

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

November 2014



COMMUTER RAIL ON-TIME PERFORMANCE

November 2014

This report presents an analysis of the November 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 November 2014, Metra operated 15,836 scheduled trains, including scheduled "extras", if any. 486 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.9%. Table 2 lists on-time percentages by line for each month and year since 2009.

Table 3 lists each train that was on time for less than 85% of its weekday runs in November 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 November 2014. Of the 486 delays systemwide in November 2014, all but 218 (45%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous two Novembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in November 2014, 83 fewer delays than the average over the previous two Novembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 11,012 delays in 2014, all but 4,240 (39%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during November 2014. Table 8.b shows the average frequencies over the previous five Novembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 486 delays systemwide in November 2014, 242 less than the average over the previous five Novembers. Table 9.a shows delays from the beginning of the year through November 2014. Table 9.b shows the average frequencies from the beginning of the year through November 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 November of 2014, a total of 11,012 trains were delayed, compared to 8,443 trains delayed in the same eleven months of 2013.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In November 2014 freight operations delayed 80 trains systemwide, compared to 146 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 8 trains were delayed by lift deployment in November 2014.

A review of November 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 42.0% of all late trains. Table 14 shows that the average length of delay was 18.1 minutes in November 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
November 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	1,023	45	95.6%	768	35	95.4%	1,791	80	95.5%	143	11	92.3%	108	6	94.4%	2,042	97	95.2%
Elec -ML	852	18	97.9%	649	18	97.2%	1,501	36	97.6%	230	1	99.6%	122	1	99.2%	1,853	38	97.9%
-BI	266	4	98.5%	437	4	99.1%	703	8	98.9%	150	2	98.7%	--	--	--	853	10	98.8%
-SC	<u>323</u>	<u>2</u>	99.4%	<u>703</u>	<u>9</u>	98.7%	<u>1,026</u>	<u>11</u>	98.9%	<u>240</u>	<u>0</u>	100.0%	<u>120</u>	<u>0</u>	100.0%	<u>1,386</u>	<u>11</u>	99.2%
Subtotal	1,441	24	98.3%	1,789	31	98.3%	3,230	55	98.3%	620	3	99.5%	242	1	99.6%	4,092	59	98.6%
Heritage	113	4	96.5%	1	0	100.0%	114	4	96.5%	--	--	--	--	--	--	114	4	96.5%
Milw -N	474	23	95.1%	666	33	95.0%	1,140	56	95.1%	122	6	95.1%	120	2	98.3%	1,382	64	95.4%
-W	<u>511</u>	<u>13</u>	97.5%	<u>591</u>	<u>17</u>	97.1%	<u>1,102</u>	<u>30</u>	97.3%	<u>122</u>	<u>0</u>	100.0%	<u>108</u>	<u>1</u>	99.1%	<u>1,332</u>	<u>31</u>	97.7%
Subtotal	985	36	96.3%	1,257	50	96.0%	2,242	86	96.2%	244	6	97.5%	228	3	98.7%	2,714	95	96.5%
NCS	208	4	98.1%	210	5	97.6%	418	9	97.8%	--	--	--	--	--	--	418	9	97.8%
RI	684	14	98.0%	629	18	97.1%	1,313	32	97.6%	102	0	100.0%	96	0	100.0%	1,511	32	97.9%
SWS	209	27	87.1%	361	32	91.1%	570	59	89.6%	30	0	100.0%	--	--	--	600	59	90.2%
UP -N	568	18	96.8%	762	12	98.4%	1,330	30	97.7%	130	1	99.2%	108	3	97.2%	1,568	34	97.8%
-NW	623	25	96.0%	610	10	98.4%	1,233	35	97.2%	123	4	96.7%	90	3	96.7%	1,446	42	97.1%
-W	<u>512</u>	<u>25</u>	95.1%	<u>609</u>	<u>26</u>	95.7%	<u>1,121</u>	<u>51</u>	95.5%	<u>102</u>	<u>3</u>	97.1%	<u>108</u>	<u>1</u>	99.1%	<u>1,331</u>	<u>55</u>	95.9%
Subtotal	1,703	68	96.0%	1,981	48	97.6%	3,684	116	96.9%	355	8	97.7%	306	7	97.7%	4,345	131	97.0%
SYSTEM	6,366	222	96.5%	6,996	219	96.9%	13,362	441	96.7%	1,494	28	98.1%	980	17	98.3%	15,836	486	96.9%

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

Delays data for most recent month is final (12/18/14) 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-NOV	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	92.7%	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	95.8%	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	92.2	95.2		89.3%	89.3%
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	94.4%	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	97.8%	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	96.6%	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	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6		97.4%	97.4%
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	97.3%	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	91.0%	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	89.0%	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	87.2%	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	96.8%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5		90.8%	90.8%
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	91.9%	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	95.0%	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	94.0%	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	89.3%	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	93.6%	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	93.9%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4		91.6%	91.6%
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	93.2%	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	97.4%	97.1%
	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	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	92.7%	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	94.6%	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	94.3%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7		93.4%	93.4%
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	94.9%	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	93.4%	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	90.9%	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	92.2%	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	88.5	95.2	90.9	97.8		89.7%	89.7%
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	92.8%	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-NOV	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	93.8%	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	95.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.4%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9		93.4%	93.4%
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	95.5%	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	95.0%	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	94.4%	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	92.0%	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	94.7%	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	96.0%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2		92.3%	92.3%
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	94.2%	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	94.9%	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	92.3%	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	96.5%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8		96.5%	96.5%
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	94.8%	95.0%
UP - NW	2009	91.9	97.6	97.4	97.9	95.4	94.7	95.4	95.3	95.3	94.8	96.5	94.9	95.6%	95.6%
	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.5%	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	94.8%	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	96.3%	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	95.0	97.1		95.1%	95.1%
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	95.4%	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	94.8%	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	91.0%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.2%	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	94.7%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9		94.3%	94.3%
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	94.2%	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	95.9%	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	93.4%	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	95.9	96.9		94.1%	94.1%
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	95.3%	95.3%

Delays data for most recent month is final (12/18/14) 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
November 2014**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1243	Mon, Nov 17	9	G	CODE BROWN WEST EOLA	
		84% OT	Tue, Nov 25	80	KP	SUSPICIOUS PACKAGE MP35
		Wed, Nov 26	7	D	WAITING ON A4/1280 AT EOLA DUE TO FREIGHT PARKED AT EOLA	
BNSF	1270	Mon, Nov 10	11	CC	WAITING FOR YCHC105 TO BE AUTHORIZED THRU FORM B 3019	
		84% OT	Fri, Nov 21	7	D	SINGLE TRACKING AT EOLA DUE TO FREIGHT INTERFERENCE
		Fri, Nov 28	7	GA	TRACK INDICATON AT CP HARRISON	
BNSF	1279	Wed, Nov 05	14	L	DELAYED DUE TO POSSIBLE SUICIDE ATTEMPT @ DOWNERS GROVE / WEST HINSDALE	
		79% OT	Tue, Nov 11	9	G	#2 CROSSOVER FAILING TO LOCK UP AT WEST EOLA
		Fri, Nov 14	7	C	FORM A ON MT2/MP2.2-2.5	
		Tue, Nov 25	43	KP	SUSPICIOUS PACKAGE MP35	
BNSF	1281	Tue, Nov 11	14	G1	TRAFFIC DUE TO #2 CROSSOVER FAILING TO LOCK UP AT WEST EOLA	
		79% OT	Wed, Nov 12	7	C	FORM A @ CICERO 30MPH
		Mon, Nov 17	11	G1	LATE FLIP FROM 1280	
		Tue, Nov 25	0	KP	SUSPICIOUS PACKAGE MP35	
BNSF	1285	Mon, Nov 10	9	B1	FOLLOWING A LATE 1373 DUE TO EARLIER 1284 DELAY	
		79% OT	Wed, Nov 12	16	R1	DELAYED DUE TO LATE FLIP / AIR PROBLEMS @ FAIRVIEW
		Tue, Nov 18	10	VE1	LATE FLIP OFF 1284(DH) DUE TO REPORTED RADIO ISSUES	
		Tue, Nov 25	19	KP1	SUSPICIOUS PACKAGE MP35	
BNSF	1288	Wed, Nov 05	10	L	DELAYED DUE TO POSSIBLE SUICIDE ATTEMPT @ DOWNERS GROVE / WEST HINSDALE	
		74% OT	Wed, Nov 12	8	R	FOLLOWING 1284 DUE TO HUMAN ERROR
		Fri, Nov 14	7	CC	FORM A 30 MPH ON MT2/MP2.2-2.5	
		Mon, Nov 17	7	G1	LATE FLIP FROM 1243 DUE TO CODE BROWN WEST EOLA	
BNSF	1373	Tue, Nov 11	8	G1	TRAFFIC DUE TO #2 CROSSOVER FAILING TO LOCK UP AT WEST EOLA	
		84% OT	Mon, Nov 17	11	C1	LATE FLIP FROM 1284
		Tue, Nov 25	20	KP	SUSPICIOUS PACKAGE MP35	
MN	2115	Tue, Nov 04	12	CC	22" TRACK WORK, DEERFIELD WEST & RONDOUT.	
		84% OT	Fri, Nov 07	9	CC1	20" WAITING ON 2134, DEERFIELD.
		Thu, Nov 20	15	CC	5" CN ; 21" TRACK WORK.	
MN	2125	Fri, Nov 14	18	D1	20" WAITING ON 2146, RONDOUT.	
		84% OT	Mon, Nov 24	12	RF1	12" STOP SIGNAL WAITING ON 2146, RONDOUT.
		Wed, Nov 26	12	RF	7" STOP WAITING ON 2146, RONDOUT; 5" SLOW UNLOADING PASSENGERS.ENROUTE.	
MN	2135	Thu, Nov 06	6	U	4" ADA, LIBERTYVILLE; 3" PASSENGER LOADING	
		74% OT	Mon, Nov 10	9	E1	9" STALLED #646, A2.
		Thu, Nov 13	7	A	5" STOP SIGNAL, MAYFAIR; 4" ADA, LIBERTYVILLE.	
		Mon, Nov 17	7	U	ACCESSIBILITY	
MN	2139	Fri, Nov 21	8	I	5" PASSENGER LOADING; 4"ADA	
		84% OT	Thu, Nov 13	9	D	4" FOLLOWING #2137, MAYFAIR-GLENVIEW; 6" WAITING ON E/B FREIGHT, RONDOUT.
		Mon, Nov 17	7	CC	6" FOLLOWING #2137 & COPY RADIO BULLETIN, OAKTON ST 40MPH, 29.5-30.3.	
MN	2141	Fri, Nov 21	18	G1	12" FOLLOWING #2137, 4" CROSS TRAFFIC, MAYFAIR; 3"PROBLEMS, DEERFIELD, 2" HELD FOR LATE #8, RONDOUT	
		84% OT	Thu, Nov 13	10	D1	10" FOLLOWING TRAINS AHEAD.
		Tue, Nov 25	28	E	22" MECH PROBS/ COOLANT LEAK, CUS; 5" ADA LIFT FAILURE; 1" NOT SPECIFIED.	
MN	2148	Fri, Nov 14	8	I	10" HEAVY ENTRAINING, ENROUTE.	
		84% OT	Mon, Nov 17	8	II	8" MEETING TRAINS ENROUTE.
		Tue, Nov 25	16	D1	16" LATE TURN #2127, DEERFIELD.	
MW	2226	Fri, Nov 07	12	G	12" SWITCH FAILURE, HAND LINING, ROUTE & REST. SPD, B17	
		84% OT	Mon, Nov 17	32	G1	28" LATE TURN FORM #2203, ELGIN; 4" WAIT FOR LINE UP, B-6.
		Mon, Nov 24	18	G1	12" LATE TURN OF #2203 ACCT SWITCH FAILURE, A5; 6" ENTRAINING/DETRAINING, ENROUTE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
RI	503	Wed, Nov 12	8	U	2" CONGESTION W/#408 CLEARING, CHICAGO TERMINAL BRIDGE A; 3" EACH RULE 6.30, 95TH & 111TH ST; 4" ADA OFF, BI.
		Thu, Nov 13	13	G	3" EACH RULE 6.30, 103RD & 115TH; 7" OPERATE ON RESTRICTING SIGNALS, WESTERN-ROBBINS; 2" WAIT FOR #506 TO CLEAR TK1 CP66TH, TRK CIRCUIT D
		Wed, Nov 26	6	CC	5" CONTACTING EIC B1201 LINE 202 POOR RADIO ON ENG 206 & POOR RADIO OF EIC, ENROUTE; 2" SLOW PASSENGERS, BV95TH.
RI	508	Thu, Nov 06	9	E1	18" COPYING TRACK PERMIT & OPERATING EAST ON WWD AROUND DISABLED#506 ON EWD, 115TH
		Thu, Nov 13	12	G1	12" LATE TURN FROM #508, JUD; 2" ENTRAINING W/BIKE, MOKENA; 2" RULE 6.30, BI; 2" A1101 LINE 102; 1" 35MPH PER EIC B1201 LINE 202
		Tue, Nov 25	11	CC	8" COPYING TRK PERMIT, MP15.85; 7" PSSGR HANDLING, TP80, TPOP, OFO,&BV91ST; 2" S/O ENROUTE.
		Fri, Nov 28	18	R	DEPARTED JUD 13" LATE A/C MECHANICAL PROBLEMS. 4" ENROUTE PASSENGER HANDLING.
RI	530	Mon, Nov 03	8	D	2" SPEED RESTRICTION FORM A, MP10.20; 7" WAITING FOR SWTM BNSF 9288+2 COAL TRAIN RUNNING SLOW THRU INT, 16TH ST.
		Fri, Nov 07	12	U	3" ADA, NEW LENOX; 3" ADA, MIDLOTHIAN; 3" SLOW ENTRAINING KIDS & STROLLERS, ROBBINS; 2" HOLD FOR #529, 119TH; 2" SPEED RESTRICTION.
		Mon, Nov 10	7	AA	3" WAITING FOR RI529, 115TH; 2" WAITING FOR RI527, 80TH; 3" 9 CARS, BEVERLY SUB; 2" SPEED RESTRICTIONS, ENROUTE.
SWS	803	Mon, Nov 03	11	GF	19" SWITCH FAILURE, CP RIDGE.
		Tue, Nov 11	13	E	32" ENG 188 NOT LOADING, #804 EQUIPMENT USED IN ITS PLACE, CUS.
		Mon, Nov 17	0	D1	ANNULLED RAN EQUIPMENT DEADHEAD CUS.
		Fri, Nov 21	12	F1	17" MEETING #808/810, 143RD ST
SWS	806	Mon, Nov 03	33	GF	37" SWITCH FAILURE CP RIDGE #11 FAILING BOTH WAYS, CREW DID NOTHAVE #109 KEY TO HAND OPERATE, CP RIDGE.
		Wed, Nov 12	22	D1	19" MEETING #803, ASHBURN; 12" PLNAT IN TIME ROUTE LINED FROM WRONG TK, #805 AS LINED AHEAD, CONTRARY TO TRAIN HANDLING INSTRUCTIONS, CP518
		Thu, Nov 13	10	D	14" Q028-11 ENG 643 YARDING 59TH ST, CSX.
		Tue, Nov 18	13	GF	19" HAND OPS #11 SWITCH FAILING REVERSE, BRC.
SWS	808	Mon, Nov 03	29	GF	15" PLANT TROUBLE, CP RIDGE; 10" Q10103, CSX; 9" NS X-TRAFFIC, CP518. CREW ASSISTED WITH KEY CONCURRENT WITH IHB MAINTAINERS ARRIVAL.
		Thu, Nov 13	15	GF	22" #11 X/O FAILING REVERSE, BRC.
		Fri, Nov 21	57	F	35" ENG 199 NOT LOADING, 153RD ST
SWS	810	Mon, Nov 03	13	GF	17" #806 & #808 AHEAD & TALKED BY, CP RIDGE.
		Thu, Nov 06	8	D1	10" MEETING #805, ASHBURN; 5" NS25Z HEAD ROOM MOVE, CP518
		Fri, Nov 21	35	F1	15" TIED TO DISABLED #808, 153RD
SWS	812	Mon, Nov 03	9	GF1	14" LATE TURN FROM #803, 179TH; 3" PLANT TROUBLE, CP RIDGE.
		Thu, Nov 13	46	DE	46" BNSF ENG4686 IN EMERGENCY, BROKE AIR HOSE, CP RIDGE,
		Fri, Nov 14	7	RF	10" NS DISP ERROR LINED #807 INSTED OF #812, CP518.
		Fri, Nov 21	16	F1	9" LATE DEPARTURE, TURN FROM #803, 179TH; 10" CSX WESTBOUND CSX COAL TRAIN METRA 14M OUT OF SLOT.
SWS	823	Wed, Nov 12	13	D	9" Q12-410 GOING INTO YARD, FOREST HILL.
		Tue, Nov 25	16	D	12" X-TRAFFIC, CP518; 5" DOOR STUCK OPEN, [LOCATION NOT SPECIFIED].
		Fri, Nov 28	23	GA	25" LATE DEPARTURE DUE TO TRACK CIRCUIT, CUS.
SWS	831	Wed, Nov 12	7	K	12" CAR STUCK ON TRACKS & PROCEED WALKING SPEED, 107TH ST.
		Mon, Nov 17	11	J1	12" WAIT FOR #838 TO CLEAR SINGLE TRACK, CP179TH.
		Mon, Nov 24	22	D1	11" FOLLOWING 829 ACCT CROSS TRAFFIC, FOREST HILL; 15" MEETING 838, 143RD ST.
		Tue, Nov 25	7	D	13" STOPPED FREIGHT INTERFERENCE N791-24, FOREST HILL.
SWS	833	Mon, Nov 17	19	GF	24" TRACK CIRCUIT DOWN IN PLANT, SNOW MELTER COVER TOUCHING BOTH RAILS, FOREST HILL.
		Mon, Nov 24	12	D1	25" LATE TURN OF 836 ACCT CROSS TRAFFIC, FOREST HILL.
		Tue, Nov 25	13	D1	13" FREIGHT INTERFERENCE UP-ITLSN, ASHBURN.
SWS	836	Tue, Nov 18	6	D	12" WAIT FOR Q028-16 TO CLEAR, FOREST HILL.
		Mon, Nov 24	23	D1	36" HELD AT ASHBURN MEETING 829 & 831 ACCT CROSS TRAFFIC, FOREST HILL.3
		Fri, Nov 28	7	GA1	16" DEPARTED LATE DUE TO LATE TURN OF #823, 153RD.
SWS	837	Mon, Nov 17	18	J1	19" LATE TURN FROM #838, CUS.
		Mon, Nov 24	10	D1	11" LATE TURN OF 838 ACCT CROSS TRAFFIC, FOREST HILL.
		Tue, Nov 25	20	D	4" LATE TURN OF #838, CUS; 14" NS9955, CP518; 6" X-TRAFF, BELT JCT.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
SWS	838	Fri, Nov 14	7	GF	8" WAIT ON SIGNAL CREW, CREW NOTIFIED NS LANDERS, CHICAGO RIDGE.	
		79% OT	Mon, Nov 17	26	J1	16" WAIT FOR #829 TO CLEAR SINGLE TRACK, FLAG STOP DOWNTOWN,179TH; 8" WAIT FOR #833 TO CLEAR, NS HI-RAIL INSPECTOR ON TK1, ASHBURN; 5" AMTRA
			Mon, Nov 24	19	D1	25" MEETING DELAYED 829 AT 179TH ST ACCT CROSS TRAFFIC, FOREST HILL.
			Tue, Nov 25	11	D	14" FREIGHT INT UP-ITLSN, ASHBURN.
SWS	841	Fri, Nov 07	8	D	12" X-TRAFFIC (K171), FOREST HILL	
		84% OT	Mon, Nov 17	9	GF	15" HAND LINING SWITCH, FOREST HILL.
			Thu, Nov 20	7	D	12" NS DISP HAD LIGHT POWER BC28+6, CP518.
UPN	322	Mon, Nov 03	9	JM	9" MEDICAL EMERGENCY FEMALE HAD TROUBLE BREATHING, CLYBOURN.	
		84% OT	Fri, Nov 14	9	F1	9" ORIGINALLY #324 BUT TOLD TO PROCEED ON #322'SCHEDULED, ORIGINAL HAD MECHANICAL ISSUES ON COACH CAR.
			Tue, Nov 18	8	FW1	8" FOLLOW #320, WK TO CPT.
UPN	330	Thu, Nov 13	10	E1	10" MADE ALL STOPS TO CENTRAL ST TO ACCOMMODATE PASSENGERS DUE TO #328'S ENGINE PROBLEMS, ENROUTE.	
		84% OT	Fri, Nov 14	14	F1	14" FOLLOWING #328, ENROUTE.
			Mon, Nov 17	47	F	44" LATE DEPARTING UTILIZED #309 CREW & EQUIPMENT DUE TO COACH CAR 7281 HAD AIR ISSUES, KENOSHA.
UPNW	647	Mon, Nov 03	8	JM1	8" FOLLOWING TRAINS AHEAD DUE TO #633'S MEDICAL EMERGENCY.	
		79% OT	Thu, Nov 13	11	KD1	11" FOLLOWING TRAINS AHEAD DUE TO LATE #641.
			Tue, Nov 18	10	RO1	10" #645 AHEAD, ERIE INT PLANT & CLYBOURN.
			Tue, Nov 25	21	K1	21" HELD FOR PRESIDENTIAL MOTORCADE, IRVING PK.
UPW	66	Wed, Nov 05	11	RF	11" WAIT FOR SIGNAL, PARK; 2" LATE ARRIVAL OF #63, ELBURN.;	
		84% OT	Thu, Nov 06	60	M1	60" LATE TURN FROM #63, ELBURN; M34371-5, WASHINGTON.
			Thu, Nov 20	6	D	6" FREIGHT CNAWK1-18 AHEAD, VILLA PARK TO ELMHURST

Data is final (12/18/14) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY

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

Effective January 1, 2014

Revised February 3 & March 12, 2014

P:\(ONTIME)\#DelayClassificationTbl2012_v2014.xls|DelayCodes&CategoriesReportTbl 03/12/2014

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	48	27	4	4	0	45	14	2	25	11	16	7	15	218	45%
Semi-controllable	14	0	0	0	4	12	14	5	1	43	0	2	7	102	21%
Uncontrollable	35	11	6	7	0	7	3	2	6	5	18	33	33	166	34%
TOTAL TRAINS DELAYED	97	38	10	11	4	64	31	9	32	59	34	42	55	486	100%

November - 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	42.5	35.0	10.5	19.0	1.5	38.5	18.5	13.5	27.0	14.5	16.5	38.5	25.5	301.0	40%
Semi-controllable	37.5	0.0	0.0	0.0	2.5	10.5	22.5	15.5	12.5	24.5	3.5	4.5	14.0	147.5	20%
Uncontrollable	19.5	36.5	7.0	19.0	1.5	15.0	38.5	11.5	48.5	3.0	34.0	39.0	29.5	302.5	40%
TOTAL TRAINS DELAYED	99.5	71.5	17.5	38.0	5.5	64.0	79.5	40.5	88.0	42.0	54.0	82.0	69.0	751.0	100%

November 2014 Divergence From November 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	5.5	-8.0	-6.5	-15.0	-1.5	6.5	-4.5	-11.5	-2.0	-3.5	-0.5	-31.5	-10.5	-83.0	31%
Semi-controllable	-23.5	0.0	0.0	0.0	1.5	1.5	-8.5	-10.5	-11.5	18.5	-3.5	-2.5	-7.0	-45.5	17%
Uncontrollable	15.5	-25.5	-1.0	-12.0	-1.5	-8.0	-35.5	-9.5	-42.5	2.0	-16.0	-6.0	3.5	-136.5	52%
TOTAL TRAINS DELAYED	-2.5	-33.5	-7.5	-27.0	-1.5	0.0	-48.5	-31.5	-56.0	17.0	-20.0	-40.0	-14.0	-265.0	100%

January-November 2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	1,253	189	64	128	42	649	329	196	487	139	224	233	307	4,240	39%
Semi-controllable	502	0	1	0	60	217	266	223	76	308	23	61	192	1,929	18%
Uncontrollable	842	490	150	207	27	501	433	108	625	117	396	548	399	4,843	44%
TOTAL TRAINS DELAYED	2,597	679	215	335	129	1,367	1,028	527	1,188	564	643	842	898	11,012	100%

Data for current month is final (12/18/14) version from TOPS.

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

12/18/2014

TABLE 7: NUMBER OF DELAYS BY DATE
November 2014

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	28	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Fr	
BNSF	0	1	10	0	1	4	7	6	0	3	6	2	0	3	1	1	28	4	3	80
Elec -ML	0	5	2	1	0	1	1	0	0	1	0	20	2	0	2	1	0	0	0	36
-BI	0	1	1	0	0	0	0	0	0	1	0	2	0	0	1	1	0	0	1	8
-SC	1	4	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	11
Heritage	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	4
Milw -N	0	2	1	2	6	3	0	0	3	8	6	1	1	2	3	6	10	2	0	56
-W	0	0	0	0	5	0	1	1	1	2	5	0	0	0	0	7	3	1	4	30
NCS	1	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	1	1	2	9
RI	2	0	0	2	1	1	0	5	2	0	8	1	0	0	0	2	4	3	1	32
SWS	6	0	0	2	1	1	2	3	5	2	10	2	1	2	7	6	6	1	2	59
UP -N	1	0	3	0	0	0	0	1	2	4	3	9	0	0	0	2	0	5	0	30
-NW	4	0	0	0	0	1	0	2	14	0	4	2	0	0	0	0	8	0	0	35
-W	<u>0</u>	<u>0</u>	<u>2</u>	<u>26</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>10</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>51</u>
SYSTEM	15	13	22	34	14	11	12	24	27	21	44	40	5	18	19	29	61	18	14	441

SATURDAY	1	8	15	22	29	TOTAL	SUNDAY/HOLIDAY	2	9	16	23	27	30	TOTAL
BNSF	4	0	4	0	3	11	BNSF	3	2	0	0	0	1	6
Elec -ML	0	0	0	0	1	1	Elec -ML	1	0	0	0	0	0	1
-BI	0	0	0	1	1	2	-BI	-	-	-	-	-	-	0
-SC	0	0	0	0	0	0	-SC	0	0	0	0	0	0	0
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	-	0
Milw -N	0	3	0	1	2	6	Milw -N	2	0	0	0	0	0	2
-W	0	0	0	0	0	0	-W	0	0	0	0	1	0	1
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	-	0
RI	0	0	0	0	0	0	RI	0	0	0	0	0	0	0
SWS	0	0	0	0	0	0	SWS	-	-	-	-	-	-	0
UP -N	0	0	0	0	1	1	UP -N	2	0	0	0	1	0	3
-NW	0	0	1	1	2	4	-NW	0	0	0	2	1	0	3
-W	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	-W	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
SYSTEM	5	3	5	5	10	28	SYSTEM	8	2	1	2	3	1	17

Data is final (12/18/14) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	1	0	0	0	0	3	0	2	1	2	0	1	0	10
<i>Freight Interference - Peak</i>	4	0	0	0	2	6	3	1	0	10	0	1	3	30
<i>Freight Interference - Off-Peak</i>	9	0	0	0	0	6	11	4	1	15	0	0	4	50
Freight Interference - Total	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Accident	0	0	0	0	0	1	0	0	0	0	4	4	26	35
Passenger Loading	0	1	2	1	0	4	0	1	1	0	0	4	2	16
Lift Deployment	0	0	0	0	0	2	1	0	3	1	1	0	0	8
Obstruction/Debris	28	4	2	5	0	0	1	0	0	1	2	13	1	57
Signal/Switch Failure	14	0	0	0	2	9	10	0	14	18	0	1	1	69
Track Work	16	12	2	1	0	19	1	0	4	0	1	0	0	56
Catenary Failure	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Non-Locomotive Equipment Failure	2	10	1	0	0	1	0	0	1	4	6	2	2	29
Locomotive Failure	2	0	0	0	0	8	3	0	3	2	8	0	1	27
Human Error	9	0	0	1	0	5	0	0	2	1	0	3	2	23
Sick, Injured, Unruly Passenger	1	2	0	0	0	0	0	0	1	4	3	5	4	20
Weather	1	2	2	1	0	0	0	0	1	0	8	7	0	22
Other	10	5	1	2	0	0	1	1	0	1	1	1	9	32
TOTAL TRAINS DELAYED	97	38	10	11	4	64	31	9	32	59	34	42	55	486

November - Average Over Previous Five Years: 2009-2013

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	3.0	1.2	0.4	0.4	0.2	8.6	5.4	4.2	2.6	1.8	0.6	1.4	1.2	31.0
<i>Freight Interference - Peak</i>	5.2	0.0	0.0	0.0	4.4	1.6	1.6	4.4	2.0	3.6	0.4	0.8	3.2	27.2
<i>Freight Interference - Off-Peak</i>	8.4	0.0	0.0	0.0	0.2	8.0	9.2	6.0	4.4	10.2	0.8	1.2	12.6	61.0
Freight Interference - Total	13.6	0.0	0.0	0.0	4.6	9.6	10.8	10.4	6.4	13.8	1.2	2.0	15.8	88.2
Accident	3.6	0.0	0.0	0.0	0.4	3.8	19.0	5.2	8.4	0.0	7.6	6.0	0.0	54.0
Passenger Loading	6.4	17.2	2.2	8.6	0.0	5.6	4.0	0.6	8.8	0.0	13.6	8.2	6.0	81.2
Lift Deployment	2.2	0.2	0.0	0.2	0.0	0.8	1.4	0.0	5.6	0.2	3.2	3.4	3.2	20.4
Obstruction/Debris	3.0	1.2	1.4	2.0	1.0	0.6	2.8	3.0	1.2	0.8	3.0	4.8	8.4	33.2
Signal/Switch Failure	19.8	7.2	2.8	2.0	1.2	24.4	11.8	7.4	6.4	10.6	2.8	1.8	12.4	110.6
Track Work	9.6	2.0	1.4	5.2	2.6	6.0	7.0	2.4	8.4	2.0	5.6	8.0	6.2	66.4
Catenary Failure	0.0	1.4	0.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Non-Locomotive Equipment Failure	2.4	6.8	3.4	2.8	0.0	0.4	1.2	0.0	0.2	0.4	1.0	5.0	1.0	24.6
Locomotive Failure	9.2	0.0	0.0	0.0	0.0	7.0	1.2	2.8	6.8	4.2	5.6	7.0	1.2	45.0
Human Error	11.6	7.4	2.2	3.2	1.0	4.0	2.2	1.0	3.0	1.4	3.8	4.8	6.4	52.0
Sick, Injured, Unruly Passenger	4.0	7.0	1.6	1.8	0.0	2.6	3.6	0.8	3.8	0.8	8.2	5.0	2.2	41.4
Weather	9.8	2.6	2.2	2.6	0.6	1.6	6.6	0.4	2.4	0.6	9.2	10.8	4.8	54.2
Other	2.4	1.0	0.6	1.4	0.0	2.6	2.6	0.6	3.8	1.0	2.0	2.0	2.0	22.0
TOTAL TRAINS DELAYED	100.6	55.2	18.4	32.6	11.6	77.6	79.6	38.8	67.8	37.6	67.4	70.2	70.8	728.2

November 2014 Divergence From November Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-2.0	-1.2	-0.4	-0.4	-0.2	-5.6	-5.4	-2.2	-1.6	0.2	-0.6	-0.4	-1.2	-21.0
<i>Freight Interference - Peak</i>	-1.2	0.0	0.0	0.0	-2.4	4.4	1.4	-3.4	-2.0	6.4	-0.4	0.2	-0.2	2.8
<i>Freight Interference - Off-Peak</i>	0.6	0.0	0.0	0.0	-0.2	-2.0	1.8	-2.0	-3.4	4.8	-0.8	-1.2	-8.6	-11.0
Freight Interference - Total	-0.6	0.0	0.0	0.0	-2.6	2.4	3.2	-5.4	-5.4	11.2	-1.2	-1.0	-8.8	-8.2
Accident	-3.6	0.0	0.0	0.0	-0.4	-2.8	-19.0	-5.2	-8.4	0.0	-3.6	-2.0	26.0	-19.0
Passenger Loading	-6.4	-16.2	-0.2	-7.6	0.0	-1.6	-4.0	0.4	-7.8	0.0	-13.6	-4.2	-4.0	-65.2
Lift Deployment	-2.2	-0.2	0.0	-0.2	0.0	1.2	-0.4	0.0	-2.6	0.8	-2.2	-3.4	-3.2	-12.4
Obstruction/Debris	25.0	2.8	0.6	3.0	-1.0	-0.6	-1.8	-3.0	-1.2	0.2	-1.0	8.2	-7.4	23.8
Signal/Switch Failure	-5.8	-7.2	-2.8	-2.0	0.8	-15.4	-1.8	-7.4	7.6	7.4	-2.8	-0.8	-11.4	-41.6
Track Work	6.4	10.0	0.6	-4.2	-2.6	13.0	-6.0	-2.4	-4.4	-2.0	-4.6	-8.0	-6.2	-10.4
Catenary Failure	0.0	0.6	-0.2	-2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.0
Non-Locomotive Equipment Failure	-0.4	3.2	-2.4	-2.8	0.0	0.6	-1.2	0.0	0.8	3.6	5.0	-3.0	1.0	4.4
Locomotive Failure	-7.2	0.0	0.0	0.0	0.0	1.0	1.8	-2.8	-3.8	-2.2	2.4	-7.0	-0.2	-18.0
Human Error	-2.6	-7.4	-2.2	-2.2	-1.0	1.0	-2.2	-1.0	-1.0	-0.4	-3.8	-1.8	-4.4	-29.0
Sick, Injured, Unruly Passenger	-3.0	-5.0	-1.6	-1.8	0.0	-2.6	-3.6	-0.8	-2.8	3.2	-5.2	0.0	1.8	-21.4
Weather	-8.8	-0.6	-0.2	-1.6	-0.6	-1.6	-6.6	-0.4	-1.4	-0.6	-1.2	-3.8	-4.8	-32.2
Other	7.6	4.0	0.4	0.6	0.0	-2.6	-1.6	0.4	-3.8	0.0	-1.0	-1.0	7.0	10.0
TOTAL TRAINS DELAYED	-3.6	-17.2	-8.4	-21.6	-7.6	-13.6	-48.6	-29.8	-35.8	21.4	-33.4	-28.2	-15.8	-242.2

Data for current month is final (12/18/14) version from TOPS.

P:\(ONTIME)report\DelaysByCause16Cats.xls\LastMonthByLine 12/18/2014

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-November 2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	22	2	1	2	9	83	13	17	16	5	3	7	19	199
<i>Freight Interference - Peak</i>	220	0	0	0	46	53	60	79	29	72	6	32	49	646
<i>Freight Interference - Off-Peak</i>	268	0	0	0	0	145	200	121	42	154	17	26	141	1,114
Freight Interference - Total	488	0	0	0	46	198	260	200	71	226	23	58	190	1,760
Accident	211	7	0	3	2	94	33	14	40	2	31	102	62	601
Passenger Loading	76	130	27	49	0	57	73	1	115	0	61	67	40	696
Lift Deployment	39	3	0	1	0	29	42	5	29	3	4	16	27	198
Obstruction/Debris	101	41	20	32	10	43	26	9	43	38	47	81	34	525
Signal/Switch Failure	250	30	18	29	19	253	118	85	150	109	15	35	88	1,199
Track Work	482	30	9	32	2	93	46	39	102	4	36	34	19	928
Catenary Failure	0	44	10	18	0	0	0	0	0	0	0	0	0	72
Non-Locomotive Equipment Failure	73	53	16	16	2	31	16	4	35	29	40	37	44	396
Locomotive Failure	117	0	0	0	1	136	89	53	103	23	108	75	68	773
Human Error	278	26	11	24	23	60	45	12	78	46	14	34	40	691
Sick, Injured, Unruly Passenger	48	50	9	22	1	19	26	4	28	10	35	51	29	332
Weather	372	244	78	94	13	251	225	75	350	59	199	234	180	2,374
Other	40	19	16	13	1	20	16	9	28	10	27	11	58	268
TOTAL TRAINS DELAYED	2,597	679	215	335	129	1,367	1,028	527	1,188	564	643	842	898	11,012

January-November - 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	32.2	21.8	7.2	8.0	5.8	86.4	24.2	19.4	23.2	13.6	17.2	12.8	17.8	289.6
<i>Freight Interference - Peak</i>	60.4	0.0	0.2	0.0	41.8	17.2	20.4	49.2	18.8	43.2	5.2	25.0	40.0	321.4
<i>Freight Interference - Off-Peak</i>	87.6	0.2	0.2	0.0	0.2	113.4	90.6	74.4	48.2	117.0	10.2	27.2	155.6	724.8
Freight Interference - Total	148.0	0.2	0.4	0.0	42.0	130.6	111.0	123.6	67.0	160.2	15.4	52.2	195.6	1,046.2
Accident	81.6	15.8	6.2	12.2	1.2	36.6	59.6	18.4	46.4	11.0	38.0	64.8	33.4	425.2
Passenger Loading	104.0	182.8	43.4	74.0	0.2	114.0	69.6	3.8	156.0	2.6	294.2	121.6	103.4	1,269.6
Lift Deployment	30.2	1.6	0.2	1.6	0.0	25.0	27.0	4.0	73.0	1.8	37.6	20.8	37.0	259.8
Obstruction/Debris	71.4	26.6	9.0	27.2	2.0	22.6	31.4	7.6	29.2	10.2	30.4	44.2	49.2	361.0
Signal/Switch Failure	217.0	101.8	32.6	28.6	27.0	254.6	141.2	82.4	83.2	96.0	66.2	79.8	117.6	1,328.0
Track Work	181.0	65.0	21.4	53.2	10.8	97.4	72.0	18.4	64.4	16.2	105.6	63.2	83.4	852.0
Catenary Failure	0.0	42.8	11.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	73.4
Non-Locomotive Equipment Failure	19.6	55.2	24.8	19.0	0.2	11.8	12.6	3.4	10.8	3.8	13.6	13.2	15.8	203.8
Locomotive Failure	136.0	1.2	0.4	0.0	2.4	101.2	56.2	22.2	75.4	17.0	50.4	57.8	34.8	555.0
Human Error	123.2	46.6	15.2	18.4	10.0	75.8	43.4	21.8	46.0	35.2	65.4	48.2	54.2	603.4
Sick, Injured, Unruly Passenger	34.4	72.6	13.0	25.8	1.0	30.4	34.6	5.0	33.0	3.4	60.0	42.0	39.6	394.8
Weather	161.4	74.8	16.4	28.8	10.0	101.4	80.2	32.8	73.6	21.6	124.4	110.2	85.4	921.0
Other	32.4	32.8	6.8	12.0	1.0	22.8	21.8	5.6	30.4	13.6	40.8	24.6	37.4	282.0
TOTAL TRAINS DELAYED	1,372.4	741.6	208.2	328.0	113.6	1,110.6	784.8	368.4	811.6	406.2	959.2	755.6	904.6	8,864.8

January-November 2014 Divergence From January-November Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Passenger Train Interference	-10.2	-19.8	-6.2	-6.0	3.2	-3.4	-11.2	-2.4	-7.2	-8.6	-14.2	-5.8	1.2	-90.6
<i>Freight Interference - Peak</i>	159.6	0.0	-0.2	0.0	4.2	35.8	39.6	29.8	10.2	28.8	0.8	7.0	9.0	324.6
<i>Freight Interference - Off-Peak</i>	180.4	-0.2	-0.2	0.0	-0.2	31.6	109.4	46.6	-6.2	37.0	6.8	-1.2	-14.6	389.2
Freight Interference - Total	340.0	-0.2	-0.4	0.0	4.0	67.4	149.0	76.4	4.0	65.8	7.6	5.8	-5.6	713.8
Accident	129.4	-8.8	-6.2	-9.2	0.8	57.4	-26.6	-4.4	-6.4	-9.0	-7.0	37.2	28.6	175.8
Passenger Loading	-28.0	-52.8	-16.4	-25.0	-0.2	-57.0	3.4	-2.8	-41.0	-2.6	-233.2	-54.6	-63.4	-573.6
Lift Deployment	8.8	1.4	-0.2	-0.6	0.0	4.0	15.0	1.0	-44.0	1.2	-33.6	-4.8	-10.0	-61.8
Obstruction/Debris	29.6	14.4	11.0	4.8	8.0	20.4	-5.4	1.4	13.8	27.8	16.6	36.8	-15.2	164.0
Signal/Switch Failure	33.0	-71.8	-14.6	0.4	-8.0	-1.6	-23.2	2.6	66.8	13.0	-51.2	-44.8	-29.6	-129.0
Track Work	301.0	-35.0	-12.4	-21.2	-8.8	-4.4	-26.0	20.6	37.6	-12.2	-69.6	-29.2	-64.4	76.0
Catenary Failure	0.0	1.2	-1.2	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-1.4
Non-Locomotive Equipment Failure	53.4	-2.2	-8.8	-3.0	1.8	19.2	3.4	0.6	24.2	25.2	26.4	23.8	28.2	192.2
Locomotive Failure	-19.0	-1.2	-0.4	0.0	-1.4	34.8	32.8	30.8	27.6	6.0	57.6	17.2	33.2	218.0
Human Error	154.8	-20.6	-4.2	5.6	13.0	-15.8	1.6	-9.8	32.0	10.8	-51.4	-14.2	-14.2	87.6
Sick, Injured, Unruly Passenger	13.6	-22.6	-4.0	-3.8	0.0	-11.4	-8.6	-1.0	-5.0	6.6	-25.0	9.0	-10.6	-62.8
Weather	210.6	169.2	61.6	65.2	3.0	149.6	144.8	42.2	276.4	37.4	74.6	123.8	94.6	1,453.0
Other	7.6	-13.8	9.2	1.0	0.0	-2.8	-5.8	3.4	-2.4	-3.6	-13.8	-13.6	20.6	-14.0
TOTAL TRAINS DELAYED	1,224.6	-62.6	6.8	7.0	15.4	256.4	243.2	158.6	376.4	157.8	-316.2	86.4	-6.6	2,147.2

Data for current month is final (12/18/14) 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 - Nov	
Passenger Train Interference	38	58	22	8	6	14	9	9	7	18	10		199	1.8%
<i>Freight Interference - Peak</i>	103	92	60	52	87	66	34	43	25	54	30		646	5.9%
<i>Freight Interference - Off-Peak</i>	104	157	99	88	90	125	103	110	75	113	50		1,114	10.1%
Freight Interference - Total	207	249	159	140	177	191	137	153	100	167	80		1,760	16.0%
Accident	116	117	39	11	81	42	39	87	10	24	35		601	5.5%
Passenger Loading	30	75	89	29	47	145	134	101	16	14	16		696	6.3%
Lift Deployment	28	41	13	10	11	19	11	38	13	6	8		198	1.8%
Obstruction/Debris	85	88	32	44	23	49	36	10	35	66	57		525	4.8%
Signal/Switch Failure	190	181	112	47	121	155	87	66	89	82	69		1,199	10.9%
Track Work	42	33	37	78	208	237	58	46	61	72	56		928	8.4%
Catenary Failure	0	32	9	3	5	5	14	2	0	0	2		72	0.7%
Non-Locomotive Equipment Failure	92	49	38	15	21	33	43	19	32	25	29		396	3.6%
Locomotive Failure	97	125	90	33	92	76	55	32	30	116	27		773	7.0%
Human Error	96	84	53	81	46	72	75	39	59	63	23		691	6.3%
Sick, Injured, Unruly Passenger	27	38	31	23	36	38	39	25	24	31	20		332	3.0%
Weather	1,431	487	123	6	36	67	25	88	32	57	22		2,374	21.6%
Other	31	45	32	21	27	19	11	19	25	6	32		268	2.4%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486		11,012	100%

2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	7	21	22	11	17	18	34	23	14	5	16	14	188	2.2%
<i>Freight Interference - Peak</i>	13	11	11	16	28	23	19	14	13	31	42	100	221	2.6%
<i>Freight Interference - Off-Peak</i>	42	73	56	58	70	92	60	66	58	77	104	97	756	9.0%
Freight Interference - Total	55	84	67	74	98	115	79	80	71	108	146	197	977	11.6%
Accident	23	1	78	56	31	29	93	23	25	55	71	90	485	5.7%
Passenger Loading	24	27	54	39	67	232	291	165	65	44	42	88	1,050	12.4%
Lift Deployment	12	6	19	8	9	25	19	19	22	23	11	32	173	2.0%
Obstruction/Debris	22	20	23	30	24	39	33	14	28	76	32	50	341	4.0%
Signal/Switch Failure	152	149	90	126	182	229	104	134	74	137	109	151	1,486	17.6%
Track Work	22	6	14	45	63	82	100	66	75	112	58	21	643	7.6%
Catenary Failure	0	0	2	7	1	0	79	37	4	33	0	6	163	1.9%
Non-Locomotive Equipment Failure	19	12	16	11	13	15	18	23	7	13	72	15	219	2.6%
Locomotive Failure	41	64	28	28	49	93	57	63	24	31	45	78	523	6.2%
Human Error	52	92	56	51	80	57	82	44	61	29	38	112	642	7.6%
Sick, Injured, Unruly Passenger	33	19	34	32	35	36	21	46	33	42	33	20	364	4.3%
Weather	90	86	35	218	19	234	17	81	63	16	96	142	955	11.3%
Other	11	32	19	8	22	36	24	22	19	11	30	29	234	2.8%
TOTAL TRAINS DELAYED	563	619	557	744	710	1,240	1,051	840	585	735	799	1,045	8,443	100%

2014 Divergence From 2013

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Passenger Train Interference	31	37	0	-3	-11	-4	-25	-14	-7	13	-6		11	-0.4%
<i>Freight Interference - Peak</i>	90	81	49	36	59	43	15	29	12	23	-12		425	3.2%
<i>Freight Interference - Off-Peak</i>	62	84	43	30	20	33	43	44	17	36	-54		358	1.2%
Freight Interference - Total	152	165	92	66	79	76	58	73	29	59	-66		783	4.4%
Accident	93	116	-39	-45	50	13	-54	64	-15	-31	-36		116	-0.3%
Passenger Loading	6	48	35	-10	-20	-87	-157	-64	-49	-30	-26		-354	-6.1%
Lift Deployment	16	35	-6	2	2	-6	-8	19	-9	-17	-3		25	-0.3%
Obstruction/Debris	63	68	9	14	-1	10	3	-4	7	-10	25		184	0.7%
Signal/Switch Failure	38	32	22	-79	-61	-74	-17	-68	15	-55	-40		-287	-6.7%
Track Work	20	27	23	33	145	155	-42	-20	-14	-40	-2		285	0.8%
Catenary Failure	0	32	7	-4	4	5	-65	-35	-4	-33	2		-91	-1.3%
Non-Locomotive Equipment Failure	73	37	22	4	8	18	25	-4	25	12	-43		177	1.0%
Locomotive Failure	56	61	62	5	43	-17	-2	-31	6	85	-18		250	0.8%
Human Error	44	-8	-3	30	-34	15	-7	-5	-2	34	-15		49	-1.3%
Sick, Injured, Unruly Passenger	-6	19	-3	-9	1	2	18	-21	-9	-11	-13		-32	-1.3%
Weather	1341	401	88	-212	17	-167	8	7	-31	41	-74		1419	10.2%
Other	20	13	13	13	5	-17	-13	-3	6	-5	2		34	-0.3%
TOTAL TRAINS DELAYED	1,947	1,083	322	-195	227	-78	-278	-106	-52	12	-313		2,569	

Data for current month is final (12/18/14) version from TOPS.

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TABLE 11: FREIGHT DELAYS
between December 2012 and November 2014

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	150	0	1	0	22	131	151	138	70	100	13	79	188	1,043
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
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Total	547	0	0	0	52	213	285	215	78	238	27	81	221	1,957

Data for current month is final (12/18/14) 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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	4	2	2	3	2	1	0	22	2	1	0																								39	1.50%		
Electric ML	0	0	0	0	0	0	0	3	0	0	0																								3	0.44%		
Electric BI	0	0	0	0	0	0	0	0	0	0	0																								0	0.00%		
Electric SC	0	0	0	0	0	0	0	1	0	0	0																								1	0.30%		
HER	0	0	0	0	0	0	0	0	0	0	0																								0	0.00%		
Milw N	5	10	2	0	4	2	0	1	2	1	2																								29	2.12%		
Milw W	8	5	5	1	1	9	5	2	4	1	1																								42	4.09%		
NCS	0	3	0	0	0	0	0	2	0	0	0																								5	0.95%		
RI	3	6	2	3	3	4	3	2	0	0	3																								29	2.44%		
SWS	0	0	0	0	0	0	1	1	0	0	1																								3	0.53%		
UP N	0	1	1	1	0	0	0	0	0	0	1																								4	0.62%		
UP NW	3	6	0	1	1	1	0	1	2	1	0																								16	1.90%		
UP W	5	8	1	1	0	2	2	3	3	2	0																								27	3.01%		
Total Lift Delays	28	41	13	10	11	19	11	38	13	6	8																								198	1.80%		
ALL DELAYS																																					11,012	

Data for current month is final (12/18/14) 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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	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

November 2014

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	20	7	4	2	3	13	6	4	9	7	5	8	8	96
11-15	8	8	0	0	0	4	4	0	3	6	3	9	1	46
16-20	5	2	0	0	0	4	1	0	2	3	3	3	3	26
21+	10	1	0	0	1	2	2	0	0	11	5	5	11	48
Annulled	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>6</u>								
Sub-Total	45	18	4	2	4	23	13	4	14	27	18	25	25	222
Off-Peak **														
6-10	24	12	5	2	0	19	6	1	9	12	5	7	6	108
11-15	12	3	0	2	0	11	4	1	6	7	2	3	5	56
16-20	5	1	0	1	0	5	2	0	1	7	2	2	5	31
21+	10	3	1	4	0	5	6	3	1	5	6	3	12	59
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>10</u>
Sub-Total	52	20	6	9	0	41	18	5	18	32	16	17	30	264
November 2014 Total														
6-10	44	19	9	4	3	32	12	5	18	19	10	15	14	204
11-15	20	11	0	2	0	15	8	1	9	13	5	12	6	102
16-20	10	3	0	1	0	9	3	0	3	10	5	5	8	57
21+	20	4	1	4	1	7	8	3	1	16	11	8	23	107
Annulled	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>16</u>
TOTAL	97	38	10	11	4	64	31	9	32	59	34	42	55	486
2014 Year-to-Date														
6-10	1,089	388	131	219	50	600	459	226	702	251	205	250	313	4,883
11-15	592	115	31	52	30	309	219	118	214	109	135	152	191	2,267
16-20	311	52	19	19	14	143	104	70	93	66	57	97	131	1,176
21+	493	105	30	34	32	263	199	104	145	115	196	301	228	2,245
Annulled	<u>112</u>	<u>19</u>	<u>4</u>	<u>11</u>	<u>3</u>	<u>52</u>	<u>47</u>	<u>9</u>	<u>34</u>	<u>23</u>	<u>50</u>	<u>42</u>	<u>35</u>	<u>441</u>
TOTAL	2,597	679	215	335	129	1,367	1,028	527	1,188	564	643	842	898	11,012
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	
November 2014 Total														
6-10	45.4%	50.0%	90.0%	36.4%	75.0%	50.0%	38.7%	55.6%	56.3%	32.2%	29.4%	35.7%	25.5%	42.0%
11-15	20.6%	28.9%	0.0%	18.2%	0.0%	23.4%	25.8%	11.1%	28.1%	22.0%	14.7%	28.6%	10.9%	21.0%
16-20	10.3%	7.9%	0.0%	9.1%	0.0%	14.1%	9.7%	0.0%	9.4%	16.9%	14.7%	11.9%	14.5%	11.7%
21+	20.6%	10.5%	10.0%	36.4%	25.0%	10.9%	25.8%	33.3%	3.1%	27.1%	32.4%	19.0%	41.8%	22.0%
Annulled	<u>3.1%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>1.7%</u>	<u>8.8%</u>	<u>4.8%</u>	<u>7.3%</u>	<u>3.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2014 Year-to-Date Delays By Duration														
6-10	41.9%	57.1%	60.9%	65.4%	38.8%	43.9%	44.6%	42.9%	59.1%	44.5%	31.9%	29.7%	34.9%	44.3%
11-15	22.8%	16.9%	14.4%	15.5%	23.3%	22.6%	21.3%	22.4%	18.0%	19.3%	21.0%	18.1%	21.3%	20.6%
16-20	12.0%	7.7%	8.8%	5.7%	10.9%	10.5%	10.1%	13.3%	7.8%	11.7%	8.9%	11.5%	14.6%	10.7%
21+	19.0%	15.5%	14.0%	10.1%	24.8%	19.2%	19.4%	19.7%	12.2%	20.4%	30.5%	35.7%	25.4%	20.4%
Annulled	<u>4.3%</u>	<u>2.8%</u>	<u>1.9%</u>	<u>3.3%</u>	<u>2.3%</u>	<u>3.8%</u>	<u>4.6%</u>	<u>1.7%</u>	<u>2.9%</u>	<u>4.1%</u>	<u>7.8%</u>	<u>5.0%</u>	<u>3.9%</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%

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

Data for most recent month is final (12/18/14) 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	
November 2014														
Peak *	19.6	12.1	8.3	7.5	14.5	11.9	14.0	8.3	10.2	19.6	25.3	15.4	37.1	18.4
Off-Peak **	18.5	12.3	11.3	21.7	--	14.4	20.1	30.8	11.1	13.7	19.9	19.7	29.1	17.9
All	19.0	12.2	10.1	19.1	14.5	13.5	17.5	20.8	10.7	16.5	22.7	17.0	32.7	18.1
2014 Year-to-Date														
Peak *	16.1	12.9	13.3	10.0	19.1	19.3	16.3	15.5	13.7	15.7	25.9	30.6	19.0	18.0
Off-Peak **	17.5	13.3	13.0	11.8	--	16.1	15.5	18.6	12.7	16.7	22.3	25.7	22.6	17.2
All	16.8	13.1	13.1	11.4	19.1	17.3	15.8	17.2	13.1	16.4	23.8	28.4	21.0	17.6

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (12/18/14) version from TOPS.