

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

**November 2015**



# COMMUTER RAIL ON-TIME PERFORMANCE

## November 2015

This report presents an analysis of the November 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 November 2015, Metra operated 16,356 scheduled trains, including scheduled "extras", if any. 530 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.8%. Table 2 lists on-time percentages by line for each month and year since 2010.

Table 3 lists each train that was on time for less than 85% of its weekday runs in November 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 November 2015. Of the 530 delays systemwide in November 2015, all but 232 (44%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Novembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in November 2015, 41 fewer delays than the average over the previous three Novembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 7,349 delays in 2015, all but 3,151 (43%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during November 2015. Table 8.b shows the average frequencies over the previous five Novembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 530 delays systemwide in November 2015, 211 less than the average over the previous five Novembers. Table 9.a shows delays from the beginning of the year through November 2015. Table 9.b shows the average frequencies from the beginning of the year through November of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2015 and 2014 respectively, and Table 10.c shows the difference between the two. From January through November of 2015, a total of 7,349 trains were delayed, compared to 11,012 trains delayed in the same eleven 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 November 2015 freight operations delayed 65 trains systemwide, compared to 80 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 8 trains were delayed by lift deployment in November 2015.

A review of November 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 48.5% of all late trains. Table 14 shows that the average length of delay was 19.4 minutes in November 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  
November 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>	1,078	80	92.6%	808	50	93.8%	1,886	130	93.1%	115	4	96.5%	108	3	97.2%	2,109	137	93.5%
<b>Elec -ML</b>	897	9	99.0%	683	21	96.9%	1,580	30	98.1%	184	5	97.3%	122	7	94.3%	1,886	42	97.8%
<b>-BI</b>	280	4	98.6%	460	19	95.9%	740	23	96.9%	120	4	96.7%	--	--	--	860	27	96.9%
<b>-SC</b>	<u>340</u>	<u>4</u>	98.8%	<u>740</u>	<u>9</u>	98.8%	<u>1,080</u>	<u>13</u>	98.8%	<u>192</u>	<u>6</u>	96.9%	<u>120</u>	<u>4</u>	96.7%	<u>1,392</u>	<u>23</u>	98.3%
<b>Subtotal</b>	1,517	17	98.9%	1,883	49	97.4%	3,400	66	98.1%	496	15	97.0%	242	11	95.5%	4,138	92	97.8%
<b>Heritage</b>	119	18	84.9%	1	0	100.0%	120	18	85.0%	--	--	--	--	--	--	120	18	85.0%
<b>Milw -N</b>	499	10	98.0%	701	15	97.9%	1,200	25	97.9%	96	13	86.5%	120	5	95.8%	1,416	43	97.0%
<b>-W</b>	<u>538</u>	<u>3</u>	99.4%	<u>622</u>	<u>15</u>	97.6%	<u>1,160</u>	<u>18</u>	98.4%	<u>96</u>	<u>6</u>	93.8%	<u>108</u>	<u>1</u>	99.1%	<u>1,364</u>	<u>25</u>	98.2%
<b>Subtotal</b>	1,037	13	98.7%	1,323	30	97.7%	2,360	43	98.2%	192	19	90.1%	228	6	97.4%	2,780	68	97.6%
<b>NCS</b>	219	6	97.3%	221	11	95.0%	440	17	96.1%	--	--	--	--	--	--	440	17	96.1%
<b>RI</b>	720	22	96.9%	662	24	96.4%	1,382	46	96.7%	128	2	98.4%	168	1	99.4%	1,678	49	97.1%
<b>SWS</b>	220	10	95.5%	380	14	96.3%	600	24	96.0%	24	1	95.8%	--	--	--	624	25	96.0%
<b>UP -N</b>	598	8	98.7%	802	18	97.8%	1,400	26	98.1%	104	11	89.4%	108	1	99.1%	1,612	38	97.6%
<b>-NW</b>	656	26	96.0%	642	21	96.7%	1,298	47	96.4%	98	0	100.0%	90	2	97.8%	1,486	49	96.7%
<b>-W</b>	<u>539</u>	<u>17</u>	96.8%	<u>641</u>	<u>15</u>	97.7%	<u>1,180</u>	<u>32</u>	97.3%	<u>82</u>	<u>2</u>	97.6%	<u>107</u>	<u>3</u>	97.2%	<u>1,369</u>	<u>37</u>	97.3%
<b>Subtotal</b>	1,793	51	97.2%	2,085	54	97.4%	3,878	105	97.3%	284	13	95.4%	305	6	98.0%	4,467	124	97.2%
<b>SYSTEM</b>	6,703	217	96.8%	7,363	232	96.8%	14,066	449	96.8%	1,239	54	95.6%	1,051	27	97.4%	16,356	530	96.8%

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

Delays data for most recent month is final (12/17/15) version from TOPS.

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPByServPeriod&Line 12/17/15

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-NOV	AVG
<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	92.7%	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	95.8%	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	94.7%	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	89.3%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5		94.2%	94.2%
	<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	93.5%	93.7%
<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	97.8%	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	96.6%	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	97.4%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8		97.5%	97.5%
	<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	97.3%	97.3%
<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	89.0%	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	87.2%	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	96.8%	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	90.8%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0		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%	91.6%
<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	94.0%	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	89.3%	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	93.6%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.9%	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	91.6%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0		94.7%	94.7%
	<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	92.5%	92.6%
<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	96.0%	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	92.7%	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	94.6%	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	94.3%	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	93.4%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2		96.4%	96.4%
	<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	94.2%	94.3%
<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	93.4%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	90.9%	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	92.2%	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	92.6%	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	89.7%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1		93.8%	93.8%
	<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	91.8%	91.7%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-NOV	AVG
<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	96.4%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.8%	94.0%
	<b>2012</b>	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.3%	95.3%
	<b>2013</b>	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.4%	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	93.4%	93.8%
	<b>2015</b>	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1		97.0%	97.0%
	<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	94.8%	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	94.4%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.0%	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	94.7%	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	97.6	96.8	96.0		94.6%	94.6%
	<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	93.9%	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	94.9%	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	92.3%	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	96.4%	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	96.5%	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	96.5%	96.7%
	<b>2015</b>	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6		97.4%	97.4%
	<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	95.3%	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	96.5%	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	94.8%	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	96.3%	96.3%
	<b>2013</b>	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	<b>2014</b>	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	95.1%	95.2%
	<b>2015</b>	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7		96.0%	96.0%
	<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	95.5%	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	94.8%	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	91.0%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.2%	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	94.7%	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	94.3%	94.4%
	<b>2015</b>	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3		95.3%	95.3%
	<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	94.0%	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	95.9%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.4%	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	95.5%	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	94.1%	94.3%
	<b>2015</b>	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8		96.1%	96.1%
	<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	95.5	95.7	94.9%	95.0%

Delays data for most recent month is final (12/17/15) 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  
November 2015**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1220 <b>75% OT</b>	Wed, Nov 04	7	GA	FOLLOWING 1222 AND AMTRAK SWITCH FAILURE AT CP HARRISON
		Wed, Nov 11	17	E1	DELAYED @ LISLE FOR 1214 AND FOLLOWING 1224 FOR A DGM STOP ON MT2
		Thu, Nov 12	8	VE1	MISROUTE AT FV, TRAIN 1224 WAS LINED MT3 TO MT2 HOLDING 1220 FOR TIMEOUT
		Fri, Nov 13	15	VE	METX 187, LOADING ISSUE AND WAS ONLY ABLE TO MAKE 30 MPH
		Mon, Nov 23	7	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1227 <b>80% OT</b>	Thu, Nov 05	0	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	16	E1	DEPARTED CUS 19" LATE ACCT 1246 DELAYED ACCT MECHANICAL ISSUES ON 1214 @ LISLE
		Thu, Nov 12	20	KW	METX 210 FAILING TO LOAD BERWYN DUE TO WHEEL SLIP
		Fri, Nov 13	11	E1	WAITING FOR TRAFFIC AT UNION AVE DUE TO MULTIPLE MECHANICAL DELAYS
BNSF	1234 <b>80% OT</b>	Wed, Nov 04	8	GA1	LATE FLIP ACCT DELAYED DEPARTING CUS FOR AMTRAK SWITCH FAILURE AT CP HARRISON
		Thu, Nov 05	162	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	24	E1	1214 WITH MECHANICAL ISSUES @ LISLE ON MT3
		Mon, Nov 23	15	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1238 <b>80% OT</b>	Wed, Nov 04	9	GA1	LATE FLIP FROM EARLIER AMTRAK SWITCH FAILURE AT CP HARRISON
		Thu, Nov 05	116	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	11	E1	HELD FOR TRAFFIC AND ACCOMMODATING PASSENGERS FROM LATE FLIPS
		Mon, Nov 23	10	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1240 <b>75% OT</b>	Wed, Nov 04	8	GA1	FOLLOWING 1238
		Thu, Nov 05	120	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	37	E1	1214 WITH MECHANICAL ISSUES @ LISLE ON MT3
		Fri, Nov 13	50	E	METX 210/METX 114 - GROUND FAULT RELAY ISSUE AT LISLE
		Mon, Nov 23	18	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1242 <b>80% OT</b>	Wed, Nov 04	16	R	DOOR ISSUES AT THE ATC, DEPARTED 7" LATE AND DELAYED 1205
		Thu, Nov 05	121	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	36	E1	DELAYED @ LISLE, HELD BEHIND 1240 FOR 1214 BLOCKING MT3 @ LISLE
		Mon, Nov 23	18	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1246 <b>80% OT</b>	Thu, Nov 05	115	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	44	E1	DELAYED @ LISLE WAITING FOR 1371 ON MT1, ACCT 1214 WITH MECHANICAL ISSUES ON MT3
		Mon, Nov 16	9	H	STOPPED BY THE DRAGGING EQUIPMENT DETECTOR AT MP 27.1, HOSE FOUND ON METX 187
		Mon, Nov 23	17	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1248 <b>75% OT</b>	Wed, Nov 04	12	GA1	LATE FLIP ACCT AMTRAK SWITCH FAILURE AT CP HARRISON
		Thu, Nov 05	122	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	0	E1	1215 FLIP
		Mon, Nov 16	10	H1	FOLLOWED 1246/1248
		Mon, Nov 23	26	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1250 <b>80% OT</b>	Thu, Nov 05	118	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Fri, Nov 13	15	E1	DELAYED AT LISLE BEHIND 1240
		Mon, Nov 16	10	H1	FOLLOWING 1250
		Mon, Nov 23	17	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1252 <b>75% OT</b>	Wed, Nov 04	7	R1	LATE FLIP ACCT HELD OUTSIDE THE ATC FOR 1242 WITH DOOR ISSUES
		Thu, Nov 05	116	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Mon, Nov 09	10	UF	7413 ADA LIFT ON SOUTHSIDE, POWER ISSUE AND SHOWED ENGAGED
		Wed, Nov 11	22	E1	DELAYED ACCT WAITING ON MT1 @ LISLE FOR MECHANICAL ISSUES ON 1214 ON MT3 AT LISLE
		Mon, Nov 23	26	CW	BROKEN RAIL MT 2 AT FAIRVIEW
BNSF	1258 <b>75% OT</b>	Wed, Nov 04	12	GA1	LATE FLIP ACCT AMTRAK SWITCH FAILURE AT CP HARRISON
		Thu, Nov 05	0	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	13	E1	DELAYED AT LISLE ACCT TRAFFIC AND ADDED WESTERN SPRINGS THRU LAGRANGE ROAD
		Fri, Nov 20	8	D	DELAYED AT CICERO FOR LITE POWER MOVE
Mon, Nov 23	13	CW	BROKEN RAIL MT 2 AT FAIRVIEW		
BNSF	1260 <b>80% OT</b>	Wed, Nov 04	7	GA1	5" LATE DEPARTURE FROM ATC DUE TO LATE ARRIVAL OF 1371
		Thu, Nov 05	96	M1	HELD AT THE ATC TO ACCOMMODATE PASSENGERS, ACCT TRESPASSER INCIDENT AT BERWYN
		Wed, Nov 11	14	E1	DEPARTED THE ATC 11" LATE ACCT EARLIER MECHANICAL ISSUES ON 1214 @ LISLE
		Mon, Nov 23	15	CW	BROKEN RAIL MT 2 AT FAIRVIEW

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1279	Mon, Nov 02	7	D	WORKING AROUND THE ECGWBTM019 TIED DOWN AT LAVERGNE MT3, FORM A RESTRICTIONS	
		<b>70% OT</b>	Tue, Nov 03	8	GA1	FOLLOWING TRAFFIC DUE AMTRAK 048 SWITCH TRAFFIC LIGHT CP HARRISON
		Thu, Nov 05	7	C	WORKING AROUND THE 10MPH AT EOLA MT2 FOLLOWED 1277 AS A RESULT	
		Wed, Nov 18	13	GM	DROPPED FLAGMAN AT MAPLE AVE, ADA LIFT AT DOWNERS GROVE	
		Fri, Nov 20	12	RF1	MISROUTE OF 1277 AT BERWYN BY EE DS	
		Tue, Nov 24	10	C	10 MPH FORM A MP 28.7 MT 2	
BNSF	1370	Wed, Nov 04	9	GA1	LATE FLIP AND FOLLOWING 1258 FROM AMTRAK SWITCH FAILURE AT CP HARRISON	
		<b>70% OT</b>	Thu, Nov 05	97	M1	TRESPASSER INCIDENT AT BERWYN ON TRAIN 1219
		Wed, Nov 11	9	E1	DELAYED WB ON 1211 ACCT 1214 WITH MECHANICAL ISSUES ON MT3 @ LISLE	
		Thu, Nov 12	8	KW1	WHEEL SLIP CAUSED BY WEATHER CONDITIONS AND LATE FLIP FROM 1211	
		Fri, Nov 13	7	VE1	HELD FOR TRAFFIC	
		Mon, Nov 23	9	CW	BROKEN RAIL MT 2 AT FAIRVIEW	
HC	918	Tue, Nov 03	11	GF	DEPART UD 17M LATE ACCT UP TRACK WORK BEING TALKED BY SIGNALS, UNABLE TO GET CN DISPATCHER FOR AUTHORITY BY RED SIGNAL.	
		<b>55% OT</b>	Wed, Nov 04	8	GF	2M FLAG 135TH ST., 6 M RED SIGNAL JUSTICE, TALKED BY RED.
		Fri, Nov 13	15	DD	16M DELAY CORWITH ACCT X-TRAFFIC 752/808AM BN QSTOCHI609L BN6645 EAST, 76C, 7600'	
		Tue, Nov 17	81	DE	82M DELAY JOLIET UD ACCT UP MASPR-16 ENG 8119 4500' LONG IN EMERGENCY IN PLANT. SIGNAL DROPPED RED IN UPS FACE WHEN THE "QUE" TIMED OUT.	
		Fri, Nov 20	6	R	9" WAITING ON BNSF 1240 AND SWS 810, ENROUTE.	
		Mon, Nov 23	16	R	NEW ENGINEER RAN AT REDUCED SPEED ENTIRE ROUTE, REASON UNKNOWN.	
		Tue, Nov 24	9	CC	6M DELAY MP17.6 CONTACTING FLAGMAN, 4M DELAY BRIGHTON PARK 802/06AM RED SIGNAL, NO TRAIN	
		Wed, Nov 25	15	CC	12M 731/43AM DELAY MP17.6 CONTACTING FOREMAN SKIFF, 2M SLOW ORDER MP13.4	
		Mon, Nov 30	47	DE	DEALYED TO MEET AT301 AT JUSTICE, AT301 WAS DELAY ED BY IHB FOR AP11 W/80 CARS WHO WAS IN EMERGENCY AT CP-CANAL	
ELBI	216	Mon, Nov 09	6	CC	3M 27TH ST SIGNAL PROBLEMS, 2M 23RD SIGNAL PROBLEMS, 2M 23RD SLOW LOADING/UNLOADING	
		<b>80% OT</b>	Wed, Nov 11	6	CO	6M ENROUTE DUE TO 2 APPROACHES AND RESTRICTING ON TK-3 AT MCCORMICK.
		Fri, Nov 13	6	CO	6M ENROUTE SIGNAL AT MCCORMICK DUE TO SWITCHING.	
		Wed, Nov 18	6	I	3M LATE OUT OF KENSINGTON. 2M ENROUTE BETWEEN 111TH AND 75TH ST. 1M VANBUREN PASSENGER HANDLING.	
RI	408	Tue, Nov 03	18	DE1	DELAYED DUE TO CSX 557 CLEARING LATE AT UD FOR 17MINS	
		<b>80% OT</b>	Tue, Nov 24	13	G	10M ROBBINS DUE TO SIGNAL PROBLEMS/3M FOLLOWING RI608 DUE TO LATE ARRIVAL @ GRESHAM
		Fri, Nov 27	0	XE	TRAIN ANNULLED WITH MECHANICAL PROBLEMS.	
		Mon, Nov 30	7	E	3M NEW LENOX MECH PROBLEMS/4M OAK FOREST MECH PROBLEMS	
SWS	838	Thu, Nov 05	8	D	15M CP518 1941/1956 WAITING FOR HOT NS 205 65C 10232FT TO YARD INTO 55TH YARD	
		<b>80% OT</b>	Wed, Nov 18	13	D	16M CP518 1944/2000 WAITING FOR NS 205 TO YARD TRAIN INTO 55TH YARD
		Mon, Nov 23	6	D	8M CP518 1846/1854 WAITING FOR UP ICSTPR23 6421FT TO CLEAR	
		Mon, Nov 30	11	D	DELAYED 12 MINS AT CP518 FOR FREIGHT BC27, 9000'	
UPNW	622	Wed, Nov 04	8	K1	8" WAITED FOR 624 TO CLEAR CRYSTAL LK JCT.	
		<b>80% OT</b>	Fri, Nov 06	10	GF	9" SIGNAL FAILED, FLAGGED PAST RED SIGNAL, CN BARRINGTON; XH PROCEDURES, MP38.29 & 23.08; ADA, CARY
		Tue, Nov 10	167	M1	167" PEDESTRIAN INCIDENT @ MP31.67	
		Wed, Nov 25	7	E1	7" WAIT FOR #624 TO CLEAR, BARRINGTON	
UPW	30	Mon, Nov 02	7	U	7"ADA, EN ROUTE; TRAIN CONTROL FOLLOWING #28,AT RIVER FOREST ; BLENDED BRAKES ON METX 172 WERE NOT WORKING PROPERLY	
		<b>80% OT</b>	Wed, Nov 04	12	A	7"2214 AND 2220 CROSS TRAFFIC, WESTERN; TRAIN CONTROL DUE TO DEAD TRACK, OAK PARK; ADDITIONAL TO DETRAIN CIRCUIT BREAKER PASSENGER.OAK PK
		Mon, Nov 09	7	I	7" SLOW ENTRAINING, GENEVA, WEST CHICAGO, WINFIELD, WHEATON, COLLEGE AVE, GLEN ELLYN LOMBARD, VILLA PARK & RIVER FOREST	
		Mon, Nov 16	8	RF1	8" TRAIN CONTROL FOLLOWING #26, MP36.0; TRAIN CONTROL FOLLOWING#28, ELMHURST-OAK PARK	

Data is final (12/17/15) version from TOPS.



**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**

**November 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	55	23	12	11	8	20	10	5	29	11	16	20	12	232	44%
Semi-controllable	26	0	0	0	9	1	4	8	5	13	3	7	8	84	16%
Uncontrollable	56	19	15	12	1	22	11	4	15	1	19	22	17	214	40%
<b>TOTAL TRAINS DELAYED</b>	<b>137</b>	<b>42</b>	<b>27</b>	<b>23</b>	<b>18</b>	<b>43</b>	<b>25</b>	<b>17</b>	<b>49</b>	<b>25</b>	<b>38</b>	<b>49</b>	<b>37</b>	<b>530</b>	<b>100%</b>

**November - 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	44.3	32.3	8.3	14.0	1.0	40.7	17.0	9.7	26.3	13.3	16.3	28.0	22.0	273.3	41%
Semi-controllable	29.7	0.0	0.0	0.0	3.0	11.0	19.7	12.0	8.7	30.7	2.3	3.7	11.7	132.3	20%
Uncontrollable	24.7	28.0	6.7	15.0	1.0	12.3	26.7	8.3	34.3	3.7	28.7	37.0	30.7	257.0	39%
<b>TOTAL TRAINS DELAYED</b>	<b>98.7</b>	<b>60.3</b>	<b>15.0</b>	<b>29.0</b>	<b>5.0</b>	<b>64.0</b>	<b>63.3</b>	<b>30.0</b>	<b>69.3</b>	<b>47.7</b>	<b>47.3</b>	<b>68.7</b>	<b>64.3</b>	<b>662.7</b>	<b>100%</b>

**November 2015 Divergence From November 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	10.7	-9.3	3.7	-3.0	7.0	-20.7	-7.0	-4.7	2.7	-2.3	-0.3	-8.0	-10.0	-41.3	31%
Semi-controllable	-3.7	0.0	0.0	0.0	6.0	-10.0	-15.7	-4.0	-3.7	-17.7	0.7	3.3	-3.7	-48.3	36%
Uncontrollable	31.3	-9.0	8.3	-3.0	0.0	9.7	-15.7	-4.3	-19.3	-2.7	-9.7	-15.0	-13.7	-43.0	32%
<b>TOTAL TRAINS DELAYED</b>	<b>38.3</b>	<b>-18.3</b>	<b>12.0</b>	<b>-6.0</b>	<b>13.0</b>	<b>-21.0</b>	<b>-38.3</b>	<b>-13.0</b>	<b>-20.3</b>	<b>-22.7</b>	<b>-9.3</b>	<b>-19.7</b>	<b>-27.3</b>	<b>-132.7</b>	<b>100%</b>

**January-November 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	628	332	83	159	66	421	249	131	292	126	207	241	216	3,151	43%
Semi-controllable	199	0	0	0	58	140	78	136	53	210	17	78	244	1,213	17%
Uncontrollable	597	378	106	125	15	305	242	50	208	62	256	359	282	2,985	41%
<b>TOTAL TRAINS DELAYED</b>	<b>1,424</b>	<b>710</b>	<b>189</b>	<b>284</b>	<b>139</b>	<b>866</b>	<b>569</b>	<b>317</b>	<b>553</b>	<b>398</b>	<b>480</b>	<b>678</b>	<b>742</b>	<b>7,349</b>	<b>100%</b>

Data for current month is final (12/17/15) version from TOPS.

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12/17/2015

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

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	27	30	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Fr	Mo	
<b>BNSF</b>	2	3	16	23	0	3	3	23	9	7	3	2	1	0	3	26	3	2	1	0	130
<b>Elec -ML</b>	4	0	0	0	1	2	4	3	3	1	0	2	2	0	1	1	0	0	0	6	30
<b>-BI</b>	0	0	0	0	0	1	1	11	0	1	2	3	1	0	0	0	0	0	0	3	23
<b>-SC</b>	2	0	0	1	0	0	1	1	0	4	0	0	1	0	0	0	0	0	0	3	13
<b>Heritage</b>	3	2	2	0	0	0	0	0	0	1	0	2	1	1	2	1	1	1	0	1	18
<b>Milw -N</b>	1	0	1	6	3	0	1	0	0	1	0	3	0	0	5	0	0	4	0	0	25
<b>-W</b>	0	1	0	0	1	0	1	3	1	2	2	2	1	0	0	0	3	0	0	1	18
<b>NCS</b>	0	0	0	0	1	0	0	1	1	2	0	1	0	0	3	2	0	2	0	4	17
<b>RI</b>	1	5	0	9	0	0	1	3	1	0	5	2	0	0	1	8	3	3	2	2	46
<b>SWS</b>	3	0	0	1	0	1	1	3	3	0	0	1	1	0	0	5	2	0	1	2	24
<b>UP -N</b>	0	0	1	0	3	0	5	2	1	10	3	0	0	0	0	0	1	0	0	0	26
<b>-NW</b>	0	0	4	5	2	0	16	1	0	0	2	0	0	2	0	0	8	3	2	2	47
<b>-W</b>	4	1	1	0	0	2	2	4	1	1	2	0	0	1	0	4	8	0	1	0	32
<b>SYSTEM</b>	20	12	25	45	11	9	36	55	20	30	19	18	8	4	15	47	29	15	7	24	449

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	26	29	TOTAL
<b>BNSF</b>	0	2	1	1	4	<b>BNSF</b>	2	0	0	0	1	0	3
<b>Elec -ML</b>	0	0	5	0	5	<b>Elec -ML</b>	1	1	1	3	1	0	7
<b>-BI</b>	1	1	1	1	4	<b>-BI</b>	-	-	-	-	-	-	0
<b>-SC</b>	0	0	5	1	6	<b>-SC</b>	0	0	1	3	0	0	4
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	-	0
<b>Milw -N</b>	0	0	13	0	13	<b>Milw -N</b>	2	0	0	1	0	2	5
<b>-W</b>	0	2	1	3	6	<b>-W</b>	0	1	0	0	0	0	1
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	-	0
<b>RI</b>	0	0	2	0	2	<b>RI</b>	0	1	0	0	0	0	1
<b>SWS</b>	0	1	0	0	1	<b>SWS</b>	-	-	-	-	-	-	0
<b>UP -N</b>	7	1	0	3	11	<b>UP -N</b>	0	1	0	0	0	0	1
<b>-NW</b>	0	0	0	0	0	<b>-NW</b>	0	0	0	1	0	1	2
<b>-W</b>	1	0	1	0	2	<b>-W</b>	1	1	1	0	0	0	3
<b>SYSTEM</b>	9	7	29	9	54	<b>SYSTEM</b>	6	5	3	8	2	3	27

Data is final (12/17/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	15	0	0	0	7	0	4	7	5	10	3	6	8	65
Freight Interference - Peak	5	0	0	0	7	0	0	1	5	5	0	3	3	29
Primary	5	0	0	0	7	0	0	1	2	4	0	1	2	22
Secondary	0	0	0	0	0	0	0	0	3	1	0	2	1	7
Freight Interference - Off-Peak	10	0	0	0	0	0	4	6	0	5	3	3	5	36
Primary	8	0	0	0	0	0	3	6	0	5	1	3	5	31
Secondary	2	0	0	0	0	0	1	0	0	0	2	0	0	5
Signal/Switch Failure - TOTAL	20	1	0	0	3	5	7	3	6	4	4	4	6	63
Signal/Switch Failure - Metra/PSA	6	1	0	0	0	4	7	2	6	0	4	3	6	39
Primary	4	1	0	0	0	3	7	2	6	0	4	3	5	35
Secondary	2	0	0	0	0	1	0	0	0	0	0	0	1	4
Signal/Switch Failure - Foreign	14	0	0	0	3	1	0	1	0	4	0	1	0	24
Primary	2	0	0	0	3	1	0	1	0	2	0	1	0	10
Secondary	12	0	0	0	0	0	0	0	0	2	0	0	0	14
Mechanical Failure - TOTAL	24	4	1	1	0	14	1	1	16	2	3	12	1	80
Mechanical Failure - Metra/PSA	24	4	1	1	0	14	1	1	16	2	3	12	1	80
Non-Locomotive Equipment Failure - Metra/PSA	0	4	1	1	0	6	0	0	0	0	0	0	0	12
Primary	0	2	1	0	0	1	0	0	0	0	0	0	0	4
Secondary	0	2	0	1	0	5	0	0	0	0	0	0	0	8
Locomotive Failure - Metra/PSA	24	0	0	0	0	8	1	1	16	2	3	12	1	68
Primary	4	0	0	0	0	3	0	0	6	1	2	3	1	20
Secondary	20	0	0	0	0	5	1	1	10	1	1	9	0	48
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	0	0	0	1	0	0	2	0	4	0	1	1	9
Passenger Train Interference - Metra/PSA	0	0	0	0	0	0	0	1	0	0	0	1	1	3
Passenger Train Interference - Foreign	0	0	0	0	1	0	0	1	0	4	0	0	0	6
Accident - TOTAL	20	0	0	0	1	1	0	0	0	0	10	12	0	44
Accident - Metra/PSA	20	0	0	0	1	0	0	0	0	0	10	12	0	43
Accident - Foreign	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Track Work - TOTAL	4	4	1	3	3	1	1	0	6	4	7	0	0	34
Track Work - Metra/PSA	4	4	1	3	3	1	1	0	6	4	7	0	0	34
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	13	7	4	6	3	1	1	0	1	0	0	4	4	44
Human Error - Metra/PSA	8	7	3	6	2	1	1	0	1	0	0	3	2	34
Human Error - Foreign	5	0	1	0	1	0	0	0	0	0	0	1	2	10
Sick, Injured, Unruly Passenger - TOTAL	3	3	1	0	0	1	5	0	0	0	1	0	5	19
Sick, Injured, Unruly Passenger - Metra/PSA	3	3	1	0	0	1	5	0	0	0	1	0	5	19
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	30	9	13	5	0	12	2	0	8	1	1	0	2	83
Weather - Metra/PSA	30	9	13	5	0	12	2	0	8	1	1	0	2	83
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	3	3	1	0	0	4	0	0	3	0	2	1	4	21
Lift Deployment - TOTAL	1	0	0	0	0	2	1	0	0	0	0	2	2	8
Obstruction/Debris - TOTAL	0	1	0	6	0	1	1	4	2	0	1	7	2	25
Catenary Failure - TOTAL	0	6	6	1	0	0	0	0	0	0	0	0	0	13
Other - TOTAL	4	4	0	1	0	1	2	0	2	0	6	0	2	22
<b>TOTAL TRAINS DELAYED</b>	<b>137</b>	<b>42</b>	<b>27</b>	<b>23</b>	<b>18</b>	<b>43</b>	<b>25</b>	<b>17</b>	<b>49</b>	<b>25</b>	<b>38</b>	<b>49</b>	<b>37</b>	<b>530</b>
Total Metra/PSA Delays	103	42	26	23	6	41	21	8	44	7	35	41	27	424
Total Foreign Carrier Delays	34	0	1	0	12	2	4	9	5	18	3	8	10	106

Data for current month is final (12/17/15) 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**  
**November - 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	15.0	0.0	0.0	0.0	3.4	11.0	13.4	10.6	6.4	16.6	1.2	2.2	15.0	94.8
Freight Interference - Peak	5.4	0.0	0.0	0.0	3.2	2.6	2.2	4.0	2.0	5.0	0.4	1.0	3.8	29.6
Primary	4.0	0.0	0.0	0.0	2.8	1.0	1.8	2.6	0.8	4.2	0.4	0.8	2.0	20.4
Secondary	1.4	0.0	0.0	0.0	0.4	1.6	0.4	1.4	1.2	0.8	0.0	0.2	1.8	9.2
Freight Interference - Off-Peak	9.6	0.0	0.0	0.0	0.2	8.4	11.2	6.6	4.4	11.6	0.8	1.2	11.2	65.2
Primary	8.8	0.0	0.0	0.0	0.2	6.0	7.6	6.4	3.0	8.6	0.8	1.2	10.6	53.2
Secondary	0.8	0.0	0.0	0.0	0.0	2.4	3.6	0.2	1.4	3.0	0.0	0.0	0.6	12.0
Signal/Switch Failure - TOTAL	20.2	6.2	2.8	1.8	1.2	22.4	13.0	7.4	8.2	13.6	2.0	1.4	12.6	112.8
Signal/Switch Failure - Metra/PSA	11.6	6.2	2.8	1.8	0.6	20.4	10.2	5.8	8.0	4.4	0.6	1.0	12.4	85.8
Primary	8.2	3.4	1.4	1.4	0.6	10.0	7.2	3.8	6.8	3.4	0.4	1.0	7.2	54.8
Secondary	3.4	2.8	1.4	0.4	0.0	10.4	3.0	2.0	1.2	1.0	0.2	0.0	5.2	31.0
Signal/Switch Failure - Foreign	8.6	0.0	0.0	0.0	0.6	2.0	2.8	1.6	0.2	9.2	1.4	0.4	0.2	27.0
Primary	5.6	0.0	0.0	0.0	0.6	2.0	2.6	1.4	0.2	6.4	0.4	0.4	0.2	19.8
Secondary	3.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	2.8	1.0	0.0	0.0	7.2
Mechanical Failure - TOTAL	11.6	8.2	3.2	2.6	0.0	7.0	3.0	2.0	6.8	5.8	9.4	12.2	2.6	74.4
Mechanical Failure - Metra/PSA	11.6	6.2	2.2	1.4	0.0	7.0	3.0	2.0	6.8	4.6	9.4	12.2	2.6	69.0
Non-Locomotive Equipment Failure - Metra/PSA	2.8	6.2	2.2	1.4	0.0	0.6	1.2	0.0	0.4	1.2	2.2	5.4	1.4	25.0
Primary	1.4	1.6	0.4	0.4	0.0	0.4	0.2	0.0	0.4	0.4	0.4	1.2	0.8	7.6
Secondary	1.4	4.6	1.8	1.0	0.0	0.2	1.0	0.0	0.0	0.8	1.8	4.2	0.6	17.4
Locomotive Failure - Metra/PSA	8.8	0.0	0.0	0.0	0.0	6.4	1.8	2.0	6.4	3.4	7.2	6.8	1.2	44.0
Primary	2.4	0.0	0.0	0.0	0.0	1.8	1.2	0.8	2.2	1.8	3.0	1.8	0.8	15.8
Secondary	6.4	0.0	0.0	0.0	0.0	4.6	0.6	1.2	4.2	1.6	4.2	5.0	0.4	28.2
Mechanical Failure - Foreign	0.0	2.0	1.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	5.4
Passenger Train Interference - TOTAL	2.8	1.0	0.2	0.4	0.0	9.0	5.2	4.2	2.2	2.0	0.6	1.2	1.2	30.0
Passenger Train Interference - Metra/PSA	1.0	0.4	0.2	0.4	0.0	5.6	3.8	3.8	1.8	0.4	0.6	1.2	1.2	20.4
Passenger Train Interference - Foreign	1.8	0.6	0.0	0.0	0.0	3.4	1.4	0.4	0.4	1.6	0.0	0.0	0.0	9.6
Accident - TOTAL	3.6	0.0	0.0	0.0	0.4	3.4	19.0	5.2	8.0	0.0	8.4	6.8	5.2	60.0
Accident - Metra/PSA	3.6	0.0	0.0	0.0	0.4	3.2	19.0	5.2	8.0	0.0	8.4	6.8	4.0	58.6
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.4
Track Work - TOTAL	12.4	3.6	1.8	5.4	2.6	6.8	6.4	2.4	7.4	2.0	4.4	5.2	4.4	64.8
Track Work - Metra/PSA	12.4	3.6	1.8	5.4	2.6	6.8	6.4	2.4	7.4	2.0	4.4	5.2	4.4	64.8
Track Work - 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
Human Error - TOTAL	12.0	6.8	2.2	3.0	1.0	4.8	2.2	1.0	2.6	1.0	3.8	4.6	6.8	51.8
Human Error - Metra/PSA	9.6	6.6	2.2	3.0	0.2	2.8	1.6	0.2	2.6	0.2	3.0	3.2	6.2	41.4
Human Error - Foreign	2.4	0.2	0.0	0.0	0.8	2.0	0.6	0.8	0.0	0.8	0.8	1.4	0.6	10.4
Sick, Injured, Unruly Passenger - TOTAL	3.8	5.4	0.6	0.4	0.0	2.0	2.6	0.8	2.6	1.6	8.0	5.4	2.4	35.6
Sick, Injured, Unruly Passenger - Metra/PSA	3.8	5.4	0.6	0.4	0.0	2.0	2.6	0.8	2.6	1.6	8.0	5.4	2.4	35.6
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	9.2	3.0	2.4	2.8	0.6	1.6	6.6	0.4	2.4	0.6	9.2	12.2	4.8	55.8
Weather - Metra/PSA	9.2	3.0	2.4	2.8	0.6	1.6	6.6	0.4	2.4	0.6	9.2	12.2	4.8	55.8
Weather - 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 Loading - TOTAL	4.4	15.8	2.2	8.0	0.0	4.8	3.8	0.8	8.2	0.0	10.0	7.0	5.8	70.8
Lift Deployment - TOTAL	1.6	0.2	0.0	0.2	0.0	1.2	1.4	0.0	4.2	0.4	3.0	2.8	2.6	17.6
Obstruction/Debris - TOTAL	8.2	2.0	1.8	2.4	0.4	0.6	3.0	3.0	1.2	0.8	3.4	6.4	8.6	41.8
Catenary Failure - TOTAL	0.0	1.8	0.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
Other - TOTAL	4.0	2.0	0.8	1.8	0.0	2.6	2.8	0.8	3.8	1.0	2.0	0.8	3.8	26.2
<b>TOTAL TRAINS DELAYED</b>	<b>108.8</b>	<b>56.0</b>	<b>18.2</b>	<b>31.2</b>	<b>9.6</b>	<b>77.2</b>	<b>82.4</b>	<b>38.6</b>	<b>64.0</b>	<b>45.4</b>	<b>65.4</b>	<b>68.2</b>	<b>75.8</b>	<b>740.8</b>
Total Metra/PSA Delays	81.0	53.2	17.2	30.0	4.8	58.6	64.2	25.2	57.0	16.0	62.0	64.2	58.8	592.2
Total Foreign Carrier Delays	27.8	2.8	1.0	1.2	4.8	18.6	18.2	13.4	7.0	29.4	3.4	4.0	17.0	148.6

Data for latest month is final (12/18/14) 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**  
**November 2015 Divergence From November Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	0.0	0.0	0.0	0.0	3.6	-11.0	-9.4	-3.6	-1.4	-6.6	1.8	3.8	-7.0	-29.8
Freight Interference - Peak	-0.4	0.0	0.0	0.0	3.8	-2.6	-2.2	-3.0	3.0	0.0	-0.4	2.0	-0.8	-0.6
<i>Primary</i>	1.0	0.0	0.0	0.0	4.2	-1.0	-1.8	-1.6	1.2	-0.2	-0.4	0.2	0.0	1.6
<i>Secondary</i>	-1.4	0.0	0.0	0.0	-0.4	-1.6	-0.4	-1.4	1.8	0.2	0.0	1.8	-0.8	-2.2
Freight Interference - Off-Peak	0.4	0.0	0.0	0.0	-0.2	-8.4	-7.2	-0.6	-4.4	-6.6	2.2	1.8	-6.2	-29.2
<i>Primary</i>	-0.8	0.0	0.0	0.0	-0.2	-6.0	-4.6	-0.4	-3.0	-3.6	0.2	1.8	-5.6	-22.2
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	-2.4	-2.6	-0.2	-1.4	-3.0	2.0	0.0	-0.6	-7.0
Signal/Switch Failure - TOTAL	-0.2	-5.2	-2.8	-1.8	1.8	-17.4	-6.0	-4.4	-2.2	-9.6	2.0	2.6	-6.6	-49.8
Signal/Switch Failure - Metra/PSA	-5.6	-5.2	-2.8	-1.8	-0.6	-16.4	-3.2	-3.8	-2.0	-4.4	3.4	2.0	-6.4	-46.8
<i>Primary</i>	-4.2	-2.4	-1.4	-1.4	-0.6	-7.0	-0.2	-1.8	-0.8	-3.4	3.6	2.0	-2.2	-19.8
<i>Secondary</i>	-1.4	-2.8	-1.4	-0.4	0.0	-9.4	-3.0	-2.0	-1.2	-1.0	-0.2	0.0	-4.2	-27.0
Signal/Switch Failure - Foreign	5.4	0.0	0.0	0.0	2.4	-1.0	-2.8	-0.6	-0.2	-5.2	-1.4	0.6	-0.2	-3.0
<i>Primary</i>	-3.6	0.0	0.0	0.0	2.4	-1.0	-2.6	-0.4	-0.2	-4.4	-0.4	0.6	-0.2	-9.8
<i>Secondary</i>	9.0	0.0	0.0	0.0	0.0	0.0	-0.2	-0.2	0.0	-0.8	-1.0	0.0	0.0	6.8
Mechanical Failure - TOTAL	12.4	-4.2	-2.2	-1.6	0.0	7.0	-2.0	-1.0	9.2	-3.8	-6.4	-0.2	-1.6	5.6
Mechanical Failure - Metra/PSA	12.4	-2.2	-1.2	-0.4	0.0	7.0	-2.0	-1.0	9.2	-2.6	-6.4	-0.2	-1.6	11.0
Non-Locomotive Equipment Failure - Metra/PSA	-2.8	-2.2	-1.2	-0.4	0.0	5.4	-1.2	0.0	-0.4	-1.2	-2.2	-5.4	-1.4	-13.0
<i>Primary</i>	-1.4	0.4	0.6	-0.4	0.0	0.6	-0.2	0.0	-0.4	-0.4	-0.4	-1.2	-0.8	-3.6
<i>Secondary</i>	-1.4	-2.6	-1.8	0.0	0.0	4.8	-1.0	0.0	0.0	-0.8	-1.8	-4.2	-0.6	-9.4
Locomotive Failure - Metra/PSA	15.2	0.0	0.0	0.0	0.0	1.6	-0.8	-1.0	9.6	-1.4	-4.2	5.2	-0.2	24.0
<i>Primary</i>	1.6	0.0	0.0	0.0	0.0	1.2	-1.2	-0.8	3.8	-0.8	-1.0	1.2	0.2	4.2
<i>Secondary</i>	13.6	0.0	0.0	0.0	0.0	0.4	0.4	-0.2	5.8	-0.6	-3.2	4.0	-0.4	19.8
Mechanical Failure - Foreign	0.0	-2.0	-1.0	-1.2	0.0	0.0	0.0	0.0	0.0	-1.2	0.0	0.0	0.0	-5.4
Passenger Train Interference - TOTAL	-2.8	-1.0	-0.2	-0.4	1.0	-9.0	-5.2	-2.2	-2.2	2.0	-0.6	-0.2	-0.2	-21.0
Passenger Train Interference - Metra/PSA	-1.0	-0.4	-0.2	-0.4	0.0	-5.6	-3.8	-2.8	-1.8	-0.4	-0.6	-0.2	-0.2	-17.4
Passenger Train Interference - Foreign	-1.8	-0.6	0.0	0.0	1.0	-3.4	-1.4	0.6	-0.4	2.4	0.0	0.0	0.0	-3.6
Accident - TOTAL	16.4	0.0	0.0	0.0	0.6	-2.4	-19.0	-5.2	-8.0	0.0	1.6	5.2	-5.2	-16.0
Accident - Metra/PSA	16.4	0.0	0.0	0.0	0.6	-3.2	-19.0	-5.2	-8.0	0.0	1.6	5.2	-4.0	-15.6
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	-1.2	-0.4
Track Work - TOTAL	-8.4	0.4	-0.8	-2.4	0.4	-5.8	-5.4	-2.4	-1.4	2.0	2.6	-5.2	-4.4	-30.8
Track Work - Metra/PSA	-8.4	0.4	-0.8	-2.4	0.4	-5.8	-5.4	-2.4	-1.4	2.0	2.6	-5.2	-4.4	-30.8
Track Work - 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
Human Error - TOTAL	1.0	0.2	1.8	3.0	2.0	-3.8	-1.2	-1.0	-1.6	-1.0	-3.8	-0.6	-2.8	-7.8
Human Error - Metra/PSA	-1.6	0.4	0.8	3.0	1.8	-1.8	-0.6	-0.2	-1.6	-0.2	-3.0	-0.2	-4.2	-7.4
Human Error - Foreign	2.6	-0.2	1.0	0.0	0.2	-2.0	-0.6	-0.8	0.0	-0.8	-0.8	-0.4	1.4	-0.4
Sick, Injured, Unruly Passenger - TOTAL	-0.8	-2.4	0.4	-0.4	0.0	-1.0	2.4	-0.8	-2.6	-1.6	-7.0	-5.4	2.6	-16.6
Sick, Injured, Unruly Passenger - Metra/PSA	-0.8	-2.4	0.4	-0.4	0.0	-1.0	2.4	-0.8	-2.6	-1.6	-7.0	-5.4	2.6	-16.6
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	20.8	6.0	10.6	2.2	-0.6	10.4	-4.6	-0.4	5.6	0.4	-8.2	-12.2	-2.8	27.2
Weather - Metra/PSA	20.8	6.0	10.6	2.2	-0.6	10.4	-4.6	-0.4	5.6	0.4	-8.2	-12.2	-2.8	27.2
Weather - 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 Loading - TOTAL	-1.4	-12.8	-1.2	-8.0	0.0	-0.8	-3.8	-0.8	-5.2	0.0	-8.0	-6.0	-1.8	-49.8
Lift Deployment - TOTAL	-0.6	-0.2	0.0	-0.2	0.0	0.8	-0.4	0.0	-4.2	-0.4	-3.0	-0.8	-0.6	-9.6
Obstruction/Debris - TOTAL	-8.2	-1.0	-1.8	3.6	-0.4	0.4	-2.0	1.0	0.8	-0.8	-2.4	0.6	-6.6	-16.8
Catenary Failure - TOTAL	0.0	4.2	5.8	-1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6
Other - TOTAL	0.0	2.0	-0.8	-0.8	0.0	-1.6	-0.8	-0.8	-1.8	-1.0	4.0	-0.8	-1.8	-4.2
<b>TOTAL TRAINS DELAYED</b>	<b>28.2</b>	<b>-14.0</b>	<b>8.8</b>	<b>-8.2</b>	<b>8.4</b>	<b>-34.2</b>	<b>-57.4</b>	<b>-21.6</b>	<b>-15.0</b>	<b>-20.4</b>	<b>-27.4</b>	<b>-19.2</b>	<b>-38.8</b>	<b>-210.8</b>
Total Metra/PSA Delays	22.0	-11.2	8.8	-7.0	1.2	-17.6	-43.2	-17.2	-13.0	-9.0	-27.0	-23.2	-31.8	-168.2
Total Foreign Carrier Delays	6.2	-2.8	0.0	-1.2	7.2	-16.6	-14.2	-4.4	-2.0	-11.4	-0.4	4.0	-7.0	-42.6

Data for current month is final (12/17/15) 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 - November 2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	163	0	0	0	41	122	69	114	55	157	17	70	235	1,043
Freight Interference - Peak	45	0	0	0	41	32	10	47	21	58	5	39	65	363
Primary	28	0	0	0	40	22	4	35	11	38	2	20	35	235
Secondary	17	0	0	0	1	10	6	12	10	20	3	19	30	128
Freight Interference - Off-Peak	118	0	0	0	0	90	59	67	34	99	12	31	170	680
Primary	91	0	0	0	0	57	43	56	32	77	6	27	145	534
Secondary	27	0	0	0	0	33	16	11	2	22	6	4	25	146
Signal/Switch Failure - TOTAL	148	86	27	29	21	124	104	80	48	68	37	36	77	885
Signal/Switch Failure - Metra/PSA	97	86	27	29	2	106	95	57	47	14	37	28	68	693
Primary	65	46	18	19	2	59	54	36	40	7	21	13	37	417
Secondary	32	40	9	10	0	47	41	21	7	7	16	15	31	276
Signal/Switch Failure - Foreign	51	0	0	0	19	18	9	23	1	54	0	8	9	192
Primary	30	0	0	0	18	9	5	13	1	34	0	3	5	118
Secondary	21	0	0	0	1	9	4	10	0	20	0	5	4	74
Mechanical Failure - TOTAL	130	67	11	6	5	141	65	17	138	28	50	84	48	790
Mechanical Failure - Metra/PSA	129	61	8	5	5	122	65	17	138	28	50	84	48	760
Non-Locomotive Equipment Failure - Metra/PSA	19	61	8	5	1	19	23	1	16	5	8	17	12	195
Primary	9	13	2	1	1	7	7	1	6	3	4	6	9	69
Secondary	10	48	6	4	0	12	16	0	10	2	4	11	3	126
Locomotive Failure - Metra/PSA	110	0	0	0	4	103	42	16	122	23	42	67	36	565
Primary	30	0	0	0	3	28	16	3	50	12	21	18	15	196
Secondary	80	0	0	0	1	75	26	13	72	11	21	49	21	369
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30
Passenger Train Interference - TOTAL	21	9	2	3	13	27	3	13	2	26	1	3	7	130
Passenger Train Interference - Metra/PSA	3	5	1	3	1	13	2	12	2	7	1	3	7	60
Passenger Train Interference - Foreign	18	4	1	0	12	14	1	1	0	19	0	0	0	70
Accident - TOTAL	110	34	11	14	4	36	55	6	6	0	63	70	40	449
Accident - Metra/PSA	110	34	11	14	4	32	53	6	4	0	63	70	39	440
Accident - Foreign	0	0	0	0	0	4	2	0	2	0	0	0	1	9
Track Work - TOTAL	204	49	10	41	12	61	22	14	55	21	36	45	24	594
Track Work - Metra/PSA	170	49	10	41	12	61	22	14	55	15	36	45	24	554
Track Work - Foreign	34	0	0	0	0	0	0	0	0	6	0	0	0	40
Human Error - TOTAL	123	41	9	26	32	98	50	28	40	25	66	66	55	659
Human Error - Metra/PSA	91	41	8	26	8	67	38	15	39	7	36	28	19	423
Human Error - Foreign	32	0	1	0	24	31	12	13	1	18	30	38	36	236
Sick, Injured, Unruly Passenger - TOTAL	32	59	11	4	2	30	30	2	19	3	23	43	29	287
Sick, Injured, Unruly Passenger - Metra/PSA	31	59	11	4	2	30	30	2	19	3	23	43	29	286
Sick, Injured, Unruly Passenger - Foreign	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Weather - TOTAL	208	167	58	40	6	84	70	19	72	20	58	91	82	975
Weather - Metra/PSA	207	167	58	40	6	73	69	19	72	18	58	91	80	958
Weather - Foreign	1	0	0	0	0	11	1	0	0	2	0	0	2	17
Passenger Loading - TOTAL	53	73	10	17	0	63	30	3	74	4	76	74	65	542
Lift Deployment - TOTAL	40	3	0	0	0	23	26	0	12	1	13	19	28	165
Obstruction/Debris - TOTAL	124	24	8	38	2	48	33	17	14	24	19	53	31	435
Catenary Failure - TOTAL	0	74	24	53	0	0	0	0	0	0	0	0	0	151
Other - TOTAL	68	24	8	13	1	9	12	4	18	21	21	24	21	244
<b>TOTAL TRAINS DELAYED</b>	<b>1,424</b>	<b>710</b>	<b>189</b>	<b>284</b>	<b>139</b>	<b>866</b>	<b>569</b>	<b>317</b>	<b>553</b>	<b>398</b>	<b>480</b>	<b>678</b>	<b>742</b>	<b>7,349</b>
Total Metra/PSA Delays	1,123	700	184	283	43	647	475	166	494	142	433	562	459	5,711
Total Foreign Carrier Delays	301	10	5	1	96	219	94	151	59	256	47	116	283	1,638

Data for current month is final (12/17/15) 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 - November - 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	212.0	0.2	0.4	0.0	41.6	159.0	152.2	149.2	70.6	172.6	18.0	54.6	212.4	1,242.8
Freight Interference - Peak	87.0	0.0	0.2	0.0	41.4	26.0	29.4	58.8	21.4	50.4	5.4	25.2	42.4	387.6
Primary	60.6	0.0	0.0	0.0	39.2	17.0	20.4	41.0	12.2	40.8	2.8	12.6	23.2	269.8
Secondary	26.4	0.0	0.2	0.0	2.2	9.0	9.0	17.8	9.2	9.6	2.6	12.6	19.2	117.8
Freight Interference - Off-Peak	125.0	0.2	0.2	0.0	0.2	133.0	122.8	90.4	49.2	122.2	12.6	29.4	170.0	855.2
Primary	108.8	0.0	0.0	0.0	0.2	96.0	88.6	78.0	43.4	94.0	8.8	24.4	144.6	686.8
Secondary	16.2	0.2	0.2	0.0	0.0	37.0	34.2	12.4	5.8	28.2	3.8	5.0	25.4	168.4
Signal/Switch Failure - TOTAL	200.2	90.6	30.2	29.6	25.0	257.6	149.8	84.6	95.4	106.0	57.0	69.6	113.8	1,309.4
Signal/Switch Failure - Metra/PSA	139.0	90.6	30.0	29.6	16.8	230.4	128.6	66.6	90.2	45.4	55.0	65.4	110.6	1,098.2
Primary	104.8	74.6	22.4	21.4	16.6	130.0	86.0	41.4	71.2	32.8	30.0	35.0	62.4	728.6
Secondary	34.2	16.0	7.6	8.2	0.2	100.4	42.6	25.2	19.0	12.6	25.0	30.4	48.2	369.6
Signal/Switch Failure - Foreign	61.2	0.0	0.2	0.0	8.2	27.2	21.2	18.0	5.2	60.6	2.0	4.2	3.2	211.2
Primary	49.8	0.0	0.0	0.0	7.6	19.6	16.6	10.8	2.8	42.2	1.0	3.0	3.2	156.6
Secondary	11.4	0.0	0.2	0.0	0.6	7.6	4.6	7.2	2.4	18.4	1.0	1.2	0.0	54.6
Mechanical Failure - TOTAL	162.6	56.6	23.6	20.0	2.8	123.4	76.2	33.0	99.6	26.2	85.0	82.8	59.6	851.4
Mechanical Failure - Metra/PSA	161.6	52.4	22.0	18.6	2.8	122.8	76.0	33.0	99.2	25.0	85.0	82.8	59.4	840.6
Non-Locomotive Equipment Failure - Metra/PSA	32.0	52.4	21.8	18.6	0.6	15.2	15.2	3.8	17.0	8.4	18.2	18.6	20.8	242.6
Primary	12.6	17.4	7.4	6.2	0.4	5.6	7.0	1.4	11.0	3.4	6.2	6.8	9.8	95.2
Secondary	19.4	35.0	14.4	12.4	0.2	9.6	8.2	2.4	6.0	5.0	12.0	11.8	11.0	147.4
Locomotive Failure - Metra/PSA	129.6	0.0	0.2	0.0	2.2	107.6	60.8	29.2	82.2	16.6	66.8	64.2	38.6	598.0
Primary	37.0	0.0	0.2	0.0	1.6	29.0	22.8	9.4	31.6	7.8	23.0	17.6	15.2	195.2
Secondary	92.6	0.0	0.0	0.0	0.6	78.6	38.0	19.8	50.6	8.8	43.8	46.6	23.4	402.8
Mechanical Failure - Foreign	1.0	4.2	1.6	1.4	0.0	0.6	0.2	0.0	0.4	1.2	0.0	0.0	0.2	10.8
Passenger Train Interference - TOTAL	24.0	15.8	5.0	7.4	6.0	97.2	23.4	19.0	21.0	11.4	14.6	11.6	18.4	274.8
Passenger Train Interference - Metra/PSA	3.2	6.8	4.4	6.4	0.8	63.4	18.6	17.6	14.0	2.6	14.6	11.2	17.8	181.4
Passenger Train Interference - Foreign	20.8	9.0	0.6	1.0	5.2	33.8	4.8	1.4	7.0	8.8	0.0	0.4	0.6	93.4
Accident - TOTAL	113.2	13.4	5.8	8.8	1.2	54.2	62.0	20.4	52.2	9.8	38.4	76.4	45.0	500.8
Accident - Metra/PSA	97.8	13.4	5.8	8.8	1.0	53.4	60.8	18.8	51.4	9.8	38.4	76.4	42.0	477.8
Accident - Foreign	15.4	0.0	0.0	0.0	0.2	0.8	1.2	1.6	0.8	0.0	0.0	0.0	3.0	23.0
Track Work - TOTAL	225.8	60.4	19.2	56.6	9.8	102.6	73.0	24.2	75.6	14.0	98.2	56.8	69.0	885.2
Track Work - Metra/PSA	220.4	60.4	19.2	56.6	9.8	102.2	72.8	23.6	75.6	13.4	98.2	56.8	69.0	878.0
Track Work - Foreign	5.4	0.0	0.0	0.0	0.0	0.4	0.2	0.6	0.0	0.6	0.0	0.0	0.0	7.2
Human Error - TOTAL	155.0	46.0	15.0	20.4	13.0	78.8	50.4	22.6	54.8	39.8	53.2	44.8	53.8	647.6
Human Error - Metra/PSA	106.6	43.0	14.6	19.4	2.8	44.6	34.6	9.2	53.8	9.6	44.6	32.2	37.2	452.2
Human Error - Foreign	48.4	3.0	0.4	1.0	10.2	34.2	15.8	13.4	1.0	30.2	8.6	12.6	16.6	195.4
Sick, Injured, Unruly Passenger - TOTAL	35.0	71.8	12.6	23.8	1.0	28.2	34.2	4.6	33.2	5.4	57.6	41.8	37.2	386.4
Sick, Injured, Unruly Passenger - Metra/PSA	34.4	71.8	12.6	23.8	1.0	28.2	34.2	4.6	32.8	5.4	57.6	41.8	37.2	385.4
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	209.2	112.8	30.4	44.2	9.6	132.4	115.8	43.4	128.2	28.0	131.8	139.2	107.2	1,232.2
Weather - Metra/PSA	208.2	112.8	30.4	44.2	9.2	131.4	115.2	43.0	127.0	26.4	131.8	138.8	107.0	1,225.4
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	1.2	1.6	0.0	0.4	0.2	6.8
Passenger Loading - TOTAL	104.0	172.2	31.4	73.0	0.2	114.0	81.6	3.4	161.4	2.4	213.2	104.8	96.2	1,157.8
Lift Deployment - TOTAL	31.0	1.6	0.0	1.8	0.0	27.4	35.0	3.6	64.8	1.8	30.8	19.6	35.2	252.6
Obstruction/Debris - TOTAL	66.6	31.8	12.4	31.0	3.0	21.4	30.4	7.2	35.4	16.6	36.6	51.6	49.2	393.2
Catenary Failure - TOTAL	0.0	48.0	10.8	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	78.4
Other - TOTAL	35.2	30.8	8.0	13.8	1.0	24.4	23.8	6.6	29.6	12.8	35.6	20.8	42.8	285.2
<b>TOTAL TRAINS DELAYED</b>	<b>1,573.8</b>	<b>752.0</b>	<b>204.8</b>	<b>349.8</b>	<b>114.2</b>	<b>1,220.6</b>	<b>907.8</b>	<b>421.8</b>	<b>921.8</b>	<b>446.8</b>	<b>870.0</b>	<b>774.6</b>	<b>939.8</b>	<b>9,497.8</b>
Total Metra/PSA Delays	1,208.0	735.6	201.6	346.4	48.4	963.6	711.6	237.2	835.2	171.2	841.4	702.4	703.6	7,706.2
Total Foreign Carrier Delays	365.8	16.4	3.2	3.4	65.8	257.0	196.2	184.6	86.6	275.6	28.6	72.2	236.2	1,791.6

Data for latest month is final (12/18/14) 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 - November 2015 Divergence From January - November Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
<b>Freight Interference - TOTAL</b>	<b>-49.0</b>	<b>-0.2</b>	<b>-0.4</b>	<b>0.0</b>	<b>-0.6</b>	<b>-37.0</b>	<b>-83.2</b>	<b>-35.2</b>	<b>-15.6</b>	<b>-15.6</b>	<b>-1.0</b>	<b>15.4</b>	<b>22.6</b>	<b>-199.8</b>	
Freight Interference - Peak	-42.0	0.0	-0.2	0.0	-0.4	6.0	-19.4	-11.8	-0.4	7.6	-0.4	13.8	22.6	-24.6	
Primary	-32.6	0.0	0.0	0.0	0.8	5.0	-16.4	-6.0	-1.2	-2.8	-0.8	7.4	11.8	-34.8	
Secondary	-9.4	0.0	-0.2	0.0	-1.2	1.0	-3.0	-5.8	0.8	10.4	0.4	6.4	10.8	10.2	
Freight Interference - Off-Peak	-7.0	-0.2	-0.2	0.0	-0.2	-43.0	-63.8	-23.4	-15.2	-23.2	-0.6	1.6	0.0	-175.2	
Primary	-17.8	0.0	0.0	0.0	-0.2	-39.0	-45.6	-22.0	-11.4	-17.0	-2.8	2.6	0.4	-152.8	
Secondary	10.8	-0.2	-0.2	0.0	0.0	-4.0	-18.2	-1.4	-3.8	-6.2	2.2	-1.0	-0.4	-22.4	
<b>Signal/Switch Failure - TOTAL</b>	<b>-52.2</b>	<b>-4.6</b>	<b>-3.2</b>	<b>-0.6</b>	<b>-4.0</b>	<b>-133.6</b>	<b>-45.8</b>	<b>-4.6</b>	<b>-47.4</b>	<b>-38.0</b>	<b>-20.0</b>	<b>-33.6</b>	<b>-36.8</b>	<b>-424.4</b>	
Signal/Switch Failure - Metra/PSA	-42.0	-4.6	-3.0	-0.6	-14.8	-124.4	-33.6	-9.6	-43.2	-31.4	-18.0	-37.4	-42.6	-405.2	
Primary	-39.8	-28.6	-4.4	-2.4	-14.6	-71.0	-32.0	-5.4	-31.2	-25.8	-9.0	-22.0	-25.4	-311.6	
Secondary	-2.2	24.0	1.4	1.8	-0.2	-53.4	-1.6	-4.2	-12.0	-5.6	-9.0	-15.4	-17.2	-93.6	
Signal/Switch Failure - Foreign	-10.2	0.0	-0.2	0.0	10.8	-9.2	-12.2	5.0	-4.2	-6.6	-2.0	3.8	5.8	-19.2	
Primary	-19.8	0.0	0.0	0.0	10.4	-10.6	-11.6	2.2	-1.8	-8.2	-1.0	0.0	1.8	-38.6	
Secondary	9.6	0.0	-0.2	0.0	0.4	1.4	-0.6	2.8	-2.4	1.6	-1.0	3.8	4.0	19.4	
<b>Mechanical Failure - TOTAL</b>	<b>-32.6</b>	<b>10.4</b>	<b>-12.6</b>	<b>-14.0</b>	<b>2.2</b>	<b>17.6</b>	<b>-11.2</b>	<b>-16.0</b>	<b>38.4</b>	<b>1.8</b>	<b>-35.0</b>	<b>1.2</b>	<b>-11.6</b>	<b>-61.4</b>	
Mechanical Failure - Metra/PSA	-32.6	8.6	-14.0	-13.6	2.2	-0.8	-11.0	-16.0	38.8	3.0	-35.0	1.2	-11.4	-80.6	
Non-Locomotive Equipment Failure - Metra/PSA	-13.0	8.6	-13.8	-13.6	0.4	3.8	7.8	-2.8	-1.0	-3.4	-10.2	-1.6	-8.8	-47.6	
Primary	-3.6	-4.4	-5.4	-5.2	0.6	1.4	0.0	-0.4	-5.0	-0.4	-2.2	-0.8	-0.8	-26.2	
Secondary	-9.4	13.0	-8.4	-8.4	-0.2	2.4	7.8	-2.4	4.0	-3.0	-8.0	-0.8	-8.0	-21.4	
Locomotive Failure - Metra/PSA	-19.6	0.0	-0.2	0.0	1.8	-4.6	-18.8	-13.2	39.8	6.4	-24.8	2.8	-2.6	-33.0	
Primary	-7.0	0.0	-0.2	0.0	1.4	-1.0	-6.8	-6.4	18.4	4.2	-2.0	0.4	-0.2	0.8	
Secondary	-12.6	0.0	0.0	0.0	0.4	-3.6	-12.0	-6.8	21.4	2.2	-22.8	2.4	-2.4	-33.8	
Mechanical Failure - Foreign	0.0	1.8	1.4	-0.4	0.0	18.4	-0.2	0.0	-0.4	-1.2	0.0	0.0	-0.2	19.2	
<b>Passenger Train Interference - TOTAL</b>	<b>-3.0</b>	<b>-6.8</b>	<b>-3.0</b>	<b>-4.4</b>	<b>7.0</b>	<b>-70.2</b>	<b>-20.4</b>	<b>-6.0</b>	<b>-19.0</b>	<b>14.6</b>	<b>-13.6</b>	<b>-8.6</b>	<b>-11.4</b>	<b>-144.8</b>	
Passenger Train Interference - Metra/PSA	-0.2	-1.8	-3.4	-3.4	0.2	-50.4	-16.6	-5.6	-12.0	4.4	-13.6	-8.2	-10.8	-121.4	
Passenger Train Interference - Foreign	-2.8	-5.0	0.4	-1.0	6.8	-19.8	-3.8	-0.4	-7.0	10.2	0.0	-0.4	-0.6	-23.4	
<b>Accident - TOTAL</b>	<b>-3.2</b>	<b>20.6</b>	<b>5.2</b>	<b>5.2</b>	<b>2.8</b>	<b>-18.2</b>	<b>-7.0</b>	<b>-14.4</b>	<b>-46.2</b>	<b>-9.8</b>	<b>24.6</b>	<b>-6.4</b>	<b>-5.0</b>	<b>-51.8</b>	
Accident - Metra/PSA	12.2	20.6	5.2	5.2	3.0	-21.4	-7.8	-12.8	-47.4	-9.8	24.6	-6.4	-3.0	-37.8	
Accident - Foreign	-15.4	0.0	0.0	0.0	-0.2	3.2	0.8	-1.6	1.2	0.0	0.0	0.0	-2.0	-14.0	
<b>Track Work - TOTAL</b>	<b>-21.8</b>	<b>-11.4</b>	<b>-9.2</b>	<b>-15.6</b>	<b>2.2</b>	<b>-41.6</b>	<b>-51.0</b>	<b>-10.2</b>	<b>-20.6</b>	<b>7.0</b>	<b>-62.2</b>	<b>-11.8</b>	<b>-45.0</b>	<b>-291.2</b>	
Track Work - Metra/PSA	-50.4	-11.4	-9.2	-15.6	2.2	-41.2	-50.8	-9.6	-20.6	1.6	-62.2	-11.8	-45.0	-324.0	
Track Work - Foreign	28.6	0.0	0.0	0.0	0.0	-0.4	-0.2	-0.6	0.0	5.4	0.0	0.0	0.0	32.8	
<b>Human Error - TOTAL</b>	<b>-32.0</b>	<b>-5.0</b>	<b>-6.0</b>	<b>5.6</b>	<b>19.0</b>	<b>19.2</b>	<b>-0.4</b>	<b>5.4</b>	<b>-14.8</b>	<b>-14.8</b>	<b>12.8</b>	<b>21.2</b>	<b>1.2</b>	<b>11.4</b>	
Human Error - Metra/PSA	-15.6	-2.0	-6.6	6.6	5.2	22.4	3.4	5.8	-14.8	-2.6	-8.6	-4.2	-18.2	-29.2	
Human Error - Foreign	-16.4	-3.0	0.6	-1.0	13.8	-3.2	-3.8	-0.4	0.0	-12.2	21.4	25.4	19.4	40.6	
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	<b>-3.0</b>	<b>-12.8</b>	<b>-1.6</b>	<b>-19.8</b>	<b>1.0</b>	<b>1.8</b>	<b>-4.2</b>	<b>-2.6</b>	<b>-14.2</b>	<b>-2.4</b>	<b>-34.6</b>	<b>1.2</b>	<b>-8.2</b>	<b>-99.4</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	-3.4	-12.8	-1.6	-19.8	1.0	1.8	-4.2	-2.6	-13.8	-2.4	-34.6	1.2	-8.2	-99.4	
Sick, Injured, Unruly Passenger - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0		
<b>Weather - TOTAL</b>	<b>-1.2</b>	<b>54.2</b>	<b>27.6</b>	<b>-4.2</b>	<b>-3.6</b>	<b>-48.4</b>	<b>-45.8</b>	<b>-24.4</b>	<b>-56.2</b>	<b>-8.0</b>	<b>-73.8</b>	<b>-48.2</b>	<b>-25.2</b>	<b>-257.2</b>	
Weather - Metra/PSA	-1.2	54.2	27.6	-4.2	-3.2	-58.4	-46.2	-24.0	-55.0	-8.4	-73.8	-47.8	-27.0	-267.4	
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-1.2	0.4	0.0	-0.4	1.8	10.2	
<b>Passenger Loading - TOTAL</b>	<b>-51.0</b>	<b>-99.2</b>	<b>-21.4</b>	<b>-56.0</b>	<b>-0.2</b>	<b>-51.0</b>	<b>-51.6</b>	<b>-0.4</b>	<b>-87.4</b>	<b>1.6</b>	<b>-137.2</b>	<b>-30.8</b>	<b>-31.2</b>	<b>-615.8</b>	
Lift Deployment - TOTAL	9.0	1.4	0.0	-1.8	0.0	-4.4	-9.0	-3.6	-52.8	-0.8	-17.8	-0.6	-7.2	-87.6	
Obstruction/Debris - TOTAL	57.4	-7.8	-4.4	7.0	-1.0	26.6	2.6	9.8	-21.4	7.4	-17.6	1.4	-18.2	41.8	
Catenary Failure - TOTAL	0.0	26.0	13.2	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	72.6	
Other - TOTAL	32.8	-6.8	0.0	-0.8	0.0	-15.4	-11.8	-2.6	-11.6	8.2	-14.6	3.2	-21.8	-41.2	
<b>TOTAL TRAINS DELAYED</b>	<b>-149.8</b>	<b>-42.0</b>	<b>-15.8</b>	<b>-65.8</b>	<b>24.8</b>	<b>-354.6</b>	<b>-338.8</b>	<b>-104.8</b>	<b>-368.8</b>	<b>-48.8</b>	<b>-390.0</b>	<b>-96.6</b>	<b>-197.8</b>	<b>-2,148.8</b>	
Total Metra/PSA Delays	-85.0	-35.6	-17.6	-63.4	-5.4	-316.6	-236.6	-71.2	-341.2	-29.2	-408.4	-140.4	-244.6	-1,995.2	
Total Foreign Carrier Delays	-64.8	-6.4	1.8	-2.4	30.2	-38.0	-102.2	-33.6	-27.6	-19.6	18.4	43.8	46.8	-153.6	

Data for current month is final (12/17/15) 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 - Nov	
<b>Freight Interference - TOTAL</b>	122	158	113	87	59	90	116	89	84	60	65		1,043	14.2%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29		363	4.9%
Primary	24	33	24	24	13	25	26	19	16	9	22		235	3.2%
Secondary	11	15	18	12	10	17	12	12	11	3	7		128	1.7%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36		680	9.3%
Primary	63	86	59	42	28	38	56	42	48	41	31		534	7.3%
Secondary	24	24	12	9	8	10	22	16	9	7	5		146	2.0%
<b>Signal/Switch Failure - TOTAL</b>	93	126	35	69	69	79	116	87	64	84	63		885	12.0%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39		693	9.4%
Primary	38	54	25	29	30	42	63	32	34	35	35		417	5.7%
Secondary	35	29	3	24	24	25	40	36	17	39	4		276	3.8%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24		192	2.6%
Primary	17	23	5	12	7	6	11	11	9	7	10		118	1.6%
Secondary	3	20	2	4	8	6	2	8	4	3	14		74	1.0%
<b>Mechanical Failure - TOTAL</b>	82	102	69	66	51	100	65	62	67	46	80		790	10.7%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80		760	10.3%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12		195	2.7%
Primary	10	6	10	7	6	4	9	4	5	4	4		69	0.9%
Secondary	17	13	12	10	2	31	19	7	6	1	8		126	1.7%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68		565	7.7%
Primary	16	25	14	17	15	14	15	22	24	14	20		196	2.7%
Secondary	28	49	33	22	28	51	22	29	32	27	48		369	5.0%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0		30	0.4%
<b>Passenger Train Interference - TOTAL</b>	13	19	6	7	16	27	12	10	3	8	9		130	1.8%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3		60	0.8%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6		70	1.0%
<b>Accident - TOTAL</b>	29	35	60	60	20	59	29	13	27	73	44		449	6.1%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43		440	6.0%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1		9	0.1%
<b>Track Work - TOTAL</b>	38	50	19	52	57	49	85	79	60	71	34		594	8.1%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34		554	7.5%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0		40	0.5%
<b>Human Error - TOTAL</b>	32	67	103	31	40	45	148	41	65	43	44		659	9.0%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34		423	5.8%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10		236	3.2%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	21	25	20	29	24	36	36	28	22	27	19		287	3.9%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19		286	3.9%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0		1	0.0%
<b>Weather - TOTAL</b>	335	395	17	10	3	59	17	22	22	12	83		975	13.3%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83		958	13.0%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0		17	0.2%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21		542	7.4%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8		165	2.2%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25		435	5.9%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13		151	2.1%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22		244	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>542</b>	<b>528</b>	<b>530</b>		<b>7,349</b>	<b>100.0%</b>
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424		5,711	77.7%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106		1,638	22.3%

Data for current month is final (12/17/15) 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 & MONTH  
2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
<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>1,760</b>	<b>16.0%</b>
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	646	5.9%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	412	3.7%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	234	2.1%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	1,114	10.1%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	810	7.4%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	304	2.8%
<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>1,199</b>	<b>10.9%</b>
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	957	8.7%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	536	4.9%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	421	3.8%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	242	2.2%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	149	1.4%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	93	0.8%
<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>1,169</b>	<b>10.6%</b>
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	1,151	10.5%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	385	3.5%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	138	1.3%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	247	2.2%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	766	7.0%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	229	2.1%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	537	4.9%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	18	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>199</b>	<b>1.8%</b>
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	134	1.2%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	65	0.6%
<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>601</b>	<b>5.5%</b>
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	486	4.4%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	115	1.0%
<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>928</b>	<b>8.4%</b>
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	926	8.4%
Track Work - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	2	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>691</b>	<b>6.3%</b>
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	449	4.1%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	242	2.2%
<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>332</b>	<b>3.0%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	329	3.0%
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>2,374</b>	<b>21.6%</b>
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,366	21.5%
Weather - Foreign	4	4	0	0	0	0	0	0	0	0	0	0	8	0.1%
Passenger Loading - TOTAL	30	75	89	29	47	145	134	101	16	14	16	64	696	6.3%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	198	1.8%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	525	4.8%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	72	0.7%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	268	2.4%
<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>11,012</b>	<b>100.0%</b>
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	8,557	77.7%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	2,455	22.3%

Data for latest month is final (01/20/15) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH**  
**2015 Divergence From 2014**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
<b>Freight Interference - TOTAL</b>	-85	-91	-46	-53	-118	-101	-21	-64	-16	-107	-15		-717	-1.8%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24	4	-12	2	-42	-1		-283	-0.9%
Primary	-64	-20	-6	-3	-49	-20	5	-1	-6	-14	1		-177	-0.5%
Secondary	-4	-24	-12	-13	-15	-4	-1	-11	8	-28	-2		-106	-0.4%
<b>Freight Interference - Off-Peak</b>	-17	-47	-28	-37	-54	-77	-25	-52	-18	-65	-14		-434	-0.9%
Primary	-9	-24	-11	-26	-43	-49	-24	-34	-9	-43	-4		-276	-0.1%
Secondary	-8	-23	-17	-11	-11	-28	-1	-18	-9	-22	-10		-158	-0.8%
<b>Signal/Switch Failure - TOTAL</b>	-97	-55	-77	22	-52	-76	29	21	-25	2	-6		-314	1.2%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78	35	18	-5	6	-6		-264	0.7%
Primary	-41	-29	-19	1	-27	-35	28	5	-3	-9	10		-119	0.8%
Secondary	-36	-32	-51	8	-8	-43	7	13	-2	15	-16		-145	-0.1%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2	-6	3	-20	-4	0		-50	0.4%
Primary	-7	3	-7	10	-14	-1	0	1	-4	-3	-9		-31	0.3%
Secondary	-13	3	0	3	-3	3	-6	2	-16	-1	9		-19	0.2%
<b>Mechanical Failure - TOTAL</b>	-107	-72	-59	18	-62	-9	-33	11	5	-95	24		-379	0.1%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9	-33	11	9	-95	24		-391	-0.1%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2	-15	-8	-17	-20	-17		-190	-0.8%
Primary	-19	-13	1	-1	-1	-9	-3	-7	-4	-4	-9		-69	-0.3%
Secondary	-46	-16	-17	3	-6	11	-12	-1	-13	-16	-8		-121	-0.5%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11	-18	19	26	-75	41		-201	0.7%
Primary	-9	-8	-14	5	-2	-10	-4	6	11	-16	8		-33	0.6%
Secondary	-43	-39	-29	3	-47	-1	-14	13	15	-59	33		-168	0.1%
Mechanical Failure - Foreign	10	4	0	8	-6	0	0	0	-4	0	0		12	0.2%
<b>Passenger Train Interference - TOTAL</b>	-25	-39	-16	-1	10	13	3	1	-4	-10	-1		-69	0.0%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9	-4	-1	-2	-8	-3		-74	-0.4%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4	7	2	-2	-2	2		5	0.4%
<b>Accident - TOTAL</b>	-87	-82	21	49	-61	17	-10	-74	17	49	9		-152	0.7%
Accident - Metra/PSA	-60	-41	31	50	-62	26	-2	-74	18	53	15		-46	1.6%
Accident - Foreign	-27	-41	-10	-1	1	-9	-8	0	-1	-4	-6		-106	-0.9%
<b>Track Work - TOTAL</b>	-4	17	-18	-26	-151	-188	27	33	-1	-1	-22		-334	-0.3%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188	13	27	-1	-1	-22		-372	-0.9%
Track Work - Foreign	0	18	0	0	0	0	14	6	0	0	0		38	0.5%
<b>Human Error - TOTAL</b>	-64	-17	50	-50	-6	-27	73	2	6	-20	21		-32	2.7%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5	2	1	-2	-12	22		-26	1.7%
Human Error - Foreign	-24	-9	-18	-4	0	-22	71	1	8	-8	-1		-6	1.0%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	-6	-13	-11	6	-12	-2	-3	3	-2	-4	-1		-45	0.9%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2	-3	3	-3	-4	-1		-43	0.9%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0	0	0	1	0	0		-2	0.0%
<b>Weather - TOTAL</b>	-1,096	-92	-106	4	-33	-8	-8	-66	-10	-45	61		-1,399	-8.3%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8	-8	-66	-11	-45	61		-1,408	-8.4%
Weather - Foreign	-2	10	0	0	0	0	0	0	1	0	0		9	0.2%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47	-10	0	7	13	5		-154	1.1%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5	7	-28	1	2	0		-33	0.4%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0	-2	51	-5	-22	-32		-90	1.2%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1	9	7	37	14	11		79	1.4%
Other - TOTAL	-8	14	-22	-11	-8	-3	20	0	-1	5	-10		-24	0.9%
<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>9</b>	<b>-219</b>	<b>44</b>		<b>-3,663</b>	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301	24	-51	42	-94	64		-2,846	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126	57	-52	-33	-125	-20		-817	

Data for current month is final (12/17/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx All Months 12/17/2015

'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 11: FREIGHT DELAYS**  
**between December 2013 and November 2015**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Dec-13	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Jan-14	86	0	0	0	9	28	16	16	8	30	0	3	11	207
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
<b>Total</b>	<b>547</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>213</b>	<b>285</b>	<b>215</b>	<b>78</b>	<b>238</b>	<b>27</b>	<b>81</b>	<b>221</b>	<b>1,957</b>
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
Aug-15	13	0	0	0	8	7	5	11	4	17	0	0	24	89
Sep-15	20	0	0	0	1	9	6	11	14	6	0	2	15	84
Oct-15	16	0	0	0	0	5	4	3	3	11	0	3	15	60
<b>Nov-15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>8</b>	<b>65</b>
<b>Total</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>133</b>	<b>89</b>	<b>120</b>	<b>57</b>	<b>163</b>	<b>17</b>	<b>73</b>	<b>249</b>	<b>1,118</b>

Data for current month is final (12/17/15) 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	3	3	1		40
Electric ML	0	0	0	0	0	1	2	0	0	0	0		3	0.42%
Electric BI	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
HER	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Milw N	4	9	0	1	2	2	0	0	2	1	2		23	2.66%
Milw W	4	1	1	1	1	11	2	3	0	1	1		26	4.57%
NCS	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
RI	0	1	1	0	1	0	5	1	2	1	0		12	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0		1	0.25%
UP N	0	0	0	1	2	1	2	2	5	0	0		13	2.71%
UP NW	5	0	1	3	1	3	0	1	2	1	2		19	2.80%
UP W	3	5	9	2	0	4	0	2	0	1	2		28	3.77%
<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>14</b>	<b>8</b>	<b>8</b>		<b>165</b>	<b>2.25%</b>
<b>ALL DELAYS</b>													<b>7,349</b>	

Data for current month is final (12/17/15) 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
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**

November 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	32	8	2	2	6	2	2	3	11	7	2	8	13	98
11-15	14	1	1	0	6	2	1	1	6	1	2	4	3	42
16-20	8	0	0	0	1	1	0	1	1	1	1	4	1	19
21+	20	0	0	1	5	4	0	1	1	1	2	9	0	44
Annulled	<u>6</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>14</u>
Sub-Total	80	9	4	4	18	10	3	6	22	10	8	26	17	217
<b>Off-Peak **</b>														
6-10	27	25	11	12	0	12	10	8	16	11	12	5	10	159
11-15	11	4	1	2	0	6	4	3	3	2	6	5	6	53
16-20	5	1	1	1	0	3	3	0	3	2	5	1	3	28
21+	10	3	0	4	0	12	5	0	3	0	7	9	1	54
Annulled	<u>4</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>19</u>
Sub-Total	57	33	23	19	0	33	22	11	27	15	30	23	20	313
<b>November 2015 Total</b>														
6-10	59	33	13	14	6	14	12	11	27	18	14	13	23	257
11-15	25	5	2	2	6	8	5	4	9	3	8	9	9	95
16-20	13	1	1	1	1	4	3	1	4	3	6	5	4	47
21+	30	3	0	5	5	16	5	1	4	1	9	18	1	98
Annulled	<u>10</u>	<u>0</u>	<u>11</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>33</u>
TOTAL	137	42	27	23	18	43	25	17	49	25	38	49	37	530
<b>2015 Year-to-Date</b>														
6-10	651	336	105	149	64	358	227	160	304	220	187	229	318	3,308
11-15	309	135	34	29	34	193	119	67	109	72	98	178	184	1,561
16-20	147	73	17	21	12	102	73	32	46	37	40	90	80	770
21+	253	144	17	62	27	178	123	49	64	67	116	163	143	1,406
Annulled	<u>64</u>	<u>22</u>	<u>16</u>	<u>23</u>	<u>2</u>	<u>35</u>	<u>27</u>	<u>9</u>	<u>30</u>	<u>2</u>	<u>39</u>	<u>18</u>	<u>17</u>	<u>304</u>
TOTAL	1,424	710	189	284	139	866	569	317	553	398	480	678	742	7,349
<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>November 2015 Total</b>														
6-10	43.1%	78.6%	48.1%	60.9%	33.3%	32.6%	48.0%	64.7%	55.1%	72.0%	36.8%	26.5%	62.2%	48.5%
11-15	18.2%	11.9%	7.4%	8.7%	33.3%	18.6%	20.0%	23.5%	18.4%	12.0%	21.1%	18.4%	24.3%	17.9%
16-20	9.5%	2.4%	3.7%	4.3%	5.6%	9.3%	12.0%	5.9%	8.2%	12.0%	15.8%	10.2%	10.8%	8.9%
21+	21.9%	7.1%	0.0%	21.7%	27.8%	37.2%	20.0%	5.9%	8.2%	4.0%	23.7%	36.7%	2.7%	18.5%
Annulled	<u>7.3%</u>	<u>0.0%</u>	<u>40.7%</u>	<u>4.3%</u>	<u>0.0%</u>	<u>2.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>10.2%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>8.2%</u>	<u>0.0%</u>	<u>6.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2015 Year-to-Date Delays By Duration</b>														
6-10	45.7%	47.3%	55.6%	52.5%	46.0%	41.3%	39.9%	50.5%	55.0%	55.3%	39.0%	33.8%	42.9%	45.0%
11-15	21.7%	19.0%	18.0%	10.2%	24.5%	22.3%	20.9%	21.1%	19.7%	18.1%	20.4%	26.3%	24.8%	21.2%
16-20	10.3%	10.3%	9.0%	7.4%	8.6%	11.8%	12.8%	10.1%	8.3%	9.3%	8.3%	13.3%	10.8%	10.5%
21+	17.8%	20.3%	9.0%	21.8%	19.4%	20.6%	21.6%	15.5%	11.6%	16.8%	24.2%	24.0%	19.3%	19.1%
Annulled	<u>4.5%</u>	<u>3.1%</u>	<u>8.5%</u>	<u>8.1%</u>	<u>1.4%</u>	<u>4.0%</u>	<u>4.7%</u>	<u>2.8%</u>	<u>5.4%</u>	<u>0.5%</u>	<u>8.1%</u>	<u>2.7%</u>	<u>2.3%</u>	<u>4.1%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (12/17/15) version from TOPS.



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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>November 2015</b>														
Peak *	29.5	7.9	8.0	12.0	19.5	19.2	9.0	14.0	10.5	10.4	39.4	40.9	9.0	23.2
Off-Peak **	16.1	12.4	8.2	17.6	--	23.0	19.2	8.9	11.9	9.9	19.9	33.3	12.1	16.8
All	23.9	11.5	8.2	16.9	19.5	22.2	18.0	10.7	11.3	10.1	23.6	37.5	10.6	19.4
<b>2015 Year-to-Date</b>														
Peak *	16.3	20.3	12.9	18.0	18.3	17.6	17.2	14.4	13.4	12.9	24.9	23.3	15.1	17.5
Off-Peak **	16.8	13.3	11.5	16.5	--	19.1	18.1	14.9	12.0	14.3	18.8	21.8	18.1	16.9
All	16.5	16.3	12.2	16.9	18.3	18.6	17.8	14.6	12.5	13.8	20.9	22.5	17.0	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 (12/17/15) version from TOPS.

P:\ONTIME\report\DelaysByDuration.xls\MinutesByServPeriod 12/17/2015