

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

July 2014



COMMUTER RAIL ON-TIME PERFORMANCE

July 2014

This report presents an analysis of the July 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 July 2014, Metra operated 17,499 scheduled trains, including scheduled "extras", if any. 773 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.6%. 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 July 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 July 2014. Of the 773 delays systemwide in July 2014, all but 332 (43%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Julys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in July 2014, 64 fewer delays than the average over the previous two Julys were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 8,512 delays in 2014, all but 3,169 (37%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during July 2014. Table 8.b shows the average frequencies over the previous five Julys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 773 delays systemwide in July 2014, 384 less than the average over the previous five Julys. Table 9.a shows delays from the beginning of the year through July 2014. Table 9.b shows the average frequencies from the beginning of the year through July 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 July of 2014, a total of 8,512 trains were delayed, compared to 5,484 trains delayed in the same seven months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In July 2014 freight operations delayed 137 trains systemwide, compared to 79 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 July 2014.

A review of July 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 50.8% of all late trains. Table 14 shows that the average length of delay was 15.0 minutes in July 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
July 2014**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,188	57	95.2%	891	58	93.5%	2,079	115	94.5%	119	14	88.2%	96	7	92.7%	2,294	136	94.1%
Elec -ML	987	6	99.4%	751	66	91.2%	1,738	72	95.9%	184	4	97.8%	100	12	88.0%	2,022	88	95.6%
-BI	308	2	99.4%	506	17	96.6%	814	19	97.7%	120	4	96.7%	--	--	--	934	23	97.5%
-SC	<u>374</u>	<u>6</u>	98.4%	<u>814</u>	<u>14</u>	98.3%	<u>1,188</u>	<u>20</u>	98.3%	<u>192</u>	<u>10</u>	94.8%	<u>100</u>	<u>6</u>	94.0%	<u>1,480</u>	<u>36</u>	97.6%
Subtotal	1,669	14	99.2%	2,071	97	95.3%	3,740	111	97.0%	496	18	96.4%	200	18	91.0%	4,436	147	96.7%
Heritage	132	7	94.7%	--	--	--	132	7	94.7%	--	--	--	--	--	--	132	7	94.7%
Milw -N	549	11	98.0%	771	42	94.6%	1,320	53	96.0%	100	4	96.0%	104	4	96.2%	1,524	61	96.0%
-W	<u>593</u>	<u>31</u>	94.8%	<u>683</u>	<u>47</u>	93.1%	<u>1,276</u>	<u>78</u>	93.9%	<u>99</u>	<u>2</u>	98.0%	<u>93</u>	<u>8</u>	91.4%	<u>1,468</u>	<u>88</u>	94.0%
Subtotal	1,142	42	96.3%	1,454	89	93.9%	2,596	131	95.0%	199	6	97.0%	197	12	93.9%	2,992	149	95.0%
NCS	242	7	97.1%	242	22	90.9%	484	29	94.0%	--	--	--	--	--	--	484	29	94.0%
RI	792	34	95.7%	726	41	94.4%	1,518	75	95.1%	81	2	97.5%	82	6	92.7%	1,681	83	95.1%
SWS	242	14	94.2%	418	26	93.8%	660	40	93.9%	24	2	91.7%	--	--	--	684	42	93.9%
UP -N	660	18	97.3%	861	19	97.8%	1,521	37	97.6%	108	3	97.2%	96	2	97.9%	1,725	42	97.6%
-NW	722	40	94.5%	706	24	96.6%	1,428	64	95.5%	96	13	86.5%	77	8	89.6%	1,601	85	94.7%
-W	<u>593</u>	<u>26</u>	95.6%	<u>705</u>	<u>21</u>	97.0%	<u>1,298</u>	<u>47</u>	96.4%	<u>80</u>	<u>2</u>	97.5%	<u>92</u>	<u>4</u>	95.7%	<u>1,470</u>	<u>53</u>	96.4%
Subtotal	1,975	84	95.7%	2,272	64	97.2%	4,247	148	96.5%	284	18	93.7%	265	14	94.7%	4,796	180	96.2%
SYSTEM	7,382	259	96.5%	8,074	397	95.1%	15,456	656	95.8%	1,203	60	95.0%	840	57	93.2%	17,499	773	95.6%

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

Delays data for most recent month is final (08/18/14) 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- JUL	AVG
BNSF	2009	85.4	94.1	97.5	96.5	94.6	90.9	95.1	91.2	96.0	89.7	97.3	95.3	93.5%	93.6%
	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.9%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.6%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.0%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1						87.1%	87.1%
2009-2013 average		93.9	94.5	96.2	96.2	95.2	90.7	92.8	93.9	95.7	93.7	95.3	95.5	94.2%	94.5%
Electric	2009	96.7	98.5	98.7	99.1	98.6	95.7	97.2	97.2	97.2	97.7	98.5	94.7	97.8%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.6%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.7%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.4%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7						96.8%	96.8%
2009-2013 average		97.0	97.8	98.3	98.3	98.1	96.3	95.8	97.2	97.4	96.8	97.5	97.2	97.4%	97.3%
Heritage	2009	79.4	91.7	91.7	98.5	96.7	92.4	94.9	92.9	90.5	84.1	88.3	88.6	92.2%	90.8%
	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	89.0%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.5%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.2%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7						88.4%	88.4%
2009-2013 average		91.3	92.3	92.8	96.5	94.6	89.9	89.3	93.8	90.7	89.1	90.6	87.2	92.4%	91.5%
Milw - N	2009	85.9	97.3	97.1	95.5	95.4	94.7	96.0	95.1	96.2	96.3	95.3	93.5	94.6%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.5%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	88.9%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.2%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.7%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0						89.3%	89.3%
2009-2013 average		93.1	93.6	95.0	95.3	92.4	90.7	89.3	92.5	95.1	93.2	94.6	93.4	92.8%	93.2%
Milw - W	2009	92.6	96.3	97.4	99.2	98.6	96.3	97.9	95.4	99.2	99.2	98.8	94.4	96.9%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.0%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.5%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.4%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0						92.1%	92.1%
2009-2013 average		95.1	93.2	96.8	97.1	96.5	92.9	93.1	94.3	94.9	96.5	94.3	95.2	95.0%	95.0%
NCS	2009	88.9	93.4	97.3	95.5	95.2	93.2	97.8	92.4	97.6	94.6	97.7	93.0	94.6%	94.8%
	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.1%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.1%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	91.6%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.6%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0						87.8%	87.8%
2009-2013 average		94.1	91.7	94.2	90.7	94.8	91.9	90.6	93.1	95.0	93.6	91.4	91.5	92.6%	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-JUL	AVG
RI	2009	93.4	97.5	96.2	96.8	97.5	96.2	95.9	97.1	97.2	96.4	96.7	93.6	96.2%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.5%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	92.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.0%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.3%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1						91.2%	91.2%
2009-2013 average		95.5	95.8	96.8	96.0	96.3	93.0	92.6	95.4	96.5	96.4	95.7	95.2	95.1%	95.4%
SWS	2009	87.1	96.5	96.1	95.9	95.1	97.1	97.5	97.1	98.0	87.8	96.8	96.2	95.1%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	93.9%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.1%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.0%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	95.8%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9						91.9%	91.9%
2009-2013 average		93.2	94.7	96.3	96.3	94.9	91.2	94.1	94.6	95.4	93.8	94.2	93.8	94.4%	94.4%
UP - N	2009	91.4	98.0	96.9	97.8	95.3	90.7	90.4	89.9	94.0	94.8	97.3	95.1	94.3%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.0%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.4%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.6%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6						95.8%	95.8%
2009-2013 average		94.9	95.5	96.8	97.0	95.4	92.3	92.4	92.6	94.7	95.6	95.9	96.3	94.9%	95.0%
UP - NW	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.8%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.8%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.5%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.6%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.5%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7						94.0%	94.0%
2009-2013 average		95.5	96.1	97.0	97.4	95.0	94.0	94.3	94.8	96.4	95.5	95.4	95.5	95.6%	95.6%
UP - W	2009	92.3	97.3	95.5	97.2	97.2	94.3	95.7	92.5	95.2	94.7	97.8	95.2	95.6%	95.4%
	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	91.1%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.7%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.6%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4						93.7%	93.7%
2009-2013 average		94.4	95.0	95.8	95.5	94.9	91.2	92.2	92.6	95.0	95.2	94.9	92.9	94.1%	94.1%
SYSTEM excluding South Shore	2009	91.6	97.1	97.3	97.6	96.7	94.3	95.8	94.6	96.4	95.2	97.4	94.6	95.8%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.8%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.4%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6						92.8%	92.8%
2009-2013 average		95.1	95.5	96.8	96.7	95.9	93.1	93.3	94.6	95.9	95.4	95.6	95.3	95.2%	95.3%

Delays data for most recent month is final (08/18/14) 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
July 2014**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1233 77% OT	Wed, Jul 02	10	C	UNSCHEDULED TRACK WORK
		Thu, Jul 03	11	D	FREIGHT INTERFERENCE
		Mon, Jul 14	8	D	DELAYED AT LAVERGNE BY QSSECHC110 YARDING AT CECO
		Thu, Jul 17	12	D	FREIGHT TRAIN INTERFERENCE
		Thu, Jul 31	0	XE	METX 191 NOT LOADING
BNSF	1259 82% OT	Tue, Jul 08	15	RF1	CONGESTION DUE TO EARLIER DISPATCHER ERROR
		Wed, Jul 09	10	CC	SCHEDULED TRACK WORK
		Thu, Jul 10	10	CC	SCHEDULED TRACK WORK
BNSF	1298 82% OT	Wed, Jul 16	14	R1	HUMAN ERROR
		Mon, Jul 07	27	CC	TRACK WORK
		Fri, Jul 11	7	I	PASSENGER HANDLING
		Tue, Jul 15	8	J	PASSENGER REMOVAL
BNSF	1370 82% OT	Thu, Jul 17	0	XR	ENGINEER IMPROPERLY CUTOFF LOCAMAOTIVE
		Wed, Jul 02	8	G1	LATE TURN OFF 1211, SWITCH FAILURE AT EOLA
		Mon, Jul 21	8	G1	LATE TURN OFF 1211, SWITCH FAILURE AT EOLA
		Wed, Jul 30	8	E1	8" FOLLOWING LATE # 1258, ENROUTE.
ELBI	216 77% OT	Thu, Jul 31	0	XE	METX 191 WOULD NOT LOAD AT HARLEM AVE.
		Tue, Jul 01	8	GF1	8" WAITING ON SS907 TO CLEAR TRK 3 DUE TO SINGLE TRACKING ON SSMAN/SS907 WAITING ON AT391 WHE WAS GIVEN FLAGGING INSTRUCTIONS FROM CN DISPR
		Fri, Jul 11	6	I	6" HEAVY ENTRAINING; 2" WRONG LINE UP, RANDOLPH.
		Wed, Jul 16	7	CO	2" SLOW ENTRAINING/DETRAINING, ENROUTE; 5" PLANNED WIRE WORK, B/T KENSINGTON & 69TH ST.
		Mon, Jul 21	8	AD1	8" MAKING MEET WITH #116.
ELBI	220 77% OT	Tue, Jul 22	7	CO	5" WAITING ON #116 WIRE WORK, KENSINGTON; 2" GROUND LOADING, 111TH-75TH ST.
		Thu, Jul 10	8	JM1	4" PICKING UP PASSENGERS FROM #320'S TRAIN, 63RD ST; 4" HEAVY ENTRAINING/DETRAINING, ENROUTE.
		Mon, Jul 14	8	CG	8" GROUND LOADING, 111TH-75TH ST; MAKING REVERSE MOVE BACK TO PICK UP PASSENGER, 87TH
		Wed, Jul 16	7	CO	2" SLOW ENTRAINING/DETRAINING, ENROUTE; 5" PLANNED WIRE WORK, B/T KENSINGTON & 69TH ST.
		Fri, Jul 18	8	K1	8" FOLLOWING #320, ENROUTE.
ELML	144 73% OT	Thu, Jul 24	7	CC	5" GROUND LOADING/UNLOADING PLANNED TRACK WORK, 111TH-75TH; 2" WAITING ON #120 TO CLEAR, KENSINGTON.
		Mon, Jul 07	12	VF	12" DIFFICULTY MAKING CUT ON 2 CARS(DID NOT ASK FOR ASSISTANCE OR NOTIFY OFFICE UNTIL DEPARTING), UP.
		Wed, Jul 09	52	F1	40" LATE DEPARTING TURNED FROM #143, MATTESON.
		Fri, Jul 11	6	I	9" HEAVY ENTRAINING/DETRAINING, ENROUTE.
		Fri, Jul 18	7	F	7" CAR 1608 TRIPPED OVERLOAD 3 TIMES(LEFT TRIPPED), ENROUTE.
		Mon, Jul 21	10	II	10" LATE TURN FROM 143
ELML	145 82% OT	Tue, Jul 22	8	I	8" PASSENGER HANDLING, ENROUTE.
		Thu, Jul 10	8	I	7" HEAVY ENTRAINING/DETRAINING, ENROUTE.
		Fri, Jul 11	8	I	8" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Jul 24	7	I	6" PASSENGER HANDLING, ENROUTE; 4" MISSING SCHEDULED FLAG STOP, CAUSING CONDUCTOR TO WALK PASSENGERS THROUGH TRAIN.
ELML	146 68% OT	Mon, Jul 28	6	I	6" HEAVY ENTRAINING & MAKING FLAG STOPS, ENROUTE.
		Wed, Jul 02	9	IW	9" PASSENGER HANDLING, ENROUTE.
		Wed, Jul 09	7	I	7" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Jul 10	8	II	8" LATE TURN FROM #145, UP.
		Fri, Jul 11	15	II	8" LATE ARRIVAL OF #145, UP; 7" SLOW WENTRAINING, ENROUTE.
		Fri, Jul 18	6	I	1" LATE DEPARTING, SLOW ENTRAINING/DETRAINING, ENROUTE.
		Tue, Jul 22	6	I	6" PASSENGER HANDLING, ENROUTE.
ELML	147 82% OT	Thu, Jul 24	9	II	6" LATE TURN FROM #145, UP; 3" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Thu, Jul 03	8	I	8" SLOW ENTRAINING/DETRAINING, ENROUTE.
		Wed, Jul 09	9	I	2" WAITING ON #144 TO CLEAR, KENSINGTON; 2" WAITING ON ON X1588 TO CLEAR RICH YD; 5" PASSENGER HANDLING, ENROUTE.
		Thu, Jul 10	10	I	7" HEAVY ENTRAINING/DETRAINING, ENROUTE.
		Fri, Jul 11	6	I	6" SLOW ENTRAINING/DETRAINING, ENROUTE.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
ELML	149	Thu, Jul 03	12	R1	12" WAITING FOR #148 TO CLEAR, UP.	
		68% OT	Wed, Jul 09	6	I	6" HEAVY ENTRAINING, ENROUTE.
		Fri, Jul 11	8	J	7" WAIT FOR METRA PD TO REMOVE INTOXICATED FEMALE PASSENGER, KENSINGTON.	
		Thu, Jul 17	6	CC	5" SCHEDULE WORK AT VANBUREN, USING 3 MAIN X-OVER TO 2 MAIN AT 10TH ST. 1 " PASSENGERS ENROUTE	
		Fri, Jul 18	8	I	3" WAITING ON SS922 TO CLEAR SINGLE TRACKING 3 MAIN, RANDOLPH; SLOW/HEAVY ENTRAINING/DETRAINING, ENROUTE.	
		Mon, Jul 21	6	I	6" SLOW ENTRAINING/DETRAINING, ENROUTE.	
		Thu, Jul 24	7	I	7" HEAVY ENTRAINING/DETRAINING, ENROUTE.	
ELML	151	Wed, Jul 02	6	I	6" PASSENGER HANDLING & WEATHER, ENROUTE.	
		64% OT	Mon, Jul 07	6	J	1" LATE DEPARTING, RANDOLPH; 5" PASSENGER HANDLING, ENROUTE. REMOVED PASSENGER AT KENSINGTON, PAY FARE DISPUTE
		Thu, Jul 10	11	I	11" HEAVY ENTRAINING/DETRAINING, ENROUTE.	
		Fri, Jul 11	9	I	1" LATE DEPARTING, RANDOLPH; 8" SLOW ENTRAINING/DETRAINING, ENROUTE.	
		Thu, Jul 17	7	CC	5" SCHEDULED WORK AT VANBUREN , USING 3 MAIN X-VER TO 2MAIN AT 10TH ST. 2" PASSENGERS ENROUTE	
		Fri, Jul 18	10	I	1" FLAG STOP, 18TH ST; 3" X/O 2-1, 51ST; SLOW & HEAVY ENTRAINING/DETRAINING, ENROUTE.	
		Thu, Jul 24	9	I	9" ASSISTING PASSENGERS, ENROUTE.	
Fri, Jul 25	7	I	7" SLOW ENTRAINING/DETRAINING, ENROUTE.			
MW	2247	Tue, Jul 08	39	M1	32" LATE TURN FROM #2246, CUS.	
		77% OT	Fri, Jul 11	11	I1	10" LATE TURN FROM #2246, CUS; HEAVY DETRAINING.
		Wed, Jul 16	30	G	30" REVERSE MOVE BACK TO CUS @ CP MORGAN DUE TO SWITCH PROBLEMS@ A-2.	
		Fri, Jul 18	8	E1	LATE FLIP	
		Tue, Jul 22	19	U1	19" LATE TURN FROM #2246, CUS.	
MW	2248	Thu, Jul 03	7	I	7" HEAVY ENTRAINING, ENROUTE; EFFICIENCY TEST, BARTLETT EAST.	
		82% OT	Tue, Jul 08	18	M1	18" PEDESTRIAN INCIDENT INVOLVING #2242.
		Wed, Jul 09	15	RO	10" STOP SIGNAL WAITING ON #485 FREIGHT INTERFERENCE, A-5 OPERATO RAN IN BAD WINDOW; 5" PASSENGERS ENROUTE	
		Thu, Jul 24	31	E1	31" LATE TURN FORM #2231, BIG TIMBER.	
MW	2249	Tue, Jul 08	28	DM	13" LATE TURN FROM #2248, CUS; 15" STOP SIGNAL FREIGHT CAR #198 CAR LEAKING HAZARDOUS MATERIAL YARDING @ BENSENVILLE, B-17.	
		82% OT	Wed, Jul 09	14	RO1	11" LATE TURN FROM #2248, CUS; ADA, CUS-ELGIN; DOOR PROBLEMS CAR 7470.
		Thu, Jul 24	33	E1	30" LATE TURN FROM #2248, CUS.	
Thu, Jul 31	14	D	14" STOP,B12			
MW	2252	Thu, Jul 03	7	D	7" STOP SIGNAL, SPAULDING, WAITING FOR SPAULDING PATROL TO CLEAR	
		82% OT	Fri, Jul 11	13	I1	13" LATE TURN FROM #2247, BIG TIMBER.
		Wed, Jul 16	16	G1	16" LATE TURN USED 2245 EQUIO INSTEAD OF NORMAL 2247, DUE TO SWITCH PROBLEM AT A-2	
		Thu, Jul 31	6	I	6" SLOW ENTRAINING, ENROUTE.	
MW	2253	Thu, Jul 03	29	D	24" HOLD FOR G35, SPAULDING.	
		82% OT	Tue, Jul 08	21	DM1	21" STOP SIGNAL WAIT#484 YARDING, B-17.
		Wed, Jul 16	23	G1	10" LATE TURN FROM #2252, CUS; DOOR PROBLEMS CAR 7432.	
Thu, Jul 31	13	D1	3" LATE TURN FROM #2252, CUS; 10" B-12; 3" SLOW DETRAINING.			
MW	2254	Tue, Jul 08	65	DM1	30" LATE TURN FROM #2249, BIG TIMBER; STOP WAIT/FOLLOW #474 TO YARD,WOOD DALE.	
		77% OT	Wed, Jul 09	22	RO1	15" LATE TURN FROM #2249, BIG TIMBER; STOP MECHANICAL WORKED ONDOORS, ELGIN.
		Thu, Jul 17	15	R	15" ENGINEER NEEDED LAST MINUTE RESTROOM STOP	
		Thu, Jul 24	32	E1	32" LATE TURN FROM #2249, BIG TIMBER.	
		Thu, Jul 31	20	D1	20" LATE TURN FROM #2251, CUS.	
MW	2255	Tue, Jul 08	65	DM1	65" LATE TURN FROM #2254, CUS.	
		82% OT	Fri, Jul 18	21	G	21" STOP SIGNAL FLAGGED BY, ITASCA.
		Mon, Jul 28	10	D	13" WAIT FOR 198-23 TO CLEAR, B-17.	
		Thu, Jul 31	19	D1	19" LATE TURN FROM #2254, CUS.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
NCS	116	Tue, Jul 01	7	D	8" STOP SIGNAL, FREIGHT, GRAYSLAKE.	
		82% OT	Mon, Jul 07	7	D	8" STOP RESTRICTING, ROUND LAKE-GRAYSLAKE, FOLLOWING FREIGHT TRAIN ENROUTE
		Tue, Jul 08	15	M1	7" COPYING & COMPLYING WITH 529A @ MP37.5; ACCOMMODATING #2242 PASSENGERS, MADE ALL STOPS RIVER GROVE-CUS.	
		Thu, Jul 17	15	D	10" RESTRICTED SPEED FREIGHT INTERFERENCE, ANTIOCH-LAKE VILLA; 3" ADA LIFT PROBLEMS; 2" WAITING ON OTHER TRAINS.	
RI	420	Thu, Jul 10	11	R1	4" WAITING FOR #609 TO DEPART, BRIDGE B.	
		82% OT	Fri, Jul 11	17	I	8" HEAVY ENTRAINING, ENROUTE; 5" NS25Z CLEARING 55TH YD, ENGLEWOOD; 4" FLAGGING INSTRUCTIONS, RESTRICTED SPEED TO 16TH ST TOWER.
		Wed, Jul 16	8	F	8" B/O BATTERY CHARGER IN CC 8570 ENGINEER HAD TO RESET BATTERY BREAKER, 47TH ST.	
		Wed, Jul 23	21	DE	14" STOPPED BC17 NS8988 WENT INTO EMERGENCY, ENGLEWOOD; 6" FLAGGED BY, ENGLEWOOD RUN RESTRICTED TO CP54TH; 3" WAIT FOR #611 TO CLEAR, BR	
RI	530	Tue, Jul 01	6	I	2" LADY RUNNING AROUND TRAIN, OAK FOREST; 1" SLOW DETRAINING, 95TH ST; 3" CAB SIGNAL PENALTY, CP PERSHING.	
		77% OT	Wed, Jul 09	6	U	2" ADA MIDLO; 2" ADA 80TH AVE; 2" PASSENGERS ENROUTE
		Thu, Jul 10	7	I	3" A445, CN2454, EJE; 4" SLOW ENTRAINING, OAK FOREST & 103RD ST.	
		Fri, Jul 11	11	D	6" L520 BNSF 7090, EJE; 3" ADA, MIDLOTHIAN; 2" SLOW ENTRAINING, 80TH-NEW LENOX; 3" 8 CARS, SLOW ENTRAINING, BEV SUB.	
		Mon, Jul 21	7	G1	7" LATE DUE TO #525, JOLIET.	
RI	609	Thu, Jul 10	17	R1	15" LATE DEPARTING LATE ARRIVAL OF EQUIPMENT FROM CYD, LSS.	
		82% OT	Fri, Jul 11	10	NW	8" FLAGGED BY, 16TH ST TOWER.
		Fri, Jul 18	7	E1	7" WAITING FOR #607 TO AYRD TRAIN AIR PROBLEMS.	
		Wed, Jul 23	16	DE1	15" BC17 NS8988 WENT INTO EMERGENCY, ENGLEWOOD, WAIT FOR TRAIN TO SHOVE CLEAR, FLAGGED PAST SIGNAL, TRAP CIRCUIT AFTER TRAIN CLEARED, ENGLEWOOD	
RI	619	Thu, Jul 10	13	R1	12" LATE ARRIVAL OF EQUIPMENT, LSS.	
		82% OT	Fri, Jul 11	6	NW1	5" LATE TURN FROM #6192, LSS; 2" HEAVY DETRAINING, ENROUTE.
		Fri, Jul 18	14	E1	13" LATE TURN FROM #6192, LSS; 5" OPERATOR LINED UP #419 DID NOT KNOW WAS LATE TURN FROM #422, 16TH ST.	
		Wed, Jul 23	30	DE1	18" LATE TURN FROM #6192, LSS; 10" WAIT FOR BC17 NS8988, ENGLEWOOD; 2" SLOW ENTRAINING OF ELDERLY PSGR, 91ST.	
UPNW	640	Tue, Jul 01	10	KP1	20" LATE ARRIVAL OF #609, CPT.	
		73% OT	Tue, Jul 15	10	CC	20" FORM B SINGLE TRACK(WELDING) MP43.5-41.9.
		Fri, Jul 18	13	CC	23" FORM B SINGLE TRACKING, MP43.5-41.9; HEAVY ENTRAINING, ENROUTE.	
		Tue, Jul 22	7	CC	17" FORM B SINGLE TRACKING(SURFACING & BRUSH CUTTING), MP43.5- 41.9.	
		Thu, Jul 24	9	I	19" XH, MP42.88, 42.82 & 42.53; HEAVY ENTRAINING, ENROUTE.	
Thu, Jul 31	12	CC	22" FORM B SINGLE TRACKING, CRYSTAL LAKE; EXTREME HEAVY ENTRAINING, ENROUTE.			
UPW	44	Thu, Jul 03	11	CC	16" STOP WAIT FOR #29 TO CLEAR ACCT TRACK PERMIT ON TK1 & CNAOK-26 ON TK2, LOMBARD.	
		82% OT	Fri, Jul 11	23	DE	28" STOP ON TK1 WAIT FOR #29 TO CLEAR TK3 MNPPRB-08 LOST AIR AHEAD ON TK1 & UENRWK-10 ON TK2, GRACE; HEAVY ENTRAINING, ENROUTE; FOLLOW FRE
		Wed, Jul 16	9	K	14" SLOW APPROACHING DISPATCHER SLOW TO CLEAR SIGNAL ACCT ISSUING INSTRUCTIONS DUE TRUCK STRUCK BRIDGE @ SACRAMENTO, KEDZIE; 10MPH, MP3	
		Thu, Jul 17	13	JM	18" ELDERLY FEMALE PASSENGER PASSED OUT, DAUGHTER HELPED HER DETRAIN, SWINGMAN STAYED UNTIL PARAMEDICS ARRIVED, VILLA PARK.	

Data is final (08/18/14) 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
1 PASSENGER TRAIN INTERFERENCE				11 NON-LOCOMOTIVE EQUIPMENT FAILURE			
A	A1	XA	Passenger Train Interference	F	F1	XF	Cab Car/Trailer/MU Malfunction
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	FS	FS1	XFS	NICTD MU Malfunction
AD	AD1	XAD	Non-Revenue Passenger Train Interference	FZ	FZ1	XFZ	ETMS Malfunction on Cab Car
AM	AM1	XAM	Amtrak Caused Delay	12 LOCOMOTIVE FAILURE			
AS	AS1	XAS	NICTD Train Interference	E	E1	XE	Locomotive Malfunction
2 & 3 FREIGHT INTERFERENCE, Peak & Offpeak				EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
D	D1	XD	Freight Train Interference	EZ	EZ1	XEZ	ETMS Malfunction on Locomotive
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	13 HUMAN ERROR			
DE	DE1	XDE	Freight Mechanical Malfunction	B	B1	XB	Human Error, Eng. Dept.
DR	DR1	XDR	Freight-Human Error	BA	BA1	XBA	Amtrak Engineering Human Error
4 ACCIDENT				H	H1	XH	Human Error, Mechanical Department
DM	DM1	XDM	Freight-Accident/Incident	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
M	M1	XM	Right of Way Accident/Misc.	R	R1	XR	Human Error, Transportation
5 PASSENGER LOADING				RA	RA1	XRA	Human Error, Amtrak Transportation
I	I1	XI	Passenger Handling, Running Time	RD	RD1	XRD	Human Error, Metra Dispatcher
IB	IB1	XIB	Passenger Handling, Bicycle	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
6 LIFT DEPLOYMENT				RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)
U	U1	XU	Accessibility Related (ADA)	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)
UF	UF1	XUF	ADA Lift Failure	RO	RO1	XRO	Human Error, Tower Operator
7 OBSTRUCTION/DEBRIS				RS	RS1	XRS	Human Error, NICTD Transportation
K	K1	XK	Obstruction On Tracks	RZ	RZ1	XRZ	ETMS Train Crew Error
KD	KD1	XKD	Train Struck Debris	14 SICK, INJURED, UNRULY PASSENGER			
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	J	J1	XJ	Passenger Problems/Removal
8 SIGNAL/SWITCH FAILURE				JA	JA1	XJA	Amtrak Passenger Problems/Removal
CM	CM1	XCM	Switch Malfunction (Track Dept.)	JM	JM1	XJM	Passenger Medical Emergency
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	15 WEATHER			
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather
GF	GF1	XGF	Signal/Switch Foreign Line	CW	CW1	XCW	M of W Work, Weather
GM	GM1	XGM	Gate Crossing Malfunction	DW	DW1	XDW	Freight Train Interference, Weather
GT	GT1	XGT	Telecom Failure	EW	EW1	XEW	Locomotive Malfunction, Weather
GX	GX1	XGX	Broken Gate Crossing	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather
GZ	GZ1	XGZ	ETMS Signal Malfunction	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	IW	IW1	XIW	Passenger Handling, Weather
9 TRACK WORK				KW	KW1	XKW	Obstruction On Tracks, Weather
C	C1	XC	Unscheduled Track Work	MW	MW1	XMW	Right of Way Accident/Misc., Weather
CA	CA1	XCA	Amtrak Engineering	NW	NW1	XNW	Electricity Utility Failure, Weather
CC	CC1	XCC	Scheduled Track Work	OW	OW1	XOW	AC/DC System Failure, Weather
CF	CF1	XCF	Engineering Equipment Malfunction	RW	RW1	XRW	Train Crew Issues, Weather
CG	CG1	XCG	Scheduled Signal Work	UW	UW1	XUW	Accessibility, Weather
CH	CH1	XCH	Contractor Failure	16 OTHER			
10 CATENARY FAILURE				L	L1	XL	Unauthorized People On Tracks/Near Miss
CO	CO1	XCO	Scheduled Wire Work	N	N1	XN	Electricity Utility Failure
O	O1	XO	AC/DC System Failure	Q	Q1	XQ	Late Issuance of Track Warrant
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	S	S1	XS	Operational (Efficiency) Testing
				T	T1	XT	Property Vandalism
				VE	VE1	XVE	Locomotive Problem Reported, Nothing Found
				VF	VF1	XVF	Cab Car Problem Reported, Nothing Found
				W	W1	XW	Gas Leak

Effective January 1, 2014

Revised February 3 & March 12, 2014

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	90	25	14	9	2	18	35	9	36	9	21	41	23	332	43%
Semi-controllable	16	0	1	0	4	30	20	17	12	25	0	5	19	149	19%
Uncontrollable	30	63	8	27	1	13	33	3	35	8	21	39	11	292	38%
TOTAL TRAINS DELAYED	136	88	23	36	7	61	88	29	83	42	42	85	53	773	100%

July - 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	54.0	55.0	15.0	42.5	0.5	71.5	24.5	17.0	23.0	5.5	30.0	24.0	33.5	396.0	38%
Semi-controllable	8.0	0.0	0.0	0.0	3.5	37.0	18.5	15.5	9.0	14.0	1.0	17.0	8.5	132.0	13%
Uncontrollable	48.5	63.5	15.5	33.5	3.0	58.0	52.0	23.5	79.5	3.0	37.5	48.0	39.5	505.0	49%
TOTAL TRAINS DELAYED	110.5	118.5	30.5	76.0	7.0	166.5	95.0	56.0	111.5	22.5	68.5	89.0	81.5	1,033.0	100%

July 2014 Divergence From July 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	36.0	-30.0	-1.0	-33.5	1.5	-53.5	10.5	-8.0	13.0	3.5	-9.0	17.0	-10.5	-64.0	25%
Semi-controllable	8.0	0.0	1.0	0.0	0.5	-7.0	1.5	1.5	3.0	11.0	-1.0	-12.0	10.5	17.0	-7%
Uncontrollable	-18.5	-0.5	-7.5	-6.5	-2.0	-45.0	-19.0	-20.5	-44.5	5.0	-16.5	-9.0	-28.5	-213.0	82%
TOTAL TRAINS DELAYED	25.5	-30.5	-7.5	-40.0	0.0	-105.5	-7.0	-27.0	-28.5	19.5	-26.5	-4.0	-28.5	-260.0	100%

January-July 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	999	123	51	105	34	498	231	137	366	97	145	180	203	3,169	37%
Semi-controllable	358	0	1	0	46	177	184	165	67	187	14	42	124	1,365	16%
Uncontrollable	638	395	112	171	24	432	375	95	576	94	331	429	306	3,978	47%
TOTAL TRAINS DELAYED	1,995	518	164	276	104	1,107	790	397	1,009	378	490	651	633	8,512	100%

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

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine

08/20/2014

TABLE 7: NUMBER OF DELAYS BY DATE
July 2014

WEEKDAY	1	2	3	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	TOTAL
	Tu	We	Th	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	
BNSF	2	5	3	6	11	3	2	7	1	3	19	5	5	25	4	0	0	0	2	0	8	4	115
Elec -ML	1	3	6	3	1	9	4	9	1	1	3	5	9	3	2	1	8	1	2	0	0	0	72
-BI	1	0	0	1	0	1	1	2	1	1	2	1	1	1	1	0	3	1	0	0	0	1	19
-SC	1	0	0	0	1	3	1	3	0	3	0	2	1	1	0	1	2	0	0	0	1	0	20
Heritage	2	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	7
Milw -N	7	0	0	2	3	0	0	4	0	1	3	3	8	3	7	6	0	3	1	1	1	0	53
-W	5	0	5	0	16	4	0	2	1	1	6	3	4	1	4	2	10	1	1	0	4	8	78
NCS	5	0	1	1	2	3	1	0	0	0	1	1	3	1	2	2	1	1	1	0	1	2	29
RI	7	0	2	0	0	1	10	16	0	1	1	0	10	11	3	10	2	0	0	1	0	0	75
SWS	6	6	4	0	3	3	5	2	1	1	0	0	0	0	1	0	1	1	0	4	2	0	40
UP -N	5	4	4	0	0	0	0	0	1	1	0	8	2	4	1	0	0	5	0	0	1	1	37
-NW	14	6	1	3	1	0	1	1	3	5	0	0	6	3	1	0	2	1	1	0	0	15	64
-W	<u>0</u>	<u>1</u>	<u>8</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>17</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>47</u>
SYSTEM	56	25	34	17	39	29	26	47	9	18	38	30	53	56	44	22	29	16	11	7	19	31	656

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	4	6	13	20	27	TOTAL
BNSF	1	8	2	3	14	BNSF	5	0	1	0	1	7
Elec -ML	1	0	3	0	4	Elec -ML	5	0	5	2	0	12
-BI	2	0	1	1	4	-BI	-	-	-	-	-	0
-SC	2	1	7	0	10	-SC	2	1	2	1	0	6
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	0	1	2	1	4	Milw -N	3	0	0	1	0	4
-W	0	2	0	0	2	-W	4	1	2	0	1	8
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	1	1	0	0	2	RI	5	0	1	0	0	6
SWS	0	1	1	0	2	SWS	-	-	-	-	-	0
UP -N	1	0	1	1	3	UP -N	0	0	1	0	1	2
-NW	1	3	8	1	13	-NW	0	1	3	4	0	8
-W	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	-W	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>
SYSTEM	9	17	27	7	60	SYSTEM	24	4	15	8	6	57

Data is final (08/18/14) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	0	1	1	0	0	4	0	1	2	0	0	0	0	9
<i>Freight Interference - Peak</i>	3	0	0	0	1	4	4	4	7	8	0	0	3	34
<i>Freight Interference - Off-Peak</i>	15	0	0	0	0	20	15	12	5	15	0	5	16	103
Freight Interference - Total	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Accident	8	0	0	0	1	0	14	1	0	1	0	14	0	39
Passenger Loading	13	52	4	13	0	7	9	0	13	0	13	9	1	134
Lift Deployment	0	0	0	0	0	0	5	0	3	1	0	0	2	11
Obstruction/Debris	2	1	3	7	0	0	1	0	1	3	3	11	4	36
Signal/Switch Failure	7	2	3	5	3	16	12	5	11	7	2	2	12	87
Track Work	19	6	2	0	0	1	1	2	1	0	4	19	3	58
Catenary Failure	0	3	5	6	0	0	0	0	0	0	0	0	0	14
Non-Locomotive Equipment Failure	24	7	4	1	0	0	0	0	1	1	0	1	4	43
Locomotive Failure	8	0	0	0	0	3	12	1	10	0	14	7	0	55
Human Error	29	5	0	0	2	0	9	1	10	3	1	12	3	75
Sick, Injured, Unruly Passenger	7	6	1	3	0	0	2	0	6	1	5	4	4	39
Weather	0	3	0	0	0	6	2	0	11	2	0	1	0	25
Other	1	2	0	1	0	0	2	2	2	0	0	0	1	11
TOTAL TRAINS DELAYED	136	88	23	36	7	61	88	29	83	42	42	85	53	773

July - 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	4.0	2.8	0.6	0.2	0.2	10.8	2.0	1.2	3.0	2.0	0.4	0.6	3.2	31.0
<i>Freight Interference - Peak</i>	3.6	0.0	0.0	0.0	5.4	2.4	1.4	7.0	3.2	4.0	0.8	4.8	4.0	36.6
<i>Freight Interference - Off-Peak</i>	8.0	0.0	0.0	0.0	0.0	16.4	9.0	9.0	6.4	8.8	1.6	5.8	16.6	81.6
Freight Interference - Total	11.6	0.0	0.0	0.0	5.4	18.8	10.4	16.0	9.6	12.8	2.4	10.6	20.6	118.2
Accident	8.8	6.2	2.8	5.0	0.0	8.0	4.2	0.8	8.6	0.0	4.8	2.2	2.0	53.4
Passenger Loading	29.2	37.8	6.2	19.6	0.0	23.2	14.2	0.6	39.4	0.0	62.2	30.8	16.8	280.0
Lift Deployment	4.6	0.0	0.0	0.0	0.0	3.8	5.2	0.4	14.6	0.0	5.2	3.0	3.8	40.6
Obstruction/Debris	1.8	1.6	0.4	2.4	0.2	3.0	4.8	1.6	1.6	1.4	2.2	2.8	7.4	31.2
Signal/Switch Failure	22.2	10.2	1.4	2.8	4.0	35.6	16.0	9.8	6.8	11.2	2.4	9.6	14.0	146.0
Track Work	18.2	3.6	2.0	12.2	0.2	8.8	17.4	0.4	9.6	3.0	13.4	5.6	22.0	116.4
Catenary Failure	0.0	13.6	3.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0
Non-Locomotive Equipment Failure	2.0	2.2	2.2	0.8	0.0	1.2	0.4	0.4	2.6	0.6	1.4	0.6	1.6	16.0
Locomotive Failure	20.4	0.0	0.2	0.0	0.4	11.2	5.6	1.4	7.8	1.6	5.8	2.4	3.4	60.2
Human Error	12.8	3.6	2.6	0.4	1.4	8.6	4.0	2.0	5.6	3.6	7.4	3.8	3.4	59.2
Sick, Injured, Unruly Passenger	7.6	10.8	1.8	4.6	0.0	2.4	4.2	0.4	4.2	0.8	5.8	3.6	4.0	50.2
Weather	18.0	4.4	1.8	3.0	1.6	21.4	9.6	8.8	6.4	1.2	11.4	10.8	7.8	106.2
Other	1.8	2.4	0.2	0.8	0.4	4.2	2.2	0.4	1.8	1.0	4.4	2.8	3.0	25.4
TOTAL TRAINS DELAYED	163.0	99.2	25.2	58.2	13.8	161.0	100.2	44.2	121.6	39.2	129.2	89.2	113.0	1,157.0

July 2014 Divergence From July 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	-4.0	-1.8	0.4	-0.2	-0.2	-6.8	-2.0	-0.2	-1.0	-2.0	-0.4	-0.6	-3.2	-22.0
<i>Freight Interference - Peak</i>	-0.6	0.0	0.0	0.0	-4.4	1.6	2.6	-3.0	3.8	4.0	-0.8	-4.8	-1.0	-2.6
<i>Freight Interference - Off-Peak</i>	7.0	0.0	0.0	0.0	0.0	3.6	6.0	3.0	-1.4	6.2	-1.6	-0.8	-0.6	21.4
Freight Interference - Total	6.4	0.0	0.0	0.0	-4.4	5.2	8.6	0.0	2.4	10.2	-2.4	-5.6	-1.6	18.8
Accident	-0.8	-6.2	-2.8	-5.0	1.0	-8.0	9.8	0.2	-8.6	1.0	-4.8	11.8	-2.0	-14.4
Passenger Loading	-16.2	14.2	-2.2	-6.6	0.0	-16.2	-5.2	-0.6	-26.4	0.0	-49.2	-21.8	-15.8	-146.0
Lift Deployment	-4.6	0.0	0.0	0.0	0.0	-3.8	-0.2	-0.4	-11.6	1.0	-5.2	-3.0	-1.8	-29.6
Obstruction/Debris	0.2	-0.6	2.6	4.6	-0.2	-3.0	-3.8	-1.6	-0.6	1.6	0.8	8.2	-3.4	4.8
Signal/Switch Failure	-15.2	-8.2	1.6	2.2	-1.0	-19.6	-4.0	-4.8	4.2	-4.2	-0.4	-7.6	-2.0	-59.0
Track Work	0.8	2.4	0.0	-12.2	-0.2	-7.8	-16.4	1.6	-8.6	-3.0	-9.4	13.4	-19.0	-58.4
Catenary Failure	0.0	-10.6	2.0	-0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-9.0
Non-Locomotive Equipment Failure	22.0	4.8	1.8	0.2	0.0	-1.2	-0.4	-0.4	-1.6	0.4	-1.4	0.4	2.4	27.0
Locomotive Failure	-12.4	0.0	-0.2	0.0	-0.4	-8.2	6.4	-0.4	2.2	-1.6	8.2	4.6	-3.4	-5.2
Human Error	16.2	1.4	-2.6	-0.4	0.6	-8.6	5.0	-1.0	4.4	-0.6	-6.4	8.2	-0.4	15.8
Sick, Injured, Unruly Passenger	-0.6	-4.8	-0.8	-1.6	0.0	-2.4	-2.2	-0.4	1.8	0.2	-0.8	0.4	0.0	-11.2
Weather	-18.0	-1.4	-1.8	-3.0	-1.6	-15.4	-7.6	-8.8	4.6	0.8	-11.4	-9.8	-7.8	-81.2
Other	-0.8	-0.4	-0.2	0.2	-0.4	-4.2	-0.2	1.6	0.2	-1.0	-4.4	-2.8	-2.0	-14.4
TOTAL TRAINS DELAYED	-27.0	-11.2	-2.2	-22.2	-6.8	-100.0	-12.2	-15.2	-38.6	2.8	-87.2	-4.2	-60.0	-384.0

Data for current month is final (08/18/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls>LastMonthByLine 08/20/2014

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-July 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	2	1	2	5	74	13	10	14	2	2	6	17	155
<i>Freight Interference - Peak</i>	182	0	0	0	36	41	44	57	24	51	2	23	34	494
<i>Freight Interference - Off-Peak</i>	175	0	0	0	0	118	137	85	39	93	12	19	88	766
Freight Interference - Total	357	0	0	0	36	159	181	142	63	144	14	42	122	1,260
Accident	178	2	0	0	1	67	33	11	24	2	17	79	31	445
Passenger Loading	46	93	23	40	0	44	63	0	111	0	52	51	26	549
Lift Deployment	14	0	0	0	0	23	34	3	24	1	3	12	19	133
Obstruction/Debris	41	26	10	18	9	43	20	8	37	25	42	54	24	357
Signal/Switch Failure	177	21	16	23	15	187	77	74	122	63	14	31	73	893
Track Work	417	17	3	29	2	56	19	24	67	3	22	26	8	693
Catenary Failure	0	41	10	17	0	0	0	0	0	0	0	0	0	68
Non-Locomotive Equipment Failure	71	21	13	10	2	30	13	3	29	25	29	24	21	291
Locomotive Failure	104	0	0	0	0	110	71	30	87	17	63	54	32	568
Human Error	207	20	9	18	20	47	29	11	49	27	9	28	33	507
Sick, Injured, Unruly Passenger	37	34	6	15	1	12	22	1	23	5	20	36	20	232
Weather	314	231	70	93	13	236	202	72	341	56	178	200	169	2,175
Other	25	10	3	11	0	19	13	8	18	8	25	8	38	186
TOTAL TRAINS DELAYED	1,995	518	164	276	104	1,107	790	397	1,009	378	490	651	633	8,512

January-July - 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	21.8	14.4	4.8	5.8	3.0	51.4	12.4	10.0	16.2	8.4	11.8	8.4	11.0	179.4
<i>Freight Interference - Peak</i>	31.8	0.0	0.0	0.0	24.2	10.6	12.6	35.4	10.8	22.2	3.8	14.2	26.2	191.8
<i>Freight Interference - Off-Peak</i>	51.8	0.2	0.2	0.0	0.0	70.8	51.4	49.8	32.0	67.0	8.4	18.2	101.0	450.8
Freight Interference - Total	83.6	0.2	0.2	0.0	24.2	81.4	64.0	85.2	42.8	89.2	12.2	32.4	127.2	642.6
Accident	61.0	13.2	5.0	11.2	0.8	23.0	29.0	10.2	30.4	9.2	29.0	39.4	22.4	283.8
Passenger Loading	69.0	108.4	24.6	44.8	0.2	68.2	39.4	2.2	116.0	1.4	169.6	78.6	62.2	784.6
Lift Deployment	18.2	1.0	0.0	0.6	0.0	16.6	17.2	1.8	44.2	1.0	20.2	11.4	22.0	154.2
Obstruction/Debris	45.4	11.4	2.6	16.4	0.4	17.8	22.4	3.8	20.8	6.0	16.8	24.4	32.2	220.4
Signal/Switch Failure	148.8	61.4	19.4	16.6	19.6	175.4	102.2	52.4	52.0	69.0	46.4	58.2	72.4	893.8
Track Work	82.0	36.6	15.0	24.4	2.4	60.2	38.2	10.0	34.0	8.8	49.2	25.2	53.4	439.4
Catenary Failure	0.0	26.0	7.4	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	45.0
Non-Locomotive Equipment Failure	13.4	27.8	14.4	11.2	0.2	6.8	9.6	2.8	8.2	2.6	9.0	6.0	8.4	120.4
Locomotive Failure	97.0	0.6	0.4	0.0	2.0	73.2	40.6	15.6	46.0	8.6	31.4	38.0	23.6	377.0
Human Error	75.2	30.0	8.8	11.2	6.0	45.8	26.4	14.6	32.2	23.0	48.2	31.6	29.6	382.6
Sick, Injured, Unruly Passenger	23.8	46.8	7.0	17.8	0.4	17.8	22.8	2.8	21.6	2.4	32.0	21.4	23.6	240.2
Weather	134.0	65.2	12.8	23.0	7.8	93.8	61.2	28.6	64.4	20.6	96.4	84.2	71.8	763.8
Other	20.4	21.4	4.6	8.2	1.0	14.6	13.2	2.0	22.0	9.0	25.6	14.8	25.0	181.8
TOTAL TRAINS DELAYED	893.6	464.4	127.0	202.6	68.0	746.0	498.6	242.0	550.8	259.2	597.8	474.2	584.8	5,709.0

January-July 2014 Divergence From January-July 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	-14.8	-12.4	-3.8	-3.8	2.0	22.6	0.6	0.0	-2.2	-6.4	-9.8	-2.4	6.0	-24.4
<i>Freight Interference - Peak</i>	150.2	0.0	0.0	0.0	11.8	30.4	31.4	21.6	13.2	28.8	-1.8	8.8	7.8	302.2
<i>Freight Interference - Off-Peak</i>	123.2	-0.2	-0.2	0.0	0.0	47.2	85.6	35.2	7.0	26.0	3.6	0.8	-13.0	315.2
Freight Interference - Total	273.4	-0.2	-0.2	0.0	11.8	77.6	117.0	56.8	20.2	54.8	1.8	9.6	-5.2	617.4
Accident	117.0	-11.2	-5.0	-11.2	0.2	44.0	4.0	0.8	-6.4	-7.2	-12.0	39.6	8.6	161.2
Passenger Loading	-23.0	-15.4	-1.6	-4.8	-0.2	-24.2	23.6	-2.2	-5.0	-1.4	-117.6	-27.6	-36.2	-235.6
Lift Deployment	-4.2	-1.0	0.0	-0.6	0.0	6.4	16.8	1.2	-20.2	0.0	-17.2	0.6	-3.0	-21.2
Obstruction/Debris	-4.4	14.6	7.4	1.6	8.6	25.2	-2.4	4.2	16.2	19.0	25.2	29.6	-8.2	136.6
Signal/Switch Failure	28.2	-40.4	-3.4	6.4	-4.6	11.6	-25.2	21.6	70.0	-6.0	-32.4	-27.2	0.6	-0.8
Track Work	335.0	-19.6	-12.0	4.6	-0.4	-4.2	-19.2	14.0	33.0	-5.8	-27.2	0.8	-45.4	253.6
Catenary Failure	0.0	15.0	2.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	23.0
Non-Locomotive Equipment Failure	57.6	-6.8	-1.4	-1.2	1.8	23.2	3.4	0.2	20.8	22.4	20.0	18.0	12.6	170.6
Locomotive Failure	7.0	-0.6	-0.4	0.0	-2.0	36.8	30.4	14.4	41.0	8.4	31.6	16.0	8.4	191.0
Human Error	131.8	-10.0	0.2	6.8	14.0	1.2	2.6	-3.6	16.8	4.0	-39.2	-3.6	3.4	124.4
Sick, Injured, Unruly Passenger	13.2	-12.8	-1.0	-2.8	0.6	-5.8	-0.8	-1.8	1.4	2.6	-12.0	14.6	-3.6	-8.2
Weather	180.0	165.8	57.2	70.0	5.2	142.2	140.8	43.4	276.6	35.4	81.6	115.8	97.2	1,411.2
Other	4.6	-11.4	-1.6	2.8	-1.0	4.4	-0.2	6.0	-4.0	-1.0	-0.6	-6.8	13.0	4.2
TOTAL TRAINS DELAYED	1,101.4	53.6	37.0	73.4	36.0	361.0	291.4	155.0	458.2	118.8	-107.8	176.8	48.2	2,803.0

Data for current month is final (08/18/14) 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 - Jul
Passenger Train Interference	38	58	22	8	6	14	9						155 1.8%
<i>Freight Interference - Peak</i>	103	92	60	52	87	66	34						494 5.8%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90	125	103						766 9.0%
Freight Interference - Total	207	249	159	140	177	191	137						1,260 14.8%
Accident	116	117	39	11	81	42	39						445 5.2%
Passenger Loading	30	75	89	29	47	145	134						549 6.4%
Lift Deployment	28	41	13	10	11	19	11						133 1.6%
Obstruction/Debris	85	88	32	44	23	49	36						357 4.2%
Signal/Switch Failure	190	181	112	47	121	155	87						893 10.5%
Track Work	42	33	37	78	208	237	58						693 8.1%
Catenary Failure	0	32	9	3	5	5	14						68 0.8%
Non-Locomotive Equipment Failure	92	49	38	15	21	33	43						291 3.4%
Locomotive Failure	97	125	90	33	92	76	55						568 6.7%
Human Error	96	84	53	81	46	72	75						507 6.0%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38	39						232 2.7%
Weather	1,431	487	123	6	36	67	25						2,175 25.6%
Other	31	45	32	21	27	19	11						186 2.2%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773						8,512 100%

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	130 2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	121 2.2%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	451 8.2%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	572 10.4%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	311 5.7%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	734 13.4%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	98 1.8%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	191 3.5%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,032 18.8%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	332 6.1%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	89 1.6%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	104 1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	360 6.6%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	470 8.6%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	210 3.8%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	699 12.7%
Other	11	32	19	8	22	36	24	22	19	11	30	29	152 2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799	1,045	5,484 100%

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jul
Passenger Train Interference	31	37	0	-3	-11	-4	-25						25 -0.5%
<i>Freight Interference - Peak</i>	90	81	49	36	59	43	15						373 3.6%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20	33	43						315 0.8%
Freight Interference - Total	152	165	92	66	79	76	58						688 4.4%
Accident	93	116	-39	-45	50	13	-54						134 -0.4%
Passenger Loading	6	48	35	-10	-20	-87	-157						-185 -6.9%
Lift Deployment	16	35	-6	2	2	-6	-8						35 -0.2%
Obstruction/Debris	63	68	9	14	-1	10	3						166 0.7%
Signal/Switch Failure	38	32	22	-79	-61	-74	-17						-139 -8.3%
Track Work	20	27	23	33	145	155	-42						361 2.1%
Catenary Failure	0	32	7	-4	4	5	-65						-21 -0.8%
Non-Locomotive Equipment Failure	73	37	22	4	8	18	25						187 1.5%
Locomotive Failure	56	61	62	5	43	-17	-2						208 0.1%
Human Error	44	-8	-3	30	-34	15	-7						37 -2.6%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2	18						22 -1.1%
Weather	1341	401	88	-212	17	-167	8						1476 12.8%
Other	20	13	13	13	5	-17	-13						34 -0.6%
TOTAL TRAINS DELAYED	1,947	1,083	322	-195	227	-78	-278						3,028

Data for current month is final (08/18/14) version from TOPS.

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TABLE 11: FREIGHT DELAYS
between August 2012 and July 2014

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Total	117	0	0	0	20	137	139	122	60	86	14	79	162	936
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
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Total	489	0	1	0	50	214	278	206	101	203	19	91	210	1,862

Data for current month is final (08/18/14) version from TOPS.

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

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	4	2	2	3	2	1	0						14	0.70%
Electric ML	0	0	0	0	0	0	0						0	0.00%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	0	0	0	0	0						0	0.00%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	5	10	2	0	4	2	0						23	2.08%
Milw W	8	5	5	1	1	9	5						34	4.30%
NCS	0	3	0	0	0	0	0						3	0.76%
RI	3	6	2	3	3	4	3						24	2.38%
SWS	0	0	0	0	0	0	1						1	0.26%
UP N	0	1	1	1	0	0	0						3	0.61%
UP NW	3	6	0	1	1	1	0						12	1.84%
UP W	5	8	1	1	0	2	2						19	3.00%
Total Lift Delays	28	41	13	10	11	19	11						133	1.56%
ALL DELAYS													8,512	

Data for current month is final (08/18/14) 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%
Total Lift Delays	12	6	19	8	9	25	19	19	22	23	11	32	205	2.16%
ALL DELAYS													9,488	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

July 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	23	5	2	4	2	6	13	2	16	8	10	9	9	109
11-15	16	0	0	1	3	5	10	1	7	1	3	8	7	62
16-20	8	0	0	0	1	0	2	2	3	3	0	4	6	29
21+	6	0	0	0	1	0	3	1	6	1	1	16	3	38
Annulled	<u>4</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>21</u>
Sub-Total	57	6	2	6	7	11	31	7	34	14	18	40	26	259
Off-Peak **														
6-10	35	69	18	23	0	28	19	9	29	21	11	16	6	284
11-15	19	10	0	3	0	11	10	6	10	3	2	10	9	93
16-20	12	0	1	1	0	0	9	5	7	0	1	5	4	45
21+	10	2	2	0	0	11	18	2	3	4	8	14	8	82
Annulled	<u>3</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>10</u>
Sub-Total	79	82	21	30	0	50	57	22	49	28	24	45	27	514
July 2014 Total														
6-10	58	74	20	27	2	34	32	11	45	29	21	25	15	393
11-15	35	10	0	4	3	16	20	7	17	4	5	18	16	155
16-20	20	0	1	1	1	0	11	7	10	3	1	9	10	74
21+	16	2	2	0	1	11	21	3	9	5	9	30	11	120
Annulled	<u>7</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>3</u>	<u>1</u>	<u>31</u>
TOTAL	136	88	23	36	7	61	88	29	83	42	42	85	53	773
2014 Year-to-Date														
6-10	830	292	96	185	36	471	360	157	599	166	168	192	223	3,775
11-15	469	87	23	45	24	259	162	88	182	72	99	117	143	1,770
16-20	238	40	17	14	12	117	72	56	79	47	44	76	91	903
21+	372	85	25	21	29	216	160	89	121	78	145	234	152	1,727
Annulled	<u>86</u>	<u>14</u>	<u>3</u>	<u>11</u>	<u>3</u>	<u>44</u>	<u>36</u>	<u>7</u>	<u>28</u>	<u>15</u>	<u>34</u>	<u>32</u>	<u>24</u>	<u>337</u>
TOTAL	1,995	518	164	276	104	1,107	790	397	1,009	378	490	651	633	8,512
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
July 2014 Total														
6-10	42.6%	84.1%	87.0%	75.0%	28.6%	55.7%	36.4%	37.9%	54.2%	69.0%	50.0%	29.4%	28.3%	50.8%
11-15	25.7%	11.4%	0.0%	11.1%	42.9%	26.2%	22.7%	24.1%	20.5%	9.5%	11.9%	21.2%	30.2%	20.1%
16-20	14.7%	0.0%	4.3%	2.8%	14.3%	0.0%	12.5%	24.1%	12.0%	7.1%	2.4%	10.6%	18.9%	9.6%
21+	11.8%	2.3%	8.7%	0.0%	14.3%	18.0%	23.9%	10.3%	10.8%	11.9%	21.4%	35.3%	20.8%	15.5%
Annulled	<u>5.1%</u>	<u>2.3%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>3.4%</u>	<u>2.4%</u>	<u>2.4%</u>	<u>14.3%</u>	<u>3.5%</u>	<u>1.9%</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%
2014 Year-to-Date Delays By Duration														
6-10	41.6%	56.4%	58.5%	67.0%	34.6%	42.5%	45.6%	39.5%	59.4%	43.9%	34.3%	29.5%	35.2%	44.3%
11-15	23.5%	16.8%	14.0%	16.3%	23.1%	23.4%	20.5%	22.2%	18.0%	19.0%	20.2%	18.0%	22.6%	20.8%
16-20	11.9%	7.7%	10.4%	5.1%	11.5%	10.6%	9.1%	14.1%	7.8%	12.4%	9.0%	11.7%	14.4%	10.6%
21+	18.6%	16.4%	15.2%	7.6%	27.9%	19.5%	20.3%	22.4%	12.0%	20.6%	29.6%	35.9%	24.0%	20.3%
Annulled	<u>4.3%</u>	<u>2.7%</u>	<u>1.8%</u>	<u>4.0%</u>	<u>2.9%</u>	<u>4.0%</u>	<u>4.6%</u>	<u>1.8%</u>	<u>2.8%</u>	<u>4.0%</u>	<u>6.9%</u>	<u>4.9%</u>	<u>3.8%</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 final (08/18/14) 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	
July 2014														
Peak *	13.4	7.4	8.0	8.4	16.0	10.5	13.4	14.7	13.5	12.2	19.6	29.2	14.3	16.0
Off-Peak **	13.8	9.2	10.7	8.5	--	16.1	19.0	13.4	11.2	10.6	26.0	20.7	20.8	14.5
All	13.7	9.1	10.5	8.5	16.0	15.1	17.1	13.6	12.1	11.1	23.5	24.6	17.7	15.0
2014 Year-to-Date														
Peak *	14.7	12.7	13.8	10.3	20.3	20.2	16.7	16.6	13.9	15.4	25.4	28.5	18.0	17.4
Off-Peak **	17.6	14.2	13.6	10.8	--	16.3	15.5	19.8	12.3	17.9	22.6	26.1	21.3	17.2
All	16.0	13.5	13.7	10.7	20.3	17.7	15.9	18.5	12.9	17.0	23.8	27.4	19.8	17.3

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 (08/18/14) version from TOPS.