

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

**May 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.)

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,133	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%
<b>Elec -ML</b>	942	5	99.5%	714	13	98.2%	1,656	18	98.9%	184	3	98.4%	120	0	100.0%	1,960	21	98.9%
<b>-BI</b>	294	4	98.6%	483	9	98.1%	777	13	98.3%	120	0	100.0%		--		897	13	98.6%
<b>-SC</b>	<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>1,446</u>	<u>12</u>	99.2%
<b>Subtotal</b>	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%
<b>Heritage</b>	126	6	95.2%	21	1	95.2%	147	7	95.2%	--			--			147	7	95.2%
<b>Milw -N</b>	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%
<b>-W</b>	<u>566</u>	<u>26</u>	95.4%	<u>651</u>	<u>40</u>	93.9%	<u>1,217</u>	<u>66</u>	94.6%	<u>96</u>	<u>3</u>	96.9%	<u>108</u>	<u>4</u>	96.3%	<u>1,421</u>	<u>73</u>	94.9%
<b>Subtotal</b>	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%
<b>NCS</b>	231	16	93.1%	231	10	95.7%	462	26	94.4%	--			--			462	26	94.4%
<b>RI</b>	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%
<b>SWS</b>	230	20	91.3%	399	32	92.0%	629	52	91.7%	24	1	95.8%	--			653	53	91.9%
<b>UP -N</b>	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%
<b>-NW</b>	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%
<b>-W</b>	<u>565</u>	<u>71</u>	87.4%	<u>672</u>	<u>58</u>	91.4%	<u>1,237</u>	<u>129</u>	89.6%	<u>80</u>	<u>7</u>	91.3%	<u>108</u>	<u>5</u>	95.4%	<u>1,425</u>	<u>141</u>	90.1%
<b>Subtotal</b>	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%
<b>SYSTEM</b>	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.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTByServPeriod&Line 06/14/16

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-MAY	AVG
<b>BNSF</b>	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.8%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	96.5%	96.0%
	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.6%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.4%	94.4%
	<b>2016</b>	93.2	93.8	95.9	96.8	94.0								94.8%	94.8%
	<b>2011-2015 average</b>		91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	93.4%
<b>Electric</b>	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.5%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.3%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.8%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	<b>2016</b>	98.0	98.6	98.8	98.9	98.9								98.6%	98.6%
	<b>2011-2015 average</b>		96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	97.5%
<b>Heritage</b>	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	91.9%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.0%	95.6%
	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	85.8%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.6%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2								94.8%	94.8%
	<b>2011-2015 average</b>		91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	92.4%
<b>Milw - N</b>	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	91.9%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	94.8%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.6%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	87.5%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	92.8%	94.9%
	<b>2016</b>	95.3	94.2	95.7	96.8	92.5								94.9%	94.9%
	<b>2011-2015 average</b>		89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	92.3%
<b>Milw - W</b>	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	94.3%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.9%	94.7%
	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	95.3%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.3%	96.4%
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9								94.9%	94.9%
	<b>2011-2015 average</b>		93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	94.5%
<b>NCS</b>	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.3%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.8%	92.4%
	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.3%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.2%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	92.0%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4								93.4%	93.4%
	<b>2011-2015 average</b>		91.1	86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	91.1%

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

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

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

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'2011-2015 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1258 <b>81% OT</b>	Mon, May 09	7	GM	BOX 1 CROSSING MALFUNCTION AT MONROE ST MP 17.47
		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 <b>81% OT</b>	Tue, May 24	12	GM	BOX 1 AT MONROE MP 17.48
		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 <b>81% OT</b>	Mon, May 16	14	D	FOLLOWING U TNDXPO 53T
		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 <b>81% OT</b>	Mon, May 16	13	JM	PASSENGER MEDICAL EMERGENCY AT AURORA
		Tue, May 24	10	GA	WAITING FOR LINEUP INTO CUS/ SWITCH FAILURE
		Wed, May 25	22	GA	SWITCH FAILURE INSIDE OF CUS
		Thu, May 26	18	CC1	TRACK WORK FORM B-CG02
BNSF	1279 <b>81% OT</b>	Tue, May 24	17	GA1	CUS SWITCH FAILURE
		Wed, May 25	61	GA	LATE DEPARTURE DUE TO SWITCH FAILURE
		Thu, May 26	14	R1	LATE FLIP FROM EARLIER DELAYS
		Tue, May 31	13	GA1	SWITCH FAILURE ON MT2 @ ROOSEVELT ROAD
BNSF	1281 <b>76% OT</b>	Thu, May 12	7	C1	FOLLOWING 1373
		Mon, May 23	8	AM	A383 COULDN'T MAKE OUT SIGNAL AT UNION AVENUE B
		Tue, May 24	7	AM	WAITING FOR LINEUP AT CUS
		Wed, May 25	40	GA	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 <b>76% OT</b>	Thu, May 12	9	C1	LATE FLIP FROM EARLIER FORM A RESTRICTIONS
		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	D1	LATE FLIP FROM EARLIER DELAYS
		Tue, May 31	9	GA1	SWITCH FAILURE ON MT2 @ ROOSEVELT ROAD
MN	2121 <b>76% OT</b>	Tue, May 03	83	E	87" LOCO 215 DIED AT RONDOUT;CREW RESTARTED ENGINE AND TOOK SIDING AT GRAYSLAKE; WAITED FOR A LATE 2146
		Fri, May 06	6	F	10" DOOR PROBLEMS
		Mon, May 16	9	D	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 <b>81% OT</b>	Wed, May 18	6	G	6" TRACK CIRCUIT/SIGNAL PROBLEMS, GOLF; RESTRICTING, MORTON GROVE CLEAR
		Tue, May 24	12	CC	4" LATE TURN FROM #2105, DEERFIELD; 2" TRACK CONSTRUCTION, RADIO COMMUNICATION(DEMONTE); 5" TRACK CONSTRUCTION(ALEXANDER);1" TK CONST, C
		Wed, May 25	9	R	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
MN	2128 <b>62% OT</b>	Wed, May 04	9	S	9" DARK SIGNAL TEST MP37.2
		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, LIBERTYVILLE-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	I	10" WAIT ON #2107, GRAYSLAKE; 6" GROUP MOVEMENT, LIBERTYVILLE- NORTHBROOK; SLOW ENTRAINING/DETRAINING
		Thu, May 26	9	U	6" ADA, ROUND LAKE-GLENVIEW; 3" TRACK CONSTRUCTION
MN	2136 <b>81% OT</b>	Mon, May 02	7	CC	7" TRACK CONSTRUCTION
		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 <b>76% OT</b>	Fri, May 06	7	I	7" ENTRAINING
		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, 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**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2141	Tue, May 03	0	E1	ANNULLED USED CREW AND EQUIPMENT FOR 2139
		Mon, May 09	8	JM	13" MEDICAL EMERGENCY, MORTON GROVE
		Mon, May 23	37	G1	37" LATE FOLLOWING #2139
		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
		Fri, May 06	10	G1	10" WAITING ON #2149
		Mon, May 23	17	E1	16" LATE TURN FROM #2141 & FOLLOW #2156 TO MORTON GROVE
		Fri, May 27	24	M1	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 ROSELLE TO WESTERN
		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
		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 TRAIN BRFORE POLICE ARRIVED
		Thu, May 26	7	G	3" STOP SIGNAL, ELGIN; 1" ENTRAINING
NCS	109	Mon, May 02	13	DEI	7"FOLLOWING 2223;10"STOP SIGNAL DEVAL.
		Fri, May 06	7	G1	7" FOLLOWING #2227 #11 SWITCH FAILURE @ A-5, A-2 TO A-5
		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.
		Wed, May 11	24	M	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, 6462', 3M FOREST HILL MEETING SWS810
		Mon, May 09	8	GF1	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 & 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
		Tue, May 10	10	D1	9M DELAY ASHBURN 655/704AM , MEETING SW803, 4M ACT SLOW ORDERS CP-RIDGE AND BRC
		Wed, May 18	7	E	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 AT 153RD.
SWS	833	Mon, May 02	14	AM	DEPARTED CUS 12M LATE ACCT SIGNAL PROBLEMS, 3M BELT JCT STOP SIGNAL, 6M FOREST HILL WAITING FOR 838
		Fri, May 20	38	DM	35 MIN IHB FRIEGHT Q147 STRUCK A TRESPASSER @ 724P WHILE OVER THE CHI RIDGE DIAMOND (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	K	28" STOPPED DUE TO A HIGH CENTERED VEHICLE ON THE TRACKS @ MP15.17, BERKELEY
		Thu, May 12	17	C1	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; 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
		Thu, May 12	16	C1	16" 25MPH, MP3.3-3.5; 30MPH, 11.45-11.5; 10MPH, MP14.59-15.5; 10MPH, MP30.15-30.5
		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
		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	6" 4 SPEED RESTRICTIONS EN ROUTE FROM MP32.5 TOMP34.35;SLOW PASSENGER UNLOADING AT VILLA PARK;OPERATED TRACK2 KRESS TO PECK
		Fri, May 20	19	CC1	19" DELAY MP32.5-MP36.0 FOR A 15MPH SPEED RESTRICTION.
		Tue, May 24	8	CC	8" 25MPH SPEED RESTRICTIONS, MP37.25-40.05



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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPW	81% OT	47 Thu, May 12	14	C1	14" 25MPH, MP3.3-3.5; 30MPH, MP11.45-11.5; 10MPH, MP14.59-15.5
		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
UPW	80% OT	49 Wed, May 04	9	CC	9" FORM B 54383-30MPH, 9.56-9.66; ADA, ENROUTE
		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	81% OT	50 Mon, May 02	31	M1	55" LATE TURN FROM #31
		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
UPW	76% OT	51 Mon, May 23	15	CC	30" FORM B 54247 40MPH SPEED REST, SINGLE TK, MP35.5-41; FOLLOW32X, ELBURN-TURNER
		Fri, May 06	25	D1	25" FOLLOWING #49; XH, MP15.18; WAIT TO GET CLEARED ON FORM B , MP22.4
		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
UPW	71% OT	53 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
		Fri, May 06	20	D1	20" FOLLOWING #51, XH, MP15.15
		Tue, May 10	15	C	15" REPORT OF BROKEN RAIL @ MP15.79, TRACKS INSPECTED NOTHING FOUND, ELMHURST
UPW	70% OT	55 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	71% OT	57 Fri, May 06	18	D1	20" FOLLOWING #55; XH, MP15.18
		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
UPW	76% OT	60 Tue, May 24	7	CC	10" 25MPH SPEED RESTRICTION, MP37.25-40.05
		Tue, May 10	8	C1	8" LATE TURN FROM #59
		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.
UPW	81% OT	61 Wed, May 04	12	VF	12" CAR 7427 LOADING DOOR STUCK OPEN, ELMHURST; RESHOT TRAIN TODETRAN ADA,ELMHURST;DEAD TRK,MP25.5-26.5; 2 ADA'S;HVVY DETRAINING,GENEVA
		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
UPW	71% OT	62 Mon, May 23	7	CC	7" 15MPH SPEED RESTRICTION, MP38-40.05
		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
		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
UPW	81% OT	66 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.
		Tue, May 10	20	D	20" MCLPR-10 AHEAD, PARK
UPW	81% OT	67 Thu, May 12	60	DE1	50" LATE TURN FROM #63; 25MPH, 3.3-3.5, 30MPH, 11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, MP30.15-
		Fri, May 20	93	W	93" DELAY, HELD @ WEST CHICAGO DUE TO WAITING FOR PIPE FITTER TO DISCONNECT GAS ON ACCT. OF GAS LEAK COMING FROM #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 SPEED RESTRICTION, MP38-40.05
UPW	81% OT	67 Thu, May 12	20	C1	20" YPRBL, KEDZIE; 25MPH, MP3.3-3.5, 30MPH, MP11.45-11.5, 10MPH, MP14.59-15.5, 10MPH, 30.15-30.5
		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
UPW	81% OT	67 Wed, May 25	30	D	30" FREIGHT TRAIN EG1G31-25, PROVO JCT; FLASH FLOOD WARNINGS (CHECKING FOR WATER), MP 28-23.

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

**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

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

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

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

Effective January 1, 2014

Revised February 2, 2015

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

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

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

**May 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
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%
<b>TOTAL TRAINS DELAYED</b>	<b>132</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>111</b>	<b>73</b>	<b>26</b>	<b>37</b>	<b>53</b>	<b>28</b>	<b>62</b>	<b>141</b>	<b>716</b>	<b>100%</b>

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	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%
<b>TOTAL TRAINS DELAYED</b>	<b>154.8</b>	<b>49.5</b>	<b>11.5</b>	<b>19.3</b>	<b>9.3</b>	<b>77.0</b>	<b>49.0</b>	<b>31.0</b>	<b>63.0</b>	<b>32.8</b>	<b>56.0</b>	<b>72.0</b>	<b>61.0</b>	<b>686.0</b>	<b>100%</b>

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	-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%
<b>TOTAL TRAINS DELAYED</b>	<b>-22.8</b>	<b>-28.5</b>	<b>1.5</b>	<b>-7.3</b>	<b>-2.3</b>	<b>34.0</b>	<b>24.0</b>	<b>-5.0</b>	<b>-26.0</b>	<b>20.3</b>	<b>-28.0</b>	<b>-10.0</b>	<b>80.0</b>	<b>30.0</b>	<b>100%</b>

**January-May 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
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%
<b>TOTAL TRAINS DELAYED</b>	<b>577</b>	<b>178</b>	<b>51</b>	<b>66</b>	<b>36</b>	<b>375</b>	<b>362</b>	<b>154</b>	<b>366</b>	<b>144</b>	<b>182</b>	<b>202</b>	<b>352</b>	<b>3,045</b>	<b>100%</b>

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

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

06/14/2016

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

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	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	
<b>BNSF</b>	1	1	1	0	0	2	2	5	4	1	2	0	2	8	1	6	16	31	23	8	10	124
<b>Elec -ML</b>	2	1	0	0	0	0	1	3	3	0	1	1	0	0	0	1	1	1	2	0	1	18
<b>-BI</b>	0	2	4	0	1	0	1	0	0	2	0	2	1	0	0	0	0	0	0	0	0	13
<b>-SC</b>	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	0	0	2	0	1	7
<b>Heritage</b>	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	1	0	7
<b>Milw -N</b>	1	9	2	2	11	1	2	1	0	1	2	1	2	1	0	18	2	4	5	25	2	92
<b>-W</b>	22	3	1	0	6	2	0	1	2	0	1	0	0	0	1	1	2	1	5	18	0	66
<b>NCS</b>	4	0	0	1	2	1	0	2	1	1	0	1	0	1	0	0	2	0	1	6	3	26
<b>RI</b>	1	0	0	1	1	4	1	1	0	0	7	2	2	2	3	6	0	0	0	2	0	33
<b>SWS</b>	4	0	1	0	1	9	3	1	1	0	0	1	1	0	3	8	1	8	3	6	1	52
<b>UP -N</b>	1	2	0	0	0	1	2	0	16	2	0	0	0	0	0	0	0	0	0	1	0	25
<b>-NW</b>	1	1	0	0	2	17	0	0	1	6	0	0	0	0	2	4	1	0	0	0	0	35
<b>-W</b>	7	3	8	3	10	1	7	1	25	1	0	0	5	7	11	20	11	6	2	0	1	129
<b>SYSTEM</b>	45	23	18	7	35	38	19	16	53	14	13	8	14	20	21	65	36	53	43	67	19	627

  

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	29	30	TOTAL
<b>BNSF</b>	2	0	0	0	2	<b>BNSF</b>	0	0	0	1	0	5	6
<b>Elec -ML</b>	0	0	1	2	3	<b>Elec -ML</b>	0	0	0	0	0	0	0
<b>-BI</b>	0	0	0	0	0	<b>-BI</b>	-	-	-	-	-	-	0
<b>-SC</b>	0	0	1	1	2	<b>-SC</b>	0	0	3	0	0	0	3
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	-	0
<b>Milw -N</b>	2	1	1	11	15	<b>Milw -N</b>	2	0	0	0	1	1	4
<b>-W</b>	1	0	0	2	3	<b>-W</b>	0	0	0	0	0	4	4
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	-	0
<b>RI</b>	0	1	0	0	1	<b>RI</b>	0	0	3	0	0	0	3
<b>SWS</b>	0	0	0	1	1	<b>SWS</b>	-	-	-	-	-	-	0
<b>UP -N</b>	0	0	1	0	1	<b>UP -N</b>	0	1	1	0	0	0	2
<b>-NW</b>	5	1	2	4	12	<b>-NW</b>	0	3	3	1	1	7	15
<b>-W</b>	3	1	2	1	7	<b>-W</b>	0	0	1	0	2	2	5
<b>SYSTEM</b>	13	4	8	22	47	<b>SYSTEM</b>	2	4	11	2	4	19	42

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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	0	0	0	0	1	0	3	0	0	0	0	2	15
Secondary	2	0	0	0	0	0	3	1	0	2	0	0	5	13
Freight Interference - Off-Peak	6	0	0	0	0	8	9	3	0	6	0	1	11	44
Primary	5	0	0	0	0	6	4	3	0	6	0	1	7	32
Secondary	1	0	0	0	0	2	5	0	0	0	0	0	4	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	0	2	1	0	0	1	0	0	1	0	1	1	2	9
Secondary	1	1	0	0	0	0	0	0	0	0	0	0	2	4
Locomotive Failure - Metra/PSA	6	0	0	0	0	16	2	1	18	3	0	17	4	67
Primary	2	0	0	0	0	2	1	1	6	3	0	1	2	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	0	0	2	2	0	1	0	0	10	0	0	0	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
<b>TOTAL TRAINS DELAYED</b>	<b>132</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>111</b>	<b>73</b>	<b>26</b>	<b>37</b>	<b>53</b>	<b>28</b>	<b>62</b>	<b>141</b>	<b>716</b>
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.

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

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

**TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**May - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	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	7.6	0.0	0.0	0.0	0.0	8.0	8.8	5.2	2.4	7.0	0.8	2.2	9.8	51.8
Secondary	2.0	0.0	0.0	0.0	0.0	1.4	1.6	0.4	0.4	2.2	0.4	0.8	2.0	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	1.0	1.2	0.2	0.8	0.0	0.6	2.0	0.0	1.0	0.0	1.2	1.0	2.4	11.4
Primary	0.6	1.0	0.2	0.8	0.0	0.6	1.0	0.0	0.6	0.0	0.4	0.8	1.4	7.4
Secondary	0.4	0.2	0.0	0.0	0.0	0.0	1.0	0.0	0.4	0.0	0.8	0.2	1.0	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
Track 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	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 - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	2.4	1.8	0.0	0.8	0.0	2.8	1.0	0.8	3.2	1.0	1.4	3.0	1.2	19.4
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	19.2
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
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	1.8	0.2	4.8	0.6	1.8	0.8	1.0	16.6
Obstruction/Debris - TOTAL	4.4	3.6	1.6	3.8	0.4	0.8	2.4	0.0	1.4	2.2	3.4	5.0	5.4	34.4
Catenary Failure - TOTAL	0.0	1.8	0.2	0.6	0.0	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	0.8	0.0	0.8	1.2	0.0	4.4	0.4	3.0	2.0	5.0	25.2
<b>TOTAL TRAINS DELAYED</b>	<b>154.6</b>	<b>53.4</b>	<b>10.2</b>	<b>20.6</b>	<b>7.8</b>	<b>93.6</b>	<b>53.2</b>	<b>31.4</b>	<b>64.6</b>	<b>34.0</b>	<b>59.0</b>	<b>74.2</b>	<b>67.8</b>	<b>724.4</b>
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.

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

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-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
<i>Primary</i>	1.8	0.0	0.0	0.0	0.0	-1.6	-2.0	-1.4	0.0	-3.2	-0.2	-1.2	0.8	-10.0
<i>Secondary</i>	-3.6	0.0	0.0	0.0	0.0	-0.8	2.6	0.0	0.0	1.8	-0.2	-1.6	2.8	1.0
Freight Interference - Off-Peak	-3.6	0.0	0.0	0.0	0.0	-1.4	-1.4	-2.6	-2.8	-3.2	-1.2	-2.0	-0.8	-19.0
<i>Primary</i>	-2.6	0.0	0.0	0.0	0.0	-2.0	-4.8	-2.2	-2.4	-1.0	-0.8	-1.2	-2.8	-19.8
<i>Secondary</i>	-1.0	0.0	0.0	0.0	0.0	0.6	3.4	-0.4	-0.4	-2.2	-0.4	-0.8	2.0	0.8
Signal/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
<i>Primary</i>	-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
<i>Secondary</i>	-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
<i>Primary</i>	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
<i>Secondary</i>	6.4	0.0	0.0	0.0	-0.4	-0.2	-0.4	-1.4	0.0	3.4	0.0	0.0	0.0	7.4
Mechanical Failure - TOTAL	-8.2	0.6	0.8	-0.8	-0.2	7.0	-3.4	-2.0	11.0	1.0	-8.2	6.8	3.0	7.4
Mechanical Failure - Metra/PSA	-8.2	1.8	0.8	-0.8	-0.2	7.0	-3.4	-2.0	11.0	1.0	-8.2	6.8	3.0	8.6
Non-Locomotive Equipment Failure - Metra/PSA	0.0	1.8	0.8	-0.8	0.0	0.4	-2.0	0.0	0.0	0.0	-0.2	0.0	1.6	1.6
<i>Primary</i>	-0.6	1.0	0.8	-0.8	0.0	0.4	-1.0	0.0	0.4	0.0	0.6	0.2	0.6	1.6
<i>Secondary</i>	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
<i>Primary</i>	-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
<i>Secondary</i>	-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
Passenger 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	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	5.0	0.0	0.0	-0.2	8.4
Track Work - TOTAL	-25.6	-3.8	-0.8	-4.0	-1.0	3.8	-4.8	-2.8	-1.2	0.6	8.6	-5.8	72.0	35.2
Track Work - Metra/PSA	-27.6	-3.8	-0.8	-4.0	-1.0	4.0	-4.6	-2.2	-1.2	0.6	8.6	-5.8	72.0	34.2
Track Work - Foreign	2.0	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	-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	0.8	0.6	-5.8	-2.2	-2.4	-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
Sick, 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
Weather - 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
Passenger 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
Lift 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
<b>TOTAL TRAINS DELAYED</b>	<b>-22.6</b>	<b>-32.4</b>	<b>2.8</b>	<b>-8.6</b>	<b>-0.8</b>	<b>17.4</b>	<b>19.8</b>	<b>-5.4</b>	<b>-27.6</b>	<b>19.0</b>	<b>-31.0</b>	<b>-12.2</b>	<b>73.2</b>	<b>-8.4</b>
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

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.



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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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	18	0	0	0	7	2	8	5	11	8	0	4	6	69
Secondary	3	0	0	0	0	0	7	2	7	2	0	0	10	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	14	18	16	0	2	19	145
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	25	7	4	0	39	26	10	12	6	5	5	71	220
Signal/Switch Failure - Foreign	120	0	0	0	12	23	11	32	0	38	0	7	0	243
Primary	98	0	0	0	11	19	11	21	0	26	0	2	0	188
Secondary	22	0	0	0	1	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	0	0	0	4	29	42	16	118	3	27	45	19	355
Primary	17	0	0	0	3	9	15	5	24	3	7	9	10	102
Secondary	35	0	0	0	1	20	27	11	94	0	20	36	9	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	15	13	168
Human Error - Metra/PSA	27	3	5	4	0	11	8	5	33	1	5	14	9	125
Human Error - Foreign	3	0	0	0	4	7	7	4	0	9	4	1	4	43
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	26	2	23	2	16	26	18	180
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	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
<b>TOTAL TRAINS DELAYED</b>	<b>577</b>	<b>178</b>	<b>51</b>	<b>66</b>	<b>36</b>	<b>375</b>	<b>362</b>	<b>154</b>	<b>366</b>	<b>144</b>	<b>182</b>	<b>202</b>	<b>352</b>	<b>3,045</b>
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

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.

**TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - May - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric				HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC	N		W	N				NW	W		
Freight Interference - TOTAL	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	
Freight Interference - Peak	46.4	0.0	0.0	0.0	17.4	17.0	14.0	29.8	5.6	19.8	1.6	11.6	24.6	187.8	
<i>Primary</i>	26.2	0.0	0.0	0.0	16.6	11.8	10.2	21.2	3.6	16.0	0.8	5.6	12.6	124.6	
<i>Secondary</i>	20.2	0.0	0.0	0.0	0.8	5.2	3.8	8.6	2.0	3.8	0.8	6.0	12.0	63.2	
Freight Interference - Off-Peak	52.6	0.0	0.0	0.0	0.0	59.2	50.6	44.8	19.2	47.0	8.2	13.4	80.4	375.4	
<i>Primary</i>	43.6	0.0	0.0	0.0	0.0	41.4	37.8	37.4	17.2	37.8	5.0	10.4	66.8	297.4	
<i>Secondary</i>	9.0	0.0	0.0	0.0	0.0	17.8	12.8	7.4	2.0	9.2	3.2	3.0	13.6	78.0	
Signal/Switch Failure - TOTAL	85.8	31.6	14.4	9.2	10.2	105.6	62.2	40.6	43.0	39.8	23.0	31.2	44.0	540.6	
Signal/Switch Failure - Metra/PSA	59.2	31.6	14.4	9.2	4.2	91.8	51.4	27.6	40.4	11.2	22.4	30.4	43.0	436.8	
<i>Primary</i>	41.0	25.0	11.4	7.6	4.0	50.2	30.6	16.8	31.4	8.6	12.6	16.4	21.0	276.6	
<i>Secondary</i>	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	
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	
<i>Primary</i>	22.4	0.0	0.0	0.0	5.4	10.2	7.6	6.4	1.2	19.6	0.6	0.6	1.0	75.0	
<i>Secondary</i>	4.2	0.0	0.0	0.0	0.6	3.6	3.2	6.6	1.4	9.0	0.0	0.2	0.0	28.8	
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	
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	390.4	
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	104.4	
<i>Primary</i>	5.6	6.2	2.2	3.4	0.4	3.2	4.6	1.0	4.8	1.8	3.0	2.6	4.6	43.4	
<i>Secondary</i>	11.4	8.0	3.0	2.6	0.2	6.8	6.2	1.6	5.0	3.8	6.0	3.6	2.8	61.0	
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	286.0	
<i>Primary</i>	13.4	0.0	0.0	0.0	0.8	15.2	10.2	4.0	16.2	4.0	9.0	8.8	7.6	89.2	
<i>Secondary</i>	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	
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	96.2	
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	2.8	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 - 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	0.0	0.8	1.2	1.2	0.0	0.0	0.0	1.0	17.2	
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	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	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	29.0	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 - TOTAL	14.0	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	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	0.4	0.0	0.0	0.0	0.0	0.8	
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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	30.2	
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	
<b>TOTAL TRAINS DELAYED</b>	<b>723.0</b>	<b>326.8</b>	<b>91.4</b>	<b>130.6</b>	<b>48.2</b>	<b>562.6</b>	<b>390.6</b>	<b>206.2</b>	<b>403.2</b>	<b>187.2</b>	<b>320.8</b>	<b>348.4</b>	<b>408.4</b>	<b>4,147.4</b>	
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	

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

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

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

**TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - May 2016 Divergence From January - May Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-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	-12.6	0.0	0.0	0.0	2.0	-18.4	-17.8	-23.4	0.8	-21.8	-5.0	-8.4	-47.8	-152.4
Secondary	-2.0	0.0	0.0	0.0	0.0	-10.8	5.2	-6.4	5.0	-7.2	-3.2	-2.0	-7.6	-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	4.4	-1.4	3.0	0.0	4.8	0.0	26.2
Mechanical Failure - TOTAL	-3.6	-7.8	-4.8	-6.2	4.6	-39.8	7.0	3.4	64.6	-10.8	3.4	5.4	14.2	29.6
Mechanical Failure - Metra/PSA	-3.2	-6.2	-4.2	-6.0	4.6	-35.4	7.2	3.4	65.0	-10.8	3.4	5.4	14.4	37.6
Non-Locomotive Equipment Failure - Metra/PSA	-11.0	-6.2	-4.2	-6.0	1.4	-1.0	-6.8	1.4	-8.8	-4.6	5.0	-4.2	13.6	-31.4
Primary	-1.6	-1.2	-1.2	-3.4	0.6	1.8	-2.6	0.0	-3.8	-0.8	4.0	-0.6	3.4	-5.4
Secondary	-9.4	-5.0	-3.0	-2.6	0.8	-2.8	-4.2	1.4	-5.0	-3.8	1.0	-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	13.8	26.0	15.4	-5.2	4.6	-1.4	-18.2	-12.2	17.2
Accident - Foreign	-9.0	0.0	0.0	0.0	0.0	9.0	-0.8	3.8	-1.2	5.0	0.0	3.0	0.0	9.8
Track Work - TOTAL	-31.2	-18.6	-8.8	-3.6	-1.4	-9.2	4.8	-10.6	0.4	1.0	15.2	0.0	76.6	14.6
Track Work - Metra/PSA	-29.4	-18.6	-8.8	-3.6	-1.4	-9.0	3.0	-11.0	0.4	1.2	15.2	0.0	76.6	14.6
Track Work - Foreign	-1.8	0.0	0.0	0.0	0.0	-0.2	1.8	0.4	0.0	-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	-22.8	-18.2	-0.4	-7.0	-1.4	-15.2	-3.8	0.0	4.0	-3.6	-19.6	0.4	-1.2	-88.8
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	-4.4	-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
<b>TOTAL TRAINS DELAYED</b>	<b>-146.0</b>	<b>-148.8</b>	<b>-40.4</b>	<b>-64.6</b>	<b>-12.2</b>	<b>-187.6</b>	<b>-28.6</b>	<b>-52.2</b>	<b>-37.2</b>	<b>-43.2</b>	<b>-138.8</b>	<b>-146.4</b>	<b>-56.4</b>	<b>-1,102.4</b>
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

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.

**TABLE 10.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
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	30	52	41	54								212 7.0%
Secondary	32	92	47	19	30								220 7.2%
Signal/Switch Failure - Foreign	87	33	24	38	61								243 8.0%
Primary	68	24	14	33	49								188 6.2%
Secondary	19	9	10	5	12								55 1.8%
Mechanical Failure - TOTAL	107	68	131	43	80								429 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	11	9	4	5	9								38 1.2%
Secondary	14	10	6	1	4								35 1.1%
Locomotive Failure - Metra/PSA	82	49	121	36	67								355 11.7%
Primary	28	18	24	14	18								102 3.3%
Secondary	54	31	97	22	49								253 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	14	62	41	77								243 8.0%
Accident - Foreign	10	1	0	7	9								27 0.9%
Track Work - TOTAL	40	21	36	44	141								282 9.3%
Track Work - Metra/PSA	40	21	36	41	139								277 9.1%
Track Work - Foreign	0	0	0	3	2								5 0.2%
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%
<b>TOTAL TRAINS DELAYED</b>	<b>707</b>	<b>599</b>	<b>572</b>	<b>451</b>	<b>716</b>								<b>3,045 100.0%</b>
Total Metra/PSA Delays	511	497	497	345	547								2,397 78.7%
Total Foreign Carrier Delays	196	102	75	106	169								648 21.3%

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.

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
<b>Freight Interference - TOTAL</b>	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	63	86	59	42	28	38	56	42	48	41	31	33	278	7.9%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	77	2.2%
<b>Signal/Switch Failure - TOTAL</b>	93	126	35	69	69	79	116	87	64	84	63	53	392	11.1%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	291	8.2%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	176	5.0%
Secondary	35	29	3	24	24	25	40	36	17	39	4	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	12	7	6	11	11	9	7	10	8	64	1.8%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	37	1.0%
<b>Mechanical Failure - TOTAL</b>	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%
<b>Passenger Train Interference - TOTAL</b>	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%
<b>Accident - TOTAL</b>	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%
<b>Track Work - TOTAL</b>	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%
<b>Human Error - TOTAL</b>	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%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	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%
<b>Weather - TOTAL</b>	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%
<b>TOTAL TRAINS DELAYED</b>	<b>865</b>	<b>1,185</b>	<b>532</b>	<b>485</b>	<b>462</b>	<b>735</b>	<b>854</b>	<b>631</b>	<b>542</b>	<b>528</b>	<b>530</b>	<b>447</b>	<b>3,529</b>	<b>100.0%</b>
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.xlsx 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
Freight Interference - TOTAL	-40	-105	-70	-43	13								-245 -5.6%
Freight Interference - Peak	-3	-31	-28	-27	5								-84 -1.9%
Primary	2	-23	-13	-17	2								-49 -1.1%
Secondary	-5	-8	-15	-10	3								-35 -0.9%
Freight Interference - Off-Peak	-37	-74	-42	-16	8								-161 -3.7%
Primary	-31	-57	-36	-13	4								-133 -3.1%
Secondary	-6	-17	-6	-3	4								-28 -0.6%
Signal/Switch Failure - TOTAL	61	29	88	29	76								283 11.1%
Signal/Switch Failure - Metra/PSA	-6	39	71	7	30								141 5.9%
Primary	-3	-24	27	12	24								36 2.0%
Secondary	-3	63	44	-5	6								105 4.0%
Signal/Switch Failure - Foreign	67	-10	17	22	46								142 5.1%
Primary	51	1	9	21	42								124 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	0	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	5	-31	-8	1	1								-32 -0.8%
Other - TOTAL	-18	-42	5	-10	-9								-74 -1.9%
<b>TOTAL TRAINS DELAYED</b>	<b>-158</b>	<b>-586</b>	<b>40</b>	<b>-34</b>	<b>254</b>								<b>-484</b>
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.

P:\ONTIME\report[DelaysByCause.xlsx]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 11: FREIGHT DELAYS  
between June 2014 and May 2016**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
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
<b>Total</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>165</b>	<b>205</b>	<b>167</b>	<b>45</b>	<b>213</b>	<b>24</b>	<b>72</b>	<b>244</b>	<b>1,442</b>
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	4	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
<b>May-16</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>72</b>
<b>Total</b>	<b>167</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>79</b>	<b>77</b>	<b>71</b>	<b>88</b>	<b>118</b>	<b>3</b>	<b>43</b>	<b>169</b>	<b>847</b>

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

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

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
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%
<b>Total Lift Delays</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>15</b>								<b>55</b>	<b>1.81%</b>
<b>ALL DELAYS</b>													<b>3,045</b>	

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

**2015**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	6	7	8	1	1	2	7	1	3	3	1	0	40	2.70%
Electric ML	0	0	0	0	0	1	2	0	0	0	0	0	3	0.41%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	4	9	0	1	2	2	0	0	2	1	2	0	23	2.51%
Milw W	4	1	1	1	1	11	2	3	0	1	1	1	27	4.35%
NCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
RI	0	1	1	0	1	0	5	1	2	1	0	1	13	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0	0	1	0.23%
UP N	0	0	0	1	2	1	2	2	5	0	0	0	13	2.56%
UP NW	5	0	1	3	1	3	0	1	2	1	2	1	20	2.79%
UP W	3	5	9	2	0	4	0	2	0	1	2	4	32	4.06%
<b>Total Lift Delays</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>24</b>	<b>18</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>172</b>	<b>2.21%</b>
<b>ALL DELAYS</b>													<b>7,796</b>	



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

May 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
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
<b>Off-Peak **</b>														
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
<b>May 2016 Total</b>														
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
<b>2016 Year-to-Date</b>														
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
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2016 Total</b>														
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	18.9%	19.0%	7.7%	8.3%	14.3%	9.0%	19.2%	19.2%	13.5%	9.4%	17.9%	11.3%	21.3%	15.8%
16-20	12.1%	9.5%	0.0%	8.3%	0.0%	9.0%	9.6%	15.4%	16.2%	11.3%	28.6%	11.3%	19.1%	13.1%
21+	18.9%	0.0%	0.0%	8.3%	42.9%	21.6%	20.5%	26.9%	16.2%	20.8%	42.9%	29.0%	23.4%	21.6%
Annulled	<u>1.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>0.0%</u>	<u>12.6%</u>	<u>12.3%</u>	<u>0.0%</u>	<u>8.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>2.8%</u>	<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%	100.0%	100.0%	100.0%
<b>2016 Year-to-Date Delays By Duration</b>														
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+	20.1%	14.2%	20.9%	19.7%	31.3%	24.0%	30.1%	25.2%	22.6%	27.0%	41.8%	24.4%	26.5%	24.7%
Annulled	<u>7.1%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>9.8%</u>	<u>9.4%</u>	<u>6.7%</u>	<u>6.5%</u>	<u>2.4%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>7.8%</u>	<u>5.2%</u>	<u>5.9%</u>	<u>5.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

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

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2016</b>														
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
<b>2016 Year-to-Date</b>														
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.