

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

**January 2016**



# COMMUTER RAIL ON-TIME PERFORMANCE

## January 2016

This report presents an analysis of the January 2016 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 January 2016, Metra operated 16,646 scheduled trains, including scheduled "extras", if any. 707 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.8%. Table 2 lists on-time percentages by line for each month and year since 2011.

Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2016, 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 January 2016. Of the 707 delays systemwide in January 2016, all but 290 (41%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Januarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in January 2016, 77 fewer delays than the average over the previous four Januarys were controllable.

Table 7 provides a daily listing of the number of delays by line and branch for January 2016.

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2016. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 707 delays systemwide in January 2016, 393 less than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2016. Table 9.b shows the average frequencies from the beginning of the year through January 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 2016 and 2015 respectively, and Table 10.c shows the difference between the two. In January of 2016, a total of 707 trains were delayed, compared to 865 trains delayed in the same month of 2015.

In Tables 8 through 10, delays by cause are 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 January 2016 freight operations delayed 82 trains systemwide, compared to 122 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2016 and 2015 respectively. A total of 11 trains were delayed by lift deployment in January 2016.

A review of January 2016 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 39.5% of all late trains. Table 14 shows that the average length of delay was 18.3 minutes in January 2016. 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  
January 2016**

	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>	1,080	86	92.0%	800	40	95.0%	1,880	126	93.3%	140	12	91.4%	103	7	93.2%	2,123	145	93.2%
<b>Elec -ML</b>	900	30	96.7%	680	18	97.4%	1,580	48	97.0%	230	2	99.1%	121	3	97.5%	1,931	53	97.3%
<b>-BI</b>	280	3	98.9%	460	5	98.9%	740	8	98.9%	150	0	100.0%		--		890	8	99.1%
<b>-SC</b>	<u>340</u>	<u>2</u>	99.4%	<u>740</u>	<u>17</u>	97.7%	<u>1,080</u>	<u>19</u>	98.2%	<u>240</u>	<u>3</u>	98.8%	<u>120</u>	<u>4</u>	96.7%	<u>1,440</u>	<u>26</u>	98.2%
<b>Subtotal</b>	1,520	35	97.7%	1,880	40	97.9%	3,400	75	97.8%	620	5	99.2%	241	7	97.1%	4,261	87	98.0%
<b>Heritage</b>	120	12	90.0%		--		120	12	90.0%		--			--		120	12	90.0%
<b>Milw -N</b>	500	28	94.4%	700	36	94.9%	1,200	64	94.7%	120	1	99.2%	120	2	98.3%	1,440	67	95.3%
<b>-W</b>	<u>540</u>	<u>34</u>	93.7%	<u>620</u>	<u>35</u>	94.4%	<u>1,160</u>	<u>69</u>	94.1%	<u>120</u>	<u>13</u>	89.2%	<u>108</u>	<u>1</u>	99.1%	<u>1,388</u>	<u>83</u>	94.0%
<b>Subtotal</b>	1,040	62	94.0%	1,320	71	94.6%	2,360	133	94.4%	240	14	94.2%	228	3	98.7%	2,828	150	94.7%
<b>NCS</b>	220	21	90.5%	220	13	94.1%	440	34	92.3%		--			--		440	34	92.3%
<b>RI</b>	720	82	88.6%	660	37	94.4%	1,380	119	91.4%	160	2	98.8%	168	5	97.0%	1,708	126	92.6%
<b>SWS</b>	220	10	95.5%	380	17	95.5%	600	27	95.5%	30	1	96.7%		--		630	28	95.6%
<b>UP -N</b>	600	20	96.7%	800	29	96.4%	1,400	49	96.5%	130	1	99.2%	108	0	100.0%	1,638	50	96.9%
<b>-NW</b>	660	22	96.7%	640	19	97.0%	1,300	41	96.8%	120	4	96.7%	90	0	100.0%	1,510	45	97.0%
<b>-W</b>	<u>540</u>	<u>10</u>	98.1%	<u>640</u>	<u>19</u>	97.0%	<u>1,180</u>	<u>29</u>	97.5%	<u>100</u>	<u>0</u>	100.0%	<u>108</u>	<u>1</u>	99.1%	<u>1,388</u>	<u>30</u>	97.8%
<b>Subtotal</b>	1,800	52	97.1%	2,080	67	96.8%	3,880	119	96.9%	350	5	98.6%	306	1	99.7%	4,536	125	97.2%
<b>SYSTEM</b>	6,720	360	94.6%	7,340	285	96.1%	14,060	645	95.4%	1,540	39	97.5%	1,046	23	97.8%	16,646	707	95.8%

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

Delays data for most recent month is final (02/16/16) 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- JAN	AVG
<b>BNSF</b>	<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	96.2%	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	94.4%	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	95.8%	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	78.6%	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	97.4	90.9%	94.4%
	<b>2016</b>	93.2												93.2%	93.2%
	<b>2011-2015 average</b>		91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	91.2%
<b>Electric</b>	<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	98.6%	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	93.7%	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	98.1%	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	93.7%	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	99.0	96.3%	97.6%
	<b>2016</b>	98.0												98.0%	98.0%
	<b>2011-2015 average</b>		96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	96.1%
<b>Heritage</b>	<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	92.1%	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	95.2%	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	97.0%	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	79.5%	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	90.9	92.1%	90.2%
	<b>2016</b>	90.0												90.0%	90.0%
	<b>2011-2015 average</b>		91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	91.1%
<b>Milw - N</b>	<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	92.9%	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	95.1%	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	95.5%	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	73.1%	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	96.8	91.8%	94.9%
	<b>2016</b>	95.3												95.3%	95.3%
	<b>2011-2015 average</b>		89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	89.6%
<b>Milw - W</b>	<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	96.0%	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	94.4%	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	96.6%	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	84.8%	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	96.5	93.6%	96.4%
	<b>2016</b>	94.0												94.0%	94.0%
	<b>2011-2015 average</b>		93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	93.1%
<b>NCS</b>	<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	95.5%	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	94.8%	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	95.0%	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	76.0%	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	93.6	93.9%	93.8%
	<b>2016</b>	92.3												92.3%	92.3%
	<b>2011-2015 average</b>		91.1	86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	91.1%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
RI	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	97.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	96.5%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	82.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.4%	97.1%
	2016	92.6												92.6%	92.6%
	<b>2011-2015 average</b>		93.6	92.7	96.6	96.0	95.6	92.9	92.0	95.5	96.5	96.7	96.1	96.6	93.6%
SWS	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	95.1%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.2%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	94.7%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	83.0%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.7%	94.5%
	2016	95.6												95.6%	95.6%
	<b>2011-2015 average</b>		92.3	93.1	95.5	95.8	94.5	90.6	93.7	94.1	94.8	94.8	93.2	94.4	92.3%
UP - N	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	96.4%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	94.6%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	98.3%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	91.2%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	98.6%	97.5%
	2016	96.9												96.9%	96.9%
	<b>2011-2015 average</b>		95.8	94.1	97.3	97.0	96.2	95.0	94.4	94.9	96.2	96.0	96.6	97.4	95.8%
UP - NW	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	97.0%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	95.9%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.3%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	86.6%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0												97.0%	97.0%
	<b>2011-2015 average</b>		94.3	93.7	96.9	97.2	94.9	94.2	93.8	95.5	96.7	95.8	95.7	95.9	94.3%
UP - W	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	93.5%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	93.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	85.9%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	93.9%	95.4%
	2016	97.8												97.8%	97.8%
	<b>2011-2015 average</b>		92.6	92.6	95.3	95.5	94.7	91.9	93.1	93.3	95.4	95.3	95.0	94.1	92.6%
SYSTEM excluding South Shore	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	96.4%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	94.3%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.8%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	85.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	94.9%	96.2%
	2016	95.8												95.8%	95.8%
	<b>2011-2015 average</b>		93.6	93.1	96.3	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	93.6%

Delays data for most recent month is final (02/16/16) version from TOPS.

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'2011-2015 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  
January 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1240 <b>80% OT</b>	Wed, Jan 06	17	G	HAND LINING #2 SWITCH FAILING AT HIGHLANDS
		Mon, Jan 11	7	CW	WORKING AROUND BROKEN WELD AT FVW MT2
		Mon, Jan 18	8	EW1	FOLLOWING 1238
		Mon, Jan 25	10	H1	ACCOMODATING 1246S PASSENGERS
BNSF	1242 <b>80% OT</b>	Mon, Jan 04	7	FW1	LATE FLIP FROM 1205 DUE TO SETTING OUT CAR IN HILL YARD, BRAKE FAILURE
		Wed, Jan 06	16	G1	DELAYED BEHIND 1240
		Mon, Jan 11	8	CW	WORKING AROUND BROKEN WELD AT FVW MT2
		Mon, Jan 25	8	H1	TRAFFIC FROM 1246 DELAY
BNSF	1248 <b>80% OT</b>	Tue, Jan 05	11	E1	FOLLOWING TRAFFIC FROM 1246/1228
		Wed, Jan 13	9	GA1	FOLLOWING 1246, BOX 2 FVW AVE
		Tue, Jan 19	8	G	SWITCH FAILING TO NORMAL AT FVW 4A
		Mon, Jan 25	19	H1	ACCOMODATING 1246S PASSENGERS
BNSF	1279 <b>80% OT</b>	Mon, Jan 11	7	CW1	DELAYED ON MT2 @ CPK ACCT TRACK INDICATION BEHIND 1277
		Wed, Jan 13	24	GA1	AMTRAK CTC FAILURE INSIDE CUS
		Mon, Jan 25	13	N	CODE BROWN FAILURE AT WEST EOLA ALL 3 MTS
		Fri, Jan 29	9	D	WORKED MT 3 AND FOLLOWING TRAFFIC AHEAD
BNSF	1281 <b>75% OT</b>	Tue, Jan 05	10	DD	FREIGHT INTER.
		Mon, Jan 11	11	CW1	BROKEN RAIL AT CPK
		Wed, Jan 13	26	GA1	AMTRAK CTC FAILURE INSIDE CUS
		Thu, Jan 28	7	U	ADA PASSENGER HANDLING
		Fri, Jan 29	9	R1	FOLLOWING 1373
BNSF	1285 <b>75% OT</b>	Mon, Jan 11	8	CW	BROKEN RAIL AT CPK
		Wed, Jan 13	61	GA1	AMTRAK CTC FAILURE INSIDE CUS
		Fri, Jan 22	8	I	SLOW PASSENGER HANDLING AND WAITING FOR FREIGHT TRAIN AT EOLA
		Wed, Jan 27	9	U	MULTIPLE ADA LIFTS
BNSF	1371 <b>80% OT</b>	Fri, Jan 29	12	R1	FOLLOWING 1373
		Tue, Jan 05	9	FW1	TRAFFIC FROM 1210 DELAY
		Mon, Jan 11	8	CW	WORKING AROUND BROKEN WELD AT FVW MT2
		Tue, Jan 12	9	FW1	FOLLOWING 1215, METX 191 NO HEAT
BNSF	1373 <b>70% OT</b>	Tue, Jan 19	9	G	WAITING ON TRAFFIC DUE TO SWITCH FAILING TO NORMAL AT FVW 4A
		Tue, Jan 05	12	DD1	LATE FLIP, CONGESTION AT FAIRVIEW AND HELD TO OPERATE WB TRAFFIC
		Thu, Jan 07	10	UF	ADA LIFT ISSUES, CREW WAS UNABLE TO STOW LIFT
		Mon, Jan 11	12	CW	DEPARTED 2" ACCT DOOR STUCK OPEN ON 769 / STOPPED TO COPY BOX 2 / CPK BROKEN RAIL
		Wed, Jan 13	36	GA1	1283 COMBINED AND DEPARTED LATE, CUS AMTRAK FAILURE
		Thu, Jan 14	8	E1	4" DELAY AT CUS, DELAYED FURTHER FOLLOWING 1283
ELML	116 <b>80% OT</b>	Fri, Jan 29	12	R1	FOLLOWING 1283
		Tue, Jan 05	20	JM	HAD A PSGR EMERGENCY AT HAZEL CREST, LOST 13M
		Tue, Jan 12	12	J1	11M LATE DEPARTING DUE TO LATE ARRIVAL AT UP
		Thu, Jan 21	7	CC	SINGLE TRACKING AROUND D403
MN	2141 <b>80% OT</b>	Fri, Jan 29	10	J	10" 57TH ST. PASSENGER PROBLEM
		Mon, Jan 11	10	G1	10" FOLLOWING #2139; ADA, STOP CN
		Wed, Jan 13	34	GA	40" LATE DEPARTING COMPUTER SERVER CRASH
		Tue, Jan 19	17	F	5" DOOR PROBLEM; 12" DOOR PROBLEMS, ENROUTE
MN	2147 <b>80% OT</b>	Mon, Jan 25	10	D	3" FOLLOWING TRAIN TO A-3; 7" STOP SIGNAL, CN
		Tue, Jan 12	28	DM1	28" FOLLOWING #2145
		Wed, Jan 13	15	GA	31" LATE DEPART COMPUTER SERVER CRASH
		Mon, Jan 25	10	E1	10" LATE TURN FROM #2148
MN	2158 <b>80% OT</b>	Wed, Jan 27	13	F1	13" FOLLOWING #2143 & #2145
		Mon, Jan 11	9	G1	9" WAIT ON #2149 TO CLEAR, GRAYSLAKE
		Tue, Jan 12	19	DM1	22" WIT ON #2149
		Wed, Jan 13	16	GA	16" COMPUTER SERVER CRASH
MW	2254 <b>75% OT</b>	Fri, Jan 29	7	E1	12" WAIT ON #2149
		Mon, Jan 11	13	D1	12" LATE TURN FROM #2249; 3" WEATHER
		Thu, Jan 14	8	I	8" LATE TURN FROM #2249 & ENTRAINING.
		Thu, Jan 21	15	GW1	14" LATE TURN FROM #2249
		Fri, Jan 22	29	G1	15" LATE TURN FROM #2249; 15" LOST HEP, RESET BREAKER HEP LCOO 118, NATIONAL ST
MW	2255 <b>80% OT</b>	Wed, Jan 27	8	GX1	8" LATE TURN FROM #2249
		Mon, Jan 11	8	D1	8" LATE TURN FROM #2254
		Wed, Jan 13	10	RD	13" FREIGHT & SIGNAL PROBLEMS, A-5
		Thu, Jan 21	15	GW1	15" LATE TURN FROM #2254
NCS	110 <b>80% OT</b>	Fri, Jan 22	26	G1	28" LATE TURN FROM #2254
		Mon, Jan 11	60	E1	60" FOLLOWED THEN TIED ONTO #108 THAT HAD MECHANICAL PROBLEMS, COMBO UNIT 10 CARS 2 ENGINES, MAKING ALL STOPS
		Tue, Jan 12	8	A	3" FOLLOWING #108 FROM ANTIOCH; 5" X-TRAFFIC, DEVAL
		Thu, Jan 14	7	J	7" X-TRAFFIC, DEVAL; ENGINEER TALKING TO PD ABOUT KIDS THROWING OBJECTS AT TRAINS DAILY, PRAIRIE VIEW
		Tue, Jan 26	8	A	3" FOLLOWING #108; 6" X-TRAFFIC, DEVAL.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
January 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
NCS	117	Wed, Jan 13	42	GA	45" LATE DEPART COMPUTER SERVER CRASH
		Thu, Jan 21	14	GF1	14" WAIT ON #118 TO CLEAR
		Thu, Jan 28	12	G	4" 529A, APTAKISE RD; 10" STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE
		Fri, Jan 29	22	E1	10" MEET #118, FRANKLIN PARK; 10" MEET #120, RAM; 1" STOP, DEVAL; 1" STOP, GRAYSLAKE
NCS	120	Tue, Jan 12	17	DM1	17" RAN ON CN BY WAY OF B-12 TO CUS
		Wed, Jan 13	15	GA	15" COMPUTER SERVER CRASH
		Thu, Jan 21	13	D1	10" WAIT ON #2147, CN; 5" HELD FOR #2250, FREIGHT ON #MT, A-5
		Wed, Jan 27	10	H1	13" WAIT ON #2147, GRAYSLAKE
		Fri, Jan 29	17	E1	22" LATE TURN FROM #113; 10" BY THE WAY OF CN
RI	415	Wed, Jan 06	14	G1	3M LATE OUT OF GRESHAM FOLLOWING RI303, 3M FOLLOWING RI303 FROM BI TO MOKENA
		Wed, Jan 13	15	I	7MIN IN ROUTE HEAVY PASSENGER LOADING
		Mon, Jan 18	9	A1	9" ENROUTE FOLLOWING RI303
		Tue, Jan 19	7	VE1	7M ENROUTE FOLLOWING RI303
		Wed, Jan 20	14	A1	DELAYED IN ROUTE FOLLOWING RI0303
		Thu, Jan 21	20	D	DELAYED DUE TO DE-RAILMENT
		Mon, Jan 25	6	A1	6M ENROUTE FOLLOWING RI303
		Tue, Jan 26	19	E1	10M ENROUTE FOLLOWING RI303 9M HICKORY CREEK COULD NOT GET ENG #203 TO LOAD, CUT OUT TRACTION MOTOR #3
		Wed, Jan 27	9	E1	FOLLOWING RI303 EN ROUTE
RI	417	Wed, Jan 06	7	G1	3MINS LSS TO BI ADA, 3MINS FOLLOWING RI0415, 1MINS
		Wed, Jan 13	12	II	4MIN BI TO NEW LENOX FOLLOWING 415 AND 3MIN WAITING ON 415 TO CLEAR IN YARD
		Mon, Jan 18	7	A1	7" ENROUTE FOLLOWING 303 AND 415, 2" CP RICHARDS WAITING ON 415 TO CLEAR
		Wed, Jan 20	10	A1	FOLLOWING BEHIND 415
		Thu, Jan 21	21	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	21	E1	10M ENROUTE FOLLOWING RI303 & RI415. 14M HICKORY CREEK TO CP RICHARDS ST FOLLOWING RI415 W/ ENG TROUBLE (ENG 204)
RI	419	Tue, Jan 12	6	IW	SLOW UNLOADING EN-ROUTE
		Thu, Jan 14	90	E	LOST POWER AT 103RD AND HAD TO BE RESCUED BY 6002
		Thu, Jan 21	41	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	9	E1	7M CP PERSHING RUNNING AROUND RI617 (W/ ENG TROUBLE - ENG #204) 2M CP RICHARDS ST WAITING ON RI417 TO CLEAR
RI	515	Wed, Jan 13	6	CC	2MIN FOR A101, 1MIN FLAG @127 AND ROBBINS, 2MIN IN ROUTE, 1MIN CAB SIGNAL.
		Mon, Jan 18	9	I	3" SPEED RESTRICTION MP 10.10, 2" WAITING ON INBOUND, 1" PAX LATE 123RD, ROBBINS, 2" FULL CONSIST.
		Tue, Jan 19	6	I	1M GRESHAM JCT W/9CAR TRAIN, 2M MP10.10 10MPH, 2M BV SUB 9CAR TRAIN, 2M HICKORY CRK WAITING ON RI518 TO CLEAR
		Thu, Jan 21	8	D	DELAYED DUE TO DE-RAILMENT.
RI	613	Wed, Jan 06	7	G1	3M FOLLOWING RI303 FROM 16TH ST., 4M FOLLOWING RI303 FROM BI TO MOKENA
		Fri, Jan 08	19	M1	DELAYED DUE TO RI611 STRICKING CAR
		Wed, Jan 13	13	RD	HELD 2M AT LSS 5M @GRESHAM PER 10M RULE RESTRICTED SIGNALS ALONG RTE TRNS AHEAD
		Thu, Jan 21	0	D1	FREIGHT DERAILMENT
RI	615	Thu, Jan 28	15	E1	10M DEPARTURE DELAY, CREW NEEDED TO SET UP 412
		Fri, Jan 08	18	M1	DELAYED DUE TO RI611 STRICKING A CAR
		Wed, Jan 13	7	A	3MIN ELIZ WAIT ON 10MIN AND 5MIN WAITING ON RI622
		Thu, Jan 21	25	D	DELAYED DUE TO DE-RAILMENT
RI	617	Thu, Jan 28	11	E1	ENGINE 181 AND 10MIN RULE
		Fri, Jan 08	19	M1	DELAYED DUE TO RI611 STRICKING A CAR
		Thu, Jan 21	28	D	DELAYED DUE TO DE-RAILMENT
		Tue, Jan 26	16	E	19M 35TH ST TO GRESHAM TRAIN WENT INTO PENALTY FOR NO APPARENT REASON. HAD TO CUT OUT CAB SIGNALS
RI	619	Thu, Jan 28	7	E1	ENGINE 181 10 MINE
		Mon, Jan 04	9	RO	RED SIGNAL AT 15.6 5 MIN 3 MIN RESTRICTING YORK
		Wed, Jan 06	8	G	SIGNAL MALFUNCTION AND DROPPED AT 16TH AND CAME BACK UP
		Fri, Jan 08	16	M1	DELAYED DUE TO RI611 STRICKING A TRAIN
		Thu, Jan 21	39	D	DELAYED DUE TO DE-RAILMENT
Tue, Jan 26	19	E1	19M CP 81ST ST TO BI FOLLOWING RI617		

Data is final (02/16/16) 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**  
**January 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	56	19	5	10	5	29	38	17	54	4	18	17	18	290	41%
Semi-controllable	43	0	0	0	6	24	32	14	23	13	0	3	5	163	23%
Uncontrollable	46	34	3	16	1	14	13	3	49	11	32	25	7	254	36%
<b>TOTAL TRAINS DELAYED</b>	<b>145</b>	<b>53</b>	<b>8</b>	<b>26</b>	<b>12</b>	<b>67</b>	<b>83</b>	<b>34</b>	<b>126</b>	<b>28</b>	<b>50</b>	<b>45</b>	<b>30</b>	<b>707</b>	<b>100%</b>

**January - Average Over Previous Four Years: 2012-2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	61.3	38.5	19.0	12.5	2.0	59.3	26.3	15.8	39.0	10.0	23.8	27.8	31.5	366.5	30%
Semi-controllable	43.3	0.0	0.0	0.0	5.8	20.5	14.8	11.3	5.5	30.3	0.5	3.8	19.5	155.0	13%
Uncontrollable	120.5	85.8	22.3	21.8	4.0	87.3	69.8	19.8	77.0	16.0	50.0	68.5	60.0	702.5	57%
<b>TOTAL TRAINS DELAYED</b>	<b>225.0</b>	<b>124.3</b>	<b>41.3</b>	<b>34.3</b>	<b>11.8</b>	<b>167.0</b>	<b>110.8</b>	<b>46.8</b>	<b>121.5</b>	<b>56.3</b>	<b>74.3</b>	<b>100.0</b>	<b>111.0</b>	<b>1,224.0</b>	<b>100%</b>

**January 2016 Divergence From January Average Over Previous Four Years**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-5.3	-19.5	-14.0	-2.5	3.0	-30.3	11.8	1.3	15.0	-6.0	-5.8	-10.8	-13.5	-76.5	15%
Semi-controllable	-0.3	0.0	0.0	0.0	0.3	3.5	17.3	2.8	17.5	-17.3	-0.5	-0.8	-14.5	8.0	-2%
Uncontrollable	-74.5	-51.8	-19.3	-5.8	-3.0	-73.3	-56.8	-16.8	-28.0	-5.0	-18.0	-43.5	-53.0	-448.5	87%
<b>TOTAL TRAINS DELAYED</b>	<b>-80.0</b>	<b>-71.3</b>	<b>-33.3</b>	<b>-8.3</b>	<b>0.3</b>	<b>-100.0</b>	<b>-27.8</b>	<b>-12.8</b>	<b>4.5</b>	<b>-28.3</b>	<b>-24.3</b>	<b>-55.0</b>	<b>-81.0</b>	<b>-517.0</b>	<b>100%</b>

**January-January 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	56	19	5	10	5	29	38	17	54	4	18	17	18	290	41%
Semi-controllable	43	0	0	0	6	24	32	14	23	13	0	3	5	163	23%
Uncontrollable	46	34	3	16	1	14	13	3	49	11	32	25	7	254	36%
<b>TOTAL TRAINS DELAYED</b>	<b>145</b>	<b>53</b>	<b>8</b>	<b>26</b>	<b>12</b>	<b>67</b>	<b>83</b>	<b>34</b>	<b>126</b>	<b>28</b>	<b>50</b>	<b>45</b>	<b>30</b>	<b>707</b>	<b>100%</b>

Data for current month is final (02/16/16) version from TOPS.

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02/17/2016

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**January 2016**

WEEKDAY	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	3	9	3	1	3	14	3	35	4	0	8	13	1	0	4	11	0	2	1	11	126
<b>Elec -ML</b>	0	1	0	0	0	2	8	0	0	0	22	3	3	1	4	0	0	2	1	1	48
<b>-BI</b>	0	0	0	1	0	0	1	0	1	1	3	0	0	0	1	0	0	0	0	0	8
<b>-SC</b>	0	0	0	0	0	0	3	0	1	2	2	6	0	0	4	0	0	0	0	1	19
<b>Heritage</b>	1	1	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>Milw -N</b>	1	1	0	3	0	13	11	21	0	1	0	3	0	0	1	4	0	4	0	1	64
<b>-W</b>	10	0	1	0	1	8	1	18	2	4	1	5	2	3	5	3	1	3	0	1	69
<b>NCS</b>	1	0	0	1	0	3	3	7	1	2	0	1	0	4	1	1	1	1	1	6	34
<b>RI</b>	3	0	4	8	9	16	3	19	6	2	4	3	3	24	1	1	5	3	5	0	119
<b>SWS</b>	1	0	0	0	0	2	0	7	0	0	5	1	7	4	0	0	0	0	0	0	27
<b>UP -N</b>	0	3	3	1	3	16	4	0	3	5	0	0	0	2	1	0	3	5	0	0	49
<b>-NW</b>	0	0	3	0	0	1	2	1	0	0	5	2	1	16	0	1	1	1	1	6	41
<b>-W</b>	3	2	0	2	0	0	2	1	1	0	10	0	0	0	0	2	0	4	0	2	29
<b>SYSTEM</b>	23	17	14	17	16	77	44	114	19	17	60	37	17	54	22	23	11	25	9	29	645

  

SATURDAY	2	9	16	23	30	TOTAL	SUNDAY/HOLIDAY	1	3	10	17	24	31	TOTAL
<b>BNSF</b>	2	0	7	2	1	12	<b>BNSF</b>	4	0	3	0	0	0	7
<b>Elec -ML</b>	1	0	0	1	0	2	<b>Elec -ML</b>	0	0	0	3	0	0	3
<b>-BI</b>	0	0	0	0	0	0	<b>-BI</b>	-	-	-	-	-	-	0
<b>-SC</b>	1	1	0	1	0	3	<b>-SC</b>	0	0	0	2	0	2	4
<b>Heritage</b>	-	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	-	0
<b>Milw -N</b>	0	0	1	0	0	1	<b>Milw -N</b>	0	1	1	0	0	0	2
<b>-W</b>	9	0	2	0	2	13	<b>-W</b>	0	0	0	1	0	0	1
<b>NCS</b>	-	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	-	0
<b>RI</b>	0	1	0	1	0	2	<b>RI</b>	0	1	3	1	0	0	5
<b>SWS</b>	0	0	0	1	0	1	<b>SWS</b>	-	-	-	-	-	-	0
<b>UP -N</b>	1	0	0	0	0	1	<b>UP -N</b>	0	0	0	0	0	0	0
<b>-NW</b>	0	3	0	1	0	4	<b>-NW</b>	0	0	0	0	0	0	0
<b>-W</b>	0	0	0	0	0	0	<b>-W</b>	0	0	0	0	1	0	1
<b>SYSTEM</b>	14	5	10	7	3	39	<b>SYSTEM</b>	4	2	7	7	1	2	23

Data is final (02/16/16) version from TOPS.

**TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January 2016**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Freight Interference - Peak	6	0	0	0	1	1	10	1	11	0	0	1	1	32
Primary	5	0	0	0	1	1	6	1	10	0	0	1	1	26
Secondary	1	0	0	0	0	0	4	0	1	0	0	0	0	6
Freight Interference - Off-Peak	8	0	0	0	0	3	13	4	13	3	0	2	4	50
Primary	6	0	0	0	0	3	3	3	9	3	0	1	4	32
Secondary	2	0	0	0	0	0	10	1	4	0	0	1	0	18
Signal/Switch Failure - TOTAL	43	4	0	2	5	33	28	12	9	12	0	5	1	154
Signal/Switch Failure - Metra/PSA	10	4	0	2	0	13	19	3	9	1	0	5	1	67
Primary	4	2	0	0	0	6	10	2	4	1	0	5	1	35
Secondary	6	2	0	2	0	7	9	1	5	0	0	0	0	32
Signal/Switch Failure - Foreign	33	0	0	0	5	20	9	9	0	11	0	0	0	87
Primary	23	0	0	0	4	17	9	7	0	8	0	0	0	68
Secondary	10	0	0	0	1	3	0	2	0	3	0	0	0	19
Mechanical Failure - TOTAL	12	1	0	0	4	10	15	9	29	0	8	5	14	107
Mechanical Failure - Metra/PSA	12	1	0	0	4	10	15	9	29	0	8	5	14	107
Non-Locomotive Equipment Failure - Metra/PSA	2	1	0	0	0	5	2	0	0	0	5	0	10	25
Primary	2	1	0	0	0	2	1	0	0	0	2	0	3	11
Secondary	0	0	0	0	0	3	1	0	0	0	3	0	7	14
Locomotive Failure - Metra/PSA	10	0	0	0	4	5	13	9	29	0	3	5	4	82
Primary	4	0	0	0	3	1	4	2	7	0	2	3	2	28
Secondary	6	0	0	0	1	4	9	7	22	0	1	2	2	54
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	5	1	1	1	3	0	4	7	0	0	0	0	22
Passenger Train Interference - Metra/PSA	0	2	0	0	0	0	0	4	7	0	0	0	0	13
Passenger Train Interference - Foreign	0	3	1	1	1	3	0	0	0	0	0	0	0	9
Accident - TOTAL	7	0	0	0	1	9	2	1	7	6	7	19	0	59
Accident - Metra/PSA	7	0	0	0	1	0	2	0	7	6	7	19	0	49
Accident - Foreign	0	0	0	0	0	9	0	1	0	0	0	0	0	10
Track Work - TOTAL	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Metra/PSA	14	1	1	4	0	0	2	0	3	0	6	6	3	40
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	15	1	2	2	0	2	4	1	3	3	3	2	0	38
Human Error - Metra/PSA	15	1	2	2	0	0	3	1	3	0	1	2	0	30
Human Error - Foreign	0	0	0	0	0	2	1	0	0	3	2	0	0	8
Sick, Injured, Unruly Passenger - TOTAL	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Metra/PSA	1	7	1	3	0	0	0	1	1	0	3	2	1	20
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	29	25	2	8	0	4	5	0	32	1	20	0	3	129
Weather - Metra/PSA	29	25	2	8	0	4	5	0	32	1	20	0	3	129
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	1	1	0	0	0	0	2	0	7	0	2	0	0	13
Lift Deployment - TOTAL	5	1	0	0	0	1	0	0	2	0	0	1	1	11
Obstruction/Debris - TOTAL	2	0	0	5	0	1	2	1	0	3	0	2	2	18
Catenary Failure - TOTAL	0	7	1	1	0	0	0	0	0	0	0	0	0	9
Other - TOTAL	2	0	0	0	0	0	0	0	2	0	1	0	0	5
<b>TOTAL TRAINS DELAYED</b>	<b>145</b>	<b>53</b>	<b>8</b>	<b>26</b>	<b>12</b>	<b>67</b>	<b>83</b>	<b>34</b>	<b>126</b>	<b>28</b>	<b>50</b>	<b>45</b>	<b>30</b>	<b>707</b>
Total Metra/PSA Delays	98	50	7	25	5	29	50	19	102	11	48	42	25	511
Total Foreign Carrier Delays	47	3	1	1	7	38	33	15	24	17	2	3	5	196

Data for current month is final (02/16/16) 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**  
**January - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	25.4	0.0	0.0	0.0	3.8	16.2	10.8	10.0	5.4	15.2	0.8	3.2	20.0	110.8
Freight Interference - Peak	15.4	0.0	0.0	0.0	3.8	3.4	3.4	3.2	1.2	5.4	0.0	0.4	5.4	41.6
Primary	12.0	0.0	0.0	0.0	3.6	2.2	2.6	3.0	1.2	4.0	0.0	0.4	3.4	32.4
Secondary	3.4	0.0	0.0	0.0	0.2	1.2	0.8	0.2	0.0	1.4	0.0	0.0	2.0	9.2
Freight Interference - Off-Peak	10.0	0.0	0.0	0.0	0.0	12.8	7.4	6.8	4.2	9.8	0.8	2.8	14.6	69.2
Primary	7.4	0.0	0.0	0.0	0.0	7.2	6.0	6.2	3.6	7.2	0.6	2.0	11.8	52.0
Secondary	2.6	0.0	0.0	0.0	0.0	5.6	1.4	0.6	0.6	2.6	0.2	0.8	2.8	17.2
Signal/Switch Failure - TOTAL	29.8	10.4	4.8	4.2	2.6	23.0	13.4	5.4	13.8	14.0	0.8	4.2	11.8	138.2
Signal/Switch Failure - Metra/PSA	13.8	10.4	4.8	4.2	1.2	20.0	11.4	4.4	13.6	2.4	0.8	4.2	11.8	103.0
Primary	7.8	7.8	3.8	3.8	1.0	10.8	5.8	1.8	10.6	1.8	0.6	3.2	5.6	64.4
Secondary	6.0	2.6	1.0	0.4	0.2	9.2	5.6	2.6	3.0	0.6	0.2	1.0	6.2	38.6
Signal/Switch Failure - Foreign	16.0	0.0	0.0	0.0	1.4	3.0	2.0	1.0	0.2	11.6	0.0	0.0	0.0	35.2
Primary	15.2	0.0	0.0	0.0	1.4	2.8	1.2	0.6	0.0	7.4	0.0	0.0	0.0	28.6
Secondary	0.8	0.0	0.0	0.0	0.0	0.2	0.8	0.4	0.2	4.2	0.0	0.0	0.0	6.6
Mechanical Failure - TOTAL	10.6	3.8	1.2	1.8	0.6	23.6	8.2	2.8	11.0	3.4	7.8	13.0	7.8	95.6
Mechanical Failure - Metra/PSA	10.4	3.8	1.2	1.8	0.6	21.4	8.2	2.8	11.0	3.4	7.8	13.0	7.8	93.2
Non-Locomotive Equipment Failure - Metra/PSA	3.8	3.8	1.2	1.8	0.2	3.2	4.0	0.2	2.4	1.4	4.6	2.8	3.2	32.6
Primary	1.8	1.4	0.4	1.0	0.2	0.6	1.2	0.0	1.6	0.8	1.0	0.8	2.0	12.8
Secondary	2.0	2.4	0.8	0.8	0.0	2.6	2.8	0.2	0.8	0.6	3.6	2.0	1.2	19.8
Locomotive Failure - Metra/PSA	6.6	0.0	0.0	0.0	0.4	18.2	4.2	2.6	8.6	2.0	3.2	10.2	4.6	60.6
Primary	2.2	0.0	0.0	0.0	0.4	3.4	2.0	0.6	3.2	0.6	1.0	2.8	1.4	17.6
Secondary	4.4	0.0	0.0	0.0	0.0	14.8	2.2	2.0	5.4	1.4	2.2	7.4	3.2	43.0
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Passenger Train Interference - TOTAL	2.4	1.4	0.6	0.8	0.6	6.6	2.2	0.8	2.0	0.8	1.0	0.8	1.6	21.6
Passenger Train Interference - Metra/PSA	0.2	0.8	0.0	0.8	0.0	5.0	1.8	0.8	1.4	0.4	1.0	0.8	1.6	14.6
Passenger Train Interference - Foreign	2.2	0.6	0.6	0.0	0.6	1.6	0.4	0.0	0.6	0.4	0.0	0.0	0.0	7.0
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.6	0.0	4.8	5.8	4.2	50.2
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.4	0.0	4.8	5.8	4.2	44.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	5.8
Track Work - TOTAL	9.8	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.4	2.6	1.6	2.8	54.0
Track Work - Metra/PSA	9.6	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.2	2.6	1.6	2.8	53.6
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	15.6	5.0	1.8	1.2	0.6	6.6	2.2	2.2	6.4	3.0	8.8	4.6	5.4	63.4
Human Error - Metra/PSA	10.6	2.8	1.6	1.2	0.0	5.6	0.8	0.8	6.4	0.4	7.8	3.8	3.6	45.4
Human Error - Foreign	5.0	2.2	0.2	0.0	0.6	1.0	1.4	1.4	0.0	2.6	1.0	0.8	1.8	18.0
Sick, Injured, Unruly Passenger - TOTAL	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.6	0.0	3.0	4.0	2.6	26.4
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.4	0.0	3.0	4.0	2.6	26.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2
Weather - TOTAL	80.2	55.8	14.4	14.0	2.6	39.2	39.8	13.4	46.6	11.0	29.8	38.0	35.4	420.2
Weather - Metra/PSA	79.8	55.8	14.4	14.0	2.6	39.2	39.2	13.4	46.6	10.8	29.8	38.0	35.4	419.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.2
Passenger Loading - TOTAL	3.0	3.6	1.6	0.6	0.0	7.0	1.8	0.4	3.6	0.0	6.0	2.0	3.2	32.8
Lift Deployment - TOTAL	3.6	0.0	0.0	0.0	0.0	3.6	2.4	0.0	2.6	0.0	2.2	1.6	4.0	20.0
Obstruction/Debris - TOTAL	4.8	1.8	0.6	1.6	0.2	4.0	5.0	0.8	2.6	2.0	1.2	8.0	7.0	39.6
Catenary Failure - TOTAL	0.0	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Other - TOTAL	2.0	3.6	0.2	1.0	0.0	2.2	2.6	1.2	2.4	1.6	2.6	2.6	1.6	23.6
<b>TOTAL TRAINS DELAYED</b>	<b>196.6</b>	<b>107.4</b>	<b>34.6</b>	<b>29.6</b>	<b>11.4</b>	<b>154.6</b>	<b>100.0</b>	<b>41.6</b>	<b>104.4</b>	<b>51.4</b>	<b>71.4</b>	<b>89.4</b>	<b>107.4</b>	<b>1,099.8</b>
Total Metra/PSA Delays	141.6	104.6	33.8	29.6	5.0	130.6	84.8	29.2	97.8	21.2	69.6	85.4	85.6	918.8
Total Foreign Carrier Delays	55.0	2.8	0.8	0.0	6.4	24.0	15.2	12.4	6.6	30.2	1.8	4.0	21.8	181.0

Data for latest month is final (02/16/15) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January 2016 Divergence From January 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	-11.4	0.0	0.0	0.0	-2.8	-12.2	12.2	-5.0	18.6	-12.2	-0.8	-0.2	-15.0	-28.8
Freight Interference - Peak	-9.4	0.0	0.0	0.0	-2.8	-2.4	6.6	-2.2	9.8	-5.4	0.0	0.6	-4.4	-9.6
<i>Primary</i>	-7.0	0.0	0.0	0.0	-2.6	-1.2	3.4	-2.0	8.8	-4.0	0.0	0.6	-2.4	-6.4
<i>Secondary</i>	-2.4	0.0	0.0	0.0	-0.2	-1.2	3.2	-0.2	1.0	-1.4	0.0	0.0	-2.0	-3.2
Freight Interference - Off-Peak	-2.0	0.0	0.0	0.0	0.0	-9.8	5.6	-2.8	8.8	-6.8	-0.8	-0.8	-10.6	-19.2
<i>Primary</i>	-1.4	0.0	0.0	0.0	0.0	-4.2	-3.0	-3.2	5.4	-4.2	-0.6	-1.0	-7.8	-20.0
<i>Secondary</i>	-0.6	0.0	0.0	0.0	0.0	-5.6	8.6	0.4	3.4	-2.6	-0.2	0.2	-2.8	0.8
Signal/Switch Failure - TOTAL	13.2	-6.4	-4.8	-2.2	2.4	10.0	14.6	6.6	-4.8	-2.0	-0.8	0.8	-10.8	15.8
Signal/Switch Failure - Metra/PSA	-3.8	-6.4	-4.8	-2.2	-1.2	-7.0	7.6	-1.4	-4.6	-1.4	-0.8	0.8	-10.8	-36.0
<i>Primary</i>	-3.8	-5.8	-3.8	-3.8	-1.0	-4.8	4.2	0.2	-6.6	-0.8	-0.6	1.8	-4.6	-29.4
<i>Secondary</i>	0.0	-0.6	-1.0	1.6	-0.2	-2.2	3.4	-1.6	2.0	-0.6	-0.2	-1.0	-6.2	-6.6
Signal/Switch Failure - Foreign	17.0	0.0	0.0	0.0	3.6	17.0	7.0	8.0	-0.2	-0.6	0.0	0.0	0.0	51.8
<i>Primary</i>	7.8	0.0	0.0	0.0	2.6	14.2	7.8	6.4	0.0	0.6	0.0	0.0	0.0	39.4
<i>Secondary</i>	9.2	0.0	0.0	0.0	1.0	2.8	-0.8	1.6	-0.2	-1.2	0.0	0.0	0.0	12.4
Mechanical Failure - TOTAL	1.4	-2.8	-1.2	-1.8	3.4	-13.6	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	11.4
Mechanical Failure - Metra/PSA	1.6	-2.8	-1.2	-1.8	3.4	-11.4	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	13.8
Non-Locomotive Equipment Failure - Metra/PSA	-1.8	-2.8	-1.2	-1.8	-0.2	1.8	-2.0	-0.2	-2.4	-1.4	0.4	-2.8	6.8	-7.6
<i>Primary</i>	0.2	-0.4	-0.4	-1.0	-0.2	1.4	-0.2	0.0	-1.6	-0.8	1.0	-0.8	1.0	-1.8
<i>Secondary</i>	-2.0	-2.4	-0.8	-0.8	0.0	0.4	-1.8	-0.2	-0.8	-0.6	-0.6	-2.0	5.8	-5.8
Locomotive Failure - Metra/PSA	3.4	0.0	0.0	0.0	3.6	-13.2	8.8	6.4	20.4	-2.0	-0.2	-5.2	-0.6	21.4
<i>Primary</i>	1.8	0.0	0.0	0.0	2.6	-2.4	2.0	1.4	3.8	-0.6	1.0	0.2	0.6	10.4
<i>Secondary</i>	1.6	0.0	0.0	0.0	1.0	-10.8	6.8	5.0	16.6	-1.4	-1.2	-5.4	-1.2	11.0
Mechanical Failure - Foreign	-0.2	0.0	0.0	0.0	0.0	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
Passenger Train Interference - TOTAL	-2.4	3.6	0.4	0.2	0.4	-3.6	-2.2	3.2	5.0	-0.8	-1.0	-0.8	-1.6	0.4
Passenger Train Interference - Metra/PSA	-0.2	1.2	0.0	-0.8	0.0	-5.0	-1.8	3.2	5.6	-0.4	-1.0	-0.8	-1.6	-1.6
Passenger Train Interference - Foreign	-2.2	2.4	0.4	1.0	0.4	1.4	-0.4	0.0	-0.6	-0.4	0.0	0.0	0.0	2.0
Accident - TOTAL	0.0	0.0	0.0	-1.0	0.8	-4.6	-6.6	0.6	2.4	6.0	2.2	13.2	-4.2	8.8
Accident - Metra/PSA	5.6	0.0	0.0	-1.0	0.8	-13.6	-6.6	-0.4	2.6	6.0	2.2	13.2	-4.2	4.6
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	9.0	0.0	1.0	-0.2	0.0	0.0	0.0	0.0	4.2
Track Work - TOTAL	4.2	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.4	3.4	4.4	0.2	-14.0
Track Work - Metra/PSA	4.4	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.2	3.4	4.4	0.2	-13.6
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-0.6	-4.0	0.2	0.8	-0.6	-4.6	1.8	-1.2	-3.4	0.0	-5.8	-2.6	-5.4	-25.4
Human Error - Metra/PSA	4.4	-1.8	0.4	0.8	0.0	-5.6	2.2	0.2	-3.4	-0.4	-6.8	-1.8	-3.6	-15.4
Human Error - Foreign	-5.0	-2.2	-0.2	0.0	-0.6	1.0	-0.4	-1.4	0.0	0.4	1.0	-0.8	-1.8	-10.0
Sick, Injured, Unruly Passenger - TOTAL	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.6	0.0	0.0	-2.0	-1.6	-6.4
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.4	0.0	0.0	-2.0	-1.6	-6.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.2
Weather - TOTAL	-51.2	-30.8	-12.4	-6.0	-2.6	-35.2	-34.8	-13.4	-14.6	-10.0	-9.8	-38.0	-32.4	-291.2
Weather - Metra/PSA	-50.8	-30.8	-12.4	-6.0	-2.6	-35.2	-34.2	-13.4	-14.6	-9.8	-9.8	-38.0	-32.4	-290.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0	-0.2	0.0	0.0	0.0	-1.2
Passenger Loading - TOTAL	-2.0	-2.6	-1.6	-0.6	0.0	-7.0	0.2	-0.4	3.4	0.0	-4.0	-2.0	-3.2	-19.8
Lift Deployment - TOTAL	1.4	1.0	0.0	0.0	0.0	-2.6	-2.4	0.0	-0.6	0.0	-2.2	-0.6	-3.0	-9.0
Obstruction/Debris - TOTAL	-2.8	-1.8	-0.6	3.4	-0.2	-3.0	-3.0	0.2	-2.6	1.0	-1.2	-6.0	-5.0	-21.6
Catenary Failure - TOTAL	0.0	4.2	0.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Other - TOTAL	0.0	-3.6	-0.2	-1.0	0.0	-2.2	-2.6	-1.2	-0.4	-1.6	-1.6	-2.6	-1.6	-18.6
<b>TOTAL TRAINS DELAYED</b>	<b>-51.6</b>	<b>-54.4</b>	<b>-26.6</b>	<b>-3.6</b>	<b>0.6</b>	<b>-87.6</b>	<b>-17.0</b>	<b>-7.6</b>	<b>21.6</b>	<b>-23.4</b>	<b>-21.4</b>	<b>-44.4</b>	<b>-77.4</b>	<b>-392.8</b>
Total Metra/PSA Delays	-43.6	-54.6	-26.8	-4.6	0.0	-101.6	-34.8	-10.2	4.2	-10.2	-21.6	-43.4	-60.6	-407.8
Total Foreign Carrier Delays	-8.0	0.2	0.2	1.0	0.6	14.0	17.8	2.6	17.4	-13.2	0.2	-1.0	-16.8	15.0

Data for current month is final (02/16/16) 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 - January 2016**

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	14	0	0	0	1	4	23	5	24	3	0	3	5	82	
Freight Interference - Peak	6	0	0	0	1	1	10	1	11	0	0	1	1	32	
Primary	5	0	0	0	1	1	6	1	10	0	0	1	1	26	
Secondary	1	0	0	0	0	0	4	0	1	0	0	0	0	6	
Freight Interference - Off-Peak	8	0	0	0	0	3	13	4	13	3	0	2	4	50	
Primary	6	0	0	0	0	3	3	3	9	3	0	1	4	32	
Secondary	2	0	0	0	0	0	10	1	4	0	0	1	0	18	
Signal/Switch Failure - TOTAL	43	4	0	2	5	33	28	12	9	12	0	5	1	154	
Signal/Switch Failure - Metra/PSA	10	4	0	2	0	13	19	3	9	1	0	5	1	67	
Primary	4	2	0	0	0	6	10	2	4	1	0	5	1	35	
Secondary	6	2	0	2	0	7	9	1	5	0	0	0	0	32	
Signal/Switch Failure - Foreign	33	0	0	0	5	20	9	9	0	11	0	0	0	87	
Primary	23	0	0	0	4	17	9	7	0	8	0	0	0	68	
Secondary	10	0	0	0	1	3	0	2	0	3	0	0	0	19	
Mechanical Failure - TOTAL	12	1	0	0	4	10	15	9	29	0	8	5	14	107	
Mechanical Failure - Metra/PSA	12	1	0	0	4	10	15	9	29	0	8	5	14	107	
Non-Locomotive Equipment Failure - Metra/PSA	2	1	0	0	0	5	2	0	0	0	5	0	10	25	
Primary	2	1	0	0	0	2	1	0	0	0	2	0	3	11	
Secondary	0	0	0	0	0	3	1	0	0	0	3	0	7	14	
Locomotive Failure - Metra/PSA	10	0	0	0	4	5	13	9	29	0	3	5	4	82	
Primary	4	0	0	0	3	1	4	2	7	0	2	3	2	28	
Secondary	6	0	0	0	1	4	9	7	22	0	1	2	2	54	
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger Train Interference - TOTAL	0	5	1	1	1	3	0	4	7	0	0	0	0	22	
Passenger Train Interference - Metra/PSA	0	2	0	0	0	0	0	4	7	0	0	0	0	13	
Passenger Train Interference - Foreign	0	3	1	1	1	3	0	0	0	0	0	0	0	9	
Accident - TOTAL	7	0	0	0	1	9	2	1	7	6	7	19	0	59	
Accident - Metra/PSA	7	0	0	0	1	0	2	0	7	6	7	19	0	49	
Accident - Foreign	0	0	0	0	0	9	0	1	0	0	0	0	0	10	
Track Work - TOTAL	14	1	1	4	0	0	2	0	3	0	6	6	3	40	
Track Work - Metra/PSA	14	1	1	4	0	0	2	0	3	0	6	6	3	40	
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Human Error - TOTAL	15	1	2	2	0	2	4	1	3	3	3	2	0	38	
Human Error - Metra/PSA	15	1	2	2	0	0	3	1	3	0	1	2	0	30	
Human Error - Foreign	0	0	0	0	0	2	1	0	0	3	2	0	0	8	
Sick, Injured, Unruly Passenger - TOTAL	1	7	1	3	0	0	0	1	1	0	3	2	1	20	
Sick, Injured, Unruly Passenger - Metra/PSA	1	7	1	3	0	0	0	1	1	0	3	2	1	20	
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Weather - TOTAL	29	25	2	8	0	4	5	0	32	1	20	0	3	129	
Weather - Metra/PSA	29	25	2	8	0	4	5	0	32	1	20	0	3	129	
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Passenger Loading - TOTAL	1	1	0	0	0	0	2	0	7	0	2	0	0	13	
Lift Deployment - TOTAL	5	1	0	0	0	1	0	0	2	0	0	1	1	11	
Obstruction/Debris - TOTAL	2	0	0	5	0	1	2	1	0	3	0	2	2	18	
Catenary Failure - TOTAL	0	7	1	1	0	0	0	0	0	0	0	0	0	9	
Other - TOTAL	2	0	0	0	0	0	0	0	2	0	1	0	0	5	
<b>TOTAL TRAINS DELAYED</b>	<b>145</b>	<b>53</b>	<b>8</b>	<b>26</b>	<b>12</b>	<b>67</b>	<b>83</b>	<b>34</b>	<b>126</b>	<b>28</b>	<b>50</b>	<b>45</b>	<b>30</b>	<b>707</b>	
Total Metra/PSA Delays	98	50	7	25	5	29	50	19	102	11	48	42	25	511	
Total Foreign Carrier Delays	47	3	1	1	7	38	33	15	24	17	2	3	5	196	

Data for current month is final (02/16/16) 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 - January - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	25.4	0.0	0.0	0.0	3.8	16.2	10.8	10.0	5.4	15.2	0.8	3.2	20.0	110.8	
Freight Interference - Peak	15.4	0.0	0.0	0.0	3.8	3.4	3.4	3.2	1.2	5.4	0.0	0.4	5.4	41.6	
Primary	12.0	0.0	0.0	0.0	3.6	2.2	2.6	3.0	1.2	4.0	0.0	0.4	3.4	32.4	
Secondary	3.4	0.0	0.0	0.0	0.2	1.2	0.8	0.2	0.0	1.4	0.0	0.0	2.0	9.2	
Freight Interference - Off-Peak	10.0	0.0	0.0	0.0	0.0	12.8	7.4	6.8	4.2	9.8	0.8	2.8	14.6	69.2	
Primary	7.4	0.0	0.0	0.0	0.0	7.2	6.0	6.2	3.6	7.2	0.6	2.0	11.8	52.0	
Secondary	2.6	0.0	0.0	0.0	0.0	5.6	1.4	0.6	0.6	2.6	0.2	0.8	2.8	17.2	
Signal/Switch Failure - TOTAL	29.8	10.4	4.8	4.2	2.6	23.0	13.4	5.4	13.8	14.0	0.8	4.2	11.8	138.2	
Signal/Switch Failure - Metra/PSA	13.8	10.4	4.8	4.2	1.2	20.0	11.4	4.4	13.6	2.4	0.8	4.2	11.8	103.0	
Primary	7.8	7.8	3.8	3.8	1.0	10.8	5.8	1.8	10.6	1.8	0.6	3.2	5.6	64.4	
Secondary	6.0	2.6	1.0	0.4	0.2	9.2	5.6	2.6	3.0	0.6	0.2	1.0	6.2	38.6	
Signal/Switch Failure - Foreign	16.0	0.0	0.0	0.0	1.4	3.0	2.0	1.0	0.2	11.6	0.0	0.0	0.0	35.2	
Primary	15.2	0.0	0.0	0.0	1.4	2.8	1.2	0.6	0.0	7.4	0.0	0.0	0.0	28.6	
Secondary	0.8	0.0	0.0	0.0	0.0	0.2	0.8	0.4	0.2	4.2	0.0	0.0	0.0	6.6	
Mechanical Failure - TOTAL	10.6	3.8	1.2	1.8	0.6	23.6	8.2	2.8	11.0	3.4	7.8	13.0	7.8	95.6	
Mechanical Failure - Metra/PSA	10.4	3.8	1.2	1.8	0.6	21.4	8.2	2.8	11.0	3.4	7.8	13.0	7.8	93.2	
Non-Locomotive Equipment Failure - Metra/PSA	3.8	3.8	1.2	1.8	0.2	3.2	4.0	0.2	2.4	1.4	4.6	2.8	3.2	32.6	
Primary	1.8	1.4	0.4	1.0	0.2	0.6	1.2	0.0	1.6	0.8	1.0	0.8	2.0	12.8	
Secondary	2.0	2.4	0.8	0.8	0.0	2.6	2.8	0.2	0.8	0.6	3.6	2.0	1.2	19.8	
Locomotive Failure - Metra/PSA	6.6	0.0	0.0	0.0	0.4	18.2	4.2	2.6	8.6	2.0	3.2	10.2	4.6	60.6	
Primary	2.2	0.0	0.0	0.0	0.4	3.4	2.0	0.6	3.2	0.6	1.0	2.8	1.4	17.6	
Secondary	4.4	0.0	0.0	0.0	0.0	14.8	2.2	2.0	5.4	1.4	2.2	7.4	3.2	43.0	
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	
Passenger Train Interference - TOTAL	2.4	1.4	0.6	0.8	0.6	6.6	2.2	0.8	2.0	0.8	1.0	0.8	1.6	21.6	
Passenger Train Interference - Metra/PSA	0.2	0.8	0.0	0.8	0.0	5.0	1.8	0.8	1.4	0.4	1.0	0.8	1.6	14.6	
Passenger Train Interference - Foreign	2.2	0.6	0.6	0.0	0.6	1.6	0.4	0.0	0.6	0.4	0.0	0.0	0.0	7.0	
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.6	0.0	4.8	5.8	4.2	50.2	
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	8.6	0.4	4.4	0.0	4.8	5.8	4.2	44.4	
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	5.8	
Track Work - TOTAL	9.8	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.4	2.6	1.6	2.8	54.0	
Track Work - Metra/PSA	9.6	12.6	7.6	1.6	0.0	7.2	1.8	4.2	1.8	0.2	2.6	1.6	2.8	53.6	
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4	
Human Error - TOTAL	15.6	5.0	1.8	1.2	0.6	6.6	2.2	2.2	6.4	3.0	8.8	4.6	5.4	63.4	
Human Error - Metra/PSA	10.6	2.8	1.6	1.2	0.0	5.6	0.8	0.8	6.4	0.4	7.8	3.8	3.6	45.4	
Human Error - Foreign	5.0	2.2	0.2	0.0	0.6	1.0	1.4	1.4	0.0	2.6	1.0	0.8	1.8	18.0	
Sick, Injured, Unruly Passenger - TOTAL	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.6	0.0	3.0	4.0	2.6	26.4	
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	6.6	1.2	1.8	0.2	1.8	1.2	0.0	1.4	0.0	3.0	4.0	2.6	26.2	
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.2	
Weather - TOTAL	80.2	55.8	14.4	14.0	2.6	39.2	39.8	13.4	46.6	11.0	29.8	38.0	35.4	420.2	
Weather - Metra/PSA	79.8	55.8	14.4	14.0	2.6	39.2	39.2	13.4	46.6	10.8	29.8	38.0	35.4	419.0	
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.2	
Passenger Loading - TOTAL	3.0	3.6	1.6	0.6	0.0	7.0	1.8	0.4	3.6	0.0	6.0	2.0	3.2	32.8	
Lift Deployment - TOTAL	3.6	0.0	0.0	0.0	0.0	3.6	2.4	0.0	2.6	0.0	2.2	1.6	4.0	20.0	
Obstruction/Debris - TOTAL	4.8	1.8	0.6	1.6	0.2	4.0	5.0	0.8	2.6	2.0	1.2	8.0	7.0	39.6	
Catenary Failure - TOTAL	0.0	2.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	
Other - TOTAL	2.0	3.6	0.2	1.0	0.0	2.2	2.6	1.2	2.4	1.6	2.6	2.6	1.6	23.6	
<b>TOTAL TRAINS DELAYED</b>	<b>196.6</b>	<b>107.4</b>	<b>34.6</b>	<b>29.6</b>	<b>11.4</b>	<b>154.6</b>	<b>100.0</b>	<b>41.6</b>	<b>104.4</b>	<b>51.4</b>	<b>71.4</b>	<b>89.4</b>	<b>107.4</b>	<b>1,099.8</b>	
Total Metra/PSA Delays	141.6	104.6	33.8	29.6	5.0	130.6	84.8	29.2	97.8	21.2	69.6	85.4	85.6	918.8	
Total Foreign Carrier Delays	55.0	2.8	0.8	0.0	6.4	24.0	15.2	12.4	6.6	30.2	1.8	4.0	21.8	181.0	

Data for latest month is final (02/16/15) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - January 2016 Divergence From January - January 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	-11.4	0.0	0.0	0.0	-2.8	-12.2	12.2	-5.0	18.6	-12.2	-0.8	-0.2	-15.0	-28.8
Freight Interference - Peak	-9.4	0.0	0.0	0.0	-2.8	-2.4	6.6	-2.2	9.8	-5.4	0.0	0.6	-4.4	-9.6
Primary	-7.0	0.0	0.0	0.0	-2.6	-1.2	3.4	-2.0	8.8	-4.0	0.0	0.6	-2.4	-6.4
Secondary	-2.4	0.0	0.0	0.0	-0.2	-1.2	3.2	-0.2	1.0	-1.4	0.0	0.0	-2.0	-3.2
Freight Interference - Off-Peak	-2.0	0.0	0.0	0.0	0.0	-9.8	5.6	-2.8	8.8	-6.8	-0.8	-0.8	-10.6	-19.2
Primary	-1.4	0.0	0.0	0.0	0.0	-4.2	-3.0	-3.2	5.4	-4.2	-0.6	-1.0	-7.8	-20.0
Secondary	-0.6	0.0	0.0	0.0	0.0	-5.6	8.6	0.4	3.4	-2.6	-0.2	0.2	-2.8	0.8
Signal/Switch Failure - TOTAL	13.2	-6.4	-4.8	-2.2	2.4	10.0	14.6	6.6	-4.8	-2.0	-0.8	0.8	-10.8	15.8
Signal/Switch Failure - Metra/PSA	-3.8	-6.4	-4.8	-2.2	-1.2	-7.0	7.6	-1.4	-4.6	-1.4	-0.8	0.8	-10.8	-36.0
Primary	-3.8	-5.8	-3.8	-3.8	-1.0	-4.8	4.2	0.2	-6.6	-0.8	-0.6	1.8	-4.6	-29.4
Secondary	0.0	-0.6	-1.0	1.6	-0.2	-2.2	3.4	-1.6	2.0	-0.6	-0.2	-1.0	-6.2	-6.6
Signal/Switch Failure - Foreign	17.0	0.0	0.0	0.0	3.6	17.0	7.0	8.0	-0.2	-0.6	0.0	0.0	0.0	51.8
Primary	7.8	0.0	0.0	0.0	2.6	14.2	7.8	6.4	0.0	0.6	0.0	0.0	0.0	39.4
Secondary	9.2	0.0	0.0	0.0	1.0	2.8	-0.8	1.6	-0.2	-1.2	0.0	0.0	0.0	12.4
Mechanical Failure - TOTAL	1.4	-2.8	-1.2	-1.8	3.4	-13.6	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	11.4
Mechanical Failure - Metra/PSA	1.6	-2.8	-1.2	-1.8	3.4	-11.4	6.8	6.2	18.0	-3.4	0.2	-8.0	6.2	13.8
Non-Locomotive Equipment Failure - Metra/PSA	-1.8	-2.8	-1.2	-1.8	-0.2	1.8	-2.0	-0.2	-2.4	-1.4	0.4	-2.8	6.8	-7.6
Primary	0.2	-0.4	-0.4	-1.0	-0.2	1.4	-0.2	0.0	-1.6	-0.8	1.0	-0.8	1.0	-1.8
Secondary	-2.0	-2.4	-0.8	-0.8	0.0	0.4	-1.8	-0.2	-0.8	-0.6	-0.6	-2.0	5.8	-5.8
Locomotive Failure - Metra/PSA	3.4	0.0	0.0	0.0	3.6	-13.2	8.8	6.4	20.4	-2.0	-0.2	-5.2	-0.6	21.4
Primary	1.8	0.0	0.0	0.0	2.6	-2.4	2.0	1.4	3.8	-0.6	1.0	0.2	0.6	10.4
Secondary	1.6	0.0	0.0	0.0	1.0	-10.8	6.8	5.0	16.6	-1.4	-1.2	-5.4	-1.2	11.0
Mechanical Failure - Foreign	-0.2	0.0	0.0	0.0	0.0	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-2.4
Passenger Train Interference - TOTAL	-2.4	3.6	0.4	0.2	0.4	-3.6	-2.2	3.2	5.0	-0.8	-1.0	-0.8	-1.6	0.4
Passenger Train Interference - Metra/PSA	-0.2	1.2	0.0	-0.8	0.0	-5.0	-1.8	3.2	5.6	-0.4	-1.0	-0.8	-1.6	-1.6
Passenger Train Interference - Foreign	-2.2	2.4	0.4	1.0	0.4	1.4	-0.4	0.0	-0.6	-0.4	0.0	0.0	0.0	2.0
Accident - TOTAL	0.0	0.0	0.0	-1.0	0.8	-4.6	-6.6	0.6	2.4	6.0	2.2	13.2	-4.2	8.8
Accident - Metra/PSA	5.6	0.0	0.0	-1.0	0.8	-13.6	-6.6	-0.4	2.6	6.0	2.2	13.2	-4.2	4.6
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	9.0	0.0	1.0	-0.2	0.0	0.0	0.0	0.0	4.2
Track Work - TOTAL	4.2	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.4	3.4	4.4	0.2	-14.0
Track Work - Metra/PSA	4.4	-11.6	-6.6	2.4	0.0	-7.2	0.2	-4.2	1.2	-0.2	3.4	4.4	0.2	-13.6
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-0.6	-4.0	0.2	0.8	-0.6	-4.6	1.8	-1.2	-3.4	0.0	-5.8	-2.6	-5.4	-25.4
Human Error - Metra/PSA	4.4	-1.8	0.4	0.8	0.0	-5.6	2.2	0.2	-3.4	-0.4	-6.8	-1.8	-3.6	-15.4
Human Error - Foreign	-5.0	-2.2	-0.2	0.0	-0.6	1.0	-0.4	-1.4	0.0	0.4	1.0	-0.8	-1.8	-10.0
Sick, Injured, Unruly Passenger - TOTAL	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.6	0.0	0.0	-2.0	-1.6	-6.4
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	0.4	-0.2	1.2	-0.2	-1.8	-1.2	1.0	-0.4	0.0	0.0	-2.0	-1.6	-6.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.2
Weather - TOTAL	-51.2	-30.8	-12.4	-6.0	-2.6	-35.2	-34.8	-13.4	-14.6	-10.0	-9.8	-38.0	-32.4	-291.2
Weather - Metra/PSA	-50.8	-30.8	-12.4	-6.0	-2.6	-35.2	-34.2	-13.4	-14.6	-9.8	-9.8	-38.0	-32.4	-290.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0	-0.2	0.0	0.0	0.0	-1.2
Passenger Loading - TOTAL	-2.0	-2.6	-1.6	-0.6	0.0	-7.0	0.2	-0.4	3.4	0.0	-4.0	-2.0	-3.2	-19.8
Lift Deployment - TOTAL	1.4	1.0	0.0	0.0	0.0	-2.6	-2.4	0.0	-0.6	0.0	-2.2	-0.6	-3.0	-9.0
Obstruction/Debris - TOTAL	-2.8	-1.8	-0.6	3.4	-0.2	-3.0	-3.0	0.2	-2.6	1.0	-1.2	-6.0	-5.0	-21.6
Catenary Failure - TOTAL	0.0	4.2	0.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Other - TOTAL	0.0	-3.6	-0.2	-1.0	0.0	-2.2	-2.6	-1.2	-0.4	-1.6	-1.6	-2.6	-1.6	-18.6
<b>TOTAL TRAINS DELAYED</b>	<b>-51.6</b>	<b>-54.4</b>	<b>-26.6</b>	<b>-3.6</b>	<b>0.6</b>	<b>-87.6</b>	<b>-17.0</b>	<b>-7.6</b>	<b>21.6</b>	<b>-23.4</b>	<b>-21.4</b>	<b>-44.4</b>	<b>-77.4</b>	<b>-392.8</b>
Total Metra/PSA Delays	-43.6	-54.6	-26.8	-4.6	0.0	-101.6	-34.8	-10.2	4.2	-10.2	-21.6	-43.4	-60.6	-407.8
Total Foreign Carrier Delays	-8.0	0.2	0.2	1.0	0.6	14.0	17.8	2.6	17.4	-13.2	0.2	-1.0	-16.8	15.0

Data for current month is final (02/16/16) 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  
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Freight Interference - TOTAL	82												82	11.6%
Freight Interference - Peak	32												32	4.5%
Primary	26												26	3.7%
Secondary	6												6	0.8%
Freight Interference - Off-Peak	50												50	7.1%
Primary	32												32	4.5%
Secondary	18												18	2.5%
Signal/Switch Failure - TOTAL	154												154	21.8%
Signal/Switch Failure - Metra/PSA	67												67	9.5%
Primary	35												35	5.0%
Secondary	32												32	4.5%
Signal/Switch Failure - Foreign	87												87	12.3%
Primary	68												68	9.6%
Secondary	19												19	2.7%
Mechanical Failure - TOTAL	107												107	15.1%
Mechanical Failure - Metra/PSA	107												107	15.1%
Non-Locomotive Equipment Failure - Metra/PSA	25												25	3.5%
Primary	11												11	1.6%
Secondary	14												14	2.0%
Locomotive Failure - Metra/PSA	82												82	11.6%
Primary	28												28	4.0%
Secondary	54												54	7.6%
Mechanical Failure - Foreign	0												0	0.0%
Passenger Train Interference - TOTAL	22												22	3.1%
Passenger Train Interference - Metra/PSA	13												13	1.8%
Passenger Train Interference - Foreign	9												9	1.3%
Accident - TOTAL	59												59	8.3%
Accident - Metra/PSA	49												49	6.9%
Accident - Foreign	10												10	1.4%
Track Work - TOTAL	40												40	5.7%
Track Work - Metra/PSA	40												40	5.7%
Track Work - Foreign	0												0	0.0%
Human Error - TOTAL	38												38	5.4%
Human Error - Metra/PSA	30												30	4.2%
Human Error - Foreign	8												8	1.1%
Sick, Injured, Unruly Passenger - TOTAL	20												20	2.8%
Sick, Injured, Unruly Passenger - Metra/PSA	20												20	2.8%
Sick, Injured, Unruly Passenger - Foreign	0												0	0.0%
Weather - TOTAL	129												129	18.2%
Weather - Metra/PSA	129												129	18.2%
Weather - Foreign	0												0	0.0%
Passenger Loading - TOTAL	13												13	1.8%
Lift Deployment - TOTAL	11												11	1.6%
Obstruction/Debris - TOTAL	18												18	2.5%
Catenary Failure - TOTAL	9												9	1.3%
Other - TOTAL	5												5	0.7%
<b>TOTAL TRAINS DELAYED</b>	<b>707</b>												<b>707</b>	<b>100.0%</b>
Total Metra/PSA Delays	511												511	72.3%
Total Foreign Carrier Delays	196												196	27.7%

Data for current month is final (02/16/16) 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  
2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	122	14.1%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	35	4.0%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	24	2.8%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	11	1.3%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	87	10.1%
Primary	63	86	59	42	28	38	56	42	48	41	31	33	63	7.3%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	24	2.8%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	93	10.8%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	73	8.4%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	38	4.4%
Secondary	35	29	3	24	24	25	40	36	17	39	4	16	35	4.0%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	20	2.3%
Primary	17	23	5	12	7	6	11	11	9	7	10	8	17	2.0%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	3	0.3%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	82	9.5%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	71	8.2%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	27	3.1%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	10	1.2%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	17	2.0%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	44	5.1%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	16	1.8%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	28	3.2%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	11	1.3%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	13	1.5%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	6	0.7%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	7	0.8%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	29	3.4%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	28	3.2%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	1	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	38	4.4%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	38	4.4%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	0	0.0%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	32	3.7%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34	28	24	2.8%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10	6	8	0.9%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	21	2.4%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	21	2.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12	83	39	335	38.7%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	333	38.5%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	2	0.2%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	20	2.3%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	22	2.5%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	31	3.6%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	4	0.5%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	23	2.7%
<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>447</b>	<b>865</b>	<b>100.0%</b>
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424	381	694	80.2%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106	66	171	19.8%

Data for latest month is final (01/14/16) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx]AllMonths 02/17/2016

'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**  
**2016 Divergence From 2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Freight Interference - TOTAL	-40												-40	-2.5%
Freight Interference - Peak	-3												-3	0.5%
Primary	2												2	0.9%
Secondary	-5												-5	-0.4%
Freight Interference - Off-Peak	-37												-37	-3.0%
Primary	-31												-31	-2.8%
Secondary	-6												-6	-0.2%
Signal/Switch Failure - TOTAL	61												61	11.0%
Signal/Switch Failure - Metra/PSA	-6												-6	1.0%
Primary	-3												-3	0.6%
Secondary	-3												-3	0.5%
Signal/Switch Failure - Foreign	67												67	10.0%
Primary	51												51	7.7%
Secondary	16												16	2.3%
Mechanical Failure - TOTAL	25												25	5.7%
Mechanical Failure - Metra/PSA	36												36	6.9%
Non-Locomotive Equipment Failure - Metra/PSA	-2												-2	0.4%
Primary	1												1	0.4%
Secondary	-3												-3	0.0%
Locomotive Failure - Metra/PSA	38												38	6.5%
Primary	12												12	2.1%
Secondary	26												26	4.4%
Mechanical Failure - Foreign	-11												-11	-1.3%
Passenger Train Interference - TOTAL	9												9	1.6%
Passenger Train Interference - Metra/PSA	7												7	1.1%
Passenger Train Interference - Foreign	2												2	0.5%
Accident - TOTAL	30												30	5.0%
Accident - Metra/PSA	21												21	3.7%
Accident - Foreign	9												9	1.3%
Track Work - TOTAL	2												2	1.3%
Track Work - Metra/PSA	2												2	1.3%
Track Work - Foreign	0												0	0.0%
Human Error - TOTAL	6												6	1.7%
Human Error - Metra/PSA	6												6	1.5%
Human Error - Foreign	0												0	0.2%
Sick, Injured, Unruly Passenger - TOTAL	-1												-1	0.4%
Sick, Injured, Unruly Passenger - Metra/PSA	-1												-1	0.4%
Sick, Injured, Unruly Passenger - Foreign	0												0	0.0%
Weather - TOTAL	-206												-206	-20.5%
Weather - Metra/PSA	-204												-204	-20.3%
Weather - Foreign	-2												-2	-0.2%
Passenger Loading - TOTAL	-7												-7	-0.5%
Lift Deployment - TOTAL	-11												-11	-1.0%
Obstruction/Debris - TOTAL	-13												-13	-1.0%
Catenary Failure - TOTAL	5												5	0.8%
Other - TOTAL	-18												-18	-2.0%
<b>TOTAL TRAINS DELAYED</b>	<b>-158</b>												<b>-158</b>	
Total Metra/PSA Delays	-183												-183	
Total Foreign Carrier Delays	25												25	

Data for current month is final (02/16/16) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 02/17/2016

'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 February 2014 and January 2016**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>426</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>210</b>	<b>281</b>	<b>201</b>	<b>68</b>	<b>218</b>	<b>23</b>	<b>61</b>	<b>220</b>	<b>1,750</b>
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
Nov-15	15	0	0	0	7	0	4	7	5	10	3	6	8	65
Dec-15	9	0	0	0	2	4	4	5	4	5	0	1	15	49
<b>Jan-16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>5</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>82</b>
<b>Total</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>101</b>	<b>79</b>	<b>113</b>	<b>80</b>	<b>149</b>	<b>17</b>	<b>71</b>	<b>228</b>	<b>1,052</b>

Data for current month is final (02/16/16) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH**  
**2016**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													YTD	YTD
BNSF	5												5	3.45%
Electric ML	1												1	1.89%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	1												1	1.49%
Milw W	0												0	0.00%
NCS	0												0	0.00%
RI	2												2	1.59%
SWS	0												0	0.00%
UP N	0												0	0.00%
UP NW	1												1	2.22%
UP W	1												1	3.33%
<b>Total Lift Delays</b>	<b>11</b>												<b>11</b>	<b>1.56%</b>
<b>ALL DELAYS</b>														<b>707</b>

Data for current month is final (02/16/16) version from TOPS.

**2015**

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift	% of All
													Delays	Delays
													All Year	All Year
BNSF	6	7	8	1	1	2	7	1	3	3	1	0	40	2.70%
Electric ML	0	0	0	0	0	1	2	0	0	0	0	0	3	0.41%
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	0	0	0	0	0	0	0.00%
HER	0	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	0	23	2.51%
Milw W	4	1	1	1	1	11	2	3	0	1	1	1	27	4.35%
NCS	0	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	1	13	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0	0	1	0.23%
UP N	0	0	0	1	2	1	2	2	5	0	0	0	13	2.56%
UP NW	5	0	1	3	1	3	0	1	2	1	2	1	20	2.79%
UP W	3	5	9	2	0	4	0	2	0	1	2	4	32	4.06%
<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>7</b>	<b>172</b>	<b>2.21%</b>
<b>ALL DELAYS</b>														<b>7,796</b>

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

January 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	41	13	2	0	1	7	9	8	30	4	3	7	4	129
11-15	16	7	1	0	2	7	7	4	18	0	2	4	5	73
16-20	7	4	0	0	0	3	5	0	10	1	1	6	0	37
21+	17	6	0	2	7	9	11	7	20	5	13	4	0	101
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>20</u>
Sub-Total	86	30	3	2	12	28	34	21	82	10	20	22	10	360
<b>Off-Peak **</b>														
6-10	27	11	5	10	0	15	18	2	23	8	14	7	10	150
11-15	9	3	0	3	0	7	11	3	4	1	6	6	1	54
16-20	5	2	0	2	0	6	3	5	6	3	2	1	2	37
21+	13	6	0	5	0	10	15	3	9	6	7	6	6	86
Annulled	<u>5</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>20</u>
Sub-Total	59	23	5	24	0	39	49	13	44	18	30	23	20	347
<b>January 2016 Total</b>														
6-10	68	24	7	10	1	22	27	10	53	12	17	14	14	279
11-15	25	10	1	3	2	14	18	7	22	1	8	10	6	127
16-20	12	6	0	2	0	9	8	5	16	4	3	7	2	74
21+	30	12	0	7	7	19	26	10	29	11	20	10	6	187
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>40</u>
TOTAL	145	53	8	26	12	67	83	34	126	28	50	45	30	707
<b>2016 Year-to-Date</b>														
6-10	68	24	7	10	1	22	27	10	53	12	17	14	14	279
11-15	25	10	1	3	2	14	18	7	22	1	8	10	6	127
16-20	12	6	0	2	0	9	8	5	16	4	3	7	2	74
21+	30	12	0	7	7	19	26	10	29	11	20	10	6	187
Annulled	<u>10</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>40</u>
TOTAL	145	53	8	26	12	67	83	34	126	28	50	45	30	707
<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>January 2016 Total</b>														
6-10	46.9%	45.3%	87.5%	38.5%	8.3%	32.8%	32.5%	29.4%	42.1%	42.9%	34.0%	31.1%	46.7%	39.5%
11-15	17.2%	18.9%	12.5%	11.5%	16.7%	20.9%	21.7%	20.6%	17.5%	3.6%	16.0%	22.2%	20.0%	18.0%
16-20	8.3%	11.3%	0.0%	7.7%	0.0%	13.4%	9.6%	14.7%	12.7%	14.3%	6.0%	15.6%	6.7%	10.5%
21+	20.7%	22.6%	0.0%	26.9%	58.3%	28.4%	31.3%	29.4%	23.0%	39.3%	40.0%	22.2%	20.0%	26.4%
Annulled	<u>6.9%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>15.4%</u>	<u>16.7%</u>	<u>4.5%</u>	<u>4.8%</u>	<u>5.9%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>8.9%</u>	<u>6.7%</u>	<u>5.7%</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>2016 Year-to-Date Delays By Duration</b>														
6-10	46.9%	45.3%	87.5%	38.5%	8.3%	32.8%	32.5%	29.4%	42.1%	42.9%	34.0%	31.1%	46.7%	39.5%
11-15	17.2%	18.9%	12.5%	11.5%	16.7%	20.9%	21.7%	20.6%	17.5%	3.6%	16.0%	22.2%	20.0%	18.0%
16-20	8.3%	11.3%	0.0%	7.7%	0.0%	13.4%	9.6%	14.7%	12.7%	14.3%	6.0%	15.6%	6.7%	10.5%
21+	20.7%	22.6%	0.0%	26.9%	58.3%	28.4%	31.3%	29.4%	23.0%	39.3%	40.0%	22.2%	20.0%	26.4%
Annulled	<u>6.9%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>15.4%</u>	<u>16.7%</u>	<u>4.5%</u>	<u>4.8%</u>	<u>5.9%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>8.9%</u>	<u>6.7%</u>	<u>5.7%</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 (02/16/16) 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>January 2016</b>														
Peak *	15.8	13.4	9.3	23.5	39.2	19.2	20.2	21.9	16.2	21.4	35.3	16.3	11.4	18.6
Off-Peak **	20.6	14.3	7.6	17.1	--	17.2	18.0	16.7	18.5	21.5	16.7	20.7	16.7	18.0
All	17.7	13.8	8.3	17.6	39.2	18.0	18.9	19.8	17.0	21.5	24.0	18.4	15.0	18.3
<b>2016 Year-to-Date</b>														
Peak *	15.8	13.4	9.3	23.5	39.2	19.2	20.2	21.9	16.2	21.4	35.3	16.3	11.4	18.6
Off-Peak **	20.6	14.3	7.6	17.1	--	17.2	18.0	16.7	18.5	21.5	16.7	20.7	16.7	18.0
All	17.7	13.8	8.3	17.6	39.2	18.0	18.9	19.8	17.0	21.5	24.0	18.4	15.0	18.3

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (02/16/16) version from TOPS.