

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

March 2014



COMMUTER RAIL ON-TIME PERFORMANCE

March 2014

This report presents an analysis of the March 2014 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 March 2014, Metra operated 17,079 scheduled trains, including scheduled "extras", if any. 879 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.9%. Table 2 lists on-time percentages by line for each month and year since 2009.

Table 3 lists each train that was on time for less than 85% of its weekday runs in March 2014, 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, and January 1, 2014, 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 March 2014. Of the 879 delays systemwide in March 2014, all but 373 (42%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Marchs, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in March 2014, 125 more delays than the average over the previous two Marchs were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 5,091 delays in 2014, all but 1,491 (29%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for March 2014.

Table 8.a shows the frequency of train delays by delay-cause category and by line during March 2014. Table 8.b shows the average frequencies over the previous five Marchs, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 879 delays systemwide in March 2014, 312 more than the average over the previous five Marchs. Table 9.a shows delays from the beginning of the year through March 2014. Table 9.b shows the average frequencies from the beginning of the year through March 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 2014 and 2013 respectively, and Table 10.c shows the difference between the two. From January through March of 2014, a total of 5,091 trains were delayed, compared to 1,739 trains delayed in the same three months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In March 2014 freight operations delayed 159 trains systemwide, compared to 67 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2014 and 2013 respectively. A total of 13 trains were delayed by lift deployment in March 2014.

A review of March 2014 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 49.7% of all late trains. Table 14 shows that the average length of delay was 14.0 minutes in March 2014. 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.)

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**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
March 2014**

	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	1,134	38	96.6%	840	44	94.8%	1,974	82	95.8%	143	13	90.9%	90	3	96.7%	2,207	98	95.6%
Elec -ML	945	16	98.3%	714	29	95.9%	1,659	45	97.3%	230	1	99.6%	100	5	95.0%	1,989	51	97.4%
-BI	294	8	97.3%	483	9	98.1%	777	17	97.8%	150	1	99.3%	--	--	--	927	18	98.1%
-SC	<u>357</u>	<u>8</u>	97.8%	<u>777</u>	<u>20</u>	97.4%	<u>1,134</u>	<u>28</u>	97.5%	<u>240</u>	<u>2</u>	99.2%	<u>100</u>	<u>2</u>	98.0%	<u>1,474</u>	<u>32</u>	97.8%
Subtotal	1,596	32	98.0%	1,974	58	97.1%	3,570	90	97.5%	620	4	99.4%	200	7	96.5%	4,390	101	97.7%
Heritage	126	15	88.1%	--	--	--	126	15	88.1%	--	--	--	--	--	--	126	15	88.1%
Milw -N	525	38	92.8%	735	69	90.6%	1,260	107	91.5%	123	44	64.2%	100	5	95.0%	1,483	156	89.5%
-W	<u>567</u>	<u>46</u>	91.9%	<u>651</u>	<u>54</u>	91.7%	<u>1,218</u>	<u>100</u>	91.8%	<u>123</u>	<u>20</u>	83.7%	<u>90</u>	<u>3</u>	96.7%	<u>1,431</u>	<u>123</u>	91.4%
Subtotal	1,092	84	92.3%	1,386	123	91.1%	2,478	207	91.6%	246	64	74.0%	190	8	95.8%	2,914	279	90.4%
NCS	231	20	91.3%	231	33	85.7%	462	53	88.5%	--	--	--	--	--	--	462	53	88.5%
RI	756	40	94.7%	693	51	92.6%	1,449	91	93.7%	101	8	92.1%	80	9	88.8%	1,630	108	93.4%
SWS	231	15	93.5%	399	28	93.0%	630	43	93.2%	30	0	100.0%	--	--	--	660	43	93.5%
UP -N	630	10	98.4%	840	23	97.3%	1,470	33	97.8%	132	6	95.5%	90	5	94.4%	1,692	44	97.4%
-NW	693	33	95.2%	672	10	98.5%	1,365	43	96.8%	125	9	92.8%	75	6	92.0%	1,565	58	96.3%
-W	<u>567</u>	<u>36</u>	93.7%	<u>672</u>	<u>42</u>	93.8%	<u>1,239</u>	<u>78</u>	93.7%	<u>104</u>	<u>2</u>	98.1%	<u>90</u>	<u>0</u>	100.0%	<u>1,433</u>	<u>80</u>	94.4%
Subtotal	1,890	79	95.8%	2,184	75	96.6%	4,074	154	96.2%	361	17	95.3%	255	11	95.7%	4,690	182	96.1%
SYSTEM	7,056	323	95.4%	7,707	412	94.7%	14,763	735	95.0%	1,501	106	92.9%	815	38	95.3%	17,079	879	94.9%

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

Delays data for most recent month is final (04/14/14) 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-MAR	AVG
BNSF	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	92.4%	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	97.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.6%	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	95.6%	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	92.2	94.8%	94.5%
	2014	78.6	84.6	95.6										86.3%	86.3%
2009-2013 average		93.9	94.5	96.2	96.2	95.2	90.7	92.8	93.9	95.7	93.7	95.3	95.5	94.9%	94.5%
Electric	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	98.0%	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	98.1%	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	97.4%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	96.7%	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	97.0	98.5%	97.2%
	2014	93.7	95.3	97.7										95.6%	95.6%
2009-2013 average		97.0	97.8	98.3	98.3	98.1	96.3	95.8	97.2	97.4	96.8	97.5	97.2	97.7%	97.3%
Heritage	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	87.6%	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	91.5%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.4%	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	96.4%	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	92.1	96.8%	96.4%
	2014	79.5	75.8	88.1										81.2%	81.2%
2009-2013 average		91.3	92.3	92.8	96.5	94.6	89.9	89.3	93.8	90.7	89.1	90.6	87.2	92.1%	91.5%
Milw - N	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	93.4%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	95.5%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	91.6%	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	95.1%	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	87.5	94.1%	93.3%
	2014	73.1	81.9	89.5										81.4%	81.4%
2009-2013 average		93.1	93.6	95.0	95.3	92.4	90.7	89.3	92.5	95.1	93.2	94.6	93.4	93.9%	93.2%
Milw - W	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	95.4%	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	96.5%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.8%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.9%	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	93.7	94.8%	94.2%
	2014	84.8	88.4	91.4										88.2%	88.2%
2009-2013 average		95.1	93.2	96.8	97.1	96.5	92.9	93.1	94.3	94.9	96.5	94.3	95.2	95.1%	95.0%
NCS	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	93.3%	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	94.3%	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	92.6%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	94.5%	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	87.4	92.2%	92.2%
	2014	76.0	81.1	88.5										81.9%	81.9%
2009-2013 average		94.1	91.7	94.2	90.7	94.8	91.9	90.6	93.1	95.0	93.6	91.4	91.5	93.4%	92.7%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAR	AVG
RI	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	95.6%	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	96.6%	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	95.2%	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	94.0	97.5%	95.3%
	2014	82.5	83.4	93.4										86.4%	86.4%
2009-2013 average		95.5	95.8	96.8	96.0	96.3	93.0	92.6	95.4	96.5	96.4	95.7	95.2	96.0%	95.4%
SWS	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	93.3%	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	95.1%	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	93.9%	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	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.3%	95.6%
	2014	83.0	92.0	93.5										89.4%	89.4%
2009-2013 average		93.2	94.7	96.3	96.3	94.9	91.2	94.1	94.6	95.4	93.8	94.2	93.8	94.8%	94.4%
UP - N	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	95.4%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.7%	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	92.9%	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	97.0%	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	98.0	97.8%	96.6%
	2014	91.2	92.1	97.4										93.6%	93.6%
2009-2013 average		94.9	95.5	96.8	97.0	95.4	92.3	92.4	92.6	94.7	95.6	95.9	96.3	95.8%	95.0%
UP - NW	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	97.1%	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	95.0%	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	96.9%	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	94.2	96.6%	94.6%
	2014	86.6	91.1	96.3										91.3%	91.3%
2009-2013 average		95.5	96.1	97.0	97.4	95.0	94.0	94.3	94.8	96.4	95.5	95.4	95.5	96.2%	95.6%
UP - W	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	95.0%	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	97.1%	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	91.7%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.5%	94.5%
	2014	85.9	90.9	94.4										90.4%	90.4%
2009-2013 average		94.4	95.0	95.8	95.5	94.9	91.2	92.2	92.6	95.0	95.2	94.9	92.9	95.1%	94.1%
SYSTEM excluding South Shore	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	95.3%	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	94.5%	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	95.9%	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	93.8	96.6%	95.4%
	2014	85.6	89.3	94.9										89.9%	89.9%
2009-2013 average		95.1	95.5	96.8	96.7	95.9	93.1	93.3	94.6	95.9	95.4	95.6	95.3	95.8%	95.3%

Delays data for most recent month is final (04/14/14) version from TOPS.

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'2009-2013 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
March 2014**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1280 76% OT	Tue, Mar 04	12	C	FOLLOWING A4 & COPYING MULTIPLE SLOW ORDER FORM A'S
		Mon, Mar 10	8	RA1	DELAYED DUE TO 1274 MISROUTE BY AMTRAK
		Fri, Mar 21	8	DR	H-EOLKCK1-21 DEPARTING W EOLA AHEAD. TRAIN HAD TWO HANDBRAKES ON
		Fri, Mar 28	8	CG1	TRAFFIC CONGESTION DUE TO SIGNAL CUT OVER ON MT3 MP23.95 TO 19.5
		Mon, Mar 31	10	G	WAITING ON TRAFFIC DUE TO A SWITCH FAAILURE AT UNION AVE A #5
BNSF	1293 81% OT	Fri, Mar 07	8	D	Z STPCHC9 07 YARDING AT CECO
		Thu, Mar 13	7	U	ADA LIFT WITH A SLOW MOVING PASSENGER
		Tue, Mar 18	9	I	PASSENGER HANDLING
		Thu, Mar 27	14	DE	RCHC4503 IN UDE AT CICERO, TRAIN LOST AIR DUE B/O HOSE WHEN DEPARTING
BNSF	1297 81% OT	Tue, Mar 04	8	C	MULTIPLE ALOW ORDERS
		Tue, Mar 18	7	IW	SLOW PASSENGER HANDLING - MT 2 CLARENDON HILLS THRU FAIRVIEW
		Fri, Mar 21	7	I	SLOW PASSENGER HANDLING
		Tue, Mar 25	7	I	PASSENGER HANDLING ENROUTE
BNSF	1299 81% OT	Fri, Mar 14	8	AM1	LATE TURN OFF 1298
		Fri, Mar 21	11	D1	LATE FLIP
		Mon, Mar 24	7	D	FREIGHT TRAIN COMING OFF THE BRC FOR EOLA
		Fri, Mar 28	8	D	FREIGHT INTERFERENCE AT CICERO
HC	918 81% OT	Tue, Mar 04	8	GF	4" SIGNAL DROPPED RED AS TRAIN APPROACHED, CP FLAGSTONE; 6" RUNNING RESTRICTED TO MP23.8; 1" ENTRAINING, SUMMIT.
		Tue, Mar 11	12	K	2" JA-LOCKPORT" 7" X-TRAFFIC, CORWITH; 8" BRIDGE PROBLEM, 21ST.
		Tue, Mar 18	8	D	2" JA-LOCKPORT SCHEDULE; 7" MEETING AMTRAK301; 2" TRAFFIC, POLKST.
		Fri, Mar 28	30	D	18" FREIGHT TRAFFIC, BRIGHTON PARK; 12" BRIDGEPORT; 6" BRIDGE LIFT, 21ST.
HC	919 81% OT	Mon, Mar 03	8	AM	6" 45 X/O RESTRICTING SIGNAL; 8" AMTRAK 305 IN DEPOT AHEAD, UD TOWER.
		Fri, Mar 07	57	D	57" STOPPED BEHIND AMTRAK 305 THAT WAS STOPPED BEHIND UP IG45E THAT WAS TRYING TO CONTACT UP DISPATCHER, UD TOWER.
		Mon, Mar 10	9	RA1	17" LATE DEPARTING WRONG LINE UP, LINED BN ON TOP OF SWS, HAD TO BACK UP BN TRAIN, CUS; 2" FOLLW #829, LUMBER; 5" DOOR PROBLEMS, SUMMIT.
		Mon, Mar 31	13	D	23" FREIGHT TRAIN INTERFERENCE BNSF ZALTWSP, CORWITH.
MN	2121 76% OT	Tue, Mar 04	9	RF	MIS-STACKED ROUTE DISPATCHER ERROR
		Fri, Mar 14	7	RA1	8" FOLLOWING #2221, CUS TO A-5. CUS NO. DISP MISROUTED MW 2221
		Mon, Mar 24	8	KP1	7" STOPPED BEHIND #2221, A-5 POLICE ACTIVITY AHEAD ; 3" ADA AT ROUND L;AKE
		Tue, Mar 25	7	GA	4" STOP SIGNAL RESTRICTED SPEED, CANAL ST; 4" FOLLOWING #2221, CUS-A-5.
		Mon, Mar 31	8	D	2" XING MALFUNCTION, GREEN ST; 5" STOP SIGNAL, CN XING. WAITING ON FREIGHT TRAIN TO CLEAR
MN	2125 81% OT	Mon, Mar 03	16	VE	16" HORN MALFUNCTION ON LOCO 414, ENROUTE.
		Thu, Mar 06	6	D1	10" WAITING ON LATE #2146, RONDOUT.
		Fri, Mar 14	17	D	7" LOCO 403 LOAD 300 AMPS 12" X-TRAFFIC CN XING
		Mon, Mar 31	8	G1	7" XING MALFUNCTION, GREEN ST; 4" WAITING ON OTHER TRAINS #3 MAIN TRACK, CUS-A2; 3" STOP SIGNAL, MAYFAIR.
MN	2128 76% OT	Mon, Mar 03	12	A1	7" LATE TURN FROM #2107, FOX LAKE; 5" HOLD FOR, GRAYSLAKE .
		Thu, Mar 06	9	A	3" HOLD FOR #2107, GRAYSLAKE; 3" X-TRAFFIC, MAYFAIR; 3" MEET OPPOSING TRAINS, ENROUTE.
		Mon, Mar 10	16	D	2" LATE TURN FROM #2103, FOX LAKE; 3" RED SIGNAL, CN XING; 15" FOLLOW FREIGHT, RONDOUT-NORTHBROOK, DEERFIELD.
		Thu, Mar 13	10	A	6" X-TRAFFIC, MAYFAIR; 4" RED THEN RESTRICTING, X/O 2-1 THEN BACK TO 2, A-5.
		Thu, Mar 27	7	I1	3" LATE DEPARTING PULLED COLLECTOR, FOX LAKE; 5" WAITING ON #2107, GRAYSLAKE; 4" SLOW/HEAVY FAMILY ENTRAINING.
MN	2141 76% OT	Wed, Mar 05	9	AM1	4" LATE ADA, CUS; 5" FOLLOWING MW2139.
		Fri, Mar 14	16	G1	8" FOLLOWING #2139 & #2241, CUS TO A-5; 12" STOP SIGNAL, MAYFAIR.
		Mon, Mar 17	28	F	21" AIR LEAK B-ENG OF CAR 8245, MAYFAIR; 7" WAIT ON SIGNAL, MAYFAIR.
		Tue, Mar 18	8	G	10" EAST LAKE FOREST-RONDOUT.
		Mon, Mar 31	10	G1	5" LATE DEPARTURE DUE TO LATE EQUIPMENT FROM YARD; 10" FOLLOWING TRAINS, A-2.
MN	2142 76% OT	Wed, Mar 05	12	RO	3" CN STOP SIGNAL; 3" ENTRAINING; 1" MAYFAIR; 6" FOLLOWING EQIP. OUT OF A-2
		Fri, Mar 14	15	G	17" STOP RESTRICTING, GRAYLAND
		Fri, Mar 21	11	R1	4" DELAY CN; 7" EXTRA STOPS MORTON GROVE & EDGEBROOK DUE TO CREW ERROR ON 2123 DID NOT OPEN ALL DOORS FOR PASSENGERS AT EDGEBROOK
		Wed, Mar 26	8	RF	3" CN STOP SIGNAL; 2" ADA, LIBERTYVILLE; 2" STOP SIGNAL, MAYFAIR.
		Mon, Mar 31	16	G1	4", CN XING; 15" FOLLOWING YARD EQUIPMENT AND MW #2141/2141 STALLED AT RACINE AVE.

TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
March 2014

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2143	76% OT	Wed, Mar 05	8	AM1	2" CUS; 6" FOLLOWING 2143 .
			Fri, Mar 14	15	G1	18" FOLLOWING #2141, ENROUTE.
			Mon, Mar 17	22	F1	25" FOLOWING #2141, ENROUTE.
			Tue, Mar 18	19	G	14" EAST LAKE FOEST-RONDOUT; 8" WAIT FOR CN FREIGHT TO CLEAR, CN XING.
			Mon, Mar 31	10	G1	8" FOLLOWING TRAINS, CUS-A5; 6" STOP SIGNAL, MAYFAIR.
MN	2145	76% OT	Thu, Mar 06	12	D1	13" LATE TURN FROM #2146, CUS.
			Fri, Mar 14	7	G1	8" FOLLOWING #2143, ENROUTE.
			Mon, Mar 17	15	F1	15" FOLLOWING #2143, ENROUTE.
			Thu, Mar 27	8	GM	3" COPY RADIO BULLETIN.
			Mon, Mar 31	21	G1	14" LATE ARRIVAL OF MW #2146, CUS; 6" FOLLOWING TRAINS AHEAD, CUS A-2.
MN	2151	76% OT	Mon, Mar 03	7	D1	5" WAITING ON #2158, RONDOUT; 4" DOOR STUCK IN POCKET, ROUND LAKE.
			Wed, Mar 12	14	GW1	15" WAIT ON #2158 & SWITCH FAILURE, RONDOUT.
			Mon, Mar 17	28	F1	30" WAIT ON #2158 TO CLEAR, RONDOUT.
			Tue, Mar 18	11	D1	12" WAIT ON #2158, RONDOUT.
			Mon, Mar 31	16	G1	20" WAITING ON MW #2158, RONDOUT.
MN	2154	81% OT	Thu, Mar 06	12	D1	15" LATE TURN FROM #2145, DEERFIELD.
			Mon, Mar 17	17	F1	18" LATE TURN FROM #2145, DEERFIELD.
			Thu, Mar 27	6	GM1	9" LATE TURN FROM #2145, DEERFIELD.
			Mon, Mar 31	20	G1	20" LATE ARRIVAL FROM MW #2145, DEERFIELD.
MN	2155	81% OT	Wed, Mar 05	15	VE1	15" HOLD FOR #2160, RONDOUT.
			Thu, Mar 06	10	D1	9" WAITING ON OTHER TRAINS,RONDOUT.
			Tue, Mar 25	8	G1	8" HOLDING FOR #2160, RONDOUT.
			Fri, Mar 28	30	G1	30 WAITING ON OTHER TRAINS, ENROUTE; 4" WAITING ON LINE UP, RONDOUT.
MN	2156	81% OT	Mon, Mar 03	8	G1	5" WAITING ON #2147, GRAYSLAKE; 5" STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE.
			Wed, Mar 12	7	D	8" WAITING ON S/B CN FREIGHT, CN; 2" WAITING ON #8, RONDOUT; 3" MAYFIAR.
			Fri, Mar 28	9	G	12" SWITCH/SIGNAL FAILURE, A-5.
			Mon, Mar 31	7	G1	14" LATE DEPARTURE DUE TO LATE ARRIVAL MW #2147, GRAYSLAKE.
MN	2158	71% OT	Mon, Mar 03	8	D	6" WAITING ON #2149, GRAYSLAKE; 6" FOLLOWING CP FREIGHT, RONDOUT-A20.
			Wed, Mar 12	12	GW1	9" WAIT ON #2149, GRAYSLAKE; 6" SIGNAL FAILURE TALKED BY RESTRICTED SPEED, RONDOUT.
			Fri, Mar 14	7	D	9" SOUTHBOUND FREIGHT, CN GRAYSLAKE.
			Mon, Mar 17	35	F1	35" WAIT ON EQUIPMENT & MOVEMENT AUTHORITY, GRAYSLAKE.
			Tue, Mar 18	9	D1	7" WAITING ON #2149, GRAYSLAKE; 6" WAIT S/B CN FREIGHT, CN.
			Mon, Mar 31	21	G1	14" WAITING ON MW #2149, GRAYSLAKE; 5" FREIGHT TRAIN INTERFERENCE, CN XING.
MW	2222	71% OT	Mon, Mar 03	7	E1	4" RESTRICTING SIGNALS, B-17 TO A-5; 2" RED SIGNAL, A-5; 3" 30 MPH RESTRICTING, SPAULDING.
			Wed, Mar 05	8	IW	4" RED SIGNAL, B-35; 2" 30MPH RESTRICTING, SPAULDING; 4" ENTRAINING, ENROUTE.
			Thu, Mar 06	6	GW	6" SWITCH #21 & #33 FAILURE, A-2.
			Wed, Mar 12	8	IW	2" 30MPH, SPAULDING; 2" 30MPH RESTRICTING, B-12; 5" ENTRAINING,ENROUTE.
			Mon, Mar 17	8	I1	3" RED SIGNAL?, B-35; 2" 30MPH, SPAULDING; 2" RED SIGNAL, B-12;1" 30MPH RESTRICTION OVER CN DIAMOND; 3" RED SIGNAL, A-2.
			Thu, Mar 20	7	E1	4" WAITING ON O/B, NATIONAL ST; 2" 30MPH OVER DIAMOND,SPAULDING; 3" RED SIGNAL, NW BRIDGE.
MW	2242	76% OT	Wed, Mar 05	0	XE	ANNULLED LOCO 216 LOST ALL COOLING FLUID, ELGIN.
			Fri, Mar 07	7	I	7" SLOW ENTRAINING, ENROUTE; MEETING W/B TRAINS, ENROUTE.
			Thu, Mar 13	23	D	22" FOLLOWING CP TRAIN G-35, SPAULDING-B-17.
			Fri, Mar 14	18	D	18" FOLLOWING FREIGHT TRAIN, ENROUTE.
			Mon, Mar 31	10	G1	10" FOLLOWING TRAINS, A-5-CUS.
MW	2247	81% OT	Tue, Mar 04	7	F1	7" LATE TURN FROM #2146, CUS.
			Wed, Mar 12	21	E	23" LOCO 414 LOST HEP 3 TIMES, ENROUTE.
			Thu, Mar 27	6	FW	4" RAIN RELATED MECHANICAL PROBLEMS,ENROUTE.
			Fri, Mar 28	6	I	6" ACCOMODATING PASSENGERS, ENROUTE.
MW	2252	81% OT	Wed, Mar 12	21	E1	20" LATE TURN FROM #2247, BIG TIMBER; 7" SWAP EQUIPMENT WITH PLATFORM TRUCK, ELGIN.
			Fri, Mar 14	30	F	20" REPLACED EQUIPMENT WITH RIVER TRACK, ENROUTE; 10" CAB CAR REVERSER BROKEN/UN-USABLE UNIT, ENROUTE. BAD ORDER CONTROLER
			Wed, Mar 26	10	D	10" WAITING ON #471 AND PREVIOUS DELAYS,B35.
	Fri, Mar 28	10	G1	3" ENTRAINING, ENROUTE; 5" WAITING ON NCS 121, GRAND/CICERO.		

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
March 2014**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MW	2253	Wed, Mar 12	20	E1	19" LATE TURN FROM #2252, CUS.	
		71% OT	Fri, Mar 14	37	F1	30" PREVIOUS DELAYS, CUS; 7" ITEM 2 OPERATED 2 MAIN, RIVER GROVE TO BENSENVILLE.
		Mon, Mar 24	8	VE	8" MECHANICAL ISSUES - PENALTY APPLICATION, ENROUTE.	
		Wed, Mar 26	6	D1	6" LATE FLIP FROM 2252	
		Thu, Mar 27	8	FW	8" LOST POWER-LOOSE CABLES WEATHER RELATED,ENROUTE.	
		Fri, Mar 28	15	G1	15" LATE TURN FROM #2252, CUS.	
MW	2254	Tue, Mar 11	16	J1	15" LATE TURN FROM #2249, BIG TIMBER; 9 CARS 1 LOCO.	
		81% OT	Thu, Mar 13	24	D1	19" LATE TURN FROM #2249, BIG TIMBER; 5" 9 CAR TRAIN, ENROUTE.
		Mon, Mar 24	7	D	10" USE 1MT TO RUN AROUND G-35 2 SPAULDING, B-35-ROSELLE.	
		Fri, Mar 28	38	G1	40" LATE TURN FROM #2249, BIG TIMBER.	
MW	2255	Mon, Mar 10	17	D	17" FREIGHT INTERFERENCE, B17.	
		71% OT	Tue, Mar 11	11	J1	11" LATE TURN FROM #2254, CUS.
		Thu, Mar 13	23	D1	23" EARLIER DELAYS,CUS.	
		Mon, Mar 24	12	F	12" LOST HEP, MONT CLARE. BAD ORDER CABLE	
		Wed, Mar 26	8	I	8" WAITING ON PSGRS,ENROUTE.	
		Fri, Mar 28	33	G1	33" LATE TURN FROM #2254, CUS.	
NCS	111	Tue, Mar 04	10	D	10" WAITING ON #118, WHEELING. SINGLE TRACKING AROUND FREIGHT TRAIN	
		81% OT	Wed, Mar 05	13	D	15" WAITING ON #118, WHEELING. SINGLE TRACKING AROUND FREIGHT TRAIN
		Thu, Mar 06	18	D	19" FOLLOWING CN FREIGHT TRAIN, ENROUTE.	
		Tue, Mar 18	10	D1	11" WAITING ON #118; 4" WAIT ON CN FREIGHT, LOMOND.	
NCS	113	Tue, Mar 04	10	D1	10" FOLLOWING LATE #111, ENROUTE.	
		81% OT	Wed, Mar 05	10	D1	11" FOLLOWING #111, ENROUTE.
		Thu, Mar 06	14	D1	14" FOLLOWING #111, ENROUTE.	
		Tue, Mar 18	13	D1	13" FOLLOWING #111, ENROUTE.	
NCS	114	Mon, Mar 10	23	DM1	24" LATE TURN FROM #103, ANTIOCH; 3" 10MPH RESTRICTION, DEVAL; 3" X-TRAFFIC, A-2.	
		76% OT	Mon, Mar 17	53	DM1	53" #103 TURNED @ PRAIRIE XING DUE TO CN FREIGHT STRIKING PEDESTRAIN AFTER WAITING FOR BUSSES, RAM.
		Wed, Mar 19	14	D	10" HOLD FOR S/B FREIGHT, ROUND LAKE BEACH; 5" RESTRICTING " FLAGGED BY SIGNAL", GRAYSLAKE; 5" RESTRICTING, MP42.4.	
		Fri, Mar 21	12	C	12" TRACK INSPECTER FIXING DEFECT IN PLANT AT DEVAL	
		Thu, Mar 27	9	GF	5" FLAGGED BY GRAYSLAKE JCT; 7" RESTRICTING, MP42.4.	
NCS	118	Mon, Mar 10	13	D	20" WAITING ON #111 & #113 TO CLEAR, PRAIRIE VIEW. SINGLE TRACKING AROUND FREIGHT TRAIN	
		81% OT	Tue, Mar 11	12	D1	24" WAITING ON #111 & #113 TO CLEAR, PRAIRIE VIEW.
		Wed, Mar 12	18	D1	WAITING FOR NCS11 & 113 SINGLE TRACKING AROUND FREIGHT TRAIN	
		Wed, Mar 19	8	D	13" WAITING ON S.B CN FREIGHT, ANTIOCH.	
NCS	120	Mon, Mar 03	14	G1	16" WAIT ON LATE #2147 & RESTRICTED SPEED, GRAYSLAKE.	
		76% OT	Thu, Mar 06	12	D1	15" WAITING ON #2147. GRAYSLAKE.
		Mon, Mar 17	7	F1	10" WAITING ON #2147, GRAYSLAKE.	
		Fri, Mar 28	46	G	46" SWITCH FAILURE, A-5.	
		Mon, Mar 31	20	G1	20" WAITING ON MW #2147, GRAYSLAKE.	
RI	419	Tue, Mar 11	33	E	32" ENG 207 DIED SPEWING COOLANT ALL OVER ENGINE ROOM, TRAIN SWAPPED EQUIPMENT WITH #617, 35TH ST.	
		81% OT	Mon, Mar 17	7	KP	5" POLICE ACTIVITY, MOKENA; 2" GATE MALFUNCTION, 95TH ST.
		Mon, Mar 24	7	E1	8" LATE DEPARTING SWAPPED ENGINES FROM #412, LSS.	
		Thu, Mar 27	13	F1	1" SLOW ENTRAINING, 35TH ST; 2" WAITIN GON #424, 103RD ST; 13" FOLLOWING #303 EQUIPMENT, OAK FOREST-JOLIET.	
RI	503	Mon, Mar 03	6	I	2" DELIVERING NEW TW'S TO EIC B1201 LINES 201 & 202; 1" EACH FOR RULE 6.30, 95TH, 123TH & 80TH AVE; 2" SLOW ENTRAINING, ENROUTE.	
		76% OT	Wed, Mar 05	7	IW	1" LATE STRAGGLER, LSS; 1" STRAGGLER, GRESHAM; 1" 115TH; & 2" 80TH AVE, RULE 6.30 ; 2" OBSERVING A1101 LINES 105 & 106; 1" WEATHER.
		Wed, Mar 19	6	G	5" WAITING ON SIGNAL, 35.5; 2" RESTRICTING SIGNAL, 35.5.	
		Fri, Mar 21	15	F1	12" HELD WAIT FOR EXTRA 409 TO RETRIEVE PASSENGERS FROM #416, OAK FOREST; 5" LAST MINUTE	
		Fri, Mar 28	7	RO	3" OBSERVING A1101 LINES 102 & 105; 4" WAITING FOR SIGNAL OPERATOR ERROR, UD WYE.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
March 2014**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	508	Mon, Mar 03	11	I	2" LATE STRAGGLERS, LSS; 2" OBSERVING A1102 LINES 104, & 106; 5" SLOW PSGR HANDLING, ENROUTE; 3" SIGNAL ISSUES, OPR HAD TO TALK BY SIGNAL,	
		71% OT	Thu, Mar 06	6	I	2" OBSERVING A1101 LINES 101, 105 & 106; 4" DOUBLE STOP FOR ELDERLY PASSENGER, MIDLOTHIAN; 3" TULE 6.30, BI.
		Fri, Mar 07	8	I	1" ASSISTING PASSENGER, OAK FOREST; 2" ENTRAINING, MIDLOTHIAN; 2" DOOR LIGHT ISSUES COACH 7479.	
		Tue, Mar 18	11	GX1	6" AWDM, OAK PARK AVE & 66TH CT; 1" A-105; A-101; 3" PASSENGER HANDLING, ENROUTE.	
		Wed, Mar 19	10	GM	3" L521, EJ&E;; 4" AWDM ITME 2, 66TH CT. & OAK PARK AVE.	
		Fri, Mar 21	16	F1	10" LATE ARRIVAL OF EQUIPMENT, UD; 2" SPEED RESTRICTIONS; 4" ENTRAINING, ENROUTE.	
SWS	831	Thu, Mar 06	6	F1	10" RESTRICTED SPEED DUE TO #827 HAVING A 7" FLAT SPOTS, CP143-CP179TH.	
		81% OT	Tue, Mar 11	12	K1	15" WAITING ON #838, 143RD ST.
		Wed, Mar 12	24	D	23" WAIT FOR CSX Q162 TO CLEAR, ASHBURN; 6" STOP SIGNAL, CHICAGO RIDGE.	
		Wed, Mar 26	12	H	15" LATE DEPARTING COULDN'T GET CAB SIGNALS CUT OUT IN BN YARD,CUS; 4" X-TRAFFIC, FOREST HILL. TRAIN SET UP INCORECTLY	
UPW	28	Wed, Mar 05	11	CW1	11" WAIT FOR #26 TO CLEAR BROKEN RAIL ON TK1 @ VALE PLANT, ELMHURST.	
		76% OT	Thu, Mar 06	19	GW	19" SWITCH #33 FAILED, WESTERN AVE.
		Tue, Mar 11	7	U1	9" LATE DEPARTING WAITING ON #26 TO CLEAR, ELMHURST.	
		Wed, Mar 12	7	IW1	7" FOLLOW #26, WHEATON TO ELMHURST.	
		Mon, Mar 17	10	D1	10" LATE DEPARTING WAITING ON #26 TO CLEAR, ELMHURST.	
UPW	30	Thu, Mar 06	11	GW1	11" STOPPED BEHIND #28 DUE TO SWITCH #33 DAILUED, WESTERN.	
		81% OT	Wed, Mar 12	18	RF	9" LATE DEPARTING NO SIGNAL & GENEVA DISPATCHER NOT ANSWERING RADIO, LAFOX; SLOW/HEAVY ENTRAINING(WEATHER), ENROUTE.
		Mon, Mar 17	7	D1	7" TRAIN CONTROL FOLLOWING #28, 25TH AVE-CPT; ENTRAINING & OPERATE TK 2 DUE TO QNLCH-08 & YYCPR-16 ON TK1, RIVER FOREST & OAK PARK.	
Mon, Mar 24	17	VF	17" OPERATE ON ABSOLUTE BLICKS B/O TRAIN CONTRIL CAR 8408, PECK-KEDZIE.			
UPW	32	Wed, Mar 05	9	CW1	9" FOLLOWING #30, TRAIN CONTROL DUE TO BROKEN RAIL TK 1 @ VALE,PARK-CPT.	
		81% OT	Thu, Mar 06	9	GW1	10" STOPPED BEHIND #30 DUE TO SWITCH #33 FAILED, WESTERN.
		Wed, Mar 12	19	RF1	19" FOLLOW #30, ELBURN-CPT.	
		Mon, Mar 24	12	VF1	12" TRAIN CONTROL FOLLOWING #30, GENEVA-ELMHURST.	
UPW	36	Mon, Mar 03	31	D1	13" LATE TURN FROM #13, ELBURN; STICKY DOOR CAR 7202, ELBURN; ADA; 30MPH, MP32.1; STOPPED BEHIND LIGHT ENGINE, HALSTED.	
		76% OT	Tue, Mar 04	17	D1	8" LATE ARRIVAL OF #13, ELBURN; SLOW ENTRAINING/DETRAINING 2 ADA'S, GENEVA & ELMHURST; SLOW ORDERS, MP32.1.
		Wed, Mar 05	12	CW1	12" ADA, GENEVA & ELMHURST; 30MPH, MP32.1-32; SLOW ENTRAINING,GLEN ELLYN; X/O 1-2 DUE TO BROKEN RAIL, VALE	
		Fri, Mar 07	7	I	7" SLOW ENTRAINING & ADA, GENEVA; RUNNIG WITH #3 TRACTION MOTORCUT & NOT ABLE TO BUILD TO TRACK SPEED.	
		Tue, Mar 11	9	D	9" KLBG2-7. ELBURN-GENEVA; STICKY DOORS CAR 7288, ELMHURST; 2 ADA'S; DEAD TRACK, MP14.3 WOLF RD; 30MPH, MP32.1-32.	
UPW	38	Mon, Mar 03	10	D1	10" FOLLOWING #36, ELBURN TO ELMHURST.	
		71% OT	Wed, Mar 05	12	CW1	12" TRAIN CONTROL DUE TO BROKEN RAIL ON TK1 @ VALE, PARK-VALE; SLOW ENTRAINING, GENEVA, WINFIELD, WHEATON & ELMHURST.
		Wed, Mar 12	10	IW	10" SLOW ENTRAINING(WEATHER), ENROUTE.	
		Thu, Mar 13	9	I	9" SLOW ENTRAINING, ENROUTE; XH, MP15.90; 5 SLOW ORDERS, ENROUTE.	
		Wed, Mar 26	10	AD	10" STOP TO FOLLOW TWO LIGHT UNITS TO CPT, HALSTED.	
		Mon, Mar 31	7	I	4" SLOW PASSENGER LOADING, WHEATON, LOMBARD, ELMHURST; 3" STICKY DOORS ON CAB CAR #7283, ENROUTE. WHITE SOX OPENER	
UPW	44	Tue, Mar 25	10	KD	10" STOP SWITCH #1 FAILURE, KRESS. METAL BANDING IN POINT	
		76% OT	Wed, Mar 26	20	G	20" HEAVY ENTRAINING(7), ENROUTE; HELD GET A DIFFERENT LINE DUE TO SWITCH #13 ON TK2 WITH B/O SWITCH @ HALSTED, WAIT FOR DISP., OAK PARK.
		Thu, Mar 27	10	RF	10" WAIT FOR PASSENGERS TO CROSS BACK OVER DUE TO DISPATCHER CHANGING TRACKS LAST MINUTE.	
		Fri, Mar 28	20	G1	20" LATE TURN FROM #25, ELBURN;	
		Mon, Mar 31	10	I	10" SLOW PASSENGER LOADING, ALL STATIONS. WHITE SOX OPENER	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
March 2014**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UPW	54	Mon, Mar 03	12	D	12" MET #37 DUE TO X-TRAFFIC @ JB TOWER, TURNER; STOPPED AGBCY-03 & ZG2OA-03 WHO WERE FOLLOWING #35.
	76% OT	Tue, Mar 04	35	DE1	35" WAIT FOR #37 WHICH WAS STOPPED @ 25TH FOR Y114J-04 ENTERINGPROVISO, WEST CHICAGO.
		Mon, Mar 17	12	VE1	12" LATE TURN FROM #35 THAT HAD ENGINE PROBLEMS, ELBURN.
		Tue, Mar 25	6	GM	2" SLOW ORDERS, MP32.2, 30.65M 18.5 & 17.7; 1" SLOW ENTRAINING,GENEVA; 3" XH ORDER, MP11.28.
		Thu, Mar 27	8	D	8" WAIT FOR IBRXSR-23 TO CELAR ROCKWELL SUB; KEDZIE; 30MPH SPEED RESTRICTION, KRESS.

Data is final (04/14/14) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%_table.xls\PrintCopy 04/14/2014

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
DE	DE1	XDE	Freight Mechanical Malfunction	Transportation	Semi-controllable
DM	DM1	XDM	Freight-Accident/Incident	Incidental	Uncontrollable
DR	DR1	XDR	Freight-Human Error	Transportation	Semi-controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive	Mechanical	Controllable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car	Mechanical	Controllable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable
GZ	GZ1	XGZ	ETMS Signal Malfunction	Engineering	Controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable
L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
O	O1	XO	AC/DC System Failure	Engineering	Controllable
OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
R	R1	XR	Human Error, Transportation	Transportation	Controllable
RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
RZ	RZ1	XRZ	ETMS Train Crew Error	Transportation	Controllable
S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
T	T1	XT	Property Vandalism	Incidental	Uncontrollable
U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
W	W1	XW	Gas Leak	Incidental	Uncontrollable

Effective January 1, 2014 Revised February 3 & March 12, 2014

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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				11 NON-LOCOMOTIVE EQUIPMENT FAILURE			
A	A1	XA	Passenger Train Interference	F	F1	XF	Cab Car/Trailer/MU Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	FS	FS1	XFS	NICTD MU Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	FZ	FZ1	XFZ	ETMS Malfunction on Cab Car
AM	AM1	XAM	Amtrak Caused Delay	12 LOCOMOTIVE FAILURE			
AS	AS1	XAS	NICTD Train Interference	E	E1	XE	Locomotive Malfunction
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
D	D1	XD	Freight Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	13 HUMAN ERROR			
DE	DE1	XDE	Freight Mechanical Malfunction	B	B1	XB	Human Error, Eng. Dept.
DR	DR1	XDR	Freight-Human Error	BA	BA1	XBA	Amtrak Engineering Human Error
4 ACCIDENT				H	H1	XH	Human Error, Mechanical Department
DM	DM1	XDM	Freight-Accident/Incident	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
M	M1	XM	Right of Way Accident/Misc.	R	R1	XR	Human Error, Transportation
5 PASSENGER LOADING				RA	RA1	XRA	Human Error, Amtrak Transportation
I	I1	XI	Passenger Handling, Running Time	RD	RD1	XRD	Human Error, Metra Dispatcher
IB	IB1	XIB	Passenger Handling, Bicycle	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
6 LIFT DEPLOYMENT				RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
U	U1	XU	Accessibility Related (ADA)	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
UF	UF1	XUF	ADA Lift Failure	RO	RO1	XRO	Human Error, Tower Operator
7 OBSTRUCTION/DEBRIS				RS	RS1	XRS	Human Error, NICTD Transportation
K	K1	XK	Obstruction On Tracks	RZ	RZ1	XRZ	ETMS Train Crew Error
KD	KD1	XKD	Train Struck Debris	14 SICK, INJURED, UNRULY PASSENGER			
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	J	J1	XJ	Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JA	JA1	XJA	Amtrak Passenger Problems/Removal
CM	CM1	XCM	Switch Malfunction (Track Dept.)	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			
10 CATENARY FAILURE				L	L1	XL	Unauthorized People On Tracks/Near Miss
CO	CO1	XCO	Scheduled Wire Work	N	N1	XN	Electricity Utility Failure
O	O1	XO	AC/DC System Failure	Q	Q1	XQ	Late Issuance of Track Warrant
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	S	S1	XS	Operational (Efficiency) Testing
				T	T1	XT	Property Vandalism
				VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
				VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
				W	W1	XW	Gas Leak

Effective January 1, 2014

Revised February 3 & March 12, 2014

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**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
March 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	61	8	4	6	3	94	53	17	49	12	27	10	29	373	42%
Semi-controllable	20	0	0	0	10	32	25	29	2	15	4	5	24	166	19%
Uncontrollable	17	43	14	26	2	30	45	7	57	16	13	43	27	340	39%
TOTAL TRAINS DELAYED	98	51	18	32	15	156	123	53	108	43	44	58	80	879	100%

March - Average Over Previous Two Years: 2012-2013

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	52.5	20.5	7.5	10.0	3.0	42.5	19.0	12.0	22.5	5.5	13.5	19.0	21.0	248.5	40%
Semi-controllable	9.0	0.0	0.0	0.0	3.0	25.5	15.5	14.0	6.5	17.5	0.5	2.5	13.0	107.0	17%
Uncontrollable	53.0	20.5	7.5	15.0	1.0	21.0	26.5	2.0	32.0	4.0	21.5	39.0	23.5	266.5	43%
TOTAL TRAINS DELAYED	114.5	41.0	15.0	25.0	7.0	89.0	61.0	28.0	61.0	27.0	35.5	60.5	57.5	622.0	100%

March 2014 Divergence From March Average Over Previous Two Years

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	8.5	-12.5	-3.5	-4.0	0.0	51.5	34.0	5.0	26.5	6.5	13.5	-9.0	8.0	124.5	48%
Semi-controllable	11.0	0.0	0.0	0.0	7.0	6.5	9.5	15.0	-4.5	-2.5	3.5	2.5	11.0	59.0	23%
Uncontrollable	-36.0	22.5	6.5	11.0	1.0	9.0	18.5	5.0	25.0	12.0	-8.5	4.0	3.5	73.5	29%
TOTAL TRAINS DELAYED	-16.5	10.0	3.0	7.0	8.0	67.0	62.0	25.0	47.0	16.0	8.5	-2.5	22.5	257.0	100%

January-March 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	273	55	25	39	20	339	128	77	198	50	80	74	133	1,491	29%
Semi-controllable	181	0	0	0	32	107	77	87	27	87	10	19	53	680	13%
Uncontrollable	441	256	79	119	19	366	294	83	430	72	230	309	222	2,920	57%
TOTAL TRAINS DELAYED	895	311	104	158	71	812	499	247	655	209	320	402	408	5,091	100%

Data for current month is final (04/14/14) version from TOPS.

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04/14/2014

TABLE 7: NUMBER OF DELAYS BY DATE
March 2014

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL	
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo		
BNSF	5	3	0	1	1	10	3	3	9	3	0	3	3	4	5	2	3	5	3	13	3	82	
Elec -ML	1	3	1	2	3	0	0	27	6	0	0	0	0	0	0	0	1	0	0	1	0	45	
-BI	1	2	0	1	0	1	0	8	0	2	0	0	1	0	1	0	0	0	0	0	0	17	
-SC	2	0	2	1	1	0	0	13	0	1	0	2	0	0	1	0	0	1	1	2	1	28	
Heritage	1	1	0	1	2	1	2	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2	15
Milw -N	9	1	11	12	0	2	0	4	1	11	8	5	0	2	1	1	3	2	3	7	24	107	
-W	5	4	5	3	3	2	6	8	9	4	2	1	7	7	0	9	2	7	3	7	6	100	
NCS	4	2	4	5	0	5	5	3	2	0	5	3	2	2	1	1	1	0	3	2	3	53	
RI	9	0	1	4	1	14	8	14	3	4	1	4	5	0	7	2	0	1	8	1	4	91	
SWS	1	1	0	8	0	4	3	8	0	2	0	0	0	1	2	2	0	1	1	0	9	43	
UP -N	0	1	5	0	2	1	2	1	0	1	0	5	5	1	0	0	1	0	0	8	0	33	
-NW	7	0	2	2	19	0	2	0	0	0	1	0	1	0	1	1	0	0	3	0	4	43	
-W	5	9	8	5	1	6	3	9	1	1	4	2	1	3	3	4	2	3	2	4	2	78	
SYSTEM	50	27	39	45	33	46	34	99	31	29	22	26	25	20	22	22	13	20	27	47	58	735	

SATURDAY	1	8	15	22	29	TOTAL	SUNDAY/HOLIDAY	2	9	16	23	30	TOTAL
BNSF	1	0	6	0	6	13	BNSF	0	0	0	0	3	3
Elec -ML	0	0	0	1	0	1	Elec -ML	1	3	1	0	0	5
-BI	0	0	0	0	1	1	-BI	-	-	-	-	-	0
-SC	1	0	0	0	1	2	-SC	0	2	0	0	0	2
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	4	10	12	15	3	44	Milw -N	2	1	0	0	2	5
-W	0	0	17	0	3	20	-W	1	0	0	1	1	3
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	1	0	5	1	1	8	RI	0	0	9	0	0	9
SWS	0	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	0	1	5	0	0	6	UP -N	3	0	2	0	0	5
-NW	0	0	5	3	1	9	-NW	1	0	5	0	0	6
-W	1	0	1	0	0	2	-W	0	0	0	0	0	0
SYSTEM	8	11	51	20	16	106	SYSTEM	8	6	17	1	6	38

Data is final (04/14/14) version from TOPS.

TABLES 8.a, 8.b & 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
March 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2	1	0	0	2	12	0	2	1	0	0	0	2	22
<i>Freight Interference - Peak</i>	10	0	0	0	9	5	5	13	0	4	1	4	9	60
<i>Freight Interference - Off-Peak</i>	17	0	0	0	0	21	18	15	2	7	3	1	15	99
Freight Interference - Total	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Accident	1	0	0	0	0	0	0	6	8	0	2	22	0	39
Passenger Loading	8	3	3	6	0	10	20	0	23	0	6	5	5	89
Lift Deployment	2	0	0	0	0	2	5	0	2	0	1	0	1	13
Obstruction/Debris	2	0	2	2	2	2	7	0	1	12	0	1	1	32
Signal/Switch Failure	10	0	0	0	1	54	14	7	10	7	1	1	7	112
Track Work	20	0	0	0	0	5	2	1	0	0	6	2	1	37
Catenary Failure	0	4	0	5	0	0	0	0	0	0	0	0	0	9
Non-Locomotive Equipment Failure	0	0	2	0	0	7	7	2	12	8	0	0	0	38
Locomotive Failure	4	0	0	0	0	9	26	4	22	0	18	4	3	90
Human Error	15	2	2	1	1	9	3	1	5	2	1	2	9	53
Sick, Injured, Unruly Passenger	2	5	0	3	0	4	4	0	3	0	2	7	1	31
Weather	2	35	9	15	0	10	9	1	17	3	2	7	13	123
Other	3	1	0	0	0	6	3	1	2	0	1	2	13	32
TOTAL TRAINS DELAYED	98	51	18	32	15	156	123	53	108	43	44	58	80	879

March - Average Over Previous Five Years: 2009-2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2.0	1.4	0.6	0.6	1.2	6.2	0.8	1.0	1.4	1.2	0.8	0.2	1.0	18.4
<i>Freight Interference - Peak</i>	5.4	0.0	0.0	0.0	4.0	2.0	1.0	4.4	0.6	3.4	0.4	1.0	1.8	24.0
<i>Freight Interference - Off-Peak</i>	8.0	0.0	0.0	0.0	0.0	10.8	7.4	7.4	5.2	8.4	1.2	0.8	14.4	63.6
Freight Interference - Total	13.4	0.0	0.0	0.0	4.0	12.8	8.4	11.8	5.8	11.8	1.6	1.8	16.2	87.6
Accident	10.8	0.0	0.0	0.0	0.2	1.4	2.0	0.4	5.0	0.2	5.4	9.0	1.8	36.2
Passenger Loading	5.4	10.6	1.6	3.4	0.0	4.0	4.0	0.0	8.0	0.0	11.6	8.6	6.0	63.2
Lift Deployment	1.6	0.0	0.0	0.2	0.0	1.2	2.0	0.2	5.0	0.0	2.4	1.2	1.8	15.6
Obstruction/Debris	6.0	1.2	0.4	3.8	0.0	3.2	2.8	0.6	2.0	1.6	0.8	3.2	3.8	29.4
Signal/Switch Failure	18.0	8.6	2.8	1.6	2.6	20.8	10.0	5.8	4.4	6.8	6.8	5.6	4.2	98.0
Track Work	4.2	4.2	0.8	1.2	0.2	4.4	1.2	0.6	1.6	1.0	3.0	0.8	4.0	27.2
Catenary Failure	0.0	2.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Non-Locomotive Equipment Failure	3.6	2.0	1.2	1.4	0.2	0.6	1.2	1.8	0.6	0.0	1.0	0.6	1.2	15.4
Locomotive Failure	8.6	0.2	0.0	0.0	0.6	9.8	4.6	3.2	5.2	0.0	5.6	4.8	6.4	49.0
Human Error	5.8	3.6	0.4	2.8	0.6	5.2	3.6	2.6	4.6	2.0	4.6	6.0	3.0	44.8
Sick, Injured, Unruly Passenger	3.0	7.6	0.8	2.4	0.0	5.2	3.4	0.2	2.2	0.0	5.4	3.4	4.2	37.8
Weather	1.0	0.6	0.4	0.2	0.0	0.2	1.2	0.0	1.4	0.4	1.6	1.2	2.0	10.2
Other	2.8	2.4	1.0	2.2	0.0	0.8	2.6	0.0	6.0	0.8	5.0	1.8	5.8	31.2
TOTAL TRAINS DELAYED	86.2	44.6	10.2	20.2	9.6	75.8	47.8	28.2	53.2	25.8	55.6	48.2	61.4	566.8

March 2014 Divergence From March 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	0.0	-0.4	-0.6	-0.6	0.8	5.8	-0.8	1.0	-0.4	-1.2	-0.8	-0.2	1.0	3.6
<i>Freight Interference - Peak</i>	4.6	0.0	0.0	0.0	5.0	3.0	4.0	8.6	-0.6	0.6	0.6	3.0	7.2	36.0
<i>Freight Interference - Off-Peak</i>	9.0	0.0	0.0	0.0	0.0	10.2	10.6	7.6	-3.2	-1.4	1.8	0.2	0.6	35.4
Freight Interference - Total	13.6	0.0	0.0	0.0	5.0	13.2	14.6	16.2	-3.8	-0.8	2.4	3.2	7.8	71.4
Accident	-9.8	0.0	0.0	0.0	-0.2	-1.4	-2.0	5.6	3.0	-0.2	-3.4	13.0	-1.8	2.8
Passenger Loading	2.6	-7.6	1.4	2.6	0.0	6.0	16.0	0.0	15.0	0.0	-5.6	-3.6	-1.0	25.8
Lift Deployment	0.4	0.0	0.0	-0.2	0.0	0.8	3.0	-0.2	-3.0	0.0	-1.4	-1.2	-0.8	-2.6
Obstruction/Debris	-4.0	-1.2	1.6	-1.8	2.0	-1.2	4.2	-0.6	-1.0	10.4	-0.8	-2.2	-2.8	2.6
Signal/Switch Failure	-8.0	-8.6	-2.8	-1.6	-1.6	33.2	4.0	1.2	5.6	0.2	-5.8	-4.6	2.8	14.0
Track Work	15.8	-4.2	-0.8	-1.2	-0.2	0.6	0.8	0.4	-1.6	-1.0	3.0	1.2	-3.0	9.8
Catenary Failure	0.0	1.8	-0.2	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
Non-Locomotive Equipment Failure	-3.6	-2.0	0.8	-1.4	-0.2	6.4	5.8	0.2	11.4	8.0	-1.0	-0.6	-1.2	22.6
Locomotive Failure	-4.6	-0.2	0.0	0.0	-0.6	-0.8	21.4	0.8	16.8	0.0	12.4	-0.8	-3.4	41.0
Human Error	9.2	-1.6	1.6	-1.8	0.4	3.8	-0.6	-1.6	0.4	0.0	-3.6	-4.0	6.0	8.2
Sick, Injured, Unruly Passenger	-1.0	-2.6	-0.8	0.6	0.0	-1.2	0.6	-0.2	0.8	0.0	-3.4	3.6	-3.2	-6.8
Weather	1.0	34.4	8.6	14.8	0.0	9.8	7.8	1.0	15.6	2.6	0.4	5.8	11.0	112.8
Other	0.2	-1.4	-1.0	-2.2	0.0	5.2	0.4	1.0	-4.0	-0.8	-4.0	0.2	7.2	0.8
TOTAL TRAINS DELAYED	11.8	6.4	7.8	11.8	5.4	80.2	75.2	24.8	54.8	17.2	-11.6	9.8	18.6	312.2

Data for current month is final (04/14/14) version from TOPS.

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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-March 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3	1	0	1	4	60	11	6	10	2	1	5	14	118
<i>Freight Interference - Peak</i>	92	0	0	0	27	20	25	30	10	22	1	13	15	255
<i>Freight Interference - Off-Peak</i>	90	0	0	0	0	74	49	46	15	34	9	6	37	360
Freight Interference - Total	182	0	0	0	27	94	74	76	25	56	10	19	52	615
Accident	101	0	0	0	0	64	18	8	13	1	12	51	4	272
Passenger Loading	8	12	7	12	0	25	31	0	55	0	15	10	19	194
Lift Deployment	8	0	0	0	0	17	18	3	11	0	2	9	14	82
Obstruction/Debris	11	18	5	8	5	26	17	5	23	16	26	31	14	205
Signal/Switch Failure	82	12	9	10	7	117	40	32	72	40	10	12	40	483
Track Work	34	1	0	1	1	30	5	18	10	0	6	3	3	112
Catenary Failure	0	27	5	9	0	0	0	0	0	0	0	0	0	41
Non-Locomotive Equipment Failure	34	2	5	6	2	30	13	3	21	24	19	9	11	179
Locomotive Failure	24	0	0	0	0	76	44	16	65	4	36	24	23	312
Human Error	88	8	6	10	11	27	9	6	21	8	3	10	26	233
Sick, Injured, Unruly Passenger	9	11	2	7	1	9	13	1	10	1	5	19	8	96
Weather	301	214	65	92	13	219	198	69	310	50	165	192	153	2,041
Other	10	5	0	2	0	18	8	4	9	7	10	8	27	108
TOTAL TRAINS DELAYED	895	311	104	158	71	812	499	247	655	209	320	402	408	5,091

January-March - Average Over Previous Five Years: 2009-2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	9.2	8.8	2.4	2.4	2.0	22.4	6.2	4.6	4.2	4.2	8.0	3.6	4.6	82.6
<i>Freight Interference - Peak</i>	13.4	0.0	0.0	0.0	10.4	4.4	6.0	11.4	3.2	10.4	2.2	2.4	12.0	75.8
<i>Freight Interference - Off-Peak</i>	20.8	0.2	0.2	0.0	0.0	25.2	22.0	19.6	14.0	24.4	4.2	4.8	37.2	172.6
Freight Interference - Total	34.2	0.2	0.2	0.0	10.4	29.6	28.0	31.0	17.2	34.8	6.4	7.2	49.2	248.4
Accident	31.2	3.2	0.2	2.4	0.8	2.8	15.2	5.0	13.4	2.0	14.8	20.8	8.8	120.6
Passenger Loading	10.2	27.2	7.4	6.8	0.0	10.6	5.4	0.2	13.6	0.8	34.0	11.4	11.6	139.2
Lift Deployment	5.0	0.0	0.0	0.2	0.0	6.4	5.4	0.6	12.2	0.0	7.0	3.0	8.0	47.8
Obstruction/Debris	18.0	3.8	1.0	6.6	0.0	6.0	10.2	1.2	7.4	3.6	2.4	12.0	11.6	83.8
Signal/Switch Failure	73.8	25.2	9.0	6.2	9.4	56.2	39.4	18.2	22.2	26.0	18.2	21.4	21.8	347.0
Track Work	10.0	17.2	8.6	3.6	0.4	8.6	5.4	1.8	5.2	2.2	6.8	3.8	9.0	82.6
Catenary Failure	0.0	7.4	2.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	11.2
Non-Locomotive Equipment Failure	6.2	7.6	3.0	3.6	0.2	1.8	4.4	2.2	3.0	0.8	3.8	3.6	2.2	42.4
Locomotive Failure	29.4	0.6	0.2	0.0	0.8	37.2	19.6	7.6	18.8	3.2	12.0	18.8	11.2	159.4
Human Error	25.8	12.6	2.8	4.4	2.2	19.2	13.2	6.0	12.2	6.8	20.2	14.6	7.6	147.6
Sick, Injured, Unruly Passenger	7.2	19.2	2.4	6.4	0.0	8.0	7.8	0.4	7.2	0.4	12.6	8.0	8.6	88.2
Weather	64.0	37.6	7.6	14.6	3.6	54.6	40.6	11.6	43.4	14.4	53.0	40.4	43.6	429.0
Other	8.4	13.0	2.2	3.4	0.0	2.2	6.6	1.2	10.0	3.4	12.4	5.0	10.8	78.6
TOTAL TRAINS DELAYED	332.6	183.6	49.4	61.8	29.8	265.6	207.4	91.6	190.0	102.6	211.6	173.8	208.6	2,108.4

January-March 2014 Divergence From January-March 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	-6.2	-7.8	-2.4	-1.4	2.0	37.6	4.8	1.4	5.8	-2.2	-7.0	1.4	9.4	35.4
<i>Freight Interference - Peak</i>	78.6	0.0	0.0	0.0	16.6	15.6	19.0	18.6	6.8	11.6	-1.2	10.6	3.0	179.2
<i>Freight Interference - Off-Peak</i>	69.2	-0.2	-0.2	0.0	0.0	48.8	27.0	26.4	1.0	9.6	4.8	1.2	-0.2	187.4
Freight Interference - Total	147.8	-0.2	-0.2	0.0	16.6	64.4	46.0	45.0	7.8	21.2	3.6	11.8	2.8	366.6
Accident	69.8	-3.2	-0.2	-2.4	-0.8	61.2	2.8	3.0	-0.4	-1.0	-2.8	30.2	-4.8	151.4
Passenger Loading	-2.2	-15.2	-0.4	5.2	0.0	14.4	25.6	-0.2	41.4	-0.8	-19.0	-1.4	7.4	54.8
Lift Deployment	3.0	0.0	0.0	-0.2	0.0	10.6	12.6	2.4	-1.2	0.0	-5.0	6.0	6.0	34.2
Obstruction/Debris	-7.0	14.2	4.0	1.4	5.0	20.0	6.8	3.8	15.6	12.4	23.6	19.0	2.4	121.2
Signal/Switch Failure	8.2	-13.2	0.0	3.8	-2.4	60.8	0.6	13.8	49.8	14.0	-8.2	-9.4	18.2	136.0
Track Work	24.0	-16.2	-8.6	-2.6	0.6	21.4	-0.4	16.2	4.8	-2.2	-0.8	-0.8	-6.0	29.4
Catenary Failure	0.0	19.6	2.6	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	29.8
Non-Locomotive Equipment Failure	27.8	-5.6	2.0	2.4	1.8	28.2	8.6	0.8	18.0	23.2	15.2	5.4	8.8	136.6
Locomotive Failure	-5.4	-0.6	-0.2	0.0	-0.8	38.8	24.4	8.4	46.2	0.8	24.0	5.2	11.8	152.6
Human Error	62.2	-4.6	3.2	5.6	8.8	7.8	-4.2	0.0	8.8	1.2	-17.2	-4.6	18.4	85.4
Sick, Injured, Unruly Passenger	1.8	-8.2	-0.4	0.6	1.0	1.0	5.2	0.6	2.8	0.6	-7.6	11.0	-0.6	7.8
Weather	237.0	176.4	57.4	77.4	9.4	164.4	157.4	57.4	266.6	35.6	112.0	151.6	109.4	1,612.0
Other	1.6	-8.0	-2.2	-1.4	0.0	15.8	1.4	2.8	-1.0	3.6	-2.4	3.0	16.2	29.4
TOTAL TRAINS DELAYED	562.4	127.4	54.6	96.2	41.2	546.4	291.6	155.4	465.0	106.4	108.4	228.2	199.4	2,982.6

Data for current month is final (04/14/14) version from TOPS.

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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
2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar
Passenger Train Interference	38	58	22										118 2.3%
<i>Freight Interference - Peak</i>	103	92	60										255 5.0%
<i>Freight Interference - Off-Peak</i>	104	157	99										360 7.1%
Freight Interference - Total	207	249	159										615 12.1%
Accident	116	117	39										272 5.3%
Passenger Loading	30	75	89										194 3.8%
Lift Deployment	28	41	13										82 1.6%
Obstruction/Debris	85	88	32										205 4.0%
Signal/Switch Failure	190	181	112										483 9.5%
Track Work	42	33	37										112 2.2%
Catenary Failure	0	32	9										41 0.8%
Non-Locomotive Equipment Failure	92	49	38										179 3.5%
Locomotive Failure	97	125	90										312 6.1%
Human Error	96	84	53										233 4.6%
Sick, Injured, Unruly Passenger	27	38	31										96 1.9%
Weather	1,431	487	123										2,041 40.1%
Other	31	45	32										108 2.1%
TOTAL TRAINS DELAYED	2,510	1,702	879										5,091 100%

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	50 2.9%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	35 2.0%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	171 9.8%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	206 11.8%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	102 5.9%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	105 6.0%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	37 2.1%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	65 3.7%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	391 22.5%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	42 2.4%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	2 0.1%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	47 2.7%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	133 7.6%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	200 11.5%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	86 4.9%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	211 12.1%
Other	11	32	19	8	22	36	24	22	19	11	30	29	62 3.6%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799	1,045	1,739 100%

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar
Passenger Train Interference	31	37	0										68 -0.6%
<i>Freight Interference - Peak</i>	90	81	49										220 3.0%
<i>Freight Interference - Off-Peak</i>	62	84	43										189 -2.8%
Freight Interference - Total	152	165	92										409 0.2%
Accident	93	116	-39										170 -0.5%
Passenger Loading	6	48	35										89 -2.2%
Lift Deployment	16	35	-6										45 -0.5%
Obstruction/Debris	63	68	9										140 0.3%
Signal/Switch Failure	38	32	22										92 -13.0%
Track Work	20	27	23										70 -0.2%
Catenary Failure	0	32	7										39 0.7%
Non-Locomotive Equipment Failure	73	37	22										132 0.8%
Locomotive Failure	56	61	62										179 -1.5%
Human Error	44	-8	-3										33 -6.9%
Sick, Injured, Unruly Passenger	-6	19	-3										10 -3.1%
Weather	1341	401	88										1830 28.0%
Other	20	13	13										46 -1.4%
TOTAL TRAINS DELAYED	1,947	1,083	322										3,352

Data for current month is final (04/14/14) version from TOPS.

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**TABLE 11: FREIGHT DELAYS
between April 2012 and March 2014**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Apr-12	4	0	0	0	2	10	5	30	2	19	2	5	22	101
May-12	8	0	0	0	2	13	7	8	5	10	1	4	7	65
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Total	96	0	0	0	21	162	141	143	64	103	10	73	129	942
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
Dec-13	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Jan-14	86	0	0	0	9	28	16	16	8	30	0	3	11	207
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Total	367	0	1	0	48	195	212	183	83	141	23	103	227	1,583

Data for current month is final (04/14/14) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2014**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	4	2	2																														8	0.89%			
Electric ML	0	0	0																														0	0.00%				
Electric BI	0	0	0																														0	0.00%				
Electric SC	0	0	0																														0	0.00%				
HER	0	0	0																														0	0.00%				
Milw N	5	10	2																														17	2.09%				
Milw W	8	5	5																														18	3.61%				
NCS	0	3	0																														3	1.21%				
RI	3	6	2																														11	1.68%				
SWS	0	0	0																														0	0.00%				
UP N	0	1	1																														2	0.63%				
UP NW	3	6	0																														9	2.24%				
UP W	5	8	1																														14	3.43%				
Total Lift Delays	28	41	13																														82	1.61%				
ALL DELAYS																																		5,091				

Data for current month is final (04/14/14) version from TOPS.

2013

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	2	1	3	2	0	2	2	5	0	7	2	3	29	1.99%																							
Electric ML	0	0	0	0	0	0	0	0	0	0	1	0	1	0.13%																								
Electric BI	0	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	0	2	0.44%																								
HER	0	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	9	28	2.37%																								
Milw W	0	2	1	0	4	1	8	3	6	3	2	3	33	3.34%																								
NCS	0	0	0	0	0	0	0	0	5	1	0	1	7	1.60%																								
RI	4	1	2	3	2	7	3	6	3	3	5	1	40	4.31%																								
SWS	0	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	1	19	2.75%																								
UP NW	0	0	3	0	1	3	4	1	0	2	0	7	21	2.06%																								
UP W	3	0	1	1	0	5	1	1	1	4	1	7	25	2.64%																								
Total Lift Delays	12	6	19	8	9	25	19	19	22	23	11	32	205	2.16%																								
ALL DELAYS																																	9,488					

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
March 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	26	9	3	7	6	18	26	13	18	5	2	8	18	159
11-15	10	3	1	1	2	12	7	4	12	7	4	5	7	75
16-20	1	1	1	0	1	5	4	2	4	0	1	5	8	33
21+	1	1	3	0	6	3	4	0	3	3	3	14	3	44
Annulled	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>12</u>
Sub-Total	38	16	8	8	15	38	46	20	40	15	10	33	36	323
Off-Peak **														
6-10	33	13	6	16	0	70	39	11	38	13	13	5	21	278
11-15	15	8	1	4	0	25	16	11	12	2	10	5	12	121
16-20	10	2	1	3	0	10	9	2	10	3	5	4	6	65
21+	1	12	2	1	0	13	12	9	3	10	4	6	5	78
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>14</u>
Sub-Total	60	35	10	24	0	118	77	33	68	28	34	25	44	556
March 2014 Total														
6-10	59	22	9	23	6	88	65	24	56	18	15	13	39	437
11-15	25	11	2	5	2	37	23	15	24	9	14	10	19	196
16-20	11	3	2	3	1	15	13	4	14	3	6	9	14	98
21+	2	13	5	1	6	16	16	9	6	13	7	20	8	122
Annulled	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>26</u>
TOTAL	98	51	18	32	15	156	123	53	108	43	44	58	80	879
2014 Year-to-Date														
6-10	366	142	45	99	24	332	215	87	377	76	91	120	153	2,127
11-15	195	61	21	30	17	195	102	56	112	48	66	59	93	1,055
16-20	95	32	13	9	8	87	43	33	51	21	33	46	51	522
21+	180	64	22	15	21	164	108	65	96	51	110	158	94	1,148
Annulled	<u>59</u>	<u>12</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>34</u>	<u>31</u>	<u>6</u>	<u>19</u>	<u>13</u>	<u>20</u>	<u>19</u>	<u>17</u>	<u>239</u>
TOTAL	895	311	104	158	71	812	499	247	655	209	320	402	408	5,091
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	
March 2014 Total														
6-10	60.2%	43.1%	50.0%	71.9%	40.0%	56.4%	52.8%	45.3%	51.9%	41.9%	34.1%	22.4%	48.8%	49.7%
11-15	25.5%	21.6%	11.1%	15.6%	13.3%	23.7%	18.7%	28.3%	22.2%	20.9%	31.8%	17.2%	23.8%	22.3%
16-20	11.2%	5.9%	11.1%	9.4%	6.7%	9.6%	10.6%	7.5%	13.0%	7.0%	13.6%	15.5%	17.5%	11.1%
21+	2.0%	25.5%	27.8%	3.1%	40.0%	10.3%	13.0%	17.0%	5.6%	30.2%	15.9%	34.5%	10.0%	13.9%
Annulled	<u>1.0%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>1.9%</u>	<u>7.4%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>10.3%</u>	<u>0.0%</u>	<u>3.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2014 Year-to-Date Delays By Duration														
6-10	40.9%	45.7%	43.3%	62.7%	33.8%	40.9%	43.1%	35.2%	57.6%	36.4%	28.4%	29.9%	37.5%	41.8%
11-15	21.8%	19.6%	20.2%	19.0%	23.9%	24.0%	20.4%	22.7%	17.1%	23.0%	20.6%	14.7%	22.8%	20.7%
16-20	10.6%	10.3%	12.5%	5.7%	11.3%	10.7%	8.6%	13.4%	7.8%	10.0%	10.3%	11.4%	12.5%	10.3%
21+	20.1%	20.6%	21.2%	9.5%	29.6%	20.2%	21.6%	26.3%	14.7%	24.4%	34.4%	39.3%	23.0%	22.5%
Annulled	<u>6.6%</u>	<u>3.9%</u>	<u>2.9%</u>	<u>3.2%</u>	<u>1.4%</u>	<u>4.2%</u>	<u>6.2%</u>	<u>2.4%</u>	<u>2.9%</u>	<u>6.2%</u>	<u>6.3%</u>	<u>4.7%</u>	<u>4.2%</u>	<u>4.7%</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 (04/14/14) 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	
March 2014														
Peak *	10.1	10.1	17.4	8.0	19.5	12.0	11.4	10.6	12.5	14.3	19.4	23.7	13.3	13.7
Off-Peak **	11.1	19.4	12.5	10.1	--	11.8	6.1	19.2	11.0	24.1	16.6	22.4	13.2	14.2
All	10.7	16.8	14.7	9.6	19.5	11.9	8.0	16.0	11.6	20.7	17.3	23.2	13.2	14.0
2014 Year-to-Date														
Peak *	15.4	13.3	15.2	9.9	20.7	22.5	18.3	18.9	14.4	17.5	27.7	28.6	19.0	18.8
Off-Peak **	17.5	17.3	17.4	12.0	--	16.1	15.2	21.3	13.5	20.3	23.5	29.5	20.5	18.0
All	16.2	14.8	16.1	11.4	20.7	18.4	16.5	20.2	13.9	19.2	25.5	28.9	19.7	18.4

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (04/14/14) version from TOPS.