

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

September 2014



COMMUTER RAIL ON-TIME PERFORMANCE

September 2014

This report presents an analysis of the September 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 September 2014, Metra operated 16,767 scheduled trains, including scheduled "extras", if any. 533 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.8%. 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 September 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 September 2014. Of the 533 delays systemwide in September 2014, all but 248 (47%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Septembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in September 2014, 21 fewer delays than the average over the previous two Septembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 9,779 delays in 2014, all but 3,639 (37%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2014. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 533 delays systemwide in September 2014, 139 less than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2014. Table 9.b shows the average frequencies from the beginning of the year through September 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 September of 2014, a total of 9,779 trains were delayed, compared to 6,909 trains delayed in the same nine months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In September 2014 freight operations delayed 100 trains systemwide, compared to 71 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2014 and 2013 respectively. A total of 13 trains were delayed by lift deployment in September 2014.

A review of September 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 51.4% of all late trains. Table 14 shows that the average length of delay was 14.4 minutes in September 2014. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)

“Extra” Trains

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

Temporary Schedules and Notices, for Construction and Special Events

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

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	69	93.9%	840	43	94.9%	1,974	112	94.3%	112	12	89.3%	90	4	95.6%	2,176	128	94.1%
Elec -ML	945	15	98.4%	714	12	98.3%	1,659	27	98.4%	184	3	98.4%	104	1	99.0%	1,947	31	98.4%
-BI	294	8	97.3%	483	9	98.1%	777	17	97.8%	120	0	100.0%		--		897	17	98.1%
-SC	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>5</u>	99.4%	<u>1,134</u>	<u>7</u>	99.4%	<u>192</u>	<u>1</u>	99.5%	<u>100</u>	<u>0</u>	100.0%	<u>1,426</u>	<u>8</u>	99.4%
Subtotal	1,596	25	98.4%	1,974	26	98.7%	3,570	51	98.6%	496	4	99.2%	204	1	99.5%	4,270	56	98.7%
Heritage	126	10	92.1%		--		126	10	92.1%		--			--		126	10	92.1%
Milw -N	525	26	95.0%	735	33	95.5%	1,260	59	95.3%	96	3	96.9%	100	4	96.0%	1,456	66	95.5%
-W	<u>567</u>	<u>20</u>	96.5%	<u>651</u>	<u>17</u>	97.4%	<u>1,218</u>	<u>37</u>	97.0%	<u>96</u>	<u>6</u>	93.8%	<u>90</u>	<u>4</u>	95.6%	<u>1,404</u>	<u>47</u>	96.7%
Subtotal	1,092	46	95.8%	1,386	50	96.4%	2,478	96	96.1%	192	9	95.3%	190	8	95.8%	2,860	113	96.0%
NCS	231	11	95.2%	231	11	95.2%	462	22	95.2%		--			--		462	22	95.2%
RI	756	20	97.4%	693	34	95.1%	1,449	54	96.3%	80	0	100.0%	82	0	100.0%	1,611	54	96.6%
SWS	231	7	97.0%	399	31	92.2%	630	38	94.0%	24	0	100.0%		--		654	38	94.2%
UP -N	630	18	97.1%	833	14	98.3%	1,463	32	97.8%	107	3	97.2%	93	5	94.6%	1,663	40	97.6%
-NW	693	10	98.6%	672	4	99.4%	1,365	14	99.0%	96	9	90.6%	75	3	96.0%	1,536	26	98.3%
-W	<u>567</u>	<u>15</u>	97.4%	<u>672</u>	<u>26</u>	96.1%	<u>1,239</u>	<u>41</u>	96.7%	<u>80</u>	<u>0</u>	100.0%	<u>90</u>	<u>5</u>	94.4%	<u>1,409</u>	<u>46</u>	96.7%
Subtotal	1,890	43	97.7%	2,177	44	98.0%	4,067	87	97.9%	283	12	95.8%	258	13	95.0%	4,608	112	97.6%
SYSTEM	7,056	231	96.7%	7,700	239	96.9%	14,756	470	96.8%	1,187	37	96.9%	824	26	96.8%	16,767	533	96.8%

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

Delays data for most recent month is final (10/16/14) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	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	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.5%	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	95.7%	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	94.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1				88.3%	88.3%
	2009-2013 average	93.9	94.5	96.2	96.2	95.2	90.7	92.8	93.9	95.7	93.7	95.3	95.5	94.3%	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	97.7%	97.5%
	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	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	96.8%	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	97.4%	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	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7				97.2%	97.2%
	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	92.1%	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	88.4%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.8%	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	95.8%	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	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1				89.4%	89.4%
	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	94.8%	94.9%
	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.1%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.1%	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	93.3%	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	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5				90.6%	90.6%
	2009-2013 average	93.1	93.6	95.0	95.3	92.4	90.7	89.3	92.5	95.1	93.2	94.6	93.4	93.0%	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	97.0%	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	96.2%	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	92.5%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.7%	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	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7				92.7%	92.7%
	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	94.9%	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	94.7%	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	93.5%	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	91.4%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.1%	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	92.8%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2				88.7%	88.7%
	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	92.9%	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-SEP	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	96.4%	96.2%
	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.0%	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	95.6%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6				92.4%	92.4%
	2009-2013 average	95.5	95.8	96.8	96.0	96.3	93.0	92.6	95.4	96.5	96.4	95.7	95.2	95.3%	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	95.7%	95.1%
	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.2%	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	91.8%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.1%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2				92.5%	92.5%
	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	94.5%	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	93.8%	94.2%
	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.6%	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	92.1%	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	96.3%	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	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6				96.3%	96.3%
	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	94.6%	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	95.7%	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	96.7%	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	94.4%	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	96.7%	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	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3				94.9%	94.9%
	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	95.2%	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	90.9%	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	94.9%	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	94.3	96.7				94.1%	94.1%
	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	95.7%	95.7%
	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	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	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8				93.6%	93.6%
	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 (10/16/14) version from TOPS.

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'2009-2013 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2014**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1227 71% OT	Wed, Sep 03	7	CC	WORKING AROUND MOW AT FVW
		Fri, Sep 12	16	CC	TRACK WORK ON THE CHICAGO SUB AND AMTRAK PROPERTY
		Tue, Sep 16	7	AM	WAITING ON A58 AT ROOSEVELT
		Thu, Sep 18	9	AM	WAITING FOR A58 AT UNION AVE B
		Wed, Sep 24	19	J	PASSENGER DISTURBANCE AND ARREST AT WESTERN SPRINGS
		Thu, Sep 25	26	KD	STRUCK A BICYCLE AT MP 5.3 INSPECTED TRAIN AND AREA FOR A TRES PASSER NONE FOUND
BNSF	1257 76% OT	Tue, Sep 09	56	GA1	TRACK CIRCUIT IN UNION STATION
		Fri, Sep 12	8	RF	1249 LINED AHEAD AT FVW
		Wed, Sep 17	8	RF	BOX 2 TRUCK CROSSING MP8.92, MISROUTED AT BERWYN
		Mon, Sep 22	8	H1	MECHANICAL FAILURE ON 1259 AT CUS
		Mon, Sep 29	8	D	METX 212 FAILING TO MAKE TRACK SPEED
BNSF	1264 81% OT	Fri, Sep 12	8	CC1	TRACK WORK ON THE CHICAGO SUB AND AMTRAK PROPERTY
		Tue, Sep 16	51	M	PEDESTRIAN STRIKE AT NAPERVILLE MT3
		Wed, Sep 24	11	J1	LATE FLIP FROM 1227
		Thu, Sep 25	10	KD1	LATE FLIP OFF 1227
BNSF	1267 81% OT	Tue, Sep 09	75	GA1	AMTRAK SIGNAL PROBLEMS, THEN MEDICAL EMERGENCY AT LISLE
		Fri, Sep 12	11	RF1	DELAYED FOLLOWING 1263 AT CONGRESS
		Mon, Sep 22	16	H1	MECHANICAL FAILURE ON 1259 AT CUS
		Mon, Sep 29	14	KD	MAIN RES. HOSE SEPARATION AT HOLLYWOOD BETWEEN CAR 759 & 742
BNSF	1269 81% OT	Tue, Sep 09	0	GA1	TRACK CIRCUIT IN UNION STATION
		Fri, Sep 12	16	RF1	DELAYED BEHIND 1267 AT CONGRESS
		Mon, Sep 22	18	H1	MECHANICAL FAILURE ON 1259 AT CUS
		Mon, Sep 29	15	KD1	FOLLOWING 1267, DOWNERS GROVE PLATFORM WORK
BNSF	1271 76% OT	Tue, Sep 09	0	GA1	TRACK CIRCUIT IN UNION STATION
		Fri, Sep 12	8	RF1	DELAYED FOLLOWING 1267/1269 AT CONGRESS
		Wed, Sep 17	10	L	TRESPASSER AT WEST HINDSDALE MP17.8, BOX 2 TRUCK CROSSING MP8.92
		Mon, Sep 22	18	H1	MECHANICAL FAILURE ON 1259 AT CUS
		Mon, Sep 29	10	KD1	FOLLOWING 1267/1269
BNSF	1277 71% OT	Tue, Sep 09	64	GA1	AMTRAK SIGNAL PROBLEMS, THEN TRAPPED BEHIND 1267 WITH MEDICAL EMERGENCY AT LISLE
		Thu, Sep 11	8	D	HELD AT BERWYN FOR 1284/1286 DUE TO GABECSX708 ON MT3 LARAMIE, ADA LIFT AT CUS
		Fri, Sep 12	10	RF1	DELAYED DUE TO 1267 MISROUTE
		Wed, Sep 17	9	L1	FOLLOWING 1271, BOX 2 TRUCK CROSSING MP 8.92
		Thu, Sep 18	10	RF	MISROUTE AT BERWYN BY THE EAST END DS
		Mon, Sep 29	15	AM	FOLLOWING A LATE A3 OUT OF CUS
BNSF	1279 76% OT	Tue, Sep 09	21	GA1	TRACK CIRCUIT IN UNION STATION
		Fri, Sep 12	15	RF1	DELAYED DUE TO 1267 MISROUTE & ADA LIFT
		Wed, Sep 17	14	L1	TRESPASSER AT WEST HINDSDALE MP17.8, BOX 2 TRUCK CROSSING MP8.92, DOWNERS PLATFORM WORK
		Mon, Sep 22	12	H1	MECHANICAL FAILURE ON 1259 AT CUS
		Mon, Sep 29	13	AM1	FOLLOWING A3,1277, DOWNERS GROVE PLATFORM WORK
BNSF	1287 81% OT	Tue, Sep 09	15	GA1	HEAVY LOADING DUE TO DELAYS FROM AMTRAK SIGNAL PROBLEMS
		Thu, Sep 18	10	UF	ADA LIFT FAILURE CAR 7407
		Fri, Sep 19	10	D	FREIGHT INTERFERENCE AT UNION AVE B, UP GLOBAL YARD JOB FAILING TO CLEAR, ADA LIFT
		Mon, Sep 22	20	H1	MECHANICAL FAILURE ON 1259 AT CUS
HC	919 81% OT	Thu, Sep 11	6	RF	7" ACCT CROSSING OVER BEHIND AMTRAK 305; 7" WAITING ON SIGNAL, JUD TOWER
		Fri, Sep 12	7	D	3" RED SIGNAL, BRIGHTON; 4" X-TRAFFIC, LEMOYNE; 2" ADA OFF, LEMONT.
		Thu, Sep 18	7	D	6" CP CANAL, 4" SLOW ORDER, MP32-34.5.
		Mon, Sep 29	18	D	5" SIGNAL PROBLEM, CORWITH; 5" APPROACH SIGNAL, ENROUTE; 10" LPCBLU, CP CANAL.
MN	2154 81% OT	Fri, Sep 05	12	GW1	8" LATE TURN FROM #2145, DEERFIELD; 4" X/O, A-5.
		Wed, Sep 10	18	E	18" DUE TO LOCO 101 WOULDNT LOAD ENGINEER CUT DYNAMIC BREAK, ENROUTE
		Fri, Sep 12	14	G1	14" LATE TURN FROM #2145 & SIGNAL PROBLEMS, GRAYSLAND TO A-6.
		Fri, Sep 19	14	G1	14" LATE TURN #2145, DEERFIELD.
MN	2158 81% OT	Tue, Sep 02	8	G1	10" LATE DEPARTING TURN #2149, GRAYSLAKE.
		Fri, Sep 12	16	G1	10" WAITING ON #2149, GRAYSLAKE; 10" SIGNAL FAILURE, GRAYLAND TO A-6.
		Wed, Sep 17	6	E1	10" LATE ARRIVAL OF RTA #411, USED #2147/2158 FOR #2156, GRAYSLAKE; USED 2141/2156 FOR RTA 411 & 2158, FOX LAKE-GRAYSLAKE.
		Mon, Sep 22	8	D1	10" WAITING ON #2149, GRAYSLAKE.
RI	505 76% OT	Mon, Sep 08	13	G	22" SWITCH FAILURE, CP81ST.
		Thu, Sep 18	9	F1	14" MEETING #508 & SINGLE TRACKING, MOKENA.
		Fri, Sep 19	12	VE1	16" MEETING DELAYED #508; SINGLE TRACKING BTW CP35.5 AND MOKENADUE SCHED TRK WORK.
		Thu, Sep 25	8	CC	5" WAIT FOR #508 TO CLEAR & TRAFFIC TO TURN SINGEL TRACKING AROUND D1401 LINE 402, MOKENA; 2" 25MPH PER EIC OF SAME.
		Fri, Sep 26	7	CC	8" WAIT FOR #508 TO CLEAR SINGLE TRACKING AROUND D1401 LINE 401, MOKENA; 4" CONTACTING EIC B1201 LINE 206.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	508	Thu, Sep 11	14	KW	9" 98TH BV SUB TREE ACROSS TRACKS; 6" SCHEDULES TRACK WORK ENROUTE	
		71% OT	Tue, Sep 16	6	CC	6" LATE TURN FROM #503 & FLAG RED SIGNAL ACCT UP MOW HAD TRAP ON DIAMONDS ACTIVATED, JUD; 3" RESTRICTED SPEED, UD-CP RICHARDS; 3" 6.30, NEW
			Thu, Sep 18	6	F1	9" LATE TURN FROM #503, JUD.
			Fri, Sep 19	9	VE1	9" LATE TURN #503, JOLIET; 3" LOADING ADA, JOLIET.
			Wed, Sep 24	9	CC	3" X-TRAFFIC, UD; 3" SPEED RESTRICTION PER FOREMNA B205; 3" SPEED RESTRICTION, MORGAN; 2" ADA, NEW LENOX; 3" SLOW ORDER, ENGLEWOOD FLYOVE
			Thu, Sep 25	12	CC	5" LATE TURN FROM #503, JUD; 5" CONTACTING EIC B1201 LINE 206; 3" COPYING TRACK PERMIT SINGLE TRACKING AROUND B1201 LINE 203; 4" ENTRAINING.
SWS	807	Thu, Sep 04	12	D1	16" LATE TURN FROM #810, CUS; 3" TALKED BY RED SIGNAL, CIRCUIT IN PLANT.	
		76% OT	Mon, Sep 08	10	GA	11" HELD FOR 29 ENG 56(RUNNER AVAILABLE ACCT AMTRAK SWITCH PROB @ 21ST) #807 HAD TO USE NS 2 MIAN 21ST, CP518.
			Wed, Sep 10	7	D	10" WAITING ON 35E 110 CARS 6400, C.P 518
			Tue, Sep 23	8	RF	6" UNABLE TO REACH NS DISP FOR LINE UP-CHANGE PRIOR TO ANY SIGNAL BEING CLEARED, CP518; 3" WALKING SPEED, 67TH ST.
			Wed, Sep 24	9	D	8" RED SIGNAL CP518; 4" WALKING SPEED TRUCK HIT BRIDGE, 67TH ST.
SWS	837	Tue, Sep 09	7	GA	10" LATE DEPARTING AMTRAK OPERATOR LETTING HIS TRAIN OUT FIRST, CUS; 3" X-TRAFFIC, BRC; 2" X-TRAFFIC, FOREST HILL.	
		76% OT	Thu, Sep 11	21	D	26" WAITING ON ZEMCH UP5222 TO CLEAR, ASHBURN
			Fri, Sep 12	6	D	9" Q124-10, FOREST HILL.
			Wed, Sep 24	9	DR1	3" LATE TURN FROM #838, CUS. 5" CROSS TRAFFIC AT BELT JCT
			Mon, Sep 29	78	DE	78" CNL536 CN2546 HOLE IN BRAKE PIPE, #837 SENT BACK TO CUS, DEPART @ 931 FROM CUS
SWS	838	Wed, Sep 10	6	D	5" ACCT X-TRAFFIC, BELT JUNCTION	
		81% OT	Thu, Sep 11	7	D	7" ACCT X-TRAFFIC, NS 306-11 WITH 131 CARS 7700, BRC JCT
			Fri, Sep 12	11	D1	10" WAIT FOR #833, ASHBURN.
			Wed, Sep 24	9	DR1	10" WAITING ON #822, ASHBURN.
UPW	36	Tue, Sep 16	9	CC	3" LATE DEPARTING WAITING TO BE CLEARED ON FROM B, ELBURN; SLOWENTRAINING, GENEVA, LOMBARD & ELMHURST.	
		81% OT	Fri, Sep 19	9	CC	9" CREW HAD TO GET CLEARED ON A FORM B, ELBURN; 2X SLOW LOADING ADA PSSGRS, GENEVA & ELMHURST.
			Mon, Sep 22	10	I	10" 2 ADA'S ENROUTE; TRAIN CONTROL, GENEVA,-MP34.5; SLOW ENTRAINING, LOMBARD & GENEVA; X-TRAFFIC, WESTERN; FOLLOW LT ENG, WESTERN-CPY901
			Tue, Sep 23	12	CC	5" LATE DEPARTING WAITING TO BE CLEARED ON FORM B, ELBURN; STICKY DOOR CAR 725, COLLEGE AVE & GLEN ELLYN; SLOW ENTRAINING, LOMBARD&ELMHU

Data is final (10/16/14) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

CATEGORY				CATEGORY			
Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
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
September 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	62	20	0	1	3	46	10	11	41	4	12	14	24	248	47%
Semi-controllable	43	0	0	0	5	6	24	8	1	31	5	0	7	130	24%
Uncontrollable	23	11	17	7	2	14	13	3	12	3	23	12	15	155	29%
TOTAL TRAINS DELAYED	128	31	17	8	10	66	47	22	54	38	40	26	46	533	100%

September - 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	26.0	23.5	6.5	32.5	0.5	42.0	40.5	10.0	7.5	13.0	35.0	14.0	17.5	268.5	46%
Semi-controllable	9.0	0.0	0.0	0.0	1.0	15.0	20.5	12.0	4.0	11.5	0.0	6.0	10.5	89.5	15%
Uncontrollable	14.5	22.5	8.5	14.5	1.0	21.5	60.5	3.5	26.0	3.0	18.5	23.5	14.0	231.5	39%
TOTAL TRAINS DELAYED	49.5	46.0	15.0	47.0	2.5	78.5	121.5	25.5	37.5	27.5	53.5	43.5	42.0	589.5	100%

September 2014 Divergence From September 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	-3.5	-6.5	-31.5	2.5	4.0	-30.5	1.0	33.5	-9.0	-23.0	0.0	6.5	-20.5	36%
Semi-controllable	34.0	0.0	0.0	0.0	4.0	-9.0	3.5	-4.0	-3.0	19.5	5.0	-6.0	-3.5	40.5	-72%
Uncontrollable	8.5	-11.5	8.5	-7.5	1.0	-7.5	-47.5	-0.5	-14.0	0.0	4.5	-11.5	1.0	-76.5	135%
TOTAL TRAINS DELAYED	78.5	-15.0	2.0	-39.0	7.5	-12.5	-74.5	-3.5	16.5	10.5	-13.5	-17.5	4.0	-56.5	100%

January-September 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	1,108	155	54	121	39	566	268	167	435	110	174	200	242	3,639	37%
Semi-controllable	433	0	1	0	56	196	233	199	72	238	19	48	169	1,664	17%
Uncontrollable	775	448	130	189	27	482	429	106	602	100	369	469	350	4,476	46%
TOTAL TRAINS DELAYED	2,316	603	185	310	122	1,244	930	472	1,109	448	562	717	761	9,779	100%

Data for current month is final (10/16/14) version from TOPS.

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TABLE 7: NUMBER OF DELAYS BY DATE
September 2014

WEEKDAY	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	0	1	4	3	3	20	1	1	13	1	3	7	6	4	18	3	2	4	1	13	4	112
Elec -ML	11	2	0	2	0	0	0	0	1	0	0	5	0	1	0	3	0	0	1	1	0	27
-BI	0	0	0	4	3	0	0	0	0	0	0	1	7	0	0	1	0	1	0	0	0	17
-SC	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	2	1	0	0	0	0	7
Heritage	0	0	0	1	0	2	0	1	1	0	1	0	1	0	1	0	0	0	1	1	0	10
Milw -N	6	1	0	7	0	0	1	0	14	2	4	6	2	4	10	0	0	0	1	1	0	59
-W	0	1	0	2	4	0	2	1	3	1	1	0	2	2	6	1	6	1	0	4	0	37
NCS	6	0	1	3	1	1	0	0	2	1	0	0	1	1	3	0	0	0	2	0	0	22
RI	0	1	4	4	4	4	2	2	2	0	1	0	3	4	3	4	3	6	1	1	5	54
SWS	1	0	5	1	2	4	3	2	4	0	1	1	0	0	0	2	5	1	1	2	3	38
UP -N	4	1	0	3	1	3	12	0	0	0	0	0	0	0	1	0	6	0	0	1	0	32
-NW	2	0	0	1	0	0	1	0	0	0	0	0	0	3	3	1	0	3	0	0	0	14
-W	0	6	0	4	0	1	1	1	1	0	1	0	3	2	6	2	0	0	2	3	1	41
SYSTEM	30	13	14	35	19	35	23	8	43	5	12	21	25	28	51	19	23	16	10	27	13	470

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	1	7	14	21	28	TOTAL
BNSF	2	3	5	2	12	BNSF	1	0	0	0	3	4
Elec -ML	1	0	2	0	3	Elec -ML	1	0	0	0	0	1
-BI	0	0	0	0	0	-BI	-	-	-	-	-	0
-SC	0	0	1	0	1	-SC	0	0	0	0	0	0
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	1	0	0	2	3	Milw -N	0	4	0	0	0	4
-W	1	0	0	5	6	-W	1	1	0	1	1	4
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	0	0	0	0	RI	0	0	0	0	0	0
SWS	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	0	0	0	3	3	UP -N	0	3	2	0	0	5
-NW	3	2	2	2	9	-NW	2	0	0	1	0	3
-W	0	0	0	0	0	-W	0	0	0	4	1	5
SYSTEM	8	5	10	14	37	SYSTEM	5	8	2	6	5	26

Data is final (10/16/14) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	4	0	0	0	0	0	0	0	1	0	0	0	2	7
<i>Freight Interference - Peak</i>	7	0	0	0	5	2	1	3	0	3	4	0	0	25
<i>Freight Interference - Off-Peak</i>	17	0	0	0	0	3	21	5	0	21	1	0	7	75
Freight Interference - Total	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Accident	2	0	0	0	0	5	0	0	0	0	3	0	0	10
Passenger Loading	3	1	0	2	0	1	0	0	0	0	0	4	5	16
Lift Deployment	2	0	0	0	0	2	4	0	0	0	0	2	3	13
Obstruction/Debris	9	1	3	2	1	0	5	1	4	3	0	5	1	35
Signal/Switch Failure	23	4	0	0	0	31	6	2	8	9	1	1	4	89
Track Work	16	0	0	0	0	5	6	3	14	0	9	2	6	61
Catenary Failure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Locomotive Equipment Failure	0	16	1	2	0	0	0	0	4	0	0	8	1	32
Locomotive Failure	2	0	0	0	1	6	2	6	0	0	1	2	10	30
Human Error	35	2	0	0	2	5	1	0	10	2	1	0	1	59
Sick, Injured, Unruly Passenger	3	5	1	2	0	0	1	0	3	0	9	0	0	24
Weather	2	1	1	0	0	6	0	2	4	0	11	1	4	32
Other	3	1	11	0	1	0	0	0	6	0	0	1	2	25
TOTAL TRAINS DELAYED	128	31	17	8	10	66	47	22	54	38	40	26	46	533

September - Average Over Previous Five Years: 2009-2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	2.8	0.6	0.4	0.6	0.8	7.4	1.2	2.2	1.6	2.2	1.0	0.8	1.6	23.2
<i>Freight Interference - Peak</i>	6.8	0.0	0.0	0.0	3.0	0.4	1.0	1.8	3.0	3.6	0.0	2.0	1.6	23.2
<i>Freight Interference - Off-Peak</i>	8.2	0.0	0.0	0.0	0.0	10.2	11.4	4.6	2.2	9.6	0.2	2.4	12.6	61.4
Freight Interference - Total	15.0	0.0	0.0	0.0	3.0	10.6	12.4	6.4	5.2	13.2	0.2	4.4	14.2	84.6
Accident	8.8	0.0	0.0	0.0	0.0	0.8	3.0	1.6	0.6	0.0	1.4	6.0	3.6	25.8
Passenger Loading	6.4	20.4	7.8	7.4	0.0	7.0	13.2	0.4	9.6	0.6	35.0	9.0	8.2	125.0
Lift Deployment	2.0	0.0	0.0	0.0	0.0	1.8	3.2	1.2	6.8	0.4	4.8	1.6	4.6	26.4
Obstruction/Debris	6.0	2.0	1.6	1.2	0.2	1.8	2.6	0.0	3.0	0.8	2.8	4.4	2.2	28.6
Signal/Switch Failure	11.0	10.4	3.0	4.2	2.6	13.0	5.8	5.0	5.0	4.4	5.0	4.8	10.6	84.8
Track Work	18.4	3.8	1.2	7.2	2.8	8.4	10.6	2.4	6.4	3.0	16.4	9.6	8.4	98.6
Catenary Failure	0.0	2.2	1.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Non-Locomotive Equipment Failure	1.4	4.6	1.8	2.0	0.0	1.2	0.4	0.0	0.8	0.0	2.0	1.0	2.2	17.4
Locomotive Failure	4.2	0.0	0.0	0.0	0.2	2.8	3.4	1.2	6.6	0.6	2.4	2.8	2.4	26.6
Human Error	11.6	3.6	1.4	2.0	1.4	7.6	5.8	1.4	3.2	3.8	4.4	3.0	2.8	52.0
Sick, Injured, Unruly Passenger	1.0	6.0	1.0	2.8	0.2	2.8	2.4	0.2	2.6	0.2	4.6	4.4	3.0	31.2
Weather	1.2	1.6	0.6	1.6	0.2	2.0	5.0	0.4	1.0	0.0	0.8	0.4	3.4	18.2
Other	3.2	1.0	0.8	0.6	0.0	2.4	1.6	0.2	2.0	0.2	6.6	2.0	2.6	23.2
TOTAL TRAINS DELAYED	93.0	56.2	20.6	32.8	11.4	69.6	70.6	22.6	54.4	29.4	87.4	54.2	69.8	672.0

September 2014 Divergence From September 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	1.2	-0.6	-0.4	-0.6	-0.8	-7.4	-1.2	-2.2	-0.6	-2.2	-1.0	-0.8	0.4	-16.2
<i>Freight Interference - Peak</i>	0.2	0.0	0.0	0.0	2.0	1.6	0.0	1.2	-3.0	-0.6	4.0	-2.0	-1.6	1.8
<i>Freight Interference - Off-Peak</i>	8.8	0.0	0.0	0.0	0.0	-7.2	9.6	0.4	-2.2	11.4	0.8	-2.4	-5.6	13.6
Freight Interference - Total	9.0	0.0	0.0	0.0	2.0	-5.6	9.6	1.6	-5.2	10.8	4.8	-4.4	-7.2	15.4
Accident	-6.8	0.0	0.0	0.0	0.0	4.2	-3.0	-1.6	-0.6	0.0	1.6	-6.0	-3.6	-15.8
Passenger Loading	-3.4	-19.4	-7.8	-5.4	0.0	-6.0	-13.2	-0.4	-9.6	-0.6	-35.0	-5.0	-3.2	-109.0
Lift Deployment	0.0	0.0	0.0	0.0	0.0	0.2	0.8	-1.2	-6.8	-0.4	-4.8	0.4	-1.6	-13.4
Obstruction/Debris	3.0	-1.0	1.4	0.8	0.8	-1.8	2.4	1.0	1.0	2.2	-2.8	0.6	-1.2	6.4
Signal/Switch Failure	12.0	-6.4	-3.0	-4.2	-2.6	18.0	0.2	-3.0	3.0	4.6	-4.0	-3.8	-6.6	4.2
Track Work	-2.4	-3.8	-1.2	-7.2	-2.8	-3.4	-4.6	0.6	7.6	-3.0	-7.4	-7.6	-2.4	-37.6
Catenary Failure	0.0	-2.2	-1.0	-3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-6.4
Non-Locomotive Equipment Failure	-1.4	11.4	-0.8	0.0	0.0	-1.2	-0.4	0.0	3.2	0.0	-2.0	7.0	-1.2	14.6
Locomotive Failure	-2.2	0.0	0.0	0.0	0.8	3.2	-1.4	4.8	-6.6	-0.6	-1.4	-0.8	7.6	3.4
Human Error	23.4	-1.6	-1.4	-2.0	0.6	-2.6	-4.8	-1.4	6.8	-1.8	-3.4	-3.0	-1.8	7.0
Sick, Injured, Unruly Passenger	2.0	-1.0	0.0	-0.8	-0.2	-2.8	-1.4	-0.2	0.4	-0.2	4.4	-4.4	-3.0	-7.2
Weather	0.8	-0.6	0.4	-1.6	-0.2	4.0	-5.0	1.6	3.0	0.0	10.2	0.6	0.6	13.8
Other	-0.2	0.0	10.2	-0.6	1.0	-2.4	-1.6	-0.2	4.0	-0.2	-6.6	-1.0	-0.6	1.8
TOTAL TRAINS DELAYED	35.0	-25.2	-3.6	-24.8	-1.4	-3.6	-23.6	-0.6	-0.4	8.6	-47.4	-28.2	-23.8	-139.0

Data for current month is final (10/16/14) version from TOPS.

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Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

TABLES 9.a, 9.b & 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

January-September 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	15	2	1	2	7	74	13	12	15	2	3	6	19	171
<i>Freight Interference - Peak</i>	<i>194</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>44</i>	<i>44</i>	<i>50</i>	<i>69</i>	<i>27</i>	<i>58</i>	<i>6</i>	<i>24</i>	<i>46</i>	<i>562</i>
<i>Freight Interference - Off-Peak</i>	<i>213</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>132</i>	<i>177</i>	<i>106</i>	<i>40</i>	<i>127</i>	<i>13</i>	<i>22</i>	<i>121</i>	<i>951</i>
Freight Interference - Total	407	0	0	0	44	176	227	175	67	185	19	46	167	1,513
Accident	211	6	0	1	2	93	33	14	29	2	21	98	32	542
Passenger Loading	71	124	24	48	0	53	73	0	114	0	61	61	37	666
Lift Deployment	38	3	0	1	0	26	40	5	26	2	3	15	25	184
Obstruction/Debris	53	27	13	21	10	43	25	9	42	28	45	59	27	402
Signal/Switch Failure	212	29	17	28	17	229	94	81	133	76	15	34	83	1,048
Track Work	441	18	3	30	2	63	35	32	94	3	34	28	17	800
Catenary Failure	0	42	10	18	0	0	0	0	0	0	0	0	0	70
Non-Locomotive Equipment Failure	71	40	15	16	2	30	14	4	33	25	33	35	24	342
Locomotive Failure	106	0	0	0	1	125	78	41	90	17	69	57	46	630
Human Error	249	23	10	22	22	53	33	12	67	37	13	30	34	605
Sick, Injured, Unruly Passenger	43	42	7	19	1	16	26	4	26	5	31	38	23	281
Weather	370	234	71	93	13	243	225	75	345	57	189	201	179	2,295
Other	29	13	14	11	1	20	14	8	28	9	26	9	48	230
TOTAL TRAINS DELAYED	2,316	603	185	310	122	1,244	930	472	1,109	448	562	717	761	9,779

January-September - 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	26.4	17.6	5.8	7.2	4.6	69.0	16.8	13.6	19.4	10.8	14.4	10.2	15.0	230.8
<i>Freight Interference - Peak</i>	<i>49.4</i>	<i>0.0</i>	<i>0.2</i>	<i>0.0</i>	<i>31.2</i>	<i>14.6</i>	<i>16.2</i>	<i>41.0</i>	<i>15.2</i>	<i>32.4</i>	<i>4.2</i>	<i>16.8</i>	<i>31.0</i>	<i>252.2</i>
<i>Freight Interference - Off-Peak</i>	<i>71.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.0</i>	<i>0.0</i>	<i>92.8</i>	<i>72.6</i>	<i>61.4</i>	<i>39.2</i>	<i>89.6</i>	<i>9.2</i>	<i>22.6</i>	<i>129.4</i>	<i>588.4</i>
Freight Interference - Total	120.6	0.2	0.4	0.0	31.2	107.4	88.8	102.4	54.4	122.0	13.4	39.4	160.4	840.6
Accident	70.8	13.2	5.0	11.2	0.8	23.8	35.4	13.0	33.0	9.2	30.4	51.8	32.6	330.2
Passenger Loading	91.0	149.8	38.4	59.8	0.2	100.0	64.8	3.0	143.6	2.2	267.0	108.0	92.6	1,120.4
Lift Deployment	24.2	1.0	0.0	1.2	0.0	22.2	23.4	3.2	60.4	1.6	30.6	15.0	30.8	213.6
Obstruction/Debris	60.4	15.4	4.4	20.8	1.0	20.8	27.2	4.6	26.8	7.6	22.2	32.8	35.8	279.8
Signal/Switch Failure	176.8	81.2	26.2	24.2	23.2	211.0	119.2	68.6	66.0	80.6	54.8	71.4	95.2	1,098.4
Track Work	138.2	50.6	17.2	39.0	5.6	75.4	59.8	13.8	47.2	13.4	86.0	43.4	72.2	661.8
Catenary Failure	0.0	33.8	10.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	59.2
Non-Locomotive Equipment Failure	16.0	39.2	19.8	14.8	0.2	10.2	11.4	2.8	10.6	2.6	12.4	7.0	14.6	161.6
Locomotive Failure	110.2	1.2	0.4	0.0	2.2	87.4	52.8	17.4	60.4	11.2	39.6	45.8	27.4	456.0
Human Error	99.4	37.0	11.2	14.2	8.2	60.6	38.2	17.8	39.4	30.6	57.0	41.6	41.4	496.6
Sick, Injured, Unruly Passenger	27.0	60.8	9.8	22.6	0.6	24.6	27.6	3.2	27.4	2.6	45.2	31.6	32.4	315.4
Weather	140.2	70.8	13.8	24.8	8.8	98.6	69.6	32.2	70.2	21.0	107.2	94.2	79.8	831.2
Other	26.2	25.4	5.6	9.8	1.0	18.6	18.4	2.8	24.8	10.6	34.6	20.4	33.4	231.6
TOTAL TRAINS DELAYED	1,127.4	597.2	168.0	264.8	87.6	929.6	653.4	298.4	683.6	326.0	814.8	612.8	763.6	7,327.2

January-September 2014 Divergence From January-September 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	-11.4	-15.6	-4.8	-5.2	2.4	5.0	-3.8	-1.6	-4.4	-8.8	-11.4	-4.2	4.0	-59.8
<i>Freight Interference - Peak</i>	<i>144.6</i>	<i>0.0</i>	<i>-0.2</i>	<i>0.0</i>	<i>12.8</i>	<i>29.4</i>	<i>33.8</i>	<i>28.0</i>	<i>11.8</i>	<i>25.6</i>	<i>1.8</i>	<i>7.2</i>	<i>15.0</i>	<i>309.8</i>
<i>Freight Interference - Off-Peak</i>	<i>141.8</i>	<i>-0.2</i>	<i>-0.2</i>	<i>0.0</i>	<i>0.0</i>	<i>39.2</i>	<i>104.4</i>	<i>44.6</i>	<i>0.8</i>	<i>37.4</i>	<i>3.8</i>	<i>-0.6</i>	<i>-8.4</i>	<i>362.6</i>
Freight Interference - Total	286.4	-0.2	-0.4	0.0	12.8	68.6	138.2	72.6	12.6	63.0	5.6	6.6	6.6	672.4
Accident	140.2	-7.2	-5.0	-10.2	1.2	69.2	-2.4	1.0	-4.0	-7.2	-9.4	46.2	-0.6	211.8
Passenger Loading	-20.0	-25.8	-14.4	-11.8	-0.2	-47.0	8.2	-3.0	-29.6	-2.2	-206.0	-47.0	-55.6	-454.4
Lift Deployment	13.8	2.0	0.0	-0.2	0.0	3.8	16.6	1.8	-34.4	0.4	-27.6	0.0	-5.8	-29.6
Obstruction/Debris	-7.4	11.6	8.6	0.2	9.0	22.2	-2.2	4.4	15.2	20.4	22.8	26.2	-8.8	122.2
Signal/Switch Failure	35.2	-52.2	-9.2	3.8	-6.2	18.0	-25.2	12.4	67.0	-4.6	-39.8	-37.4	-12.2	-50.4
Track Work	302.8	-32.6	-14.2	-9.0	-3.6	-12.4	-24.8	18.2	46.8	-10.4	-52.0	-15.4	-55.2	138.2
Catenary Failure	0.0	8.2	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	10.8
Non-Locomotive Equipment Failure	55.0	0.8	-4.8	1.2	1.8	19.8	2.6	1.2	22.4	22.4	20.6	28.0	9.4	180.4
Locomotive Failure	-4.2	-1.2	-0.4	0.0	-1.2	37.6	25.2	23.6	29.6	5.8	29.4	11.2	18.6	174.0
Human Error	149.6	-14.0	-1.2	7.8	13.8	-7.6	-5.2	-5.8	27.6	6.4	-44.0	-11.6	-7.4	108.4
Sick, Injured, Unruly Passenger	16.0	-18.8	-2.8	-3.6	0.4	-8.6	-1.6	0.8	-1.4	2.4	-14.2	6.4	-9.4	-34.4
Weather	229.8	163.2	57.2	68.2	4.2	144.4	155.4	42.8	274.8	36.0	81.8	106.8	99.2	1,463.8
Other	2.8	-12.4	8.4	1.2	0.0	1.4	-4.4	5.2	3.2	-1.6	-8.6	-11.4	14.6	-1.6
TOTAL TRAINS DELAYED	1,188.6	5.8	17.0	45.2	34.4	314.4	276.6	173.6	425.4	122.0	-252.8	104.2	-2.6	2,451.8

Data for current month is final (10/16/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\YTDByLine 10/21/2014

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 - Sep
Passenger Train Interference	38	58	22	8	6	14	9	9	7				171 1.7%
<i>Freight Interference - Peak</i>	103	92	60	52	87	66	34	43	25				562 5.7%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90	125	103	110	75				951 9.7%
Freight Interference - Total	207	249	159	140	177	191	137	153	100				1,513 15.5%
Accident	116	117	39	11	81	42	39	87	10				542 5.5%
Passenger Loading	30	75	89	29	47	145	134	101	16				666 6.8%
Lift Deployment	28	41	13	10	11	19	11	38	13				184 1.9%
Obstruction/Debris	85	88	32	44	23	49	36	10	35				402 4.1%
Signal/Switch Failure	190	181	112	47	121	155	87	66	89				1,048 10.7%
Track Work	42	33	37	78	208	237	58	46	61				800 8.2%
Catenary Failure	0	32	9	3	5	5	14	2	0				70 0.7%
Non-Locomotive Equipment Failure	92	49	38	15	21	33	43	19	32				342 3.5%
Locomotive Failure	97	125	90	33	92	76	55	32	30				630 6.4%
Human Error	96	84	53	81	46	72	75	39	59				605 6.2%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38	39	25	24				281 2.9%
Weather	1,431	487	123	6	36	67	25	88	32				2,295 23.5%
Other	31	45	32	21	27	19	11	19	25				230 2.4%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533				9,779 100%

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	167 2.4%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	148 2.1%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	575 8.3%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	723 10.5%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	359 5.2%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	964 14.0%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	139 2.0%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	233 3.4%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,240 17.9%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	473 6.8%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	130 1.9%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	134 1.9%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	447 6.5%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	575 8.3%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	289 4.2%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	843 12.2%
Other	11	32	19	8	22	36	24	22	19	11	30	29	193 2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799	1,045	6,909 100%

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Passenger Train Interference	31	37	0	-3	-11	-4	-25	-14	-7				4 -0.7%
<i>Freight Interference - Peak</i>	90	81	49	36	59	43	15	29	12				414 3.6%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20	33	43	44	17				376 1.4%
Freight Interference - Total	152	165	92	66	79	76	58	73	29				790 5.0%
Accident	93	116	-39	-45	50	13	-54	64	-15				183 0.3%
Passenger Loading	6	48	35	-10	-20	-87	-157	-64	-49				-298 -7.1%
Lift Deployment	16	35	-6	2	2	-6	-8	19	-9				45 -0.1%
Obstruction/Debris	63	68	9	14	-1	10	3	-4	7				169 0.7%
Signal/Switch Failure	38	32	22	-79	-61	-74	-17	-68	15				-192 -7.2%
Track Work	20	27	23	33	145	155	-42	-20	-14				327 1.3%
Catenary Failure	0	32	7	-4	4	5	-65	-35	-4				-60 -1.2%
Non-Locomotive Equipment Failure	73	37	22	4	8	18	25	-4	25				208 1.6%
Locomotive Failure	56	61	62	5	43	-17	-2	-31	6				183 0.0%
Human Error	44	-8	-3	30	-34	15	-7	-5	-2				30 -2.1%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2	18	-21	-9				-8 -1.3%
Weather	1341	401	88	-212	17	-167	8	7	-31				1452 11.3%
Other	20	13	13	13	5	-17	-13	-3	6				37 -0.4%
TOTAL TRAINS DELAYED	1,947	1,083	322	-195	227	-78	-278	-106	-52				2,870

Data for current month is final (10/16/14) version from TOPS.

P:\ONTIME\report\DelaysByCause16Cats.xls\AllMonths

10/21/2014

TABLE 11: FREIGHT DELAYS
between October 2012 and September 2014

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	122	0	1	0	22	127	142	132	54	85	14	85	165	949
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
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Total	516	0	0	0	55	212	292	219	101	229	23	83	234	1,964

Data for current month is final (10/16/14) version from TOPS.

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

LINE													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	22	2				38	1.64%
Electric ML	0	0	0	0	0	0	0	3	0				3	0.50%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	0	0	1	0				1	0.32%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	5	10	2	0	4	2	0	1	2				26	2.09%
Milw W	8	5	5	1	1	9	5	2	4				40	4.30%
NCS	0	3	0	0	0	0	0	2	0				5	1.06%
RI	3	6	2	3	3	4	3	2	0				26	2.34%
SWS	0	0	0	0	0	0	1	1	0				2	0.45%
UP N	0	1	1	1	0	0	0	0	0				3	0.53%
UP NW	3	6	0	1	1	1	0	1	2				15	2.09%
UP W	5	8	1	1	0	2	2	3	3				25	3.29%
Total Lift Delays	28	41	13	10	11	19	11	38	13				184	1.88%
ALL DELAYS													9,779	

Data for current month is final (10/16/14) version from TOPS.

2013

LINE													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

September 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	29	7	5	2	6	14	11	3	16	5	5	5	9	117
11-15	14	2	2	0	3	6	4	4	2	1	2	1	3	44
16-20	7	2	0	0	1	1	1	0	2	0	2	0	2	18
21+	13	1	1	0	0	5	2	4	0	1	8	3	1	39
Annulled	<u>6</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>13</u>
Sub-Total	69	15	8	2	10	26	20	11	20	7	18	10	15	231
Off-Peak **														
6-10	27	7	6	2	0	20	18	4	23	19	7	8	16	157
11-15	16	5	2	1	0	6	3	3	6	7	8	4	3	64
16-20	7	2	0	1	0	9	3	3	2	0	1	1	3	32
21+	9	2	1	2	0	5	3	0	3	5	5	3	6	44
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>5</u>						
Sub-Total	59	16	9	6	0	40	27	11	34	31	22	16	31	302
September 2014 Total														
6-10	56	14	11	4	6	34	29	7	39	24	12	13	25	274
11-15	30	7	4	1	3	12	7	7	8	8	10	5	6	108
16-20	14	4	0	1	1	10	4	3	4	0	3	1	5	50
21+	22	3	2	2	0	10	5	4	3	6	13	6	7	83
Annulled	<u>6</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>18</u>
TOTAL	128	31	17	8	10	66	47	22	54	38	40	26	46	533
2014 Year-to-Date														
6-10	962	347	108	208	46	535	425	199	665	208	192	215	282	4,392
11-15	530	99	28	47	30	281	190	105	200	86	122	126	167	2,011
16-20	276	45	17	16	13	130	92	65	85	52	48	81	107	1,027
21+	440	94	28	28	30	247	181	95	131	87	161	258	176	1,956
Annulled	<u>108</u>	<u>18</u>	<u>4</u>	<u>11</u>	<u>3</u>	<u>51</u>	<u>42</u>	<u>8</u>	<u>28</u>	<u>15</u>	<u>39</u>	<u>37</u>	<u>29</u>	<u>393</u>
TOTAL	2,316	603	185	310	122	1,244	930	472	1,109	448	562	717	761	9,779
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	
September 2014 Total														
6-10	43.8%	45.2%	64.7%	50.0%	60.0%	51.5%	61.7%	31.8%	72.2%	63.2%	30.0%	50.0%	54.3%	51.4%
11-15	23.4%	22.6%	23.5%	12.5%	30.0%	18.2%	14.9%	31.8%	14.8%	21.1%	25.0%	19.2%	13.0%	20.3%
16-20	10.9%	12.9%	0.0%	12.5%	10.0%	15.2%	8.5%	13.6%	7.4%	0.0%	7.5%	3.8%	10.9%	9.4%
21+	17.2%	9.7%	11.8%	25.0%	0.0%	15.2%	10.6%	18.2%	5.6%	15.8%	32.5%	23.1%	15.2%	15.6%
Annulled	<u>4.7%</u>	<u>9.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.3%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.0%</u>	<u>3.8%</u>	<u>6.5%</u>	<u>3.4%</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	41.5%	57.5%	58.4%	67.1%	37.7%	43.0%	45.7%	42.2%	60.0%	46.4%	34.2%	30.0%	37.1%	44.9%
11-15	22.9%	16.4%	15.1%	15.2%	24.6%	22.6%	20.4%	22.2%	18.0%	19.2%	21.7%	17.6%	21.9%	20.6%
16-20	11.9%	7.5%	9.2%	5.2%	10.7%	10.5%	9.9%	13.8%	7.7%	11.6%	8.5%	11.3%	14.1%	10.5%
21+	19.0%	15.6%	15.1%	9.0%	24.6%	19.9%	19.5%	20.1%	11.8%	19.4%	28.6%	36.0%	23.1%	20.0%
Annulled	<u>4.7%</u>	<u>3.0%</u>	<u>2.2%</u>	<u>3.5%</u>	<u>2.5%</u>	<u>4.1%</u>	<u>4.5%</u>	<u>1.7%</u>	<u>2.5%</u>	<u>3.3%</u>	<u>6.9%</u>	<u>5.2%</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 (10/16/14) version from TOPS.

TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2014														
Peak *	15.9	12.3	12.9	8.5	9.7	12.6	11.5	19.9	9.2	10.0	21.8	14.9	12.1	14.0
Off-Peak **	14.1	14.3	13.1	21.0	--	14.3	12.4	13.4	11.7	14.5	20.9	17.4	15.9	14.7
All	15.0	13.4	13.0	17.9	9.7	13.7	12.1	16.8	10.8	13.7	21.3	16.5	14.6	14.4
2014 Year-to-Date														
Peak *	16.1	12.7	13.7	10.1	19.3	20.2	16.3	16.0	13.6	14.8	24.9	29.4	17.4	17.7
Off-Peak **	17.6	13.5	13.6	11.3	--	16.2	15.4	18.6	12.6	17.1	21.9	25.5	20.8	17.0
All	16.7	13.2	13.6	11.0	19.3	17.6	15.7	17.5	13.0	16.3	23.1	27.6	19.2	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 (10/16/14) version from TOPS.