1.6	1.4	1.0	6.0	26.2
TOTAL TRAINS DELAYED	63.4	34.8	14.0	22.6	7.4	68.8	36.2	40.0	49.0	29.2	54.0	36.6	64.0	520.0

April 2013 Divergence From April Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2.4	-0.8	-0.4	-0.2	0.0	5.4	1.2	-0.2	-3.0	-1.2	-0.6	-1.2	-0.2	-3.6
<i>Freight Interference - Peak</i>	-4.0	0.0	0.0	0.0	-2.4	1.0	-2.2	-4.0	0.4	-2.6	0.0	1.2	-0.4	-13.0
<i>Freight Interference - Off-Peak</i>	3.2	0.0	0.0	0.0	0.0	-3.0	1.6	3.6	-1.6	-7.0	1.2	2.2	-1.6	-1.4
Freight Interference - Total	-0.8	0.0	0.0	0.0	-2.4	-2.0	-0.6	-0.4	-1.2	-9.6	1.2	3.4	-2.0	-14.4
Accident	11.2	-0.8	0.6	0.0	0.0	0.0	5.8	-0.6	16.2	-0.2	-7.4	14.4	-6.8	32.4
Passenger Loading	-1.4	8.6	-0.4	-0.4	0.0	0.0	2.0	-0.4	5.4	0.0	-9.0	-1.8	-1.8	0.8
Lift Deployment	0.8	-0.2	0.0	0.0	0.0	-0.4	-1.2	-0.4	0.4	-0.8	-0.2	-2.4	-2.8	-7.2
Obstruction/Debris	-6.2	5.8	0.6	-3.4	0.0	-4.0	-0.2	0.6	-1.6	-0.2	-0.4	2.2	3.6	-3.2
Signal/Switch Failure	4.8	1.8	-0.2	0.2	-1.6	7.2	13.2	3.0	0.0	-2.4	0.0	0.8	13.6	40.4
Track Work	7.0	4.6	-1.8	8.6	-0.2	-7.8	-1.4	0.2	2.0	-1.2	-7.8	-3.2	-7.4	-8.4
Catenary Failure	0.0	4.6	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Non-Locomotive Equipment Failure	-1.0	-4.2	-1.4	-2.2	0.0	-0.2	2.6	0.0	-2.0	-0.4	-1.2	-0.4	1.8	-8.6
Locomotive Failure	-1.4	0.0	0.0	0.0	0.0	-7.6	-5.2	-0.6	-0.8	-1.4	3.6	-4.6	-0.8	-18.8
Human Error	2.6	4.4	0.4	0.6	-0.4	-1.0	3.0	1.2	1.6	2.2	0.6	-0.2	-0.4	14.6
Sick, Injured, Unruly Passenger	-1.4	-2.8	-1.2	-0.4	-0.2	0.0	3.6	1.4	1.6	0.6	0.2	0.6	2.6	4.6
Weather	78.8	1.4	0.6	-0.2	1.0	10.6	3.8	0.4	31.0	3.0	26.4	30.8	21.6	209.2
Other	-4.0	-2.2	-0.6	-1.2	-0.6	-4.0	-2.8	-0.2	1.4	-1.6	-1.4	3.0	-4.0	-18.2
TOTAL TRAINS DELAYED	86.6	20.2	-4.0	1.4	-4.4	-3.8	23.8	4.0	51.0	-13.2	4.0	41.4	17.0	224.0

Data for current month is final (05/13/13) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\LastMonthByLine 05/13/2013

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-April 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	2	0	2	1	29	7	9	4	2	0	1	3	61
<i>Freight Interference - Peak</i>	4	0	0	0	6	6	3	13	2	6	0	6	5	51
<i>Freight Interference - Off-Peak</i>	23	0	0	0	0	33	32	39	18	17	6	15	46	229
Freight Interference - Total	27	0	0	0	6	39	35	52	20	23	6	21	51	280
Accident	66	0	2	0	1	3	17	0	18	0	1	47	3	158
Passenger Loading	7	36	6	8	0	8	12	0	24	1	16	12	14	144
Lift Deployment	8	0	0	1	0	7	3	0	10	0	8	3	5	45
Obstruction/Debris	21	12	2	7	0	3	10	2	8	3	5	14	8	95
Signal/Switch Failure	87	21	11	8	4	103	88	37	28	29	19	30	52	517
Track Work	18	10	2	12	1	3	5	4	12	0	12	2	6	87
Catenary Failure	0	6	0	3	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	5	13	5	3	1	2	9	8	0	0	2	5	5	58
Locomotive Failure	21	0	0	0	0	38	19	13	15	8	22	15	10	161
Human Error	64	23	8	12	0	35	24	14	23	10	17	16	5	251
Sick, Injured, Unruly Passenger	8	21	5	5	0	15	11	3	8	1	10	16	15	118
Weather	128	15	6	8	1	40	35	8	49	8	42	48	41	429
Other	31	3	0	3	0	0	4	2	3	3	6	5	10	70
TOTAL TRAINS DELAYED	492	162	47	72	15	325	279	152	222	88	166	235	228	2,483

January-April - 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	11.4	11.4	3.4	2.6	2.2	20.6	6.8	4.6	8.8	5.0	13.6	6.2	6.0	102.6
<i>Freight Interference - Peak</i>	21.0	0.2	0.0	0.0	18.2	6.0	8.8	19.8	4.6	14.4	2.8	4.4	16.4	116.6
<i>Freight Interference - Off-Peak</i>	28.4	0.2	0.2	0.0	0.0	33.2	23.8	25.6	17.4	37.0	6.4	9.4	62.2	243.8
Freight Interference - Total	49.4	0.4	0.2	0.0	18.2	39.2	32.6	45.4	22.0	51.4	9.2	13.8	78.6	360.4
Accident	31.6	5.6	1.6	2.6	0.6	6.6	20.6	7.8	18.2	2.2	24.0	17.4	15.0	153.8
Passenger Loading	12.0	28.4	8.0	9.4	0.0	12.4	5.0	0.6	22.0	0.6	67.6	15.8	20.2	202.0
Lift Deployment	6.0	0.2	0.0	0.0	0.0	7.6	7.0	1.6	17.0	0.8	8.2	6.4	12.0	66.8
Obstruction/Debris	23.4	4.6	1.8	10.0	0.0	12.4	13.6	2.0	13.4	3.6	6.0	21.4	15.6	127.8
Signal/Switch Failure	88.8	36.2	9.6	9.4	12.6	64.8	39.2	24.2	28.2	33.8	23.4	30.4	33.2	433.8
Track Work	15.8	22.8	10.2	5.6	0.6	16.6	7.0	5.8	9.6	4.0	16.2	7.4	16.8	138.4
Catenary Failure	0.0	9.4	3.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	18.0
Non-Locomotive Equipment Failure	8.0	16.8	9.4	6.8	0.0	2.2	3.6	0.6	5.2	1.2	6.2	5.8	2.8	68.6
Locomotive Failure	37.4	0.6	0.2	0.0	1.2	44.8	23.8	11.6	27.8	4.6	12.0	24.8	14.2	203.0
Human Error	22.2	13.6	2.8	5.2	3.2	19.6	12.2	4.8	16.2	9.8	33.4	19.8	12.0	174.8
Sick, Injured, Unruly Passenger	12.2	21.8	3.2	9.0	0.2	11.0	10.8	0.8	11.0	0.8	16.8	8.8	9.2	115.6
Weather	73.0	43.0	9.4	16.4	3.8	58.8	41.0	13.0	49.2	13.8	70.6	52.6	47.4	492.0
Other	6.6	15.4	3.4	4.4	0.6	8.8	10.2	1.2	12.4	5.2	15.0	8.0	19.2	110.4
TOTAL TRAINS DELAYED	397.8	230.2	66.6	86.4	43.2	325.4	233.4	124.0	261.0	136.8	322.2	238.8	302.2	2,768.0

January-April 2013 Divergence From January-April 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	-10.4	-9.4	-3.4	-0.6	-1.2	8.4	0.2	4.4	-4.8	-3.0	-13.6	-5.2	-3.0	-41.6
<i>Freight Interference - Peak</i>	-17.0	-0.2	0.0	0.0	-12.2	0.0	-5.8	-6.8	-2.6	-8.4	-2.8	1.6	-11.4	-65.6
<i>Freight Interference - Off-Peak</i>	-5.4	-0.2	-0.2	0.0	0.0	-0.2	8.2	13.4	0.6	-20.0	-0.4	5.6	-16.2	-14.8
Freight Interference - Total	-22.4	-0.4	-0.2	0.0	-12.2	-0.2	2.4	6.6	-2.0	-28.4	-3.2	7.2	-27.6	-80.4
Accident	34.4	-5.6	0.4	-2.6	0.4	-3.6	-3.6	-7.8	-0.2	-2.2	-23.0	29.6	-12.0	4.2
Passenger Loading	-5.0	7.6	-2.0	-1.4	0.0	-4.4	7.0	-0.6	2.0	0.4	-51.6	-3.8	-6.2	-58.0
Lift Deployment	2.0	-0.2	0.0	1.0	0.0	-0.6	-4.0	-1.6	-7.0	-0.8	-0.2	-3.4	-7.0	-21.8
Obstruction/Debris	-2.4	7.4	0.2	-3.0	0.0	-9.4	-3.6	0.0	-5.4	-0.6	-1.0	-7.4	-7.6	-32.8
Signal/Switch Failure	-1.8	-15.2	1.4	-1.4	-8.6	38.2	48.8	12.8	-0.2	-4.8	-4.4	-0.4	18.8	83.2
Track Work	2.2	-12.8	-8.2	6.4	0.4	-13.6	-2.0	-1.8	2.4	-4.0	-4.2	-5.4	-10.8	-51.4
Catenary Failure	0.0	-3.4	-3.4	-2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-9.0
Non-Locomotive Equipment Failure	-3.0	-3.8	-4.4	-3.8	1.0	-0.2	5.4	7.4	-5.2	-1.2	-4.2	-0.8	2.2	-10.6
Locomotive Failure	-16.4	-0.6	-0.2	0.0	-1.2	-6.8	-4.8	1.4	-12.8	3.4	10.0	-9.8	-4.2	-42.0
Human Error	41.8	9.4	5.2	6.8	-3.2	15.4	11.8	9.2	6.8	0.2	-16.4	-3.8	-7.0	76.2
Sick, Injured, Unruly Passenger	-4.2	-0.8	1.8	-4.0	-0.2	4.0	0.2	2.2	-3.0	0.2	-6.8	7.2	5.8	2.4
Weather	55.0	-28.0	-3.4	-8.4	-2.8	-18.8	-6.0	-5.0	-0.2	-5.8	-28.6	-4.6	-6.4	-63.0
Other	24.4	-12.4	-3.4	-1.4	-0.6	-8.8	-6.2	0.8	-9.4	-2.2	-9.0	-3.0	-9.2	-40.4
TOTAL TRAINS DELAYED	94.2	-68.2	-19.6	-14.4	-28.2	-0.4	45.6	28.0	-39.0	-48.8	-156.2	-3.8	-74.2	-285.0

Data for current month is final (05/13/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 05/13/2013

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 - Apr	
Passenger Train Interference	7	21	22	11									61	2.5%
<i>Freight Interference - Peak</i>	13	11	11	16									51	2.1%
<i>Freight Interference - Off-Peak</i>	42	73	56	58									229	9.2%
Freight Interference - Total	55	84	67	74									280	11.3%
Accident	23	1	78	56									158	6.4%
Passenger Loading	24	27	54	39									144	5.8%
Lift Deployment	12	6	19	8									45	1.8%
Obstruction/Debris	22	20	23	30									95	3.8%
Signal/Switch Failure	152	149	90	126									517	20.8%
Track Work	22	6	14	45									87	3.5%
Catenary Failure	0	0	2	7									9	0.4%
Non-Locomotive Equipment Failure	19	12	16	11									58	2.3%
Locomotive Failure	41	64	28	28									161	6.5%
Human Error	52	92	56	51									251	10.1%
Sick, Injured, Unruly Passenger	33	19	34	32									118	4.8%
Weather	90	86	35	218									429	17.3%
Other	11	32	19	8									70	2.8%
TOTAL TRAINS DELAYED	563	619	557	744									2,483	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	60	2.4%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	89	3.5%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	261	10.2%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	350	13.7%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	181	7.1%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	211	8.3%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	54	2.1%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	129	5.1%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	347	13.6%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	248	9.7%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	18	0.7%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	55	2.2%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	206	8.1%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	200	7.8%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	132	5.2%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	228	8.9%
Other	35	17	58	19	25	30	15	26	21	34	28	11	129	5.1%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	2,548	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr	
Passenger Train Interference	-25	9	12	5									1	0.1%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12									-38	-1.4%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15									-32	-1.0%
Freight Interference - Total	-29	21	-35	-27									-70	-2.5%
Accident	-8	-78	27	36									-23	-0.7%
Passenger Loading	-30	-6	-39	8									-67	-2.5%
Lift Deployment	-8	-5	8	-4									-9	-0.3%
Obstruction/Debris	-5	-1	-14	-14									-34	-1.2%
Signal/Switch Failure	8	100	-4	66									170	7.2%
Track Work	-118	-9	-25	-9									-161	-6.2%
Catenary Failure	-4	-10	-2	7									-9	-0.3%
Non-Locomotive Equipment Failure	3	6	-5	-1									3	0.2%
Locomotive Failure	-12	35	-62	-6									-45	-1.6%
Human Error	-28	51	12	16									51	2.3%
Sick, Injured, Unruly Passenger	7	-14	1	-8									-14	-0.4%
Weather	-122	71	35	217									201	8.3%
Other	-24	15	-39	-11									-59	-2.2%
TOTAL TRAINS DELAYED	-395	185	-130	275									-65	

Data for current month is final (05/13/13) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths 05/13/2013

**TABLE 11: FREIGHT DELAYS
between May 2011 and April 2013**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	156	0	0	0	64	208	150	173	88	276	18	51	346	1,530
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
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
Total	100	0	0	0	20	161	143	131	65	88	10	75	122	915

Data for current month is final (05/13/13) 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 05/13/2013

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

LINE	2013			2013			2013			2013			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3	2									8	1.63%
Electric ML	0	0	0	0									0	0.00%
Electric BI	0	0	0	0									0	0.00%
Electric SC	0	0	1	0									1	1.39%
HER	0	0	0	0									0	0.00%
Milw N	1	0	5	1									7	2.15%
Milw W	0	2	1	0									3	1.08%
NCS	0	0	0	0									0	0.00%
RI	4	1	2	3									10	4.50%
SWS	0	0	0	0									0	0.00%
UP N	2	2	3	1									8	4.82%
UP NW	0	0	3	0									3	1.28%
UP W	3	0	1	1									5	2.19%
Total Lift Delays	12	6	19	8									45	1.81%
ALL DELAYS													2,483	

Data for current month is final (05/13/13) version from TOPS.

2012

LINE	2012			2012			2012			2012			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
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	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

April 2013

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	30	12	4	2	1	10	11	5	19	4	6	11	4	119
11-15	22	3	0	0	1	2	1	3	12	2	4	7	4	61
16-20	10	3	1	0	0	2	2	4	1	0	0	3	1	27
21+	26	0	0	0	1	1	8	2	10	0	16	26	24	114
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>11</u>
Sub-Total	90	19	5	2	3	15	22	15	47	6	27	47	34	332
Off-Peak **														
6-10	23	23	2	20	0	24	21	12	32	4	9	11	14	195
11-15	9	6	0	2	0	10	8	9	13	3	3	1	11	75
16-20	6	2	1	0	0	5	2	4	5	0	5	4	3	37
21+	20	5	2	0	0	11	7	3	3	3	13	15	16	98
Annulled	<u>2</u>	<u>0</u>	<u>0</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>3</u>	<u>7</u>
Sub-Total	60	36	5	22	0	50	38	29	53	10	31	31	47	412
April 2013 Total														
6-10	53	35	6	22	1	34	32	17	51	8	15	22	18	314
11-15	31	9	0	2	1	12	9	12	25	5	7	8	15	136
16-20	16	5	2	0	0	7	4	8	6	0	5	7	4	64
21+	46	5	2	0	1	12	15	5	13	3	29	41	40	212
Annulled	<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>18</u>
TOTAL	150	55	10	24	3	65	60	44	100	16	58	78	81	744
2013 Year-to-Date														
6-10	179	111	31	60	7	177	146	76	124	42	73	73	95	1,194
11-15	95	25	8	5	4	74	62	37	53	17	27	37	48	492
16-20	64	13	4	5	0	31	23	19	12	10	18	25	17	241
21+	126	12	4	2	4	41	46	14	26	17	46	94	59	491
Annulled	<u>28</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>7</u>	<u>2</u>	<u>2</u>	<u>6</u>	<u>9</u>	<u>65</u>
TOTAL	492	162	47	72	15	325	279	152	222	88	166	235	228	2,483
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	
April 2013 Total														
6-10	35.3%	63.6%	60.0%	91.7%	33.3%	52.3%	53.3%	38.6%	51.0%	50.0%	25.9%	28.2%	22.2%	42.2%
11-15	20.7%	16.4%	0.0%	8.3%	33.3%	18.5%	15.0%	27.3%	25.0%	31.3%	12.1%	10.3%	18.5%	18.3%
16-20	10.7%	9.1%	20.0%	0.0%	0.0%	10.8%	6.7%	18.2%	6.0%	0.0%	8.6%	9.0%	4.9%	8.6%
21+	30.7%	9.1%	20.0%	0.0%	33.3%	18.5%	25.0%	11.4%	13.0%	18.8%	50.0%	52.6%	49.4%	28.5%
Annulled	<u>2.7%</u>	<u>1.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>5.0%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>2.4%</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	36.4%	68.5%	66.0%	83.3%	46.7%	54.5%	52.3%	50.0%	55.9%	47.7%	44.0%	31.1%	41.7%	48.1%
11-15	19.3%	15.4%	17.0%	6.9%	26.7%	22.8%	22.2%	24.3%	23.9%	19.3%	16.3%	15.7%	21.1%	19.8%
16-20	13.0%	8.0%	8.5%	6.9%	0.0%	9.5%	8.2%	12.5%	5.4%	11.4%	10.8%	10.6%	7.5%	9.7%
21+	25.6%	7.4%	8.5%	2.8%	26.7%	12.6%	16.5%	9.2%	11.7%	19.3%	27.7%	40.0%	25.9%	19.8%
Annulled	<u>5.7%</u>	<u>0.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.6%</u>	<u>0.7%</u>	<u>3.9%</u>	<u>3.2%</u>	<u>2.3%</u>	<u>1.2%</u>	<u>2.6%</u>	<u>3.9%</u>	<u>2.6%</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 (05/13/13) 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	
<i>April 2013</i>														
Peak *	25.4	9.7	10.2	8.5	15.3	11.1	17.6	15.0	19.1	9.8	36.3	46.9	45.1	27.4
Off-Peak **	23.2	11.3	40.8	8.0	--	16.4	16.9	12.5	10.5	17.8	35.9	36.3	25.8	19.8
All	24.6	10.8	25.5	8.1	15.3	15.1	17.2	13.3	14.3	14.8	36.1	42.7	34.1	23.1
<i>2013 Year-to-Date</i>														
Peak *	21.9	12.0	10.9	8.8	14.5	13.8	16.2	12.2	15.1	18.1	21.4	33.7	26.1	20.1
Off-Peak **	19.1	10.0	15.6	9.3	--	14.1	15.5	12.1	11.6	15.5	23.5	27.7	17.5	16.1
All	20.9	10.7	13.5	9.2	14.5	14.0	15.8	12.2	12.9	16.5	22.6	30.9	20.8	17.8

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 (05/13/13) version from TOPS.