

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

November 2013



COMMUTER RAIL ON-TIME PERFORMANCE

November 2013

This report presents an analysis of the November 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 November 2013, Metra operated 16,369 scheduled trains, including scheduled "extras", if any. 799 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.1%. 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 November 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 November 2013. Of the 799 delays systemwide in November 2013, all but 321 (40%) were beyond Metra's control. Table 6.b shows the previous November, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in November 2013, 40 more delays than in the previous November were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 8,443 delays in 2013, all but 3,758 (45%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during November 2013. Table 8.b shows the average frequencies over the previous five Novembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 799 delays systemwide in November 2013, 79 more than the average over the previous five Novembers. Table 9.a shows delays from the beginning of the year through November 2013. Table 9.b shows the average frequencies from the beginning of the year through November 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 November of 2013, a total of 8,443 trains were delayed, compared to 7,994 trains delayed in the same eleven months of 2012.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In November 2013 freight operations delayed 146 trains systemwide, compared to 69 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 11 trains were delayed by lift deployment in November 2013.

A review of November 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 44.6% of all late trains. Table 14 shows that the average length of delay was 19.4 minutes in November 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.

Temporary Schedules and Notices, for Construction and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

(Prior to May 2011, some trains affected by planned 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
November 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	1,077	28	97.4%	808	42	94.8%	1,885	70	96.3%	143	18	87.4%	90	2	97.8%	2,118	90	95.8%
Elec -ML	897	44	95.1%	683	16	97.7%	1,580	60	96.2%	230	3	98.7%	102	11	89.2%	1,912	74	96.1%
-BI	280	13	95.4%	460	14	97.0%	740	27	96.4%	150	0	100.0%	--	--	--	890	27	97.0%
-SC	<u>340</u>	<u>9</u>	97.4%	<u>740</u>	<u>13</u>	98.2%	<u>1,080</u>	<u>22</u>	98.0%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>7</u>	93.0%	<u>1,420</u>	<u>31</u>	97.8%
Subtotal	1,517	66	95.6%	1,883	43	97.7%	3,400	109	96.8%	620	5	99.2%	202	18	91.1%	4,222	132	96.9%
Heritage	119	2	98.3%	1	0	100.0%	120	2	98.3%	--	--	--	--	--	--	120	2	98.3%
Milw -N	499	20	96.0%	701	23	96.7%	1,200	43	96.4%	120	16	86.7%	100	2	98.0%	1,420	61	95.7%
-W	<u>538</u>	<u>16</u>	97.0%	<u>622</u>	<u>41</u>	93.4%	<u>1,160</u>	<u>57</u>	95.1%	<u>120</u>	<u>12</u>	90.0%	<u>90</u>	<u>14</u>	84.4%	<u>1,370</u>	<u>83</u>	93.9%
Subtotal	1,037	36	96.5%	1,323	64	95.2%	2,360	100	95.8%	240	28	88.3%	190	16	91.6%	2,790	144	94.8%
NCS	219	17	92.2%	221	27	87.8%	440	44	90.0%	--	--	--	--	--	--	440	44	90.0%
RI	720	51	92.9%	662	69	89.6%	1,382	120	91.3%	100	5	95.0%	80	5	93.8%	1,562	130	91.7%
SWS	220	12	94.5%	380	31	91.8%	600	43	92.8%	30	0	100.0%	--	--	--	630	43	93.2%
UP -N	598	12	98.0%	802	29	96.4%	1,400	41	97.1%	130	2	98.5%	90	8	91.1%	1,620	51	96.9%
-NW	656	45	93.1%	642	27	95.8%	1,298	72	94.5%	122	0	100.0%	75	9	88.0%	1,495	81	94.6%
-W	<u>539</u>	<u>30</u>	94.4%	<u>641</u>	<u>29</u>	95.5%	<u>1,180</u>	<u>59</u>	95.0%	<u>102</u>	<u>13</u>	87.3%	<u>90</u>	<u>10</u>	88.9%	<u>1,372</u>	<u>82</u>	94.0%
Subtotal	1,793	87	95.1%	2,085	85	95.9%	3,878	172	95.6%	354	15	95.8%	255	27	89.4%	4,487	214	95.2%
SYSTEM	6,702	299	95.5%	7,363	361	95.1%	14,065	660	95.3%	1,487	71	95.2%	817	68	91.7%	16,369	799	95.1%

*Includes peak direction trains operating during weekday peak periods. **Includes all other weekday trains.
Delays data for most recent month is final (12/12/13) 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-NOV	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	94.8%	94.4%
	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.5%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.7%	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	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8		94.7%	94.7%
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	94.4%	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	98.2%	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	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.8%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.6%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9		97.3%	97.3%
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	97.5%	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	89.5%	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	91.0%	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	89.0%	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	87.2%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.5%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3		96.8%	96.8%
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	90.4%	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	94.9%	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	95.0%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.0%	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	93.6%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7		93.9%	93.9%
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	96.7%	96.4%
	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	97.4%	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	92.7%	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	94.6%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9		94.3%	94.3%
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	95.5%	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	95.4%	94.6%
	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.9%	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	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	90.9%	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	94.0	92.7	93.6	95.0	92.5	93.1	90.0		92.6%	92.6%
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-NOV	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	96.0%	95.4%
	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	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	95.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7		95.4%	95.4%
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	95.6%	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	94.9%	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	95.0%	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	94.4%	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	92.0%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.7%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2		96.0%	96.0%
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	94.2%	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	93.3%	93.4%
	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.2%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.9%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.3%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9		96.5%	96.5%
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	94.2%	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	95.5%	95.2%
	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.5%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.8%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.3%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6		94.6%	94.6%
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	95.8%	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	93.9%	93.7%
	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.4%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.8%	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	91.0%	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	93.7	89.2	95.0	93.0	96.6	96.6	94.0		94.7%	94.7%
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	94.1%	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	95.8%	95.4%
	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.8%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.4%	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	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1		95.5%	95.5%
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	95.3%	95.3%

Delays data for most recent month is final (12/12/13) 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
November 2013**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1235 80% OT	Thu, Nov 07	7	B	UNABLE TO CONTACT FRMN IN CHARGE AT CICERO, WAITING ON A4 & 1268 AT FVW
		Fri, Nov 15	8	RF	FORM B 1521 WAS VOIDED BUT THIS WAS NOT CUMMUNICATED TO 1235 BY DS, NO ANSWER FROM FRMN ON RADIO
		Tue, Nov 26	9	D	FREIGHT CONGESTION AT EOLA WITH U EOLSNJ0 07 ON MT1 AND M BRGAL1 26 ON MT3
		Wed, Nov 27	9	B	FRMN AT CICERO FORM B NOT ANSWERING THE RADIO, HEAVY PASSENGER LOADING
BNSF	1293 70% OT	Fri, Nov 01	9	IW	SLOW PASSENGER LOADING
		Tue, Nov 05	9	CC	WORK AROUND WELDERS AT HIGHLANDS , SOUTH SIDE FROM LGR TO FVW
		Wed, Nov 06	9	D	UNSDTIO008 AT CONGRESS PARK, MEOLLIN406 AT WEST EOLA
		Wed, Nov 20	14	I	HEAVY PASSENGER UNLOADING CONGRESS PARK TO DOWNERS GROVE
		Thu, Nov 21	12	JM	MEDICAL EMERGENCY AT DGM
		Tue, Nov 26	7	D	WAITING FOR VCHCDIL125 & HCSXNTW124 AT WEST EOLA
MW	2213 80% OT	Tue, Nov 05	11	D	10" HOLD FOR CP FREIGHT #243, B-12.
		Thu, Nov 07	19	CC	19" ITEM 1, ST CHAR;ES ST, RAYMOND ST & ELGIN AVE.
		Wed, Nov 13	19	J	21" POLICE ACTIVITY @ KIMBAL ST, ELGIN DEPOT; 9" FREIGHT INT, B-17.
		Mon, Nov 25	7	D	7" STOP SIGNAL, SPAULDING.
MW	2254 80% OT	Wed, Nov 06	13	D1	13" LATE TURN FROM #2249, BIG TIMBER.
		Fri, Nov 15	8	J	10" CREW HAD MALE PASSENGER REMOVED BY PD, WESTERN AVE.
		Wed, Nov 20	15	D	18" STOPPED BY CP FREIGHT TRAIN YARDING FROM 2MT, B-12.
		Thu, Nov 21	11	J	6" LATE TURN FROM #2249, BIG TIMBER; 10" POLICE ACTIVITY PASSENGER PASSED OUT, ROSELLE.
MW	2255 80% OT	Tue, Nov 05	28	G	28" HAND THROW SWITCHES FOR OUR WEST LINE UP, B35.
		Wed, Nov 06	15	D1	11" LATE TURN FROM #2254, CUS.
		Tue, Nov 19	20	D	24" HOLDING FOR 2/485-19 WHO STOPPED IN PLANT DUE TO A MISSING PLACARD ON ROLL BY WHILE DEAPRTING BENSENVILLE, B-17.
		Wed, Nov 20	13	D1	15" LATE TURN #2254, CUS.
NCS	102 80% OT	Tue, Nov 12	8	A	3" ADA, ANTIOCH; 2" NO ANSWER @ SOUTH DESK TO OK D.O.B; 5" RED SIGNAL, DEVAL.
		Tue, Nov 19	6	D	5" HOLD FOR N/B FREIGHT, GRAYSLAKE; 4" UP X-TRAFFIC, DEVAL.
		Mon, Nov 25	6	A	5" U.P. CROSS TRAFFIC, DEVAL; 4" SPEED RESTRICTION, ROUND LAKE BEACH.
		Fri, Nov 29	6	A	3" 25MPH, MP48.45-47.6; 4" STOP SIGNAL, DEVAL.
NCS	119 75% OT	Tue, Nov 05	9	D	14" WAIT ON CN FREIGHT, LOMOND.
		Wed, Nov 20	10	D	4" DEVAL; 8" WAITING ON #2149, METRA XING.
		Thu, Nov 21	11	GF	11" SIGNAL PROBLEMS RESTRICTED SPEED & 529 B, TRAFTON.
		Wed, Nov 27	16	K	3" INSPECT RAIL, WALKING SPEED, MP22.44 LEE ST; 3" RED, G.L XING.
		Fri, Nov 29	17	AM	4" WAIT ON AMTRAK 340, A-5; 3" 25MPH, RLB.
RI	302 80% OT	Fri, Nov 15	23	M1	25" TURN OF LATE DH, BI.
		Mon, Nov 18	6	E1	5" LATE DEPARTING, LATE TURN FROM DH EQUIPMENT, 103RD ST; SWAP EQUIPMENTB/O ENG #206, LSS; 4" RESTRICTING SIGNALS BACK EAST TK2 TO GRES
		Wed, Nov 20	9	N1	10" LATE DEPARTING WAITING ON #414 TO CLEAR, BI.
RI	419 80% OT	Fri, Nov 22	0	E1	ANNULLED OPEARTED AS #616, BI.
		Mon, Nov 04	14	CG1	10" LATE TURN FROM #422, LSS.
		Wed, Nov 20	24	D	15" L5SS CN 5459 STALLED IN PLANT TOOK 39" TO CLEAR, EJ&E; 6" WHEEL SLIPPAGEDUE TO SLICK RAIL.
		Fri, Nov 22	10	D1	9" LATE TURN FROM #620, LSS.
RI	420 80% OT	Wed, Nov 27	9	M1	10" LATE DEPARTING LATE EQUIPMENT DUE TO INCIDENT @ 95THST, LSS; 6" STOP WAITING FOR #417 TOP PUT AWAY, CP RICHARDS.
		Mon, Nov 04	26	CG1	19" FLAGGING, CP35.5 & GATE MALFUNCTION.
		Mon, Nov 18	6	D	9" BEHIND CSX WO5318 GOING DOWN TRK 9, ENROUTE.
		Fri, Nov 22	0	D1	ANNULLED.
		Wed, Nov 27	56	M1	56" FOLLOWING DH4 WHICH STRUCK TRUCK, 95TH ST.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	503	Fri, Nov 01	6	U	1" A-102; 3" ADA, 115TH ST.	
		65% OT	Wed, Nov 06	13	K	3" OBSERVING A1101 LINES 102, 104 & 105; 5" RUNNING PREPARED TO STOP MEN REMOVING INJURED DEER, MP36.5; 3" ATMOSPHERIC CONDITIONS.
			Fri, Nov 15	19	M1	3" WAIT FOR SIGNAL, BRIDGE A; 7" RUNNING ON APPROACH SIGNALS TO ENGLEWOOD; 2" ADA OFF, BI 3" OBSERVING SPEED RESTR EIC B1201 LINE 204; 6" EN
			Mon, Nov 18	9	C	2" RULE 6.30, BI; 2" ADA OFF, BI; 2" OBSERVING A1101 LINE 104 & 2" REDUCED SPEED, CP35.5.
			Wed, Nov 20	9	N1	2" RULE 6.30, BI; 4" FLAGGING SIGNAL @ ROBBINS & RUNNING ON RESTRICTING SIGNALS DUE TO NO COME ED POWER; 2" OBSERVING AWDMM, CEDAR ST.
			Fri, Nov 22	15	E1	7" MEET #410 SINGLE TRACKING AROUND #6161 WITH MECH PROBLEMS, 16TH ST; 3" FLAG STOPS, ENROUTE.
			Fri, Nov 29	7	I	1" OBSERVING A1101 LINE 102; 4" ADA & SLOW LOADING
RI	508	Mon, Nov 04	8	I	5" ENTRAINING, ENROUTE; 1" SPOTTING TRAIN, MOKENA & OAK FOREST.	
		50% OT	Wed, Nov 06	45	VE	5" LATE TURN FROM #503, JUD; 8" STOP MEN REMOVING DEER, MP36.5; 22" CITIZEN REPORTED TO MPD SMOKING/FIRE ON TRAIN ENG 204, 119TH & 115TH.
			Fri, Nov 08	8	C	5" COPYING TRACK PERMIT TO OPERATE EAST ON WWD DUE TO TRK GANG REPAIRING BROKEN RAIL, CP15.6; 5" ENTRAINING, ENROUTE.
			Fri, Nov 15	16	M1	12" LATE TURN FROM @#503, JUD; 4" OBSERVING SPEED RESTRICTION OF EIC B1201 LINE 204; 1" ELDERLY PSGR, MOKENA; 1" FLAG STOP.
			Tue, Nov 19	14	U	3" ADA, NEW LENOX; 3" ENTRAINING, TINLEY PARK & OAK FOREST; 2" DOOR ISSUES CAR 8270 & 8572, ENROUTE; 2" OBTAINING NEW TRACK WARRANT, ENTRAIN
			Wed, Nov 20	10	U	3" LATE TURN FROM #503, JUD; 3" OBSERVING AWDMM, CEDAR ST; 3" OBSERVING SPEED RESTRICTION OF EIC B1201 LINE 204; 4" ADA, 111TH ST.
			Fri, Nov 22	10	E1	7" LATE TURN FROM #503, JUD; 3" EACH ADA'S, 111TH & 99TH ST.
			Mon, Nov 25	23	D	6" LATE DEPARTURE, JOLIET; 10" FREIGHT TRAIN INTERFERENCE, EJ&E; 5" ADA, MIDLOTHIAN.
	Tue, Nov 26	7	U	7" PASSENGER ASSISTANCE & ADA'S, NEW LENOX, OAK FOREST & 99TH ST.		
	Fri, Nov 29	10	I	7" SLOW ENTRAINING, ENROUTE.		
RI	529	Tue, Nov 05	7	KW	5" WHEEL SLIPPAGE, BEV SUB; 2" RESPOT FOR WHEEL SLIPPAGE, 123RDST; 1" SLOW DETRAINING INTOXICATED PASSENGER, OAK PARK.	
		70% OT	Tue, Nov 12	7	J1	5" AWAITING #530 RULE 6.30, 80TH AVE; 3" ATMOSPHERIC CONDITIONS, BV SUB.
			Wed, Nov 20	7	KW	4" WHEEL SLIPPAGE, BEV SUB; 2" NO DOOR LIGHT; 1" SLOW DETRAINING, ENROUTE.
			Thu, Nov 21	6	I	6" SLOW ENTRAINING/DETRAINING, ENROUTE.
			Tue, Nov 26	6	KW	4" SLIPPING WHEELS, NO TRACTION, BV SUB; 1" SLOW ENTRAINING W/KIDS & LUGGAGE, MIDLOTHIAN; 1" SLOW DETRAINING/PSGR MISSED STOP, TPOP.
			Fri, Nov 29	7	I	3" STOPPED WAITING ON SIGNAL 16TH ST OPERATOR WAS RUNNING TIME ON A SIGNAL, 16TH ST.; 4" HEAVY LOADING 35TH, TINLEY
SWS	802	Fri, Nov 08	8	G	12" TRACK CIRCUIT DOWN CP RIDGE TO OAKLAWN. CP RIDGE.	
		80% OT	Tue, Nov 12	16	G	19" TALKED BY RED ACCT CIRCUIT FAILURE EAST OF PLANT NS #1 TK, CP RIDGE; 14" NON-RESPONSIVE ALERTER IN CAB CAR 8477, T-MAX CUT OUT TO RESOLV
			Thu, Nov 14	8	D	9" X-TRAFFIC Q137-12 RNG CSX649, FOREST HILL.
	Fri, Nov 29	17	GF	24" SWITCH FAILURE, BELT JCT.		
SWS	811	Mon, Nov 11	20	VE	12" LATE DEPARTING ENGINEER UNABLE TO BOARD ENG 185, MECH PROB W/DOOR LOCK, CUS; 6" MEETING #822, 21ST(NS MAINS UNAVAILABLE); 2" X-TRAFFIC,	
		80% OT	Thu, Nov 14	8	CC	10" NS TRACK MACHINES TO CLEAR PLANT, CP518; 2" X-TRAFFIC NORTH, BRC; 1" SLOW ORDER, BRC, FLAG STOPS, ENROUTE.
			Mon, Nov 18	9	J1	10" MEETING #822(POLICE ACTIVITY RESTRICTED MOVES TO TRK 1 ONLY), CP518; 5" POLICE ACTIVITY, CP74TH.
			Fri, Nov 22	7	GF1	9" WAITING FOR #822 TO CLEAR TO AVOID RELINING SWITCHES @ BELT JCT, CP74TH.
SWS	840	Tue, Nov 12	42	D1	50" LATE TURN FROM #833, 179TH ST.	
		80% OT	Fri, Nov 15	20	H	29" LATE DEPARTING MECHANICAL PROBLEMS. 179TH ST.
			Thu, Nov 21	10	GA	5" X-TRAFFIC, CP518; 7" STOP INDICATION, 21ST.
			Fri, Nov 29	23	E	25" STOPPED TRK 2 ENGINE TROUBLE, 74TH ST.
UPNW	603	Wed, Nov 06	9	KD	9" STRUCK DEER & HAD AIR HOSE SEPERATE, MP61.3.	
		80% OT	Thu, Nov 07	10	C	10" XH, MP14.88, 13.69, 13.12, 13.06 DUE TO BROKEN RAIL TK 3 @ MP13.69.
			Fri, Nov 08	8	KW	8" WHEEL SLIPPAGE LEAVES ON TRACKS, ENROUTE.
			Thu, Nov 21	8	F1	8" WAIT FOR #622 TO COME OUT OF MCHENRY DUE TO #620 PASSING THRU; FTX TEST, MP59.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
UPNW	632	Wed, Nov 06	10		KD1	9" LATE TURN FROM #603, MCHENRY; HEAVY ENTRAINING, MT PROSPECT.	
		80% OT	Thu, Nov 07	9		C1	10" LATE TURN FROM #603, MC HENRY.
			Thu, Nov 21	22		F1	22" FOLLOWING TRAINS AHEAD, CRYSTAL LAKE-CPT.
			Fri, Nov 22	9		E1	9" FOLLOW #630, ARLINGTON PARK-CPT.
UPW	36	Tue, Nov 12	6		I	1" DOOR LIGHT ISSUES SS LOADING DOORS WERE STICKING CARS 8239 & 6098, ELBURN; 2 ADA'S, ENROUTE.	
		80% OT	Wed, Nov 13	9		AA	9" LIGHT ENGINE AHEAD, CPY093-CPY091; RED, CPY091; WAIT FOR #21 TO DEPART MULTIPLE ADA'S, LOMBARD.
			Mon, Nov 18	17		D1	17" SLOW ENTRAINING FROM TK 2 ON ACCT MNPRR-16 ON TK 1 @ PARK, VILLA PARK & ELMHURST; 3 ADA'S, ENROUTE & 7" LATE TURN FROM #13, ELBURN.
			Tue, Nov 26	11		G1	11" FLAGGED, TRACK CIRCUIT ON TK1, CPY904; TRAIN CONTROL, TRACK CIRCUIT, KILBOURN-KEDZIE; ADA & SLOW ENTRAINING, ELMHURST.

Data is final (12/12/13) 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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	42	33	15	14	1	35	23	17	42	15	12	40	32	321	40%
Semi-controllable	27	0	0	0	1	8	22	17	22	24	0	4	25	150	19%
Uncontrollable	21	41	12	17	0	18	38	10	66	4	39	37	25	328	41%
TOTAL TRAINS DELAYED	90	74	27	31	2	61	83	44	130	43	51	81	82	799	100%

November 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	43	37	6	24	2	42	14	10	12	14	21	37	19	281	40%
Semi-controllable	48	0	0	0	4	13	23	14	3	25	7	5	3	145	21%
Uncontrollable	18	32	2	21	3	12	39	13	31	2	29	41	34	277	39%
TOTAL TRAINS DELAYED	109	69	8	45	9	67	76	37	46	41	57	83	56	703	100%

November 2013 Divergence From November 2012

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-1	-4	9	-10	-1	-7	9	7	30	1	-9	3	13	40	42%
Semi-controllable	-21	0	0	0	-3	-5	-1	3	19	-1	-7	-1	22	5	5%
Uncontrollable	3	9	10	-4	-3	6	-1	-3	35	2	10	-4	-9	51	53%
TOTAL TRAINS DELAYED	-19	5	19	-14	-7	-6	7	7	84	2	-6	-2	26	96	100%

January-November 2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	653	335	103	229	11	555	379	161	301	88	278	362	303	3,758	45%
Semi-controllable	149	0	1	0	29	164	169	168	78	141	16	82	182	1,179	14%
Uncontrollable	488	351	95	193	5	275	349	51	451	60	363	484	341	3,506	42%
TOTAL TRAINS DELAYED	1,290	686	199	422	45	994	897	380	830	289	657	928	826	8,443	100%

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

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

TABLE 7: NUMBER OF DELAYS BY DATE
November 2013

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	29	TOTAL	
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Fr		
BNSF	2	3	7	3	4	1	2	4	0	2	3	0	8	1	3	0	3	9	4	11		70
Elec -ML	15	0	3	0	0	2	11	0	6	0	0	14	3	4	0	0	1	0	1	0		60
-BI	10	0	2	0	0	0	7	0	0	0	0	1	0	4	0	0	1	1	1	0		27
-SC	3	0	0	0	0	1	7	0	0	0	0	2	3	3	1	0	2	0	0	0		22
Heritage	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		2
Milw -N	0	1	2	2	3	0	0	2	3	0	0	1	0	2	2	0	4	2	1	18		43
-W	1	3	7	6	2	1	0	0	1	0	6	9	2	3	2	0	1	1	3	9		57
NCS	1	2	2	2	0	0	1	3	1	0	0	1	1	1	5	4	2	6	4	8		44
RI	1	13	5	4	3	6	2	2	4	0	11	4	1	8	3	24	6	2	15	6		120
SWS	0	2	0	0	0	2	3	11	1	4	2	3	2	0	3	3	0	2	1	4		43
UP -N	2	0	2	5	0	0	0	4	2	0	0	0	2	0	7	4	0	0	0	13		41
-NW	9	2	0	2	6	1	2	5	1	1	8	3	0	2	18	8	1	3	0	0		72
-W	<u>1</u>	<u>1</u>	<u>1</u>	<u>13</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>11</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>6</u>		<u>59</u>
SYSTEM	45	28	31	37	21	17	36	33	20	9	33	49	23	28	45	44	22	29	34	76		660

SATURDAY	2	9	16	23	30	TOTAL	SUNDAY/HOLIDAY	3	10	17	24	28	TOTAL
BNSF	2	10	1	5	0	18	BNSF	0	0	0	1	1	2
Elec -ML	1	0	2	0	0	3	Elec -ML	3	1	5	0	2	11
-BI	0	0	0	0	0	0	-BI	-	-	-	-	-	0
-SC	0	0	2	0	0	2	-SC	5	0	0	0	2	7
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	2	0	4	10	0	16	Milw -N	0	1	0	1	0	2
-W	0	3	0	9	0	12	-W	1	1	11	0	1	14
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	2	2	1	0	0	5	RI	0	0	5	0	0	5
SWS	0	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	0	1	0	0	1	2	UP -N	0	2	5	0	1	8
-NW	0	0	0	0	0	0	-NW	1	1	7	0	0	9
-W	<u>5</u>	<u>2</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>13</u>	-W	<u>0</u>	<u>1</u>	<u>4</u>	<u>5</u>	<u>0</u>	<u>10</u>
SYSTEM	12	18	15	25	1	71	SYSTEM	10	7	37	7	7	68

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

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
November 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	1	0	0	3	2	5	3	0	1	0	1	16
<i>Freight Interference - Peak</i>	12	0	0	0	1	1	1	5	8	5	0	2	7	42
<i>Freight Interference - Off-Peak</i>	16	0	0	0	0	7	21	10	14	16	0	2	18	104
Freight Interference - Total	28	0	0	0	1	8	22	15	22	21	0	4	25	146
Accident	10	0	0	0	0	7	6	0	27	0	13	8	0	71
Passenger Loading	2	9	2	4	0	0	4	1	10	0	3	2	5	42
Lift Deployment	2	1	0	0	0	0	2	0	5	0	0	0	1	11
Obstruction/Debris	2	1	0	0	0	2	2	7	1	2	2	4	9	32
Signal/Switch Failure	8	3	4	2	1	25	12	11	8	12	2	0	21	109
Track Work	12	1	0	7	0	4	5	1	14	2	0	10	2	58
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	2	25	14	9	0	0	0	0	0	0	3	19	0	72
Locomotive Failure	8	0	0	0	0	2	1	0	17	1	5	10	1	45
Human Error	9	14	0	2	0	1	2	2	0	1	0	1	6	38
Sick, Injured, Unruly Passenger	2	8	0	0	0	4	5	0	3	1	7	3	0	33
Weather	4	12	5	7	0	0	19	0	8	1	14	19	7	96
Other	1	0	1	0	0	5	1	2	12	2	1	1	4	30
TOTAL TRAINS DELAYED	90	74	27	31	2	61	83	44	130	43	51	81	82	799

November - 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	3.4	2.4	0.4	0.6	0.4	8.0	5.4	3.2	2.0	2.2	0.4	1.6	1.0	31.0
<i>Freight Interference - Peak</i>	4.0	0.0	0.0	0.0	5.2	1.4	1.8	3.4	0.6	2.8	0.4	1.8	2.6	24.0
<i>Freight Interference - Off-Peak</i>	5.8	0.0	0.0	0.0	0.2	7.6	5.4	4.2	2.6	9.8	1.0	1.2	12.4	50.2
Freight Interference - Total	9.8	0.0	0.0	0.0	5.4	9.0	7.2	7.6	3.2	12.6	1.4	3.0	15.0	74.2
Accident	2.8	0.0	0.0	0.0	0.4	3.8	18.2	5.2	3.0	0.0	5.0	4.4	0.0	42.8
Passenger Loading	9.6	17.4	4.0	8.4	0.0	8.2	4.2	0.4	9.0	0.0	20.6	9.2	5.2	96.2
Lift Deployment	2.2	0.0	0.0	0.2	0.0	1.4	1.0	0.0	6.8	0.2	3.4	3.4	3.0	21.6
Obstruction/Debris	2.6	1.0	1.4	2.8	1.0	0.8	3.2	2.2	1.6	0.8	3.8	4.8	6.6	32.6
Signal/Switch Failure	19.6	10.0	2.4	2.6	1.0	24.4	11.4	7.0	5.4	9.8	5.8	7.2	16.0	122.6
Track Work	13.0	6.2	1.6	7.2	2.6	6.2	6.6	2.2	7.0	1.8	6.0	6.4	11.8	78.6
Catenary Failure	0.0	2.8	0.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Non-Locomotive Equipment Failure	2.4	1.8	0.6	1.2	0.0	1.6	1.4	0.0	0.2	0.4	0.4	1.2	1.0	12.2
Locomotive Failure	11.4	0.2	0.0	0.0	0.4	11.0	1.6	3.4	4.2	4.2	4.6	5.0	1.0	47.0
Human Error	11.0	5.4	2.2	3.0	1.0	5.2	2.8	0.6	4.2	2.0	3.8	5.6	5.4	52.2
Sick, Injured, Unruly Passenger	5.6	7.0	1.6	2.2	0.0	2.0	3.4	1.0	3.2	0.6	7.4	5.2	2.2	41.4
Weather	10.2	0.4	2.0	1.6	0.6	1.6	2.8	0.4	1.4	0.4	7.8	10.6	3.4	43.2
Other	2.8	1.2	0.6	1.4	0.0	2.0	2.8	0.2	1.6	1.2	1.8	2.2	1.4	19.2
TOTAL TRAINS DELAYED	106.4	55.8	17.2	33.6	12.8	85.2	72.0	33.4	52.8	36.2	72.2	69.8	73.0	720.4

November 2013 Divergence From November 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	-3.4	-2.4	0.6	-0.6	-0.4	-5.0	-3.4	1.8	1.0	-2.2	0.6	-1.6	0.0	-15.0
<i>Freight Interference - Peak</i>	8.0	0.0	0.0	0.0	-4.2	-0.4	-0.8	1.6	7.4	2.2	-0.4	0.2	4.4	18.0
<i>Freight Interference - Off-Peak</i>	10.2	0.0	0.0	0.0	-0.2	-0.6	15.6	5.8	11.4	6.2	-1.0	0.8	5.6	53.8
Freight Interference - Total	18.2	0.0	0.0	0.0	-4.4	-1.0	14.8	7.4	18.8	8.4	-1.4	1.0	10.0	71.8
Accident	7.2	0.0	0.0	0.0	-0.4	3.2	-12.2	-5.2	24.0	0.0	8.0	3.6	0.0	28.2
Passenger Loading	-7.6	-8.4	-2.0	-4.4	0.0	-8.2	-0.2	0.6	1.0	0.0	-17.6	-7.2	-0.2	-54.2
Lift Deployment	-0.2	1.0	0.0	-0.2	0.0	-1.4	1.0	0.0	-1.8	-0.2	-3.4	-3.4	-2.0	-10.6
Obstruction/Debris	-0.6	0.0	-1.4	-2.8	-1.0	1.2	-1.2	4.8	-0.6	1.2	-1.8	-0.8	2.4	-0.6
Signal/Switch Failure	-11.6	-7.0	1.6	-0.6	0.0	0.6	0.6	4.0	2.6	2.2	-3.8	-7.2	5.0	-13.6
Track Work	-1.0	-5.2	-1.6	-0.2	-2.6	-2.2	-1.6	-1.2	7.0	0.2	-6.0	3.6	-9.8	-20.6
Catenary Failure	0.0	-2.8	-0.4	-2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.6
Non-Locomotive Equipment Failure	-0.4	23.2	13.4	7.8	0.0	-1.6	-1.4	0.0	-0.2	-0.4	2.6	17.8	-1.0	59.8
Locomotive Failure	-3.4	-0.2	0.0	0.0	-0.4	-9.0	-0.6	-3.4	12.8	-3.2	0.4	5.0	0.0	-2.0
Human Error	-2.0	8.6	-2.2	-1.0	-1.0	-4.2	-0.8	1.4	-4.2	-1.0	-3.8	-4.6	0.6	-14.2
Sick, Injured, Unruly Passenger	-3.6	1.0	-1.6	-2.2	0.0	2.0	1.6	-1.0	-0.2	0.4	-0.4	-2.2	-2.2	-8.4
Weather	-6.2	11.6	3.0	5.4	-0.6	-1.6	16.2	-0.4	6.6	0.6	6.2	8.4	3.6	52.8
Other	-1.8	-1.2	0.4	-1.4	0.0	3.0	-1.8	1.8	10.4	0.8	-0.8	-1.2	2.6	10.8
TOTAL TRAINS DELAYED	-16.4	18.2	9.8	-2.6	-10.8	-24.2	11.0	10.6	77.2	6.8	-21.2	11.2	9.0	78.6

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

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

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-November 2013**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	7	3	5	1	73	23	23	22	7	2	3	12	188
<i>Freight Interference - Peak</i>	35	0	1	0	20	14	14	41	13	23	2	22	36	221
<i>Freight Interference - Off-Peak</i>	110	0	0	0	0	102	127	85	55	69	11	53	144	756
Freight Interference - Total	145	0	1	0	20	116	141	126	68	92	13	75	180	977
Accident	102	34	13	21	1	37	47	7	63	22	19	96	23	485
Passenger Loading	54	136	38	78	0	92	110	3	207	2	108	123	99	1,050
Lift Deployment	26	1	0	2	0	19	30	6	39	0	18	14	18	173
Obstruction/Debris	53	48	13	29	0	8	40	9	17	11	34	35	44	341
Signal/Switch Failure	207	55	31	24	11	311	193	104	71	65	94	165	155	1,486
Track Work	109	27	10	129	1	50	43	14	82	6	49	83	40	643
Catenary Failure	0	118	19	26	0	0	0	0	0	0	0	0	0	163
Non-Locomotive Equipment Failure	18	61	29	17	1	6	21	12	3	0	8	31	12	219
Locomotive Failure	134	0	0	0	4	82	52	21	69	19	71	45	26	523
Human Error	142	76	16	28	2	77	69	27	54	34	39	36	42	642
Sick, Injured, Unruly Passenger	19	66	11	27	1	35	33	7	23	6	60	44	32	364
Weather	214	44	14	23	3	74	75	16	78	15	124	159	116	955
Other	60	13	1	13	0	14	20	5	34	10	18	19	27	234
TOTAL TRAINS DELAYED	1,290	686	199	422	45	994	897	380	830	289	657	928	826	8,443

January-November - 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	32.2	29.8	9.6	9.2	6.4	73.8	21.6	16.0	21.0	14.0	24.2	14.6	18.2	290.6
<i>Freight Interference - Peak</i>	70.8	0.2	0.0	0.0	51.2	16.2	22.0	46.4	20.6	46.6	6.8	24.6	40.6	346.0
<i>Freight Interference - Off-Peak</i>	82.6	0.2	0.2	0.0	0.2	109.2	72.0	63.0	48.2	125.0	12.6	23.8	176.6	713.6
Freight Interference - Total	153.4	0.4	0.2	0.0	51.4	125.4	94.0	109.4	68.8	171.6	19.4	48.4	217.2	1,059.6
Accident	81.8	11.0	4.0	9.2	1.0	42.2	59.4	22.2	38.0	6.8	40.0	52.8	33.4	401.8
Passenger Loading	111.4	164.0	41.2	64.6	0.2	115.2	58.8	3.4	128.8	2.2	395.0	115.4	96.0	1,296.2
Lift Deployment	27.0	1.6	0.2	1.2	0.2	30.0	25.4	4.6	75.0	2.0	36.8	23.4	36.4	263.8
Obstruction/Debris	64.4	18.0	7.0	25.4	2.4	24.4	29.8	8.8	30.2	10.2	29.4	50.0	51.8	351.8
Signal/Switch Failure	232.2	110.4	29.0	30.4	33.2	228.2	119.4	72.8	83.4	101.2	64.8	72.6	118.0	1,295.6
Track Work	195.4	73.4	21.6	37.4	12.0	93.6	68.6	16.4	57.6	20.4	105.2	53.4	95.8	850.8
Catenary Failure	0.0	23.8	9.2	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	49.8
Non-Locomotive Equipment Failure	23.6	51.6	24.0	18.2	0.0	12.8	9.2	1.0	10.6	5.2	15.0	10.4	14.6	196.2
Locomotive Failure	124.4	1.4	0.4	0.2	2.6	103.6	53.6	22.8	72.6	16.2	41.6	53.2	37.2	529.8
Human Error	113.8	37.4	14.0	14.0	11.0	71.6	37.0	18.0	48.2	33.0	79.2	54.8	59.0	591.0
Sick, Injured, Unruly Passenger	40.2	65.8	11.4	23.0	1.2	32.2	32.4	4.6	36.2	2.4	56.4	41.6	36.8	384.2
Weather	140.0	80.6	17.8	30.0	10.4	99.8	77.4	32.2	72.6	20.8	124.4	104.8	71.6	882.4
Other	28.8	33.4	8.0	10.2	2.0	24.8	21.0	8.0	44.4	14.8	44.0	29.6	45.2	314.2
TOTAL TRAINS DELAYED	1,368.6	702.6	197.6	289.6	134.0	1,077.6	707.6	340.2	787.4	420.8	1,075.4	725.2	931.2	8,757.8

January-November 2013 Divergence From January-November 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	-25.2	-22.8	-6.6	-4.2	-5.4	-0.8	1.4	7.0	1.0	-7.0	-22.2	-11.6	-6.2	-102.6
<i>Freight Interference - Peak</i>	-35.8	-0.2	1.0	0.0	-31.2	-2.2	-8.0	-5.4	-7.6	-23.6	-4.8	-2.6	-4.6	-125.0
<i>Freight Interference - Off-Peak</i>	27.4	-0.2	-0.2	0.0	-0.2	-7.2	55.0	22.0	6.8	-56.0	-1.6	29.2	-32.6	42.4
Freight Interference - Total	-8.4	-0.4	0.8	0.0	-31.4	-9.4	47.0	16.6	-0.8	-79.6	-6.4	26.6	-37.2	-82.6
Accident	20.2	23.0	9.0	11.8	0.0	-5.2	-12.4	-15.2	25.0	15.2	-21.0	43.2	-10.4	83.2
Passenger Loading	-57.4	-28.0	-3.2	13.4	-0.2	-23.2	51.2	-0.4	78.2	-0.2	-287.0	7.6	3.0	-246.2
Lift Deployment	-1.0	-0.6	-0.2	0.8	-0.2	-11.0	4.6	1.4	-36.0	-2.0	-18.8	-9.4	-18.4	-90.8
Obstruction/Debris	-11.4	30.0	6.0	3.6	-2.4	-16.4	10.2	0.2	-13.2	0.8	4.6	-15.0	-7.8	-10.8
Signal/Switch Failure	-25.2	-55.4	2.0	-6.4	-22.2	82.8	73.6	31.2	-12.4	-36.2	29.2	92.4	37.0	190.4
Track Work	-86.4	-46.4	-11.6	91.6	-11.0	-43.6	-25.6	-2.4	24.4	-14.4	-56.2	29.6	-55.8	-207.8
Catenary Failure	0.0	94.2	9.8	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	113.2
Non-Locomotive Equipment Failure	-5.6	9.4	5.0	-1.2	1.0	-6.8	11.8	11.0	-7.6	-5.2	-7.0	20.6	-2.6	22.8
Locomotive Failure	9.6	-1.4	-0.4	-0.2	1.4	-21.6	-1.6	-1.8	-3.6	2.8	29.4	-8.2	-11.2	-6.8
Human Error	28.2	38.6	2.0	14.0	-9.0	5.4	32.0	9.0	5.8	1.0	-40.2	-18.8	-17.0	51.0
Sick, Injured, Unruly Passenger	-21.2	0.2	-0.4	4.0	-0.2	2.8	0.6	2.4	-13.2	3.6	3.6	2.4	-4.8	-20.2
Weather	74.0	-36.6	-3.8	-7.0	-7.4	-25.8	-2.4	-16.2	5.4	-5.8	-0.4	54.2	44.4	72.6
Other	31.2	-20.4	-7.0	2.8	-2.0	-10.8	-1.0	-3.0	-10.4	-4.8	-26.0	-10.6	-18.2	-80.2
TOTAL TRAINS DELAYED	-78.6	-16.6	1.4	132.4	-89.0	-83.6	189.4	39.8	42.6	-131.8	-418.4	202.8	-105.2	-314.8

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

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

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 - Nov	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16		188	2.2%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42		221	2.6%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104		756	9.0%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146		977	11.6%
Accident	23	1	78	56	31	29	93	23	25	55	71		485	5.7%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42		1,050	12.4%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11		173	2.0%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32		341	4.0%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109		1,486	17.6%
Track Work	22	6	14	45	63	82	100	66	75	112	58		643	7.6%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0		163	1.9%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72		219	2.6%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45		523	6.2%
Human Error	52	92	56	51	80	57	82	44	61	29	38		642	7.6%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33		364	4.3%
Weather	90	86	35	218	19	234	17	81	63	16	96		955	11.3%
Other	11	32	19	8	22	36	24	22	19	11	30		234	2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799		8,443	100%

2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	32	12	10	6	7	17	38	31	18	16	17	16	204	2.6%
<i>Freight Interference - Peak</i>	22	15	24	28	24	19	27	16	16	28	17	12	236	3.0%
<i>Freight Interference - Off-Peak</i>	62	48	78	73	41	62	98	52	54	63	52	54	683	8.5%
Freight Interference - Total	84	63	102	101	65	81	125	68	70	91	69	66	919	11.5%
Accident	31	79	51	20	60	41	32	2	9	59	31	51	415	5.2%
Passenger Loading	54	33	93	31	105	161	145	190	116	64	97	93	1,089	13.6%
Lift Deployment	20	11	11	12	22	32	41	28	21	13	22	17	233	2.9%
Obstruction/Debris	27	21	37	44	43	25	35	66	18	31	43	34	390	4.9%
Signal/Switch Failure	144	49	94	60	98	164	129	108	81	97	153	76	1,177	14.7%
Track Work	140	15	39	54	61	113	99	101	94	125	42	20	883	11.0%
Catenary Failure	4	10	4	0	0	1	11	1	17	14	15	4	77	1.0%
Non-Locomotive Equipment Failure	16	6	21	12	6	17	13	24	13	8	22	5	158	2.0%
Locomotive Failure	53	29	90	34	51	59	48	47	16	55	38	23	520	6.5%
Human Error	80	41	44	35	64	73	37	55	55	55	52	56	591	7.4%
Sick, Injured, Unruly Passenger	26	33	33	40	21	46	50	44	27	45	45	27	410	5.1%
Weather	212	15	0	1	7	37	197	70	18	34	29	11	620	7.8%
Other	35	17	58	19	25	30	15	26	21	34	28	11	308	3.9%
TOTAL TRAINS DELAYED	958	434	687	469	635	897	1,015	861	594	741	703	510	7,994	100%

2013 Divergence From 2012

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	-25	9	12	5	10	1	-4	-8	-4	-11	-1		-16	-0.3%
<i>Freight Interference - Peak</i>	-9	-4	-13	-12	4	4	-8	-2	-3	3	25		-15	-0.3%
<i>Freight Interference - Off-Peak</i>	-20	25	-22	-15	29	30	-38	14	4	14	52		73	0.4%
Freight Interference - Total	-29	21	-35	-27	33	34	-46	12	1	17	77		58	0.1%
Accident	-8	-78	27	36	-29	-12	61	21	16	-4	40		70	0.6%
Passenger Loading	-30	-6	-39	8	-38	71	146	-25	-51	-20	-55		-39	-1.2%
Lift Deployment	-8	-5	8	-4	-13	-7	-22	-9	1	10	-11		-60	-0.9%
Obstruction/Debris	-5	-1	-14	-14	-19	14	-2	-52	10	45	-11		-49	-0.8%
Signal/Switch Failure	8	100	-4	66	84	65	-25	26	-7	40	-44		309	2.9%
Track Work	-118	-9	-25	-9	2	-31	1	-35	-19	-13	16		-240	-3.4%
Catenary Failure	-4	-10	-2	7	1	-1	68	36	-13	19	-15		86	1.0%
Non-Locomotive Equipment Failure	3	6	-5	-1	7	-2	5	-1	-6	5	50		61	0.6%
Locomotive Failure	-12	35	-62	-6	-2	34	9	16	8	-24	7		3	-0.3%
Human Error	-28	51	12	16	16	-16	45	-11	6	-26	-14		51	0.2%
Sick, Injured, Unruly Passenger	7	-14	1	-8	14	-10	-29	2	6	-3	-12		-46	-0.8%
Weather	-122	71	35	217	12	197	-180	11	45	-18	67		335	3.6%
Other	-24	15	-39	-11	-3	6	9	-4	-2	-23	2		-74	-1.1%
TOTAL TRAINS DELAYED	-395	185	-130	275	75	343	36	-21	-9	-6	96		449	

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

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

TABLE 11: FREIGHT DELAYS
between December 2011 and November 2013

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Dec-11	11	0	0	0	7	15	9	12	6	19	2	0	37	118
Jan-12	9	0	0	0	2	9	10	7	4	14	1	3	25	84
Feb-12	10	0	0	0	1	6	9	4	4	13	1	2	13	63
Mar-12	7	0	0	0	3	19	18	14	6	15	0	4	16	102
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
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
Total	109	0	0	0	27	166	149	134	65	137	10	64	176	1,037
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
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Nov-13	28	0	0	0	1	8	22	15	22	21	0	4	25	146
Total	150	0	1	0	22	131	151	138	70	100	13	79	188	1,043

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

**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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	2	1	3	2	0	2	2	5	0	7	2		26	2.02%
Electric ML	0	0	0	0	0	0	0	0	0	0	1		1	0.15%
Electric BI	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Electric SC	0	0	1	0	0	0	0	1	0	0	0		2	0.47%
HER	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Milw N	1	0	5	1	1	2	1	0	5	3	0		19	1.91%
Milw W	0	2	1	0	4	1	8	3	6	3	2		30	3.34%
NCS	0	0	0	0	0	0	0	0	5	1	0		6	1.58%
RI	4	1	2	3	2	7	3	6	3	3	5		39	4.70%
SWS	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
UP N	2	2	3	1	1	5	0	2	2	0	0		18	2.74%
UP NW	0	0	3	0	1	3	4	1	0	2	0		14	1.51%
UP W	3	0	1	1	0	5	1	1	1	4	1		18	2.18%
Total Lift Delays	12	6	19	8	9	25	19	19	22	23	11		173	2.05%
ALL DELAYS													8,443	

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

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	18	15	10	5	0	5	5	8	19	8	6	17	7	123
11-15	4	14	0	2	0	6	3	3	10	0	1	6	11	60
16-20	3	3	0	2	1	2	2	1	2	3	2	5	4	30
21+	3	10	3	0	1	7	6	5	14	1	3	15	8	76
Annulled	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>10</u>
Sub-Total	28	44	13	9	2	20	16	17	51	12	12	45	30	299
Off-Peak **														
6-10	26	17	9	11	0	16	25	11	47	17	17	12	25	233
11-15	12	6	1	7	0	9	25	6	9	4	2	7	8	96
16-20	6	3	2	2	0	5	13	3	9	3	1	3	5	55
21+	15	4	2	2	0	11	4	7	12	7	16	11	12	103
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>2</u>	<u>13</u>
Sub-Total	62	30	14	22	0	41	67	27	79	31	39	36	52	500
November 2013 Total														
6-10	44	32	19	16	0	21	30	19	66	25	23	29	32	356
11-15	16	20	1	9	0	15	28	9	19	4	3	13	19	156
16-20	9	6	2	4	1	7	15	4	11	6	3	8	9	85
21+	18	14	5	2	1	18	10	12	26	8	19	26	20	179
Annulled	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>23</u>
TOTAL	90	74	27	31	2	61	83	44	130	43	51	81	82	799
2013 Year-to-Date														
6-10	516	342	124	277	19	518	404	174	467	144	268	324	326	3,903
11-15	281	114	31	61	11	223	210	82	180	46	110	162	168	1,679
16-20	154	58	12	29	3	90	100	39	52	28	63	88	83	799
21+	279	151	28	36	12	143	163	76	107	59	203	320	227	1,804
Annulled	<u>60</u>	<u>21</u>	<u>4</u>	<u>19</u>	<u>0</u>	<u>20</u>	<u>20</u>	<u>9</u>	<u>24</u>	<u>12</u>	<u>13</u>	<u>34</u>	<u>22</u>	<u>258</u>
TOTAL	1,290	686	199	422	45	994	897	380	830	289	657	928	826	8,443
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	
November 2013 Total														
6-10	48.9%	43.2%	70.4%	51.6%	0.0%	34.4%	36.1%	43.2%	50.8%	58.1%	45.1%	35.8%	39.0%	44.6%
11-15	17.8%	27.0%	3.7%	29.0%	0.0%	24.6%	33.7%	20.5%	14.6%	9.3%	5.9%	16.0%	23.2%	19.5%
16-20	10.0%	8.1%	7.4%	12.9%	50.0%	11.5%	18.1%	9.1%	8.5%	14.0%	5.9%	9.9%	11.0%	10.6%
21+	20.0%	18.9%	18.5%	6.5%	50.0%	29.5%	12.0%	27.3%	20.0%	18.6%	37.3%	32.1%	24.4%	22.4%
Annulled	<u>3.3%</u>	<u>2.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.2%</u>	<u>0.0%</u>	<u>5.9%</u>	<u>6.2%</u>	<u>2.4%</u>	<u>2.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2013 Year-to-Date Delays By Duration														
6-10	40.0%	49.9%	62.3%	65.6%	42.2%	52.1%	45.0%	45.8%	56.3%	49.8%	40.8%	34.9%	39.5%	46.2%
11-15	21.8%	16.6%	15.6%	14.5%	24.4%	22.4%	23.4%	21.6%	21.7%	15.9%	16.7%	17.5%	20.3%	19.9%
16-20	11.9%	8.5%	6.0%	6.9%	6.7%	9.1%	11.1%	10.3%	6.3%	9.7%	9.6%	9.5%	10.0%	9.5%
21+	21.6%	22.0%	14.1%	8.5%	26.7%	14.4%	18.2%	20.0%	12.9%	20.4%	30.9%	34.5%	27.5%	21.4%
Annulled	<u>4.7%</u>	<u>3.1%</u>	<u>2.0%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>2.2%</u>	<u>2.4%</u>	<u>2.9%</u>	<u>4.2%</u>	<u>2.0%</u>	<u>3.7%</u>	<u>2.7%</u>	<u>3.1%</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 (12/12/13) 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	
November 2013														
Peak *	12.2	19.1	13.3	12.3	23.5	18.4	16.7	17.4	15.3	11.6	40.5	32.9	16.6	19.5
Off-Peak **	18.2	13.5	15.6	11.5	--	17.0	12.9	17.3	14.2	16.5	46.4	40.5	16.4	19.3
All	16.3	16.8	14.5	11.7	23.5	17.4	13.6	17.3	14.6	15.2	45.0	36.2	16.5	19.4
2013 Year-to-Date														
Peak *	19.1	21.5	15.7	15.1	19.8	15.6	18.5	16.4	13.7	20.7	29.9	38.6	25.5	22.3
Off-Peak **	16.7	12.5	12.8	10.7	--	14.5	15.2	17.8	12.7	17.6	24.5	23.2	19.4	16.6
All	18.0	16.6	13.9	11.4	19.8	14.8	16.1	17.3	13.0	18.6	26.4	29.9	21.5	18.7

Excludes annulled trains, which do not have delay times.

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

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