COMMUTER RAIL SYSTEM ON-TIME PERFORMANCE REPORT May 2016



July 2016

COMMUTER RAIL ON-TIME PERFORMANCE May 2016

This report presents an analysis of the May 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 May 2016, Metra operated 17,052 scheduled trains, including scheduled "extras", if any. 716 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 May 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 May 2016. Of the 716 delays systemwide in May 2016, all but 357 (50%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Mays, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in May 2016, 12 more delays than the average over the previous four Mays were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 3,045 delays in 2016, all but 1,433 (47%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during May 2016. Table 8.b shows the average frequencies over the previous five Mays, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 716 delays systemwide in May 2016, 8 less than the average over the previous five Mays. Table 9.a shows delays from the beginning of the year through May 2016. Table 9.b shows the average frequencies from the beginning of the year through May 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. From January through May of 2016, a total of 3,045 trains were delayed, compared to 3,529 trains delayed in the same five months 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 May 2016 freight operations delayed 72 trains systemwide, compared to 59 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 15 trains were delayed by lift deployment in May 2016.

A review of May 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 44.7% of all late trains. Table 14 shows that the average length of delay was 17.0 minutes in May 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.)

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TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINEMay 2016

				W	eekday	8						Weel	kends				Total	
	l	Peak*		Of	f-Peak*	*		Total		Sa	turday	s	Sunday	s & Ho	lidays			
	Trains Scheduled	Trains Late	Percent On-Time															
BNSF	1,133	77	93.2%	840	47	94.4%	1,973	124	93.7%	112	2	98.2%	113	6	94.7%	2,198	132	94.0%
Elec -ML	942	5	99.5%	714	13	98.2%	1,656	18	98.9%	184	3	98.4%	120	0	100.0%	· · · ·	21	98.9%
-BI	294	4	98.6%	483	9	98.1%	777	13	98.3%	120	0	100.0%				897	13	98.6%
-SC	<u>357</u>	<u>2</u>	99.4%	<u>777</u>	<u>5</u>	99.4%	<u>1,134</u>	<u>7</u>	99.4%	<u>192</u>	<u>2</u>	99.0%	<u>120</u>	<u>3</u>	97.5%		<u>12</u>	99.2%
Subtotal	1,593	11	99.3%	1,974	27	98.6%	3,567	38	98.9%	496	5	99.0%	240	3	98.8%	4,303	46	98.9%
Heritage	126	6	95.2%	21	1	95.2%	147	7	95.2%							147	7	95.2%
Milw -N	524	30	94.3%	735	62	91.6%	1,259	92	92.7%	96	15	84.4%	120	4	96.7%	1,475	111	92.5%
-W	<u>566</u>	<u>26</u>	95.4%	<u>651</u>	<u>40</u>	93.9%	1,217	<u>66</u>	94.6%	<u>96</u>	<u>3</u>	96.9%	108	<u>4</u>	96.3%	1,421	<u>73</u>	94.9%
Subtotal	1,090	56	94.9%	1,386	102	92.6%	2,476	158	93.6%	192	18	90.6%	228	8	96.5%	2,896	184	93.6%
NCS	231	16	93.1%	231	10	95.7%	462	26	94.4%							462	26	94.4%
RI	755	14	98.1%	693	19	97.3%	1,448	33	97.7%	128	1	99.2%	168	3	98.2%	1,744	37	97.9%
SWS	230	20	91.3%	399	32	92.0%	629	52	91.7%	24	1	95.8%				653	53	91.9%
UP -N	627	18	97.1%	840	7	99.2%	1,467	25	98.3%	104	1	99.0%	108	2	98.1%	1,679	28	98.3%
-NW	689	20	97.1%	670	15	97.8%	1,359	35	97.4%	96	12	87.5%	90	15	83.3%	1,545	62	96.0%
-W	<u>565</u>	<u>71</u>	87.4%	<u>672</u>	<u>58</u>	91.4%	<u>1,237</u>	129	89.6%	<u>80</u>	<u>7</u>	91.3%	108	<u>5</u>	95.4%	1,425	<u>141</u>	90.1%
Subtotal	1,881	109	94.2%	2,182	80	96.3%	4,063	189	95.3%	280	20	92.9%	306	22	92.8%	4,649	231	95.0%
SYSTEM	7,039	309	95.6%	7,726	318	95.9%	14,765	627	95.8%	1,232	47	96.2%	1,055	42	96.0%	17,052	716	95.8%

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

Delays data for most recent month is final (06/14/16) version from TOPS.

														JAN-	
LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	MAY	AVG
BNSF	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.8%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	96.5%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.6%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.4%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0								94.8%	94.8%
2011-2015 a	verage	91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	93.4%	93.5%
Electric	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.5%	96.8%
Electric	2011	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%
	2012	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.3%	97.2%
	2013	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.8%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	2	2010	2012	22	2710	2710	,,, , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	98.6%	98.6%
2011-2015 a		96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	97.5%	97.3%
														u u	
Heritage	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	91.9%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.0%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	85.8%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.6%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2								94.8%	94.8%
2011-2015 a	verage	91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	92.4%	92.1%
Miles N	2011	02.0	05.2	05.7	05.5	80.2	04.4	70.2	07 (02.2	00.1	01.0	02.0	01.00/	90.00
Milw - N	2011 2012	92.9	85.3	95.7	95.5	89.2	84.4 93.2	78.3 84.8	87.6 92.9	92.3 94.3	88.1 94.9	91.9 95.4	93.9	91.9% 94.8%	89.6% 93.8%
	2012	95.1 95.5	96.4 92.4	94.0 94.1	95.3 95.7	93.5 95.3	95.2 89.6	04.0 92.8	92.9 93.6	94.5 94.4	94.9 93.3	95.4 95.7	95.5 87.5	94.8% 94.6%	93.8% 93.3%
	2013	73.1	92.4 81.9	89.5	97.9	95.5 95.1	91.1	92.8 96.0	95.0 95.2	9 4.4 95.5	95.5 96.2	95.7 95.4	93.5	87.5%	93.3% 91.7%
	2014	91.8	87.9	93.5	97.9 95.1	95.1 95.4	94.8	90.0 97.1	93.2 94.9	95.5 95.6	90.2 97.9	97.0	96.8	92.8%	94.9%
	2013	95.3	94.2	95.7	96.8	92.5	74.0	77.1	74.7)5.0)1.)	77.0	70.0	94.9%	94.9%
2011-2015 a		89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	92.3%	92.6%
Milw - W	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	94.3%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.9%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	95.3%	
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6		
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.3%	
	2016	94.0	95.3	94.4	96.0	94.9								94.9%	
2011-2015 a	verage	93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	94.5%	94.3%
NCS	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.3%	91.1%
	2011	95.5 94.8	88.3 94.4	93.3 94.4	90.9 85.1	92.9 95.2	00.0 94.8	87.5	92.1 91.9	95.1 95.7	93.5 93.9	92.0	92.4 94.8	92.3% 92.8%	
	2012	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.3%	
	2013	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.2%	89.9%
	2014	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2 95.2	97.1	96.1	93.6	92.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	2 110	2010	/	/0.2	> / • 1	2 0.1	20.0	93.4%	93.4%
2011-2015 a		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%	91.8%

 TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

													JAN-	
LINE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC	MAY	AVG
												-	1 1	
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	95.5%	94.0%
2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.6%	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	96.4%	95.3%
2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	90.1%	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	97.7%	97.1%
2016	92.6	96.2	95.8	96.5	97.9								95.8%	95.8%
2011-2015 average	93.6	92.7	96.6	96.0	95.6	92.9	92.0	95.5	96.5	96.7	96.1	96.6	95.0%	95.1%
		~ ~ ~												
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	94.2%	92.1%
2012	94.2	96.6	94.8	95.3	95.8 05.0	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.3%	94.8%
2013	94.7	97.1	97.3	97.7	95.0 02.2	91.0	98.0 02.0	96.8 05.2	97.1 94.2	98.2	93.2	91.1	96.3%	95.6%
2014 2015	83.0 94.7	92.0 89.7	93.5 95.6	94.9 96.1	93.2 96.3	92.8 91.1	93.9 92.4	95.2 93.8	94.2 97.6	92.0 96.8	90.2 96.0	96.2 94.4	91.3% 94.5%	92.6% 94.5%
2015 2016	94.7 95.6	89.7 97.2	93.0 97.8	90.1 95.6	90.5 91.9	71.1	72.4	73.0	91.0	20.0	90.0	74.4	94.3% 95.7%	94.3% 95.7%
2010 2011-2015 average	93.0	97.2	97.8	95.8	91.9	90.6	93.7	94.1	94.8	94.8	93.2	94.4	93.7%	93.7% 93.9%
2011 2010 uverage	72.3	75.1	75.5	75.0	74.5	70.0	75.1	74.1	74.0	24.0	75.2	71.1	24.370	75.770
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	94.0%	92.6%
2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.8%	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	97.3%	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	95.2%	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	97.5%	97.5%
2016	96.9	98.6	97.1	98.3	98.3								97.8%	97.8%
2011-2015 average	95.8	94.1	97.3	97.0	96.2	95.0	94.4	94.9	96.2	96.0	96.6	97.4	96.2%	95.9%
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	95.4%	94.9%
2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	97.1%	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	95.6%	94.6%
2014 2015	86.6 96.0	91.1 91.6	96.3 97.6	98.6 96.3	95.6 96.9	95.2 96.8	94.7 94.1	97.4 96.5	98.3 96.1	95.0 97.5	97.1 96.7	96.2 97.5	93.7% 95.8%	95.2% 96.2%
2015 2016	90.0 97.0	91.0 98.1	97.0 97.8	90.5 98.1	96.9 96.0	90.8	94.1	90.5	90.1	97.5	90.7	97.5	95.8% 97.4%	90.2% 97.4%
2010 2011-2015 average	94.3	93.7	96.9	97.2	94.9	94.2	93.8	95.5	96.7	95.8	95.7	95.9	95.5%	97.4%
2011-2015 average	74.5	75.1	70.7	71.2	74.7	74.2	75.0	75.5	70.7	75.0	75.1)3.)	75.570	JJ. 1 /0
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	92.6%	90.9%
2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.3%	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	95.5%	
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	92.9%	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	95.0%	95.4%
2016	97.8	93.4	97.2	96.7	90.1								95.1%	95.1%
2011-2015 average	92.6	92.6	95.3	95.5	94.7	91.9	93.1	93.3	95.4	95.3	95.0	94.1	94.3%	94.1%
SYSTEM 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	94.9%	93.6%
excluding 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	96.3%	95.8%
South Shore 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	96.3%	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	92.2%	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	95.8%	96.2%
2016 2011 2015 avanage	95.8	96.4	96.8	97.4	95.8	02.4	02.2	05.0	06.0	05 7	057	$0 \in 1$	96.4%	96.4%
2011-2015 average	93.6	93.1	96.3 /14/16) ver	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	95.1%	95.1%

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

Delays data for most recent month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyLine&Month 6/14/2016

'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 May 2016

Line Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF 1258	Mon, May 09	7	GM	BOX 1 CROSSING MALFUNCTION AT MONROE ST MP 17.47
81% OT	Wed, May 11	7	G1	LATE FLIP FROM 1219 DUE TO A TRACK INDICATION ON MT1 WESTMONT CAUSING BOX 2S CASS AVE & PED
	Fri, May 20	7	D	H NTWBRC3-19 CROSSING AT CONGRESS PARK
	Mon, May 23	6	E1	WAITING ON LINE UP AT CP ROOSEVELT DUE TO DH9303 DEPARTING CUS ACCOMODATING
				PASSENGERS FROM 1242 DELAY
BNSF 1265	Tue, May 24	12	GM	BOX 1 AT MONROE MP 17.48
81% OT	Wed, May 25	22	GA	LATE DEPARTURE DUE TO SWITCH FAILURE
	Thu, May 26	8	D1	WAITING ON 1261 AT CPK- UP FREIGHT TRAFFIC
	Tue, May 31	12	GA	SWITCH FAILURE @ ROOSEVELT RD
BNSF 1272	Mon, May 16	14	D	FOLLOWING U TNDCXPO 53T
81% OT	Tue, May 24	9	D	FOLLOWING FREIGHT TRAFFIC
	Wed, May 25	15	GA	SWITCH FAILURE INSIDE OF CUS
	Thu, May 26	9	CC	TRACK WORK FORM B-CG02
BNSF 1276	Mon, May 16	13	JM	PASSENGER MEDICAL EMERGENCY AT AURORA
81% OT	Tue, May 24	10	GA	
	Wed, May 25	22		SWITCH FAILURE INSIDE OF CUS
DNGE 1270	Thu, May 26	18		TRACK WORK FORM B-CG02
BNSF 1279	Tue, May 24 Wed, May 25	17 61		CUS SWITCH FAILURE LATE DEPARTURE DUE TO SWITCH FAILURE
81% OT	Wed, May 25 Thu, May 26	14		LATE FLIP FROM EARLIER DELAYS
	Tue, May 31	14		SWITCH FAILURE ON MT2 @ ROOSEVELT ROAD
BNSF 1281	Thu, May 12	7	Cl	FOLLOWING 1373
76% OT	Mon, May 23	8		A383 COULDNT MAKE OUT SIGNAL AT UNION AVENUE B
	Tue, May 24	7		WAITING FOR LINEUP AT CUS
	Wed, May 25	40		LATE DEPARTURE DUE TO SWITCH FAILURE
	Tue, May 31	8	GA1	DEPARTED 5" LATE ACCT EARLIER SWITCH FAILURE AT ROOSEVELT ROAD AND DELAYED TRAIN
				1280
BNSF 1373	Thu, May 12	9	C1	LATE FLIP FROM EARLIER FORM A RESTRICTIONS
76% OT	Tue, May 24	9	GM1	LATE FLIP FROM EARLIER DELAYS
	Wed, May 25	56	GA	LATE DEPARTURE DUE TO SWITCH FAILURE
	Thu, May 26	8		LATE FLIP FROM EARLIER DELAYS
	Tue, May 31	9		SWITCH FAILURE ON MT2 @ ROOSEVELT ROAD
MN 2121	Tue, May 03	83	Е	87" LOCO 215 DIED AT RONDOUT;CREW RESTARTED ENGINE AND TOOK SIDING AT GRAYSLAKE;
T(A) OT	Ed Marcold	~	F	WAITED FOR A LATE 2146
76% OT	Fri, May 06 Mon, May 16	6 9	F D	10" DOOR PROBLEMS 10" STOP SIGNAL X-TRAFFIC, CN
	Mon, May 23	8	CC	5" MEET E/B TRAIN, DEERFIELD; 3" ADA, INGLESIDE
	Thu, May 26	6	U	6" ADA DETRAINING
MN 2126	Wed, May 18	6	G	6" TRACK CIRCUIT/SIGNAL PROBLEMS, GOLF; RESTRICTING, MORTON GROVE CLEAR
81% OT	Tue, May 24	12	CC	4" LATE TURN FROM #2105, DEERFIELD; 2" TRACK CONSTRUCTION, RADIO
	Wed, May 25	9	R	COMMUNICATION(DEMONTE); 5" TRACK CONSTRUCTION(ALEXANDER);1" TK CONST, C 5" LATE DEPARTURE DUE TO LATE ARRIVAL/TURN OF 2105, ENROUTE. 2" STUDENT ENGINEER,
				ENROUTE; 4" 3 FORM B'S/CONSTRUCTION, ENROUTE;2" X/O, A-6
	Tue, May 31	9	CC	6" LATE TURN FROM #2105, DEERFIELD; 1" TRACK CONSTRUCTION
MN 2128	Wed, May 04	9	S	9" DARK SIGNAL TEST MP37.2
62% OT	Thu, May 05	10	U	5" LATE DEPARTURE FOX LAKE UNABLE TO CONTACT DISPATCHER; 6"ADA LIFTS ROUNDLAKE AND GLENVIEW
	Fri, May 06	9	D	11" STOP CN NORTH FREIGHT; 3" ADA, LIBERTYVILLE
	Fri, May 13	10	U	3" ADA, INGLESIDE; 6" ADA, GRAYSLAKE-LAKE FOREST; 3" STOP, MAYFAIR
	Mon, May 16	7	I	8" GROUP MOVEMENT, LIBERTYVILE-DEERFIELD; 4" GROUP MOVEMENT, LIBERTYVILLE- NORTHBROOK; 3" STOP SIGNAL, A-2
	Tue, May 17	6	D	6" N/B FREIGHT, CN
	Thu, May 19	11	Ι	10" WAIT ON #2107, GRAYSLAKE; 6" GROUP MOVEMENT, LIBERTYVILLE- NORTHBROOK; SLOW
				ENTRAINING/DETRAINING
	Thu, May 26		U	6" ADA, ROUND LAKE-GLENVIEW; 3" TRACK CONSTRUCTION
MN 2136	Mon, May 02	7	CC	7" TRACK CONSTRUCTION
81% OT	Thu, May 26	8	CC	10" TRACK WORK, ENROUTE
	Fri, May 27	8	CC	8" TRACK WORK, ENROUTE
	Tue, May 31	7	U	7" ADA, LONG LAKE-LIBERTYVILLE
MN 2140	Fri, May 06	7	I	7" ENTRAINING
76% OT	Wed, May 18	13	U	3" ADA, INGLESIDE; 2" ADA, LIBERTYVILLE; 4" STOP SIGNAL, MAYFAIR; 3" STOP SIGNAL, LAKE FOREST; 3"LAKE ST
	Mon, May 23	8	CC	3" WAIT ON FOREMAN, LONG LAKE; 2" STOP SIGNAL, RONDOUT; 2" 1-1,DEERFIELD; 3" STOP SIGNAL,
	Tuo M	0	00	A-2 4" ON Y TRAFFIC, 2" SLOW ORDER, 24.2, 2" STOR SIGNAL, MANEARD, 2" FOLLOWING #2122, A.2
	Tue, May 24	8	CC	4" CN X-TRAFFIC; 2" SLOW ORDER, 24.3; 2" STOP SIGNAL, MAYFAIR; 3" FOLLOWING #2133, A-3
	Fri, May 27	30	M1	26" 2223 EQUIPMENT DERAILED, CANAL ST

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

			Minutes	Delay	
Line	Train D	Date	Late	Code	Delay Explanation
MN	2141	Tue, May 03	0	E1	ANNULLED USED CREW AND EQUIPMENT FOR 2139
81%	6 OT	Mon, May 09	8	JM	13" MEDICAL EMERGENCY, MORTON GROVE
		Mon, May 23	37	G1	37" LATE FOLLOWING #2139
	21.50	Fri, May 27	0	M1	ANNULLED 2223 EQUIPMENT DERAILED, CANAL ST
MN	2158	Tue, May 03	7	I	7"MEET 2149, PASSENGER LOADING AND COPY MOVEMENT AUTHORITY
81%	6 OT	Fri, May 06	10	G1	10" WAITING ON #2149
		Mon, May 23 Fri, May 27	17 24	E1 M1	16" LATE TURN FROM #2141 & FOLLOW #2156 TO MORTON GROVE 24" 2223 EQUIPMENT DERAILED, CANAL ST
MW	2242	Mon, May 02	35	DE	55"BLOCKED BY CP FREIGHT IN EMERGENCY AT ROSELLE;HELD FOR 2221 AT B-35;EXPRESSED
	2242	Mon, May 02	55	DL	ROSELLE TO WESTERN
819	6 OT	Fri, May 06	9	G1	4" 2 ADA'S; 9" STOP SIGNAL, WAIT ON LINE UP 2 MAIN TO CUS, A-2
		Thu, May 26	9	GW	11" SWITCH FAILURE, B-12
		Fri, May 27	9	M1	9" 2223 EQUIPMENT DERAILED, CANAL ST
MW	2254	Tue, May 03	16	D1	14"LATE TURN FROM 2249
67%	6 OT	Fri, May 06	15	G1	15" LATE TURN FROM #2249
		Wed, May 11	8	D1	8" LATE TURN FROM #2249
		Thu, May 12	9	D	12" STOP SIGNAL CP FREIGHT, B-17
		Fri, May 20	7	J	8" DELAY; 10" @ ROSELLE DUE TO WAITING ON POLICE FOR UNRULY PASSENGER THAT DEPARTED
		Thu: May 26	7	C	TRAIN BRFORE POLICE ARRIVED
		Thu, May 26 Fri, May 27	7 14	G M1	3" STOP SIGNAL, ELGIN; 1" ENTRAINING 16" LATE TURN 2240 DHE TO 2222 FOURMENT DEPARTED, CANAL ST
NCS	109	Mon, May 02	14	DE1	16" LATE TURN 2249 DUE TO 2223 EQUIPMENT DERAILED, CANAL ST 7"FOLLOWING 2223;10"STOP SIGNAL DEVAL.
	% OT	Fri, May 06	7	GI	7" FOLLOWING #2227 #11 SWITCH FAILURE @ A-5, A-2 TO A-5
017		Tue, May 24	7	D	9" HELD FOR CN FREIGHT, TRAFTON
		Fri, May 27	57	M1	57" 2223 EQUIPMENT DERAILED, CANAL ST
NCS	111	Thu, May 05	8	D	12" FOLLOWING CN FREIGHT LEITHTON TO TRAFTON.
81%	6 OT	Wed, May 11	24	Μ	24" STRUCK/ CLIPPED REAR BUMPER OF AUTO THAT WENT AROUND LOWERED GATE, IVANHOE RD
					MP44.5, AUTO LEFT THE SCENE
		Tue, May 17	6	D	10" S/B CN 8839, LOMOND; 25MPH, MP41.87
		Fri, May 27	46	M1	46" 2223 EQUIPMENT DERAILED, CANAL ST
SWS	805	Mon, May 02	10	GA	10M LATE DEPARTURE CUS, SWITCH PROBLEM AT LUMBER, 7M BRC 742/49AM ACCT CP280-01 93C,
	0.00		0	CEL	6462', 3M FOREST HILL MEETING SWS810
76%	6 OT	Mon, May 09	8		16M DELAY 74TH MEET SW808 SINGLE TRACKING, RAIL DEFECT BRC 733/49AM
		Thu, May 12	11	D	10M DELAY 725/35AM CP518 ACCT HEAD ROOM FOR NS25Z 69/C, 9000', `10M ADDITIONAL DELAY CSX MEETING SW810 745/55AM
		Mon, May 23	23	G	12 MIN WAITING ON SW812 TO CLEAR 179TH ST. 12 MIN RESTRICTED SPEED BETWEEN 143RD &
		11011, 11 u y 25	20	0	179TH FOR TRACK CIRCUIT 5 MINS SW808 AT FOREST HILL
		Thu, May 26	10	DD	13 MIN AT 518 FOR HEADROOM MOVE
SWS	806	Mon, May 09	9	GF	8M DELAY , ASHBURN ACCT TIMING OUT SIGNALS FROM STOPPED SW803, RAIL DEFECT BRC
81%	6 OT	Tue, May 10	10	D1	9M DELAY ASHBURN 655/704AM , MEETING SW803, 4M ACT SLOW ORDERS CP-RIDGE AND BRC
		Wed, May 18	7	Е	LOCOMOTIVE 210 NOT LOADING PROPERLY, VERY SLOW TO REACH SPEED OVER 25MPH
		Mon, May 23	6	G	10 MIN DELAY BETWEEN 179TH & 143RD DUE TO RESTRICTED SPEED THROUGH A TRACK CIRCUIT
awa	022		14		AT 153RD.
SWS	833	Mon, May 02	14	AM	DEPARTED CUS 12M LATE ACCT SIGNAL PROBLEMS, 3M BELT JCT STOP SIGNAL, 6M FOREST HILL
010	(OT	Eri Mari 20	38	DM	WAITING FOR 838 35 MIN IHB FRIEGHT Q147 STRUCK A TRESPASSER @ 724P WHILE OVER THE CHI RIDGE DIAMOND
017	6 OT	Fri, May 20	38	DM	(INJURY NONFATAL)., ARR 179TH ST 38M DOWN 840P
		Mon, May 23	8	G	8M 143RD 1952/2000 ACCT CIRCUIT DOWN 143 AND 179TH, AFTER CIRCUIT CLEARED LANDERS SAID
		,,,		-	THEY RHAD TO RUN TIME BEFORE SIGNAL COULD LINED AGAIN
		Wed, May 25	15	GA	8 MIN DUE TO SWITCH FAILURE. 3 MIN BELT JCT Q138 61 CARS 10000'. 3 MIN FOREST HILL WAITING
					ON SWS838
UPW	39	Wed, May 04	28	Κ	28" STOPPED DUE TO A HIGH CENTERED VEHICLE ON THE TRACKS @ MP15.17, BERKELEY
81%	6 OT	Thu, May 12	17		17" 25MPH, MP3.3-3.5, 30MPH, 11.45-11.5, 10MPH, 14.59-15.5, 10MPH, MP30.15-30.5
		Fri, May 20	18	CC	18" @ KEDZIE, 6" WAITING ON SIGNAL; SPEEED RESTRICTION 15MPH MP32.5-MP36.0
		Mon, May 23	9	CC	9" STOPPED DUE TO TOWER OPERATOR COULD NOT GET TK2 TO TK1 LINED UP, CN WEST CHICAGO;
LIDIT	41	W.J.M. C.	17	K4	FORM B 54247 40MPH SINGLE TK, MP35.5-41
UPW	41	Wed, May 04	15	K1	15"FOLLOWED M39 ON ACCT. OF VEHICLE ON THE TRACKS MP15.17; 25 MPH FROM MP24.5-26.5; HEAVY DETRAINING COLLEGE AVE
Q10	6 ОТ	Thu, May 12	16	C1	HEAVY DETRAINING, COLLEGE AVE 16" 25MPH, MP3.3-3.5; 30MPH, 11.45-11.5; 10MPH, MP14.59-15.5; 10MPH, MP30.15-30.5
017	.01	Fri, May 20	10	CC	10" DELAY FROM MP32.5-MP36.0 FOR A 15MPH SPEED RESTRICTION.
		Wed, May 25	9	KP	9" DELAYED DUE TO KIDS PLAYING ON TRACKS, RIVER FOREST.
UPW	45	Fri, May 06	13	CC	13" SWITCH PROBLEMS, WESTERN(5"); FORM B'S WITH SPEED RESTRICTIONS, ENROUTE
	6 OT	Thu, May 12	26	C1	26" 25MPH, MP3.3-3.5; 30MPH, MP11.45-11.5; 10MPH, MP14.59-15.5; WAIT FOR #43/4302 TO CLEAR;
					TRAIN CONTROL INTO ELMHURST; 10MPH, MP30.15-30.5
		Thu, May 19	6	CC	
					VILLA PARK;OPERATED TRACK2 KRESS TO PECK
		Fri, May 20	19	CC1	VILLA PARK; OPERATED TRACK2 KRESS TO PECK 19" DELAY MP32.5-MP36.0 FOR A 15MPH SPEED RESTRICTION.

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

ina Train F		Minutes Late	Delay Code	Delay Explanation
Line Train D JPW 47	Thu, May 12	14	Code	14" 25MPH, MP3.3-3.5; 30MPH, MP11.45-11.5; 10MPH, MP14.59-15.5
	•			
81% OT	Fri, May 20	11	CC1	11" DELAY FROM MP32.5-MP36.0 FOR A 15MPH SPEED RESTRICTION. FOLLOWED M45.
	Mon, May 23	11	CC	11" 15MPH SPEED RESTRICTION, MP38-40.05
1000 40	Tue, May 24	8	CC	8" 25MPH SPEED RESTRICTIONS, MP37.25-40.05; SLOW DETRAINING, WHEATON
UPW 49	Wed, May 04	9	CC	9" FORM B 54383-30MPH, 9.56-9.66; ADA, ENROUTE
80% OT	Fri, May 06	12	D1	12" WAITING FOR YPRBL-06, KEDZIE; XH, MP15.18
	Thu, May 12	25	C1	25" 25MPH, MP3.3-3.5; 30MPH. MP11.45-11.5; 10MPH, MP14.59-15.5
	Fri, May 13	8	CC1	8" FOLLOW #45 & #47 THAT HAD 20MPH SPEED RESTRICTION MP39-39.75, GLEN ELLYN TO WEST
				CHICAGO
UPW 50	Mon, May 02	31	M1	55" LATE TURN FROM #31
81% OT	Fri, May 06	10	G	25" SWITCH #33 & #45 FAILED, WESTERN
	Thu, May 12	16	C1	31" SWITCHES DEFECT FOUND BY FRA @ PARK,10MPH SPEED RESTRICTION, ELMHURST; SPEED
				RESTRICTION, KEELER-KEDZIE
	Mon, May 23	15	CC	30" FORM B 54247 40MPH SPEED REST, SINGLE TK, MP35.5-41; FOLLOW32X, ELBURN-TURNER
UPW 51	Fri, May 06	25	D1	25" FOLLOWING #49; XH, MP15.18; WAIT TO GET CLEARED ON FORM B, MP22.4
76% OT	Thu, May 12	25	C1	25" 25MPH, MP3.3-3.5, 30MPH, MP11.45-11.5, 10MPH, MP14.59-15.5,10MPH, MP30.15-30.5
	Thu, May 19	13	CC	13" 4 SPEED RESTRICTIONS EN ROUTE (15MPH) FROM MP32.5-MP34.35 TRAIN CONTROL FOLLOWING
				M49
	Mon, May 23	18	CC	12" 15MPH SPEED RESTRICTION, MP38-40.05
	Tue, May 24	10	CC	10" 25MPH SPEED RESTRICTIONS, MP37.25-40.05
UPW 53	Fri, May 06	20	D1	20" FOLLOWING #51, XH, MP15.15
71% OT	Tue, May 10	15	C	15" REPORT OF BROKEN RAIL @ MP15.79, TRACKS INSPECTED NOTHING FOUND, ELMHURST
	Thu, May 12	19	C1	19" 25MPH, MP3.3-3.5, 30MPH, MP11.45-11.5, 10MPH, MP14.59-15.5,10MPH, MP30.15-30.5
	Thu, May 19	6	CC	6" 4 SPEED RESTRICTIONS EN ROUTE FROM MP32.5 TO 34.35; TRAIN CONTROL FOLLOWING M51
	Mon, May 23	15	CC	15" 15MPH SPEED RESTRICTION, MP38-40.05
	Tue, May 24	7	CC	7" 25MPH SPEED RESTRICTIONS, MP37.25-40.05
UPW 55	Fri, May 06	25	D1	25" FOLLOWING #53; XH, MP15.18
70% OT	Tue, May 10	20	C1	20" HELD DUE TO REPORT OF BROKEN RAIL @ MP, 15.79, TRACKS INSPECTED NOTHING FOUND,
				BERKELEY
	Thu, May 12	25	C1	
	Thu, May 19	15	CC	15" 4 SPEED RESTRICTIONS EN ROUTE FROM MP32.5 TO MP34.35;TRAIN CONTROL FROM 25TH AVE
				TO PARK FOLLOWING M53
	Mon, May 23	17	CC	17" 15MPH SPEED RESTRICTION, MP38-40.05
	Tue, May 24	10	CC	10" 25MPH SPEED RESTRICTIONS, MP37.25-40.05
UPW 57	Fri, May 06	18	D1	20" FOLLOWING #55; XH, MP15.18
71% OT	Tue, May 10	19	C1	21" BROKEN RAIL REPORTED @ MP15.79, TRACKS INSPECTED NOTHING FOUND
	Thu, May 12	17	C1	19" 25MPH 3.3-3.5, 30MPH, MP11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, MP30.15-30.5
	Fri, May 20	12	CC1	14" DELAY FROM MP32.5-MP36.0 FROM A 15MPH SPEED RESTRICTION.
	Mon, May 23	13	CC	15" 15MPH SPEED RESTRICTION, MP38-40.05
	Tue, May 24	7	CC	10" 25MPH SPEED RESTRICTION, MP37.25-40.05
UPW 60	Tue, May 10	8	C1	8" LATE TURN FROM #59
76% OT	Thu, May 12	25	C1	21" LATE TURN FROM #59 ACCT 10MPH, MP15.5-14.59
	Fri, May 20	7	CM	7" DELAY, RAN RESTRICTED SPEED THROUGH THE KEDZIE SHORT CROSSOVERS.
	Wed, May 25	9	U1	4" LATE DEPARTURE DUE TO LATE ARRIVAL OF #59 CREW/EQUIPMENT, ENROUTE; TRAIN CONTROL
				EQUIP. FOLLOWING #58 TO MAYWOOD AND VALE, MELROSE PK.
	Thu, May 26	8	U1	8" TRAIN CONTROL FOLLOWING M58 TO CPT
UPW 61	Wed, May 04	12	VF	12" CAR 7427 LOADING DOOR STUCK OPEN, ELMHURST; RESPOT TRAIN TODETRAIN
				ADA,ELMHURST;DEAD TRK,MP25.5-26.5; 2 ADA'S;HVY DETRAINING,GENEVA
81% OT	Tue, May 10	7	C1	7" REPORT OF BROKEN RAIL @ MP15.79, TRACKS INSPECTED NOTHING FOUND.
	Thu, May 12	35	C1	35" 25MPH, MP3.3-3.5, 30MPH, 11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, 30.15-30.5
	Mon, May 23	7	CC	7" 15MPH SPEED RESTRICTION, MP38-40.05
UPW 62	Wed, May 04	14	D	14" STOPPED ACCT IG3G2-04 WAS AHEAD @ PARK, CPY019; MET #63, GRACE; OPERATE TK3 ACCT
				FREIGHT ON TK1, VILLA PARK & ELMHURST
71% OT	Thu, May 05	14	D	14" FREIGHT MPRC-05 AHEAD, PECK, 11"; ADA LIFT ENROUTE; SLOW PASSENGER LOADING AT
	-			WINFIELD.
	Thu, May 12	34	C1	28" LATE TURM FROM, #57; 25MP, MP3.3-3.5, 30MPJ. 11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, 30.15-30.5
	Fri, May 20	22	CC	22" DUE TO LATE ARRIVEL OF M47 CREW AND EQUIPMENT; DELAYED @ PECK DUE TO WAITING ON
	-			M55 TO CLEAR, STOPPED AT WESTERN DUE TO CROSS TRAFFIC
	Mon, May 23	14	CC1	14" LATE TURN FROM #47 & 15MPH SPEED RESTRICTION, MP38-40.05
	Wed, May 25	11	IW	11" FLASH FLOOD WARNINGS(CHECK FOR WATER) BETWEEN MP 28-23, ENROUTE;SLOW
				LOADING/UNLOADING, WHEATON/GLEN ELLYN/ELMHURST.
UPW 66	Tue, May 10	20	D	20" MCLPR-10 AHEAD, PARK
81% OT	Thu, May 12	60		50" LATE TURN FROM #63; 25MPH, 3.3-3.5, 30MPH, 11.45-11.5,10MPH,MP 14.59-15.5, 10MPH, MP30.15-
	Fri, May 20	93	W	93" DELAY, HELD @ WEST CHICAGO DUE TO WAITING FOR PIPE FITTER TO DISCONNECT GAS ON
	,, 20			ACCT. OF GAS LEAK COMING FROME #1 SWITCH @ TURNER
	Mon, May 23	20	CC1	20" LATE TURN FROM #63 & HELD DUE TO A REPORT OF FIRE, NO FIRE FOUND, TURNER; 15MPH
	141011, 1v1ay 23	20	cer	SPEED RESTRICTION, MP38-40.05
1DW 27	Thu May 12	20	C1	
JPW 67	Thu, May 12 Eri May 20	20	C1 W	20" YPRBL, KEDZIE; 25MPH, MP3.3-3.5, 30MPH, MP11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, 30.15-30.5
81% OT	Fri, May 20	45	W	45" DELAY, HELD AT WINFIELD DUE TO WAITING FOR A PIPE FITTER TODISCONNECT GAS ON ACCT
			~-	OF A GAS LEAK COMING FROM #1 SWITCH @ TURNER,
	Mon, May 23	10	CC	10" 15MPH SPEED REST, MP38-40.05
	Wed, May 25	30	D	30" FREIGHT TRAIN EG1G31-25, PROVO JCT; FLASH FLOOD WARNINGS (CHECKING FOR WATER), MP
				28-23.

 $P: \verb|ONTIME|report|[WeekdayTrainsBelow85\%_table.xlsx]PrintCOPY 06/14/2016$

A. A1 XA Passeger Train Interference Transportation CommUbble AD ADA XAD Non-Revenue Passeger Train Interference Transportation CommUbble AD ADA XAD Non-Revenue Passeger Train Interference Transportation CommUbble AW ANI XAW Passes Train Interference Transportation CommUbble AW AWI XAW Passes Train Interference Transportation CommUbble C C1 XC UnactedBalled Track Work Engineering CommUbble CA C1 XC Cata Marka Engineering Engineering CommUbble CH CHI CCT Engineering CommUbble CommUbble CH CCT CC XC Section Markancon Transportation CommUbble CH CHI CCT Engineering CommUbble CommUbble CH CHI CCT CommUbble CommUbble CommUbble CH CHI CCT<	Primary	Code Secondary	Primary Annulled	Definition	Delay Class	Responsibility
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AS AS1 XAS NICTD Train Interference Transportation Constrollable B B1 XB Human Error, Eg, Dejt. Engineering Constrollable C C1 XC Uncloadelingtherring Human Error Engineering Constrollable C C1 XC Uncloadelingtherring Engineering Constrollable C C1 XC Scheduled Track Work Engineering Constrollable CG CG1 XCT Scheduled Sciegal Work Engineering Constrollable CG CG1 XCT Scheduled Wire Work Engineering Constrollable CM CM1 XCM Scheduled Wire Work Engineering Constrollable CM CM1 XCM Scheduled Wire Work Engineering Constrollable DW D1 ND Freight Wire Work Engineering Constrollable DW XCM Mort Work (Work Work) Engineering Constrollable DW XD Freight Work (Work) Engineering Constrollable DW XD Freight Work (Work) Engineering Constrollable DE D1 XD Freight Crain Interfereex Transportation Co	AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable
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B B1 XB Human Error, Eng. Dept. Engineering Engineering Controllable C C1 XC Uncheduled Track Work Engineering Engineering Controllable C C4 CA AA Amark Engineering Engineering Controllable CC C1 XCC Scheduled Track Work Engineering Controllable CC C1 XCC Scheduled Wirk Work Engineering Controllable CH C1 XCC Scheduled Wire Work Engineering Controllable CH C41 XCM Switch Mafunction Track Dept.) Engineering Controllable CW CW CW ND Freight Preight Train Interference Trassportation Controllable DD DD ND Freight Mathematic Mafunction Trassportation Controllable DW ND Freight Mathematic Mafunction Mathematic Mathem	AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable
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RFRF1XRFFreight Dispatcher/Opr/Non-Freight Train ErrorTransportationControllableRLRL1XRLHuman Error, Job Action/Employee No Show (CMS Error)TransportationControllableRNRN1XRNHuman Error, Job Action/Employee No Show (Non-CMS)TransportationControllableRORO1XROHuman Error, Tower OperatorTransportationControllableRSRS1XRSHuman Error, NICTD TransportationTransportationControllableRWRW1XRWTrain Crew Issues, WeatherTransportationControllableRZRZ1XRZETMS Train Crew ErrorTransportationControllableSS1XSOperational (Efficiency) TestingTransportationControllableUU1XUAccessibility Related (ADA)RidershipUncontrollableUFUF1XUFADA Lift FailureMechanicalControllableVEVE1XVFLocomotive Problem Reported, Nothing FoundIncidentalControllableVFVF1XVFCab Car Problem Reported, Nothing FoundIncidentalControllableVGVG1XVGBroken Gate Crossing Reported, Nothing FoundIncidentalControllable	RD				Transportation	Controllable
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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	UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
VF VF1 XVF Cab Car Problem Reported, Nothing Found Incidental Controllable VG VG1 XVG Broken Gate Crossing Reported, Nothing Found Incidental Uncontrollable	VE		XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
VG VG1 XVG Broken Gate Crossing Reported, Nothing Found Incidental Uncontrollable						
	VI.					
		VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

P:\ONTIME\[#DelayClassificationTbl2012_v2014.xls]IncidentCodeTable 03/12/2014

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
1 Passenger Train Interference	13 Human Error	1 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	2 & 3 Freight Interference - Peak & Off-Peak
4 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
5 Passenger Loading	RN RN1 XRN Human Error, Job Action/Employee No Show (Non-CMS)	DE DE1 XDE Freight Mechanical Malfunction
I II 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	4 Accident
6 Lift Deployment	14 Sick, Injured, Unruly Passenger	DM DM1 XDM Freight-Accident/Incident
U U1 XU Accessibility Related (ADA)	J J1 XJ Passenger Problems/Removal	8 Signal/Switch Failure
UF UF1 XUF ADA Lift Failure	JM JM1 XJM Passenger Medical Emergency	GA GA1 XGA Signal/Switch Failure Amtrak (Signal Dept.)
7 Obstruction/Debris	15 Weather	GF GF1 XGF Signal/Switch Foreign Line
K K1 XK Obstruction On Tracks	AW AW1 XAW Pass. Train Interference, Weather	9 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	11 Non-Locomotive Equipment Failure
8 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.)	12 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	13 Human Error
GT GT1 XGT Telecom Failure	MW MW1XMW 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
9 Track Work	UW UW1 XUW Accessibility, Weather	RS RS1 XRS Human Error, NICTD Transportation
C C1 XC Unscheduled Track Work	16 Other	14 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	15 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	
10 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	
11 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		
12 Locomotive Failure		
E E1 XE Locomotive Malfunction		
EZ EZ1 XEZ ETMS Malfunction on Locomotive		

Effective January 1, 2014 Revised 1

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.

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

May 2016

			Electric			Milw					Union Pacific				
DELAY CONTROL	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYST	EM
Controllable	49	11	11	5	3	60	19	6	25	27	19	25	97	357	50%
Semi-controllable	61	0	0	0	4	9	12	8	0	17	0	1	18	130	18%
Uncontrollable	22	10	2	7	0	42	42	12	12	9	9	36	26	229	32%
TOTAL TRAINS DELAYED	132	21	13	12	7	111	73	26	37	53	28	62	141	716	100%

May - Average Over Previous Four Years: 2012-2015

			Electric			Milw					Uı	nion Paci	fic		
DELAY CONTROL	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYST	EM
Controllable	97.8	22.8	5.8	9.8	3.8	45.3	22.5	13.0	29.0	9.0	30.0	35.3	21.0	344.8	50%
Semi-controllable	25.8	0.0	0.0	0.0	4.8	14.3	13.5	14.8	3.0	18.0	1.8	4.8	14.8	115.3	17%
Uncontrollable	31.3	26.8	5.8	9.5	0.8	17.5	13.0	3.3	31.0	5.8	24.3	32.0	25.3	226.0	33%
TOTAL TRAINS DELAYED	154.8	49.5	11.5	19.3	9.3	77.0	49.0	31.0	63.0	32.8	56.0	72.0	61.0	686.0	100%

May 2016 Divergence From May Average Over Previous Four Years

			Electric			Mi	ilw				Uı	nion Paci	fic		
DELAY CONTROL	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	Ν	NW	W	SYST	EM
Controllable	-48.8	-11.8	5.3	-4.8	-0.8	14.8	-3.5	-7.0	-4.0	18.0	-11.0	-10.3	76.0	12.3	41%
Semi-controllable	35.3	0.0	0.0	0.0	-0.8	-5.3	-1.5	-6.8	-3.0	-1.0	-1.8	-3.8	3.3	14.8	49%
Uncontrollable	-9.3	-16.8	-3.8	-2.5	-0.8	24.5	29.0	8.8	-19.0	3.3	-15.3	4.0	0.8	3.0	10%
TOTAL TRAINS DELAYED	-22.8	-28.5	1.5	-7.3	-2.3	34.0	24.0	-5.0	-26.0	20.3	-28.0	-10.0	80.0	30.0	100%

January-May 2016															
	Electric Milw Union Pacific														
DELAY CONTROL	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	Ν	NW	W	SYST	ΈM
Controllable	204	75	28	24	14	180	146	60	213	51	103	91	244	1,433	47%
Semi-controllable	170	0	0	0	21	52	66	55	42	60	0	14	37	517	17%
Uncontrollable	203	103	23	42	1	143	150	39	111	33	79	97	71	1,095	36%
TOTAL TRAINS DELAYED	577	178	51	66	36	375	362	154	366	144	182	202	352	3,045	100%

Data for current month is final (06/14/16) version from TOPS.

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WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	31		TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We		Fr	Mo			Th	Fr	Mo	Tu	We	Th	Fr	Tu		
BNSF	1	1	1	0	0	2	2	5	4	1	2	0	2	8	1	6	16	31	23	8	10		124
Elec -ML	2	1	0	0	0	0	1	3	3	0	1	1	0	0	0	1	1	1	2	0	1		18
-BI	0	2	4	0	1	0	1	0	0	2	0	2	1	0	0	0	0	0	0	0	0		13
-SC	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2	0	1		7
Heritage	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	0		7
Milw -N	1	9	2	2	11	1	2	1	0	1	2	1	2	1	0	18	2	4	5	25	2		92
-W	22	3	1	0	6	2	0	1	2	0	1	0	0	0	1	1	2	1	5	18	0		66
NCS	4	0	0	1	2	1	0	2	1	1	0	1	0	1	0	0	2	0	1	6	3		26
RI	1	0	0	1	1	4	1	1	0	0	7	2	2	2	3	6	0	0	0	2	0		33
SWS	4	0	1	0	1	9	3	1	1	0	0	1	1	0	3	8	1	8	3	6	1		52
UP -N	1	2	0	0	0	1	2	0	16	2	0	0	0	0	0	0	0	0	0	1	0		25
-NW	1	1	0	0	2	17	0	0	1	6	0	0	0	0	2	4	1	0	0	0	0		35
-W	<u>7</u>	<u>3</u>	<u>8</u>	<u>3</u>	<u>10</u>	<u>1</u>	<u>7</u>	<u>1</u>	<u>25</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>7</u>	<u>11</u>	<u>20</u>	<u>11</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>1</u>		<u>129</u>
SYSTEM	45	23	18	7	35	38	19	16	53	14	13	8	14	20	21	65	36	53	43	67	19		627
SATURDA	Y 7	14	21	28		T	OT	AL.			CUIN		X7/T	IUI	ID	AY	1	8	15	22	20	30	TOTAL
DNCE											301	NDA	X/I	101			-	0	15		29	30	IUIAL
BNSF	2	0	0	0				2				ISF	<u>Y/</u>	101			0	0	0	1	0	30 5	6
Elec -ML	2 0	0 0	1	0 2								ISF ec	-ML										
Elec -ML -BI	0 0	0 0	1 0	2 0				2 3 0			BN	ISF ec	-ML -BI				0 0 -	0 0 -	0 0	1 0 -	0 0 -	5 0 -	6 0 0
Elec -ML	0	0	1	2				2 3			BN	ISF ec	-ML				0	0	0	1	0	5	6 0
Elec -ML -BI	0 0	0 0	1 0	2 0				2 3 0			BN Ele	ISF ec	-ML -BI -SC				0 0 -	0 0 -	0 0	1 0 -	0 0 -	5 0 -	6 0 0
Elec -ML -BI -SC	0 0	0 0	1 0	2 0				2 3 0			BN Ele He	ISF ec	-ML -BI -SC ge				0 0 -	0 0 -	0 0	1 0 -	0 0 -	5 0 -	6 0 0 3
Elec -ML -BI -SC Heritage	0 0 0 -	0 0 0	1 0 1 -	2 0 1				2 3 0 2 -			BN Ele He	ISF ec erita; lw	-ML -BI -SC ge				0 - 0 -	0 - 0 -	0 0 - 3 -	1 0 - 0 -	0 - 0 - 0 -	5 0 - 0 -	6 0 3 0
Elec -ML -BI -SC Heritage Milw -N	0 0 0 - 2	0 0 0 - 1	1 0 1 - 1	2 0 1 - 11				2 3 0 2 - 15			BN Ele He	ISF ec eritag	-ML -BI -SC ge -N				0 0 - 0 - 2	0 0 - 0 - 0	0 0 - 3 - 0	1 0 - 0 - 0	0 0 - 0 - 1	5 0 - 0 - 1	6 0 3 0 4
Elec -ML -BI -SC Heritage Milw -N -W	0 0 0 - 2	0 0 0 - 1	1 0 1 - 1	2 0 1 - 11				2 3 0 2 - 15			BN Eld He Mi	ISF ec eritag lw CS	-ML -BI -SC ge -N				0 0 - 0 - 2	0 0 - 0 - 0	0 0 - 3 - 0	1 0 - 0 - 0	0 0 - 0 - 1	5 0 - 0 - 1	6 0 3 0 4 4
Elec -ML -BI -SC Heritage Milw -N -W NCS	0 0 0 - 2 1 -	0 0 - 1 0 -	1 0 1 - 1 0 -	2 0 1 - 11 2 -				2 3 0 2 - 15 3 -			BN Eld He Mi	ISF ec ritaį lw CS	-ML -BI -SC ge -N				0 0 - 0 - 2 0 -	0 0 0 0	0 0 - 3 - 0 0 0	1 0 - 0 0 0	0 - 0 - 1 0 -	5 0 - 0 - 1 4 -	6 0 3 0 4 4 4 0
Elec -ML -BI -SC Heritage Milw -N -W NCS RI	0 0 0 - 2 1 - 0	0 0 0 - 1 0 - 1	1 0 1 - 1 0 - 0	2 0 1 - 11 2 - 0				2 3 0 2 - 15 3 - 1			BN Eld He Mi NC RI	ISF ec erita; lw CS	-ML -BI -SC ge -N				0 0 - 0 - 2 0 -	0 0 0 0	0 0 - 3 - 0 0 0	1 0 - 0 0 0	0 - 0 - 1 0 -	5 0 - 0 - 1 4 -	6 0 3 0 4 4 0 3
Elec -ML -BI -SC Heritage Milw -N -W NCS RI SWS UP -N -NW	0 0 0 - 2 1 - 0 0 0	0 0 0 - 1 0 - 1 0	1 0 1 - 1 0 - 0 0 1 2	2 0 1 - 11 2 - 0 1				2 3 0 2 - 15 3 - 1 1 1 1 12			BN Ek He Mi NC RI SV	(SF ec rita; lw CS VS	-ML -BI -SC ge -N -W				0 0 - 0 - 2 0 - 0 - 0 0 - 0 0 0	0 0 - 0 0 - 0 - 0 - 1 3	0 0 - 3 - 0 0 0 - 3	1 0 - 0 0 - 0 0 -	0 0 - 0 - 1 0 - 0	5 0 - 0 - 1 4 - 0 -	6 0 3 0 4 4 0 3 0
Elec -ML -BI -SC Heritage Milw -N -W NCS RI SWS UP -N	0 0 0 - 2 1 - 0 0 0 0 0	0 0 - 1 0 - 1 0 0	1 0 1 - 1 0 - 0 0 1	2 0 1 - 11 2 - 0 1 0				2 3 0 2 - 15 3 - 1 1 1 1			BN Ek He Mi NC RI SV	(SF ec rita; lw CS VS	-MIL -BI -SC ge -N -W				0 0 - 0 - 2 0 - 0 - 0 - 0	0 - 0 - 0 0 - 0 - 0 - 1	0 0 - 3 - 0 0 0 - 3 - 1	1 0 - 0 0 0 - 0 - 0 - 0	0 0 - 0 - 1 0 - 0 - 0	5 0 - 0 - 1 4 - 0 - 0	6 0 0 3 0 4 4 4 0 3 0 2

TABLE 7: NUMBER OF DELAYS BY DATEMay 2016

Data is final (06/14/16) version from TOPS.

 $P:\label{eq:loss} P:\label{eq:loss} P:\label{e$

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

				Ivia	y 2016									
			Electric			Mil					-	nion Paci		_
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	17	0	0	0	0	9	12	7	0	8	0	1	18	72
Freight Interference - Peak	11	0	0	0	0	1	3	4	0	2	0	0	7	28
Primary	9 2	0 0	0 0	0 0	0 0	1 0	0 3	3 1	0	0 2	0	0 0	2 5	15 13
Secondary		0	0			8	3	3	0		0	1		44
Freight Interference - Off-Peak	6 5	0	0	0 0	0 0	8 6	9 4	3	0	6 6	0	1	11 7	44
Frimary Secondary	3	0	0	0	0	2	4 5	5 0	0	0	0	0	4	32 12
Signal/Switch Failure - TOTAL	57	3	7	3	4	20	14	5	0	19	1	4	8	145
Signal/Switch Failure - Metra/PSA	13	3	, 7	3	. 0	20	14	4	0	7	1	. 4	8	84
Primary	10	2	6	3	0	8	7	2	0	6	1	2	7	54
Secondary	3	1	1	0	0	12	7	2	0	1	0	2	1	30
Signal/Switch Failure - Foreign	44	0	0	0	4	0	0	1	0	12	0	0	0	61
Primary	37	0	0	0	4	0	0	1	0	7	0	0	0	49
Secondary	7	0	0	0	0	0	0	0	0	5	0	0	0	12
Mechanical Failure - TOTAL	7	3	1	0	0	17	2	1	19	3	1	18	8	80
Mechanical Failure - Metra/PSA	7	3	1	0	0	17	2	1	19	3	1	18	8	80
Non-Locomotive Equipment Failure - Metra/PSA	1	3	1	0	0	1	0	0	1	0	1	1	4	13
Primary Secondary	0 1	2 1	1 0	0 0	0 0	1 0	0 0	0 0	1 0	0 0	1 0	1 0	2 2	9 4
		0	0	0	0		2							
Locomotive Failure - Metra/PSA Primary	6 2	0	0	0	0	16 2	2	1	18	3	0	17	4	67 18
Secondary	4	0	0	0	0	14	1	0	12	0	0	16	2	49
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	2	0	0	2	2	2	1	0	0	10	0	0	0	19
Passenger Train Interference - Metra/PSA	- 0	0	0	- 0	- 0	2	0	0	0	0	0	0	0	2
Passenger Train Interference - Foreign	2	Õ	0	2	2	0	1	0	Õ	10	0	0	Õ	17
Accident - TOTAL	4	0	0	0	0	22	29	12	3	5	0	5	6	86
Accident - Metra/PSA	0	0	0	0	0	22	29	12	3	0	0	5	6	77
Accident - Foreign	4	0	0	0	0	0	0	0	0	5	0	0	0	9
Track Work - TOTAL	23	1	0	0	0	19	0	0	3	2	17	0	76	141
Track Work - Metra/PSA	21	1	0	0	0	19	0	0	3	2	17	0	76	139
Track Work - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Human Error - TOTAL	3	0	3	1	1	2	2	1	1	2	0	3	4	23
Human Error - Metra/PSA	3	0	3	1	0	1	2	1	1	0	0	2	1	15
Human Error - Foreign	0	0	0	0	1	1	0	0	0	2	0	1	3	8
Sick, Injured, Unruly Passenger - TOTAL	4	6	2	2	0	4	5	0	9	0	6	5	1	44
Sick, Injured, Unruly Passenger - Metra/PSA	4	6	2	2	0	4	5	0	9	0	6	5	1	44
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	1	1	0	0	0	0	1	0	0	0	0	0	1	4
Weather - Metra/PSA	1	1	0	0	0	0	1	0	0	0	0	0	1	4
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	5	2	0	3	0	8	7	0	0	0	1	23	2	51
Lift Deployment - TOTAL	1	0	0	0	0	7	0	0	1	2	0	2	2	15
Obstruction/Debris - TOTAL	7	1	0	1	0	0	0	0	0	1	2	1	9	22
Catenary Failure - TOTAL	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Other - TOTAL	1	0	0	0	0	1	0	0	1	1	0	0	6	10
TOTAL TRAINS DELAYED	132	21	13	12	7	111	73	26	37	53	28	62	141	716
Total Metra/PSA Delays	63	21	13	10	0	101	60	18	37	16	28	60	120	547
Total Foreign Carrier Delays	69	0	0	2	7	10	13	8	0	37	0	2	21	169

Data for current month is final (06/14/16) version from TOPS.

 $P:\label{eq:loss} P:\label{eq:loss} P:\label{e$

'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
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M	O D	E X7	2011 2015
May - Average	Over Previous	rive rears:	2011-2015

			Electric			Mi	lw				Uı	nion Paci	fic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	22.4	0.0	0.0	0.0	3.0	12.8	12.8	11.0	2.8	12.6	1.6	5.8	15.2	100.0
Freight Interference - Peak	12.8	0.0	0.0	0.0	3.0	3.4	2.4	5.4	0.0	3.4	0.4	2.8	3.4	37.0
Primary	7.2	0.0	0.0	0.0	3.0	2.6	2.0	4.4	0.0	3.2	0.2	1.2	1.2	25.0
Secondary	5.6	0.0	0.0	0.0	0.0	0.8	0.4	1.0	0.0	0.2	0.2	1.6	2.2	12.0
Freight Interference - Off-Peak	9.6	0.0	0.0	0.0	0.0	9.4	10.4	5.6	2.8	9.2	1.2	3.0	11.8	63.0
Primary Secondary	7.6 2.0	0.0 0.0	0.0 0.0	0.0 0.0	0.0 0.0	8.0 1.4	8.8 1.6	5.2 0.4	2.4 0.4	7.0 2.2	0.8 0.4	2.2 0.8	9.8 2.0	51.8 11.2
Signal/Switch Failure - TOTAL	18.4	9.6	2.4	1.6	1.4	19.6	11.6	8.8	7.4	7.2	7.6	11.8	8.2	115.6
Signal/Switch Failure - Metra/PSA	14.4	9.6	2.4	1.6	0.2	18.8	10.6	6.0	7.4	1.2	7.2	11.4	7.8	98.6
Primary	11.2	8.2	2.0	0.8	0.2	11.0	6.0	4.8	6.4	1.0	2.2	2.8	2.4	59.0
Secondary	3.2	1.4	0.4	0.8	0.0	7.8	4.6	1.2	1.0	0.2	5.0	8.6	5.4	39.6
Signal/Switch Failure - Foreign	4.0	0.0	0.0	0.0	1.2	0.8	1.0	2.8	0.0	6.0	0.4	0.4	0.4	17.0
Primary	3.4	0.0	0.0	0.0	0.8	0.6	0.6	1.4	0.0	4.4	0.4	0.4	0.4	12.4
Secondary	0.6	0.0	0.0	0.0	0.4	0.2	0.4	1.4	0.0	1.6	0.0	0.0	0.0	4.6
Mechanical Failure - TOTAL	15.2	2.4	0.2	0.8	0.2	10.0	5.4	3.0	8.0	2.0	9.2	11.2	5.0	72.6
Mechanical Failure - Metra/PSA	15.2	1.2	0.2	0.8	0.2	10.0	5.4	3.0	8.0	2.0	9.2	11.2	5.0	71.4
Non-Locomotive Equipment Failure - Metra/PSA Primary	1.0 0.6	1.2 1.0	0.2 0.2	0.8 0.8	0.0 0.0	0.6 0.6	2.0 1.0	0.0 0.0	1.0 0.6	0.0 0.0	1.2 0.4	1.0 0.8	2.4 1.4	11.4 7.4
Frimary Secondary	0.0	0.2	0.2	0.8	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.8	1.4 1.0	7.4 4.0
Locomotive Failure - Metra/PSA	14.2	0.0	0.0	0.0	0.2	9.4	3.4	3.0	7.0	2.0	8.0	10.2	2.6	60.0
Primary	3.8	0.0	0.0	0.0	0.2	2.4	1.2	1.2	3.2	1.0	3.0	2.0	1.0	19.0
Secondary	10.4	0.0	0.0	0.0	0.0	7.0	2.2	1.8	3.8	1.0	5.0	8.2	1.6	41.0
Mechanical Failure - Foreign	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Passenger Train Interference - TOTAL	1.6	0.4	0.0	0.6	0.4	5.6	1.2	1.0	1.8	0.4	1.2	0.4	0.8	15.4
Passenger Train Interference - Metra/PSA	0.0	0.0	0.0	0.2	0.0	4.4	1.0	1.0	0.8	0.4	1.2	0.4	0.8	10.2
Passenger Train Interference - Foreign	1.6	0.4	0.0	0.4	0.4	1.2	0.2	0.0	1.0	0.0	0.0	0.0	0.0	5.2
Accident - TOTAL	10.6	0.0	0.0	0.0	0.0	6.8	0.8	1.6	1.0	1.0	6.4	12.0	8.2	48.4
Accident - Metra/PSA	10.6	0.0	0.0	0.0	0.0	6.8	0.4	1.6	1.0	1.0	6.4	12.0	8.0	47.8
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.6
Frack Work - TOTAL	48.6	4.8	0.8	4.0	1.0	15.2	4.8	2.8	4.2	1.4	8.4	5.8	4.0	105.8
Track Work - Metra/PSA	48.6	4.8	0.8	4.0	1.0	15.0	4.6	2.2	4.2	1.4	8.4	5.8	4.0	104.8
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.0	0.0	0.0	0.0	1.0
Human Error - TOTAL	12.2	7.8	1.4	2.8	1.2	5.8	2.0	2.2	7.0	4.6	4.4	3.8	2.8	58.0
Human Error - Metra/PSA	9.6	7.8	1.4	2.8	0.0	3.6	1.2	0.4	6.8	2.2	2.4	2.6	2.0	42.8
Human Error - Foreign	2.6	0.0	0.0	0.0	1.2	2.2	0.8	1.8	0.2	2.4	2.0	1.2	0.8	15.2
Sick, Injured, Unruly Passenger - TOTAL	3.2	5.6	0.8	1.2	0.2	1.6	2.8	0.0	3.2	0.4	3.8	3.8	4.4	31.0
Sick, Injured, Unruly Passenger - Metra/PSA	3.2 0.0	5.6	0.8	1.2 0.0	0.2 0.0	1.6 0.0	2.8 0.0	0.0 0.0	3.2 0.0	0.4 0.0	3.8 0.0	3.8 0.0	4.4 0.0	31.0
Sick, Injured, Unruly Passenger - Foreign Weather - TOTAL	2.4	0.0	0.0	0.0	0.0	2.8	1.0	0.0	3.2	1.0	1.4	3.0	1.2	0.0
Weather - IOTAL Weather - Metra/PSA	2.4	1.8	0.0	0.8	0.0	2.8	1.0	0.8	3.2	0.8	1.4	3.0	1.2	19.4
Weather - Foreign	2.4 0.0	1.8 0.0	0.0	0.8	0.0	2.8	0.0	0.8	5.2 0.0	0.8	0.0	5.0 0.0	0.0	0.2
Passenger Loading - TOTAL	8.8	13.6	1.8	3.6	0.0	8.4	5.4	0.0	15.4	0.2	6.8	8.8	6.6	79.4
Lift Deployment - TOTAL	2.2	0.0	0.0	0.0	0.0	3.4 3.4	1.8	0.0	4.8	0.2	1.8	0.8	1.0	16.6
Distruction/Debris - TOTAL	4.4	3.6	1.6	3.8	0.0	0.8	2.4	0.2	4.8 1.4	2.2	3.4	5.0	5.4	34.4
Catenary Failure - TOTAL	0.0	1.8	0.2	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Other - TOTAL	4.6	2.0	1.0	0.0	0.0	0.8	1.2	0.0	4.4	0.0	3.0	2.0	5.0	25.2
	1.0	2.0	1.0	0.0	0.0	0.0	1.2	0.0		0.1	5.0	2.0	5.0	25.2
FOTAL TRAINS DELAYED	154.6	53.4	10.2	20.6	7.8	93.6	53.2	31.4	64.6	34.0	59.0	74.2	67.8	724.4
Total Metra/PSA Delays	124.0	51.8	10.2	20.2	2.0	76.4	37.8	15.2	60.6	12.8	55.0	66.8	51.2	584.0
Total Foreign Carrier Delays	30.6	1.6	0.0	0.4	5.8	17.2	15.4	16.2	4.0	21.2	4.0	7.4	16.6	140.4

Data for latest month is final (06/19/15) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]LastMonthByLine 06/14/2016

'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 roil 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.

AUSE CATEGORY														
			Electric			Mi	lw				Ur	nion Pacif	lic	
	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
reight Interference - TOTAL	-5.4	0.0	0.0	0.0	-3.0	-3.8	-0.8	-4.0	-2.8	-4.6	-1.6	-4.8	2.8	-28.0
Freight Interference - Peak	-1.8	0.0	0.0	0.0	-3.0	-2.4	0.6	-1.4	0.0	-1.4	-0.4	-2.8	3.6	-9.0
Primary Secondary	1.8 -3.6	0.0 0.0	0.0 0.0	0.0 0.0	-3.0 0.0	-1.6 -0.8	-2.0 2.6	-1.4 0.0	0.0 0.0	-3.2 1.8	-0.2 -0.2	-1.2 -1.6	0.8 2.8	-10.0 1.0
	-3.6	0.0	0.0	0.0	0.0	-1.4	-1.4	-2.6	-2.8	-3.2	-1.2	-2.0		-19.0
Freight Interference - Off-Peak Primary	-3.6	0.0	0.0	0.0	0.0	-1.4	-1.4 -4.8	-2.0	-2.8	-3.2	-1.2	-2.0	-0.8 -2.8	-19.0
Secondary	-1.0	0.0	0.0	0.0	0.0	0.6	-4.8	-0.4	-2.4	-2.2	-0.3	-0.8	2.0	0.8
ignal/Switch Failure - TOTAL	38.6	-6.6	4.6	1.4	2.6	0.4	2.4	-3.8	-7.4	11.8	-6.6	-7.8	-0.2	29.4
Signal/Switch Failure - Metra/PSA	-1.4	-6.6	4.6	1.4	-0.2	1.2	3.4	-2.0	-7.4	5.8	-6.2	-7.4	0.2	-14.6
Primary	-1.2	-6.2	4.0	2.2	-0.2	-3.0	1.0	-2.8	-6.4	5.0	-1.2	-0.8	4.6	-5.0
Secondary	-0.2	-0.4	0.6	-0.8	0.0	4.2	2.4	0.8	-1.0	0.8	-5.0	-6.6	-4.4	-9.6
Signal/Switch Failure - Foreign	40.0	0.0	0.0	0.0	2.8	-0.8	-1.0	-1.8	0.0	6.0	-0.4	-0.4	-0.4	44.0
Primary	33.6	0.0	0.0	0.0	3.2	-0.6	-0.6	-0.4	0.0	2.6	-0.4	-0.4	-0.4	36.6
Secondary Iechanical Failure - TOTAL	-8.2	0.0	0.0	0.0	-0.4	-0.2	-0.4	-1.4	0.0	3.4	-8.2	0.0 6.8	0.0	7.4
Mechanical Failure - TOTAL Mechanical Failure - Metra/PSA	-8.2	0.6	0.8	-0.8	-0.2	7.0	-3.4	-2.0	11.0	1.0	-8.2 -8.2		3.0	
Non-Locomotive Equipment Failure - Metra/PSA	-8.2	1.8	0.8	-0.8	-0.2	0.4	-3.4	-2.0	0.0	0.0	-8.2	6.8 0.0	3.0	8.6 1.6
Primary	-0.6	1.8	0.8	-0.8	0.0	0.4	-2.0	0.0	0.0	0.0	-0.2	0.0	1.0 0.6	1.0 1.6
Secondary	0.6	0.8	0.0	0.0	0.0	0.0	-1.0	0.0	-0.4	0.0	-0.8	-0.2	1.0	0.0
Locomotive Failure - Metra/PSA	-8.2	0.0	0.0	0.0	-0.2	6.6	-1.4	-2.0	11.0	1.0	-8.0	6.8	1.4	7.0
Primary	-1.8	0.0	0.0	0.0	-0.2	-0.4	-0.2	-0.2	2.8	2.0	-3.0	-1.0	1.0	-1.0
Secondary	-6.4	0.0	0.0	0.0	0.0	7.0	-1.2	-1.8	8.2	-1.0	-5.0	7.8	0.4	8.0
Mechanical Failure - Foreign	0.0	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.2
assenger Train Interference - TOTAL	0.4	-0.4	0.0	1.4	1.6	-3.6	-0.2	-1.0	-1.8	9.6	-1.2	-0.4	-0.8	3.6
Passenger Train Interference - Metra/PSA	0.0	0.0	0.0	-0.2	0.0	-2.4	-1.0	-1.0	-0.8	-0.4	-1.2	-0.4	-0.8	-8.2
Passenger Train Interference - Foreign	0.4	-0.4	0.0	1.6	1.6	-1.2	0.8	0.0	-1.0	10.0	0.0	0.0	0.0	11.8
Accident - TOTAL	-6.6	0.0	0.0	0.0	0.0	15.2	28.2	10.4	2.0	4.0	-6.4	-7.0	-2.2	37.6
Accident - Metra/PSA	-10.6	0.0	0.0	0.0	0.0	15.2	28.6	10.4	2.0	-1.0	-6.4	-7.0	-2.0	29.2
Accident - Foreign	4.0	-3.8	0.0	-4.0	0.0	0.0	-0.4	0.0	0.0	5.0 0.6	0.0	-5.8	-0.2	8.4
Track Work - TOTAL	-25.6		-0.8	-4.0 -4.0	-1.0 -1.0			-2.8	-1.2	0.6				35.2
Track Work - Metra/PSA Track Work - Foreign	-27.6 2.0	-3.8 0.0	-0.8 0.0	-4.0	-1.0	4.0 -0.2	-4.6 -0.2	-2.2	-1.2	0.0	8.6 0.0	-5.8 0.0	72.0 0.0	34.2 1.0
Iuman Error - TOTAL	-9.2	-7.8	1.6	-1.8	-0.2	-3.8	0.0	-1.2	-6.0	-2.6	-4.4	-0.8	1.2	-35.0
Human Error - Metra/PSA	-6.6	-7.8	1.6	-1.8	0.0	-2.6	0.0	0.6	-5.8	-2.0	-4.4	-0.6	-1.0	-27.8
Human Error - Foreign	-2.6	0.0	0.0	0.0	-0.2	-1.2	-0.8	-1.8	-0.2	-0.4	-2.0	-0.2	2.2	-7.2
ick, Injured, Unruly Passenger - TOTAL	0.8	0.4	1.2	0.8	-0.2	2.4	2.2	0.0	5.8	-0.4	2.2	1.2	-3.4	13.0
Sick, Injured, Unruly Passenger - Metra/PSA	0.8	0.4	1.2	0.8	-0.2	2.4	2.2	0.0	5.8	-0.4	2.2	1.2	-3.4	13.0
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
Veather - TOTAL	-1.4	-0.8	0.0	-0.8	0.0	-2.8	0.0	-0.8	-3.2	-1.0	-1.4	-3.0	-0.2	-15.4
Weather - Metra/PSA	-1.4	-0.8	0.0	-0.8	0.0	-2.8	0.0	-0.8	-3.2	-0.8	-1.4	-3.0	-0.2	-15.2
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.2
assenger Loading - TOTAL	-3.8	-11.6	-1.8	-0.6	0.0	-0.4	1.6	0.0	-15.4	-0.2	-5.8	14.2	-4.6	-28.4
ift Deployment - TOTAL	-1.2	0.0	0.0	0.0	0.0	3.6	-1.8	-0.2	-3.8	1.4	-1.8	1.2	1.0	-1.6
Obstruction/Debris - TOTAL	2.6	-2.6	-1.6	-2.8	-0.4	-0.8	-2.4	0.0	-1.4	-1.2	-1.4	-4.0	3.6	-12.4
Catenary Failure - TOTAL	0.0	2.2	-0.2	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Other - TOTAL	-3.6	-2.0	-1.0	-0.8	0.0	0.2	-1.2	0.0	-3.4	0.6	-3.0	-2.0	1.0	-15.2
OTAL TRAINS DELAYED	-22.6	-32.4	2.8	-8.6	-0.8	17.4	19.8	-5.4	-27.6	19.0	-31.0	-12.2	73.2	-8.4
Total Metra/PSA Delays	-61.0	-30.8	2.8	-10.2	-2.0	24.6	22.2	2.8	-23.6	3.2	-27.0	-6.8	68.8	-37.0
Total Foreign Carrier Delays	38.4	-1.6	0.0	1.6	1.2	-7.2	-2.4	-8.2	-4.0	15.8	-4.0	-5.4	4.4	28.6

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE May 2016 Divergence From May Average Over Previous Five Years

Data for current month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]LastMonthByLine 06/14/2016

'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.

			Ja	anuar	y - May	y 2016								
			Electric			Mil					-	nion Pacifi	-	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	59	0	0	0	9	32	53	22	43	28	0	7	41	294
Freight Interference - Peak	21	0	0	0	7	2	15	7	18	10	0	4	16	100
Primary Secondary	18 3	0	0 0	0 0	7 0	2	8 7	5 2	11 7	8 2	0	4 0	6 10	69 31
Freight Interference - Off-Peak	38	0	0	0	2	30	38	15	25	18	0	3	25	194
Primary	31	0	0	0	2	23	20	13	18	16	0	2	19	174
Secondary	7	0	0	0	0	7	18	1	7	2	0	1	6	49
Signal/Switch Failure - TOTAL	157	34	18	13	12	99	80	52	30	56	11	23	90	675
Signal/Switch Failure - Metra/PSA	37	34	18	13	0	76	69	20	30	18	11	16	90	432
Primary	27	9	11	9	0	37	43	10	18	12	6	11	19	212
Secondary	10 120	25 0	7	4	0	39 23	26	10 32	12	6 38	5	5	71	220 243
Signal/Switch Failure - Foreign	120 98	0	0	0	12	23 19	11	32 21	0	38 26	0	2	0	243 188
Secondary	98 22	0	0	0	11	4	0	11	0	12	0	5	0	55
Mechanical Failure - TOTAL	58	9	1	0	6	38	46	20	119	4	41	47	40	429
Mechanical Failure - Metra/PSA	58	8	1	0	6	38	46	20	119	4	41	47	40	428
Non-Locomotive Equipment Failure - Metra/PSA	6	8	1	0	2	9	4	4	1	1	14	2	21	73
Primary	4	5	1	0	1	5	2	1	1	1	7	2	8	38
Secondary	2	3	0	0	1	4	2	3	0	0	7	0	13	35
Locomotive Failure - Metra/PSA	52 17	0	0 0	0	4	29 9	42 15	16 5	118	3	27 7	45 9	19 10	355 102
Primary Secondary	35	0	0	0	3 1	20	15 27	5 11	24 94	3 0	20	36	10	253
Mechanical Failure - Foreign	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Passenger Train Interference - TOTAL	7	6	1	3	4	12	1	7	7	11	0	0	1	60
Passenger Train Interference - Metra/PSA	0	2	0	0	0	7	0	7	7	1	0	0	1	25
Passenger Train Interference - Foreign	7	4	1	3	4	5	1	0	0	10	0	0	0	35
Accident - TOTAL	54	0	1	0	1	47	53	27	10	11	27	29	10	270
Accident - Metra/PSA	50	0	1	0	1	38	53	22	10	6	27	26	9	243
Accident - Foreign	4	0	0	0	0	9	0	5	0	5	0	3	1	27
Track Work - TOTAL	59	8	1	8	0	22	19	2	19	3	38	13	90	282
Track Work - Metra/PSA	57	8	1	8	0	22	17	1	19	3	38	13	90	277
Track Work - Foreign	2	0	0	0	0	0	2	1	0	0	0	0	0	5
Human Error - TOTAL	30	3	5	4	4	18	15	9	33	10	9 5	15 14	13	168
Human Error - Metra/PSA	27 3	3 0	5 0	4 0	0 4	11 7	8 7	5 4	33 0	1 9	5	14	9	125 43
Human Error - Foreign Sick, Injured, Unruly Passenger - TOTAL	9	34	6	7	0	11	26	2	23	2	16	26	18	180
Sick, Injured, Unruly Passenger - Metra/PSA	9	34	6	7	0	11	20	2	23	2	16	20	18	180
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	20	0	0	0	0	20	0	0
Weather - TOTAL	98	35	6	14	0	38	19	6	46	4	20	2	6	294
Weather - Metra/PSA	98	35	6	14	0	38	19	6	46	4	20	2	6	294
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	8	8	3	3	0	12	17	0	21	1	4	25	6	108
Lift Deployment - TOTAL	8	1	0	0	0	22	3	1	5	2	0	5	8	55
Obstruction/Debris - TOTAL	20	24	7	12	0	15	28	4	6	9	10	8	21	164
Catenary Failure - TOTAL	0	16	1	2	0	0	0	0	0	0	0	0	0	19
Other - TOTAL	10	0	1	0	0	9	2	2	4	3	6	2	8	47
TOTAL TRAINS DELAYED	577	178	51	66	36	375	362	154	366	144	182	202	352	3,045
Total Metra/PSA Delays	382	173	50	63	7	299	288	90	323	54	178	184	306	2,397
Total Foreign Carrier Delays	195	5	1	3	29	76	74	64	43	90	4	18	46	648

TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE January - May 2016

Data for current month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]YTDByLine 06/14/2016

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, Antrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays

attributable to BNSF and Union Pacific freight operations.

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		January	- May	- Avera	age Ov	er Prev	vious Fi	ive Yea	rs: 201	1-2015					
				Electric			Mi	lw				U	nion Paci	lic	
Frequency Frequency 22 23 24 0 0 0 0 17.4 17.0 14.0 28 5.6 19.8 16.6 11.6 21.6	CAUSE CATEGORY	BNSF	ML	BI	SC	HER	N	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
pmany boundary 262 0.0 0.0 0.0 1.56 1.78 1.80 2.22 1.65 1.78 1.80 2.22 1.65 1.78 1.80 2.22 1.65 1.78	Freight Interference - TOTAL	99.0	0.0	0.0	0.0	17.4	76.2	64.6	74.6	24.8	66.8	9.8	25.0	105.0	563.2
stoodary 202 0 0 0 0 0 0 52 38 86 20 38 6.8 0 120 662 Pringlin InterGree C OIFPeak 52 6.0 0.0 0.0 0.0 0.0 92 77.8 5.0 13.4 80.4 77.9 77.8 5.0 13.4 80.4 77.9 77.8 5.0 13.4 80.4 77.9 77.8 5.0 13.4 80.4 77.9 77.8 5.0 13.4 80.4 87.9 77.0 77.6 77.4 2.0 37.8 13.4 14.6 12.0 12.6 13.4 13.4 14.6 12.0 13.4 14.6 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14.0 12.0 14	Freight Interference - Peak									5.6					
Freight Interference - Off-Peak 52.6 0.0															
Philomic 440 0.															
Secondary 90 00 00 00 17.8 12.6 7.4 2.0 9.2 3.2 3.1 13.6 13.6 13.4 9.2 12.2 13.0 31.2 13.0 13.6 13.4 9.2 12.2 13.0 13.2 12.4 7.6 13.0 14.0 13.0 14.0 13.0 14.0 13.0 14.0 13.0 14.0 13.0 14.0 13.0 14.0	0														
Signal/Switch Failure - DOTAL 85.8 31.6 14.4 9.2 10.6 60.6 43.0 99.8 23.0 31.2 44.0 54.0 Signal/Switch Failure - Metra/PSA 52.0 31.6 14.4 9.2 42.0 91.8 51.4 27.6 43.4 43.0															
Signal/Switch Failure - Metra/PSA 592 31.6 14.4 9.2 4.2 9.18 51.4 27.6 40.4 11.2 22.4 30.4 43.0 30.6 Secondary 162 6.6 30 1.6 6.2 4.0 230 10.8 10.8 10.9 9.0 2.6 9.8 1.0 2.26 20.0 10.2 10.6 10.8 10.8 10.0 2.6 2.6 0.0 0.0 0.0 6.6 1.4 1.6 1.4 2.6 2.6 0.0 0.0 0.6 5.6 1.4 1.6 5.4 1.4 1.6 2.6 2.6 0.6 1.6 5.4 1.4 8.7 1.4 2.6 2.6 1.6 5.4 1.4 8.7 4.4 2.6 9.8 5.6 9.8 5.6 9.4 4.4 2.6 9.8 5.6 9.4 4.4 2.6 9.8 5.6 4.6 3.0 4.6 4.6 3.6 4.6 4.6 3.6 4.6 4.6 3.6 4.6 4.6 3.6 4.6 4.															
Primary Secondary 410 25.0 11.4 7.6 4.0 50.2 30.0 16.8 31.4 6.6 12.5 16.4 21.0 20.0 10.0	8														
Signal/Switch Failure - Foreign 266 0.0 0.0 0.0 0.0 138 108 13.0 2.6 2.8 0.6 0.8 1.0 10.8 13.8 10.8 10.8 10.8 10.8 10.8 10.8															
Drivery 224 00 00 00 54 Jaz 75 64 Liz 196 66 66 10 750 Secondary 42 00	Secondary	18.2	6.6	3.0	1.6	0.2	41.6	20.8	10.8	9.0	2.6	9.8	14.0	22.0	160.2
Secondary 42 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.00 0.2 0.00 0.2 0.00 0.2 0.00 0.02 0.00 0.02 0.00 0.02 0.00 0.02 0.00 0.02 0.00 0.	Signal/Switch Failure - Foreign	26.6	0.0	0.0	0.0	6.0	13.8	10.8	13.0	2.6	28.6	0.6	0.8	1.0	103.8
Mechanical Failure - TOTAL 61.6 16.8 5.8 6.2 1.4 77.8 39.0 16.6 54.4 14.8 37.6 41.6 25.8 399.4 Mechnical Failure - Metra/PSA 17.0 11.42 5.2 6.0 1.4 73.4 39.8 16.6 54.0 14.8 37.6 41.6 25.6 390.4 Non-Locomotive Equipmen Failure - Metra/PSA 44.2 2.2 3.4 6.4 1.0 10.8 1.6.6 54.0 14.8 37.6 41.6 25.6 390.4 Locomotive Failure - Metra/PSA 44.2 0.0 0.0 0.0 86 63.4 28.0 14.0 44.2 9.2 28.6 35.4 18.2 286.0 Primary 3.8 0.0 0.0 0.0 0.0 0.8 63.4 28.0 14.4 0.2 0.0 0.4 0.2 0.0															
Mechanical Failure - Metra/PSA 61.2 14.2 5.2 6.0 1.4 73.4 38.8 16.6 54.0 14.8 37.6 41.6 25.6 39.0 Non-Locomotive Equipment Failure - Metra/PSA 17.0 14.2 5.2 6.0 0.6 10.0 10.8 2.6 9.8 5.6 9.0 6.2 7.4 10.4 Accomotive Failure - Metra/PSA 11.4 8.0 2.6 0.0 0.0 0.8 6.3 2.2 1.6 1.4 1.8 3.6 6.0 3.6 2.6 3.6 0.0 0.0 0.8 6.3 2.8 1.4 4.4 2.92 2.8 5.3 0.6 0.0 0.0 0.8 0.52 1.6 0.6 0.5 1.96 5.6 1.0 0.5 1.8 2.8 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0															
Non-Locomotive Equipment Failure - Metra/PSA 17.0 14.2 5.2 6.0 0.6 10.0 10.8 2.6 9.8 5.6 9.0 6.2 7.4 10.4 <i>Primary</i> 1.6 6.2 2.2 3.4 6.4 2.2 4.4 1.6 5.6 9.0 6.2 7.4 10.4 <i>Scondary</i> 1.14 8.0 2.2 3.4 6.4 2.2 4.6 1.6 5.0 3.8 6.0 3.5 2.8 3.5 2.8 3.5 4.6 0.0										- ·					
Denomy Scondary 56 6.2 2.2 3.4 0.4 3.2 4.6 1.0 4.8 1.8 3.0 2.6 4.6 6.6 Locomotiv Ealure - Metra/PSA 44.2 0.0 0.0 0.0 0.8 63.4 28.0 14.0 44.2 9.2 28.6 35.4 18.2 286.0 Primary Scondary 13.4 0.0 0.0 0.0 0.8 63.4 28.0 14.0 4.6 4.0 0.0 0.8 8.7 882 Mechanical Failure - Foreign 0.4 2.6 0.6 0.2 0.0 0.4 4.0 0.0															
Secondary 11.4 8.0 0.0 0.0 0.0 0.0 0.0 0.8 6.3.4 2.8 1.6 5.0 3.8 0.0 3.6 2.8 0.10 Locomotive Failure - Mera/PSA 1.4 0.0	1 1														
Locomotive Failure - Metra/PSA 44.2 0.0 0.0 0.0 0.8 63.4 28.0 14.0 44.2 9.2 28.6 35.4 18.2 2860 Prinury Secondary 30.8 0.0 0.0 0.8 63.4 20.0 4.0 44.2 9.2 28.6 35.4 18.2 2860 Mechanical Failure - Foreign 0.4 2.6 0.6 0.2 0.0 4.4 0.2 0.0 0.4 0.0 0.0 0.0 0.0 0.2 9.0 Passenger Train Interference - Torotign 0.2 2.2 0.6 0.8 2.8 8.6 6.6 6.6 6.2 1.0 5.6 3.0 7.6 7.8 2.2 7.8 7.8 16.4 1.4 28.4 44.2 22.2 22.2 2.6 6.6 1.5 1.4 28.4 44.2 22.2 22.2 23.6 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0															
Phany Secondary 134 0.0 0.0 0.0 0.0 0.0															
Mechanical Failure - Foreign 0.4 2.6 0.6 0.2 0.0 4.4 0.2 0.0 0.4 0.0 0.0 0.0 0.2 9.0 Passenger Train Interference - TOTAL 7.0 4.4 1.2 3.0 2.8 36.2 6.8 6.6 8.0 3.8 5.6 3.0 7.8 962 Passenger Train Interference - Foreign 6.2 2.2 0.6 0.8 2.8 10.6 0.8 0.0 1.8 2.8 0.0 0.0 0.0 0.0 2.2 243.0 Accident - Metra/PSA 43.0 7.6 3.8 2.8 0.4 24.2 27.8 7.8 16.4 1.4 28.4 44.2 21.2 2.0 0.0 <															
Passenger Train Interference - TOTAL 7.0 4.4 1.2 3.0 2.8 36.2 6.8 6.6 8.0 3.8 5.6 3.0 7.8 96.2 Passenger Train Interference - Horta/PSA 0.8 2.2 0.6 0.2 2.0 0.5 6.0 6.6 6.2 1.0 5.6 3.0 7.8 96.2 Passenger Train Interference - Foreign 6.2 2.2 0.6 0.8 2.8 10.0 0.8 0.0 1.8 2.8 0.0 0.0 0.0 0.0 2.2 24.6 0.8 2.8 10.6 0.8 0.0 1.8 2.8 0.0 0.0 0.0 0.0 2.2 2.2 243.0 Accident - Foreign 13.0 0.0 0.0 0.0 0.0 0.8 1.2 1.2 0.0 0.0 0.0 1.7.2 2.0.0 0.0 0.0 1.7.2 2.0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <	Secondary	30.8	0.0	0.0	0.0	0.0	48.2	17.8	10.0	28.0	5.2	19.6	26.6	10.6	196.8
Passenger Train Interference - Metra/PSA 0.8 2.2 0.6 2.2 0.0 25.6 6.0 6.6 6.2 1.0 5.6 3.0 7.6 67.4 Passenger Train Interference - Foreign 6.2 2.2 0.6 0.8 2.2 10.6 0.8 0.0 1.8 2.8 0.0 0.0 0.0 2.8 Accident - Metra/PSA 43.0 7.6 3.8 2.8 0.4 24.2 27.8 1.6 1.4 2.1 0.0 0.0 0.0 1.0 1.7.2 22.5 3.0 1.3.4 267.4 22.5 1.0 1.3.4 267.4 22.8 1.0 1.4 31.2 1.4.2 1.2 1.2 0.0 0.0 0.0 1.0 1.7.2 Track Work - Foreign 3.8 0.0<	Mechanical Failure - Foreign	0.4	2.6	0.6	0.2	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	9.0
Passenger Train Interference - Foreign 6.2 2.2 0.6 0.8 2.8 10.6 0.8 0.0 1.8 2.8 0.0 0.0 0.2 28.8 Accident - TOTAL 56.0 7.6 3.8 2.8 0.4 24.2 27.8 7.8 16.4 1.4 28.4 44.2 22.2 243.0 Accident - Foreign 13.0 0.0 0.0 0.0 0.0 0.8 1.2 1.2 1.4 28.4 44.2 22.2 243.0 Track Work - Foreign 13.0 0.0 0.0 0.0 0.0 0.8 1.2 1.2 1.4 28.4 44.2 21.2 22.8 1.3 13.4 267.4 Track Work - Metra/PSA 86.4 26.6 9.8 11.6 1.4 31.0 14.0 12.0 18.6 18.8 22.8 13.0 13.4 262.4 Human Error - TOTAL 70.8 24.0 5.6 12.0 6.8 41.2 19.2 12.6 29.6 16.4 28.6 18.2 18.0 30.0 0.0 0.0 <td>Passenger Train Interference - TOTAL</td> <td>7.0</td> <td>4.4</td> <td>1.2</td> <td>3.0</td> <td>2.8</td> <td>36.2</td> <td>6.8</td> <td>6.6</td> <td>8.0</td> <td>3.8</td> <td>5.6</td> <td>3.0</td> <td>7.8</td> <td>96.2</td>	Passenger Train Interference - TOTAL	7.0	4.4	1.2	3.0	2.8	36.2	6.8	6.6	8.0	3.8	5.6	3.0	7.8	96.2
Accident - TOTAL 56.0 7.6 3.8 2.8 0.4 24.2 27.8 7.8 16.4 1.4 28.4 44.2 22.2 243.0 Accident - Metra/PSA 13.0 0.0 <td< td=""><td>Passenger Train Interference - Metra/PSA</td><td></td><td></td><td>0.6</td><td></td><td></td><td>25.6</td><td>6.0</td><td></td><td>6.2</td><td></td><td></td><td></td><td></td><td></td></td<>	Passenger Train Interference - Metra/PSA			0.6			25.6	6.0		6.2					
Accident - Metra/PSA 43.0 7.6 3.8 2.8 0.4 24.2 27.0 6.6 15.2 1.4 28.4 44.2 21.2 225.8 Accident - Foreign 13.0 0.0 0.0 0.0 0.0 0.8 1.2 1.2 0.0 0.0 0.0 1.2 1.2 0.0 0.0 0.0 1.72 Track Work - Metra/PSA 86.4 26.6 9.8 11.6 1.4 31.2 14.2 12.6 18.6 2.0 22.8 13.0 13.4 267.4 Track Work - Metra/PSA 3.8 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.6 0.0	8		2.2												
Accident - Foreign 13.0 0.0 0.0 0.0 0.0 0.8 1.2 1.2 1.0 0.0 0.0 1.2 Track Work - TOTAL 90.2 26.6 9.8 11.6 1.4 31.2 14.2 12.6 18.6 2.0 22.8 13.0 13.4 267.4 Track Work - Metra/PSA 86.4 26.6 9.8 11.6 1.4 31.0 14.0 12.0 18.6 1.8 22.8 13.0 13.4 267.4 Track Work - Foreign 3.8 0.0 </td <td></td>															
Track Work - TOTAL 90.2 26.6 9.8 11.6 1.4 31.2 14.2 12.6 18.6 2.0 22.8 13.0 13.4 267.4 Track Work - Metra/PSA 86.4 26.6 9.8 11.6 1.4 31.0 14.0 12.0 18.6 1.8 22.8 13.0 13.4 267.4 Track Work - Metra/PSA 3.8 0.0															
Track Work - Metra/PSA 86.4 26.6 9.8 11.6 1.4 31.0 14.0 12.0 18.6 1.8 22.8 13.0 13.4 262.4 Track Work - Foreign 3.8 0.0 0.0 0.0 0.0 0.2 0.2 0.6 0.0 0.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.2 0.2 0.6 0.0 0.2 0.0	8														
Track Work - Foreign 3.8 0.0 0.0 0.0 0.2 0.2 0.6 0.0 0.2 0.0 0.0 0.0 5.0 Human Error - TOTAL 70.8 24.0 5.6 12.0 6.8 41.2 19.2 12.6 29.6 16.4 28.6 18.2 18.0 303.0 Human Error - Metra/PSA 49.8 21.2 5.4 11.0 1.4 26.2 11.8 5.0 29.6 16.4 28.6 18.2 18.0 303.0 Stick, Injured, Unruly Passenger - TOTAL 14.0 2.8 0.2 1.0 5.4 15.0 7.4 7.6 0.6 11.8 4.0 4.6 7.8 89.2 Sick, Injured, Unruly Passenger - Metra/PSA 13.6 26.8 4.4 8.6 0.8 14.0 15.2 1.4 10.4 2.2 18.4 17.2 14.4 147.4 Sick, Injured, Unruly Passenger - Foreign 0.4 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 0.0															
Human Error - TOTĂL 70.8 24.0 5.6 12.0 6.8 41.2 19.2 12.6 29.6 16.4 28.6 18.2 18.0 303.0 Human Error - Metra/PSA 49.8 21.2 5.4 11.0 1.4 26.2 11.8 5.0 29.0 4.6 24.6 13.6 10.2 213.8 Human Error - Foreign 21.0 2.8 0.2 1.0 5.4 15.0 7.4 7.6 0.6 11.8 4.0 4.6 7.8 89.2 Sick, Injured, Unruly Passenger - Metra/PSA 13.6 26.8 4.4 8.6 0.8 14.0 15.2 1.4 10.4 2.2 18.4 17.2 14.4 148.2 Sick, Injured, Unruly Passenger - Metra/PSA 13.6 26.8 4.4 8.6 0.8 14.0 15.2 1.4 10.4 2.2 18.4 17.2 14.4 147.4 Sick, Injured, Unruly Passenger - Foreign 0.4 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 - Metra/PSA 49.8 21.2 5.4 11.0 1.4 26.2 11.8 5.0 29.0 4.6 24.6 13.6 10.2 213.8 Human Error - Foreign 21.0 2.8 0.2 1.0 5.4 15.0 7.4 7.6 0.6 11.8 4.0 4.6 7.8 89.2 Sick, Injured, Unruly Passenger - Metra/PSA 13.6 26.8 4.4 8.6 0.8 14.0 15.2 1.4 10.8 2.2 18.4 17.2 14.4 148.2 Sick, Injured, Unruly Passenger - Metra/PSA 0.4 0.0															
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Sick, Injured, Unruly Passenger - Foreign 0.4 0.0 0															
Weather - TOTAL 156.0 99.8 27.8 36.2 4.8 93.6 83.2 26.4 105.0 22.2 78.4 91.0 77.8 902.2 Weather - Metra/PSA 154.8 99.8 27.8 36.2 4.4 90.4 82.6 26.0 104.8 20.8 78.4 91.0 77.2 894.2 Weather - Foreign 1.2 0.0 0.0 0.0 0.4 3.2 0.6 0.4 0.2 1.4 0.0 0.0 0.6 8.0 Passenger Loading - TOTAL 21.8 45.4 8.2 14.2 0.0 13.8 10.2 0.8 17.0 0.6 8.2 6.0 15.0 85.0 Distruction/Debris - TOTAL 13.2 0.0 0.0 0.2 14.6 18.4 2.8 16.8 8.4 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 23.6 12.0 2.8 5.4 0.0 7.8 10.4 2.8 16.8 8.4 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 23.6															
Weather - Metra/PSA 154.8 99.8 27.8 36.2 4.4 90.4 82.6 26.0 104.8 20.8 78.4 91.0 77.2 894.2 Weather - Foreign 1.2 0.0 0.0 0.0 0.4 3.2 0.6 0.4 0.2 1.4 0.0 0.0 0.6 8.0 Passenger Loading - TOTAL 21.8 45.4 8.2 14.2 0.0 26.4 19.4 0.6 46.4 1.0 29.6 20.0 23.0 256.0 Lift Deployment - TOTAL 13.2 0.0 0.0 0.2 14.6 18.4 2.8 16.8 8.4 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 23.6 12.0 2.8 5.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 30.2 0.0 30.2 12.4 7.8 14.8 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 23.6 12.0 2.8 5.4 0.0 7.8 10.4 2.8 12.4 <td></td>															
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Passenger Loading - TOTAL 21.8 45.4 8.2 14.2 0.0 26.4 19.4 0.6 46.4 1.0 29.6 20.0 23.0 256.0 Lift Deployment - TOTAL 13.2 0.0 0.0 0.2 0.0 13.8 10.2 0.8 17.0 0.6 8.2 6.0 15.0 85.0 Obstruction/Debris - TOTAL 24.0 12.2 3.8 14.6 2.2 14.6 18.4 2.8 16.8 8.4 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 0.0 19.6 3.8 6.6 0.0															
Lift Deployment - TOTAL Debtruction/Debris - TOTAL Catenary Failure - TOTAL Other - TOTAL TOTAL TRAINS DELAYED Total Metra/PSA Delays 13.2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	ē														
Obstruction/Debris - TOTAL 24.0 12.2 3.8 14.6 2.2 14.6 18.4 2.8 16.8 8.4 15.6 25.8 21.4 180.6 Catenary Failure - TOTAL 0.0 19.6 3.8 6.6 0.0 12.4 7.8 14.8 12.0 20.6 132.4 TOTAL TRAINS DELAYED 723.0 326.8 91.4 130.6 48.2 562.6 390.6 206.2 403.2 187.2 320.8 348.4 408.4 4,147.4 Total Metra/PSA Delays 551.4 319.2 90.0 128.6 16.2 439.2 305.2 108.8 371.2 75.6 306.4 318.0 292.6 3,322.4	0 0														
Catenary Failure - TOTAL 0.0 19.6 3.8 6.6 0.0 0.0 7.8 0.0 0.0 0.0 0.0 12.4 0.0 0.0 14.8 12.0 20.6 33.2 Other - TOTAL 723.0 326.8 91.4 130.6 48.2 562.6 390.6 20.2 403.2 187.2 320.8 348.4 408.4 4,147.4 Total Metra/PSA Delays 551.4 319.2 90.0 128.6 16.2 439.2 305.2 108.8 371.2 75.6 306.4 318.0 292.6 3,322.4	1 1														
Other - TOTAL 23.6 12.0 2.8 5.4 0.0 7.8 10.4 2.8 12.4 7.8 14.8 12.0 20.6 132.4 TOTAL TRAINS DELAYED 723.0 326.8 91.4 130.6 48.2 562.6 390.6 206.2 403.2 187.2 320.8 348.4 408.4 4,147.4 Total Metra/PSA Delays 551.4 319.2 90.0 128.6 16.2 439.2 305.2 108.8 371.2 75.6 306.4 318.0 292.6 3,322.4															
TOTAL TRAINS DELAYED 723.0 326.8 91.4 130.6 48.2 562.6 390.6 206.2 403.2 187.2 320.8 348.4 408.4 4,147.4 Total Metra/PSA Delays 551.4 319.2 90.0 128.6 16.2 439.2 305.2 108.8 371.2 75.6 306.4 318.0 292.6 3,322.4	5														
Total Metra/PSA Delays 551.4 319.2 90.0 128.6 16.2 439.2 305.2 108.8 371.2 75.6 306.4 318.0 292.6 3,322.4		20.0	12.0	2.0	0	0.0	7.0	10	2.0			1.1.0	12.0	20.0	102
	TOTAL TRAINS DELAYED	723.0	326.8	91.4	130.6	48.2	562.6	390.6	206.2	403.2	187.2	320.8	348.4	408.4	4,147.4
	Total Metra/PSA Delays	551.4	319.2	90.0	128.6	16.2	439.2	305.2	108.8	371.2	75.6	306.4	318.0	292.6	3,322.4
	Total Foreign Carrier Delays	171.6	7.6	1.4	2.0	32.0	123.4	85.4	97.4	32.0	111.6	14.4	30.4	115.8	825.0

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE Luncours Mar. Australian Distribution Films Values 2011 2015

Data for latest month is final (06/19/15) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]YTDByLine 06/14/2016

'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.

January - Ma	ay 2016 I	Diverge	nce Fr	om Jai	uary -	May A	verage	e Over	Previo	us five	y ears			
			Electric			Mi	lw				U	nion Pacif	ic	
CAUSE CATEGORY	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
Freight Interference - TOTAL	-40.0	0.0	0.0	0.0	-8.4	-44.2	-11.6	-52.6	18.2	-38.8	-9.8	-18.0	-64.0	-269.2
Freight Interference - Peak	-25.4	0.0	0.0	0.0	-10.4	-15.0	1.0	-22.8	12.4	-9.8	-1.6	-7.6	-8.6	-87.8
Primary	-8.2	0.0	0.0	0.0	-9.6	-9.8	-2.2	-16.2	7.4	-8.0	-0.8	-1.6	-6.6	-55.6
Secondary	-17.2	0.0	0.0	0.0	-0.8	-5.2	3.2	-6.6	5.0	-1.8	-0.8	-6.0	-2.0	-32.2
Freight Interference - Off-Peak	-14.6	0.0	0.0	0.0	2.0	-29.2	-12.6	-29.8	5.8	-29.0	-8.2	-10.4	-55.4	-181.4
Primary Secondary	-12.6 -2.0	0.0 0.0	0.0 0.0	0.0 0.0	2.0 0.0	-18.4 -10.8	-17.8 5.2	-23.4 -6.4	0.8 5.0	-21.8 -7.2	-5.0 -3.2	-8.4 -2.0	-47.8 -7.6	-152.4 -29.0
Signal/Switch Failure - TOTAL	71.2	2.4	3.6	3.8	1.8	-6.6	17.8	11.4	-13.0	16.2	-12.0	-8.2	46.0	134.4
Signal/Switch Failure - Metra/PSA	-22.2	2.4	3.6	3.8	-4.2	-15.8	17.6	-7.6	-10.4	6.8	-11.4	-14.4	47.0	-4.8
Primary	-14.0	-16.0	-0.4	1.4	-4.0	-13.2	12.4	-6.8	-13.4	3.4	-6.6	-5.4	-2.0	-64.6
Secondary	-8.2	18.4	4.0	2.4	-0.2	-2.6	5.2	-0.8	3.0	3.4	-4.8	-9.0	49.0	59.8
Signal/Switch Failure - Foreign	93.4	0.0	0.0	0.0	6.0	9.2	0.2	19.0	-2.6	9.4	-0.6	6.2	-1.0	139.2
Primary	75.6	0.0	0.0	0.0	5.6	8.8	3.4	14.6	-1.2	6.4	-0.6	1.4	-1.0	113.0
Secondary	17.8	0.0	0.0	0.0	0.4	0.4	-3.2 7.0	4.4	-1.4	3.0	0.0	4.8	0.0	26.2
Mechanical Failure - TOTAL	-3.6 -3.2	-7.8 -6.2	-4.8 -4.2	-6.2 -6.0	4.6 4.6	-39.8 -35.4	7.0	3.4 3.4	64.6 65.0	-10.8 -10.8	3.4 3.4	5.4 5.4	14.2 14.4	29.6 37.6
Mechanical Failure - Metra/PSA	-3.2	-6.2	-4.2	-6.0	4.0	-35.4	-6.8	5.4 1.4	-8.8	-10.8	5.0	-4.2	14.4	-31.4
Non-Locomotive Equipment Failure - Metra/PSA Primary	-11.0	-0.2	-4.2	-0.0 -3.4	0.6	-1.0 1.8	-0.8	0.0	-8.8 -3.8	-4.0	5.0 4.0	-4.2 -0.6	15.0 3.4	-51.4
Secondary	-9.4	-1.2	-1.2	-2.6	0.0	-2.8	-4.2	1.4	-5.0	-3.8	4.0	-3.6	10.2	-26.0
Locomotive Failure - Metra/PSA	7.8	0.0	0.0	0.0	3.2	-34.4	14.0	2.0	73.8	-6.2	-1.6	9.6	0.8	69.0
Primary	3.6	0.0	0.0	0.0	2.2	-6.2	4.8	1.0	7.8	-1.0	-2.0	0.2	2.4	12.8
Secondary	4.2	0.0	0.0	0.0	1.0	-28.2	9.2	1.0	66.0	-5.2	0.4	9.4	-1.6	56.2
Mechanical Failure - Foreign	-0.4	-1.6	-0.6	-0.2	0.0	-4.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	-8.0
Passenger Train Interference - TOTAL	0.0	1.6	-0.2	0.0	1.2	-24.2	-5.8	0.4	-1.0	7.2	-5.6	-3.0	-6.8	-36.2
Passenger Train Interference - Metra/PSA	-0.8	-0.2	-0.6	-2.2	0.0	-18.6	-6.0	0.4	0.8	0.0	-5.6	-3.0	-6.6	-42.4
Passenger Train Interference - Foreign	0.8	1.8	0.4	2.2	1.2	-5.6	0.2	0.0	-1.8	7.2	0.0	0.0	-0.2	6.2
Accident - TOTAL	-2.0	-7.6	-2.8	-2.8	0.6	22.8	25.2	19.2	-6.4	9.6	-1.4	-15.2	-12.2	27.0
Accident - Metra/PSA	7.0	-7.6	-2.8	-2.8	0.6 0.0	13.8	26.0	15.4	-5.2	4.6	-1.4	-18.2	-12.2	17.2
Accident - Foreign Track Work - TOTAL	-9.0	0.0	0.0	-3.6	-1.4	9.0 -9.2	-0.8 4.8	3.8	-1.2	5.0	0.0	3.0	0.0	9.8 14.6
Track Work - IOTAL Track Work - Metra/PSA	-31.2	-18.6	-8.8 -8.8	-3.6 -3.6	-1.4 -1.4	-9.2	4.8 3.0	-10.6	0.4	1.0	15.2	0.0	76.6	14.6
Track Work - Foreign	-29.4	-18.0	-0.0	-3.0	-1.4	-0.2	1.8	-11.0	0.4	-0.2	0.0	0.0	0.0	0.0
Human Error - TOTAL	-40.8	-21.0	-0.6	-8.0	-2.8	-23.2	-4.2	-3.6	3.4	-6.4	-19.6	-3.2	-5.0	-135.0
Human Error - Metra/PSA	-40.0	-18.2	-0.4	-0.0	-1.4	-15.2	-3.8	0.0	4.0	-3.6	-19.6	0.4	-1.2	-135.0
Human Error - Foreign	-18.0	-2.8	-0.2	-1.0	-1.4	-8.0	-0.4	-3.6	-0.6	-2.8	0.0	-3.6	-3.8	-46.2
Sick, Injured, Unruly Passenger - TOTAL	-5.0	7.2	1.6	-1.6	-0.8	-3.0	10.8	0.6	12.2	-0.2	-2.4	8.8	3.6	31.8
Sick, Injured, Unruly Passenger - Metra/PSA	-4.6	7.2	1.6	-1.6	-0.8	-3.0	10.8	0.6	12.6	-0.2	-2.4	8.8	3.6	32.6
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	-0.8
Weather - TOTAL	-58.0	-64.8	-21.8	-22.2	-4.8	-55.6	-64.2	-20.4	-59.0	-18.2	-58.4	-89.0	-71.8	-608.2
Weather - Metra/PSA	-56.8	-64.8	-21.8	-22.2	-4.4	-52.4	-63.6	-20.0	-58.8	-16.8	-58.4	-89.0	-71.2	-600.2
Weather - Foreign	-1.2	0.0	0.0	0.0	-0.4	-3.2	-0.6	-0.4	-0.2	-1.4	0.0	0.0	-0.6	-8.0
Passenger Loading - TOTAL	-13.8	-37.4	-5.2	-11.2	0.0	-14.4	-2.4	-0.6	-25.4	0.0	-25.6	5.0	-17.0	-148.0
Lift Deployment - TOTAL	-5.2	1.0	0.0	-0.2	0.0	8.2	-7.2	0.2	-12.0	1.4	-8.2	-1.0	-7.0	-30.0
Obstruction/Debris - TOTAL	-4.0	11.8	3.2	-2.6	-2.2	0.4	9.6	1.2	-10.8	0.6	-5.6	-17.8	-0.4	-16.6
Catenary Failure - TOTAL	0.0	-3.6	-2.8	-4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-11.2
Other - TOTAL	-13.6	-12.0	-1.8	-5.4	0.0	1.2	-8.4	-0.8	-8.4	-4.8	-8.8	-10.0	-12.6	-85.4
TOTAL TRAINS DELAYED	-146.0	-148.8	-40.4	-64.6	-12.2	-187.6	-28.6	-52.2	-37.2	-43.2	-138.8	-146.4	-56.4	-1,102.4
Total Metra/PSA Delays	-169.4	-146.2	-40.0	-65.6	-9.2	-140.2	-17.2	-18.8	-48.2	-21.6	-128.4	-134.0	13.4	-925.4
Total Foreign Carrier Delays	23.4	-2.6	-0.4	1.0	-3.0	-47.4	-11.4	-33.4	11.0	-21.6	-10.4	-12.4	-69.8	-177.0

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

 January - May 2016 Divergence From January - May Average Over Previous Five Years

Data for current month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]YTDByLine 06/14/2016

'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.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2016

I					2016		0			0				
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan -	Į.
Freight Interference - TOTAL	82	53	43	44	72								294	9.7%
Freight Interference - Peak	32	17	14	9	28								100	3.3%
Primary	26	10	11	7	15								69	2.3%
Secondary	6	7	3	2	13								31	1.0%
Freight Interference - Off-Peak	50	36	29	35	44								194	6.4%
Primary	32	29	23	29	32								145	4.8%
Secondary	18	7	6	6	12								49	1.6%
Signal/Switch Failure - TOTAL	154	155	123	98	145								675	22.2%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84								432	14.2%
Primary	35 32	30 92	52 47	41 19	54 30								212	7.0%
Secondary													220	7.2%
Signal/Switch Failure - Foreign	87	33	24	38	61								243	8.0%
Primary Secondary	68 19	24 9	14 10	33 5	49 12								188 55	6.2% 1.8%
Mechanical Failure - TOTAL				43	80								429	
	107	68	131											14.1%
Mechanical Failure - Metra/PSA	107	68	131	42	80								428	14.1%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13								73	2.4%
Primary Secondary	11 14	9 10	4 6	5 1	9 4								38 35	1.2% 1.1%
Locomotive Failure - Metra/PSA Primary	82 28	49 18	121 24	36 14	67 18								355 102	11.7% 3.3%
Primary Secondary	28 54	18 31	24 97	14 22	18 49								253	3.3% 8.3%
Mechanical Failure - Foreign	0	0	0	1	0								1	0.0%
Passenger Train Interference - TOTAL	22	12	3	4	19								60	2.0%
Passenger Train Interference - Metra/PSA	13	5	2	- 3	2								25	0.8%
Passenger Train Interference - Foreign	9	7	1	1	17								35	1.1%
Accident - TOTAL	59	15	62	48	86								270	8.9%
Accident - Metra/PSA	49	13	62	40	77								243	8.0%
Accident - Foreign	10	14	02	41	9								243	0.9%
Track Work - TOTAL	40	21	36	44	141								282	9.3%
Track Work - Metra/PSA	40	21	36	44	139								282	9.3%
Track Work - Foreign	40	0	50 0	41	139								5	9.1%
Human Error - TOTAL	38	33	21	53	23								168	5.5%
Human Error - Metra/PSA	30	25	14	41	15								125	4.1%
Human Error - Foreign	8	8	7	12	8								43	1.4%
Sick, Injured, Unruly Passenger - TOTAL	20	39	27	50	44								180	5.9%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44								180	5.9%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0								0	0.0%
Weather - TOTAL	129	132	28	1	4								294	9.7%
Weather - Metra/PSA	129	132	28	1	4								294	9.7%
Weather - Foreign	0	0	0	0	0								0	0.0%
Passenger Loading - TOTAL	13	7	29	8	51								108	3.5%
Lift Deployment - TOTAL	11	14	12	3	15								55	1.8%
Obstruction/Debris - TOTAL	18	30	40	54	22								164	5.4%
Catenary Failure - TOTAL	9	3	2	1	4								19	0.6%
Other - TOTAL	5	17	15	0	10								47	1.5%
TOTAL TRAINS DELAYED	707	599	572	451	716								3,045	100.0%
Total Metra/PSA Delays	511	497	497	345	547								2,397	78.7%
Total Foreign Carrier Delays	196	102	497	<u> </u>	169								2,397	21.3%
Total Foreign Carrier Delays	190	102	15	106	109								048	21.5%

Data for current month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]AllMonths 06/14/2016

'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.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH

2015

					2015									
CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		May
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	539	15.3%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	184	5.2%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	118	3.3%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	66	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	355	10.1%
Primary Secondary	63 24	86 24	59 12	42 9	28 8	38 10	56 22	42 16	48 9	41 7	31 5	33 8	278 77	7.9% 2.2%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	392	11.1%
Signal/Switch Failure - Metra/PSA	93 73	83	28	53	54	79 67	103	68	51	74	39	42	291	8.2%
Primary	38	65 54	28 25	29	34 30	42	63	32	34	35	39	42	291	0.2% 5.0%
Secondary	35	29	25	29	24	42 25	40	36	17	39	4	20 16	115	3.3%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	101	2.9%
Primary	17	23	5	10	7	6	13	11	15	7	10	8	64	2.970
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	37	1.0%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	370	10.5%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	340	9.6%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	93	2.6%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	39	1.1%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	54	1.5%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	247	7.0%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	87	2.5%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	160	4.5%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	30	0.9%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	61	1.7%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	33	0.9%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	28	0.8%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	204	5.8%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	200	5.7%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	4	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	216	6.1%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	198	5.6%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	18	0.5%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	273	7.7%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22	34	28	204	5.8%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21	10	6	69	2.0%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	119	3.4%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	119	3.4%
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	760	21.5%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	744	21.1%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	16	0.5%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	148	4.2%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	83	2.4%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	192	5.4%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	51	1.4%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	121	3.4%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528	530	447	3,529	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432	424	381	2,724	77.2%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96	106	66	805	22.8%

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

P:\ONTIME\report\[DelaysByCause.xlsm]AllMonths 06/14/2016

'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 - May														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		Ũ
Freight Interference - TOTAL	-40	-105	-70	-43	13								-245	-5.6%
Freight Interference - Peak	-3	-31	-28	-27	5								-84	-1.9%
Primary Secondary	2	-23 -8	-13 -15	-17 -10	2 3								-49	-1.1%
	-5												-35	-0.9%
Freight Interference - Off-Peak	-37	-74 -57	-42	-16	8								-161	-3.7%
Primary Secondary	-31 -6	-57 -17	-36 -6	-13 -3	4 4								-133 -28	-3.1% -0.6%
Signal/Switch Failure - TOTAL	61	29	88	29	76								283	11.1%
Signal/Switch Failure - Metra/PSA	-6	39	71	29 7	30								141	5.9%
Primary	-0 -3	-24	/1 27	12	50 24								141 36	5.9% 2.0%
Secondary	-3	63	44	-5	24 6								105	4.0%
Signal/Switch Failure - Foreign	67	-10	17	22	46								142	5.1%
Primary	51	10	9	21	42								142	4.4%
Secondary	16	-11	8	1	4								18	0.8%
Mechanical Failure - TOTAL	25	-34	62	-23	29								59	3.6%
Mechanical Failure - Metra/PSA	36	-25	62	-14	29								88	4.4%
Non-Locomotive Equipment Failure - Metra/PSA	-2	0	-12	-11	5								-20	-0.2%
Primary	1	3	-6	-2	3								-1	0.1%
Secondary	-3	-3	-6	-9	2								-19	-0.4%
Locomotive Failure - Metra/PSA	38	-25	74	-3	24								108	4.7%
Primary	12	-7	10	-3	3								15	0.9%
Secondary	26	-18	64	0	21								93	3.8%
Mechanical Failure - Foreign	-11	-9	0	-9	0								-29	-0.8%
Passenger Train Interference - TOTAL	9	-7	-3	-3	3								-1	0.2%
Passenger Train Interference - Metra/PSA	7	-9	-3	-1	-2								-8	-0.1%
Passenger Train Interference - Foreign	2	2	0	-2	5								7	0.4%
Accident - TOTAL	30	-20	2	-12	66								66	3.1%
Accident - Metra/PSA	21	-20	2	-19	59								43	2.3%
Accident - Foreign	9	0	0	7	7								23	0.8%
Track Work - TOTAL	2	-29	17	-8	84								66	3.1%
Track Work - Metra/PSA	2	-11	17	-11	82								79	3.5%
Track Work - Foreign	0	-18	0	3	2								-13	-0.3%
Human Error - TOTAL	6	-34	-82	22	-17								-105	-2.2%
Human Error - Metra/PSA	6	-20	-76	24	-13								-79	-1.7%
Human Error - Foreign	0	-14	-6	-2	-4								-26	-0.5%
Sick, Injured, Unruly Passenger - TOTAL	-1	14	7	21	20								61	2.5%
Sick, Injured, Unruly Passenger - Metra/PSA	-1	14	7	21	20								61	2.5%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0								0	0.0%
Weather - TOTAL	-206	-263	11	-9	1								-466	-11.9%
Weather - Metra/PSA	-204	-249	11	-9	1								-450	-11.4%
Weather - Foreign	-2	-14	0	Ó	0								-16	-0.5%
Passenger Loading - TOTAL	-7	-14	-13	-13	7								-40	-0.6%
Lift Deployment - TOTAL	-11	-9	-8	-6	6								-28	-0.5%
Obstruction/Debris - TOTAL	-13	-41	32	20	-26								-28	-0.1%
Catenary Failure - TOTAL	-15	-31	-8	1	-20								-32	-0.1%
Other - TOTAL	-18	-42	-0	-10	-9								-74	-1.9%
			2	10										
TOTAL TRAINS DELAYED	-158	-586	40	-34	254								-484	
Total Metra/PSA Delays	-183	-418	99	-10	185								-327	
Total Foreign Carrier Delays	25	-168	-59	-24	69								-157	

Data for current month is final (06/14/16) 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.

between June 2014 and May 2016														
]	Electric			Mil	w				Un	ion Pacif	lic	
	BNSF	ML	BI	SC	HER	Ν	W	NCS	RI	SWS	Ν	NW	W	SYSTEM
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		0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Total	272	0	0	0	35	165	205	167	45	213	24	72	244	1,442
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
Jan-16	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Feb-16	11	0	0	0	3	5	6	1	16	2	0	2	7	53
Mar-16		0	0	0	2	6	8	6	2	7	0	0	8	43
Apr-16	13	0	0	0	3	8	4	3	1	8	0	1	3	44
May-16		0	0	0	0	9	12	7	0	8	0	1	18	72
Total	167	0	0	0	32	79	77	71	88	118	3	43	169	847

TABLE 11: FREIGHT DELAYSbetween June 2014 and May 2016

Data for current month is final (06/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByCause.xlsm]Freight- YTD, 2 yrs 06/14/2016

						201	.0							
LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays YTD	% of All Delays YTD
BNSF	5	1	1	0	1								8	1.39%
Electric ML	1	0	0	0	0								1	0.56%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	0	0	0								0	0.00%
HER	0	0	0	0	0								0	0.00%
Milw N	1	6	8	0	7								22	5.87%
Milw W	0	0	1	2	0								3	0.83%
NCS	0	1	0	0	0								1	0.65%
RI	2	2	0	0	1								5	1.37%
SWS	0	0	0	0	2								2	1.39%
UP N	0	0	0	0	0								0	0.00%
UP NW	1	0	2	0	2								5	2.48%
UP W	1	4	0	1	2								8	2.27%
Total Lift Delays	11	14	12	3	15								55	1.81%
ALL DELAYS													3,045	
Data for current mon	th is fi	nal (06	5/14/16	5) versi	ion froi	n TOF	PS.							

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

						201	5							
LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays All Year	% of All Delays 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%
Total Lift Delays	22	23	20	9	9	24	18	10	14	8	8	7	172	2.21%
ALL DELAYS														7,796

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06/14/2016

	May 2016													
Minutes	BNSF		Electric		Her	Milwa		NCS	RI	SWS		UP		System
		ML	BI	SC		Ν	W				Ν	NW	W	
Peak *														
6-10	42	3	4	2	3	7	6	7	7	15	1	8	25	130
11-15	11	1	0	0	0	1	4	2	1	1	4	0	16	41
16-20	8	1	0	0	0	2	1	3	3	1	4	0	15	38
21+	15	0	0	0	3	12	8	4	2	3	9	11	14	81
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>19</u>
Sub-Total	77	5	4	2	6	30	26	16	14	20	18	20	71	309
Off-Peak *	*													
6-10	22	12	8	6	0	46	22	3	10	16	2	21	22	190
11-15	14	3	1	1	1	9	10	3	4	4	1	7	14	72
16-20	8	1	0	1	0	8	6	1	3	5	4	7	12	56
21+	10	0	0	1	0	12	7	3	4	8	3	7	19	74
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>15</u>
Sub-Total	55	16	9	10	1	81	47	10	23	33	10	42	70	407
May 2016 1	Fotal													
6-10	64	15	12	8	3	53	28	10	17	31	3	29	47	320
11-15	25	4	1	1	1	10	14	5	5	5	5	7	30	113
16-20	16	2	0	1	0	10	7	4	6	6	8	7	27	94
21+	25	0	0	1	3	24	15	7	6	11	12	18	33	155
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>14</u>	<u>9</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>34</u>
TOTAL	132	21	13	12	7	111	73	26	37	53	28	62	141	716
2016 Year-	to-Date													
6-10	226	72	31	31	11	136	90	46	132	61	34	68	105	1,043
11-15	102	34	3	7	7	53	70	25	53	11	25	32	64	486
16-20	42	13	0	5	1	39	34	18	39	12	18	21	38	280
21+	102	20	9	12	10	79	92	31	69	31	64	42	81	642
Annulled	<u>36</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>22</u>	<u>20</u>	<u>3</u>	<u>12</u>	<u>0</u>	<u>12</u>	<u>9</u>	<u>18</u>	<u>143</u>
TOTAL	508	141	43	61	32	329	306	123	305	115	153	172	306	2,594
		PE	RCENT	СОМР	OSITI	ON OF I	DELAY	S BY R	ANGE	OF DUH	RATION	N		
	PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION													
Minutes	BNSF	ML	Electric BI	SC	Her	Milwa N	aukee W	NCS	RI	SWS	N	UP NW	W	System
May 2016 7	Fotal	WIL/	Ы	50		11	••				11	1117		
6-10	48.5%	71.4%	92.3%	66.7%	42.9%	47.7%	38.4%	38.5%	45.9%	58.5%	10.7%	46.8%	33.3%	44.7%
11-15	48.3% 18.9%	/1.4% 19.0%	92.3% 7.7%		42.9% 14.3%		58.4% 19.2%		43.9% 13.5%		10.7% 17.9%			
16-20		9.5%								9.4% 11.3%				13.8%
21+	12.1% 18.9%	9.3% 0.0%	0.0% 0.0%	8.3% 8.3%	0.0% 42.9%	9.0% 21.6%	9.6%	15.4% 26.9%	16.2% 16.2%		28.6% 42.9%	11.3%	19.1%	
Annulled	<u>18.9%</u> <u>1.5%</u>	0.0%	0.0%	8.3% <u>8.3%</u>	42.9%	<u>12.6%</u>	20.5% <u>12.3%</u>	<u>0.0%</u>	<u>8.1%</u>	20.8% 0.0%	42.9%	29.0% 1.6%	23.4% <u>2.8%</u>	21.6% <u>4.7%</u>
TOTAL		100.0%			100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2016 Year-		~ ~			24 40/	41 20/	20.40/	27 40	42 201	52.00/	22.20	20 50/	24.20/	40.201
6-10	44.5%	51.1%	72.1%	50.8%	34.4%	41.3%	29.4%	37.4%	43.3%	53.0%	22.2%	39.5%	34.3%	40.2%
11-15	20.1%	24.1%	7.0%	11.5%	21.9%	16.1%	22.9%	20.3%	17.4%	9.6%	16.3%	18.6%	20.9%	18.7%
16-20	8.3%	9.2%	0.0%	8.2%	3.1%	11.9%	11.1%	14.6%	12.8%	10.4%	11.8%	12.2%	12.4%	10.8%
21+ Annulled	20.1% 7.1%	14.2% <u>1.4%</u>	20.9% 0.0%	19.7% <u>9.8%</u>	31.3% <u>9.4%</u>	24.0% 6.7%	30.1% <u>6.5%</u>	25.2% <u>2.4%</u>	22.6% <u>3.9%</u>	27.0% 0.0%	41.8% <u>7.8%</u>	24.4% <u>5.2%</u>	26.5% <u>5.9%</u>	24.7% <u>5.5%</u>
						<u>6.7%</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%

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
May 2016

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

Data for most recent month is final (06/14/16) version from TOPS.

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

	BNSF]	Electric		Her	Milwa	aukee	NCS	RI	SWS	UP			System
	-	ML	BI	SC		Ν	W				Ν	NW	W	
May 2016														
Peak *	15.6	10.4	7.3	8.0	21.3	29.0	21.6	18.4	16.1	11.5	22.2	29.3	15.6	18.1
Off-Peak **	15.1	8.9	7.7	11.2	11.0	14.2	14.7	19.5	16.0	17.0	20.2	18.0	21.2	16.2
All	15.4	9.3	7.5	10.6	19.9	17.6	16.8	18.8	16.0	14.9	21.5	21.5	18.4	17.0
2016 Year-t	to-Date													
Peak *	16.9	12.8	17.6	12.5	22.9	21.4	21.6	18.3	18.3	14.1	34.4	18.9	20.5	19.3
Off-Peak **	18.2	13.5	14.2	15.1	11.0	17.9	17.4	16.1	16.3	17.9	20.6	19.3	21.1	17.9
All	17.5	13.1	15.5	14.8	22.4	19.1	19.0	17.3	17.4	16.6	27.0	19.1	20.8	18.6

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (06/14/16) version from TOPS.

 $P: ONTIME \ report \ Delays By Duration.xls \ Minutes By ServPeriod \ 6/14/2016$