

**COMMUTER RAIL SYSTEM  
ON-TIME PERFORMANCE REPORT**

**May 2014**



# COMMUTER RAIL ON-TIME PERFORMANCE

## May 2014

This report presents an analysis of the May 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 May 2014, Metra operated 17,063 scheduled trains, including scheduled "extras", if any. 937 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.5%. 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 May 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 May 2014. Of the 937 delays systemwide in May 2014, all but 467 (50%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Mays, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in May 2014, 129 more delays than the average over the previous two Mays were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,577 delays in 2014, all but 2,233 (34%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during May 2014. Table 8.b shows the average frequencies over the previous five Mays, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 937 delays systemwide in May 2014, 237 more than the average over the previous five Mays. Table 9.a shows delays from the beginning of the year through May 2014. Table 9.b shows the average frequencies from the beginning of the year through May 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 May of 2014, a total of 6,577 trains were delayed, compared to 3,193 trains delayed in the same five months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In May 2014 freight operations delayed 177 trains systemwide, compared to 98 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 11 trains were delayed by lift deployment in May 2014.

A review of May 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 43.1% of all late trains. Table 14 shows that the average length of delay was 17.0 minutes in May 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.)

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE  
May 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			
<b>BNSF</b>	1,133	235	79.3%	843	125	85.2%	1,976	360	81.8%	140	26	81.4%	90	6	93.3%	2,206	392	82.2%
<b>Elec -ML</b>	942	17	98.2%	717	15	97.9%	1,659	32	98.1%	230	3	98.7%	100	6	94.0%	1,989	41	97.9%
<b>-BI</b>	294	4	98.6%	483	8	98.3%	777	12	98.5%	150	3	98.0%	--	--	--	927	15	98.4%
<b>-SC</b>	<u>357</u>	<u>3</u>	99.2%	<u>777</u>	<u>11</u>	98.6%	<u>1,134</u>	<u>14</u>	98.8%	<u>240</u>	<u>3</u>	98.8%	<u>100</u>	<u>0</u>	100.0%	<u>1,474</u>	<u>17</u>	98.8%
<b>Subtotal</b>	1,593	24	98.5%	1,977	34	98.3%	3,570	58	98.4%	620	9	98.5%	200	6	97.0%	4,390	73	98.3%
<b>Heritage</b>	126	10	92.1%	--	--	--	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
<b>Milw -N</b>	524	23	95.6%	736	41	94.4%	1,260	64	94.9%	120	6	95.0%	100	2	98.0%	1,480	72	95.1%
<b>-W</b>	<u>566</u>	<u>22</u>	96.1%	<u>652</u>	<u>32</u>	95.1%	<u>1,218</u>	<u>54</u>	95.6%	<u>120</u>	<u>4</u>	96.7%	<u>90</u>	<u>0</u>	100.0%	<u>1,428</u>	<u>58</u>	95.9%
<b>Subtotal</b>	1,090	45	95.9%	1,388	73	94.7%	2,478	118	95.2%	240	10	95.8%	190	2	98.9%	2,908	130	95.5%
<b>NCS</b>	231	23	90.0%	231	30	87.0%	462	53	88.5%	--	--	--	--	--	--	462	53	88.5%
<b>RI</b>	756	24	96.8%	693	32	95.4%	1,449	56	96.1%	102	9	91.2%	83	6	92.8%	1,634	71	95.7%
<b>SWS</b>	231	12	94.8%	399	31	92.2%	630	43	93.2%	30	2	93.3%	--	--	--	660	45	93.2%
<b>UP -N</b>	628	14	97.8%	842	17	98.0%	1,470	31	97.9%	130	8	93.8%	90	5	94.4%	1,690	44	97.4%
<b>-NW</b>	689	31	95.5%	674	28	95.8%	1,363	59	95.7%	120	5	95.8%	75	4	94.7%	1,558	68	95.6%
<b>-W</b>	<u>566</u>	<u>17</u>	97.0%	<u>673</u>	<u>29</u>	95.7%	<u>1,239</u>	<u>46</u>	96.3%	<u>100</u>	<u>2</u>	98.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,429</u>	<u>51</u>	96.4%
<b>Subtotal</b>	1,883	62	96.7%	2,189	74	96.6%	4,072	136	96.7%	350	15	95.7%	255	12	95.3%	4,677	163	96.5%
<b>SYSTEM</b>	7,043	435	93.8%	7,720	399	94.8%	14,763	834	94.4%	1,482	71	95.2%	818	32	96.1%	17,063	937	94.5%

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

Delays data for most recent month is final (06/16/14) 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-MAY	AVG
<b>BNSF</b>	<b>2009</b>	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.7%	93.6%
	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	96.5%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.8%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	96.5%	96.0%
	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2								86.6%	86.6%
<b>2009-2013 average</b>		93.9	94.5	96.2	96.2	95.2	90.7	92.8	93.9	95.7	93.7	95.3	95.5	95.2%	94.5%
<b>Electric</b>	<b>2009</b>	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	98.3%	97.5%
	<b>2010</b>	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%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.5%	96.8%
	<b>2012</b>	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%
	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.3%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3								96.8%	96.8%
<b>2009-2013 average</b>		97.0	97.8	98.3	98.3	98.1	96.3	95.8	97.2	97.4	96.8	97.5	97.2	97.9%	97.3%
<b>Heritage</b>	<b>2009</b>	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	91.6%	90.8%
	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	90.3%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	91.9%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.0%	95.6%
	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1								85.8%	85.8%
<b>2009-2013 average</b>		91.3	92.3	92.8	96.5	94.6	89.9	89.3	93.8	90.7	89.1	90.6	87.2	93.5%	91.5%
<b>Milw - N</b>	<b>2009</b>	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.2%	94.9%
	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.9%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	91.9%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	94.8%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.6%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1								87.5%	87.5%
<b>2009-2013 average</b>		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%
<b>Milw - W</b>	<b>2009</b>	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.6%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	94.3%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.9%	94.7%
	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	95.3%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9								91.7%	91.7%
<b>2009-2013 average</b>		95.1	93.2	96.8	97.1	96.5	92.9	93.1	94.3	94.9	96.5	94.3	95.2	95.8%	95.0%
<b>NCS</b>	<b>2009</b>	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.1%	94.8%
	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	94.1%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.3%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.8%	92.4%
	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.3%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5								86.2%	86.2%
<b>2009-2013 average</b>		94.1	91.7	94.2	90.7	94.8	91.9	90.6	93.1	95.0	93.6	91.4	91.5	93.1%	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-MAY	AVG
<b>RI</b>	<b>2009</b>	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	96.2%
	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.9%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	95.5%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.6%	95.3%
	<b>2013</b>	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	96.4%	95.3%
	<b>2014</b>	82.5	83.4	93.4	95.3	95.7								90.1%	90.1%
<b>2009-2013 average</b>		95.5	95.8	96.8	96.0	96.3	93.0	92.6	95.4	96.5	96.4	95.7	95.2	96.1%	95.4%
<b>SWS</b>	<b>2009</b>	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	94.2%	95.1%
	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	95.4%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	94.2%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.3%	94.8%
	<b>2013</b>	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%
	<b>2014</b>	83.0	92.0	93.5	94.9	93.2								91.3%	91.3%
<b>2009-2013 average</b>		93.2	94.7	96.3	96.3	94.9	91.2	94.1	94.6	95.4	93.8	94.2	93.8	95.1%	94.4%
<b>UP - N</b>	<b>2009</b>	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	95.9%	94.2%
	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.8%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	94.0%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.8%	96.4%
	<b>2013</b>	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	97.3%	96.6%
	<b>2014</b>	91.2	92.1	97.4	97.8	97.4								95.2%	95.2%
<b>2009-2013 average</b>		94.9	95.5	96.8	97.0	95.4	92.3	92.4	92.6	94.7	95.6	95.9	96.3	96.0%	95.0%
<b>UP - NW</b>	<b>2009</b>	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	96.0%	95.6%
	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	97.0%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	95.4%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	97.1%	96.3%
	<b>2013</b>	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	95.6%	94.6%
	<b>2014</b>	86.6	91.1	96.3	98.6	95.6								93.7%	93.7%
<b>2009-2013 average</b>		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%
<b>UP - W</b>	<b>2009</b>	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.9%	95.4%
	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.4%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	92.6%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.3%	95.3%
	<b>2013</b>	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	95.5%	94.5%
	<b>2014</b>	85.9	90.9	94.4	96.7	96.4								92.9%	92.9%
<b>2009-2013 average</b>		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%
<b>SYSTEM excluding South Shore</b>	<b>2009</b>	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	96.1%	95.7%
	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.5%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	94.9%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	96.3%	95.8%
	<b>2013</b>	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.3%	95.4%
	<b>2014</b>	85.6	89.3	94.9	96.8	94.5								92.2%	92.2%
<b>2009-2013 average</b>		95.1	95.5	96.8	96.7	95.9	93.1	93.3	94.6	95.9	95.4	95.6	95.3	96.0%	95.3%

Delays data for most recent month is final (06/16/14) 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  
May 2014**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1204 <b>62% OT</b>	Fri, May 02	0	XE	MECHANICAL PROBLEMS WITH METX 188
		Tue, May 06	10	CC	MULTIPLE SLOW ORDERS / SEVERAL CROSSING MALFUNCTIONS TO PROTECT
		Fri, May 09	7	CC	MULTIPLE FORM A RESTRICTIONS/HEAVY RAIN
		Tue, May 13	7	B	STOPPED TO COPY S/O FOR TP03 THAT WAS NOT ISSUED EARLIER
		Thu, May 15	17	DD	DELAYED AT EOLA FOR V-CHCDBU1-14, HELD ON SOUTH LEAD
		Fri, May 16	8	CC	MULTIPLE SPEED RESTRICTIONS AND FREIGHT TRAFFIC
		Wed, May 21	8	CC	MULTIPLE FORM A RESTRICTIONS
		Wed, May 28	7	M	WORKING AROUND DERAILMENT ON NORTH LEAD
BNSF	1220 <b>76% OT</b>	Fri, May 02	10	E1	FOLLOWING 1220 DUE TO EARLIER DELAYS
		Mon, May 12	9	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, May 13	7	DR1	SPEED RESTRICTION AND CONGESTION AT BERWYN
		Wed, May 21	10	R	ENGINEER STOPPED TRAIN AT WESTERN SPRINGS TO USE THE RESTROOM
		Fri, May 23	8	CC	WORKED AROUND S/O WB TRAINS RUNNING MT2 CPK-HIGHLANDS
BNSF	1221 <b>81% OT</b>	Fri, May 02	13	E1	HELD TO WAIT FOR 1219
		Tue, May 13	16	DR1	LATE FLIP AND CONGESTION
		Tue, May 20	10	CC	HELD AT CPK FOR 1240 TO AVOID FORM A RESTRICTION ON MT2
		Fri, May 23	9	CC	WORKED MT2 THRU SLOW ORDER CPK - HIGHLANDS
BNSF	1228 <b>67% OT</b>	Thu, May 01	8	CC	MULTIPLE SPEED RESTRICTIONS
		Fri, May 02	8	E1	EARLIER MECHANICAL ISSUES
		Wed, May 07	8	CC	FORM A RESTRICTIONS
		Mon, May 12	10	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, May 13	9	DR1	HELD AT FWV FOR 1234 AND RUNNING THRU S/O
		Wed, May 21	12	CC	MULTIPLE FORM A RESTRICTIONS
		Fri, May 23	8	CC	TP03 SLOW ORDERS
BNSF	1236 <b>67% OT</b>	Tue, May 13	7	E1	BEHIND 1240
		Wed, May 14	7	CC	FROM A SPEED RESTRICTIONS
		Fri, May 16	18	GA	AMTRAK SWITCH FAILURE
		Mon, May 19	8	CC	SPEED RESTRICTIONS
		Wed, May 21	7	CC	MULTIPLE FORM A RESTRICTIONS
		Thu, May 22	8	CC	MULTIPLE FORM A RESTRICTIONS
		Fri, May 30	7	C	FORM A RESTRICTIONS 10 MPH ON NORTH AND SOUTH LEADS
BNSF	1238 <b>52% OT</b>	Fri, May 02	14	E1	COMBO 1234/1238 EXPRESSED FROM STONE AVE
		Tue, May 06	8	CC	MULTIPLE SLOW ORDERS AND CONGESTION OF TRAFFIC ON FLIPS
		Mon, May 12	7	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, May 13	6	DR1	LATE FLIP DUE TO EARLIER FREIGHT DELAY
		Wed, May 14	7	CC	FORM A SPEED RESTRICTIONS
		Fri, May 16	33	GA	AMTRAK SWITCH FAILURE
		Mon, May 19	8	CC	SPEED RESTRICTIONS
		Wed, May 21	9	CC	MULTIPLE FORM A RESTRICTIONS
		Thu, May 22	9	CC	MULTIPLE FORM A RESTRICTIONS
Fri, May 23	7	CC1	TP03 SLOW ORDERS		
BNSF	1240 <b>76% OT</b>	Fri, May 02	14	E1	TRAFFIC FROM EARLIER LOCOMOTIVE ISSUES
		Tue, May 06	7	CC	MULTIPLE SLOW ORDERS AND CONGESTION OF TRAFFIC ON FLIPS
		Tue, May 13	8	E	STOPPED IN PLANT AT W EOLA - RELAY ON METX196 WAS STUCK
		Fri, May 16	22	GA	AMTRAK SWITCH FAILURE
		Mon, May 19	8	CC	SPEED RESTRICTIONS
BNSF	1242 <b>81% OT</b>	Fri, May 02	14	E1	TRAFFIC FROM EARLIER LOCOMOTIVE ISSUES
		Mon, May 12	15	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, May 13	14	DR1	CONGESTION AT FWV AND FORM A RESTRICTION
		Wed, May 21	8	CC	MULTIPLE FORM A RESTRICTIONS

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1243	Thu, May 01	7	CC	DOUBLE SPOTTING DOWNERS GROVE DUE TO PLATFORM WORK, METX 190 NOT MAKING TRACK SPEED	
		<b>71% OT</b>	Thu, May 08	18	G	UNION AVE B CTC FAILURE
		Fri, May 09	10	GX	DROPPED FLAGMAN AT LAGRANGE RD-BROKEN GATE	
		Wed, May 21	8	CC	MULTIPLE FORM A RESTRICTIONS	
		Fri, May 23	10	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 28	15	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT	
BNSF	1246	Fri, May 02	18	E1	ADDED CPK- TRAFFIC DUE TO EARLIER ISSUES	
		<b>71% OT</b>	Thu, May 08	7	CC	FORM A RESTRICTIONS / FOLLOWING 1244 FROM CICERO
		Tue, May 13	13	E1	DELAYED BEHIND 1240	
		Mon, May 19	10	CC	SPEED RESTRICTIONS	
		Wed, May 21	12	CC	MULTIPLE FORM A RESTRICTIONS	
		Fri, May 23	13	GM	2 BOX 2'S STOUGH AND MONROE	
BNSF	1247	Fri, May 02	7	E	METX 201 ENGINE FAILURE AT LAVERGNE, DOWNERS PLATFORM WORK	
		<b>81% OT</b>	Thu, May 08	20	G	UNION AVE B CTC FAILURE
		Wed, May 28	14	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT	
		Thu, May 29	14	C	TRACK WORK - NORTH LEAD DERAILMENT	
BNSF	1248	Fri, May 02	20	E1	TRAFFIC FROM EARLIER LOCOMOTIVE ISSUES	
		<b>57% OT</b>	Thu, May 08	8	CC	FORM A RESTRICTIONS / FOLLOWING 1244 FROM CICERO
		Mon, May 12	6	CC	MULTIPLE SPEED RESTRICTIONS	
		Tue, May 13	14	DR1	LATE FLIP CONGESTION AND FORM A	
		Wed, May 14	8	CC	FORM A SPEED RESTRICTIONS	
		Mon, May 19	9	CC	SPEED RESTRICTIONS	
		Wed, May 21	13	CC	MULTIPLE FORM A RESTRICTIONS	
		Thu, May 22	11	CC	MULTIPLE FORM A RESTRICTIONS	
		Fri, May 23	15	GM	LATE FLIP AND 2 BOX 2S	
BNSF	1250	Mon, May 12	12	CC	MULTIPLE SPEED RESTRICTIONS	
		<b>81% OT</b>	Tue, May 13	19	DR1	LATE FLIP
		Fri, May 16	25	GA	AMTRAK SWITCH FAILURE	
		Fri, May 23	15	GM1	FOLLOWING 1248	
BNSF	1251	Tue, May 06	17	D	SINGLE TRACKING AT LAVERGNE DUE TO FREIGHT TRAIN INTERFERENCE AT CICERO	
		<b>48% OT</b>	Thu, May 08	20	G	UNION AVE B CTC FAILURE
		Thu, May 15	15	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE	
		Mon, May 19	9	CC	PLATFORM CONSTRUCTION - MULTIPLE SLOW ORDERS	
		Tue, May 20	14	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	12	CC	MULTIPLE FORM A RESTRICTIONS	
		Thu, May 22	14	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 23	9	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 28	15	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT	
		Thu, May 29	14	C	TRACK WORK - NORTH LEAD DERAILMENT	
		Fri, May 30	9	C	TRACK WORK- AURORA DERAILMENT	
BNSF	1252	Fri, May 02	11	E1	EARLIER MECHANICAL ISSUES	
		<b>76% OT</b>	Tue, May 13	16	DR1	LATE FLIP
		Fri, May 16	20	GA	AMTRAK SWITCH FAILURE	
		Fri, May 23	12	CC1	TRAFFIC CONGESTION WITH SLOW ORDERS AND XING	
		Wed, May 28	7	M	WORKING AROUND DERAILMENT ON NORTH LEAD	
BNSF	1254	Fri, May 02	20	E1	EARLIER MECHANICAL ISSUES	
		<b>67% OT</b>	Mon, May 12	9	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, May 13	15	DR1	LATE FLIP	
		Fri, May 16	19	GA	AMTRAK SWITCH FAILURE	
		Tue, May 20	8	CC	FORM A RESTRICTIONS - 11.0 TO 14.5	
		Wed, May 21	8	CC	MULTIPLE FORM A RESTRICTIONS	
Fri, May 23	11	CC1	TRAFFIC CONGESTION WITH SLOW ORDERS			

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1256	Fri, May 02	8	E1	EARLIER MECHANICAL ISSUES	
		<b>76% OT</b>	Tue, May 13	13	DR1	LATE FLIP
			Fri, May 16	17	GA	AMTRAK SWITCH FAILURE
			Tue, May 20	9	CC	FORM A RESTRICTIONS - 11.0 TO 14.5
			Fri, May 23	10	CC1	LATE FLIP AND CONGESTION
BNSF	1257	Thu, May 08	16	G	UNION AVE B CTC FAILURE	
		<b>76% OT</b>	Thu, May 15	20	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Mon, May 19	8	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION
			Tue, May 20	12	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION
			Thu, May 22	13	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION
BNSF	1258	Fri, May 02	14	E1	EARLIER MECHANICAL ISSUES	
		<b>67% OT</b>	Mon, May 12	16	CC	MULTIPLE SPEED RESTRICTIONS
			Tue, May 13	16	DR1	LATE FLIP
			Fri, May 16	15	GA	AMTRAK SWITCH FAILURE
			Tue, May 20	15	CC	FORM A RESTRICTIONS - 11.0 TO 14.5
			Wed, May 21	14	R1	MULTIPLE FORM A RESTRICTIONS / LATE FLIP FROM PREVIOUS DELAY
			Wed, May 28	7	M1	LATE FLIP FROM TRAFFIC AHEAD
BNSF	1259	Thu, May 08	15	G	UNION AVE B CTC FAILURE	
		<b>76% OT</b>	Thu, May 15	25	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Wed, May 21	12	CC	MULTIPLE FORM A RESTRICTIONS
			Wed, May 28	10	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT
			Thu, May 29	13	C	TRACK WORK - NORTH LEAD DERAILMENT
BNSF	1265	Thu, May 08	9	E1	METX 117 TRACTION MOTOR	
		<b>76% OT</b>	Tue, May 13	17	H1	COMBINED WITH 1263/STUCK BEHIND 1269 SWITCH FAILURE
			Wed, May 14	8	RA	DELAYED DUE TO THE MISROUTE OF 1267 BY AMTRAK CUS SOUTH
			Thu, May 15	43	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Wed, May 21	10	CC	MULTIPLE FORM A RESTRICTIONS
BNSF	1269	Thu, May 08	16	G1	WAITING FOR A393 TO CROSSOVER AT UNION AVE DUE TO CTC FAILURE DELAYS, CTC FAILURE AT UNION AVE	
		<b>62% OT</b>	Fri, May 09	15	CC	MULTIPLE SPEED RESTRICTIONS-SLOW PASSENGER HANDLING
			Tue, May 13	18	G	TRACK INDICATION MT1 AT FV, TAKING SWITCHES ON HAND INSIDE PLANT
			Wed, May 14	18	RA	DELAYED DUE TO THE MISROUTE OF 1267 BY AMTRAK CUS SOUTH
			Thu, May 15	20	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Wed, May 21	20	CC	MULTIPLE FORM A RESTRICTIONS
			Fri, May 23	12	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION
			Fri, May 30	13	C1	LATE DEPARTURE BEHIND TRAIN 1267
BNSF	1271	Thu, May 08	10	G1	ACCOMODATING PASSENGERS DUE TO UNION AVE B CTC FAILURE	
		<b>76% OT</b>	Wed, May 14	10	RA	DELAYED DUE TO THE MISROUTE OF 1267 BY AMTRAK CUS SOUTH
			Thu, May 15	22	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Wed, May 28	9	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT
			Fri, May 30	10	C	TRACK WORK- AURORA DERAILMENT
BNSF	1272	Tue, May 06	12	D	SINGLE TRACKING AT LAVERGNE DUE TO FREIGHT TRAIN INTERFERENCE AT CICERO	
		<b>76% OT</b>	Thu, May 08	8	G	UNION AVE B CTC FAILURE
			Tue, May 13	0	XH	ANNULLED FOR MU CABLE ISSUES @ ATC / EXPRESSED TO CUS
			Wed, May 21	7	D	DELAYED BY U TNDNSD0 60
			Fri, May 23	20	GA	AMTRAK SWITCH FAILURE - SPEED RESTRICTIONS - TRACK CONSTRUCTION
BNSF	1273	Thu, May 08	10	G1	WAITING ON LINE UP AT WEST EOLA DUE TO LATE TRAFFIC FROM UNION AVE B CTC FAILURE	
		<b>76% OT</b>	Tue, May 13	21	G1	TRACK INDICATOR AT FAIRVIEW
			Thu, May 15	19	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Wed, May 21	11	CC	MULTIPLE FORM A RESTRICTIONS
			Fri, May 23	9	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION
BNSF	1275	Tue, May 13	11	G	TRACK INDICATION IN FV PLANT	
		<b>76% OT</b>	Wed, May 14	7	RA	DELAYED DUE TO THE MISROUTE OF 1267 BY AMTRAK CUS SOUTH
			Thu, May 15	21	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE
			Fri, May 23	11	CC1	SPEED RESTRICTIONS - TRACK CONSTRUCTION
			Wed, May 28	10	M1	LATE FLIP - NORTH LEAD DERAILMENT

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1277	Thu, May 08	10	G1	ACCOMODATING PASSENGERS DUE TO UNION AVE B CTC FAILURE	
		<b>57% OT</b>	Tue, May 13	7	G	TRACK INDICATION IN FV PLANT
		Wed, May 14	27	RA	DELAYED DUE TO THE MISROUTE OF 1267 BY AMTRAK CUS SOUTH	
		Thu, May 15	21	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE	
		Tue, May 20	13	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	14	CC	MULTIPLE FORM A RESTRICTIONS	
		Thu, May 22	11	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 23	15	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 30	12	C1	TRAFFIC FROM DELAYED TRAINS	
BNSF	1279	Thu, May 08	28	K	TIE FIRE AT CICERO B MP6.5	
		<b>48% OT</b>	Tue, May 13	18	G	TRACK INDICATION IN FV PLANT
		Thu, May 15	25	DR	WORKING AROUND HBRCNTW314 STOPPED ON MT2 RIVERSIDE	
		Tue, May 20	17	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	17	CC	MULTIPLE FORM A RESTRICTIONS	
		Thu, May 22	18	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 23	22	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Tue, May 27	9	D	WORKING AROUND FREIGHT TRAFFIC	
		Wed, May 28	12	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT	
Thu, May 29	11	C	TRACK WORK - NORTH LEAD DERAILMENT			
		Fri, May 30	9	C	TRACK WORK- AURORA DERAILMENT	
BNSF	1280	Thu, May 08	7	G	UNION AVE B CTC FAILURE	
		<b>81% OT</b>	Tue, May 20	10	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION
		Wed, May 21	13	CC	MULTIPLE SPEED RESTRICTIONS	
		Wed, May 28	13	M1	LATE FLIP - NORTH LEAD DERAILMENT	
BNSF	1285	Mon, May 12	13	D	DELAYED FOR SHORT TIME QSSEHC YARDING AT CECO	
		<b>62% OT</b>	Tue, May 13	17	M1	LATE DUE TO FATALITY AT LAGRANGE
		Thu, May 15	20	DR1	LATE FLIP DUE TO HBRCNTW314 BRAKE ISSUE NEAR RIVERSIDE	
		Mon, May 19	8	CC1	LATE FLIP DUE TO SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Tue, May 20	7	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 23	8	GA1	LATE FLIP DUE TO AMTRAK SWITCH FAILURE	
		Tue, May 27	8	D1	LATE FLIP DUE TO EARLIER FREIGHT DELAYS	
		Wed, May 28	14	M	WAITING ON TRAFFIC - NORTH LEAD DERAILMENT	
BNSF	1288	Thu, May 01	8	CC	METX 190 NOT MAKING TRACK SPEED, BOX 2 HARLEM, LATE FLIP 1243	
		<b>62% OT</b>	Thu, May 08	20	G1	LATE FLIP FROM 1243, TIE FIRE AT CICERO B MP 6.5
		Mon, May 12	12	CC	TRAFFIC/TRACK CONSTRUCTION WORK	
		Wed, May 21	7	D	DELAYED BY U TNDXP0 45	
		Thu, May 22	20	R	TRAIN COULD NOT MAKE TRACK SPEED - TRAIN SIZE ISSUE	
		Wed, May 28	23	M1	LATE FLIP - NORTH LEAD DERAILMENT	
		Thu, May 29	23	C	TRACK WORK - NORTH LEAD DERAILMENT	
		Fri, May 30	23	C1	TRACK WORK- AURORA DERAILMENT	
BNSF	1289	Thu, May 08	8	K	TIE FIRE AT CICERO B MP6.5	
		<b>67% OT</b>	Tue, May 13	60	M1	LATE DUE TO PED. INCIDENT
		Thu, May 15	17	DR1	LATE FLIP DUE TO HBRCNTW314 BRAKE ISSUE NEAR RIVERSIDE	
		Thu, May 22	18	R1	LATE FLIP DUE TO EQ SWAP	
		Wed, May 28	10	M1	LATE FLIP - NORTH LEAD DERAILMENT	
		Thu, May 29	10	C1	LATE FLIP - TRACK WORK - NORTH LEAD DERAILMENT	
		Fri, May 30	14	C1	LATE FLIP FROM 1288	
BNSF	1295	Thu, May 01	19	D	WAITED FOR UNION AVE DISPATCHER TO GIVE US LINEUP	
		<b>71% OT</b>	Tue, May 06	20	CC	TP03 TIE REPLACEMENT PROJECT
		Mon, May 12	31	CC1	LATE FLIP	
		Tue, May 13	38	M1	TRESPASSER INCIDENT	
		Thu, May 22	35	CC	CODE SPEED RESTRICTIONS AND MEETING OTHER TRAINS	
		Fri, May 23	15	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1296	Mon, May 12	23	CC	HELD FOR WB FREIGHT TRAFFIC AND SINGLE TRACKING DUE TO TP03	
		<b>81% OT</b>	Tue, May 13	23	M1	TRESPASSER INCIDENT
		Tue, May 27	9	D	FREIGHT TRAIN INTERFERENCE	
		Thu, May 29	10	D	HELD AT CICERO A FOR CICERO YARD JOB OPERATING MT2	
BNSF	1297	Fri, May 02	12	CC	TP03 TIE REPLACEMENT PROJECT	
		<b>71% OT</b>	Thu, May 08	30	K	TIE FIRE AT CICERO B MP6.5
		Mon, May 12	29	CC	TRACK CONSTRUCTION WORK	
		Fri, May 16	35	CC	WAITING FOR ROUTE BY TP03	
		Thu, May 22	17	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Tue, May 27	15	M1	WORKED EAST AS 1324	
BNSF	1298	Fri, May 02	10	CC	TP03 TIE REPLACEMENT PROJECT- ARRIVED AT 2349	
		<b>52% OT</b>	Thu, May 08	11	M	TIE FIRE AT CICERO B MP6.5
		Fri, May 09	19	CC	TP03-RELATED DELAYS AT CICERO	
		Mon, May 12	63	CC	HELD FOR WB FREIGHT TRAFFIC AND SINGLE TRACKING DUE TO TP03	
		Tue, May 13	31	M1	TRESPASSER INCIDENT	
		Mon, May 19	31	CC	LATE FLIP DUE TO SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Tue, May 20	10	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	45	CC	MULTIPLE SPEED RESTRICTIONS	
		Thu, May 22	40	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
Fri, May 23	16	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION			
BNSF	1299	Fri, May 02	13	CC	TIE REPLACEMENT PROJECT	
		<b>38% OT</b>	Mon, May 05	21	CC	TP03
		Tue, May 06	23	CC	TP03 TIE REPLACEMENT PROJECT	
		Thu, May 08	20	K	TIE FIRE AT CICERO B MP6.5	
		Fri, May 09	19	CC	DEPARTED CUS 15" LATE, TURN FROM 1298, TP03-RELATED	
		Mon, May 12	63	CC1	LATE FLIP	
		Tue, May 13	44	M1	LATE FLIP DUE TO EARLIER TRESPASSER INCIDENT	
		Fri, May 16	22	CC	WAITING FOR ROUTE BY TP03	
		Mon, May 19	40	CC	LATE FLIP DUE TO SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	46	CC	MULTIPLE SPEED RESTRICTIONS	
		Thu, May 22	73	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Fri, May 23	17	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION	
Tue, May 27	0	M1	FLIPPED TO PROTECT 1324			
BNSF	1324	Thu, May 08	13	CC	LATE DUE TO TRACK CONSTRUCTION	
		<b>67% OT</b>	Fri, May 09	24	CC	TP03-RELATED DELAYS AT CICERO
		Mon, May 12	93	CC	HELD FOR WB FREIGHT TRAFFIC AND SINGLE TRACKING DUE TO TP03	
		Tue, May 13	54	M1	LATE FLIP DUE TO EARLIER TRESPASSER INCIDENT	
		Wed, May 21	20	CC	MULTIPLE SPEED RESTRICTIONS	
		Thu, May 22	70	CC	SPEED RESTRICTIONS AND MEETING OTHER TRAINS	
		Tue, May 27	69	M	DERAILED ON NORTH LEAD ATC	
BNSF	1325	Thu, May 08	14	CC	LATE DUE TO TRACK CONSTRUCTION	
		<b>67% OT</b>	Fri, May 09	38	CC	DEPARTED CUS 19" LATE, HELD AT LAVERGNE FOR 19" FOR OUTBOUND TRAIN AT CICERO
		Tue, May 13	82	M1	LATE FLIP DUE TO EARLIER TRESPASSER INCIDENT	
		Fri, May 16	7	CC	WAITING FOR ROUTE BY TP03	
		Wed, May 21	17	CC	MULTIPLE SPEED RESTRICTIONS	
		Thu, May 22	65	CC	CODE SPEED RESTRICTIONS AND MEETING OTHER TRAINS	
Fri, May 23	10	CC	SPEED RESTRICTIONS - TRACK CONSTRUCTION			
BNSF	1373	Tue, May 13	28	G1	TRACK INDICATOR AT FAIRVIEW	
		<b>67% OT</b>	Wed, May 14	16	RA	LATE FLIP FROM 1284, MULTIPLE FORM A'S, AMTRAK CUS SOUTH INCORRECTLY COMMUNICATED ORDER OF TRAINS DEPARTING CUS
		Thu, May 15	36	DR1	LATE FLIP DUE TO HBRCNTW314 BRAKE ISSUE NEAR RIVERSIDE	
		Mon, May 19	15	CC1	LATE FLIP DUE TO SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Tue, May 20	8	CC	MULTIPLE SPEED RESTRICTIONS - TRACK CONSTRUCTION	
		Wed, May 21	14	CC	MULTIPLE FORM A RESTRICTIONS	
Tue, May 27	6	D1	LATE FLIP DUE TO EARLIER FREIGHT DELAYS			

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
HC	917	Thu, May 08	17	GF1	15" LATE DEPARTING HELD IN DDEPOT FOR UP YCSG1X STARETED TOWARDUNION BUT BN HAD SIGNAL PROBLEMD HAD TRAIN SHOVE BACK TO CANALPORT; 4" UP CLE
		Mon, May 12	14	D	18" WAITING FOR BNSF ZCHIBEN TO CLEAR, CORWITH.
		Tue, May 13	17	D	22" STOPPED BEHIND AMTRAK 21 THAT WAS BLOCKED @ LEMOYNE BY X-TRAFFIC, CORWITH.
		Wed, May 14	10	D	6" WAITING FOR CSX CHI205 TO CLEAR, CP BRIDGEPORT; 4" IHB WAIT ON INSTRUCTIONS FROM CN DISPR, CP CANAL.
MN	2144	Fri, May 16	9	D1	8" FOLLOWING, DEERFIELD - GLENVIEW; 2" STOP SIGNAL, DEERFIELD.
		Wed, May 21	8	D1	12" FOLLOWING LATE #2142.
		Thu, May 22	7	D1	10" WAITING, THEN FOLLOWING #2142.
		Fri, May 30	19	E1	19" SHOVING #2142 INTO CUS.
MN	2149	Thu, May 08	18	GT1	20" WAITING ON #2156, RONDOUT.
		Mon, May 12	9	GW1	15" WAIT ON #2156, RONDOUT.
		Tue, May 27	32	E1	2" ADA OFF, DEERFIELD; 35" STOP SIGNAL WAITING ON #2156 & #2158, RONDOUT.
		Fri, May 30	23	GT1	30" STOP WAITING ON #2156, RONDOUT.
MN	2151	Thu, May 08	16	GT1	20" WAITING ON #2158 TO CLEAR, GRAYSLAKE.
		Mon, May 12	16	GW1	20" WAITING ON #2158, RONDOUT.
		Mon, May 19	10	D1	7" WAITING ON #2158, RONDOUT; 3" X-TRAFFIC, CN XING.
		Fri, May 30	30	GT1	30" STOP SIGNAL WAITING ON #2158, RONDOUT.
MN	2155	Thu, May 08	7	GT	7" SWAPPING CREWS DUE TO EARLIER PROBLEMS GRAYSLAKE
		Mon, May 12	12	GW1	12" HOLD FOR #2160 TO CLEAR FOX LAKE SUB, RONDOUT.
		Thu, May 15	0	XKD	ANNULLED LOCO #426 SHUTDOWN LOW WATER, CUS. STRUCK DEBRI
		Fri, May 30	11	GT1	11" LATE DEPARTURE ACCT LATE ARRIVAL OF EQUIP, CUS.
MN	2158	Thu, May 08	16	GT1	22" WAITING ON #2149 TO CLEAR, GRAYSLAKE.
		Mon, May 12	21	GW1	21" WAITING ON #2149.
		Mon, May 19	15	D	10" WAITIGN ON #2149, GRAYSLAKE; 12" FOLLOWING CP FREIGHT, MORTON GROVE-MAYFAIR.
		Wed, May 21	8	D	12" STOP SIGNAL, CN XING.
		Fri, May 30	41	GT1	41" LATE TURN FROM #2147, FOX LAKE; HADN LINE ROUTE, GRAYSLAKE CN XING; SWAP CREWS, WESTERN.
MW	2238	Mon, May 05	6	D	13" WAITING ON CP FREIGHT TO CLEAR, B-12.
		Thu, May 08	6	G	9" WAITING ON #2217 SWITCH PROBLEMS, B-35; 3" ENTRAINING.
		Wed, May 28	9	I	6" GROUP MOVEMENT WITH ADA, SCHAUMBURG-GALEWOOD; 2" FREIGHT, B-17; 10" DETRAINING OF GROUP MOVEMENT WITH ADA(150 PSGRS), GALEWOOD
		Fri, May 30	8	D	12" STOP FREIGHT, GALEWOOD.
MW	2252	Mon, May 05	6	D	12" FOLLOWING E/B CP FREIGHT, B-17 TO B-12.
		Wed, May 07	12	D	11" HELD FOR 2ND G-59 ENETERING 5 LEAD BENSENVILLE, B-12.
		Fri, May 16	11	G1	10" LATE TURN FROM #2247, BIG TIMBER.
		Fri, May 23	10	D	12" ALL RED FREIGHT ON TRACK, B12.
MW	2255	Fri, May 02	14	D	14" WAITING FOR 2/289-02 TO CLEAR, B-17.
		Tue, May 06	12	J1	12" LATE DEPARTURE ACCT WAITING ON 2157, CUS.
		Tue, May 20	39	NW1	39" LATE TURN FROM #2254, CUS; POWER OUTAGE, A-2.
		Fri, May 23	35	VE	34" LATE DEPARTING LOCO 402 WOULDNT CUT IN OR OUT, CARMAN RESET TAX & SHUT OFF HEP, RESTARTED HEP & CUT IN LOCO CONTROL STAND, CUS.
NCS	105	Tue, May 06	9	E	14" LOCO 102 LOADING PROBLEMS, ENROUTE.
		Wed, May 14	8	GT	14" X-TRAFFIC, DEVAL.
		Fri, May 16	8	GM	7" FLAG, 529A, RT 60.
		Thu, May 22	17	D	22" STOP SIGNAL, DEVAL.
NCS	109	Tue, May 06	10	E	13" HEP PROBLEMS, ENROUTE.
		Fri, May 09	11	D	13" STOP SIGNAL, DEVALCROSS TRAFFIC FRFREIGHT TGRAIN: 2" JCT 16. WAITING FOR SIGNAL
		Mon, May 12	10	GX	2" WAIT ON LINE UP, CUS; 2" A-2 TO A-3; 4" STOP SIGNAL, DEVAL; 3" 529A.
		Wed, May 14	9	DR1	6" FOLLOWING #2227; 5" DEVAL.
		Mon, May 19	13	D	3" STOP SIGNAL, B-12; 14" WAITING ON S/B CN FREIGHT, LOMOND.
		Wed, May 21	11	RD	14" STOP SIGNAL, GALEWOOD.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
NCS	111	Tue, May 06	10	D	10" WAITING ON S/B CN FREIGHT TO CLEAR, RAM.	
		<b>81% OT</b>	Mon, May 12	15	E1	10" WAIT ON LINE UP NIRC 3 & 5, GALEWOOD; 5" STOP SIGNAL, DEVAL; 8" STOP RESTRICTED SPEED, GRAYSLAKE. NIRC3 WITH ENGINE PROBLEMS
			Wed, May 21	13	GW	15" STOP SIGNALS & RESTRICTED SPEED, GRAYSLAKE & LAKE VILLA.
			Thu, May 22	12	GF	13" STOP SIGNAL RESTRICTED SPEED, RAM-ROUND LAKE.
NCS	113	Tue, May 06	10	D1	10" FOLLOWING #111, ENROUTE.	
		<b>81% OT</b>	Mon, May 12	20	E1	20" FOLLOWING #111.
			Wed, May 21	33	E	16" CREW HAD TO RESTART LOCO 110; 5" STOP SIGNAL, RAM; 5" RESTRICTED SPEED 10, ROUND LAKE.
			Thu, May 22	10	GF1	10" FOLLOWING #111, ENROUTE.
NCS	116	Tue, May 06	7	D	6" FRIGHT TRAIN GRAYSLAKE	
		<b>76% OT</b>	Thu, May 08	16	G	7" WAITING ON ORDER FOR #120; 7" RESTRICTED SPEED, GRAYSLAKE.
			Fri, May 09	13	GF	5" MEETING TRAINS,ENROUTE; 4" STOP SIGNAL,B12; 3" STOP SIGNAL, GRAYSLAKE; 3" STOP SIGNAL, DEVAL.
			Fri, May 16	12	D	13" FOLLOWING S/B CN FREIGHT, ENROUTE.
			Fri, May 30	7	D	10" WAIT FOR FREIBHT, MUNDELEIN.
NCS	120	Thu, May 08	20	G	15" CREW HAND LINE ROUTE, CN.	
		<b>76% OT</b>	Mon, May 12	8	GW1	10" WAITING ON SIGNAL, CN.
			Fri, May 16	9	A	10" X-TRAFFIC, MAYFAIR.
			Wed, May 21	27	E1	20" LATE TURN FROM #113 & SWAP EQUIPMENT WITH #111, ANTIOCH; USED CN TO CUS SWITCH FAILURE CN/J-LINE.
			Fri, May 30	23	GT1	23" WAITING FOR #2147, CN.
NCS	121	Thu, May 08	15	G1	15" LATE TURN FROM #120, CUS.	
		<b>71% OT</b>	Mon, May 12	8	GW1	10" STOP SIGNAL, JCT 17.
			Thu, May 15	13	D	5" STOP SIGNAL, A-5 FOR CP485 10" DEVAL FREIGHT X-TRAFFIC
			Wed, May 21	28	E1	20" LATE TURN FROM #120, CUS; 4" STOP SIGNAL, DEVAL.
			Fri, May 23	12	D	12" FREIGHT, MUNDELEIN.
	Fri, May 30	23	E1	15" LATE TURN FROM #120, CUS.		
RI	417	Thu, May 08	9	F1	5" FOLLOWING #415; 5" STOPPED WAITING FOR HCD 919 TO PUT AWAY, CP RICHARD ST.	
		<b>81% OT</b>	Tue, May 20	6	N	4" FLAGGED BY, EJE & CP MILLER; 3" WAITING ON #415 TO CLEAR DEPOT.
			Wed, May 21	9	G	6" FLAGGED PAST INTERCHANGE, ROBBINS & AWDM, 139TH ST; 3" SLOW DETRAINING.
			Thu, May 29	7	G	3" FLAGGED PAST SIGNAL, SIGNAL PROBLEM, ROBBINS; 1" WAIT FOR #424 TO CLEAR, MIDLOTHIAN; 1" WAIT FOR #526, NEW LENOX.
RI	529	Fri, May 09	13	I	5" RED SIGNALS DUE TO SIGNAL PROBLEMS,16TH ST; 3" SLOW LOADING/UNLOADING, ENROUTE; 2" WAITING FOR RI532, TINLEY PARK.	
		<b>76% OT</b>	Tue, May 20	14	N	2" MAKING FLAG STOPS, ENROTE; 5" REDUCED SPEED/WEATHER ISSUES; 7" FLAGGED BY DUE TO SIGNAL MALFUNCTION @ CP MILLER, EJE TO RICHARDS.
			Wed, May 21	0	XM	ANULLED STRIKING PEDESTRIAN AROUND MP29.
			Thu, May 22	6	I	3" SLOW ENTRAINING FROM SOX GAME. 35TH ST; 2" SLOW DETRAINING, 103RD (2") & 80TH AVE(3").
			Fri, May 30	8	I	5" HEAVY ENTRAINING, 35TH ST; 3" SLOW DETRAINING, ENROUTE.
RI	530	Thu, May 08	7	AD	8" LATE DEPARTING WAITING ON #525 EQUIP TO CLEAR INTO 1 SOUTH, JOLIET.	
		<b>76% OT</b>	Tue, May 20	8	N	3" PASSENGER HANDLING, ENROUTE; 2" BEING FLAGGED SIGNAL PROBLEM, 18TH ST; 4" FLAGGED BY SIGNAL MALFUNCTION CP MILLER, EJE TO CP RICHARDS.
			Wed, May 28	6	I	6" SLOW DETRAINING, ENROUTE.
			Thu, May 29	8	U	4" ADA LIFT DROPPED PASSENGER REFUSED TO GET ON, BI; 2" TRESPASSERS GATHERING NEAR MEMORIAL SITE, SCHOOLHOUSE RD; 2" 111TH & 95TH ST.
			Fri, May 30	8	I	8" SLOW ENTRAINING & BAD SPOTS FOR NEW ENGINEER, ENROUTE.
RI	531	Wed, May 07	6	I	7" HEAVY ENTRAINING, ENROUTE WHITE SOX GAME	
		<b>76% OT</b>	Thu, May 08	18	J	4" ENTRAINING PSGRS(BALL GAME), 35TH ST; 12" WAIT FOR METRAPD SEVERAL PSGRS REMOVED CAUSING DISTURBENCE, 103RD ST; 2" ADA, 35TH & 111TH.
			Wed, May 21	23	M1	16" TRANSFERRING PASSENGRES FROM #529, MOKENA; 7" WAITING FOR CLEARANCE INTO THE SCENE BY METRA PD, CP66TH CT.
			Fri, May 23	11	I	3" SLOW ENTRAINING, 35TH ST; 6" SLOW DETRAINING MOST STOPS SOX GAME; 2" TALKED BY SIGNAL, JOLIET WYE.
			Fri, May 30	7	I	4" HEAVY ENTRAINING, 35TH ST; 3" SLOW DETRAINING, ENROUTE.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
SWS	837	Thu, May 01	70	GF1	56" LATE TURN FROM #838, CUS; 13" WAIT FOR #840 TO CLEAR, BELT JCT; 5" STOP & FLAG PLANT CIRCUIT DOWN, FOREST HILL.	
		<b>76% OT</b>	Thu, May 08	20	KD1	26" LATE TURN FROM #838, CUS.
			Fri, May 09	24	D1	28" LATE DEPARTURE FROM SWS838, FOREST HILL.
			Thu, May 15	13	JM	8" MEDICAL EMERGENCY, PALOS PARK.
			Tue, May 20	21	D	20" HEADROOM OUTON THE MAIN FROM LANDERS, ASHBURN.
UPNW	622	Wed, May 07	10	G1	10" WAIT FOR #624 TO CLEAR, CRYSTAL LAKE JCT.	
		<b>81% OT</b>	Fri, May 09	17	G	5" RED SIGNAL FLAGGED BY SWITCH TENDER, CRYSTAL LAKE JCT.
			Wed, May 21	9	F1	9" 2 EXTRA STOPS, EDISON PK & JEFFERSON PK DUE TO ACCOMMODATE PASSENGER AS #610 BEING ANNULLED; HEAVY ENTRAINING, ENROUTE.
			Wed, May 28	0	XM	ANNULLED STRUCK TRESPASSER @ MP24.95 ROWLING RD ARLINGTON PARK.
UPW	70	Mon, May 05	13	D	13" KLTG2-02 AHEAD YARDING INTO PROVISIO, PARK.	
		<b>81% OT</b>	Thu, May 08	45	K	45" STOPPED/HELD DUE TO CAR ON TRACKS BETWEEN TK 1 & 2 @ MP29, WEST CHICAGO; XG PROCEDURES, MP28.85.
			Fri, May 09	18	D	18" FOLLOWED MCLPR-09, PECK TO BERCKELY.
			Tue, May 20	32	N1	32" HELD DUE TO POWER OUTAGE NO POWER TO SIGNAL/SWITCHES@ WESTERN , WAIT FOR METRA MAINTAINER, OAK PARK.
UPW	71	Thu, May 08	10	K1	10" STOPPED/HELD CAR ON TRACKS BETWEEN ! & 2 @ MP28, COLLEGE AVE; XG PROCEDURE, MP28.85.	
		<b>81% OT</b>	Mon, May 19	20	KP	20" STOPPED/HELD DUE TO BRIDGE JUMPER(FOX RIVER BRIDGE) WAS SUSPECTED TO BE IN THE AREA, W, CHGO; FOLLOW MPRNP-19, W. CHGO-PECK.
			Tue, May 20	0	XN	ANNULLED DUE TO PWER OUTAGE, WAIT FOR METRA MAINTAINER, REVERSEMOVE TO CPT, DETRAIN 175 PSGRS ONTO #73, WESTERN.
			Fri, May 23	20	VE	20" HEAD END POWER PROBLEMS ON METX137, MELROS PARK, PROBLEMS CONTINUED AFTER DEPARTING MELROSE PARK, CREW OPERATE IN THE DARK, MANUALLY

Data is final (06/16/14) version from TOPS.

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**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

Primary	Codes		Definition	Delay Class	Responsibility
	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
<b>1 PASSENGER TRAIN INTERFERENCE</b>				<b>11 NON-LOCOMOTIVE EQUIPMENT FAILURE</b>			
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	<b>12 LOCOMOTIVE FAILURE</b>			
AS	AS1	XAS	NICTD Train Interference	E	E1	XE	Locomotive Malfunction
<b>2 &amp; 3 FREIGHT INTERFERENCE, Peak &amp; Offpeak</b>				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	<b>13 HUMAN ERROR</b>			
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
<b>4 ACCIDENT</b>				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
<b>5 PASSENGER LOADING</b>				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
<b>6 LIFT DEPLOYMENT</b>				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
<b>7 OBSTRUCTION/DEBRIS</b>				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	<b>14 SICK, INJURED, UNRULY PASSENGER</b>			
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	J	J1	XJ	Passenger Problems/Removal
<b>8 SIGNAL/SWITCH FAILURE</b>				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.)	<b>15 WEATHER</b>			
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
<b>9 TRACK WORK</b>				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	<b>16 OTHER</b>			
<b>10 CATENARY FAILURE</b>				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**  
**May 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	252	10	5	12	3	32	21	23	33	8	28	33	7	467	50%
Semi-controllable	70	0	0	0	7	25	30	26	3	29	1	2	11	204	22%
Uncontrollable	70	31	10	5	0	15	7	4	35	8	15	33	33	266	28%
<b>TOTAL TRAINS DELAYED</b>	<b>392</b>	<b>41</b>	<b>15</b>	<b>17</b>	<b>10</b>	<b>72</b>	<b>58</b>	<b>53</b>	<b>71</b>	<b>45</b>	<b>44</b>	<b>68</b>	<b>51</b>	<b>937</b>	<b>100%</b>

**May - 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	53.0	32.0	7.5	9.0	1.0	53.0	23.0	12.0	31.5	11.0	32.5	43.0	29.5	338.0	50%
Semi-controllable	8.5	0.0	0.0	0.0	3.5	12.5	9.5	10.0	3.5	15.0	3.0	7.0	21.0	93.5	14%
Uncontrollable	15.5	25.5	2.5	12.0	0.5	19.5	17.0	4.0	38.0	5.5	36.0	36.5	28.5	241.0	36%
<b>TOTAL TRAINS DELAYED</b>	<b>77.0</b>	<b>57.5</b>	<b>10.0</b>	<b>21.0</b>	<b>5.0</b>	<b>85.0</b>	<b>49.5</b>	<b>26.0</b>	<b>73.0</b>	<b>31.5</b>	<b>71.5</b>	<b>86.5</b>	<b>79.0</b>	<b>672.5</b>	<b>100%</b>

**May 2014 Divergence From May 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	199.0	-22.0	-2.5	3.0	2.0	-21.0	-2.0	11.0	1.5	-3.0	-4.5	-10.0	-22.5	129.0	49%
Semi-controllable	61.5	0.0	0.0	0.0	3.5	12.5	20.5	16.0	-0.5	14.0	-2.0	-5.0	-10.0	110.5	42%
Uncontrollable	54.5	5.5	7.5	-7.0	-0.5	-4.5	-10.0	0.0	-3.0	2.5	-21.0	-3.5	4.5	25.0	9%
<b>TOTAL TRAINS DELAYED</b>	<b>315.0</b>	<b>-16.5</b>	<b>5.0</b>	<b>-4.0</b>	<b>5.0</b>	<b>-13.0</b>	<b>8.5</b>	<b>27.0</b>	<b>-2.0</b>	<b>13.5</b>	<b>-27.5</b>	<b>-18.5</b>	<b>-28.0</b>	<b>264.5</b>	<b>100%</b>

**January-May 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	639	78	35	63	27	396	158	104	274	79	115	115	150	2,233	34%
Semi-controllable	294	0	0	0	40	136	126	127	46	129	13	24	84	1,019	15%
Uncontrollable	534	296	95	132	23	384	308	87	485	81	274	353	273	3,325	51%
<b>TOTAL TRAINS DELAYED</b>	<b>1,467</b>	<b>374</b>	<b>130</b>	<b>195</b>	<b>90</b>	<b>916</b>	<b>592</b>	<b>318</b>	<b>805</b>	<b>289</b>	<b>402</b>	<b>492</b>	<b>507</b>	<b>6,577</b>	<b>100%</b>

Data for current month is final (06/16/14) version from TOPS.

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06/16/2014

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**May 2014**

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
<b>BNSF</b>	4	30	1	9	3	30	8	19	41	11	22	13	14	14	32	18	28	8	28	11	16	360
<b>Elec -ML</b>	0	3	1	2	0	6	0	4	1	1	0	0	0	1	3	0	1	2	0	5	2	32
<b>-BI</b>	0	2	0	0	1	1	1	0	0	0	0	2	1	0	1	0	3	0	0	0	0	12
<b>-SC</b>	0	2	1	0	0	2	3	1	0	0	0	0	2	1	0	0	1	0	0	1	0	14
<b>Heritage</b>	0	0	0	0	0	2	1	2	1	3	0	0	0	0	0	0	1	0	0	0	0	10
<b>Milw -N</b>	0	2	11	1	0	6	1	8	1	0	1	2	2	1	5	1	1	5	1	0	15	64
<b>-W</b>	1	1	11	2	1	4	7	0	2	3	0	3	1	2	3	2	4	2	1	1	3	54
<b>NCS</b>	0	0	4	6	2	5	2	5	3	2	1	3	2	0	7	6	1	0	0	0	4	53
<b>RI</b>	0	0	2	1	1	7	3	3	0	2	1	0	2	10	9	1	5	2	1	3	3	56
<b>SWS</b>	6	0	2	1	1	6	6	0	1	0	1	3	3	4	2	3	2	0	1	1	0	43
<b>UP -N</b>	3	0	3	1	3	0	0	6	2	0	9	0	0	0	0	0	2	0	2	0	0	31
<b>-NW</b>	0	0	0	0	1	1	4	4	1	0	0	0	21	3	3	0	2	5	14	0	0	59
<b>-W</b>	0	1	2	0	0	3	2	3	0	1	1	1	18	4	2	2	5	0	0	0	1	46
<b>SYSTEM</b>	14	41	38	23	13	73	38	55	53	23	36	27	66	40	67	33	56	24	48	22	44	834

  

<b>SATURDAY</b>	3	10	17	24	31	TOTAL	<b>SUNDAY/HOLIDAY</b>	4	11	18	25	26	TOTAL
<b>BNSF</b>	3	8	4	7	4	26	<b>BNSF</b>	0	0	0	3	3	6
<b>Elec -ML</b>	1	0	0	0	2	3	<b>Elec -ML</b>	0	3	0	0	3	6
<b>-BI</b>	1	1	0	1	0	3	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	3	0	0	0	0	3	<b>-SC</b>	0	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	5	1	0	0	0	6	<b>Milw -N</b>	2	0	0	0	0	2
<b>-W</b>	0	0	1	0	3	4	<b>-W</b>	0	0	0	0	0	0
<b>NCS</b>	-	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	1	1	0	1	6	9	<b>RI</b>	0	5	0	1	0	6
<b>SWS</b>	0	0	1	1	0	2	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	4	0	1	0	3	8	<b>UP -N</b>	0	5	0	0	0	5
<b>-NW</b>	5	0	0	0	0	5	<b>-NW</b>	0	1	2	0	1	4
<b>-W</b>	0	0	0	2	0	2	<b>-W</b>	0	0	0	2	1	3
<b>SYSTEM</b>	23	11	7	12	18	71	<b>SYSTEM</b>	2	14	2	6	8	32

Data is final (06/16/14) version from TOPS.

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

**May 2014**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	0	0	1	0	0	1	2	1	0	0	0	0	6
<i>Freight Interference - Peak</i>	41	0	0	0	5	12	9	10	0	8	0	0	2	87
<i>Freight Interference - Off-Peak</i>	20	0	0	0	0	13	22	10	3	11	1	2	8	90
Freight Interference - Total	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Accident	43	0	0	0	0	0	0	0	2	0	4	14	18	81
Passenger Loading	5	10	4	1	0	1	1	0	14	0	1	8	2	47
Lift Deployment	2	0	0	0	0	4	1	0	3	0	0	1	0	11
Obstruction/Debris	5	1	2	2	0	1	0	0	0	5	0	4	3	23
Signal/Switch Failure	41	1	2	2	3	11	4	16	18	10	0	9	4	121
Track Work	168	1	1	4	1	9	5	0	7	2	9	0	1	208
Catenary Failure	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	0	8	1	1	0	0	0	0	3	0	6	2	0	21
Locomotive Failure	32	0	0	0	0	10	7	10	0	1	10	20	2	92
Human Error	20	0	1	4	1	2	2	2	4	5	3	2	0	46
Sick, Injured, Unruly Passenger	5	8	1	1	0	1	3	0	3	2	3	6	3	36
Weather	2	5	0	0	0	8	2	3	8	1	7	0	0	36
Other	7	2	3	1	0	0	1	0	5	0	0	0	8	27
<b>TOTAL TRAINS DELAYED</b>	<b>392</b>	<b>41</b>	<b>15</b>	<b>17</b>	<b>10</b>	<b>72</b>	<b>58</b>	<b>53</b>	<b>71</b>	<b>45</b>	<b>44</b>	<b>68</b>	<b>51</b>	<b>937</b>

**May - 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	3.0	0.6	0.6	0.8	0.4	6.4	1.4	0.4	2.6	0.4	1.4	0.6	1.8	20.4
<i>Freight Interference - Peak</i>	5.4	0.0	0.0	0.0	2.0	1.0	1.2	4.2	0.4	2.4	0.4	2.4	3.0	22.4
<i>Freight Interference - Off-Peak</i>	7.2	0.0	0.0	0.0	0.0	8.2	6.2	4.2	3.2	8.4	1.2	3.6	11.8	54.0
Freight Interference - Total	12.6	0.0	0.0	0.0	2.0	9.2	7.4	8.4	3.6	10.8	1.6	6.0	14.8	76.4
Accident	1.6	0.0	0.0	0.8	0.0	11.2	2.0	1.6	0.6	1.2	5.6	9.0	5.0	38.6
Passenger Loading	10.2	13.6	2.4	4.2	0.2	8.2	5.2	0.0	14.8	0.0	14.2	14.0	8.0	95.0
Lift Deployment	3.0	0.0	0.0	0.0	0.0	2.6	1.8	0.4	6.2	0.4	2.2	2.2	2.6	21.4
Obstruction/Debris	5.4	1.6	0.4	2.2	0.0	3.2	1.8	0.2	1.8	0.8	4.6	4.6	5.4	32.0
Signal/Switch Failure	12.0	9.6	3.4	1.6	1.8	22.4	11.6	5.2	6.8	9.8	15.2	15.0	8.4	122.8
Track Work	18.8	6.2	1.2	2.8	0.8	24.8	3.6	2.8	1.8	0.6	9.6	7.0	6.2	86.2
Catenary Failure	0.0	0.6	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Non-Locomotive Equipment Failure	1.0	3.0	0.0	0.8	0.0	2.2	3.0	0.0	0.4	0.8	0.4	0.8	2.4	14.8
Locomotive Failure	12.8	0.0	0.0	0.0	0.2	10.8	6.2	2.2	7.2	2.2	5.4	3.8	4.2	55.0
Human Error	15.6	8.6	1.2	2.0	1.0	6.8	1.6	2.0	6.8	4.0	5.0	4.2	5.2	64.0
Sick, Injured, Unruly Passenger	2.8	5.4	0.6	1.6	0.2	1.6	2.4	0.8	2.2	0.0	3.8	3.8	3.8	29.0
Weather	3.4	0.8	0.0	1.0	0.0	1.8	0.6	0.0	1.8	0.8	4.0	3.4	1.2	18.8
Other	3.0	3.0	0.2	0.4	0.2	1.4	1.0	0.0	2.8	1.6	4.0	2.6	4.4	24.6
<b>TOTAL TRAINS DELAYED</b>	<b>105.2</b>	<b>53.0</b>	<b>10.6</b>	<b>18.4</b>	<b>6.8</b>	<b>112.6</b>	<b>49.6</b>	<b>24.0</b>	<b>59.4</b>	<b>33.4</b>	<b>77.0</b>	<b>77.0</b>	<b>73.4</b>	<b>700.4</b>

**May 2014 Divergence From May Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2.0	-0.6	-0.6	0.2	-0.4	-6.4	-0.4	1.6	-1.6	-0.4	-1.4	-0.6	-1.8	-14.4
<i>Freight Interference - Peak</i>	35.6	0.0	0.0	0.0	3.0	11.0	7.8	5.8	-0.4	5.6	-0.4	-2.4	-1.0	64.6
<i>Freight Interference - Off-Peak</i>	12.8	0.0	0.0	0.0	0.0	4.8	15.8	5.8	-0.2	2.6	-0.2	-1.6	-3.8	36.0
Freight Interference - Total	48.4	0.0	0.0	0.0	3.0	15.8	23.6	11.6	-0.6	8.2	-0.6	-4.0	-4.8	100.6
Accident	41.4	0.0	0.0	-0.8	0.0	-11.2	-2.0	-1.6	1.4	-1.2	-1.6	5.0	13.0	42.4
Passenger Loading	-5.2	-3.6	1.6	-3.2	-0.2	-7.2	-4.2	0.0	-0.8	0.0	-13.2	-6.0	-6.0	-48.0
Lift Deployment	-1.0	0.0	0.0	0.0	0.0	1.4	-0.8	-0.4	-3.2	-0.4	-2.2	-1.2	-2.6	-10.4
Obstruction/Debris	-0.4	-0.6	1.6	-0.2	0.0	-2.2	-1.8	-0.2	-1.8	4.2	-4.6	-0.6	-2.4	-9.0
Signal/Switch Failure	29.0	-8.6	-1.4	0.4	1.2	-11.4	-7.6	10.8	11.2	0.2	-15.2	-6.0	-4.4	-1.8
Track Work	149.2	-5.2	-0.2	1.2	0.2	-15.8	1.4	-2.8	5.2	1.4	-0.6	-7.0	-5.2	121.8
Catenary Failure	0.0	4.4	-0.6	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Non-Locomotive Equipment Failure	-1.0	5.0	1.0	0.2	0.0	-2.2	-3.0	0.0	2.6	-0.8	5.6	1.2	-2.4	6.2
Locomotive Failure	19.2	0.0	0.0	0.0	-0.2	-0.8	0.8	7.8	-7.2	-1.2	4.6	16.2	-2.2	37.0
Human Error	4.4	-8.6	-0.2	2.0	0.0	-4.8	0.4	0.0	-2.8	1.0	-2.0	-2.2	-5.2	-18.0
Sick, Injured, Unruly Passenger	2.2	2.6	0.4	-0.6	-0.2	-0.6	0.6	-0.8	0.8	2.0	-0.8	2.2	-0.8	7.0
Weather	-1.4	4.2	0.0	-1.0	0.0	6.2	1.4	3.0	6.2	0.2	3.0	-3.4	-1.2	17.2
Other	4.0	-1.0	2.8	0.6	-0.2	-1.4	0.0	0.0	2.2	-1.6	-4.0	-2.6	3.6	2.4
<b>TOTAL TRAINS DELAYED</b>	<b>286.8</b>	<b>-12.0</b>	<b>4.4</b>	<b>-1.4</b>	<b>3.2</b>	<b>-40.6</b>	<b>8.4</b>	<b>29.0</b>	<b>11.6</b>	<b>11.6</b>	<b>-33.0</b>	<b>-9.0</b>	<b>-22.4</b>	<b>236.6</b>

Data for current month is final (06/16/14) 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-May 2014**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	1	0	2	5	65	12	8	11	2	1	5	16	132
<i>Freight Interference - Peak</i>	156	0	0	0	33	34	38	45	17	33	1	13	24	394
<i>Freight Interference - Off-Peak</i>	135	0	0	0	0	89	86	64	25	58	12	11	58	538
Freight Interference - Total	291	0	0	0	33	123	124	109	42	91	13	24	82	932
Accident	144	0	0	0	0	64	19	8	15	1	17	65	31	364
Passenger Loading	15	26	14	18	0	27	32	0	79	0	17	19	23	270
Lift Deployment	13	0	0	0	0	21	20	3	17	0	3	11	15	103
Obstruction/Debris	28	19	7	11	9	28	18	5	25	22	37	43	20	272
Signal/Switch Failure	137	15	13	13	10	134	47	52	98	50	12	22	48	651
Track Work	234	9	1	12	2	41	15	19	39	2	17	3	4	398
Catenary Failure	0	34	5	10	0	0	0	0	0	0	0	0	0	49
Non-Locomotive Equipment Failure	40	11	7	7	2	30	13	3	25	24	26	16	11	215
Locomotive Failure	62	0	0	0	0	93	51	26	71	16	46	44	28	437
Human Error	155	8	9	17	15	34	12	8	34	20	8	14	26	360
Sick, Injured, Unruly Passenger	20	23	4	10	1	10	18	1	16	3	9	26	14	155
Weather	306	220	67	92	13	227	200	72	318	51	172	192	153	2,083
Other	18	8	3	3	0	19	11	4	15	7	24	8	36	156
<b>TOTAL TRAINS DELAYED</b>	<b>1,467</b>	<b>374</b>	<b>130</b>	<b>195</b>	<b>90</b>	<b>916</b>	<b>592</b>	<b>318</b>	<b>805</b>	<b>289</b>	<b>402</b>	<b>492</b>	<b>507</b>	<b>6,577</b>

**January-May - 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	14.4	9.8	3.2	3.4	2.4	31.8	8.6	6.4	11.0	5.4	10.0	5.4	6.6	118.4
<i>Freight Interference - Peak</i>	22.6	0.0	0.0	0.0	15.0	7.8	8.0	24.6	4.4	14.4	2.6	7.2	17.8	124.4
<i>Freight Interference - Off-Peak</i>	33.8	0.2	0.2	0.0	0.0	42.2	33.4	35.6	20.4	42.0	6.6	10.6	62.4	287.4
Freight Interference - Total	56.4	0.2	0.2	0.0	15.0	50.0	41.4	60.2	24.8	56.4	9.2	17.8	80.2	411.8
Accident	37.2	4.0	2.0	3.2	0.8	14.0	19.8	7.2	19.4	3.2	24.0	34.2	18.2	187.2
Passenger Loading	23.0	47.6	11.2	14.6	0.2	19.4	12.2	0.6	37.2	0.8	57.4	27.0	24.6	275.8
Lift Deployment	9.6	0.2	0.0	0.2	0.0	9.8	8.2	1.0	21.6	1.0	10.6	5.8	14.0	82.0
Obstruction/Debris	31.8	7.6	2.0	11.4	0.0	14.4	14.4	2.0	15.6	4.6	8.2	19.4	19.4	150.8
Signal/Switch Failure	98.4	39.8	14.8	10.4	12.6	97.6	59.6	32.6	34.6	40.0	36.0	39.2	39.4	555.0
Track Work	36.0	26.6	11.0	9.0	1.2	40.2	11.2	8.6	13.0	3.0	25.2	13.4	22.0	220.4
Catenary Failure	0.0	9.4	3.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	16.6
Non-Locomotive Equipment Failure	9.0	17.2	6.8	7.8	0.2	4.2	8.0	2.2	5.4	1.8	4.6	4.8	5.2	77.2
Locomotive Failure	50.0	0.6	0.2	0.0	1.0	57.0	30.6	14.0	32.6	6.8	20.2	28.2	16.6	257.8
Human Error	45.8	24.0	4.6	9.4	3.6	30.4	17.2	9.0	23.0	14.6	32.2	23.0	15.4	252.2
Sick, Injured, Unruly Passenger	11.4	29.0	4.2	10.6	0.2	12.0	14.8	2.2	11.4	1.0	20.4	14.4	15.2	146.8
Weather	86.8	39.0	7.8	15.8	3.8	60.0	42.2	12.4	51.4	15.8	63.4	50.2	49.6	498.2
Other	13.4	17.6	3.0	5.0	0.2	6.8	9.6	1.2	13.6	6.6	17.6	8.8	19.8	123.2
<b>TOTAL TRAINS DELAYED</b>	<b>523.2</b>	<b>272.6</b>	<b>74.2</b>	<b>104.6</b>	<b>41.2</b>	<b>447.6</b>	<b>297.8</b>	<b>159.6</b>	<b>314.6</b>	<b>161.0</b>	<b>339.0</b>	<b>291.8</b>	<b>346.2</b>	<b>3,373.4</b>

**January-May 2014 Divergence From January-May Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-10.4	-8.8	-3.2	-1.4	2.6	33.2	3.4	1.6	0.0	-3.4	-9.0	-0.4	9.4	13.6
<i>Freight Interference - Peak</i>	133.4	0.0	0.0	0.0	18.0	26.2	30.0	20.4	12.6	18.6	-1.6	5.8	6.2	269.6
<i>Freight Interference - Off-Peak</i>	101.2	-0.2	-0.2	0.0	0.0	46.8	52.6	28.4	4.6	16.0	5.4	0.4	-4.4	250.6
Freight Interference - Total	234.6	-0.2	-0.2	0.0	18.0	73.0	82.6	48.8	17.2	34.6	3.8	6.2	1.8	520.2
Accident	106.8	-4.0	-2.0	-3.2	-0.8	50.0	-0.8	0.8	-4.4	-2.2	-7.0	30.8	12.8	176.8
Passenger Loading	-8.0	-21.6	2.8	3.4	-0.2	7.6	19.8	-0.6	41.8	-0.8	-40.4	-8.0	-1.6	-5.8
Lift Deployment	3.4	-0.2	0.0	-0.2	0.0	11.2	11.8	2.0	-4.6	-1.0	-7.6	5.2	1.0	21.0
Obstruction/Debris	-3.8	11.4	5.0	-0.4	9.0	13.6	3.6	3.0	9.4	17.4	28.8	23.6	0.6	121.2
Signal/Switch Failure	38.6	-24.8	-1.8	2.6	-2.6	36.4	-12.6	19.4	63.4	10.0	-24.0	-17.2	8.6	96.0
Track Work	198.0	-17.6	-10.0	3.0	0.8	0.8	3.8	10.4	26.0	-1.0	-8.2	-10.4	-18.0	177.6
Catenary Failure	0.0	24.6	1.8	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	32.4
Non-Locomotive Equipment Failure	31.0	-6.2	0.2	-0.8	1.8	25.8	5.0	0.8	19.6	22.2	21.4	11.2	5.8	137.8
Locomotive Failure	12.0	-0.6	-0.2	0.0	-1.0	36.0	20.4	12.0	38.4	9.2	25.8	15.8	11.4	179.2
Human Error	109.2	-16.0	4.4	7.6	11.4	3.6	-5.2	-1.0	11.0	5.4	-24.2	-9.0	10.6	107.8
Sick, Injured, Unruly Passenger	8.6	-6.0	-0.2	-0.6	0.8	-2.0	3.2	-1.2	4.6	2.0	-11.4	11.6	-1.2	8.2
Weather	219.2	181.0	59.2	76.2	9.2	167.0	157.8	59.6	266.6	35.2	108.6	141.8	103.4	1,584.8
Other	4.6	-9.6	0.0	-2.0	-0.2	12.2	1.4	2.8	1.4	0.4	6.4	-0.8	16.2	32.8
<b>TOTAL TRAINS DELAYED</b>	<b>943.8</b>	<b>101.4</b>	<b>55.8</b>	<b>90.4</b>	<b>48.8</b>	<b>468.4</b>	<b>294.2</b>	<b>158.4</b>	<b>490.4</b>	<b>128.0</b>	<b>63.0</b>	<b>200.2</b>	<b>160.8</b>	<b>3,203.6</b>

Data for current month is final (06/16/14) 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 - May	
Passenger Train Interference	38	58	22	8	6								132	2.0%
<i>Freight Interference - Peak</i>	103	92	60	52	87								394	6.0%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90								538	8.2%
Freight Interference - Total	207	249	159	140	177								932	14.2%
Accident	116	117	39	11	81								364	5.5%
Passenger Loading	30	75	89	29	47								270	4.1%
Lift Deployment	28	41	13	10	11								103	1.6%
Obstruction/Debris	85	88	32	44	23								272	4.1%
Signal/Switch Failure	190	181	112	47	121								651	9.9%
Track Work	42	33	37	78	208								398	6.1%
Catenary Failure	0	32	9	3	5								49	0.7%
Non-Locomotive Equipment Failure	92	49	38	15	21								215	3.3%
Locomotive Failure	97	125	90	33	92								437	6.6%
Human Error	96	84	53	81	46								360	5.5%
Sick, Injured, Unruly Passenger	27	38	31	23	36								155	2.4%
Weather	1,431	487	123	6	36								2,083	31.7%
Other	31	45	32	21	27								156	2.4%
<b>TOTAL TRAINS DELAYED</b>	<b>2,510</b>	<b>1,702</b>	<b>879</b>	<b>549</b>	<b>937</b>								<b>6,577</b>	<b>100%</b>

**2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	78	2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	79	2.5%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	299	9.4%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	378	11.8%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	189	5.9%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	211	6.6%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	54	1.7%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	119	3.7%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	699	21.9%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	150	4.7%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	10	0.3%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	71	2.2%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	210	6.6%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	331	10.4%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	153	4.8%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	448	14.0%
Other	11	32	19	8	22	36	24	22	19	11	30	29	92	2.9%
<b>TOTAL TRAINS DELAYED</b>	<b>563</b>	<b>619</b>	<b>557</b>	<b>744</b>	<b>710</b>	<b>1,240</b>	<b>1,051</b>	<b>840</b>	<b>585</b>	<b>735</b>	<b>799</b>	<b>1,045</b>	<b>3,193</b>	<b>100%</b>

**2014 Divergence From 2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
Passenger Train Interference	31	37	0	-3	-11								54	-0.4%
<i>Freight Interference - Peak</i>	90	81	49	36	59								315	3.5%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20								239	-1.2%
Freight Interference - Total	152	165	92	66	79								554	2.3%
Accident	93	116	-39	-45	50								175	-0.4%
Passenger Loading	6	48	35	-10	-20								59	-2.5%
Lift Deployment	16	35	-6	2	2								49	-0.1%
Obstruction/Debris	63	68	9	14	-1								153	0.4%
Signal/Switch Failure	38	32	22	-79	-61								-48	-12.0%
Track Work	20	27	23	33	145								248	1.4%
Catenary Failure	0	32	7	-4	4								39	0.4%
Non-Locomotive Equipment Failure	73	37	22	4	8								144	1.0%
Locomotive Failure	56	61	62	5	43								227	0.1%
Human Error	44	-8	-3	30	-34								29	-4.9%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1								2	-2.4%
Weather	1341	401	88	-212	17								1635	17.6%
Other	20	13	13	13	5								64	-0.5%
<b>TOTAL TRAINS DELAYED</b>	<b>1,947</b>	<b>1,083</b>	<b>322</b>	<b>-195</b>	<b>227</b>								<b>3,384</b>	

Data for current month is final (06/16/14) version from TOPS.

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**TABLE 11: FREIGHT DELAYS  
between June 2012 and May 2014**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Jun-12	13	0	0	0	1	6	14	6	8	9	0	6	18	81
Jul-12	7	0	0	0	3	42	17	20	9	5	1	14	7	125
Aug-12	16	0	0	0	1	16	9	4	7	6	1	1	7	68
Sep-12	2	0	0	0	0	13	20	6	3	10	0	5	11	70
Oct-12	10	0	0	0	2	10	13	12	8	9	0	16	11	91
Nov-12	12	0	0	0	3	7	18	11	3	8	1	4	2	69
Dec-12	5	0	0	0	2	15	10	12	2	8	0	4	8	66
Jan-13	2	0	0	0	2	3	6	7	6	6	1	6	16	55
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
<b>Total</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>157</b>	<b>145</b>	<b>129</b>	<b>63</b>	<b>86</b>	<b>13</b>	<b>79</b>	<b>149</b>	<b>948</b>
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
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
<b>May-14</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>31</b>	<b>20</b>	<b>3</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>177</b>
<b>Total</b>	<b>453</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>206</b>	<b>246</b>	<b>192</b>	<b>94</b>	<b>164</b>	<b>20</b>	<b>93</b>	<b>208</b>	<b>1,728</b>

Data for current month is final (06/16/14) version from TOPS.

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

LINE	2014			2014			2014			2014			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	4	2	2	3	2								13	0.89%
Electric ML	0	0	0	0	0								0	0.00%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	0	0	0								0	0.00%
HER	0	0	0	0	0								0	0.00%
Milw N	5	10	2	0	4								21	2.29%
Milw W	8	5	5	1	1								20	3.38%
NCS	0	3	0	0	0								3	0.94%
RI	3	6	2	3	3								17	2.11%
SWS	0	0	0	0	0								0	0.00%
UP N	0	1	1	1	0								3	0.75%
UP NW	3	6	0	1	1								11	2.24%
UP W	5	8	1	1	0								15	2.96%
<b>Total Lift Delays</b>	<b>28</b>	<b>41</b>	<b>13</b>	<b>10</b>	<b>11</b>								<b>103</b>	<b>1.57%</b>
<b>ALL DELAYS</b>													<b>6,577</b>	

Data for current month is final (06/16/14) version from TOPS.

**2013**

LINE	2013			2013			2013			2013			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
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%
<b>Total Lift Delays</b>	<b>12</b>	<b>6</b>	<b>19</b>	<b>8</b>	<b>9</b>	<b>25</b>	<b>19</b>	<b>19</b>	<b>22</b>	<b>23</b>	<b>11</b>	<b>32</b>	<b>205</b>	<b>2.16%</b>
<b>ALL DELAYS</b>													<b>9,488</b>	

**TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION**

May 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	106	10	4	2	5	8	11	11	20	7	5	7	2	198
11-15	72	7	0	1	2	8	3	8	2	1	5	5	4	118
16-20	34	0	0	0	2	5	2	3	2	4	1	3	6	62
21+	19	0	0	0	1	1	6	1	0	0	1	12	5	46
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>11</u>
Sub-Total	235	17	4	3	10	23	22	23	24	12	14	31	17	435
<b>Off-Peak **</b>														
6-10	53	12	8	9	0	22	18	15	29	11	11	9	9	206
11-15	31	3	1	2	0	8	9	5	10	7	6	5	9	96
16-20	24	5	1	0	0	8	4	4	3	4	5	4	5	67
21+	47	4	1	3	0	10	5	6	4	11	7	16	10	124
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>9</u>
Sub-Total	157	24	11	14	0	49	36	30	47	33	30	37	34	502
<b>May 2014 Total</b>														
6-10	159	22	12	11	5	30	29	26	49	18	16	16	11	404
11-15	103	10	1	3	2	16	12	13	12	8	11	10	13	214
16-20	58	5	1	0	2	13	6	7	5	8	6	7	11	129
21+	66	4	1	3	1	11	11	7	4	11	8	28	15	170
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>1</u>	<u>20</u>
TOTAL	392	41	15	17	10	72	58	53	71	45	44	68	51	937
<b>2014 Year-to-Date</b>														
6-10	616	181	67	126	31	376	266	122	474	107	117	142	184	2,809
11-15	333	75	23	33	20	219	117	71	141	62	87	75	110	1,366
16-20	171	38	14	11	11	104	52	41	65	37	41	57	74	716
21+	276	68	23	20	25	179	126	78	102	69	129	192	118	1,405
Annulled	<u>71</u>	<u>12</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>38</u>	<u>31</u>	<u>6</u>	<u>23</u>	<u>14</u>	<u>28</u>	<u>26</u>	<u>21</u>	<u>281</u>
TOTAL	1,467	374	130	195	90	916	592	318	805	289	402	492	507	6,577
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2014 Total</b>														
6-10	40.6%	53.7%	80.0%	64.7%	50.0%	41.7%	50.0%	49.1%	69.0%	40.0%	36.4%	23.5%	21.6%	43.1%
11-15	26.3%	24.4%	6.7%	17.6%	20.0%	22.2%	20.7%	24.5%	16.9%	17.8%	25.0%	14.7%	25.5%	22.8%
16-20	14.8%	12.2%	6.7%	0.0%	20.0%	18.1%	10.3%	13.2%	7.0%	17.8%	13.6%	10.3%	21.6%	13.8%
21+	16.8%	9.8%	6.7%	17.6%	10.0%	15.3%	19.0%	13.2%	5.6%	24.4%	18.2%	41.2%	29.4%	18.1%
Annulled	<u>1.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>6.8%</u>	<u>10.3%</u>	<u>2.0%</u>	<u>2.1%</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%
<b>2014 Year-to-Date Delays By Duration</b>														
6-10	42.0%	48.4%	51.5%	64.6%	34.4%	41.0%	44.9%	38.4%	58.9%	37.0%	29.1%	28.9%	36.3%	42.7%
11-15	22.7%	20.1%	17.7%	16.9%	22.2%	23.9%	19.8%	22.3%	17.5%	21.5%	21.6%	15.2%	21.7%	20.8%
16-20	11.7%	10.2%	10.8%	5.6%	12.2%	11.4%	8.8%	12.9%	8.1%	12.8%	10.2%	11.6%	14.6%	10.9%
21+	18.8%	18.2%	17.7%	10.3%	27.8%	19.5%	21.3%	24.5%	12.7%	23.9%	32.1%	39.0%	23.3%	21.4%
Annulled	<u>4.8%</u>	<u>3.2%</u>	<u>2.3%</u>	<u>2.6%</u>	<u>3.3%</u>	<u>4.1%</u>	<u>5.2%</u>	<u>1.9%</u>	<u>2.9%</u>	<u>4.8%</u>	<u>7.0%</u>	<u>5.3%</u>	<u>4.1%</u>	<u>4.3%</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 (06/16/14) 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	
<b>May 2014</b>														
Peak *	12.7	9.2	6.0	8.7	13.3	12.7	14.9	12.9	8.6	11.1	15.3	40.4	21.1	14.5
Off-Peak **	22.0	15.8	10.3	13.4	--	15.5	14.1	14.6	10.5	20.5	24.5	33.0	21.7	19.2
All	16.4	13.0	9.1	12.6	13.3	14.6	14.4	13.8	9.8	18.0	21.8	36.3	21.5	17.0
<b>2014 Year-to-Date</b>														
Peak *	14.5	13.0	14.2	9.9	20.3	21.4	17.8	17.5	13.8	16.3	26.5	29.9	18.8	18.0
Off-Peak **	18.3	16.0	15.0	11.9	--	16.0	15.1	20.5	12.8	20.3	23.5	29.5	20.7	18.0
All	16.1	14.3	14.6	11.3	20.3	18.0	16.1	19.2	13.2	18.9	24.9	29.7	19.8	18.0

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 (06/16/14) version from TOPS.