

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

**June 2014**



# COMMUTER RAIL ON-TIME PERFORMANCE

## June 2014

This report presents an analysis of the June 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 June 2014, Metra operated 16,763 scheduled trains, including scheduled "extras", if any. 1,162 of these trains were delayed (late or annulled), representing an on-time performance rate of 93.1%. 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 June 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 June 2014. Of the 1,162 delays systemwide in June 2014, all but 604 (52%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Junes, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in June 2014, 141 more delays than the average over the previous two Junes were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 7,739 delays in 2014, all but 2,837 (37%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during June 2014. Table 8.b shows the average frequencies over the previous five Junes, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,162 delays systemwide in June 2014, 17 less than the average over the previous five Junes. Table 9.a shows delays from the beginning of the year through June 2014. Table 9.b shows the average frequencies from the beginning of the year through June 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 June of 2014, a total of 7,739 trains were delayed, compared to 4,433 trains delayed in the same six months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In June 2014 freight operations delayed 191 trains systemwide, compared to 115 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 19 trains were delayed by lift deployment in June 2014.

A review of June 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 49.3% of all late trains. Table 14 shows that the average length of delay was 15.3 minutes in June 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  
June 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>	1,134	206	81.8%	840	143	83.0%	1,974	349	82.3%	112	38	66.1%	94	5	94.7%	2,180	392	82.0%
<b>Elec -ML</b>	945	18	98.1%	714	21	97.1%	1,659	39	97.6%	184	2	98.9%	100	15	85.0%	1,943	56	97.1%
<b>-BI</b>	294	3	99.0%	483	7	98.6%	777	10	98.7%	120	1	99.2%	--	--	--	897	11	98.8%
<b>-SC</b>	<u>357</u>	<u>13</u>	96.4%	<u>777</u>	<u>20</u>	97.4%	<u>1,134</u>	<u>33</u>	97.1%	<u>192</u>	<u>8</u>	95.8%	<u>100</u>	<u>4</u>	96.0%	<u>1,426</u>	<u>45</u>	96.8%
<b>Subtotal</b>	1,596	34	97.9%	1,974	48	97.6%	3,570	82	97.7%	496	11	97.8%	200	19	90.5%	4,266	112	97.4%
<b>Heritage</b>	126	7	94.4%	--	--	--	126	7	94.4%	--	--	--	--	--	--	126	7	94.4%
<b>Milw -N</b>	525	42	92.0%	735	60	91.8%	1,260	102	91.9%	96	15	84.4%	100	13	87.0%	1,456	130	91.1%
<b>-W</b>	<u>567</u>	<u>23</u>	95.9%	<u>651</u>	<u>69</u>	89.4%	<u>1,218</u>	<u>92</u>	92.4%	<u>96</u>	<u>5</u>	94.8%	<u>90</u>	<u>13</u>	85.6%	<u>1,404</u>	<u>110</u>	92.2%
<b>Subtotal</b>	1,092	65	94.0%	1,386	129	90.7%	2,478	194	92.2%	192	20	89.6%	190	26	86.3%	2,860	240	91.6%
<b>NCS</b>	231	19	91.8%	231	31	86.6%	462	50	89.2%	--	--	--	--	--	--	462	50	89.2%
<b>RI</b>	756	35	95.4%	693	61	91.2%	1,449	96	93.4%	81	16	80.2%	82	9	89.0%	1,612	121	92.5%
<b>SWS</b>	231	12	94.8%	399	33	91.7%	630	45	92.9%	24	2	91.7%	--	--	--	654	47	92.8%
<b>UP -N</b>	630	8	98.7%	828	19	97.7%	1,458	27	98.1%	107	14	86.9%	93	5	94.6%	1,658	46	97.2%
<b>-NW</b>	693	29	95.8%	672	13	98.1%	1,365	42	96.9%	96	22	77.1%	75	10	86.7%	1,536	74	95.2%
<b>-W</b>	<u>567</u>	<u>24</u>	95.8%	<u>672</u>	<u>31</u>	95.4%	<u>1,239</u>	<u>55</u>	95.6%	<u>80</u>	<u>14</u>	82.5%	<u>90</u>	<u>4</u>	95.6%	<u>1,409</u>	<u>73</u>	94.8%
<b>Subtotal</b>	1,890	61	96.8%	2,172	63	97.1%	4,062	124	96.9%	283	50	82.3%	258	19	92.6%	4,603	193	95.8%
<b>SYSTEM</b>	7,056	439	93.8%	7,695	508	93.4%	14,751	947	93.6%	1,188	137	88.5%	824	78	90.5%	16,763	1,162	93.1%

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

Delays data for most recent month is corrected final (08/20/14) 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-JUN	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	93.2%	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	95.2%	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	94.5%	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	95.7%	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	93.7%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0							85.9%	85.9%
<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	94.5%	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	97.9%	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	97.7%	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	97.1%	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	97.4							96.9%	96.9%
<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	97.6%	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	91.7%	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	89.1%	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	91.5%	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	96.2%	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	95.9%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4							87.3%	87.3%
<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	92.9%	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	94.3%	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	93.5%	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	90.6%	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	94.6%	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	93.8%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1							88.1%	88.1%
<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	93.4%	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	96.8%	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	96.1%	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	93.3%	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	95.8%	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	94.6%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2							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	95.3%	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	94.0%	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	93.4%	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	91.7%	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	93.1%	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	92.4%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2							86.7%	86.7%
<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	92.9%	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-JUN	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	96.4%	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	94.3%	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	95.3%	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	95.6%	95.3%
	<b>2014</b>	82.5	83.4	93.4	95.3	95.7	92.5							90.5%	90.5%
<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	95.6%	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	94.7%	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	94.4%	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	92.6%	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	95.0%	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	95.5%	95.6%
	<b>2014</b>	83.0	92.0	93.5	94.9	93.2	92.8							91.5%	91.5%
<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	94.4%	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	95.0%	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	95.0%	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	93.6%	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	96.5%	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	96.7%	96.6%
	<b>2014</b>	91.2	92.1	97.4	97.8	97.4	97.2							95.5%	95.5%
<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	95.4%	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	95.8%	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	95.1%	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	96.9%	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	94.6%	94.6%
	<b>2014</b>	86.6	91.1	96.3	98.6	95.6	95.2							93.9%	93.9%
<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	95.9%	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	95.6%	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	95.4%	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	92.0%	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	94.8%	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	94.5%	94.5%
	<b>2014</b>	85.9	90.9	94.4	96.7	96.4	94.8							93.2%	93.2%
<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	94.5%	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	95.8%	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	95.9%	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	94.3%	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	96.0%	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	95.6%	95.4%
	<b>2014</b>	85.6	89.3	94.9	96.8	94.5	93.1							92.4%	92.4%
<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	95.5%	95.3%

Delays data for most recent month is corrected final (08/20/14) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls|OTPhyLine&Month 8/20/2014

'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  
June 2014**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1205 <b>81% OT</b>	Fri, Jun 13	7	C	MULTIPLE SLOW ORDERS
		Mon, Jun 23	14	DR1	ACCIDENT AT CICERO BRIDGE, REDUCED SPEED
		Tue, Jun 24	13	D	HELD IN MULTIPLE SPOTS ACCOUNT FREIGHT TRAFFIC ON THE CHICAGO SUB
		Mon, Jun 30	10	GM	GATE CROSSING MALFUNCTION
BNSF	1222 <b>81% OT</b>	Tue, Jun 10	13	E1	ACCOMMODATED 1212 PASSENGERS EB FROM RIVERSIDE / STUCK BEHIND 1212
		Fri, Jun 13	7	C	MULTIPLE SLOW ORDERS
		Thu, Jun 19	7	KD1	FOLLOWING 1220
		Fri, Jun 20	7	F1	FOLLOWING 1220
BNSF	1225 <b>81% OT</b>	Tue, Jun 10	12	C1	DEPARTED 4" MINUTES LATE ACCT LATE ARRIVAL FOR MULTIPLE FORM A RESTRICTIONS
		Fri, Jun 13	22	D	DELAYED BY MCHCGAL112 MT1 & RCH145113 MT2 WEST EOLA
		Thu, Jun 19	7	RF1	WORKING AROUND TRAFFIC CONGESTION FROM DS ERROR
		Mon, Jun 23	40	M1	EARLIER ACCIDENT AT HINSDALE
BNSF	1227 <b>62% OT</b>	Tue, Jun 03	10	CC	TRACK WORK
		Wed, Jun 04	7	IW	SLOW PASSENGER HANDLING DUE TO HEAVY RAIN
		Thu, Jun 05	10	C	WORKING THRU MULTIPLE AREAS WITH TRACK WORK
		Tue, Jun 10	18	C1	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	14	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB
		Fri, Jun 13	7	C	MULTIPLE FORM A'S, HEAVY PASSENGER LOADING
		Mon, Jun 16	19	C	WORKING AROUND 1256 AND MULTIPLE SPEED RESTRICTIONS
		Mon, Jun 23	37	CC	CONSTRUCTION ON TRACK
BNSF	1229 <b>76% OT</b>	Tue, Jun 03	8	CC	TRACK WORK
		Mon, Jun 09	9	C	HELD FOR AMTRAK AT B, 10 MPH AT WEST EOLA PLANT AND FORM A ON NORHT
		Tue, Jun 10	7	C	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	30	GT	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB. AND CODE FAILURE LISLE
BNSF	1230 <b>76% OT</b>	Wed, Jun 25	10	D	WORKING AROUND FREIGHT TRAFFIC AT EOLA AND CICERO
		Mon, Jun 16	8	C	MULTIPLE SPEED RESTRICTIONS
		Thu, Jun 19	7	IW	SLOW PASSENGER HANDLING
		Mon, Jun 23	11	DR1	FREIGHT TRAIN DERAILMENT AT CICERO
BNSF	1231 <b>67% OT</b>	Tue, Jun 24	9	D	WORKING AROUND TRAFFIC ON CHICAGO SUB
		Wed, Jun 25	8	CM	TRACK INDICATION MP 31.0
		Tue, Jun 10	9	C	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	17	C	DELAYED FOR THE MGALCH111 YARDING AT EOLA, MOW OCCUPYING MT1 WEST EOLA
		Thu, Jun 12	7	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB
		Fri, Jun 13	7	C	FORM B AT DOWNERS, UNRULY PASSENGER REMOVAL NAPERVILLE
		Tue, Jun 24	12	D	DELAYED FOR 15" AT CICERO FOR FREIGHT TRAFFIC
BNSF	1233 <b>76% OT</b>	Wed, Jun 25	9	D	WORKING AROUND FREIGHT TRAFFIC AT EOLA AND CICERO
		Fri, Jun 27	11	D	WAITED FOR DRABRC TO XO MT 2 TO MT 3 AT EOLA
		Tue, Jun 10	11	C	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	9	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB
		Thu, Jun 12	11	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB.
BNSF	1235 <b>76% OT</b>	Fri, Jun 13	7	C	MULTIPLE FORM A RESTRICTIONS
		Fri, Jun 20	8	D	WORKING AROUND MULTIPLE FREIGHT TRAINS AT UNION AVE SINGLE TRACKING
		Tue, Jun 10	15	C	DELAYED WAITING ON THE VCHCDIL110 GOING THRU 10MPH AT WEST EOLA
		Thu, Jun 12	15	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB.
		Mon, Jun 16	10	B	UNABLE TO CONTACT FOREMAN IN CHARGE AT HINSDALE FORM B'S #9219 & 9225
BNSF	1236 <b>81% OT</b>	Fri, Jun 20	10	D	WORKING AROUND MULTIPLE FREIGHT TRAINS AT UNION AVE SINGLE TRACKING
		Thu, Jun 26	7	D	DELAYED FOR H-GFDBRC9-22 CLEAR INTO EOLA YARD.
		Tue, Jun 10	10	C	MULTIPLE FORM A RESTRICTIONS AND TRAFFIC AHEAD FROM LATE FLIPS
		Fri, Jun 13	25	RN1	ACCOMODATED 1240 PASSENGERS AT LISLE AND BELMONT
BNSF	1240 <b>81% OT</b>	Mon, Jun 23	45	M1	CROSSING INCIDENT AT HINSDALE
		Tue, Jun 24	11	D	WORKING AROUND TRAFFIC ON CHICAGO SUB
		Mon, Jun 02	17	E1	WAITED FOR 1228 AND 1246 TO GET BY LISLE XOVER
		Fri, Jun 13	0	XRN	NO RESTED ENGINEERS - ANNULLED
BNSF	1240 <b>81% OT</b>	Mon, Jun 23	49	M1	HELD DUE TO 1211 STRIKING CAR AT HINSDALE
		Wed, Jun 25	8	AM	FOLLOWING 1244 WHO WAITED FOR LINEUP IN CUS

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1241	Tue, Jun 10	15	C	MULTIPLE 10MPH SLOW ORDER FORM A'S	
		<b>81% OT</b>	Fri, Jun 13	10	JM1	DELAYED DUE TO 1268 MEDICAL EMERGENCY BERWYN
		Thu, Jun 19	9	G	TRACK INDICATION AT LISLE MP 23.9 TO 25.3	
		Tue, Jun 24	7	F	LATE SET AT CUS FOR 2 B/O CAR FOUND IN OUTBOUND INSPECTION/ DEPARTED 7" LATE	
BNSF	1242	Mon, Jun 02	15	E1	DELAYED BY 1228	
		<b>81% OT</b>	Thu, Jun 19	12	GM	CROSSING MALFUNCTION AT LAGRANGE ROAD
		Mon, Jun 23	33	M1	CROSSING INCIDENT AT HINSDALE	
		Wed, Jun 25	10	I	PASSENGER LOADING	
BNSF	1243	Mon, Jun 09	9	C	WAITING ON 1280 AT WEST EOLA DUE TO 10MPH FORM A, DOWNERS GROVE PLATFORM WORK	
		<b>62% OT</b>	Tue, Jun 10	27	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	7	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Thu, Jun 12	13	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	13	JM1	FOLLOWING 1241, MULTIPLE FORM S RESTRICTIONS	
		Thu, Jun 19	8	G	TRACK INDICATION AT LISLE MP 23.9 TO 25.3	
		Fri, Jun 20	12	G	RESTRICTING SIGNAL DUE TO #4SWITCH UNION AVE B OUT OF CORRESPONDENCE	
		Tue, Jun 24	7	F1	FOLLOWING 1241	
BNSF	1246	Mon, Jun 02	13	E1	DELAYED BY 1228	
		<b>71% OT</b>	Mon, Jun 16	8	C	MULTIPLE SPEED RESTRICTIONS
		Thu, Jun 19	14	RF1	FOLLOWING 1244	
		Mon, Jun 23	38	M1	INCIDENT AT HINSDALE	
		Tue, Jun 24	8	D	WORKING AROUND TRAFFIC ON THE CHICAGO SUB	
		Mon, Jun 30	10	VE1	LOCOMOTIVE MALFUNCTION NOTHING FOUND	
BNSF	1248	Mon, Jun 02	19	E1	CONGESTION FROM 1228	
		<b>62% OT</b>	Thu, Jun 12	6	C	SPEED RESTRICTIONS AND WAITING ON OTHER TRAFFIC
		Fri, Jun 13	7	RN1	WORKED FROM DOWNERS GROVE TO P/U 1240 PASSENGERS	
		Mon, Jun 16	7	C	MULTIPLE SPEED RESTRICTIONS	
		Thu, Jun 19	15	RF1	FOLLOWING 1246	
		Mon, Jun 23	0	M1	CROSSING ACCIDENT	
		Tue, Jun 24	8	D	TRAFFIC ON CHICAGO SUBDIVISION	
		Wed, Jun 25	10	GT	TMDS DISPATCHING SYSTEM FAILURE	
BNSF	1250	Mon, Jun 16	28	E1	BLOCKED BY 1256	
		<b>76% OT</b>	Thu, Jun 19	13	RF1	FOLLOWING 1248
		Mon, Jun 23	105	M1	CROSSING INCIDENT AT HIGHLANDS	
		Tue, Jun 24	8	D	TRAFFIC ON CHICAGO SUBDIVISION	
		Mon, Jun 30	7	VE1	LOCOMOTIVE MALFUCTION NOTHING FOUND	
BNSF	1251	Thu, Jun 05	9	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>67% OT</b>	Mon, Jun 09	12	C	WAITING ON 1288 AT WEST EOLA DUE TO 10MPH FORM A, DOWNERS GROVE PLATFORM WORK, ADA
		Tue, Jun 10	16	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		Thu, Jun 12	13	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	8	I1	WAITING ON 1245 AT FVW, MULTIPLE FORM A RESTRICTIONS	
		Tue, Jun 17	13	JM1	DELAYED BEHIND 1247	
		Thu, Jun 26	10	CC	DGM PLATFORM CONSTRUCTION DOUBLE STOP	
BNSF	1252	Thu, Jun 19	11	RF1	FOLLOWING 1250	
		<b>81% OT</b>	Mon, Jun 23	32	M1	LATE EQUIPMENT
		Tue, Jun 24	11	D	TRAFFIC ON CHICAGO SUBDIVISION	
		Mon, Jun 30	12	VE1	LOCOMOTIVE MALFUCTION	
BNSF	1253	Tue, Jun 10	15	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		<b>76% OT</b>	Wed, Jun 11	13	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB
		Thu, Jun 12	16	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 20	7	C	INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Wed, Jun 25	20	GT	TMDS FAILURE FAIRVIEW AVE PLANT LOCKED UP	
BNSF	1254	Mon, Jun 09	22	R1	EARLIER DELAY FROM HUMAN ERROR	
		<b>76% OT</b>	Mon, Jun 16	12	E1	ADDED STOPS FROM 1256
		Thu, Jun 19	9	RF1	FOLLOWING 1252	
		Mon, Jun 23	40	M1	HELD DUE TO 1211 STRIKING CAR AT HINSDALE	
		Mon, Jun 30	9	VE1	LOCOMOTIVE MALFUNCTION	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1256	Mon, Jun 16	0	XE	LOCOMOTIVE FAILURE - METX 117 ANNULLED	
		<b>76% OT</b>	Thu, Jun 19	25	KD1	EQ SWAP DUE TO EARLIER ISSUES
		Fri, Jun 20	13	F1	LATE FLIP DUE TO EARLIER MECHANICAL ISSUE	
		Mon, Jun 23	45	M1	EARLIER ACCIDENT AT HINSDALE	
		Tue, Jun 24	7	D	TRAFFIC ON CHICAGO SUBDIVISION	
BNSF	1257	Thu, Jun 05	7	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>71% OT</b>	Wed, Jun 11	7	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB
		Thu, Jun 12	15	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Tue, Jun 17	12	JM1	FOLLOWING 1247/1251	
		Fri, Jun 20	7	C	INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Thu, Jun 26	24	E	ENGINEER CUT OUT TMAX AS INSTRUCTED	
BNSF	1258	Wed, Jun 11	11	C1	MULTIPLE FORM A RESTRICTIONS	
		<b>76% OT</b>	Mon, Jun 16	12	E1	ADDED STOPS FROM 1256
		Thu, Jun 19	10	KD1	EQ SWAP DUE TO EARLIER ISSUES	
		Mon, Jun 23	51	M1	HELD DUE TO 1211 STRIKING CAR AT HINSDALE	
		Tue, Jun 24	14	D	TRAFFIC ON CHICAGO SUBDIVISION	
BNSF	1259	Mon, Jun 02	10	CC	LAST MINUTE ADA LIFT OUT OF CUS FOR DOWNERS, SLOW UNLOADING DUE TO PLATFORM WORK AT DOWNERS	
		<b>29% OT</b>	Wed, Jun 04	9	CC	DOWNERS GROVE PLATFORM WORK & FORM A RESTRICTIONS & 2 BOX 2 CCROSSING FAILURE
		Fri, Jun 06	8	CC	DOWNERS GROVE PLATFORM WORK & FORM A RESTRICTIONS	
		Mon, Jun 09	9	C	DOWNERS GROVE PLATFORM WORK, 10MPH SLOW ORDER WEST EOLA	
		Tue, Jun 10	14	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		Wed, Jun 11	20	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Thu, Jun 12	24	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	10	C	DOWNERS GROVE PLATFORM WORK, MULTIPLE FORM A RESTRICTIONS	
		Mon, Jun 16	10	CC	5" LATE DEPARTURE FROM CUS INEXPERIENCED UMAN, DOWNERS GROVE PLATFORM WORK	
		Tue, Jun 17	14	CC	MAIN ST BOX 2, PLATFORM WORK DOWNERS GROVE	
		Wed, Jun 18	7	CC	DOWNERS GROVE PLATFORM WORK, MULTIPLE FORM A RESTRICTIONS	
		Thu, Jun 19	16	G	1B SWITCH FAILURE AT FVW, HAND OPERATED SWITCH	
		Fri, Jun 20	9	C	INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Thu, Jun 26	25	E1	DELAYED DUE TO MECHANICAL PROBLEMS ON 1257	
		Mon, Jun 30	12	AM	WAITING FOR AMTRAK 393 TO UNION AVE	
BNSF	1260	Mon, Jun 02	16	E1	LATE FLIP FROM EARLIER - FOLLOWING THE U TNDXPO 48 AND FORM B	
		<b>71% OT</b>	Wed, Jun 11	7	C	MULTIPLE FORM A RESTRICTIONS
		Thu, Jun 12	10	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB.	
		Mon, Jun 16	16	C	WORKING AROUND 1256 AND MULTIPLE SPEED RESTRICTIONS	
		Mon, Jun 23	113	M1	DELAYED DUE TO 1211 STRIKING CAR AT HINSDALE	
		Tue, Jun 24	9	D	LATE FLIP DUE TO FREIGHT TRAFFIC	
BNSF	1264	Wed, Jun 04	11	U	DEPARTED 2" LATE LOADING ADA AND ADA AT WESTMONT 4" AND BERWYN 6"	
		<b>62% OT</b>	Fri, Jun 06	7	CC	TRACK WORK IN MULTIPLE AREAS ON THE CHICAGO SUB
		Tue, Jun 10	20	C	MULTIPLE 10MPH SLOW ORDER FORM A'S	
		Thu, Jun 12	30	GT	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB. AND CODE FAILURE LISLE	
		Fri, Jun 13	11	C	MULTIPLE FORM A'S, HEAVY PASSENGER LOADING	
		Mon, Jun 16	18	C1	LATE FLIP - MULTIPLE SPEED RESTRICTIONS	
		Wed, Jun 18	9	DE	20" STOPPED AT CICERO A WAITING ON ROUTE WITH B CHCLPC5 17 TO CLEAR PLANT - LOST FRED	
		Mon, Jun 23	24	CC	CONSTRUCTION ON TRACKS	
BNSF	1265	Tue, Jun 10	11	C	MULTIPLE 10MPH SLOW ORDER FORM A'S	
		<b>81% OT</b>	Thu, Jun 12	18	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS
		Wed, Jun 25	20	GT	SIGNAL MALFUNCTION	
		Thu, Jun 26	27	E1	DELAYED DUE TO MECHANICAL PROBLEMS ON TRAIN 1257	
BNSF	1266	Tue, Jun 10	11	C	MULTIPLE 10MPH SLOW ORDER FORM A'S	
		<b>76% OT</b>	Wed, Jun 11	15	C	MULTIPLE FORM A RESTRICTIONS
		Thu, Jun 12	37	GT1	LATE FLIP FROM 1229, MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB	
		Fri, Jun 13	8	C	MULTIPLE FORM A'S, HEAVY PASSENGER LOADING	
		Fri, Jun 27	12	CC	WORKING AROUND MOW	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1267	Thu, Jun 05	8	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>76% OT</b>	Tue, Jun 10	15	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	16	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Wed, Jun 25	40	GT	SIGNAL MALFUNCTION	
		Thu, Jun 26	15	E1	TRAINS AHEAD	
BNSF	1269	Thu, Jun 05	7	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>71% OT</b>	Tue, Jun 10	22	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	10	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Thu, Jun 12	20	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Wed, Jun 25	24	GT	TMDS FAILURE, PLANT LOCKED UP	
		Thu, Jun 26	13	E1	TRAINS AHEAD	
BNSF	1270	Mon, Jun 09	20	E	METX 188 NOT LOADING AT CICERO	
		<b>76% OT</b>	Tue, Jun 10	14	C	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Mon, Jun 16	15	D	DELAYED BY UTNDXCP050 AT EOLA	
		Wed, Jun 25	10	IW	PASSENGER HANDLING WEATHER HEAVY RAIN	
		Thu, Jun 26	18	D	DELAYED FOR H-GFDBRC9-22 TO CLEAR INTO EOLA YARD	
BNSF	1271	Mon, Jun 09	24	R1	DELAYED BY 1290 IN UDE AT FVW	
		<b>67% OT</b>	Tue, Jun 10	17	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	8	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Thu, Jun 12	16	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Wed, Jun 25	21	GT	TMDS FAILURE, PLANT LOCKED UP	
		Thu, Jun 26	24	E1	BEHIND OTHER TRAINS WITH MECHANICAL PROBLEMS	
		Mon, Jun 30	10	G	1B SWITCH FAILURE	
BNSF	1272	Thu, Jun 05	12	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>76% OT</b>	Mon, Jun 09	11	F	CAR 7121 SOUTHSIDE DOOR WOULD NOT STAY CLOSED
		Tue, Jun 10	26	C1	LATE FLIP FROM 1235, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		Wed, Jun 11	8	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Fri, Jun 13	7	C	MULTIPLE FORM A RESTRICTIONS	
BNSF	1273	Mon, Jun 09	16	R1	DELAYED BY 1290 IN UDE AT FVW	
		<b>76% OT</b>	Tue, Jun 10	42	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	16	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Thu, Jun 19	12	J	TRESPASSER ARREST AT RT.59 FOR ATTEMPTED SUICIDE AND LUDE CONDUCT	
		Thu, Jun 26	13	D	WAITING ON S-TCEHC1 TO CLEAR EOLA YARD	
BNSF	1275	Mon, Jun 09	8	R1	DELAYED BY 1290 IN UDE AT FVW	
		<b>81% OT</b>	Tue, Jun 10	30	C1	LATE FLIP FROM 1276 TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	14	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Thu, Jun 19	8	D	WORKING AROUND HGFDBRC916 STAGED AT LARAMIE	
BNSF	1277	Mon, Jun 02	8	CC	LATE DEPT DUE TO HEP ISSUES AT 14TH STREET CAR 779, FORM A RESTRICTIONS	
		<b>71% OT</b>	Tue, Jun 10	19	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	22	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Thu, Jun 19	9	D	WORKING AROUND HGFDBRC916 STAGED AT LARAMIE	
		Wed, Jun 25	16	GT	TMDS FAILUE, PLANT LOCKED UP	
		Thu, Jun 26	10	E1	DELAYED DUE TO MECHANICAL PROBLEMS ON TRAIN 1257	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1279	Thu, Jun 05	9	D	SINGLE TRACKING AT CICERO DUE TO FREIGHT INTERFERENCE, DOWNERS GROVE FREIGHT INT.	
		<b>33% OT</b>	Mon, Jun 09	23	R1	DELAYED BY 1290 IN UDE AT FVW
		Tue, Jun 10	29	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		Wed, Jun 11	10	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB	
		Thu, Jun 12	24	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	0	II	LATE FLIP FROM 1245 - ANNULLED	
		Mon, Jun 16	11	CC	DOWNERS GROVE PLATFORM WORK, 2 ADA LIFTS	
		Tue, Jun 17	15	KD	DEBRIS STRIKE ON AIR HOSE ON CAR804 AT DOWNERS GROVE	
		Wed, Jun 18	7	CC	DOWNERS GROVE PLATFORM WORK, MULTIPLE FORM A RESTRICTIONS	
		Thu, Jun 19	10	D	WORKING AROUND HGFDBRC916 STAGED AT LARAMIE	
		Mon, Jun 23	10	A	FOLLOWING A383 FROM NAPERVILLE/HELD ON MT2 @NPV	
		Tue, Jun 24	7	D	DELAYED BEHIND 1227, ACCT FREIGHT TRAFFIC PARKED ON MT2 AT EAST EOLA	
		Wed, Jun 25	27	I	PASSENGER LOADING	
		Thu, Jun 26	23	E1	DELAYED DUE TO MECHANICAL PROBLEMS ON TRAIN 1257	
BNSF	1280	Tue, Jun 10	18	C1	LATE FLIP FROM 1241, TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S	
		<b>71% OT</b>	Wed, Jun 11	8	C	MULTIPLE SLOW ORDERS ON THE CHICAGO SUB
		Thu, Jun 19	8	G1	LATE FLIP FROM 1241 FROM LISLE TRACK INDICATION	
		Fri, Jun 20	12	C	INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Tue, Jun 24	10	F1	LATE FLIP FROM DELAY ON TRAIN 1241	
		Thu, Jun 26	10	E1	DELAYED DUE TO MECHANICAL PROBLEM ON TRAIN 1257	
BNSF	1281	Mon, Jun 09	10	C	DOWNERS GROVE PLATFORM WORK, 10MPH SLOW ORDER WEST EOLA	
		<b>76% OT</b>	Tue, Jun 10	30	C1	LATE FLIP FROM 1280 ACCOMODATING 1285 PASS, TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	14	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Wed, Jun 18	7	IW	SLOW PASSENGER HANDLING WEATHER HEAVY RAIN	
Mon, Jun 30	10	RF	FREIGHT DISPATCHER ERROR			
BNSF	1285	Tue, Jun 10	0	C1	EXTENSIVE DELAYS DUE TO MULTIPLE 10MPH SLOW ORDERS & METX 192 UDE	
		<b>76% OT</b>	Thu, Jun 12	16	C	LATE FLIP FROM 1286, WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS
		Fri, Jun 13	9	E	METX 188 CAB SIGNAL FAILURE AT CICERO, MULTIPLE FORM A RESTRICTIONS	
		Tue, Jun 17	7	GM	METX 192 CAB SIGNALS DROPPED RESTORED BERWYN, BOX 2 MAIN ST.	
		Wed, Jun 25	50	GT	SIGNAL MALFUNCTION	
BNSF	1287	Mon, Jun 09	23	R1	LATE DEPARTURE DUE TO SWAPPING 1372 INTO POSITION, 1290 HUMAN ERROR	
		<b>71% OT</b>	Tue, Jun 10	15	C1	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	16	C	WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Tue, Jun 17	8	GM1	FOLLOWING 1285, BOX 2 MAIN ST.	
		Wed, Jun 25	9	GT1	TMDS FAILURE, PLANT LOCKED UP	
		Thu, Jun 26	20	E1	LATE FLIP FROM EARLIER DELAY TO 1265	
BNSF	1288	Mon, Jun 09	14	C1	LATE FLIP FROM 1243, DOWNERS GROVE PLATFORM WORK, 10MPH SLOW ORDER WEST EOLA	
		<b>62% OT</b>	Tue, Jun 10	58	C	METX 186 FAILURE AT HILLYARD, TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	17	C1	LATE FLIP FROM 1243, WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	16	JM1	LATE FLIP FROM 1243, MULTIPLE FORM A RESTRICTIONS	
		Thu, Jun 19	8	G1	LATE FLIP FROM 1243 FROM LISLE TRACK INDICATION	
		Fri, Jun 20	13	C1	LATE FLIP FROM 1243, INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Wed, Jun 25	26	GT	TMDS FAILURE, PLANT LOCKED UP	
		Fri, Jun 27	8	II	LATE FLIP DUE TO SLOW PASSENGER LOADING	
BNSF	1291	Mon, Jun 09	15	C	WAITING FOR FREIGHT TRAIN TO CLEAR THRU SLOW ORDERS	
		<b>81% OT</b>	Tue, Jun 10	25	C	WAITING FOR QPTLCHC205 AT WEST EOLA DUE TO 10MPH SLOW ORDER
		Thu, Jun 12	15	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB	
		Wed, Jun 18	12	IW	SLOW PASSENGER HANDLING WEATHER, NO ROUTE AT EOLA FREIGHT ON ALL MAINS	
BNSF	1293	Wed, Jun 04	9	R	STUDENT ENGINEER OPERATING TRAIN	
		<b>76% OT</b>	Tue, Jun 10	14	C	MULTIPLE 10MPH SLOW ORDER FORM A'S
		Thu, Jun 12	10	C	MULTIPLE SLOW ORDERS AND WORK GROUPS ACROSS THE CHICAGO SUB	
		Wed, Jun 18	15	IW	SLOW PASSENGER HANDLING WEATHER, WORKING AROUND FREIGHT AT CICERO & EOLA	
		Thu, Jun 26	10	RF	NO LINEUP AT FAIRVIEW AVE DISPATCHER ERROR	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1297	Wed, Jun 04	12	D	FREIGHT TRAFFIC AND WORKED MT3 --- ALSO WAITING ON PASSENGERS ON OTHER SIDE	
		<b>76% OT</b>	Mon, Jun 09	8	C	DOWNERS GROVE PLATFORM WORK, 10MPH SLOW ORDER WEST EOLA
		Wed, Jun 18	31	E1	LATE FLIP FROM 1296	
		Fri, Jun 20	11	D	WORKED MT3 BERWYN-CPK, C-ATMCCM0-65 FIXING BROKEN KNUCKLE ON MT1	
		Thu, Jun 26	8	D	HELD AT BERWYN FOR CECO JOB SHOVING IN LAVERGNE	
BNSF	1371	Mon, Jun 02	13	E1	WAITING ON TRAFFIC FROM EARLIER DELAYS AND CONGESTION	
		<b>81% OT</b>	Wed, Jun 11	10	C	MULTIPLE FORM A RESTRICTIONS
		Mon, Jun 23	135	M1	HELD DUE TO 1211 STRIKING CAR AT HINSDALE	
		Tue, Jun 24	14	D	WORKING AROUND TRAFFIC ON THE CHICAGO SUB	
BNSF	1373	Mon, Jun 09	10	C	DOWNERS GROVE PLATFORM WORK, 10MPH SLOW ORDER WEST EOLA	
		<b>52% OT</b>	Tue, Jun 10	26	C	TRAFFIC CONGESTIONS AT EOLA & FVW, MULTIPLE 10MPH SLOW ORDER FORM A'S
		Wed, Jun 11	20	C1	LATE FLIP FROM 1284, MULTIPLE SLOW ORDERS ON THE CHICAGO SUB, MULTIPLE ADA LIFTS	
		Thu, Jun 12	33	C1	LATE FLIP FROM 1284, WORK GROUP AT LAVERNGE MT2, MULTIPLE SLOW ORDERS RESTRICTIONS	
		Fri, Jun 13	7	C	2 ADA LIFTS, MULTIPLE FORM A RESTRICTIONS	
		Wed, Jun 18	7	IW	SLOW PASSENGER HANDLING WEATHER HEAVY RAIN	
		Thu, Jun 19	14	G1	LATE FLIP FROM 1284 FROM FVW SWITCH FAILURE	
		Fri, Jun 20	8	C1	LATE FLIP 1284, INSULATED JOINT MALFUNCTION AT MP14.5 MT2	
		Wed, Jun 25	20	GT	SIGNAL MALFUNCTION	
		Mon, Jun 30	13	CC	SCHEDULED TRACK WORK	
ELSC	334	Thu, Jun 05	6	I	5" PASSENGER HANDLING, ENROUTE; 1" WAITING ON #339 TO CLEAR, RANDOLPH.	
		<b>81% OT</b>	Tue, Jun 24	12	VF1	12" DEADHEAD ORIGINATED, 87TH ST.
		Thu, Jun 26	7	I	2" SLOW ORDERS, SCSD NWD; 5" HEAVY ENTRAINING, MCCORMICK.	
		Fri, Jun 27	6	I	2" SLOW ORDERS, SCSD-NWD; 4" HEAVY PASSENGER HANDLING, ENROUTE.	
ELSC	408	Wed, Jun 04	7	G1	7" SWITCH #115 & #127 FAILING NORMAL, RANDOLPH.	
		<b>81% OT</b>	Wed, Jun 11	9	JM1	8" #604 HAD MEDICAL EMERGENCY @ 59TH ST.
		Fri, Jun 13	11	C1	11" WAITING ON #402 TO CLEAR DUE TO BROKEN RAIL @ MP8.97.	
		Tue, Jun 17	7	G1	7" FOLLOWING #604, ENROUTE.	
MN	2125	Fri, Jun 06	31	K1	31" WAITING ON #2146, RONDOUT.	
		<b>81% OT</b>	Mon, Jun 16	8	E	6" LATE DEPARTURE DUE TO MECHANICAL PROBLEMS, CUS.
		Fri, Jun 20	17	CC1	17" WAITING ON #2146, RONDOUT.	
		Thu, Jun 26	16	DD1	16" WAITING ON #2146, RONDOUT.	
MN	2126	Tue, Jun 10	7	R	3" X-TRAFFIC, MAYFAIR; 4" STUDENT ENGINEER, ENROUTE.	
		<b>81% OT</b>	Thu, Jun 12	10	R	10" STUDENT ENGINEER, ENROUTE.
		Fri, Jun 13	9	R	9" STUDENT ENGINEER, ENROUTE.	
		Thu, Jun 26	8	CC	3" WAIT ON RESPONSE FROM DISPATCHER, DEERFIELD; 5" WAITING FOR LINE UP, A-5.	
MN	2131	Thu, Jun 12	12	E1	7" LATE DEPARTING WAITING ON #2129, CUS; 5" STUDENT ENGINEER, ENROUTE.	
		<b>71% OT</b>	Fri, Jun 13	7	R	7" STUDENT ENGINEER.
		Mon, Jun 16	7	R	7" STUDENT ENGINEER, ENROUTE.	
		Tue, Jun 17	6	R	4" STUDENT ENGINEER; 2" RESTRICTING, MP48.5.	
		Thu, Jun 19	11	R	6" STUDENT ENGINEER; 5" STOP SIGNAL, RONDOUT.	
		Mon, Jun 30	10	G1	3" VERBAL PERMISSION, BY OAKLEY; 6" STOP SIGNAL, MAYFAIR; 4" STOP SIGNAL, CN N/B.	
MN	2135	Wed, Jun 04	9	G	10" RESTRICTED SPEED, A-5 TO MAYFAIR.	
		<b>76% OT</b>	Thu, Jun 12	9	E1	3" STOP TRAIN AHEAD, A-5; 3" APPROACH/RESTRICTING SIGNALS, MP11.7-LIBERTYVILLE; ADA, CUS-LIBERTYVILLE.
		Mon, Jun 16	8	AM	2" ADA, LIBERTYVILLE; 6" RESTRICTING SIGNALS, MORTON GROVE - MP16.1. FOLLOWING AMTRAK	
		Tue, Jun 17	8	U	4" X-TRAFFIC, MAYFAIR; 5" DETRAINING ADA, LIBERTYVILLE; 3" RESTRICTING, MP48.5.	
		Mon, Jun 23	8	AM	5" STOP SIGNAL X-TRAFFIC, MAYFAIR; 3" 2 ADA'S, CUS-LIBERTYVILLE.LOST WINDOW AT MAYFAIR DUE TO AMTRAK 7 RUNNING IN FRONT	
MN	2145	Wed, Jun 04	15	RO1	5" LATE TURN FROM #2146, CUS; 5" RESTRICTED SPEED, A-5 TO MAYFAIR.	
		<b>76% OT</b>	Fri, Jun 06	0	K1	ANNULLED COMBO WITH #2143.
		Thu, Jun 19	0	XE	ANNULLED MECHANICAL PROBLEMS ENG 427 UNCONTROLLABLE ENGINE SPEED, HEALY.	
		Fri, Jun 27	8	G1	10" LATE TURN FROM #2146, CUS.	
		Mon, Jun 30	8	G1	5" LATE TURN FROM #2146, CUS; 3" SLOW ENTRAINING/WEATHER.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2146	Wed, Jun 04	13	RO	5" CN FREIGHT; 5" STO SIGNAL "2244", A-5; 3" STOP SIGNAL, A-3.	
		<b>81% OT</b>	Fri, Jun 06	0	K1	ANNULLED SETEQUIPMENT BACK TO RONDOUT FOR #2154, DEERFIELD.
		Thu, Jun 19	10	H1	5" X-TRAFFIC, MAYFAIR; 5" FOLLOWING #2143.	
		Fri, Jun 27	8	G	4" LATE TURN FROM #2121, FOX LAKE; 5" WAITING ON E/B, A-5 & WESTERN. SWITCH FAILURE A-5	
MN	2147	Wed, Jun 04	9	RO1	9" FOLLOWING TRAINS AHEAD.	
		<b>81% OT</b>	Fri, Jun 06	18	K1	20" FOLLOWING #2143/2145 COMBO.
		Thu, Jun 19	17	E1	17" STOP, FOLLOWING #2145, A-5.	
		Mon, Jun 30	11	G1	6" LATE DEPARTURE ACCT EARLIER DELAYS, CUS; 2" CROSS TRAFFIC, MAYFAIR; 3" WINDOW LEAKING STOP, LAKE FOREST.	
MN	2149	Tue, Jun 03	13	G1	10" WAITING ON #2156, RONDOUT; 5" CN TALKED BY	
		<b>81% OT</b>	Fri, Jun 06	7	K1	8" WELL BEING CHECK BY POLICE, GOLF; 8" WAITING ON #120 & #2156, GOLF.
		Fri, Jun 27	7	G	6" ACCT TRAIN AHEAD, CUS TO HEALY; 6" STOP SIGNAL FLAGGED BY CN XING; 2" STOP SIGNAL, MILWAUKEE AVE.	
		Mon, Jun 30	10	D	2" LATE TURN FROM #2150, CUS; 2" X/O 3MT-1MT @ A-5, WESTERN- HEALY; 4" STOP SIGNAL, RONDOUT; 7" STOP SIGNAL CN FREIGHT.	
MN	2151	Tue, Jun 03	11	G1	15" WAITING ON #2158, RONDOUT.	
		<b>71% OT</b>	Fri, Jun 06	16	K1	18" WAITING ON #2158, RONDOUT.
		Thu, Jun 19	63	DM1	33" STOP FOLLOWING #2149, DEERFIELD; 27" STOP, RONDOUT.	
		Fri, Jun 20	6	G1	6" WAITING ON MW2158	
		Fri, Jun 27	30	G1	10" WAITING ON #2158, RONDOUT; 20" S/B FREIGHT, CN; 3" HEAVY/ SLOW DETRAINING, ENROUTE.	
MN	2154	Wed, Jun 04	13	RO1	13" LATE TURN FROM #2145, DEERFIELD.	
		<b>76% OT</b>	Mon, Jun 16	9	AM1	5" STOP SIGNAL, MAYFAIR; 4" LATE ARRIVAL OF MW #2145, DEERFIELD.
		Thu, Jun 19	0	E1	ANNULLED EQUIPMENT TURN FROM #2145.	
		Fri, Jun 27	7	G1	10" LATE TURN FROM #2145, DEERFIELD.	
		Mon, Jun 30	56	G	8" LATE TURN FROM #2145, DEERFIELD; 48" NO AIR IN PLANT, A-2. FOLLOWING TRAINS.	
MN	2155	Fri, Jun 06	15	K1	15" ACCT LATE ARRIVAL OF EQUIPMENT DUE TO EARLIER DELAYS, CUS.	
		<b>76% OT</b>	Thu, Jun 19	0	DM1	ANNULLED. DUE TO EARLIER PEDESTRIAN INCIDENT AT LAKE FOREST
		Tue, Jun 24	10	U	5" ADA, MORTON GROVE; 3" FREIGHT, CN GRAYSLAKE; 2" ENTRAINING/ DETRAINING, ENROUTE.	
		Fri, Jun 27	12	G1	12" LATE DEPARTURE ACCT EARLIER DELAYS, CUS.	
		Mon, Jun 30	41	G1	12" LATE TURN FROM #2158, CUS; 19" MEET #2156, RONDOUT.	
MN	2158	Tue, Jun 03	12	G1	17" WAITING ON #2149, GRAYSLAKE.	
		<b>67% OT</b>	Fri, Jun 06	14	K1	15" WAITING ON #2149.
		Thu, Jun 19	88	DM1	60" LATE DEPARTING GRAYSLAKE DUE TO PEDESTRIAN INCIDENT INVOLVING FREIGHT TRAIN @ LAKE FOREST; 28" WAIT ON #2152 & AMTRAK 342, RONDOU	
		Fri, Jun 20	8	G	8" TALKED BY SIGNAL DUE TO SWITCH FAILURE, RONDOUT.	
		Mon, Jun 23	9	D1	9" WAITING ON #2149, GRAYSLAKE.	
		Fri, Jun 27	16	G1	16" ACCT WAITING ON OTHER TRAINS, GRAYSLAKE; 3" STOP, CN XING.	
MW	2216	Mon, Jun 09	6	E1	6" PROTECTING #2218'S SCHEDULE, ENROUTE.	
		<b>76% OT</b>	Tue, Jun 10	10	U	10" ADA, BIG TIMBER, BARTLETT -CUS.
		Thu, Jun 12	6	U	6" ADA, BIG TIMBER TO CUS.	
		Fri, Jun 20	6	CC	3" RED SIGNAL, A-5; 1" RED SIGNAL, A-2; 1" RED SIGNAL, LAKE ST.	
		Wed, Jun 25	9	U	9" ADA'S, ENROUTE; RESTRICTION, MANNHEIM; RED SIGNAL, A-2.	
MW	2236	Tue, Jun 03	7	D	12" FREIGHT #390, BENSENVILLE.	
		<b>71% OT</b>	Thu, Jun 05	16	G	20" RED SIGNAL, RESTRICTED SPEED TO NEXT SIGNAL, W. ROSELLE.
		Fri, Jun 13	9	CC	14" METRA CRANE, ROSELLE & HEAVY ENTRAINING.	
		Mon, Jun 23	9	D1	5" FREIGHT, WAITING ON #2217, BENSENVILLE; 14" STOPPED ON 1MT BETWEEN B-17 & MANNHEIM.	
		Thu, Jun 26	24	D	14" HOLDING FOR #2215, B-35; RAN #1 MAIN TO ROSELLE THEN HELD FOR FREIGHT, GALEWOOD.	
		Fri, Jun 27	12	GX	7" ADA'S. ELGIN, NATINAL, HANOVER PL; HEAVY ENTRAINING; 8" HIT XING GATE WALKED TRAIN, MCLEAN BLVD.	
MW	2244	Wed, Jun 04	15	RO	19" LINE UP PROBLEMS, A-5.	
		<b>81% OT</b>	Thu, Jun 12	9	D	11" FREIGHT RAIN INTERFERENCE, GALEWOD TO CICERO.
		Tue, Jun 24	18	G	18" #41 SWITCH FAILURE, A-2.	
		Fri, Jun 27	19	G	7" FREIGHT, B-35; 15" SWITCH #49 FAILURE, A-5.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MW	2248	Fri, Jun 06	9	I	10" MEETING W/B TRAINS & HEAVY ENTRAINING, ENROUTE.	
		<b>76% OT</b>	Fri, Jun 13	7	I	7" HEAVY ENTRAINING; X/O 2 TO 1, BENSENVILLE TO B-12.
		Fri, Jun 20	11	KP	12" LOOKING FOR RUNAWAY ON TRAIN, NATIONAL ST.	
		Mon, Jun 23	10	RF1	10" STOP SIGNAL, ELGIN; RESTRICTING, NATIONAL ST; MEET WITH TRAINS/NEW ENGINEER; 9 CARS.	
		Fri, Jun 27	13	D	13" FREIGHT, B-12.	
MW	2251	Mon, Jun 09	13	D1	13" STOP SIGNAL WAITING ON ME2254, ROSELLE.	
		<b>81% OT</b>	Tue, Jun 10	7	U	8" ADA, ROSELLE, WOODDALE, AND WESTERN AVE.
		Fri, Jun 27	10	I	10" HEAVY ENTRAINING, ENROUTE.	
		Mon, Jun 30	30	G1	23" LATE TURN FROM #2250, CUS.	
MW	2252	Fri, Jun 06	13	I	6" LATE TURN FROM #2247, HEAVY ENTRAINING.	
		<b>71% OT</b>	Fri, Jun 13	13	D	13" LATE TURN FROM #2247, BIG TIMBER & FOLWIG FREIGHT, BARTLETT TO ROSELLE.
		Mon, Jun 16	14	D	14" FREIGHT TRAIN INTERFERENCE, B-17.	
		Wed, Jun 18	25	D	25" STOP SIGNAL FREIGHT INTERFERENCE, B-17.	
		Thu, Jun 26	20	D	23" #198 SHORT ON TIME, B-17.	
		Fri, Jun 27	9	D1	8" LATE TURN FROM #2247, BIG TIMBER; 3" SLOW ENTRAINING.	
MW	2253	Mon, Jun 02	10	D	10" FREIGHT TRAIN INTO B'VILLE YD	
		<b>62% OT</b>	Fri, Jun 13	15	D1	15" LATE TURN FROM #2252, CUS.
		Mon, Jun 16	9	D1	9" LATE DEPARTURE DUE TO LATE ARRIVAL OF MW #2252.	
		Wed, Jun 18	19	D1	19" LATE TURN FROM #2252, CUS.	
		Thu, Jun 19	10	U1	9" ACCT LATE ARRIVAL OF 2252, CUS.	
		Thu, Jun 26	13	D1	13" LATE TURN FROM #2252, CUS.	
		Fri, Jun 27	10	D1	10" LATE TURN FROM #2252, CUS.	
		Mon, Jun 30	10	A	10" STOP SIGNALS, CICERO WEST AND B17.	
MW	2254	Thu, Jun 05	8	D	8" FOLLOWING FREIGHT TRAIN NW BRIDGE TO B-12	
		<b>62% OT</b>	Fri, Jun 06	7	I1	8" LATE TURN FROM #2249, BIG TIMBER.
		Mon, Jun 09	10	D	10" RUNNING AROUND SPAULDING PATROL	
		Thu, Jun 12	15	D	12" X/O 2 TO 1, ROSELLE; WAIT ON #2251 & FREIGHT G35; STOP SIGNAL, B-17; SLOW ENTRAINING.	
		Fri, Jun 13	10	D	10" FREIGHT INTERFERENCE, B-17.	
		Tue, Jun 24	9	G1	9" LATE TURN	
		Fri, Jun 27	7	D	7" STOP SIGNAL, B-12.	
		Mon, Jun 30	75	G1	75" LATE TURN FROM #2249, BIG TIMBER.	
MW	2255	Thu, Jun 05	7	D1	6" LATE FLIP	
		<b>67% OT</b>	Fri, Jun 06	6	I1	6" EARLIER DELAYS, CUS.
		Tue, Jun 10	8	D	8" FREIGHT INTERFERENCE X-OVER 1X2 @ B12 BACK B17, A5.	
		Thu, Jun 12	23	D1	LATE FLIP FROM 2254	
		Fri, Jun 13	15	D1	15" LATE TURN FROM #2254, CUS.	
		Fri, Jun 27	7	D1	7" LATE TURN FROM #2254, CUS.	
		Mon, Jun 30	86	G1	86" ACCT EARLIER DELAYS AND WAITING ON POLICE AT GALEWOOD, CUS.	
NCS	102	Wed, Jun 04	7	A	5" X-TRAFFIC, DEVAL; 2" ENTRAINING, ENROUTE.	
		<b>81% OT</b>	Tue, Jun 10	9	D	6" S/B FREIGHT, ANTIOCH; 2" DOOR PROBLEMS. PRAIRIE XING; 3" ENTRAINING, ENROUTE.
		Mon, Jun 16	10	D	8" WAITING ON N/B, GRAYSLAKE; 2" STOP SIGNAL, DEVAL; 2" STO SIGNAL, A-2.	
		Mon, Jun 30	11	G	11" RED SIGNALS, CN XING & GRAYSLAKE.	
NCS	120	Mon, Jun 02	8	K	12" WALKING SPEED PAST DOWN TREE, LIBERTYVILLE-MILWAUKEE AVE.	
		<b>67% OT</b>	Tue, Jun 03	20	G	26" CREW HAND LINE SWITCH, CN/FOX LAKE CONNECTION SWITCH.
		Wed, Jun 04	6	RO1	10" WAITING ON #2147.	
		Fri, Jun 06	20	K1	20" WAITING ON #2147	
		Thu, Jun 19	100	DM	23" STOP SIGNAL, CN; 64" RE-ROUTED ONTO CN DUE TO FREIGHT 643-038 FATALITY @ LAKE FOREST.	
		Fri, Jun 27	16	GF	17" STOP SIGNAL HAD TO MAKE REVERSE MOVE, LAKE VILLA; 4" STOP SIGNAL, MAYFAIR.	
		Mon, Jun 30	44	G	12" WAITING ON #2147, CN XING; 30" NO AIR IN PLANT @ A-2, A-5.	
NCS	121	Tue, Jun 03	11	G1	15" LATE TURN FROM #120, CUS.	
		<b>71% OT</b>	Fri, Jun 06	26	VF	10" LATE TURN FROM #120, CUS; 15" CN CALLED TO REPORT #120 WITH HOT WHEEL, CREW WALKED TRAIN.
		Mon, Jun 09	10	GF	8" 529A CROSSING MALFUNCTION; 2" FREIGHT, LAKE VILLA.	
		Thu, Jun 19	93	DM1	93" LATE TURN FROM #120, CUS.	
		Fri, Jun 27	7	GF1	9" LATE TURN FROM #120, CUS.	
		Mon, Jun 30	49	D1	38" LATE TURN FROM #120, CUS; 9" WEATHER RULE X; SLOW DETRAINING; 8" STOP SIGNAL, A-5.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	511	Tue, Jun 10	6	CC	2" LATE STRAGGLERS, LSS; 2" DETRAIN ADA, MIDLOTHIAN; 10" WAIT FOR #514 TO CLEAR & TRAFFIC TO TURN SINGEL TRACKING AROUND B1201 LINE 203, MO	
		<b>76% OT</b>	Thu, Jun 12	13	CC	12" MEET #510 SINGLE TRACK AROUND FORM B LINE 203, CP54TH; & 2"35MPH SLOW ORDER PAST TRACK WORK; 2" CREW CHANGE, JOL CYD.,
		Fri, Jun 13	7	CC	9" WAITING ON #512 TO CLEAR SINGLE TRACKING AROUND B1201 LINE 203; DETRAINING ADA; 2" DETRAIN ADA, MIDLOTHIAN; 2" CREW CHANGE, JOL CYD.	
		Fri, Jun 20	7	CC	9" SINGLE TRACKING AROUND B1201 LINE 203; 35 MPH PER EIC.	
		Tue, Jun 24	22	K	25" FUNERAL PROCESSION, MOKENA.	
RI	525	Tue, Jun 03	15	I	7" SLOW DETRAINING, ENROUTE; 5" WAIT FOR PD PASSENGER PROBLEM, MOKENA; 3" WAIT FOR #530 TO CLEAR DEPOT, JOLIET.	
		<b>81% OT</b>	Fri, Jun 06	8	I	1" LATE PASSENGERS, LSS' 3" DOOR PROBLEMS CAB 8568, 35TH ST; 5" SLOW LOADING FAMILY AT BL ISL.
		Thu, Jun 12	10	DR	3" X/O TK1-TK2, CP PERSHING; 4" STOPPED IAIS 155+1 NOT CONVEYING THEY HAD AWDM & STOPPED IN UD DIAMOND, CP RICHARD ST.	
		Mon, Jun 30	20	NW	5" RED SIGNAL TRACK LIGHT, 14TH & 15TH; 3" HEAVY ENTRAINING, 35TH; 8" TALKED BY SIGNAL, 35.5; 5" TALKED BY SIGNAL/WEATHER, EJE XING.	
RI	529	Mon, Jun 09	8	I	5" SLOW ENTRAINING, 35TH ST; 2" SLOW DETRAINING, ENROUTE; 2" DOOR LIGHT.	
		<b>81% OT</b>	Thu, Jun 12	8	I	5" SLOW ENTRAINING AFTER SOX GAME, 35TH ST; 3" SLOW DETRAINING INTOXICATED FANS, ENROUTE.
		Fri, Jun 13	14	I	6" HEAVY ENTRAINING, 35TH STL 5" SLOW DETRAINING, ENROUTE; 2" APPROACHES IAIS503 IN EMERGENCY; 1" SPEED RESTRICTION.	
		Tue, Jun 24	6	GW	6" TALKED BY SIGNAL, 81ST & ENGLEWOOD.	
RI	530	Fri, Jun 13	7	I	4" WAIT ON PASSENGERS, JOLIET; 3" REDUCED SPEED BY IAIS 503 IN EMERGENCY; 1" WAIT ON PASSENGERS, NEW LENOX.	
		<b>71% OT</b>	Wed, Jun 18	6	I1	8" LATE WAITING ON #525, JOLIET; 3" GATE MALFUNCTION, 139TH.
		Thu, Jun 19	11	GW	6" LATE DEPARTING WAITING ON #525, JOLIET; 7" GATE MALFUNCTIONS, 139TH ST & CRAWFORD AVE.	
		Tue, Jun 24	7	GW1	5" WAITING ON #525, JOLIET; 3" RED SIGNAL, CP81ST.	
		Fri, Jun 27	7	I	2" PASSENGER HANDLING, BEV SUB; 3" HEAVY DETRAINING, 35TH ST.; 3" STOPPED WAITING FOR SIGNAL LINE UP ON WRONG TRACK, BRIDGE B LSS.	
		Mon, Jun 30	7	NW	7" TALKED BY SIGNALS CODE FAILURE POWER ISSUES/WEATHER, MILLER ST & EJE XING.	
RI	532	Wed, Jun 11	11	D	8" CN L536, 16TH ST; 5" TAKING SIGNAL,	
		<b>76% OT</b>	Fri, Jun 13	7	DE1	5" LATE TURN FROM #527, JOLIET.
		Thu, Jun 19	8	GW	4" LATE TURN FROM #527, JOLIET; 3" AWDM, CRAWFORD AVE & 3", 139TH ST.	
		Fri, Jun 20	10	D1	13" LATE TURN FROM #527, JUD.	
		Wed, Jun 25	6	I	5" DOUBLE STOP ENTRAINING/STROLLER ASSISTANCE, ROBBINS; 3" PASSENGER ASSISTANCE W/LUGGAE & STROLLERS, 35TH ST.	
SWS	823	Wed, Jun 04	7	D	12" WAITING ON NS 25Z TO SHOVE INTO 55TH YD, CP518.	
		<b>81% OT</b>	Tue, Jun 17	9	G	5" X-TRAFFIC NO ANSWER RB, FOREST HILL; 8" STOP, FLAG PLANT & RESTRICTED SPEED, CP 143D ST.
		Wed, Jun 25	8	D1	5" WAIT FOR #834 TO CELAR, BELT JCT; 8" X-TRAFFIC RB DID NOT ANSWER PHONE, FOREST HILL.	
		Thu, Jun 26	10	D	14" WAITING FOR SHORT TIME CSX Q026-24 TO CLEAR, CHICAGO RIDGE.	
SWS	838	Tue, Jun 10	11	RF	11" WAITING FOR TIME NS DISPR ERROR, CP518.	
		<b>67% OT</b>	Wed, Jun 11	11	D1	14" WAITING FOR #833 TO CLEAR SINGLE TRACK, ASHBURN.
		Thu, Jun 12	7	D	3" WAIT FOR #833 TO CLEAR SINGLE TRACK, ASHBURN; 4" X-TRAFFIC NO ANSWER RB, FOREST HILL.	
		Tue, Jun 17	11	D1	8" WAIT FOR #833 TO CLEAR SINGLE TRACK, ASHBURN; 4" WAIT FOR SIGNAL, FOREST HILL; 2" SPEED RESTRICTION, BELT JCT.	
		Wed, Jun 18	25	CC1	10" WAIT FOR #833 TO CLEAR SINGLE TRACK, ASHBURN; 10" STOP SIGNAL, FOREST HILL; 5" FLASH FLOOD SPEED RESTRICTION, CP518.	
		Thu, Jun 19	8	GF1	10" WAIT FOR #833 TO CLEAR SINGLE TRACK, ASHBURN.	
		Fri, Jun 20	25	D	13" WAITING FOR Z204-20, FOREST HILL; 8" #833 TO CLEAR SINGLE TRACK, ASHBURN; 5" STOP SIGNAL, CHICAGO RIDGE; 3" WAITING FOR 23M-19, CP518.	
SWS	842	Fri, Jun 06	7	D	8" X-TRAFFIC, CP518.	
		<b>81% OT</b>	Fri, Jun 13	8	D	8" X-TRAFFIC NO ANSWER NO MARK UP, FOREST HILL.
		Wed, Jun 18	8	D1	6" WAITING ON #839 TO CLEAR, ASHBURN; 2" 10MPH SPEED RESTRICTION, BRC.	
		Tue, Jun 24	10	D	1" X-TRAFFIC, CHICAGO RIDGE; 11" HEAD ROOM MOVE BC31 ON 22K, NS7568, CP518.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPN	352	Tue, Jun 10	11	JM	11" WAIT FOR PARAMEDICS FOR PASSENGER THAT HAD SEIZURE ON TRAIN, BRAESIDE.	
		<b>71% OT</b>	Fri, Jun 13	7	I	7" HEAVY ENTRAINING, LAKE BLUFF, LAKE FOREST & NORTH CHICAGO.
		Mon, Jun 16	10	I	10" SLOW LOADING/UNLOADING, WAUKEGAN TO HIGHLAND PARK; SLOW PASSENGER LOADING AT RAVINIA PARK DUE TO JOHN LEGEND CONCERT.	
		Thu, Jun 19	6	I	6" HEAVY ENTRAINING, WAUKEGAN-HIGHLAND PARK; SLOW DETRAINING CONCERT, RAVINIA PARK.	
		Thu, Jun 26	14	I	19" HEAVY/SLOW ENTRAINING, WAUKEGAN-HIGHLAND PARK; SLOW DETRAINING CONCERT, RAVINIA PARK; 2 ADA'S. LAKE FOREST.	
		Fri, Jun 27	6	I	11" HEAVY/SLOW ENTRAINING, WAUKEGAN-HIGHLAND PARK; SLOW DETRAINING FOR CONCERT, RAVINIA PARK.	
UPNW	658	Wed, Jun 18	11	D1	11" WAIT FOR #633 TO X/O ACCT M34241-15 SHORT ON TIME @ CN BARRINGTON, BARRINGTON.	
		<b>81% OT</b>	Fri, Jun 20	6	J	7" CONDUCTOR REQUESTED POLICE DUE TO GROUP OF UNRULY PASSENGERS MT. PROSPECT.
		Fri, Jun 27	21	U	12" LATE ARRIVAL OF #625, HARVARD; SLOW ADS PASSENGERS WHEEL CHAIR STUCK ON LIFT, ARLINGTON PARK.	
		Mon, Jun 30	26	KW	25" LATE DEPARTING DUE TO HIGH WIND WARNING, HARVARD.	
UPW	36	Mon, Jun 16	10	U	10" ADA. ENROUTE. MET WITH UP # 15, CPY 038. TRAIN CONTROL FROM MP 41.4-MP40. X-TRAFFIC, WESTERN AVE.	
		<b>76% OT</b>	Thu, Jun 19	15	F1	15" FOLLOWING TRAINS AHEAD DUE TO #30 EQUIPMENT PROBLEM, PARK- CPT.
		Mon, Jun 23	27	G1	26" LATE TURN FROM #13, ELBURN.	
		Wed, Jun 25	10	U	10" 3 ADA'S. ENROUTE; SLOW ENTRAINING, GENEVA.	
		Mon, Jun 30	15	D1	8" LATE ARRIVAL OF #13 ACCT WAIT FOR #10 TO CLEAR CPY094 DUE TO FREIGHT AHEAD @ PROVO JCT.	
UPW	62	Tue, Jun 03	14	G1	14" STOPPED #5 SWITCH MALFUNCTION, FLAGGED BY SIGNAL, WASHINGTON ST CN INT; SLOW ENTRAINING, OAK PARK.	
		<b>81% OT</b>	Wed, Jun 04	24	C	26" HELD WAIT FOR #55 & #57 TO CLEAR ACCT BROKEN RAIL ON TK1, REPAIRED & RELEASED @ 22:55, PECK; TRAIN CONTROL X-TRAFFIC, W CHGO, GENEVA-WC
		Mon, Jun 09	9	J	8" WAIT FOR POLICE TO REMOVE COMBATATIVE PASSENGER, WHEATON.	
		Mon, Jun 30	60	G	15" STOPPED SWITCH PROBLEMS @ Y012, BERKELEY; 45" NO AIR TO SWITCHES, WESTERN.	
UPW	66	Fri, Jun 13	19	D	11" MET #67 DUE TO FREIGHT ON TK2 & TK1, PARK; 3" 10MPH, MP9.16; 5" SHORT X/O, KEDZIE.	
		<b>81% OT</b>	Wed, Jun 18	13	KW1	13" MPRCL-17, PECK WHICH STOPPED @ CN W. CHGO JB TOWER THEN FLAGGED SIGNAL; FLASH FLOOD WARNINGS, P72-0.
		Thu, Jun 26	19	D	19" MNPPRB-24 AHEAD, PARK INTERLOCKING.	
		Fri, Jun 27	8	I	8" SLOW ENTRAINING, GENEVA; OPERATE TK 3, KILBOURN-KEDZIE.	

Data is corrected final (08/20/14) 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

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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**  
**June 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	270	20	2	33	5	84	38	24	56	9	9	24	30	604	52%
Semi-controllable	48	0	0	0	2	11	38	21	9	33	1	13	21	197	17%
Uncontrollable	74	36	9	12	0	35	34	5	56	5	36	37	22	361	31%
<b>TOTAL TRAINS DELAYED</b>	<b>392</b>	<b>56</b>	<b>11</b>	<b>45</b>	<b>7</b>	<b>130</b>	<b>110</b>	<b>50</b>	<b>121</b>	<b>47</b>	<b>46</b>	<b>74</b>	<b>73</b>	<b>1,162</b>	<b>100%</b>

**June - 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	118.0	33.0	8.0	14.0	5.5	63.5	34.0	14.5	37.5	16.0	38.5	34.5	46.0	463.0	43%
Semi-controllable	13.5	0.0	0.0	0.0	2.5	15.0	16.5	8.0	8.5	23.0	0.5	6.5	27.5	121.5	11%
Uncontrollable	79.0	26.0	4.5	16.0	1.5	45.0	43.0	5.5	68.5	12.0	58.0	71.0	54.0	484.0	45%
<b>TOTAL TRAINS DELAYED</b>	<b>210.5</b>	<b>59.0</b>	<b>12.5</b>	<b>30.0</b>	<b>9.5</b>	<b>123.5</b>	<b>93.5</b>	<b>28.0</b>	<b>114.5</b>	<b>51.0</b>	<b>97.0</b>	<b>112.0</b>	<b>127.5</b>	<b>1,068.5</b>	<b>100%</b>

**June 2014 Divergence From June 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	152.0	-13.0	-6.0	19.0	-0.5	20.5	4.0	9.5	18.5	-7.0	-29.5	-10.5	-16.0	141.0	151%
Semi-controllable	34.5	0.0	0.0	0.0	-0.5	-4.0	21.5	13.0	0.5	10.0	0.5	6.5	-6.5	75.5	81%
Uncontrollable	-5.0	10.0	4.5	-4.0	-1.5	-10.0	-9.0	-0.5	-12.5	-7.0	-22.0	-34.0	-32.0	-123.0	-132%
<b>TOTAL TRAINS DELAYED</b>	<b>181.5</b>	<b>-3.0</b>	<b>-1.5</b>	<b>15.0</b>	<b>-2.5</b>	<b>6.5</b>	<b>16.5</b>	<b>22.0</b>	<b>6.5</b>	<b>-4.0</b>	<b>-51.0</b>	<b>-38.0</b>	<b>-54.5</b>	<b>93.5</b>	<b>100%</b>

**January-June 2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	909	98	37	96	32	480	196	128	330	88	124	139	180	2,837	37%
Semi-controllable	342	0	0	0	42	147	164	148	55	162	14	37	105	1,216	16%
Uncontrollable	608	332	104	144	23	419	342	92	541	86	310	390	295	3,686	48%
<b>TOTAL TRAINS DELAYED</b>	<b>1,859</b>	<b>430</b>	<b>141</b>	<b>240</b>	<b>97</b>	<b>1,046</b>	<b>702</b>	<b>368</b>	<b>926</b>	<b>336</b>	<b>448</b>	<b>566</b>	<b>580</b>	<b>7,739</b>	<b>100%</b>

Data for current month is corrected final (08/20/14) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine 08/20/2014

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

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
<b>BNSF</b>	9	2	5	8	2	21	48	19	37	25	15	7	10	24	14	28	18	23	19	3	12	349
<b>Elec -ML</b>	1	10	1	2	1	2	0	1	0	0	1	1	2	1	0	0	4	6	0	1	5	39
<b>-BI</b>	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	1	2	0	0	0	3	10
<b>-SC</b>	0	5	1	2	0	0	0	1	1	3	0	1	0	3	0	0	9	1	3	3	0	33
<b>Heritage</b>	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	1	0	0	7
<b>Milw -N</b>	2	4	6	1	13	0	1	1	8	2	5	2	1	11	8	2	1	1	2	8	23	102
<b>-W</b>	3	2	3	4	6	6	3	0	7	7	2	0	3	4	5	7	2	2	4	13	9	92
<b>NCS</b>	1	3	2	1	3	5	3	0	2	0	1	1	0	2	3	0	0	2	3	4	14	50
<b>RI</b>	0	2	2	1	2	8	6	1	7	10	1	0	1	5	7	7	9	1	16	3	7	96
<b>SWS</b>	0	0	2	3	3	1	2	3	1	1	3	5	6	2	3	1	2	4	1	0	2	45
<b>UP -N</b>	2	0	0	1	1	0	2	0	1	1	4	0	0	3	1	0	0	0	3	5	3	27
<b>-NW</b>	1	1	0	0	8	0	2	0	0	1	0	0	9	3	1	3	0	6	1	2	4	42
<b>-W</b>	<u>0</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>7</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>8</u>	<u>55</u>
<b>SYSTEM</b>	19	34	24	23	42	45	68	30	64	57	34	19	38	65	44	55	49	48	55	44	90	947

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	29	TOTAL
<b>BNSF</b>	0	12	13	13	38	<b>BNSF</b>	1	0	2	1	1	5
<b>Elec -ML</b>	0	0	2	0	2	<b>Elec -ML</b>	0	0	4	5	6	15
<b>-BI</b>	0	1	0	0	1	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	0	0	1	7	8	<b>-SC</b>	1	1	0	1	1	4
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	1	8	4	2	15	<b>Milw -N</b>	0	0	11	2	0	13
<b>-W</b>	1	3	1	0	5	<b>-W</b>	0	0	5	2	6	13
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	5	3	7	1	16	<b>RI</b>	2	2	0	1	4	9
<b>SWS</b>	1	0	1	0	2	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	0	4	7	3	14	<b>UP -N</b>	0	0	1	4	0	5
<b>-NW</b>	4	7	5	6	22	<b>-NW</b>	0	0	2	4	4	10
<b>-W</b>	<u>5</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>14</u>	<b>-W</b>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>
<b>SYSTEM</b>	17	39	49	32	137	<b>SYSTEM</b>	5	5	25	20	23	78

Data is corrected final (08/20/14) version from TOPS.

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

**June 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	0	0	0	0	5	1	1	1	0	1	1	1	14
<i>Freight Interference - Peak</i>	23	0	0	0	2	3	2	8	0	10	1	10	7	66
<i>Freight Interference - Off-Peak</i>	25	0	0	0	0	9	36	9	9	20	0	3	14	125
Freight Interference - Total	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Accident	26	2	0	0	0	3	0	2	9	0	0	0	0	42
Passenger Loading	18	15	5	9	0	10	22	0	19	0	22	23	2	145
Lift Deployment	1	0	0	0	0	2	9	0	4	0	0	1	2	19
Obstruction/Debris	11	6	0	0	0	15	1	3	11	0	2	0	0	49
Signal/Switch Failure	33	4	0	5	2	37	18	17	13	6	0	7	13	155
Track Work	164	2	0	17	0	14	3	3	27	1	1	4	1	237
Catenary Failure	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Non-Locomotive Equipment Failure	7	3	2	2	0	0	0	0	3	0	3	7	6	33
Locomotive Failure	34	0	0	0	0	14	8	3	6	1	3	3	4	76
Human Error	23	7	0	1	3	13	8	2	5	4	0	2	4	72
Sick, Injured, Unruly Passenger	10	5	1	2	0	2	2	0	1	1	6	6	2	38
Weather	8	8	3	1	0	3	0	0	12	3	6	7	16	67
Other	6	0	0	7	0	0	0	2	1	1	1	0	1	19
<b>TOTAL TRAINS DELAYED</b>	<b>392</b>	<b>56</b>	<b>11</b>	<b>45</b>	<b>7</b>	<b>130</b>	<b>110</b>	<b>50</b>	<b>121</b>	<b>47</b>	<b>46</b>	<b>74</b>	<b>73</b>	<b>1,162</b>

**June - 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	3.4	1.8	1.0	2.2	0.4	8.8	1.8	2.4	2.2	1.0	1.4	2.4	1.2	30.0
<i>Freight Interference - Peak</i>	5.6	0.0	0.0	0.0	3.8	0.4	3.2	3.8	3.2	3.8	0.4	2.2	4.4	30.8
<i>Freight Interference - Off-Peak</i>	10.0	0.0	0.0	0.0	0.0	12.2	9.0	5.2	5.2	16.2	0.2	1.8	22.0	81.8
Freight Interference - Total	15.6	0.0	0.0	0.0	3.8	12.6	12.2	9.0	8.4	20.0	0.6	4.0	26.4	112.6
Accident	15.0	3.0	0.2	3.0	0.0	1.0	5.0	2.2	2.4	6.0	0.2	3.0	2.2	43.2
Passenger Loading	16.8	23.0	7.2	10.6	0.0	25.6	13.0	1.0	39.4	0.6	50.0	20.8	20.8	228.8
Lift Deployment	4.0	0.8	0.0	0.4	0.0	3.0	3.8	0.4	8.0	0.0	4.4	2.6	4.2	31.6
Obstruction/Debris	11.8	2.2	0.2	2.6	0.2	0.4	3.2	0.2	3.6	0.0	6.4	2.2	5.4	38.4
Signal/Switch Failure	28.2	11.4	3.2	3.4	3.0	42.2	26.6	10.0	10.6	17.8	8.0	9.4	19.0	192.8
Track Work	27.8	6.4	2.0	3.2	1.0	11.2	9.6	1.0	11.4	2.8	10.6	6.2	9.4	102.6
Catenary Failure	0.0	3.0	1.2	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4
Non-Locomotive Equipment Failure	2.4	8.4	5.4	2.6	0.0	1.4	1.2	0.2	0.2	0.2	3.0	0.6	1.6	27.2
Locomotive Failure	26.6	0.0	0.0	0.0	0.6	5.0	4.4	0.2	5.6	0.2	5.4	7.4	3.6	59.0
Human Error	16.6	2.4	1.6	1.4	1.0	6.8	5.2	3.6	3.6	4.8	8.6	4.8	10.8	71.2
Sick, Injured, Unruly Passenger	4.8	7.0	1.0	2.6	0.2	3.4	3.8	0.2	6.0	0.6	5.8	3.4	4.4	43.2
Weather	29.2	21.8	3.2	4.2	2.4	12.4	9.4	7.4	6.6	3.6	21.6	23.2	14.4	159.4
Other	5.2	1.4	1.4	2.4	0.4	3.6	1.4	0.4	6.6	1.4	3.6	3.2	2.2	33.2
<b>TOTAL TRAINS DELAYED</b>	<b>207.4</b>	<b>92.6</b>	<b>27.6</b>	<b>39.8</b>	<b>13.0</b>	<b>137.4</b>	<b>100.6</b>	<b>38.2</b>	<b>114.6</b>	<b>59.0</b>	<b>129.6</b>	<b>93.2</b>	<b>125.6</b>	<b>1,178.6</b>

**June 2014 Divergence From June 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	-0.4	-1.8	-1.0	-2.2	-0.4	-3.8	-0.8	-1.4	-1.2	-1.0	-0.4	-1.4	-0.2	-16.0
<i>Freight Interference - Peak</i>	17.4	0.0	0.0	0.0	-1.8	2.6	-1.2	4.2	-3.2	6.2	0.6	7.8	2.6	35.2
<i>Freight Interference - Off-Peak</i>	15.0	0.0	0.0	0.0	0.0	-3.2	27.0	3.8	3.8	3.8	-0.2	1.2	-8.0	43.2
Freight Interference - Total	32.4	0.0	0.0	0.0	-1.8	-0.6	25.8	8.0	0.6	10.0	0.4	9.0	-5.4	78.4
Accident	11.0	-1.0	-0.2	-3.0	0.0	2.0	-5.0	-0.2	6.6	-6.0	-0.2	-3.0	-2.2	-1.2
Passenger Loading	1.2	-8.0	-2.2	-1.6	0.0	-15.6	9.0	-1.0	-20.4	-0.6	-28.0	2.2	-18.8	-83.8
Lift Deployment	-3.0	-0.8	0.0	-0.4	0.0	-1.0	5.2	-0.4	-4.0	0.0	-4.4	-1.6	-2.2	-12.6
Obstruction/Debris	-0.8	3.8	-0.2	-2.6	-0.2	14.6	-2.2	2.8	7.4	0.0	-4.4	-2.2	-5.4	10.6
Signal/Switch Failure	4.8	-7.4	-3.2	1.6	-1.0	-5.2	-8.6	7.0	2.4	-11.8	-8.0	-2.4	-6.0	-37.8
Track Work	136.2	-4.4	-2.0	13.8	-1.0	2.8	-6.6	2.0	15.6	-1.8	-9.6	-2.2	-8.4	134.4
Catenary Failure	0.0	1.0	-1.2	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4
Non-Locomotive Equipment Failure	4.6	-5.4	-3.4	-0.6	0.0	-1.4	-1.2	-0.2	2.8	-0.2	0.0	6.4	4.4	5.8
Locomotive Failure	7.4	0.0	0.0	0.0	-0.6	9.0	3.6	2.8	0.4	0.8	-2.4	-4.4	0.4	17.0
Human Error	6.4	4.6	-1.6	-0.4	2.0	6.2	2.8	-1.6	1.4	-0.8	-8.6	-2.8	-6.8	0.8
Sick, Injured, Unruly Passenger	5.2	-2.0	0.0	-0.6	-0.2	-1.4	-1.8	-0.2	-5.0	0.4	0.2	2.6	-2.4	-5.2
Weather	-21.2	-13.8	-0.2	-3.2	-2.4	-9.4	-9.4	-7.4	5.4	-0.6	-15.6	-16.2	1.6	-92.4
Other	0.8	-1.4	-1.4	4.6	-0.4	-3.6	-1.4	1.6	-5.6	-0.4	-2.6	-3.2	-1.2	-14.2
<b>TOTAL TRAINS DELAYED</b>	<b>184.6</b>	<b>-36.6</b>	<b>-16.6</b>	<b>5.2</b>	<b>-6.0</b>	<b>-7.4</b>	<b>9.4</b>	<b>11.8</b>	<b>6.4</b>	<b>-12.0</b>	<b>-83.6</b>	<b>-19.2</b>	<b>-52.6</b>	<b>-16.6</b>

Data for current month is corrected final (08/20/14) 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-June 2014**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	7	1	0	2	5	70	13	9	12	2	2	6	17	146
<i>Freight Interference - Peak</i>	179	0	0	0	35	37	40	53	17	43	2	23	31	460
<i>Freight Interference - Off-Peak</i>	160	0	0	0	0	98	122	73	34	78	12	14	72	663
Freight Interference - Total	339	0	0	0	35	135	162	126	51	121	14	37	103	1,123
Accident	170	2	0	0	0	67	19	10	24	1	17	65	31	406
Passenger Loading	33	41	19	27	0	37	54	0	98	0	39	42	25	415
Lift Deployment	14	0	0	0	0	23	29	3	21	0	3	12	17	122
Obstruction/Debris	39	25	7	11	9	43	19	8	36	22	39	43	20	321
Signal/Switch Failure	170	19	13	18	12	171	65	69	111	56	12	29	61	806
Track Work	398	11	1	29	2	55	18	22	66	3	18	7	5	635
Catenary Failure	0	38	5	11	0	0	0	0	0	0	0	0	0	54
Non-Locomotive Equipment Failure	47	14	9	9	2	30	13	3	28	24	29	23	17	248
Locomotive Failure	96	0	0	0	0	107	59	29	77	17	49	47	32	513
Human Error	178	15	9	18	18	47	20	10	39	24	8	16	30	432
Sick, Injured, Unruly Passenger	30	28	5	12	1	12	20	1	17	4	15	32	16	193
Weather	314	228	70	93	13	230	200	72	330	54	178	199	169	2,150
Other	24	8	3	10	0	19	11	6	16	8	25	8	37	175
<b>TOTAL TRAINS DELAYED</b>	<b>1,859</b>	<b>430</b>	<b>141</b>	<b>240</b>	<b>97</b>	<b>1,046</b>	<b>702</b>	<b>368</b>	<b>926</b>	<b>336</b>	<b>448</b>	<b>566</b>	<b>580</b>	<b>7,739</b>

**January-June - 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	17.8	11.6	4.2	5.6	2.8	40.6	10.4	8.8	13.2	6.4	11.4	7.8	7.8	148.4
<i>Freight Interference - Peak</i>	28.2	0.0	0.0	0.0	18.8	8.2	11.2	28.4	7.6	18.2	3.0	9.4	22.2	155.2
<i>Freight Interference - Off-Peak</i>	43.8	0.2	0.2	0.0	0.0	54.4	42.4	40.8	25.6	58.2	6.8	12.4	84.4	369.2
Freight Interference - Total	72.0	0.2	0.2	0.0	18.8	62.6	53.6	69.2	33.2	76.4	9.8	21.8	106.6	524.4
Accident	52.2	7.0	2.2	6.2	0.8	15.0	24.8	9.4	21.8	9.2	24.2	37.2	20.4	230.4
Passenger Loading	39.8	70.6	18.4	25.2	0.2	45.0	25.2	1.6	76.6	1.4	107.4	47.8	45.4	504.6
Lift Deployment	13.6	1.0	0.0	0.6	0.0	12.8	12.0	1.4	29.6	1.0	15.0	8.4	18.2	113.6
Obstruction/Debris	43.6	9.8	2.2	14.0	0.2	14.8	17.6	2.2	19.2	4.6	14.6	21.6	24.8	189.2
Signal/Switch Failure	126.6	51.2	18.0	13.8	15.6	139.8	86.2	42.6	45.2	57.8	44.0	48.6	58.4	747.8
Track Work	63.8	33.0	13.0	12.2	2.2	51.4	20.8	9.6	24.4	5.8	35.8	19.6	31.4	323.0
Catenary Failure	0.0	12.4	4.4	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	22.0
Non-Locomotive Equipment Failure	11.4	25.6	12.2	10.4	0.2	5.6	9.2	2.4	5.6	2.0	7.6	5.4	6.8	104.4
Locomotive Failure	76.6	0.6	0.2	0.0	1.6	62.0	35.0	14.2	38.2	7.0	25.6	35.6	20.2	316.8
Human Error	62.4	26.4	6.2	10.8	4.6	37.2	22.4	12.6	26.6	19.4	40.8	27.8	26.2	323.4
Sick, Injured, Unruly Passenger	16.2	36.0	5.2	13.2	0.4	15.4	18.6	2.4	17.4	1.6	26.2	17.8	19.6	190.0
Weather	116.0	60.8	11.0	20.0	6.2	72.4	51.6	19.8	58.0	19.4	85.0	73.4	64.0	657.6
Other	18.6	19.0	4.4	7.4	0.6	10.4	11.0	1.6	20.2	8.0	21.2	12.0	22.0	156.4
<b>TOTAL TRAINS DELAYED</b>	<b>730.6</b>	<b>365.2</b>	<b>101.8</b>	<b>144.4</b>	<b>54.2</b>	<b>585.0</b>	<b>398.4</b>	<b>197.8</b>	<b>429.2</b>	<b>220.0</b>	<b>468.6</b>	<b>385.0</b>	<b>471.8</b>	<b>4,552.0</b>

**January-June 2014 Divergence From January-June 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	-10.8	-10.6	-4.2	-3.6	2.2	29.4	2.6	0.2	-1.2	-4.4	-9.4	-1.8	9.2	-2.4
<i>Freight Interference - Peak</i>	150.8	0.0	0.0	0.0	16.2	28.8	28.8	24.6	9.4	24.8	-1.0	13.6	8.8	304.8
<i>Freight Interference - Off-Peak</i>	116.2	-0.2	-0.2	0.0	0.0	43.6	79.6	32.2	8.4	19.8	5.2	1.6	-12.4	293.8
Freight Interference - Total	267.0	-0.2	-0.2	0.0	16.2	72.4	108.4	56.8	17.8	44.6	4.2	15.2	-3.6	598.6
Accident	117.8	-5.0	-2.2	-6.2	-0.8	52.0	-5.8	0.6	2.2	-8.2	-7.2	27.8	10.6	175.6
Passenger Loading	-6.8	-29.6	0.6	1.8	-0.2	-8.0	28.8	-1.6	21.4	-1.4	-68.4	-5.8	-20.4	-89.6
Lift Deployment	0.4	-1.0	0.0	-0.6	0.0	10.2	17.0	1.6	-8.6	-1.0	-12.0	3.6	-1.2	8.4
Obstruction/Debris	-4.6	15.2	4.8	-3.0	8.8	28.2	1.4	5.8	16.8	17.4	24.4	21.4	-4.8	131.8
Signal/Switch Failure	43.4	-32.2	-5.0	4.2	-3.6	31.2	-21.2	26.4	65.8	-1.8	-32.0	-19.6	2.6	58.2
Track Work	334.2	-22.0	-12.0	16.8	-0.2	3.6	-2.8	12.4	41.6	-2.8	-17.8	-12.6	-26.4	312.0
Catenary Failure	0.0	25.6	0.6	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	32.0
Non-Locomotive Equipment Failure	35.6	-11.6	-3.2	-1.4	1.8	24.4	3.8	0.6	22.4	22.0	21.4	17.6	10.2	143.6
Locomotive Failure	19.4	-0.6	-0.2	0.0	-1.6	45.0	24.0	14.8	38.8	10.0	23.4	11.4	11.8	196.2
Human Error	115.6	-11.4	2.8	7.2	13.4	9.8	-2.4	-2.6	12.4	4.6	-32.8	-11.8	3.8	108.6
Sick, Injured, Unruly Passenger	13.8	-8.0	-0.2	-1.2	0.6	-3.4	1.4	-1.4	-0.4	2.4	-11.2	14.2	-3.6	3.0
Weather	198.0	167.2	59.0	73.0	6.8	157.6	148.4	52.2	272.0	34.6	93.0	125.6	105.0	1,492.4
Other	5.4	-11.0	-1.4	2.6	-0.6	8.6	0.0	4.4	-4.2	0.0	3.8	-4.0	15.0	18.6
<b>TOTAL TRAINS DELAYED</b>	<b>1,128.4</b>	<b>64.8</b>	<b>39.2</b>	<b>95.6</b>	<b>42.8</b>	<b>461.0</b>	<b>303.6</b>	<b>170.2</b>	<b>496.8</b>	<b>116.0</b>	<b>-20.6</b>	<b>181.0</b>	<b>108.2</b>	<b>3,187.0</b>

Data for current month is corrected final (08/20/14) 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 - Jun
Passenger Train Interference	38	58	22	8	6	14							146 1.9%
<i>Freight Interference - Peak</i>	103	92	60	52	87	66							460 5.9%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90	125							663 8.6%
Freight Interference - Total	207	249	159	140	177	191							1,123 14.5%
Accident	116	117	39	11	81	42							406 5.2%
Passenger Loading	30	75	89	29	47	145							415 5.4%
Lift Deployment	28	41	13	10	11	19							122 1.6%
Obstruction/Debris	85	88	32	44	23	49							321 4.1%
Signal/Switch Failure	190	181	112	47	121	155							806 10.4%
Track Work	42	33	37	78	208	237							635 8.2%
Catenary Failure	0	32	9	3	5	5							54 0.7%
Non-Locomotive Equipment Failure	92	49	38	15	21	33							248 3.2%
Locomotive Failure	97	125	90	33	92	76							513 6.6%
Human Error	96	84	53	81	46	72							432 5.6%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38							193 2.5%
Weather	1,431	487	123	6	36	67							2,150 27.8%
Other	31	45	32	21	27	19							175 2.3%
<b>TOTAL TRAINS DELAYED</b>	<b>2,510</b>	<b>1,702</b>	<b>879</b>	<b>549</b>	<b>937</b>	<b>1,162</b>							<b>7,739 100%</b>

**2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	96 2.2%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	102 2.3%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	391 8.8%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	493 11.1%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	218 4.9%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	443 10.0%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	79 1.8%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	158 3.6%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	928 20.9%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	232 5.2%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	10 0.2%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	86 1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	303 6.8%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	388 8.8%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	189 4.3%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	682 15.4%
Other	11	32	19	8	22	36	24	22	19	11	30	29	128 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>4,433 100%</b>

**2014 Divergence From 2013**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Passenger Train Interference	31	37	0	-3	-11	-4							50 -0.3%
<i>Freight Interference - Peak</i>	90	81	49	36	59	43							358 3.6%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20	33							272 -0.3%
Freight Interference - Total	152	165	92	66	79	76							630 3.4%
Accident	93	116	-39	-45	50	13							188 0.3%
Passenger Loading	6	48	35	-10	-20	-87							-28 -4.6%
Lift Deployment	16	35	-6	2	2	-6							43 -0.2%
Obstruction/Debris	63	68	9	14	-1	10							163 0.6%
Signal/Switch Failure	38	32	22	-79	-61	-74							-122 -10.5%
Track Work	20	27	23	33	145	155							403 3.0%
Catenary Failure	0	32	7	-4	4	5							44 0.5%
Non-Locomotive Equipment Failure	73	37	22	4	8	18							162 1.3%
Locomotive Failure	56	61	62	5	43	-17							210 -0.2%
Human Error	44	-8	-3	30	-34	15							44 -3.2%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2							4 -1.8%
Weather	1341	401	88	-212	17	-167							1468 12.4%
Other	20	13	13	13	5	-17							47 -0.6%
<b>TOTAL TRAINS DELAYED</b>	<b>1,947</b>	<b>1,083</b>	<b>322</b>	<b>-195</b>	<b>227</b>	<b>-78</b>							<b>3,306</b>

Data for current month is corrected final (08/20/14) version from TOPS.

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08/20/2014

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

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
<b>Total</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>165</b>	<b>142</b>	<b>131</b>	<b>64</b>	<b>87</b>	<b>14</b>	<b>80</b>	<b>162</b>	<b>982</b>
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
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
<b>Jun-14</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>38</b>	<b>17</b>	<b>9</b>	<b>30</b>	<b>1</b>	<b>13</b>	<b>21</b>	<b>191</b>
<b>Total</b>	<b>479</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>204</b>	<b>273</b>	<b>201</b>	<b>94</b>	<b>184</b>	<b>20</b>	<b>99</b>	<b>198</b>	<b>1,804</b>

Data for current month is corrected final (08/20/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\Freight- YTD, 2 yrs 08/20/2014

**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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	4	2	2	3	2	1							14	0.75%
Electric ML	0	0	0	0	0	0							0	0.00%
Electric BI	0	0	0	0	0	0							0	0.00%
Electric SC	0	0	0	0	0	0							0	0.00%
HER	0	0	0	0	0	0							0	0.00%
Milw N	5	10	2	0	4	2							23	2.20%
Milw W	8	5	5	1	1	9							29	4.13%
NCS	0	3	0	0	0	0							3	0.82%
RI	3	6	2	3	3	4							21	2.27%
SWS	0	0	0	0	0	0							0	0.00%
UP N	0	1	1	1	0	0							3	0.67%
UP NW	3	6	0	1	1	1							12	2.12%
UP W	5	8	1	1	0	2							17	2.93%
<b>Total Lift Delays</b>	<b>28</b>	<b>41</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>19</b>							<b>122</b>	<b>1.58%</b>
<b>ALL DELAYS</b>													<b>7,739</b>	

Data for current month is corrected final (08/20/14) 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
	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**

**June 2014**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	82	14	3	5	3	24	15	11	19	9	5	11	12	213
11-15	50	1	0	3	1	5	6	5	7	0	2	10	7	97
16-20	25	1	0	2	0	5	1	2	2	1	0	5	0	44
21+	44	2	0	1	3	6	0	1	5	2	1	1	5	71
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>14</u>
Sub-Total	206	18	3	13	7	42	23	19	35	12	8	29	24	439
<b>Off-Peak **</b>														
6-10	74	23	6	27	0	37	47	13	61	21	25	14	12	360
11-15	51	1	0	5	0	19	19	5	17	6	5	14	10	152
16-20	22	1	2	0	0	8	8	6	2	6	2	5	7	69
21+	36	13	0	0	0	20	13	7	5	2	6	11	18	131
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>11</u>
Sub-Total	186	38	8	32	0	88	87	31	86	35	38	45	49	723
<b>June 2014 Total</b>														
6-10	156	37	9	32	3	61	62	24	80	30	30	25	24	573
11-15	101	2	0	8	1	24	25	10	24	6	7	24	17	249
16-20	47	2	2	2	0	13	9	8	4	7	2	10	7	113
21+	80	15	0	1	3	26	13	8	10	4	7	12	23	202
Annulled	<u>8</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>25</u>
TOTAL	392	56	11	45	7	130	110	50	121	47	46	74	73	1,162
<b>2014 Year-to-Date</b>														
6-10	772	218	76	158	34	437	328	146	554	137	147	167	208	3,382
11-15	434	77	23	41	21	243	142	81	165	68	94	99	127	1,615
16-20	218	40	16	13	11	117	61	49	69	44	43	67	81	829
21+	356	83	23	21	28	205	139	86	112	73	136	204	141	1,607
Annulled	<u>79</u>	<u>12</u>	<u>3</u>	<u>7</u>	<u>3</u>	<u>44</u>	<u>32</u>	<u>6</u>	<u>26</u>	<u>14</u>	<u>28</u>	<u>29</u>	<u>23</u>	<u>306</u>
TOTAL	1,859	430	141	240	97	1,046	702	368	926	336	448	566	580	7,739
<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>June 2014 Total</b>														
6-10	39.8%	66.1%	81.8%	71.1%	42.9%	46.9%	56.4%	48.0%	66.1%	63.8%	65.2%	33.8%	32.9%	49.3%
11-15	25.8%	3.6%	0.0%	17.8%	14.3%	18.5%	22.7%	20.0%	19.8%	12.8%	15.2%	32.4%	23.3%	21.4%
16-20	12.0%	3.6%	18.2%	4.4%	0.0%	10.0%	8.2%	16.0%	3.3%	14.9%	4.3%	13.5%	9.6%	9.7%
21+	20.4%	26.8%	0.0%	2.2%	42.9%	20.0%	11.8%	16.0%	8.3%	8.5%	15.2%	16.2%	31.5%	17.4%
Annulled	<u>2.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>4.6%</u>	<u>0.9%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>2.7%</u>	<u>2.2%</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	41.5%	50.7%	53.9%	65.8%	35.1%	41.8%	46.7%	39.7%	59.8%	40.8%	32.8%	29.5%	35.9%	43.7%
11-15	23.3%	17.9%	16.3%	17.1%	21.6%	23.2%	20.2%	22.0%	17.8%	20.2%	21.0%	17.5%	21.9%	20.9%
16-20	11.7%	9.3%	11.3%	5.4%	11.3%	11.2%	8.7%	13.3%	7.5%	13.1%	9.6%	11.8%	14.0%	10.7%
21+	19.2%	19.3%	16.3%	8.8%	28.9%	19.6%	19.8%	23.4%	12.1%	21.7%	30.4%	36.0%	24.3%	20.8%
Annulled	<u>4.2%</u>	<u>2.8%</u>	<u>2.1%</u>	<u>2.9%</u>	<u>3.1%</u>	<u>4.2%</u>	<u>4.6%</u>	<u>1.6%</u>	<u>2.8%</u>	<u>4.2%</u>	<u>6.3%</u>	<u>5.1%</u>	<u>4.0%</u>	<u>4.0%</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%

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

Data for most recent month is corrected final (08/20/14) version from TOPS.

P:\ONTIME\report\DelaysByDuration.xls\FreqByDuration

8/20/2014

**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>June 2014</b>														
Peak *	15.9	10.8	7.7	12.6	23.7	13.2	9.8	10.8	14.4	11.5	12.1	13.5	13.3	14.3
Off-Peak **	17.0	17.1	10.5	8.1	--	18.1	15.0	20.8	10.5	11.3	15.7	16.7	24.8	15.9
All	16.4	15.1	9.7	9.3	23.7	16.5	13.9	17.0	11.6	11.3	15.0	15.5	20.9	15.3
<b>2014 Year-to-Date</b>														
Peak *	14.8	12.8	13.9	10.4	20.6	20.5	17.1	16.7	13.9	15.7	25.8	28.4	18.3	17.5
Off-Peak **	18.0	16.2	14.5	11.2	--	16.3	15.1	20.5	12.4	18.8	22.3	27.1	21.4	17.6
All	16.1	14.4	14.2	10.9	20.6	17.8	15.8	18.9	13.0	17.8	23.8	27.9	19.9	17.6

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 corrected final (08/20/14) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod

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