

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

**August 2015**



# COMMUTER RAIL ON-TIME PERFORMANCE

## August 2015

This report presents an analysis of the August 2015 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 August 2015, Metra operated 17,231 scheduled trains, including scheduled "extras", if any. 631 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.3%. Table 2 lists on-time percentages by line for each month and year since 2010.

Table 3 lists each train that was on time for less than 85% of its weekday runs in August 2015, 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 and carrier designation 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 August 2015. Of the 631 delays systemwide in August 2015, all but 275 (44%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Augusts, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in August 2015, 48 fewer delays than the average over the previous three Augusts were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 5,749 delays in 2015, all but 2,342 (41%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for August 2015.

Table 8.a shows the frequency of train delays by delay-cause category and by line during August 2015. Table 8.b shows the average frequencies over the previous five Augusts, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 631 delays systemwide in August 2015, 277 less than the average over the previous five Augusts. Table 9.a shows delays from the beginning of the year through August 2015. Table 9.b shows the average frequencies from the beginning of the year through August 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 2015 and 2014 respectively, and Table 10.c shows the difference between the two. From January through August of 2015, a total of 5,749 trains were delayed, compared to 9,246 trains delayed in the same eight months of 2014.

As of January 2015, Tables 8 through 10 are enhanced to show the total numbers of primary and secondary train delays for freight interference, signal/switch, non-locomotive, and locomotive delays. Also, delays by cause are now separated into 'Metra/PSA' and 'Foreign' designations, where applicable. 'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of

Service Agreement partners (BNSF and UP) in commuter rail operation. 'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations. See Table 5 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In August 2015 freight operations delayed 89 trains systemwide, compared to 153 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2015 and 2014 respectively. A total of 10 trains were delayed by lift deployment in August 2015.

A review of August 2015 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 48.7% of all late trains. Table 14 shows that the average length of delay was 16.0 minutes in August 2015. 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**  
**August 2015**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,134	39	96.6%	840	51	93.9%	1,974	90	95.4%	155	11	92.9%	102	2	98.0%	2,231	103	95.4%
<b>Elec -ML</b>	945	4	99.6%	714	15	97.9%	1,659	19	98.9%	230	18	92.2%	102	3	97.1%	1,991	40	98.0%
<b>-BI</b>	294	4	98.6%	483	1	99.8%	777	5	99.4%	150	1	99.3%	--	--	--	927	6	99.4%
<b>-SC</b>	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>16</u>	97.9%	<u>1,134</u>	<u>18</u>	98.4%	<u>240</u>	<u>14</u>	94.2%	<u>100</u>	<u>1</u>	99.0%	<u>1,474</u>	<u>33</u>	97.8%
<b>Subtotal</b>	1,596	10	99.4%	1,974	32	98.4%	3,570	42	98.8%	620	33	94.7%	202	4	98.0%	4,392	79	98.2%
<b>Heritage</b>	126	18	85.7%	--	--	--	126	18	85.7%	--	--	--	--	--	--	126	18	85.7%
<b>Milw -N</b>	525	20	96.2%	735	30	95.9%	1,260	50	96.0%	125	5	96.0%	105	21	80.0%	1,490	76	94.9%
<b>-W</b>	<u>567</u>	<u>20</u>	96.5%	<u>651</u>	<u>21</u>	96.8%	<u>1,218</u>	<u>41</u>	96.6%	<u>125</u>	<u>4</u>	96.8%	<u>96</u>	<u>1</u>	99.0%	<u>1,439</u>	<u>46</u>	96.8%
<b>Subtotal</b>	1,092	40	96.3%	1,386	51	96.3%	2,478	91	96.3%	250	9	96.4%	201	22	89.1%	2,929	122	95.8%
<b>NCS</b>	231	13	94.4%	231	21	90.9%	462	34	92.6%	--	--	--	--	--	--	462	34	92.6%
<b>RI</b>	756	22	97.1%	693	24	96.5%	1,449	46	96.8%	161	3	98.1%	141	3	97.9%	1,751	52	97.0%
<b>SWS</b>	231	14	93.9%	399	25	93.7%	630	39	93.8%	30	2	93.3%	--	--	--	660	41	93.8%
<b>UP -N</b>	630	13	97.9%	820	18	97.8%	1,450	31	97.9%	137	27	80.3%	95	11	88.4%	1,682	69	95.9%
<b>-NW</b>	693	18	97.4%	672	19	97.2%	1,365	37	97.3%	123	9	92.7%	77	8	89.6%	1,565	54	96.5%
<b>-W</b>	<u>567</u>	<u>20</u>	96.5%	<u>672</u>	<u>27</u>	96.0%	<u>1,239</u>	<u>47</u>	96.2%	<u>102</u>	<u>6</u>	94.1%	<u>92</u>	<u>6</u>	93.5%	<u>1,433</u>	<u>59</u>	95.9%
<b>Subtotal</b>	1,890	51	97.3%	2,164	64	97.0%	4,054	115	97.2%	362	42	88.4%	264	25	90.5%	4,680	182	96.1%
<b>SYSTEM</b>	7,056	207	97.1%	7,687	268	96.5%	14,743	475	96.8%	1,578	100	93.7%	910	56	93.8%	17,231	631	96.3%

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

Delays data for most recent month is final (09/14/15) 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-AUG	AVG
<b>BNSF</b>	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.1%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.8%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.4%	96.0%
	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.4%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	87.6%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4					94.1%	94.1%
	<b>2010-2014 average</b>		92.5	92.6	95.8	95.3	92.8	88.9	92.5	93.9	95.3	94.1	94.9	95.3	93.1%
<b>Electric</b>	<b>2010</b>	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.7%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.0%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2					97.4%	97.4%
	<b>2010-2014 average</b>		96.3	97.2	98.1	98.2	98.1	96.6	95.7	97.4	97.7	97.0	97.5	98.0	97.2%
<b>Heritage</b>	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.9%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	89.4%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.5%	95.6%
	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	89.0%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7					90.1%	90.1%
	<b>2010-2014 average</b>		91.2	89.2	92.1	95.4	93.7	90.3	89.2	94.0	91.0	91.9	92.1	89.3	91.9%
<b>Milw - N</b>	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.5%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	88.7%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.1%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.7%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.0%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9					93.9%	93.9%
	<b>2010-2014 average</b>		90.5	90.5	93.5	95.8	92.3	90.0	89.2	92.6	95.0	93.2	94.6	93.4	91.8%
<b>Milw - W</b>	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.1%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.3%	94.7%
	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.2%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	92.3%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8					95.7%	95.7%
	<b>2010-2014 average</b>		93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	94.0%
<b>NCS</b>	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.2%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.2%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	91.7%	92.4%
	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.9%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	87.9%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6					93.0%	93.0%
	<b>2010-2014 average</b>		91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.4%

**TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-AUG	AVG
<b>RI</b>	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.5%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.0%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.8%	95.3%
	<b>2013</b>	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.3%	95.3%
	<b>2014</b>	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	91.9%	93.8%
	<b>2015</b>	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0					97.1%	97.1%
<b>2010-2014 average</b>		93.2	93.0	96.3	95.7	96.0	92.2	92.4	95.4	96.4	96.6	95.9	96.2	94.3%	95.0%
<b>SWS</b>	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	93.9%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.9%	94.8%
	<b>2013</b>	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.0%	95.6%
	<b>2014</b>	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.3%	92.6%
	<b>2015</b>	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8					93.7%	93.7%
<b>2010-2014 average</b>		92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	93.8%	93.9%
<b>UP - N</b>	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.7%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.2%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.3%	96.4%
	<b>2013</b>	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.3%	96.6%
	<b>2014</b>	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.1%	96.7%
	<b>2015</b>	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9					97.3%	97.3%
<b>2010-2014 average</b>		94.9	94.4	96.9	97.0	95.8	93.6	93.9	94.2	95.4	96.1	96.0	97.0	95.1%	95.4%
<b>UP - NW</b>	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.6%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.6%	96.3%
	<b>2013</b>	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.4%	94.6%
	<b>2014</b>	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.5%	95.2%
	<b>2015</b>	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5					95.8%	95.8%
<b>2010-2014 average</b>		94.4	94.8	96.8	97.5	95.1	94.1	94.2	95.2	97.0	95.5	95.5	95.8	95.3%	95.5%
<b>UP - W</b>	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.6%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.6%	95.3%
	<b>2013</b>	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.4%	94.5%
	<b>2014</b>	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	93.7%	94.4%
	<b>2015</b>	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9					94.8%	94.8%
<b>2010-2014 average</b>		93.1	93.7	95.6	95.4	94.7	91.3	92.3	93.0	95.3	95.2	94.5	93.1	93.6%	93.9%
<b>SYSTEM excluding South Shore</b>	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.7%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.2%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	<b>2013</b>	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.4%	95.4%
	<b>2014</b>	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.2%	94.3%
	<b>2015</b>	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3					95.8%	95.8%
<b>2010-2014 average</b>		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.7		94.6%	95.0%

Delays data for most recent month is final (09/14/15) version from TOPS.

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'2010-2014 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  
August 2015**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1250	Tue, Aug 04	31	VF	TRAIN STOPPED OUTSIDE OF CUS IN UDE- NO CHARGE LIGHT	
		<b>81% OT</b>	Thu, Aug 13	14	KD1	WORKING AROUND 1228
		Tue, Aug 18	7	R1	FOLLOWING 1248	
		Mon, Aug 24	7	R	METX 186 WOULD NOT LOAD AT LISLE ENGINEER DUMPED AIR AND RESET	
BNSF	1252	Tue, Aug 04	18	VF1	BLOCKED BY 1250	
		<b>81% OT</b>	Thu, Aug 13	9	KD1	WORKING AROUND 1228
		Tue, Aug 18	10	C	10 MPH AT LISLE	
		Mon, Aug 24	0	E1	1242S EQUIPMENT NOT REPAIRED USED 1211S EQUIPMENT, DEPARTED 17" LATE	
BNSF	1293	Mon, Aug 03	13	C	MOW WORKING MT1 HIGHLANDS/ 1293 WORKED MIDDLE FROM LAGRANGE-HIGHLANDS	
		<b>76% OT</b>	Tue, Aug 04	8	CC	MOW WORKING @ BERWYN MT1/ MOW WORKING @ FAIRVIEW MT3
		Fri, Aug 14	7	IW	SLOW PASSENGER UNLOADING WEATHER	
		Thu, Aug 20	24	JM	PASSENGER MEDICAL EMERGENCY @ CICERO	
		Fri, Aug 21	8	I	PASSENGER HANDLING	
BNSF	1296	Tue, Aug 04	10	CC	HOLDING FOR THE H BRCKCK1 04A @ DGM ON MT1 DUE TO MOW WORKING MT3	
		<b>76% OT</b>	Fri, Aug 07	7	CA	SCHEDULED TRACK WORK CP HARRISON
		Tue, Aug 11	17	G	BOX 2S PROSPECT AVE TO HIGHLAND AVE DUE TO TRACK INDICATION MT HIGHLANDS	
		Thu, Aug 20	7	JM1	PASSENGER MEDICAL EMERGENCY 1293	
		Mon, Aug 31	25	CM	TRACK INDICATION	
BNSF	1298	Mon, Aug 03	27	GF	H NTWBRC1 01 TAKING SWITCH ON HAND BRC/ 1298 LAP BACK MT3-MT1 @ CICERO	
		<b>76% OT</b>	Tue, Aug 04	10	CC	MOW WORKING @ FAIRVIEW AVE
		Thu, Aug 06	14	AM	AMTRAK 6 BLOCKING ROUTE INTO CUS CAUSING 14 MINUTE DELAY TO 1298	
		Mon, Aug 17	13	IW	FLASH FLOOD WARNING MP 0-15/SEVERE WEATHER PASSENGER HANDLING ISSUES	
		Tue, Aug 18	18	KW	S SEACHC1 10A 5 MINUTE DELAY DROPPING OFF PILOT @ EOLA/ WORKING N SIDE FAIRVIEW-HINSDALE DUE TO DOWNED POWER LINES @ CLARENDON HILLS	
BNSF	1299	Mon, Aug 03	25	GF1	DELAYED DEPARTURE DUE TO LATE ARRIVAL OF EQUIPMENT/ H NTWBRC1 01	
		<b>71% OT</b>	Tue, Aug 04	12	K	CAR STRUCK ON TRACKS @ GARFIELD AVE MP 16.83
		Thu, Aug 06	22	AM1	LATE FLIP DUE TO AMTRAK 6 BLOCKING ROUTE INTO CUS	
		Fri, Aug 14	7	I	PASSENGER HANDLING	
		Mon, Aug 17	21	IW	LATE ARRIVAL OF EQUIPMENT/ WEATHER RELATED/ FLASH FLOOD WARNING MP 0-15	
		Tue, Aug 18	16	D1	LATE ARRIVAL OF EQUIPMENT/ SSEACHC1 10A DROPPING OFF PILOT @ EOLA/ WORKING N SIDE FAIRVIEW-HINSDALE DUE TO DOWNED POWER LINES NEAR CLARENDON	
HC	917	Wed, Aug 05	7	D	M XO36 WAITING FOR UP ISCG-04 129C TO CLEAR	
		<b>76% OT</b>	Mon, Aug 10	9	D	7M CP BRIGHTON WAITING FOR YPREL 5000FT TO CLEAR&7M CP CANAL WAITING FOR VBLUKCK110 7200FT TO CLEAR
		Tue, Aug 11	9	D	13M XO47 WAITING FOR LOCAL JOB L545 TO RUN AROUND TRAIN AND CLEAR INTO GLEN YARD	
		Tue, Aug 18	17	D	24M CP BRIGHTON WAITING FOR ZLAH 6400FT	
		Wed, Aug 19	8	RF	2M CP CERMAK STOP SIGNAL&2M CP BRIGHTON STOP SIGNAL&2M CORWITH STOP SIGNAL	
HC	919	Tue, Aug 18	7	D1	10M FOLLOWING AMTRAK 305, FREIGHT AHEAD	
		<b>71% OT</b>	Wed, Aug 19	122	E	89M SUMMIT ENGINE 108 WILL NOT LOAD, HAD TO BE PUSHED TO JOLIET BY 921
		Thu, Aug 20	10	AM	6M ROOSEVELT STOP SIGNAL&10M FOLLOWING AMTRAK 303	
		Mon, Aug 24	8	GF	11M CP CANAL TO JUSTICE RESTRICTED SPEED	
		Tue, Aug 25	7	RF	4M CORWITH FOLLOWING AMTRAK 305&5M XO36 UNABLE TO REACH UP DISPR FOR LINE UP	
		Wed, Aug 26	9	RF	7M CORWITH STOP SIGNAL WAITING FOR CN 4M 529A PARKVIEW LANE	
HC	921	Fri, Aug 07	27	W	921 RAN TO LEMONT ACCT GAS LEAK &34M XO47 AMTK 21 BACKING UP &12M CP CANAL FOR X TRAFFIC (IHB THOUGHT 921 WAS EMPTY ACCT CN MAINS CLOSED) &	
		<b>81% OT</b>	Mon, Aug 17	7	DE	DELAYED 22M (626P/644P) @ BRIGHTON ACCT X-TRAFFIC STOPPED IN PLANT WITH ENGINE PROBLEMS (ZLACNYC, BN7222)
		Tue, Aug 18	10	RF	6M CORWITH STOP SIGNAL BNSF WAITING FOR INSTRUCTIONS FROM CN&2M LEMOYNE SPEED RESTRICTION&2M LAMBERT XO ?	
		Wed, Aug 19	75	E1	13M CP BRIGHTON WAITING FOR TIE GANG TRAVELING THRU TO CLEAR PLANT&30M FLAGING 47 XO AND TYING ONTO 921 TO SHOVE TO JOLIET	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
August 2015**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MW	2254	Fri, Aug 14	8	JM	8" MEDICAL EMERGENCY.	
		<b>76% OT</b>	Wed, Aug 19	9	U1	9" LATE TURN FROM #2249, BIG TIMBER
		Mon, Aug 24	10	DE1	10" LATE TURN FROM #2249, BIG TIMBER.	
		Fri, Aug 28	17	J	20" PD REMOVED UNRULY & COMBATATIVE MALE PASSENGER, BENSENVILLE.	
		Mon, Aug 31	11	D1	10" LATE TURN FROM #2249, BIG TIMBER	
MW	2255	Fri, Aug 07	7	G	11" SIGNAL PROBLEMS.	
		<b>81% OT</b>	Fri, Aug 14	20	JM1	15" LATE TURN FROM #2254, CUS; MEDICAL EMERGENCY, GALEWOOD.
		Fri, Aug 28	17	J1	15" LATE TURN FROM #2254, CUS.	
		Mon, Aug 31	6	D1	7" LATE TURN FROM #2254, CUS.	
NCS	114	Tue, Aug 04	32	D	12" FREIGHT, ROUND LAKE BEACH; TALKED BY STOP SIGNAL, GRAYSLAKE; RESTRICTING SIGNAL, MP42.4; 529 A'S; STOP SIGNAL, DEVAL.	
		<b>81% OT</b>	Thu, Aug 20	12	D	7" FREIGHT, ANTIOCH; 11" FREIGHT, DEVAL.
		Fri, Aug 21	9	D	7" FREIGHT, GRAYSLAKE; RESTRICTED SPEED, HANDON PK-B6.	
		Fri, Aug 28	15	D	10" N/B FREIGHT, LAKE VILLA; 6" STOP SIGNAL, DEVAL.	
NCS	119	Fri, Aug 14	10	D	15" WAIT ON CN FREIGHT, LOMOND.	
		<b>81% OT</b>	Fri, Aug 21	14	K1	14" WAIT FOR #120 & FREIGHT.
		Mon, Aug 24	19	K1	20" LATE TURN FROM #118, CUS.	
		Fri, Aug 28	9	G	11" SIGNAL FAILURE, STOP SIGNAL RESTRICTED SPEED, METRA XING.	
RI	422	Thu, Aug 06	6	RO	5M DELAY AT BI WAITING FOR SIGNAL.	
		<b>81% OT</b>	Mon, Aug 10	36	E1	LOST 30M AT MIDLOTHIAN ASSISTING RI420 WHO HAD A ENGINE FAILURE
		Mon, Aug 17	17	H	DELAYED 20M AT JOLIET WITH MECHANICAL ISSUES WITH ENGINE 408	
		Wed, Aug 19	15	JM	17"DOWN DEPARTING WAITING ON EMERGENCY PERSONNEL ACCOUNT OF MEDICAL EMERGENCY	
RI	530	Wed, Aug 05	11	KD	10" 35TH ST, LOST HEP. 16TH ST, C7656 STOPPED A/C METRA 1277.	
		<b>81% OT</b>	Thu, Aug 06	7	RN	DEPART JOLIET 3M LATE AND 3M DELAY ACCT MAIN LINE CREW CHANGE @ RICHARDS ST (ENGINEER RELIEVED ACCT PERSONAL EMERGENCY
		Fri, Aug 07	14	II	7M DOWN DEPARTING JOLIET, LATE TURN OFF OF RI525. 3" BEV SUB, RUNNING WITH 9 CAR CONSIST.	
		Tue, Aug 18	15	KW1	DEPARTED 15M LATE DUE TO LATE ARRIVAL OF RI525	
SWS	806	Wed, Aug 05	6	D1	6M ASHBURN MEETING SWS803, 2M SLOW ORDER BRC	
		<b>81% OT</b>	Wed, Aug 12	6	D1	4M DELAY ASHBURN, MEETING SWS803, 2M SLOW ORDER BRC, 4M CP21ST. HELD FOR SWS805
		Mon, Aug 17	6	C1	5M DELAY ASHBURN MEETING SWS803, 2M ACCT BRC SLOW ORDER, 5M 21ST ACCT MEETING SWS805, 2M JACKSON ACCT FREIGHT TRAIN	
		Tue, Aug 18	14	RF	CSX X-TRAFFIC WEST YARDING AT 59TH ST WITH 14000'	
SWS	840	Thu, Aug 13	20	K1	16M ASHBURN ACCT. WAITING ON LATE SWS837 DELAYED ON CUS DEPARTURE 18M AND 25M AT FOREST HILL.	
		<b>81% OT</b>	Mon, Aug 24	7	D	13M ASHBURN, 858/911P, WAITING FOR Y130, CSXT 2540, 6700', TO CLEAR.
		Tue, Aug 25	7	D1	DEPARTED 179TH 7M LATE ACCT LATE TURN FROM 833	
		Thu, Aug 27	11	D1	DEPARTED 179TH 13M LATE ACCT LATE TURN FROM 833	
UPN	356	Fri, Aug 07	10	I	10" HEAVY/SLOW ENTRAINING, WAUKEGAN-HIGHLAND PARK; SLOW DETRAINING, RAVINIA PARK(CONCERT); OPEARTE RESTRICTED SPEED BRIDGE WAS STRUCK	
		<b>81% OT</b>	Wed, Aug 19	15	G1	30" LATE TURN FROM #335, KENOSHA; ADA, ENROUTE.
		Fri, Aug 21	9	CC	9" 20MPH SPEED RESTRICTION, MP48-49	
		Wed, Aug 26	10	UF1	10" LATE ARRIVAL OF #335, KENOSHA.	
UPNW	652	Fri, Aug 14	7	I	12" HEAVY/SLOW ENTRAINING, ALL STOPS.	
		<b>81% OT</b>	Tue, Aug 18	7	R	12" STUDENT ENGINEER; TRAIN MEETS & HEAVY ENTRAINING, ENROUTE.
		Thu, Aug 20	20	GF1	25" FLAGGED DUE TO TRACK CIRCUIT ON CN INT, CN BARRINGTON.	
		Fri, Aug 21	9	I	14" DEBRIEFING BY MOP, CRYSTAL LAKE;HEAVY ENTRAINING/DETRAINING CUBS GAME, ENROUTE.	
UPNW	658	Tue, Aug 04	11	L	11" WAIT FOR LOCAL PD TO SEARCH FOR FEMALE SEEN ON THE TRACKS, ARLINGTON PARK.	
		<b>81% OT</b>	Tue, Aug 11	9	II	9" LATE TURN FROM #625, HARVARD.
		Thu, Aug 20	12	GF1	12" LATE ARRIVAL OF #625, HARVAED.	
		Tue, Aug 25	122	M1	122" #651 STRUCK PEDESTRIAN @ EMERSON ST, MT PROSPECT, STOPPED , ARLINGTON HEIGHTS.	



**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
August 2015**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
UPW	49	Tue, Aug 04	10	GM	10" NO SIGNAL, VALE; XH PROCEDURES, YORK RD; SLOW ENTRAINING/ DETRAINING, LOMBARD.	
		<b>76% OT</b>	Tue, Aug 18	11	D1	11" TRAIN CONTROL FOLLOWING #47.
		Thu, Aug 20	9	G	9" TRESPASSER IN AREA, HARDING AVE; TRAIN CONTROL DUE TO #1 SWITCH X/O OUT OF CORRESPONDENCE @ VALE, WESTERN-KILBOURN; SLOW ENTRAINING,	
		Wed, Aug 26	13	D1	13" #47 AHEAD, ENROUTE	
		Mon, Aug 31	7	I	7" METX 153 NOT GOING PAST 70MPH, ENROUTE; HEAVY ENTRAINING, LOMBARD.	
UPW	56	Tue, Aug 11	10	I	10" HEAVY/SLOW ENTRAINING CUBS GAME, ENROUTE; SLOW ENTRAINING, LOADING PASSENGERS AT THE XINGS, VILLA PARK & ELMHURST	
		<b>81% OT</b>	Fri, Aug 14	8	D	5" STOPPED FOR M34841-13, WASHINGTON ST.
		Tue, Aug 18	15	D	15" FOLLOW ITAG23-17 GOING INTO PROVISO; OPERATE CENTER TRACK, VILLA PARK & ELMHURST; ADA, LOMBARD.	
		Fri, Aug 28	30	CC	30" HELD FOR SIGNAL AT TURNER DUE TO W/B #39 & 41 BEHIND HIM, WORK TRAIN WWCWCB ON TK1 & IGASAHX ON TK2, UNIVERSITY & GRACE.	
UPW	62	Fri, Aug 14	10	L	10" LOMBARD POLICE SEARCH FOR TRESPASSER ON TRACKS, GLEN ELLYN.	
		<b>81% OT</b>	Tue, Aug 18	20	D	20" LATE DEPARTING DUE TO LPJ04-15 GOING WEST TK2, ELBURN.
		Thu, Aug 20	10	D	10" CNAWF-18 AHEAD, OAK PARK-KEDZIE.	
		Mon, Aug 24	7	KD	7" TRAIN STRUCK DEBRIS, CAUSING TRAIN CONTROL TO WORK IMPROPER-LY, CUS OUT ATC @ WINFIELD & OPERATE ON DISPATCHER'S BLOCKS, MP34.2.	

Data is final (09/14/15) 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 & CARRIER DESIGNATION**

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

Effective January 1, 2014

Revised February 2, 2015

'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE**  
**August 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	52	22	3	24	8	28	26	15	27	11	29	16	14	275	44%
Semi-controllable	25	0	0	0	9	7	5	13	4	19	0	5	25	112	18%
Uncontrollable	26	18	3	9	1	41	15	6	21	11	40	33	20	244	39%
<b>TOTAL TRAINS DELAYED</b>	<b>103</b>	<b>40</b>	<b>6</b>	<b>33</b>	<b>18</b>	<b>76</b>	<b>46</b>	<b>34</b>	<b>52</b>	<b>41</b>	<b>69</b>	<b>54</b>	<b>59</b>	<b>631</b>	<b>100%</b>

**August - Average Over Previous Three Years: 2012-2014**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	49.0	31.0	8.0	21.0	0.7	43.0	38.3	16.0	27.3	11.0	25.0	23.0	29.7	323.0	40%
Semi-controllable	19.0	0.0	0.3	0.0	3.7	14.0	16.0	15.0	5.0	16.7	0.7	4.7	19.0	114.0	14%
Uncontrollable	63.7	37.7	5.0	13.3	0.7	36.0	39.7	8.3	44.3	3.3	43.7	37.3	41.7	374.7	46%
<b>TOTAL TRAINS DELAYED</b>	<b>131.7</b>	<b>68.7</b>	<b>13.3</b>	<b>34.3</b>	<b>5.0</b>	<b>93.0</b>	<b>94.0</b>	<b>39.3</b>	<b>76.7</b>	<b>31.0</b>	<b>69.3</b>	<b>65.0</b>	<b>90.3</b>	<b>811.7</b>	<b>100%</b>

**August 2015 Divergence From August Average Over Previous Three Years**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	3.0	-9.0	-5.0	3.0	7.3	-15.0	-12.3	-1.0	-0.3	0.0	4.0	-7.0	-15.7	-48.0	27%
Semi-controllable	6.0	0.0	-0.3	0.0	5.3	-7.0	-11.0	-2.0	-1.0	2.3	-0.7	0.3	6.0	-2.0	1%
Uncontrollable	-37.7	-19.7	-2.0	-4.3	0.3	5.0	-24.7	-2.3	-23.3	7.7	-3.7	-4.3	-21.7	-130.7	72%
<b>TOTAL TRAINS DELAYED</b>	<b>-28.7</b>	<b>-28.7</b>	<b>-7.3</b>	<b>-1.3</b>	<b>13.0</b>	<b>-17.0</b>	<b>-48.0</b>	<b>-5.3</b>	<b>-24.7</b>	<b>10.0</b>	<b>-0.3</b>	<b>-11.0</b>	<b>-31.3</b>	<b>-180.7</b>	<b>100%</b>

**January-August 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	462	220	47	110	45	340	212	110	194	102	154	173	173	2,342	41%
Semi-controllable	142	0	0	0	47	122	64	111	31	177	14	66	199	973	17%
Uncontrollable	446	336	85	102	10	265	222	43	167	56	192	290	220	2,434	42%
<b>TOTAL TRAINS DELAYED</b>	<b>1,050</b>	<b>556</b>	<b>132</b>	<b>212</b>	<b>102</b>	<b>727</b>	<b>498</b>	<b>264</b>	<b>392</b>	<b>335</b>	<b>360</b>	<b>529</b>	<b>592</b>	<b>5,749</b>	<b>100%</b>

Data for current month is final (09/14/15) version from TOPS.

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09/14/2015

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**August 2015**

WEEKDAY	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	
<b>BNSF</b>	3	24	2	2	1	0	2	0	8	5	8	9	1	5	5	3	0	1	0	1	10	90
<b>Elec -ML</b>	0	0	0	0	1	2	1	0	2	3	2	1	0	0	2	1	0	0	0	2	2	19
<b>-BI</b>	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	5
<b>-SC</b>	1	0	0	0	2	0	0	0	3	0	3	0	0	2	0	2	0	0	1	1	3	18
<b>Heritage</b>	1	0	1	0	1	1	1	0	0	0	1	3	3	1	0	2	2	1	0	0	0	18
<b>Milw -N</b>	1	2	0	1	0	2	1	2	0	3	5	0	2	0	23	0	0	0	1	6	1	50
<b>-W</b>	1	1	0	1	2	0	0	0	0	4	0	1	19	1	0	2	0	0	1	2	6	41
<b>NCS</b>	0	1	0	1	0	1	0	0	0	4	0	1	11	1	4	5	0	0	0	3	2	34
<b>RI</b>	1	9	2	3	3	9	1	5	0	2	4	5	1	0	0	0	0	0	1	0	0	46
<b>SWS</b>	1	1	2	1	2	0	0	1	11	0	2	2	0	3	2	1	4	1	3	1	1	39
<b>UP -N</b>	0	0	1	0	3	0	1	0	0	5	0	0	7	1	1	0	1	6	2	2	1	31
<b>-NW</b>	0	2	0	0	0	1	2	1	0	1	0	9	1	7	2	0	10	0	0	0	1	37
<b>-W</b>	<u>1</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>47</u>
<b>SYSTEM</b>	10	42	8	14	18	16	11	9	31	30	25	39	46	23	39	20	19	14	10	22	29	475

  

<b>SATURDAY</b>	1	8	15	22	29	TOTAL	<b>SUNDAY/HOLIDAY</b>	2	9	16	23	30	TOTAL
<b>BNSF</b>	3	2	1	2	3	11	<b>BNSF</b>	0	2	0	0	0	2
<b>Elec -ML</b>	2	7	5	2	2	18	<b>Elec -ML</b>	2	1	0	0	0	3
<b>-BI</b>	0	0	1	0	0	1	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	1	0	1	11	1	14	<b>-SC</b>	0	0	0	0	1	1
<b>Heritage</b>	-	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	2	0	0	2	1	5	<b>Milw -N</b>	8	5	8	0	0	21
<b>-W</b>	4	0	0	0	0	4	<b>-W</b>	0	1	0	0	0	1
<b>NCS</b>	-	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	1	0	2	0	0	3	<b>RI</b>	1	0	2	0	0	3
<b>SWS</b>	0	0	1	1	0	2	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	4	9	5	4	5	27	<b>UP -N</b>	4	2	1	2	2	11
<b>-NW</b>	2	3	3	1	0	9	<b>-NW</b>	2	0	4	0	2	8
<b>-W</b>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>6</u>	<b>-W</b>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>6</u>
<b>SYSTEM</b>	20	23	20	25	12	100	<b>SYSTEM</b>	18	11	18	2	7	56

Data is final (09/14/15) version from TOPS.

**TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August 2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	13	0	0	0	8	7	5	11	4	17	0	0	24	89
Freight Interference - Peak	0	0	0	0	8	1	0	2	2	7	0	0	11	31
Primary	0	0	0	0	7	1	0	2	2	4	0	0	3	19
Secondary	0	0	0	0	1	0	0	0	0	3	0	0	8	12
Freight Interference - Off-Peak	13	0	0	0	0	6	5	9	2	10	0	0	13	58
Primary	8	0	0	0	0	4	1	7	2	7	0	0	13	42
Secondary	5	0	0	0	0	2	4	2	0	3	0	0	0	16
Signal/Switch Failure - TOTAL	13	2	1	0	1	7	22	15	2	2	8	6	8	87
Signal/Switch Failure - Metra/PSA	5	2	1	0	0	7	22	13	2	0	8	1	7	68
Primary	4	2	1	0	0	2	7	8	2	0	3	0	3	32
Secondary	1	0	0	0	0	5	15	5	0	0	5	1	4	36
Signal/Switch Failure - Foreign	8	0	0	0	1	0	0	2	0	2	0	5	1	19
Primary	4	0	0	0	1	0	0	2	0	2	0	1	1	11
Secondary	4	0	0	0	0	0	0	0	0	0	0	4	0	8
Mechanical Failure - TOTAL	9	1	0	2	2	8	1	0	19	1	5	11	3	62
Mechanical Failure - Metra/PSA	9	1	0	2	2	8	1	0	19	1	5	11	3	62
Non-Locomotive Equipment Failure - Metra/PSA	2	1	0	2	0	2	0	0	0	0	1	1	2	11
Primary	1	0	0	0	0	1	0	0	0	0	1	0	1	4
Secondary	1	1	0	2	0	1	0	0	0	0	0	1	1	7
Locomotive Failure - Metra/PSA	7	0	0	0	2	6	1	0	19	1	4	10	1	51
Primary	3	0	0	0	1	4	1	0	5	1	3	3	1	22
Secondary	4	0	0	0	1	2	0	0	14	0	1	7	0	29
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	3	0	1	1	2	1	0	0	1	1	0	0	0	10
Passenger Train Interference - Metra/PSA	0	0	1	1	0	1	0	0	1	0	0	0	0	4
Passenger Train Interference - Foreign	3	0	0	0	2	0	0	0	0	1	0	0	0	6
Accident - TOTAL	0	0	0	0	0	0	0	0	0	0	2	10	1	13
Accident - Metra/PSA	0	0	0	0	0	0	0	0	0	0	2	10	1	13
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	27	9	1	15	0	4	0	2	1	4	10	2	4	79
Track Work - Metra/PSA	21	9	1	15	0	4	0	2	1	4	10	2	4	73
Track Work - Foreign	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Human Error - TOTAL	8	2	0	4	4	7	2	0	4	4	4	2	0	41
Human Error - Metra/PSA	7	2	0	4	0	4	1	0	4	1	4	2	0	29
Human Error - Foreign	1	0	0	0	4	3	1	0	0	3	0	0	0	12
Sick, Injured, Unruly Passenger - TOTAL	3	7	1	2	0	4	4	0	1	0	2	3	1	28
Sick, Injured, Unruly Passenger - Metra/PSA	3	7	1	2	0	4	4	0	1	0	2	3	1	28
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	6	2	0	0	0	8	0	0	6	0	0	0	0	22
Weather - Metra/PSA	6	2	0	0	0	8	0	0	6	0	0	0	0	22
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	6	7	0	4	0	6	4	0	9	0	34	18	13	101
Lift Deployment - TOTAL	1	0	0	0	0	0	3	0	1	0	2	1	2	10
Obstruction/Debris - TOTAL	10	1	1	3	0	23	4	6	1	11	0	0	1	61
Catenary Failure - TOTAL	0	8	0	1	0	0	0	0	0	0	0	0	0	9
Other - TOTAL	4	1	1	1	1	1	1	0	3	1	2	1	2	19
<b>TOTAL TRAINS DELAYED</b>	<b>103</b>	<b>40</b>	<b>6</b>	<b>33</b>	<b>18</b>	<b>76</b>	<b>46</b>	<b>34</b>	<b>52</b>	<b>41</b>	<b>69</b>	<b>54</b>	<b>59</b>	<b>631</b>
Total Metra/PSA Delays	72	40	6	33	3	66	40	21	48	18	69	49	34	499
Total Foreign Carrier Delays	31	0	0	0	15	10	6	13	4	23	0	5	25	132

Data for current month is final (09/14/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August - Average Over Previous Five Years: 2010-2014**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	19.8	0.0	0.2	0.0	4.0	16.8	15.6	14.0	7.0	20.8	0.4	2.6	21.8	123.0
Freight Interference - Peak	6.2	0.0	0.2	0.0	4.0	3.2	2.8	5.0	1.8	7.0	0.2	0.2	3.8	34.4
<i>Primary</i>	4.6	0.0	0.0	0.0	3.8	2.2	1.8	2.6	1.0	4.6	0.2	0.2	1.2	22.2
<i>Secondary</i>	1.6	0.0	0.2	0.0	0.2	1.0	1.0	2.4	0.8	2.4	0.0	0.0	2.6	12.2
Freight Interference - Off-Peak	13.6	0.0	0.0	0.0	0.0	13.6	12.8	9.0	5.2	13.8	0.2	2.4	18.0	88.6
<i>Primary</i>	11.0	0.0	0.0	0.0	0.0	10.0	8.4	8.0	5.0	9.0	0.2	2.4	14.6	68.6
<i>Secondary</i>	2.6	0.0	0.0	0.0	0.0	3.6	4.4	1.0	0.2	4.8	0.0	0.0	3.4	20.0
Signal/Switch Failure - TOTAL	10.4	8.2	2.8	4.4	1.4	19.4	10.8	9.0	8.0	7.8	3.0	7.8	9.2	102.2
Signal/Switch Failure - Metra/PSA	8.0	8.2	2.8	4.4	0.2	18.2	10.4	8.2	7.6	4.6	3.0	7.2	9.0	91.8
<i>Primary</i>	7.6	6.6	2.2	2.4	0.2	11.0	7.4	5.2	6.4	3.6	2.0	3.8	5.0	63.4
<i>Secondary</i>	0.4	1.6	0.6	2.0	0.0	7.2	3.0	3.0	1.2	1.0	1.0	3.4	4.0	28.4
Signal/Switch Failure - Foreign	2.4	0.0	0.0	0.0	1.2	1.2	0.4	0.8	0.4	3.2	0.0	0.6	0.2	10.4
<i>Primary</i>	1.6	0.0	0.0	0.0	1.2	1.0	0.4	0.4	0.4	1.6	0.0	0.4	0.2	7.2
<i>Secondary</i>	0.8	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	1.6	0.0	0.2	0.0	3.2
Mechanical Failure - TOTAL	9.0	7.2	3.6	2.2	0.0	13.8	8.2	1.8	7.8	1.6	8.4	5.0	4.4	73.0
Mechanical Failure - Metra/PSA	9.0	7.2	3.6	2.2	0.0	13.8	8.2	1.8	7.8	1.6	8.4	5.0	4.4	73.0
Non-Locomotive Equipment Failure - Metra/PSA	1.2	7.2	3.6	2.2	0.0	1.6	1.4	0.2	1.6	0.0	1.6	0.6	2.6	23.8
<i>Primary</i>	0.8	2.0	1.0	0.4	0.0	0.2	1.0	0.0	1.2	0.0	1.2	0.2	1.0	9.0
<i>Secondary</i>	0.4	5.2	2.6	1.8	0.0	1.4	0.4	0.2	0.4	0.0	0.4	0.4	1.6	14.8
Locomotive Failure - Metra/PSA	7.8	0.0	0.0	0.0	0.0	12.2	6.8	1.6	6.2	1.6	6.8	4.4	1.8	49.2
<i>Primary</i>	3.6	0.0	0.0	0.0	0.0	3.0	3.2	0.4	3.2	1.0	2.6	1.2	0.8	19.0
<i>Secondary</i>	4.2	0.0	0.0	0.0	0.0	9.2	3.6	1.2	3.0	0.6	4.2	3.2	1.0	30.2
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Train Interference - TOTAL	2.2	2.6	0.4	0.8	1.0	8.8	3.0	1.4	1.6	0.0	1.6	0.8	2.0	26.2
Passenger Train Interference - Metra/PSA	0.4	0.8	0.4	0.6	0.4	6.2	2.2	1.4	1.0	0.0	1.6	0.8	1.6	17.4
Passenger Train Interference - Foreign	1.8	1.8	0.0	0.2	0.6	2.6	0.8	0.0	0.6	0.0	0.0	0.0	0.4	8.8
Accident - TOTAL	7.2	0.8	0.0	0.2	0.2	4.2	1.8	1.8	3.0	0.0	0.2	10.2	6.6	36.2
Accident - Metra/PSA	7.2	0.8	0.0	0.2	0.2	4.2	1.8	1.8	3.0	0.0	0.2	10.2	6.6	36.2
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Work - TOTAL	26.2	6.8	0.8	7.0	0.0	6.2	11.4	2.4	8.2	1.6	13.6	7.2	7.6	99.0
Track Work - Metra/PSA	26.0	6.8	0.8	7.0	0.0	6.2	11.4	2.4	8.2	1.6	13.6	7.2	7.6	98.8
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Human Error - TOTAL	12.6	2.4	1.2	1.6	0.6	6.6	6.4	1.8	4.6	5.0	4.0	5.8	8.2	60.8
Human Error - Metra/PSA	9.6	2.4	1.0	1.6	0.0	6.0	4.8	1.0	4.4	0.4	3.8	4.0	6.2	45.2
Human Error - Foreign	3.0	0.0	0.2	0.0	0.6	0.6	1.6	0.8	0.2	4.6	0.2	1.8	2.0	15.6
Sick, Injured, Unruly Passenger - TOTAL	2.6	7.8	1.6	2.2	0.0	3.6	2.0	0.6	2.8	0.0	7.6	4.6	4.8	40.2
Sick, Injured, Unruly Passenger - Metra/PSA	2.6	7.8	1.6	2.2	0.0	3.6	2.0	0.6	2.8	0.0	7.6	4.6	4.8	40.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	12.6	4.4	0.4	0.2	0.8	3.0	8.0	3.0	4.8	0.6	10.0	9.2	5.8	62.8
Weather - Metra/PSA	12.6	4.4	0.4	0.2	0.8	3.0	8.0	3.0	4.2	0.6	10.0	9.2	5.8	62.2
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
Passenger Loading - TOTAL	18.2	21.6	3.8	6.8	0.0	24.4	13.2	0.4	17.8	0.2	43.4	17.6	20.4	187.8
Lift Deployment - TOTAL	7.4	0.6	0.0	0.8	0.0	3.8	3.4	0.6	8.0	0.4	5.4	2.0	4.0	36.4
Obstruction/Debris - TOTAL	9.4	1.2	0.2	3.4	0.0	1.2	2.2	0.0	3.0	0.4	2.0	3.6	1.6	28.2
Catenary Failure - TOTAL	0.0	5.8	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2
Other - TOTAL	2.4	1.2	0.0	1.0	0.0	1.8	3.6	0.6	1.6	1.6	1.8	1.2	7.4	24.2
<b>TOTAL TRAINS DELAYED</b>	<b>140.0</b>	<b>70.6</b>	<b>16.6</b>	<b>31.4</b>	<b>8.0</b>	<b>113.6</b>	<b>89.6</b>	<b>37.4</b>	<b>78.2</b>	<b>40.0</b>	<b>101.4</b>	<b>77.6</b>	<b>103.8</b>	<b>908.2</b>
Total Metra/PSA Delays	112.8	68.8	16.2	31.2	1.6	92.4	71.2	21.8	69.4	11.4	100.8	72.6	79.4	749.6
Total Foreign Carrier Delays	27.2	1.8	0.4	0.2	6.4	21.2	18.4	15.6	8.8	28.6	0.6	5.0	24.4	158.6

Data for latest month is final (09/23/14) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August 2015 Divergence From August 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	
<b>Freight Interference - TOTAL</b>	<b>-6.8</b>	<b>0.0</b>	<b>-0.2</b>	<b>0.0</b>	<b>4.0</b>	<b>-9.8</b>	<b>-10.6</b>	<b>-3.0</b>	<b>-3.0</b>	<b>-3.8</b>	<b>-0.4</b>	<b>-2.6</b>	<b>2.2</b>	<b>-34.0</b>
Freight Interference - Peak	-6.2	0.0	-0.2	0.0	4.0	-2.2	-2.8	-3.0	0.2	0.0	-0.2	-0.2	7.2	-3.4
<i>Primary</i>	-4.6	0.0	0.0	0.0	3.2	-1.2	-1.8	-0.6	1.0	-0.6	-0.2	-0.2	1.8	-3.2
<i>Secondary</i>	-1.6	0.0	-0.2	0.0	0.8	-1.0	-1.0	-2.4	-0.8	0.6	0.0	0.0	5.4	-0.2
<b>Freight Interference - Off-Peak</b>	<b>-0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-7.6</b>	<b>-7.8</b>	<b>0.0</b>	<b>-3.2</b>	<b>-3.8</b>	<b>-0.2</b>	<b>-2.4</b>	<b>-5.0</b>	<b>-30.6</b>
<i>Primary</i>	-3.0	0.0	0.0	0.0	0.0	-6.0	-7.4	-1.0	-3.0	-2.0	-0.2	-2.4	-1.6	-26.6
<i>Secondary</i>	2.4	0.0	0.0	0.0	0.0	-1.6	-0.4	1.0	-0.2	-1.8	0.0	0.0	-3.4	-4.0
<b>Signal/Switch Failure - TOTAL</b>	<b>2.6</b>	<b>-6.2</b>	<b>-1.8</b>	<b>-4.4</b>	<b>-0.4</b>	<b>-12.4</b>	<b>11.2</b>	<b>6.0</b>	<b>-6.0</b>	<b>-5.8</b>	<b>5.0</b>	<b>-1.8</b>	<b>-1.2</b>	<b>-15.2</b>
Signal/Switch Failure - Metra/PSA	-3.0	-6.2	-1.8	-4.4	-0.2	-11.2	11.6	4.8	-5.6	-4.6	5.0	-6.2	-2.0	-23.8
<i>Primary</i>	-3.6	-4.6	-1.2	-2.4	-0.2	-9.0	-0.4	2.8	-4.4	-3.6	1.0	-3.8	-2.0	-31.4
<i>Secondary</i>	0.6	-1.6	-0.6	-2.0	0.0	-2.2	12.0	2.0	-1.2	-1.0	4.0	-2.4	0.0	7.6
Signal/Switch Failure - Foreign	5.6	0.0	0.0	0.0	-0.2	-1.2	-0.4	1.2	-0.4	-1.2	0.0	4.4	0.8	8.6
<i>Primary</i>	2.4	0.0	0.0	0.0	-0.2	-1.0	-0.4	1.6	-0.4	0.4	0.0	0.6	0.8	3.8
<i>Secondary</i>	3.2	0.0	0.0	0.0	0.0	-0.2	0.0	-0.4	0.0	-1.6	0.0	3.8	0.0	4.8
<b>Mechanical Failure - TOTAL</b>	<b>0.0</b>	<b>-6.2</b>	<b>-3.6</b>	<b>-0.2</b>	<b>2.0</b>	<b>-5.8</b>	<b>-7.2</b>	<b>-1.8</b>	<b>11.2</b>	<b>-0.6</b>	<b>-3.4</b>	<b>6.0</b>	<b>-1.4</b>	<b>-11.0</b>
Mechanical Failure - Metra/PSA	0.0	-6.2	-3.6	-0.2	2.0	-5.8	-7.2	-1.8	11.2	-0.6	-3.4	6.0	-1.4	-11.0
Non-Locomotive Equipment Failure - Metra/PSA	0.8	-6.2	-3.6	-0.2	0.0	0.4	-1.4	-0.2	-1.6	0.0	-0.6	0.4	-0.6	-12.8
<i>Primary</i>	0.2	-2.0	-1.0	-0.4	0.0	0.8	-1.0	0.0	-1.2	0.0	-0.2	-0.2	0.0	-5.0
<i>Secondary</i>	0.6	-4.2	-2.6	0.2	0.0	-0.4	-0.4	-0.2	-0.4	0.0	-0.4	0.6	-0.6	-7.8
Locomotive Failure - Metra/PSA	-0.8	0.0	0.0	0.0	2.0	-6.2	-5.8	-1.6	12.8	-0.6	-2.8	5.6	-0.8	1.8
<i>Primary</i>	-0.6	0.0	0.0	0.0	1.0	1.0	-2.2	-0.4	1.8	0.0	0.4	1.8	0.2	3.0
<i>Secondary</i>	-0.2	0.0	0.0	0.0	1.0	-7.2	-3.6	-1.2	11.0	-0.6	-3.2	3.8	-1.0	-1.2
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Passenger Train Interference - TOTAL</b>	<b>0.8</b>	<b>-2.6</b>	<b>0.6</b>	<b>0.2</b>	<b>1.0</b>	<b>-7.8</b>	<b>-3.0</b>	<b>-1.4</b>	<b>-0.6</b>	<b>1.0</b>	<b>-1.6</b>	<b>-0.8</b>	<b>-2.0</b>	<b>-16.2</b>
Passenger Train Interference - Metra/PSA	-0.4	-0.8	0.6	0.4	-0.4	-5.2	-2.2	-1.4	0.0	0.0	-1.6	-0.8	-1.6	-13.4
Passenger Train Interference - Foreign	1.2	-1.8	0.0	-0.2	1.4	-2.6	-0.8	0.0	-0.6	1.0	0.0	0.0	-0.4	-2.8
<b>Accident - TOTAL</b>	<b>-7.2</b>	<b>-0.8</b>	<b>0.0</b>	<b>-0.2</b>	<b>-0.2</b>	<b>-4.2</b>	<b>-1.8</b>	<b>-1.8</b>	<b>-3.0</b>	<b>0.0</b>	<b>1.8</b>	<b>-0.2</b>	<b>-5.6</b>	<b>-23.2</b>
Accident - Metra/PSA	-7.2	-0.8	0.0	-0.2	-0.2	-4.2	-1.8	-1.8	-3.0	0.0	1.8	-0.2	-5.6	-23.2
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Track Work - TOTAL</b>	<b>0.8</b>	<b>2.2</b>	<b>0.2</b>	<b>8.0</b>	<b>0.0</b>	<b>-2.2</b>	<b>-11.4</b>	<b>-0.4</b>	<b>-7.2</b>	<b>2.4</b>	<b>-3.6</b>	<b>-5.2</b>	<b>-3.6</b>	<b>-20.0</b>
Track Work - Metra/PSA	-5.0	2.2	0.2	8.0	0.0	-2.2	-11.4	-0.4	-7.2	2.4	-3.6	-5.2	-3.6	-25.8
Track Work - Foreign	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
<b>Human Error - TOTAL</b>	<b>-4.6</b>	<b>-0.4</b>	<b>-1.2</b>	<b>2.4</b>	<b>3.4</b>	<b>0.4</b>	<b>-4.4</b>	<b>-1.8</b>	<b>-0.6</b>	<b>-1.0</b>	<b>0.0</b>	<b>-3.8</b>	<b>-8.2</b>	<b>-19.8</b>
Human Error - Metra/PSA	-2.6	-0.4	-1.0	2.4	0.0	-2.0	-3.8	-1.0	-0.4	0.6	0.2	-2.0	-6.2	-16.2
Human Error - Foreign	-2.0	0.0	-0.2	0.0	3.4	2.4	-0.6	-0.8	-0.2	-1.6	-0.2	-1.8	-2.0	-3.6
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	<b>0.4</b>	<b>-0.8</b>	<b>-0.6</b>	<b>-0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>2.0</b>	<b>-0.6</b>	<b>-1.8</b>	<b>0.0</b>	<b>-5.6</b>	<b>-1.6</b>	<b>-3.8</b>	<b>-12.2</b>
Sick, Injured, Unruly Passenger - Metra/PSA	0.4	-0.8	-0.6	-0.2	0.0	0.4	2.0	-0.6	-1.8	0.0	-5.6	-1.6	-3.8	-12.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Weather - TOTAL</b>	<b>-6.6</b>	<b>-2.4</b>	<b>-0.4</b>	<b>-0.2</b>	<b>-0.8</b>	<b>5.0</b>	<b>-8.0</b>	<b>-3.0</b>	<b>1.2</b>	<b>-0.6</b>	<b>-10.0</b>	<b>-9.2</b>	<b>-5.8</b>	<b>-40.8</b>
Weather - Metra/PSA	-6.6	-2.4	-0.4	-0.2	-0.8	5.0	-8.0	-3.0	1.8	-0.6	-10.0	-9.2	-5.8	-40.2
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0	0.0	0.0	-0.6
Passenger Loading - TOTAL	-12.2	-14.6	-3.8	-2.8	0.0	-18.4	-9.2	-0.4	-8.8	-0.2	-9.4	0.4	-7.4	-86.8
Lift Deployment - TOTAL	-6.4	-0.6	0.0	-0.8	0.0	-3.8	-0.4	-0.6	-7.0	-0.4	-3.4	-1.0	-2.0	-26.4
Obstruction/Debris - TOTAL	0.6	-0.2	0.8	-0.4	0.0	21.8	1.8	6.0	-2.0	10.6	-2.0	-3.6	-0.6	32.8
Catenary Failure - TOTAL	0.0	2.2	-1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Other - TOTAL	1.6	-0.2	1.0	0.0	1.0	-0.8	-2.6	-0.6	1.4	-0.6	0.2	-0.2	-5.4	-5.2
<b>TOTAL TRAINS DELAYED</b>	<b>-37.0</b>	<b>-30.6</b>	<b>-10.6</b>	<b>1.6</b>	<b>10.0</b>	<b>-37.6</b>	<b>-43.6</b>	<b>-3.4</b>	<b>-26.2</b>	<b>1.0</b>	<b>-32.4</b>	<b>-23.6</b>	<b>-44.8</b>	<b>-277.2</b>
Total Metra/PSA Delays	-40.8	-28.8	-10.2	1.8	1.4	-26.4	-31.2	-0.8	-21.4	6.6	-31.8	-23.6	-45.4	-250.6
Total Foreign Carrier Delays	3.8	-1.8	-0.4	-0.2	8.6	-11.2	-12.4	-2.6	-4.8	-5.6	-0.6	0.0	0.6	-26.6

Data for current month is final (09/14/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.



**TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - August 2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	112	0	0	0	33	108	55	93	33	130	14	59	197	834
Freight Interference - Peak	36	0	0	0	33	30	10	42	6	46	5	34	53	295
Primary	21	0	0	0	32	20	4	31	6	28	2	17	27	188
Secondary	15	0	0	0	1	10	6	11	0	18	3	17	26	107
Freight Interference - Off-Peak	76	0	0	0	0	78	45	51	27	84	9	25	144	539
Primary	57	0	0	0	0	49	33	41	26	62	5	21	120	414
Secondary	19	0	0	0	0	29	12	10	1	22	4	4	24	125
Signal/Switch Failure - TOTAL	117	51	19	19	15	97	89	65	37	57	25	21	62	674
Signal/Switch Failure - Metra/PSA	83	51	19	19	1	83	80	46	36	12	25	14	60	529
Primary	53	30	13	15	1	45	42	28	29	6	15	6	30	313
Secondary	30	21	6	4	0	38	38	18	7	6	10	8	30	216
Signal/Switch Failure - Foreign	34	0	0	0	14	14	9	19	1	45	0	7	2	145
Primary	25	0	0	0	13	8	5	9	1	27	0	2	2	92
Secondary	9	0	0	0	1	6	4	10	0	18	0	5	0	53
Mechanical Failure - TOTAL	90	60	8	5	5	120	57	14	81	25	37	60	35	597
Mechanical Failure - Metra/PSA	89	54	5	4	5	101	57	14	81	25	37	60	35	567
Non-Locomotive Equipment Failure - Metra/PSA	15	54	5	4	1	13	22	1	16	5	5	16	10	167
Primary	5	10	0	1	1	6	6	1	6	3	3	6	8	56
Secondary	10	44	5	3	0	7	16	0	10	2	2	10	2	111
Locomotive Failure - Metra/PSA	74	0	0	0	4	88	35	13	65	20	32	44	25	400
Primary	20	0	0	0	3	24	15	2	26	10	16	12	10	138
Secondary	54	0	0	0	1	64	20	11	39	10	16	32	15	262
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30
Passenger Train Interference - TOTAL	17	9	2	3	10	25	3	11	2	20	1	1	6	110
Passenger Train Interference - Metra/PSA	2	5	1	3	1	11	2	11	2	7	1	1	6	53
Passenger Train Interference - Foreign	15	4	1	0	9	14	1	0	0	13	0	0	0	57
Accident - TOTAL	65	34	11	14	0	30	55	5	3	0	27	50	11	305
Accident - Metra/PSA	65	34	11	14	0	27	53	5	1	0	27	50	10	297
Accident - Foreign	0	0	0	0	0	3	2	0	2	0	0	0	1	8
Track Work - TOTAL	163	27	6	29	5	52	18	12	30	15	28	28	16	429
Track Work - Metra/PSA	131	27	6	29	5	52	18	12	30	9	28	28	16	391
Track Work - Foreign	32	0	0	0	0	0	0	0	0	6	0	0	0	38
Human Error - TOTAL	76	28	5	19	24	74	42	25	35	24	55	57	43	507
Human Error - Metra/PSA	61	28	5	19	5	58	33	15	34	7	28	23	14	330
Human Error - Foreign	15	0	0	0	19	16	9	10	1	17	27	34	29	177
Sick, Injured, Unruly Passenger - TOTAL	23	50	8	3	2	28	24	2	12	3	14	31	19	219
Sick, Injured, Unruly Passenger - Metra/PSA	23	50	8	3	2	28	24	2	12	3	14	31	19	219
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	178	156	44	30	5	72	67	19	57	18	55	77	80	858
Weather - Metra/PSA	177	156	44	30	5	61	66	19	57	17	55	77	78	842
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	38	63	7	13	0	52	28	3	68	4	72	70	53	471
Lift Deployment - TOTAL	33	3	0	0	0	18	24	0	9	1	8	14	25	135
Obstruction/Debris - TOTAL	79	17	7	31	2	43	31	11	11	22	16	39	27	336
Catenary Failure - TOTAL	0	44	9	34	0	0	0	0	0	0	0	0	0	87
Other - TOTAL	59	14	6	12	1	8	5	4	14	16	8	22	18	187
<b>TOTAL TRAINS DELAYED</b>	<b>1,050</b>	<b>556</b>	<b>132</b>	<b>212</b>	<b>102</b>	<b>727</b>	<b>498</b>	<b>264</b>	<b>392</b>	<b>335</b>	<b>360</b>	<b>529</b>	<b>592</b>	<b>5,749</b>
Total Metra/PSA Delays	840	546	128	211	27	542	421	142	355	123	319	429	361	4,444
Total Foreign Carrier Delays	210	10	4	1	75	185	77	122	37	212	41	100	231	1,305

Data for current month is final (09/14/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**

**January - August - Average Over Previous Five Years: 2010-2014**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	157.4	0.2	0.4	0.0	31.4	124.0	108.4	117.6	53.6	125.4	14.4	39.0	165.0	936.8
Freight Interference - Peak	66.6	0.0	0.2	0.0	31.4	21.0	22.0	47.8	15.0	36.8	4.0	17.0	33.8	295.6
Primary	45.6	0.0	0.0	0.0	29.8	14.0	15.6	33.8	8.2	30.4	1.8	9.0	17.4	205.6
Secondary	21.0	0.0	0.2	0.0	1.6	7.0	6.4	14.0	6.8	6.4	2.2	8.0	16.4	90.0
Freight Interference - Off-Peak	90.8	0.2	0.2	0.0	0.0	103.0	86.4	69.8	38.6	88.6	10.4	22.0	131.2	641.2
Primary	78.6	0.0	0.0	0.0	0.0	73.6	62.0	59.2	34.4	69.0	7.2	18.4	109.2	511.6
Secondary	12.2	0.2	0.2	0.0	0.0	29.4	24.4	10.6	4.2	19.6	3.2	3.6	22.0	129.6
Signal/Switch Failure - TOTAL	147.0	63.6	22.0	22.0	19.6	199.6	117.0	65.8	74.6	79.8	42.8	58.8	82.2	994.8
Signal/Switch Failure - Metra/PSA	103.6	63.6	21.8	22.0	12.6	176.8	100.4	53.0	71.0	37.0	42.2	55.6	79.2	838.8
Primary	79.0	53.6	17.2	16.0	12.4	98.8	65.0	31.4	54.4	26.4	22.2	27.6	43.8	547.8
Secondary	24.6	10.0	4.6	6.0	0.2	78.0	35.4	21.6	16.6	10.6	20.0	28.0	35.4	291.0
Signal/Switch Failure - Foreign	43.4	0.0	0.2	0.0	7.0	22.8	16.6	12.8	3.6	42.8	0.6	3.2	3.0	156.0
Primary	38.8	0.0	0.0	0.0	6.4	15.8	13.2	7.4	2.0	28.8	0.6	2.0	3.0	118.0
Secondary	4.6	0.0	0.2	0.0	0.6	7.0	3.4	5.4	1.6	14.0	0.0	1.2	0.0	38.0
Mechanical Failure - TOTAL	128.2	32.8	17.2	13.6	2.2	104.8	65.4	24.8	77.2	17.2	62.4	56.6	40.0	642.4
Mechanical Failure - Metra/PSA	127.2	31.4	17.0	13.6	2.2	104.2	65.2	24.8	76.8	17.2	62.4	56.6	39.8	638.4
Non-Locomotive Equipment Failure - Metra/PSA	26.6	31.4	16.8	13.6	0.6	12.2	13.2	3.2	14.8	6.4	15.6	10.0	13.6	178.0
Primary	9.6	11.8	6.0	4.6	0.4	4.0	6.4	1.2	9.6	2.4	5.4	3.8	7.2	72.4
Secondary	17.0	19.6	10.8	9.0	0.2	8.2	6.8	2.0	5.2	4.0	10.2	6.2	6.4	105.6
Locomotive Failure - Metra/PSA	100.6	0.0	0.2	0.0	1.6	92.0	52.0	21.6	62.0	10.8	46.8	46.6	26.2	460.4
Primary	28.2	0.0	0.2	0.0	1.2	23.2	19.0	6.6	23.2	5.0	16.0	12.6	10.4	145.6
Secondary	72.4	0.0	0.0	0.0	0.4	68.8	33.0	15.0	38.8	5.8	30.8	34.0	15.8	314.8
Mechanical Failure - Foreign	1.0	1.4	0.2	0.0	0.0	0.6	0.2	0.0	0.4	0.0	0.0	0.0	0.2	4.0
Passenger Train Interference - TOTAL	15.0	13.0	4.0	6.4	4.4	71.6	15.2	10.4	15.8	6.4	12.4	9.4	13.8	197.8
Passenger Train Interference - Metra/PSA	1.4	5.4	3.4	5.4	0.6	44.8	12.2	10.0	10.8	1.2	12.4	9.0	13.2	129.8
Passenger Train Interference - Foreign	13.6	7.6	0.6	1.0	3.8	26.8	3.0	0.4	5.0	5.2	0.0	0.4	0.6	68.0
Accident - TOTAL	94.0	11.6	4.8	7.4	0.8	40.0	34.8	13.4	36.4	8.0	26.8	57.6	34.6	370.2
Accident - Metra/PSA	78.8	11.6	4.8	7.4	0.6	39.4	33.6	11.8	35.6	8.0	26.8	57.6	33.6	349.6
Accident - Foreign	15.2	0.0	0.0	0.0	0.2	0.6	1.2	1.6	0.8	0.0	0.0	0.0	1.0	20.6
Track Work - TOTAL	173.2	44.2	13.4	35.0	2.4	69.2	48.6	16.2	52.8	9.0	63.2	33.6	54.0	614.8
Track Work - Metra/PSA	168.4	44.2	13.4	35.0	2.4	69.0	48.4	15.6	52.8	8.8	63.2	33.6	54.0	608.8
Track Work - Foreign	4.8	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0	6.0
Human Error - TOTAL	114.2	33.4	10.2	15.0	10.0	56.2	36.8	18.0	43.4	30.0	42.8	36.4	39.4	485.8
Human Error - Metra/PSA	81.2	30.6	9.8	14.0	2.0	34.8	25.2	7.6	42.4	6.6	36.4	25.8	27.2	343.6
Human Error - Foreign	33.0	2.8	0.4	1.0	8.0	21.4	11.6	10.4	1.0	23.4	6.4	10.6	12.2	142.2
Sick, Injured, Unruly Passenger - TOTAL	26.4	55.0	8.8	19.4	0.4	20.4	25.8	2.8	25.6	3.4	38.8	28.6	28.2	283.6
Sick, Injured, Unruly Passenger - Metra/PSA	25.8	55.0	8.8	19.4	0.4	20.4	25.8	2.8	25.2	3.4	38.8	28.6	28.2	282.6
Sick, Injured, Unruly Passenger - Foreign	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	192.6	105.4	26.0	38.8	8.4	125.4	100.2	42.0	122.6	27.0	116.6	119.8	97.4	1,122.2
Weather - Metra/PSA	191.6	105.4	26.0	38.8	8.0	124.4	99.6	41.6	121.8	25.4	116.6	119.4	97.2	1,115.8
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	0.8	1.6	0.0	0.4	0.2	6.4
Passenger Loading - TOTAL	87.0	128.4	24.8	54.2	0.2	96.0	64.2	2.0	141.4	1.4	166.6	85.0	78.8	930.0
Lift Deployment - TOTAL	25.8	1.2	0.0	1.4	0.0	22.0	27.4	2.0	49.8	1.0	22.4	12.8	25.8	191.6
Obstruction/Debris - TOTAL	43.0	16.2	4.4	21.6	2.2	19.4	22.6	4.0	29.0	10.8	25.6	34.6	32.6	266.0
Catenary Failure - TOTAL	0.0	36.4	8.6	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	57.4
Other - TOTAL	25.8	21.8	4.0	10.6	0.8	19.2	18.4	4.2	21.6	10.4	26.4	16.6	35.6	215.4
<b>TOTAL TRAINS DELAYED</b>	<b>1,229.6</b>	<b>563.2</b>	<b>148.6</b>	<b>257.6</b>	<b>82.8</b>	<b>967.8</b>	<b>684.8</b>	<b>323.2</b>	<b>743.8</b>	<b>329.8</b>	<b>661.2</b>	<b>589.0</b>	<b>727.4</b>	<b>7,308.8</b>
Total Metra/PSA Delays	959.6	551.2	146.8	255.6	32.0	770.4	543.0	179.4	678.2	131.2	639.8	535.4	545.2	5,967.8
Total Foreign Carrier Delays	270.0	12.0	1.8	2.0	50.8	197.4	141.8	143.8	65.6	198.6	21.4	53.6	182.2	1,341.0

Data for latest month is final (09/23/14) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - August 2015 Divergence From January - August 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	
Freight Interference - TOTAL	-45.4	-0.2	-0.4	0.0	1.6	-16.0	-53.4	-24.6	-20.6	4.6	-0.4	20.0	32.0	-102.8
Freight Interference - Peak	-30.6	0.0	-0.2	0.0	1.6	9.0	-12.0	-5.8	-9.0	9.2	1.0	17.0	19.2	-0.6
Primary	-24.6	0.0	0.0	0.0	2.2	6.0	-11.6	-2.8	-2.2	-2.4	0.2	8.0	9.6	-17.6
Secondary	-6.0	0.0	-0.2	0.0	-0.6	3.0	-0.4	-3.0	-6.8	11.6	0.8	9.0	9.6	17.0
Freight Interference - Off-Peak	-14.8	-0.2	-0.2	0.0	0.0	-25.0	-41.4	-18.8	-11.6	-4.6	-1.4	3.0	12.8	-102.2
Primary	-21.6	0.0	0.0	0.0	0.0	-24.6	-29.0	-18.2	-8.4	-7.0	-2.2	2.6	10.8	-97.6
Secondary	6.8	-0.2	-0.2	0.0	0.0	-0.4	-12.4	-0.6	-3.2	2.4	0.8	0.4	2.0	-4.6
Signal/Switch Failure - TOTAL	-30.0	-12.6	-3.0	-3.0	-4.6	-102.6	-28.0	-0.8	-37.6	-22.8	-17.8	-37.8	-20.2	-320.8
Signal/Switch Failure - Metra/PSA	-20.6	-12.6	-2.8	-3.0	-11.6	-93.8	-20.4	-7.0	-35.0	-25.0	-17.2	-41.6	-19.2	-309.8
Primary	-26.0	-23.6	-4.2	-1.0	-11.4	-53.8	-23.0	-3.4	-25.4	-20.4	-7.2	-21.6	-13.8	-234.8
Secondary	5.4	11.0	1.4	-2.0	-0.2	-40.0	2.6	-3.6	-9.6	-4.6	-10.0	-20.0	-5.4	-75.0
Signal/Switch Failure - Foreign	-9.4	0.0	-0.2	0.0	7.0	-8.8	-7.6	6.2	-2.6	2.2	-0.6	3.8	-1.0	-11.0
Primary	-13.8	0.0	0.0	0.0	6.6	-7.8	-8.2	1.6	-1.0	-1.8	-0.6	0.0	-1.0	-26.0
Secondary	4.4	0.0	-0.2	0.0	0.4	-1.0	0.6	4.6	-1.6	4.0	0.0	3.8	0.0	15.0
Mechanical Failure - TOTAL	-38.2	27.2	-9.2	-8.6	2.8	15.2	-8.4	-10.8	3.8	7.8	-25.4	3.4	-5.0	-45.4
Mechanical Failure - Metra/PSA	-38.2	22.6	-12.0	-9.6	2.8	-3.2	-8.2	-10.8	4.2	7.8	-25.4	3.4	-4.8	-71.4
Non-Locomotive Equipment Failure - Metra/PSA	-11.6	22.6	-11.8	-9.6	0.4	0.8	8.8	-2.2	1.2	-1.4	-10.6	6.0	-3.6	-11.0
Primary	-4.6	-1.8	-6.0	-3.6	0.6	2.0	-0.4	-0.2	-3.6	0.6	-2.4	2.2	0.8	-16.4
Secondary	-7.0	24.4	-5.8	-6.0	-0.2	-1.2	9.2	-2.0	4.8	-2.0	-8.2	3.8	-4.4	5.4
Locomotive Failure - Metra/PSA	-26.6	0.0	-0.2	0.0	2.4	-4.0	-17.0	-8.6	3.0	9.2	-14.8	-2.6	-1.2	-60.4
Primary	-8.2	0.0	-0.2	0.0	1.8	0.8	-4.0	-4.6	2.8	5.0	0.0	-0.6	-0.4	-7.6
Secondary	-18.4	0.0	0.0	0.0	0.6	-4.8	-13.0	-4.0	0.2	4.2	-14.8	-2.0	-0.8	-52.8
Mechanical Failure - Foreign	0.0	4.6	2.8	1.0	0.0	18.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	26.0
Passenger Train Interference - TOTAL	2.0	-4.0	-2.0	-3.4	5.6	-46.6	-12.2	0.6	-13.8	13.6	-11.4	-8.4	-7.8	-87.8
Passenger Train Interference - Metra/PSA	0.6	-0.4	-2.4	-2.4	0.4	-33.8	-10.2	1.0	-8.8	5.8	-11.4	-8.0	-7.2	-76.8
Passenger Train Interference - Foreign	1.4	-3.6	0.4	-1.0	5.2	-12.8	-2.0	-0.4	-5.0	7.8	0.0	-0.4	-0.6	-11.0
Accident - TOTAL	-29.0	22.4	6.2	6.6	-0.8	-10.0	20.2	-8.4	-33.4	-8.0	0.2	-7.6	-23.6	-65.2
Accident - Metra/PSA	-13.8	22.4	6.2	6.6	-0.6	-12.4	19.4	-6.8	-34.6	-8.0	0.2	-7.6	-23.6	-52.6
Accident - Foreign	-15.2	0.0	0.0	0.0	-0.2	2.4	0.8	-1.6	1.2	0.0	0.0	0.0	0.0	-12.6
Track Work - TOTAL	-10.2	-17.2	-7.4	-6.0	2.6	-17.2	-30.6	-4.2	-22.8	6.0	-35.2	-5.6	-38.0	-185.8
Track Work - Metra/PSA	-37.4	-17.2	-7.4	-6.0	2.6	-17.0	-30.4	-3.6	-22.8	0.2	-35.2	-5.6	-38.0	-217.8
Track Work - Foreign	27.2	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	5.8	0.0	0.0	0.0	32.0
Human Error - TOTAL	-38.2	-5.4	-5.2	4.0	14.0	17.8	5.2	7.0	-8.4	-6.0	12.2	20.6	3.6	21.2
Human Error - Metra/PSA	-20.2	-2.6	-4.8	5.0	3.0	23.2	7.8	7.4	-8.4	0.4	-8.4	-2.8	-13.2	-13.6
Human Error - Foreign	-18.0	-2.8	-0.4	-1.0	11.0	-5.4	-2.6	-0.4	0.0	-6.4	20.6	23.4	16.8	34.8
Sick, Injured, Unruly Passenger - TOTAL	-3.4	-5.0	-0.8	-16.4	1.6	7.6	-1.8	-0.8	-13.6	-0.4	-24.8	2.4	-9.2	-64.6
Sick, Injured, Unruly Passenger - Metra/PSA	-2.8	-5.0	-0.8	-16.4	1.6	7.6	-1.8	-0.8	-13.2	-0.4	-24.8	2.4	-9.2	-63.6
Sick, Injured, Unruly Passenger - Foreign	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	-1.0
Weather - TOTAL	-14.6	50.6	18.0	-8.8	-3.4	-53.4	-33.2	-23.0	-65.6	-9.0	-61.6	-42.8	-17.4	-264.2
Weather - Metra/PSA	-14.6	50.6	18.0	-8.8	-3.0	-63.4	-33.6	-22.6	-64.8	-8.4	-61.6	-42.4	-19.2	-273.8
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-0.8	-0.6	0.0	-0.4	1.8	9.6
Passenger Loading - TOTAL	-49.0	-65.4	-17.8	-41.2	-0.2	-44.0	-36.2	1.0	-73.4	2.6	-94.6	-15.0	-25.8	-459.0
Lift Deployment - TOTAL	7.2	1.8	0.0	-1.4	0.0	-4.0	-3.4	-2.0	-40.8	0.0	-14.4	1.2	-0.8	-56.6
Obstruction/Debris - TOTAL	36.0	0.8	2.6	9.4	-0.2	23.6	8.4	7.0	-18.0	11.2	-9.6	4.4	-5.6	70.0
Catenary Failure - TOTAL	0.0	7.6	0.4	21.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	29.6
Other - TOTAL	33.2	-7.8	2.0	1.4	0.2	-11.2	-13.4	-0.2	-7.6	5.6	-18.4	5.4	-17.6	-28.4
<b>TOTAL TRAINS DELAYED</b>	<b>-179.6</b>	<b>-7.2</b>	<b>-16.6</b>	<b>-45.6</b>	<b>19.2</b>	<b>-240.8</b>	<b>-186.8</b>	<b>-59.2</b>	<b>-351.8</b>	<b>5.2</b>	<b>-301.2</b>	<b>-60.0</b>	<b>-135.4</b>	<b>-1,559.8</b>
Total Metra/PSA Delays	-119.6	-5.2	-18.8	-44.6	-5.0	-228.4	-122.0	-37.4	-323.2	-8.2	-320.8	-106.4	-184.2	-1,523.8
Total Foreign Carrier Delays	-60.0	-2.0	2.2	-1.0	24.2	-12.4	-64.8	-21.8	-28.6	13.4	19.6	46.4	48.8	-36.0

Data for current month is final (09/14/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 10.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89					834	14.5%
Freight Interference - Peak	35	48	42	36	23	42	38	31					295	5.1%
Primary	24	33	24	24	13	25	26	19					188	3.3%
Secondary	11	15	18	12	10	17	12	12					107	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58					539	9.4%
Primary	63	86	59	42	28	38	56	42					414	7.2%
Secondary	24	24	12	9	8	10	22	16					125	2.2%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87					674	11.7%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68					529	9.2%
Primary	38	54	25	29	30	42	63	32					313	5.4%
Secondary	35	29	3	24	24	25	40	36					216	3.8%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19					145	2.5%
Primary	17	23	5	12	7	6	11	11					92	1.6%
Secondary	3	20	2	4	8	6	2	8					53	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62					597	10.4%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62					567	9.9%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11					167	2.9%
Primary	10	6	10	7	6	4	9	4					56	1.0%
Secondary	17	13	12	10	2	31	19	7					111	1.9%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51					400	7.0%
Primary	16	25	14	17	15	14	15	22					138	2.4%
Secondary	28	49	33	22	28	51	22	29					262	4.6%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0					30	0.5%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10					110	1.9%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4					53	0.9%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6					57	1.0%
Accident - TOTAL	29	35	60	60	20	59	29	13					305	5.3%
Accident - Metra/PSA	28	34	60	60	18	59	25	13					297	5.2%
Accident - Foreign	1	1	0	0	2	0	4	0					8	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79					429	7.5%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73					391	6.8%
Track Work - Foreign	0	18	0	0	0	0	14	6					38	0.7%
Human Error - TOTAL	32	67	103	31	40	45	148	41					507	8.8%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29					330	5.7%
Human Error - Foreign	8	22	13	14	12	5	91	12					177	3.1%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28					219	3.8%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28					219	3.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0					0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22					858	14.9%
Weather - Metra/PSA	333	381	17	10	3	59	17	22					842	14.6%
Weather - Foreign	2	14	0	0	0	0	0	0					16	0.3%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101					471	8.2%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10					135	2.3%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61					336	5.8%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9					87	1.5%
Other - TOTAL	23	59	10	10	19	16	31	19					187	3.3%
<b>TOTAL TRAINS DELAYED</b>	<b>865</b>	<b>1,185</b>	<b>532</b>	<b>485</b>	<b>462</b>	<b>735</b>	<b>854</b>	<b>631</b>					<b>5,749</b>	<b>100.0%</b>
Total Metra/PSA Delays	694	915	398	355	362	616	605	499					4,444	77.3%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132					1,305	22.7%

Data for current month is final (09/14/15) version from TOPS.

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'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation.

'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
<b>Freight Interference - TOTAL</b>	<b>207</b>	<b>249</b>	<b>159</b>	<b>140</b>	<b>177</b>	<b>191</b>	<b>137</b>	<b>153</b>	<b>100</b>	<b>167</b>	<b>80</b>	<b>75</b>	<b>1,413</b>	<b>15.3%</b>
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	537	5.8%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	346	3.7%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	191	2.1%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	876	9.5%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	634	6.9%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	242	2.6%
<b>Signal/Switch Failure - TOTAL</b>	<b>190</b>	<b>181</b>	<b>112</b>	<b>47</b>	<b>121</b>	<b>155</b>	<b>87</b>	<b>66</b>	<b>89</b>	<b>82</b>	<b>69</b>	<b>69</b>	<b>959</b>	<b>10.4%</b>
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	788	8.5%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	430	4.7%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	358	3.9%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	171	1.8%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	107	1.2%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	64	0.7%
<b>Mechanical Failure - TOTAL</b>	<b>189</b>	<b>174</b>	<b>128</b>	<b>48</b>	<b>113</b>	<b>109</b>	<b>98</b>	<b>51</b>	<b>62</b>	<b>141</b>	<b>56</b>	<b>74</b>	<b>910</b>	<b>9.8%</b>
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	896	9.7%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	303	3.3%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	108	1.2%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	195	2.1%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	593	6.4%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	174	1.9%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	419	4.5%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	14	0.2%
<b>Passenger Train Interference - TOTAL</b>	<b>38</b>	<b>58</b>	<b>22</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>46</b>	<b>164</b>	<b>1.8%</b>
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	114	1.2%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	50	0.5%
<b>Accident - TOTAL</b>	<b>116</b>	<b>117</b>	<b>39</b>	<b>11</b>	<b>81</b>	<b>42</b>	<b>39</b>	<b>87</b>	<b>10</b>	<b>24</b>	<b>35</b>	<b>84</b>	<b>532</b>	<b>5.8%</b>
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	429	4.6%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	103	1.1%
<b>Track Work - TOTAL</b>	<b>42</b>	<b>33</b>	<b>37</b>	<b>78</b>	<b>208</b>	<b>237</b>	<b>58</b>	<b>46</b>	<b>61</b>	<b>72</b>	<b>56</b>	<b>54</b>	<b>739</b>	<b>8.0%</b>
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	739	8.0%
Track Work - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	0	0.0%
<b>Human Error - TOTAL</b>	<b>96</b>	<b>84</b>	<b>53</b>	<b>81</b>	<b>46</b>	<b>72</b>	<b>75</b>	<b>39</b>	<b>59</b>	<b>63</b>	<b>23</b>	<b>44</b>	<b>546</b>	<b>5.9%</b>
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	364	3.9%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	182	2.0%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	<b>27</b>	<b>38</b>	<b>31</b>	<b>23</b>	<b>36</b>	<b>38</b>	<b>39</b>	<b>25</b>	<b>24</b>	<b>31</b>	<b>20</b>	<b>34</b>	<b>257</b>	<b>2.8%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	254	2.7%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	3	0	0	0	0	0	0	0	0	3	0.0%
<b>Weather - TOTAL</b>	<b>1,431</b>	<b>487</b>	<b>123</b>	<b>6</b>	<b>36</b>	<b>67</b>	<b>25</b>	<b>88</b>	<b>32</b>	<b>57</b>	<b>22</b>	<b>2</b>	<b>2,263</b>	<b>24.5%</b>
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,255	24.4%
Weather - Foreign	4	4	0	0	0	0	0	0	0	0	0	0	8	0.1%
<b>Passenger Loading - TOTAL</b>	<b>30</b>	<b>75</b>	<b>89</b>	<b>29</b>	<b>47</b>	<b>145</b>	<b>134</b>	<b>101</b>	<b>16</b>	<b>14</b>	<b>16</b>	<b>64</b>	<b>650</b>	<b>7.0%</b>
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	171	1.8%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	367	4.0%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	70	0.8%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	205	2.2%
<b>TOTAL TRAINS DELAYED</b>	<b>2,510</b>	<b>1,702</b>	<b>879</b>	<b>549</b>	<b>937</b>	<b>1,162</b>	<b>773</b>	<b>734</b>	<b>533</b>	<b>747</b>	<b>486</b>	<b>603</b>	<b>9,246</b>	<b>100.0%</b>
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	7,302	79.0%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	1,944	21.0%

Data for latest month is final (01/20/15) version from TOPS.

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**2015 Divergence From 2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Freight Interference - TOTAL	-85	-91	-46	-53	-118	-101	-21	-64					-579	-0.8%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24	4	-12					-242	-0.7%
Primary	-64	-20	-6	-3	-49	-20	5	-1					-158	-0.5%
Secondary	-4	-24	-12	-13	-15	-4	-1	-11					-84	-0.2%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54	-77	-25	-52					-337	-0.1%
Primary	-9	-24	-11	-26	-43	-49	-24	-34					-220	0.3%
Secondary	-8	-23	-17	-11	-11	-28	-1	-18					-117	-0.4%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52	-76	29	21					-285	1.4%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78	35	18					-259	0.7%
Primary	-41	-29	-19	1	-27	-35	28	5					-117	0.8%
Secondary	-36	-32	-51	8	-8	-43	7	13					-142	-0.1%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2	-6	3					-26	0.7%
Primary	-7	3	-7	10	-14	-1	0	1					-15	0.4%
Secondary	-13	3	0	3	-3	3	-6	2					-11	0.2%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62	-9	-33	11					-313	0.5%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9	-33	11					-329	0.2%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2	-15	-8					-136	-0.4%
Primary	-19	-13	1	-1	-1	-9	-3	-7					-52	-0.2%
Secondary	-46	-16	-17	3	-6	11	-12	-1					-84	-0.2%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11	-18	19					-193	0.5%
Primary	-9	-8	-14	5	-2	-10	-4	6					-36	0.5%
Secondary	-43	-39	-29	3	-47	-1	-14	13					-157	0.0%
Mechanical Failure - Foreign	10	4	0	8	-6	0	0	0					16	0.4%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10	13	3	1					-54	0.1%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9	-4	-1					-61	-0.3%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4	7	2					7	0.5%
Accident - TOTAL	-87	-82	21	49	-61	17	-10	-74					-227	-0.4%
Accident - Metra/PSA	-60	-41	31	50	-62	26	-2	-74					-132	0.5%
Accident - Foreign	-27	-41	-10	-1	1	-9	-8	0					-95	-1.0%
Track Work - TOTAL	-4	17	-18	-26	-151	-188	27	33					-310	-0.5%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188	13	27					-348	-1.2%
Track Work - Foreign	0	18	0	0	0	0	14	6					38	0.7%
Human Error - TOTAL	-64	-17	50	-50	-6	-27	73	2					-39	2.9%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5	2	1					-34	1.8%
Human Error - Foreign	-24	-9	-18	-4	0	-22	71	1					-5	1.1%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12	-2	-3	3					-38	1.0%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2	-3	3					-35	1.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0	0	0					-3	0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33	-8	-8	-66					-1,405	-9.6%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8	-8	-66					-1,413	-9.7%
Weather - Foreign	-2	10	0	0	0	0	0	0					8	0.2%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47	-10	0					-179	1.2%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5	7	-28					-36	0.5%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0	-2	51					-31	1.9%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1	9	7					17	0.8%
Other - TOTAL	-8	14	-22	-11	-8	-3	20	0					-18	1.0%
<b>TOTAL TRAINS DELAYED</b>	<b>-1,645</b>	<b>-517</b>	<b>-347</b>	<b>-64</b>	<b>-475</b>	<b>-427</b>	<b>81</b>	<b>-103</b>					<b>-3,497</b>	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301	24	-51					-2,858	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126	57	-52					-639	

Data for current month is final (09/14/15) version from TOPS.

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'Foreign' refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations.

**TABLE 11: FREIGHT DELAYS**  
**between September 2013 and August 2015**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Nov-13	28	0	0	0	1	8	22	15	22	21	0	4	25	146
Dec-13	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Jan-14	86	0	0	0	9	28	16	16	8	30	0	3	11	207
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
<b>Total</b>	<b>501</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>218</b>	<b>289</b>	<b>219</b>	<b>103</b>	<b>209</b>	<b>18</b>	<b>89</b>	<b>237</b>	<b>1,935</b>
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
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Jul-15	23	0	0	0	1	11	0	3	12	17	0	18	31	116
<b>Aug-15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>89</b>
<b>Total</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>146</b>	<b>130</b>	<b>132</b>	<b>39</b>	<b>201</b>	<b>23</b>	<b>74</b>	<b>241</b>	<b>1,256</b>

Data for current month is final (09/14/15) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH**  
**2015**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	6	7	8	1	1	2	7	1																										33	3.14%		
Electric ML	0	0	0	0	0	1	2	0																										3	0.54%			
Electric BI	0	0	0	0	0	0	0	0																										0	0.00%			
Electric SC	0	0	0	0	0	0	0	0																										0	0.00%			
HER	0	0	0	0	0	0	0	0																										0	0.00%			
Milw N	4	9	0	1	2	2	0	0																										18	2.48%			
Milw W	4	1	1	1	1	11	2	3																										24	4.82%			
NCS	0	0	0	0	0	0	0	0																										0	0.00%			
RI	0	1	1	0	1	0	5	1																										9	2.30%			
SWS	0	0	0	0	1	0	0	0																										1	0.30%			
UP N	0	0	0	1	2	1	2	2																										8	2.22%			
UP NW	5	0	1	3	1	3	0	1																										14	2.65%			
UP W	3	5	9	2	0	4	0	2																										25	4.22%			
<b>Total Lift Delays</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>24</b>	<b>18</b>	<b>10</b>																										<b>135</b>	<b>2.35%</b>			
<b>ALL DELAYS</b>																									<b>5,749</b>													

Data for current month is final (09/14/15) version from TOPS.

**2014**

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	4	2	2	3	2	1	0	22	2	1	0	2	41	1.50%																							
Electric ML	0	0	0	0	0	0	0	3	0	0	0	0	3	0.42%																								
Electric BI	0	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	0	1	0.29%																								
HER	0	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	4	33	2.25%																								
Milw W	8	5	5	1	1	9	5	2	4	1	1	5	47	4.25%																								
NCS	0	3	0	0	0	0	0	2	0	0	0	0	5	0.88%																								
RI	3	6	2	3	3	4	3	2	0	0	3	1	30	2.48%																								
SWS	0	0	0	0	0	0	1	1	0	0	1	0	3	0.51%																								
UP N	0	1	1	1	0	0	0	0	0	0	1	0	4	0.60%																								
UP NW	3	6	0	1	1	1	0	1	2	1	0	2	18	2.00%																								
UP W	5	8	1	1	0	2	2	3	3	2	0	2	29	3.04%																								
<b>Total Lift Delays</b>	<b>28</b>	<b>41</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>38</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>16</b>	<b>214</b>	<b>1.84%</b>																								
<b>ALL DELAYS</b>																									<b>11,615</b>													



**TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION**  
August 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	17	3	3	2	13	5	7	3	11	10	7	7	16	104
11-15	9	0	1	0	1	4	1	2	3	2	3	5	4	35
16-20	6	0	0	0	1	1	2	5	4	1	1	0	0	21
21+	6	1	0	0	3	8	8	3	3	1	2	5	0	40
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>7</u>
Sub-Total	39	4	4	2	18	20	20	13	22	14	13	18	20	207
<b>Off-Peak **</b>														
6-10	24	23	2	20	0	20	14	12	16	10	28	12	22	203
11-15	11	5	0	2	0	15	5	5	7	5	14	11	10	90
16-20	14	6	0	3	0	4	4	1	3	3	3	5	4	50
21+	14	2	0	6	0	13	3	3	3	9	11	6	3	73
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>8</u>
Sub-Total	64	36	2	31	0	56	26	21	30	27	56	36	39	424
<b>August 2015 Total</b>														
6-10	41	26	5	22	13	25	21	15	27	20	35	19	38	307
11-15	20	5	1	2	1	19	6	7	10	7	17	16	14	125
16-20	20	6	0	3	1	5	6	6	7	4	4	5	4	71
21+	20	3	0	6	3	21	11	6	6	10	13	11	3	113
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>15</u>
TOTAL	103	40	6	33	18	76	46	34	52	41	69	54	59	631
<b>2015 Year-to-Date</b>														
6-10	478	241	71	100	48	294	197	129	229	181	136	175	252	2,531
11-15	240	109	28	25	26	166	104	60	73	63	72	133	153	1,252
16-20	116	64	15	19	10	85	61	24	31	29	30	76	65	625
21+	181	127	15	49	16	148	110	43	40	60	90	131	109	1,119
Annulled	<u>35</u>	<u>15</u>	<u>3</u>	<u>19</u>	<u>2</u>	<u>34</u>	<u>26</u>	<u>8</u>	<u>19</u>	<u>2</u>	<u>32</u>	<u>14</u>	<u>13</u>	<u>222</u>
TOTAL	1,050	556	132	212	102	727	498	264	392	335	360	529	592	5,749
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>August 2015 Total</b>														
6-10	39.8%	65.0%	83.3%	66.7%	72.2%	32.9%	45.7%	44.1%	51.9%	48.8%	50.7%	35.2%	64.4%	48.7%
11-15	19.4%	12.5%	16.7%	6.1%	5.6%	25.0%	13.0%	20.6%	19.2%	17.1%	24.6%	29.6%	23.7%	19.8%
16-20	19.4%	15.0%	0.0%	9.1%	5.6%	6.6%	13.0%	17.6%	13.5%	9.8%	5.8%	9.3%	6.8%	11.3%
21+	19.4%	7.5%	0.0%	18.2%	16.7%	27.6%	23.9%	17.6%	11.5%	24.4%	18.8%	20.4%	5.1%	17.9%
Annulled	<u>1.9%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.9%</u>	<u>4.3%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.6%</u>	<u>0.0%</u>	<u>2.4%</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%
<b>2015 Year-to-Date Delays By Duration</b>														
6-10	45.5%	43.3%	53.8%	47.2%	47.1%	40.4%	39.6%	48.9%	58.4%	54.0%	37.8%	33.1%	42.6%	44.0%
11-15	22.9%	19.6%	21.2%	11.8%	25.5%	22.8%	20.9%	22.7%	18.6%	18.8%	20.0%	25.1%	25.8%	21.8%
16-20	11.0%	11.5%	11.4%	9.0%	9.8%	11.7%	12.2%	9.1%	7.9%	8.7%	8.3%	14.4%	11.0%	10.9%
21+	17.2%	22.8%	11.4%	23.1%	15.7%	20.4%	22.1%	16.3%	10.2%	17.9%	25.0%	24.8%	18.4%	19.5%
Annulled	<u>3.3%</u>	<u>2.7%</u>	<u>2.3%</u>	<u>9.0%</u>	<u>2.0%</u>	<u>4.7%</u>	<u>5.2%</u>	<u>3.0%</u>	<u>4.8%</u>	<u>0.6%</u>	<u>8.9%</u>	<u>2.6%</u>	<u>2.2%</u>	<u>3.9%</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 (09/14/15) version from TOPS.

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

9/14/2015

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>August 2015</b>														
Peak *	14.9	12.3	8.5	7.0	20.1	23.1	23.1	19.5	12.2	9.8	14.2	37.1	8.9	17.5
Off-Peak **	15.0	10.6	10.0	14.5	--	17.3	12.2	13.8	12.4	18.3	16.4	24.0	12.1	15.3
All	15.0	10.8	9.0	14.1	20.1	18.8	16.7	16.0	12.3	15.4	15.9	28.4	11.0	16.0
<b>2015 Year-to-Date</b>														
Peak *	14.8	21.3	13.0	19.5	15.9	18.3	17.8	14.7	12.4	13.1	23.7	23.2	15.3	17.3
Off-Peak **	17.0	13.4	12.2	16.7	--	19.0	17.8	15.7	11.9	14.7	18.0	22.7	17.2	16.9
All	15.8	17.2	12.6	17.4	15.9	18.8	17.8	15.2	12.0	14.2	19.8	22.9	16.5	17.1

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 (09/14/15) version from TOPS.