

COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

September 2016



COMMUTER RAIL ON-TIME PERFORMANCE

September 2016

This report presents an analysis of the September 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 September 2016, Metra operated 17,011 scheduled trains, including scheduled "extras", if any. 729 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.7%. 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 September 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, January 1, 2014, and July 1, 2016, 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 September 2016. Of the 729 delays systemwide in September 2016, all but 489 (67%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Septembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in September 2016, 215 more delays than the average over the previous four Septembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,115 delays in 2016, all but 3,090 (51%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2016. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 729 delays systemwide in September 2016, 70 more than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2016. Table 9.b shows the average frequencies from the beginning of the year through September 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 September of 2016, a total of 6,115 trains were delayed, compared to 6,291 trains delayed in the same nine 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 September 2016 freight operations delayed 78 trains systemwide, compared to 84 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2016 and 2015 respectively. A total of 11 trains were delayed by lift deployment in September 2016.

A review of September 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 52.8% of all late trains. Table 14 shows that the average length of delay was 14.0 minutes in September 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
September 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			
BNSF	1,134	57	95.0%	843	112	86.7%	1,977	169	91.5%	112	10	91.1%	90	10	88.9%	2,179	189	91.3%
Elec -ML	942	37	96.1%	717	51	92.9%	1,659	88	94.7%	184	9	95.1%	102	1	99.0%	1,945	98	95.0%
-BI	294	3	99.0%	483	3	99.4%	777	6	99.2%	120	0	100.0%		--		897	6	99.3%
-SC	<u>357</u>	<u>8</u>	97.8%	<u>777</u>	<u>11</u>	98.6%	<u>1,134</u>	<u>19</u>	98.3%	<u>192</u>	<u>1</u>	99.5%	<u>100</u>	<u>1</u>	99.0%	<u>1,426</u>	<u>21</u>	98.5%
Subtotal	1,593	48	97.0%	1,977	65	96.7%	3,570	113	96.8%	496	10	98.0%	202	2	99.0%	4,268	125	97.1%
Heritage	126	6	95.2%	21	2	90.5%	147	8	94.6%	--			--			147	8	94.6%
Milw -N	524	25	95.2%	736	48	93.5%	1,260	73	94.2%	96	13	86.5%	100	4	96.0%	1,456	90	93.8%
-W	<u>567</u>	<u>7</u>	98.8%	<u>652</u>	<u>15</u>	97.7%	<u>1,219</u>	<u>22</u>	98.2%	<u>96</u>	<u>5</u>	94.8%	<u>90</u>	<u>10</u>	88.9%	<u>1,405</u>	<u>37</u>	97.4%
Subtotal	1,091	32	97.1%	1,388	63	95.5%	2,479	95	96.2%	192	18	90.6%	190	14	92.6%	2,861	127	95.6%
NCS	231	11	95.2%	231	7	97.0%	462	18	96.1%	--			--			462	18	96.1%
RI	756	34	95.5%	798	36	95.5%	1,554	70	95.5%	128	1	99.2%	140	2	98.6%	1,822	73	96.0%
SWS	231	24	89.6%	399	30	92.5%	630	54	91.4%	24	1	95.8%	--			654	55	91.6%
UP -N	631	16	97.5%	836	8	99.0%	1,467	24	98.4%	107	6	94.4%	93	2	97.8%	1,667	32	98.1%
-NW	693	21	97.0%	676	16	97.6%	1,369	37	97.3%	96	4	95.8%	75	7	90.7%	1,540	48	96.9%
-W	<u>568</u>	<u>18</u>	96.8%	<u>673</u>	<u>27</u>	96.0%	<u>1,241</u>	<u>45</u>	96.4%	<u>80</u>	<u>2</u>	97.5%	<u>90</u>	<u>7</u>	92.2%	<u>1,411</u>	<u>54</u>	96.2%
Subtotal	1,892	55	97.1%	2,185	51	97.7%	4,077	106	97.4%	283	12	95.8%	258	16	93.8%	4,618	134	97.1%
SYSTEM	7,054	267	96.2%	7,842	366	95.3%	14,896	633	95.8%	1,235	52	95.8%	880	44	95.0%	17,011	729	95.7%

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

Delays data for most recent month is final (10/14/16) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	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	92.5%	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	95.7%	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	88.3%	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	94.3%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3				93.7%	93.7%
	2011-2015 average	91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	93.1%	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	96.8%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.4%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.2%	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	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1				98.1%	98.1%
	2011-2015 average	96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	97.2%	97.3%
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	88.8%	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	95.8%	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	96.7%	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	89.4%	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	89.7%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6				94.0%	94.0%
	2011-2015 average	91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	92.1%	92.1%
Milw - N	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.1%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.3%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.6%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8				94.4%	94.4%
	2011-2015 average	89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	92.2%	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	92.5%	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	94.7%	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	94.1%	94.2%
	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	92.7%	93.5%
	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	95.9%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4				94.8%	94.8%
	2011-2015 average	93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	94.0%	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	91.4%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.1%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.8%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.2%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1				94.6%	94.6%
	2011-2015 average	91.1	86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	91.7%	91.8%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	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	93.2%	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	95.0%	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	95.6%	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	92.4%	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	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0				95.7%	95.7%
	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	94.7%
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	91.8%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	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	96.1%	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	92.5%	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	94.1%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6				94.7%	94.7%
	2011-2015 average		92.3	93.1	95.5	95.8	94.5	90.6	93.7	94.1	94.8	94.8	93.2	94.4	93.9%
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	92.1%	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	96.3%	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	96.4%	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	96.3%	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	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1				97.6%	97.6%
	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	95.7%
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	94.4%	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	96.7%	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	94.6%	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	94.9%	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	96.6	94.9	96.8	96.9				96.9%	96.9%
	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	95.3%
UP - W	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	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	94.9%	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	94.6%	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	94.1%	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	94.4	96.6	96.0	96.2				95.4%	95.4%
	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	93.9%
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	93.3%	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	95.7%	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	95.5%	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	93.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7				96.1%	96.1%
	2011-2015 average		93.6	93.1	96.3	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	94.8%

Delays data for most recent month is final (10/14/16) 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
September 2016**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1205 71% OT	Thu, Sep 01	8	CC	FORM A MP 3.9-7.4 25 MPH
		Fri, Sep 02	7	CC	FORM A 3335 - MP 5.8 - MP 9.0 - MT 1 - 25MPH
		Wed, Sep 07	7	CC	CONSTRUCTION SCHEDULE, MULTIPLE 25 MPH FORM A RESTRICTIONS ON CHICAGO SUB
		Thu, Sep 08	9	CC	CONST SCHED WORKING AROUND TRAFFIC DUE TO TP09 25 MPH FORM A MP 8.3 -16.7 MT1
		Fri, Sep 09	9	CC	CONST. SCHED, TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
		Thu, Sep 15	8	CC	CONSTRUCTION SCHEDULE TP09 FORM A RESTRICTION 25MPH MP16.7 TO 22
BNSF	1209 81% OT	Fri, Sep 02	11	CC	FORM A 3335 - MP 5.8 - MP 9.0 - MT 1 - 25MPH
		Wed, Sep 07	7	CC	CONSTRUCTION SCHEDULE, MULTIPLE 25 MPH FORM A RESTRICTIONS ON CHICAGO SUB
		Thu, Sep 08	14	CC	CONST SCHED WORKING AROUND TRAFFIC DUE TO TP09 25 MPH FORM A MP 8.3-16.7 MT 1
		Fri, Sep 09	14	CC	CONST. SCHED, TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
BNSF	1215 76% OT	Thu, Sep 01	8	CC	FORM A MPH 3.9-7.4 25 MPH
		Fri, Sep 02	8	CC	FORM A 3335 - MP 5.8 - MP 9.0 - MT 1 - 25MPH
		Wed, Sep 07	10	CC	CONSTRUCTION SCHEDULE, MULTIPLE 25 MPH FORM A RESTRICTIONS ON CHICAGO SUB
		Thu, Sep 08	14	CC	CONST SCHED WORKING AROUND TRAFFIC DUE TO TP09 25 MPH FORM A MP 8.3-16.7 MT 1
		Fri, Sep 09	12	CC	CONST. SCHED, TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
BNSF	1221 81% OT	Wed, Sep 07	10	CC	FVW 2A SWITCH FAILURE, CONSTRUCTION SCHEDULE, MULTIPLE 25 MPH FORM A RESTRICTIONS ON CHICAGO SUB
		Thu, Sep 08	12	CC	CONST SCHED WORKING AROUND TRAFFIC DUE TO TP09 25 MPH FORM A MP8.3-16.7 MT 1
		Fri, Sep 09	9	CC	CONST. SCHED, TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
		Mon, Sep 12	7	CC	CONSTRUCTION TIME, TP09 FORM A RESTRICTION MT1 CONGRESS TO WESTMONT
BNSF	1225 67% OT	Wed, Sep 07	6	CC	MULTIPLE 25 MPH FORM A RESTRICTIONS ON CHICAGO SUB
		Fri, Sep 09	7	CC	TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
		Mon, Sep 12	17	R1	LATE FLIP FROM 1226, TP09 FORM A RESTRICTION MT1 CONGRESS TO WESTMONT
		Mon, Sep 19	7	D	RAILNET TRAIN DEPARTING EOLA YARD
		Thu, Sep 22	6	CC	25MPH FORM A RESTRICTION MP21 TO MP25 MT1 TP09 RESTRICTION
		Tue, Sep 27	7	C	WAITING ON 1217 TO CROSSOVER AT CONGRESS PARK, BROKEN RAIL MP 17.6 10MPH MT1
BNSF	1227 81% OT	Wed, Sep 28	7	G	TALKED BY CICERO B DUE TO TRACK INDICATION MT1
		Tue, Sep 06	7	CC	WORKING THRU FORM B'S ON THE CHICAGO SUB, MULTIPLE 25 MPH FORM A'S MT 1 CHICAGO SUB
		Fri, Sep 09	7	CC	TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1
		Tue, Sep 13	20	J	POLICE ACTIVITY AT NAPERVILLE
		Wed, Sep 14	10	E	TRACTION MOTOR #3 CUTOFF - METX 190
BNSF	1233 81% OT	Thu, Sep 01	13	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	8	CC	WAITING ON ARRIVAL OF 1266 AND SCHEDULE TRACK WORK / 25MPH MT MP 5.8 - 9.0
		Wed, Sep 07	13	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Fri, Sep 30	7	C	MOW AND MULTIPLE FORM A RESTRICTIONS
BNSF	1239 81% OT	Thu, Sep 01	8	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	7	CC	MULTIPLE FORM AS ON CHICAGO SUB 25MPH MT 1 5.8 - 9.0
		Wed, Sep 07	14	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Fri, Sep 09	14	CC	TP09 25MPH FORM A RESTRICTION MP 8.3 TO 16.7 MT1
BNSF	1241 81% OT	Thu, Sep 01	10	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Wed, Sep 07	7	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Fri, Sep 09	15	CC	TP09 25MPH FORM A RESTRICTION MP 8.3 TO 16.7 MT1
		Tue, Sep 13	7	D	WAITING FOR THE NTWBRC AT CONGRESS PARK
BNSF	1243 81% OT	Thu, Sep 01	6	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	9	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Wed, Sep 28	18	E	METX 114, CREW WAS FORCED TO OPERATE DOORS MANUALLY - NO HEP
		Fri, Sep 30	11	C	MOW AND MULTIPLE FORM A RESTRICTIONS
BNSF	1272 81% OT	Thu, Sep 01	8	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	12	D	FREIGHT INTERFERENCE Q STPCHC1 01A YARDING ON CECO SIDE
		Wed, Sep 07	19	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS CHICAGO SUB
		Fri, Sep 16	9	DD	DELAYED AT EOLA FOR Z-CHCPTL9-16
BNSF	1274 81% OT	Thu, Sep 01	8	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	7	G1	SWITCH FAILURE @ LAVERGNE / 5B / BROKEN ROD /
		Wed, Sep 07	11	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Fri, Sep 09	7	J	FORM A RESTRICTIONS AND POLICE ACTIVITY AT BROOKFIELD
BNSF	1276 76% OT	Thu, Sep 01	12	C	MULTIPLE FORM A'S/ SCHEDULED AND UNSCHEDULED TRACK WORK ON CHICAGO SUB
		Fri, Sep 02	21	D1	FREIGHT INTERFERENCE / Z PTLCHC9 31U / RUNNING OUT OF SLOT THROUGH PARADE
		Wed, Sep 07	14	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS THE CHICAGO SUB
		Fri, Sep 09	15	CC1	SHORTS AT WESTMONT, DEPARTED LATE FOR TP09 WORK ON TRAIN 1239
		Tue, Sep 13	10	D	FOLLOWING Z PTLCHC9 11A
BNSF	1279 81% OT	Fri, Sep 02	8	D1	LATE ARRIVAL OF EQUIPMENT DUE TO FREIGHT INTERFERENCE
		Tue, Sep 06	11	CC	MULTIPLE SPEED RESTRICTIONS
		Fri, Sep 09	9	CC	DEPARTED 11" LATE, 1280'S CREW OPERATED TRAIN
		Mon, Sep 12	11	R1	WAITING ON 1271
BNSF	1280 81% OT	Thu, Sep 01	11	C1	LATE ARRIVAL OF EQUIPMENT/ 1241/ DEPARTED 7" LATE
		Fri, Sep 02	13	D1	FREIGHT INTERFERENCE / Z PTLCHC9 31U / RUNNING OUT OF SLOT THROUGH PARADE
		Fri, Sep 09	13	CC1	TP09 25MPH FORM A RESTRICTION MP 8.3 TO 16.7 MT1
		Tue, Sep 13	8	R1	FOLLOWING 1278

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1285	Fri, Sep 02	8	D1	LATE ARRIVAL OF EQUIPMENT DUE TO FREIGHT INTERFERENCE	
		76% OT	Wed, Sep 07	23	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS CHICAGO SUB
		Mon, Sep 19	12	GA1	CP HARRISON CIRCUIT FAILURE INSIDE CUS	
		Wed, Sep 28	11	AM1	DEPARTED 4 MINUTES LATE, LATE SET BY AMTRAK	
		Fri, Sep 30	7	C	MOW AND MULTIPLE FORM A RESTRICTIONS	
BNSF	1288	Thu, Sep 01	25	VE	LOCOMOTIVE FAILURE ON METX 193/ 1290 WORKING FAIRVIEW-LAGRANGE RD TO ACCOMMODATE PASSENGERS	
		67% OT	Tue, Sep 06	13	CC	HELD FOR W BOUND TRAFFIC- HEAT INSPECTIONS/ SPEED RESTICTIONS
		Wed, Sep 07	20	CC	MOW AND 15 FORM A RESTICTIONS ACROSS CHICAGO SUB	
		Tue, Sep 13	20	J	PROBLEM PASSENGER AT RIVERSIDE	
		Fri, Sep 16	7	VF	B/O CABS SIGNALS ON CC 8608	
		Wed, Sep 28	33	E1	DEPARTED ATC 26 MINUTE SLATE ACCT SWAPPED EQUIPMENT WITH 1247 INSIDE THE DEPOT	
		Fri, Sep 30	13	C1	LATE ARRIVAL OF 1243, MOW AND MULTIPLE FORM A RESTRICTIONS	
BNSF	1289	Thu, Sep 01	14	VE1	LATE ARRIVAL OF EQUIPMENT DUE TO EARLIER LOCOMOTIVE FAILURE METX 193	
		76% OT	Wed, Sep 07	9	CC	MOW AND 15 FORM A RESTRICTIONS ACROSS CHICAGO SUB
		Tue, Sep 13	12	J1	LATE FLIP FROM EARLIER PASSENGER PROBLEMS	
		Wed, Sep 28	31	E1	LATE FLIP FROM 1288	
		Fri, Sep 30	8	C1	LATE FLIP FROM 1288	
BNSF	1294	Thu, Sep 01	10	VE1	LATE ARRIVAL OF EQUIPMENT DUE TO EARLIER LOCOMOTIVE FAILURE	
		81% OT	Tue, Sep 13	10	J1	LATE FLIP FROM EARLIER PASSENGER ISSUES
		Wed, Sep 28	31	E1	LATE FLIP FROM 1289	
		Fri, Sep 30	8	C	MOW AND MULTIPLE FORM A RESTRICTIONS	
BNSF	1371	Fri, Sep 02	8	CC	FORM A 3335 - MP 5.8 - MP 9.0 - MT 1 - 25MPH	
		76% OT	Tue, Sep 06	6	C	CONSTRUCTION TIME, MULTIPLE 25 MPH FORM A'S MT 1 CHICAGO SUB
		Wed, Sep 07	15	CC	FWV 2A SWITCH FAILURE, CONSTRUCTION SCHEDULE, MULTIPLE FORM A RESTRICTIONS ON CHICAGO SUB	
		Thu, Sep 08	14	CC	CONST SCHED WORKING AROUND TRAFFIC DUE TO TP09 25 MPH FORM A MP 8.3-16.7 MT 1	
		Fri, Sep 09	9	CC	CONST. SCHED, TP09 25MPH FORM A RESTRICTION MP8.3 TO 16.7 MT1	
ELML	105	Thu, Sep 01	24	G	LOST 15 MIN ENROUTE WITH TRACK CIRCUIT BETWEEN HW AND RICHTON	
		76% OT	Mon, Sep 19	24	G	10' DUE TO TRACK CIRCUIT DOWN HARVEY, 14' HELD RICHTON INT. FOR ME708 AND ME710
		Wed, Sep 21	9	G1	5' AT 14.21 HELD FOR LATE ME730 AND ME700, 5' DUE TO SIGNAL PROBLEMS 15.22 - CP 19.89	
		Thu, Sep 22	6	G	SIGNAL PROBLEMS 17.98 - CP 19.89	
		Tue, Sep 27	23	G1	LOST 10M AT KENSINGTON WAITING ON ME700 AND ME730	
ELML	114	Thu, Sep 01	14	CC	DEPARTED 8M LATE SINGLE TRACKING PLANNED WORK, 4M TRACK CIRCUITRICHTON TO HW	
		76% OT	Fri, Sep 02	16	I	STOPPED 8M AT HAZEL CREST STATION PSGR STUCK IN DOORWAY,2MIN REST SIG IVAN-RIVERDALE,4MIN TRCK CONSTR RIVERDALE,3MIN CONSTRUC 111TH
		Mon, Sep 19	8	G1	6" LATE DEPARTING UP NO REASON GIVEN. 2" TRACK CIRCUIT DOWN HW INTER, WAITING ON CREW FROM #105	
		Thu, Sep 22	7	CC1	MEET WITH LATE ME111 AT HW INT. DUE TO SINGLE TRACKING KENSINGTON TO HOMEWOOD	
		Fri, Sep 23	10	G	LOST 6M ENROUTE WITH SIGNAL ISSUES FROM CP19.89	
ELML	116	Fri, Sep 02	25	CC	28M WAITING ON MEET WITH ME113	
		76% OT	Thu, Sep 08	7	CC1	DELAYED AT HW INTER WAITNG ON ME113. MAKING ALL LOCAL STOP MISSED MEET WITH LOCAL TRAINS.
		Mon, Sep 12	7	CC	10M HW WAITING ON ME113 TO CLEAR DUE TO SINGLE TRACKING FOR SCHEDULED TRACK WORK	
		Thu, Sep 15	9	CC	11M WAITING AT HW ON MEET WITH ME113. PLANNED WORK, 5 MINS FOR SIGNAL PROBLEMS BETWEEN KENS AND HWD AND 3 MINS FOR MAKING LOCAL STOPS	
		Fri, Sep 16	7	CC	8M AT HW WAITING ON MEET WITH ME113, 4M WITH SIGNAL ISSUES ENROUTE AT CP19.89	
ELML	142	Fri, Sep 02	14	G1	HELD AT U.P. FOR LATE ME0141, ADDITIONAL DELAY DUE TO SIGNAL PROBLEMS RICHTON - HW INT	
		76% OT	Tue, Sep 06	10	K1	12M 67TH WAITING FOR ME342 WHO WAS STOPPED AT CRANDON AVE DUE TO CAR FOULING THE TRACK
		Fri, Sep 16	7	G1	7MINS WAING ON 141	
		Mon, Sep 26	8	I	4M AT UP WAITING ON THE ME141, 3M 17.98 RESTRICTING SIGNALS ,2M 69TH RESTRICTING SIGNALS, 6M 59TH AND 51ST WAITING ON PASSENGERS.	
		Wed, Sep 28	6	CO	6M 65TH TO 11TH ST/MUSEUM CAMPUS RUNNING AGAINST THE CURRENT AND PASSENGER LOADING	
ELML	144	Tue, Sep 06	33	O	33" ROOSEVELT, NO POWER.	
		81% OT	Fri, Sep 23	8	Q	2" MP27.30 TO 23.40, SPEED RESTRICTIONS. 1" 67TH STREET, MEET WITH ME344. 5" 2.83 TO 2.95, DID NOT HAVE VOIDS UNABLE TO CONTACT.
		Mon, Sep 26	11	G	2" MP31 TO 30.86 & MP28.40 TO 27.50, SPEED RESTRICTIONS. 5" HW TO KENSINGTON, SIGNAL ISSUES. 2" FLAG STOPS 111TH. ST. TO 75TH. ST.	
		Thu, Sep 29	7	CO	7M 47TH TO 18TH ST DUE TO LOADING/UNLOADING ON GROUND	
ELML	146	Fri, Sep 09	7	CC	1" MP31 TO 30.86, SLOW ORDER. 2" 67TH STREET, MEET WITH ME346. 4" 2.83 TO 2.95, SCHEDULED WORK (TRACK PERMIT).	
		71% OT	Mon, Sep 12	6	CC	6M @ 65TH COPYING TRACK PERMIT TO TRAVEL NWD ON TRACK 2 DUE TO TRACK WORK
		Tue, Sep 13	12	O	12M DUE TO SIGNAL ISSUES AT HW GOING ALL THE WAY TO KENSINGTON ON RESTRICTING SIGNALS	
		Wed, Sep 21	7	G	7M SIGNAL ISSUES MP 16.46 -17.24 RAN ON RESTRICTING	
		Thu, Sep 29	6	CO	6M 47TH ST TO 18TH ST DUE LOADING/UNLOADING ON GROUND	
		Fri, Sep 30	7	CC1	4M LATE DEPT UP-- LATE TURN OFF 145, ARR RAND 7M LATE	
ELML	712	Thu, Sep 01	7	G1	LATE TURN FROM ME105 DEPARTED 11M DOWN	
		81% OT	Tue, Sep 06	37	O	NO POWER @ RANDOLPH DEPOT
		Mon, Sep 19	18	G1	11" LATE TURN FROM ME 105 ; 4" HW INTER TRACK CIRCUIT. 3" MAKING LOCAL STOPS	
		Tue, Sep 27	10	G1	DEPARTED 9M LATE DUE TO TURN OF ME105	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2121	Fri, Sep 02	6	I	4" SLOW DETRAINING; 3" RESTRICTING, NX-1 AHEAD, INGLESIDE- FOX LAKE
		Wed, Sep 07	7	D	2" STOP SIGNAL, A2; 2" MEETING AMTRAK, BETWEEN N. GLENVIEW AND GLENVIEW; 3" FREIGHT, CN XING
		Fri, Sep 09	7	D	2" STOPPED AT A2; 4" CROSS TRAFFIC AT CN CROSSING; 3" SLOW PASSENGER UNLOADING
		Wed, Sep 21	8	F	12" INTERMITTENT DOOR LIGHT, EN ROUTE
MN	2158	Thu, Sep 08	20	M1	3" WAITNG FOR 2143 TO CLEAR; 15" GRAYSLAKE SWAP (AMT. 337 FATALITY) AND WAITING FOR 2149; 2" X-TRAFFIC @ CN CROSSING
		Mon, Sep 12	8	E1	11" WAIT ON #2149, GRAYSLAKE
		Fri, Sep 16	9	D1	9" WAIT FOR #2149
		Wed, Sep 28	11	G	3" WAIT ON #2149, GRAYSLAKE; 10" RESTRICTED SPEED, MILWAUKEE AVE-LAKE FOREST
NCS	110	Thu, Sep 01	8	D	8" FREIGHT INTERFERENCE
		Wed, Sep 14	8	A	6" STOP SIGNAL, B-12; 3" STOP SIGNAL, A-2
		Wed, Sep 21	9	F	9" MECHANICAL PROBLEMS ENG 416 LOST HEP, PRAIRIE VIEW; CAB CAR 8510 BAD CABLE BOX
		Fri, Sep 23	13	GA	13" SWITCH FAILURE #233 1/5 TRACKS REVERSE MOVEMENT, RE-ROUTED TO TK1, CUS
RI	415	Thu, Sep 01	40	E	38M CP46TH ST., ENG.175 FAILED.. HAD TO CUT PWR.OFF&PULL INTO COACH YD.
		Wed, Sep 07	9	E1	FOLLOWING RI0303 EN ROUTE, RI0413 HAD B/O DITCH LIGHTS AHEAD...
		Wed, Sep 14	23	E	30 MINUTES STOPPED AT MIDLOTHIAN DEPOT DUE TO AIR PROBLEMS.
		Mon, Sep 19	14	E1	LOST 14 MINUTES ALONG THE ROUTE FOLLOWING LATE TRAINS AND ACCOMODATING PASSENGERS SEE#405
SWS	819	Fri, Sep 09	7	CA	10 MINS AT 21ST STREET BRIDGE, BRIDGE UP FOR BARGE TRAFFIC
		Mon, Sep 12	23	R1	21M BELT JCT HAND LINE ROUTE ACCT PLANT FAILURE 4M FOREST HILL PLANT IN TIME
		Tue, Sep 13	6	F	DEPARTED CUS 8M LATE ACCT DOOR PROBLEMS
		Wed, Sep 21	6	D	10M ASHBURN 1508/1518 NS 233 9800FT YARDING
SWS	825	Thu, Sep 01	6	GF	4M BELT JCT FLAG PLANT ACCT TRAFFIC AGAINST AT FH 4M FOREST HILL FLAG PLANT TRACK CIRCUIT 4M CP RIDGE FLAG PLANT TRAP DOWN
		Wed, Sep 07	7	D	8M FOREST HILL 1723/1731 Q138-07 9500FT
		Mon, Sep 19	14	D	14M CP518 1711/1725 NS BC31 YARD JOB, MADE CUT AND PULLED TO 4 NORTH
		Tue, Sep 20	7	D	12M CP RIDGE 1737/1749 IHB BLUPA 4200FT

Data is final (10/14/16) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

Codes						Codes					
Primary	Secondary	Annulled	Definition	Delay Class	Responsibility	Primary	Secondary	Annulled	Definition	Delay Class	Responsibility
A	A1	XA	Passenger Train Interference	Transportation	Controllable	L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable	M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable	MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable	N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable	NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable	O	O1	XO	AC/DC System Failure	Engineering	Controllable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable	OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable	Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable	R	R1	XR	Human Error, Transportation	Transportation	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable	RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable	RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable	RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable	RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable	RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	Transportation	Controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable	S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
DE	DE1	XDE	Freight Mechanical Malfunction	Transportation	Semi-controllable	T	T1	XT	Property Vandalism	Incidental	Uncontrollable
DM	DM1	XDM	Freight-Accident/Incident	Incidental	Uncontrollable	U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
DR	DR1	XDR	Freight-Human Error	Transportation	Semi-controllable	UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable	UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable	VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]	Mechanical	Controllable	W	W1	XW	Gas Leak	Incidental	Uncontrollable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable	YB	YB1	XYB	Derailment - Human Error, Engineering	Engineering	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable	YC	YC1	XYC	Derailment - Engineering	Engineering	Controllable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable	YE	YE1	XYE	Derailment - Mechanical	Mechanical	Controllable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	Mechanical	Controllable	YF	YF1	XYF	Derailment - Accident, Foreign Line	Incidental	Uncontrollable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable	YH	YH1	XYH	Derailment - Human Error, Mechanical	Mechanical	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable	YM	YM1	XYM	Derailment - Accident	Incidental	Uncontrollable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable	YR	YR1	XYR	Derailment - Human Error, Transportation	Transportation	Controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable	YW	YW1	XYW	Derailment Accident, Weather	Incidental	Uncontrollable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)	Mechanical	Uncontrollable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable	ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	Engineering	Controllable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable	ZC	ZC1	XZC	PTC Construction/Maintenance	Engineering	Controllable
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	Engineering	Controllable	ZD	ZD1	XZD	PTC Freight Train (On-Board)	Transportation	Semi-controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable	ZE	ZE1	XZE	PTC Malfunction Locomotive	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable	ZF	ZF1	XZF	PTC Malfunction Coach	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable	ZG	ZG1	XZG	PTC Wayside	Engineering	Controllable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable	ZH	ZH1	XZH	PTC Human Error, Mechanical	Mechanical	Controllable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)	Engineering	Semi-controllable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable	ZP	ZP1	XZP	PTC Dispatcher	Transportation	Controllable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable	ZR	ZR1	XZR	PTC Human Error, Transportation	Transportation	Controllable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)	Mechanical	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable	ZT	ZT1	XZT	PTC Back Office	Engineering	Controllable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable	ZW	ZW1	XZW	PTC Weather	Engineering	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable						
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable						

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TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY & CARRIER DESIGNATION

METRA/PSA DELAY CODES				METRA/PSA DELAY CODES (continued)				FOREIGN CARRIER DELAY CODES			
CATEGORY Codes				CATEGORY Codes				CATEGORY 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
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	12 Locomotive Failure			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	13 Human Error			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
11 Non-Locomotive Equipment Failure				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

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'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
September 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	153	85	5	14	2	46	20	11	58	20	12	33	30	489	67%
Semi-controllable	22	0	0	0	6	9	4	6	4	27	1	2	11	92	13%
Uncontrollable	14	13	1	7	0	35	13	1	11	8	19	13	13	148	20%
TOTAL TRAINS DELAYED	189	98	6	21	8	90	37	18	73	55	32	48	54	729	100%

September - 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	43.0	26.8	6.8	21.3	3.8	42.5	28.3	9.5	21.8	9.0	25.0	16.8	19.5	273.8	49%
Semi-controllable	18.8	0.0	0.0	0.0	2.3	11.3	17.8	11.5	5.8	15.0	1.3	3.5	12.5	99.5	18%
Uncontrollable	17.8	17.0	9.3	9.8	2.0	18.0	34.3	2.8	20.8	3.3	18.0	23.0	14.5	190.3	34%
TOTAL TRAINS DELAYED	79.5	43.8	16.0	31.0	8.0	71.8	80.3	23.8	48.3	27.3	44.3	43.3	46.5	563.5	100%

September 2016 Divergence From September 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	110.0	58.3	-1.8	-7.3	-1.8	3.5	-8.3	1.5	36.3	11.0	-13.0	16.3	10.5	215.3	130%
Semi-controllable	3.3	0.0	0.0	0.0	3.8	-2.3	-13.8	-5.5	-1.8	12.0	-0.3	-1.5	-1.5	-7.5	-5%
Uncontrollable	-3.8	-4.0	-8.3	-2.8	-2.0	17.0	-21.3	-1.8	-9.8	4.8	1.0	-10.0	-1.5	-42.3	-26%
TOTAL TRAINS DELAYED	109.5	54.3	-10.0	-10.0	0.0	18.3	-43.3	-5.8	24.8	27.8	-12.3	4.8	7.5	165.5	100%

January-September 2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	567	280	78	110	33	385	282	93	419	110	172	199	362	3,090	51%
Semi-controllable	365	0	0	0	41	93	111	90	55	137	2	19	91	1,004	16%
Uncontrollable	319	153	36	77	4	272	281	47	214	69	190	216	143	2,021	33%
TOTAL TRAINS DELAYED	1,251	433	114	187	78	750	674	230	688	316	364	434	596	6,115	100%

Data for current month is final (10/14/16) version from TOPS.

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TABLE 7: NUMBER OF DELAYS BY DATE
September 2016

WEEKDAY	1	2	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL
	Th	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	17	17	10	30	12	19	13	9	4	2	4	6	0	4	1	0	0	3	8	0	10	169
Elec -ML	3	6	10	0	4	1	2	7	3	3	5	9	0	4	10	2	7	4	1	2	5	88
-BI	0	1	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6
-SC	0	0	6	1	2	0	1	0	1	1	0	0	0	1	0	1	2	0	0	0	3	19
Heritage	0	0	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	0	1	2	0	8
Milw -N	1	3	5	2	22	2	4	5	1	7	7	3	1	1	2	0	1	0	5	0	1	73
-W	2	1	1	2	0	0	0	1	2	0	2	2	1	0	2	0	2	1	2	0	1	22
NCS	1	1	0	0	1	0	0	1	1	0	2	1	0	1	1	3	0	0	0	3	2	18
RI	2	3	3	7	5	1	10	1	6	2	2	16	0	1	3	2	0	0	1	1	4	70
SWS	10	0	8	1	2	2	6	2	1	1	0	2	7	4	0	1	0	5	0	2	0	54
UP -N	2	0	0	2	0	0	3	2	0	0	0	0	0	1	6	3	3	0	1	0	1	24
-NW	0	1	7	1	1	14	1	0	0	0	0	0	1	0	4	1	3	0	0	0	3	37
-W	0	3	4	3	1	2	3	3	6	0	0	0	0	6	2	0	3	7	1	0	1	45
SYSTEM	38	36	56	49	52	41	43	32	26	16	23	39	11	23	32	13	22	20	20	10	31	633

SATURDAY	3	10	17	24	TOTAL	SUNDAY/HOLIDAY	4	5	11	18	25	TOTAL
BNSF	3	4	3	0	10	BNSF	0	2	4	2	2	10
Elec -ML	4	4	0	1	9	Elec -ML	0	0	0	1	0	1
-BI	0	0	0	0	0	-BI	-	-	-	-	-	0
-SC	0	1	0	0	1	-SC	0	1	0	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	2	2	9	0	13	Milw -N	0	0	1	3	0	4
-W	5	0	0	0	5	-W	8	0	0	0	2	10
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	0	1	0	1	RI	0	0	0	2	0	2
SWS	0	1	0	0	1	SWS	-	-	-	-	-	0
UP -N	2	2	2	0	6	UP -N	1	0	0	0	1	2
-NW	2	0	2	0	4	-NW	1	0	1	4	1	7
-W	1	1	0	0	2	-W	3	3	0	0	1	7
SYSTEM	19	15	17	1	52	SYSTEM	13	6	6	12	7	44

Data is final (10/14/16) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	22	0	0	0	5	9	4	3	4	17	1	2	11	78
Freight Interference - Peak	6	0	0	0	5	1	1	2	0	9	0	2	0	26
Primary	1	0	0	0	5	1	1	2	0	8	0	2	0	20
Secondary	5	0	0	0	0	0	0	0	0	1	0	0	0	6
Freight Interference - Off-Peak	16	0	0	0	0	8	3	1	4	8	1	0	11	52
Primary	13	0	0	0	0	5	3	1	4	5	1	0	11	43
Secondary	3	0	0	0	0	3	0	0	0	3	0	0	0	9
Signal/Switch Failure - TOTAL	8	29	3	2	2	13	5	6	7	15	0	8	7	105
Signal/Switch Failure - Metra/PSA	4	29	3	2	1	13	5	3	7	7	0	8	7	89
Primary	3	18	0	0	1	8	4	2	6	7	0	7	2	58
Secondary	1	11	3	2	0	5	1	1	1	0	0	1	5	31
Signal/Switch Failure - Foreign	4	0	0	0	1	0	0	3	0	8	0	0	0	16
Primary	1	0	0	0	1	0	0	3	0	7	0	0	0	12
Secondary	3	0	0	0	0	0	0	0	0	1	0	0	0	4
Mechanical Failure - TOTAL	10	0	0	0	0	9	6	6	40	2	6	19	16	114
Mechanical Failure - Metra/PSA	10	0	0	0	0	9	6	6	40	2	6	19	16	114
Non-Locomotive Equipment Failure - Metra/PSA	0	0	0	0	0	1	1	1	0	2	2	1	0	8
Primary	0	0	0	0	0	1	1	1	0	2	1	1	0	7
Secondary	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Locomotive Failure - Metra/PSA	10	0	0	0	0	8	5	5	40	0	4	18	16	106
Primary	4	0	0	0	0	3	2	2	8	0	3	3	3	28
Secondary	6	0	0	0	0	5	3	3	32	0	1	15	13	78
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	1	0	0	0	0	0	0	1	1	2	0	0	0	5
Passenger Train Interference - Metra/PSA	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Passenger Train Interference - Foreign	1	0	0	0	0	0	0	0	0	2	0	0	0	3
Accident - TOTAL	4	0	0	0	0	22	0	0	0	8	0	0	0	34
Accident - Metra/PSA	0	0	0	0	0	22	0	0	0	8	0	0	0	30
Accident - Foreign	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Track Work - TOTAL	109	27	0	5	0	12	6	0	3	5	3	3	4	177
Track Work - Metra/PSA	109	27	0	5	0	12	6	0	3	3	3	3	4	175
Track Work - Foreign	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Human Error - TOTAL	21	0	0	1	1	10	0	1	5	4	3	3	1	50
Human Error - Metra/PSA	18	0	0	1	0	10	0	0	5	3	3	2	1	43
Human Error - Foreign	3	0	0	0	1	0	0	1	0	1	0	1	0	7
Sick, Injured, Unruly Passenger - TOTAL	6	3	0	0	0	3	3	0	1	0	5	4	5	30
Sick, Injured, Unruly Passenger - Metra/PSA	6	3	0	0	0	3	3	0	1	0	5	4	5	30
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Weather - Metra/PSA	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	3	3	0	1	0	4	3	1	2	0	5	5	5	32
Lift Deployment - TOTAL	0	0	0	1	0	4	3	0	1	0	0	1	1	11
Obstruction/Debris - TOTAL	1	7	1	4	0	1	4	0	6	0	1	3	0	28
Catenary Failure - TOTAL	0	23	2	4	0	0	0	0	0	0	0	0	0	29
Other - TOTAL	4	6	0	3	0	3	3	0	3	2	7	0	4	35
TOTAL TRAINS DELAYED	189	98	6	21	8	90	37	18	73	55	32	48	54	729
Total Metra/PSA Delays	155	98	6	21	1	81	33	11	69	25	31	45	43	619
Total Foreign Carrier Delays	34	0	0	0	7	9	4	7	4	30	1	3	11	110

Data for current month is final (10/14/16) 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
September - 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	19.4	0.0	0.0	0.0	2.0	11.2	15.2	7.6	5.8	15.4	1.0	3.4	13.2	94.2
Freight Interference - Peak	8.4	0.0	0.0	0.0	2.0	1.0	1.2	1.6	3.8	4.2	0.8	0.8	1.8	25.6
<i>Primary</i>	7.2	0.0	0.0	0.0	2.0	1.0	0.6	1.2	1.4	3.2	0.4	0.6	1.4	19.0
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	0.0	0.6	0.4	2.4	1.0	0.4	0.2	0.4	6.6
Freight Interference - Off-Peak	11.0	0.0	0.0	0.0	0.0	10.2	14.0	6.0	2.0	11.2	0.2	2.6	11.4	68.6
<i>Primary</i>	9.2	0.0	0.0	0.0	0.0	8.2	10.2	5.4	1.8	8.0	0.0	2.4	10.2	55.4
<i>Secondary</i>	1.8	0.0	0.0	0.0	0.0	2.0	3.8	0.6	0.2	3.2	0.2	0.2	1.2	13.2
Signal/Switch Failure - TOTAL	10.0	7.8	2.8	4.0	1.8	19.2	6.8	5.4	4.2	6.0	2.4	4.4	7.2	82.0
Signal/Switch Failure - Metra/PSA	3.6	7.8	2.8	4.0	1.4	17.6	5.4	2.8	3.2	2.2	2.4	4.2	5.8	63.2
<i>Primary</i>	2.6	6.6	1.8	2.8	1.4	10.8	3.4	1.8	3.0	1.6	1.8	3.8	4.4	45.8
<i>Secondary</i>	1.0	1.2	1.0	1.2	0.0	6.8	2.0	1.0	0.2	0.6	0.6	0.4	1.4	17.4
Signal/Switch Failure - Foreign	6.4	0.0	0.0	0.0	0.4	1.6	1.4	2.6	1.0	3.8	0.0	0.2	1.4	18.8
<i>Primary</i>	2.6	0.0	0.0	0.0	0.4	1.0	0.4	1.2	0.4	3.6	0.0	0.2	0.6	10.4
<i>Secondary</i>	3.8	0.0	0.0	0.0	0.0	0.6	1.0	1.4	0.6	0.2	0.0	0.0	0.8	8.4
Mechanical Failure - TOTAL	5.4	5.6	1.2	1.4	0.4	5.2	5.2	1.8	8.0	0.6	4.2	5.2	7.0	51.2
Mechanical Failure - Metra/PSA	5.4	5.2	1.0	1.2	0.4	5.2	5.2	1.8	8.0	0.6	4.2	5.2	7.0	50.4
Non-Locomotive Equipment Failure - Metra/PSA	0.2	5.2	1.0	1.2	0.0	1.2	0.6	0.0	1.0	0.0	0.6	2.8	1.6	15.4
<i>Primary</i>	0.2	1.8	0.4	0.6	0.0	0.8	0.4	0.0	0.4	0.0	0.2	1.2	0.8	6.8
<i>Secondary</i>	0.0	3.4	0.6	0.6	0.0	0.4	0.2	0.0	0.6	0.0	0.4	1.6	0.8	8.6
Locomotive Failure - Metra/PSA	5.2	0.0	0.0	0.0	0.4	4.0	4.6	1.8	7.0	0.6	3.6	2.4	5.4	35.0
<i>Primary</i>	2.4	0.0	0.0	0.0	0.2	1.4	1.6	0.6	3.6	0.6	1.8	0.8	2.4	15.4
<i>Secondary</i>	2.8	0.0	0.0	0.0	0.2	2.6	3.0	1.2	3.4	0.0	1.8	1.6	3.0	19.6
Mechanical Failure - Foreign	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Passenger Train Interference - TOTAL	2.6	0.0	0.2	0.2	0.4	6.6	1.0	1.8	1.4	1.8	0.2	0.2	1.8	18.2
Passenger Train Interference - Metra/PSA	0.0	0.0	0.2	0.2	0.0	4.4	0.8	1.6	0.6	0.8	0.2	0.2	1.8	10.8
Passenger Train Interference - Foreign	2.6	0.0	0.0	0.0	0.4	2.2	0.2	0.2	0.8	1.0	0.0	0.0	0.0	7.4
Accident - TOTAL	8.6	0.0	0.0	0.0	0.6	2.8	3.0	1.6	1.2	0.0	3.0	3.4	3.2	27.2
Accident - Metra/PSA	8.4	0.0	0.0	0.0	0.6	2.8	3.0	1.6	1.2	0.0	3.0	3.4	3.2	27.2
Accident - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Track Work - TOTAL	20.2	3.6	1.0	7.6	2.6	8.2	8.8	2.8	7.0	2.2	15.8	8.6	6.6	94.2
Track Work - Metra/PSA	19.4	3.6	1.0	7.6	2.6	8.2	8.8	2.8	7.0	2.2	15.8	8.6	6.6	94.2
Track Work - Foreign	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Human Error - TOTAL	18.0	3.8	0.4	1.8	1.6	10.4	7.2	1.4	3.8	3.8	3.4	2.8	2.8	61.2
Human Error - Metra/PSA	12.8	3.8	0.4	1.8	0.6	3.2	5.4	0.4	3.8	1.4	2.2	2.2	1.8	39.8
Human Error - Foreign	5.2	0.0	0.0	0.0	1.0	7.2	1.8	1.0	0.0	2.4	1.2	0.6	1.0	21.4
Sick, Injured, Unruly Passenger - TOTAL	2.0	5.2	1.2	2.2	0.2	2.0	2.6	0.0	2.6	0.2	4.6	5.0	1.8	29.6
Sick, Injured, Unruly Passenger - Metra/PSA	1.8	5.2	1.2	2.2	0.2	2.0	2.6	0.0	2.6	0.2	4.6	5.0	1.8	29.4
Sick, Injured, Unruly Passenger - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Weather - TOTAL	1.4	2.0	0.8	1.6	0.4	3.0	5.2	0.8	3.0	0.2	2.8	2.6	4.2	28.0
Weather - Metra/PSA	1.4	2.0	0.8	1.6	0.4	3.0	5.2	0.8	2.6	0.0	2.8	2.6	4.2	27.4
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.6
Passenger Loading - TOTAL	6.2	11.4	2.8	5.6	0.0	6.6	12.4	0.4	7.8	0.2	14.0	7.0	8.4	82.8
Lift Deployment - TOTAL	1.2	0.0	0.0	0.0	0.0	2.4	3.6	1.2	4.6	0.2	3.4	1.6	3.6	21.8
Obstruction/Debris - TOTAL	7.0	2.4	1.4	1.4	0.2	1.0	3.6	0.4	3.4	1.8	2.8	3.8	2.2	31.4
Catenary Failure - TOTAL	0.0	5.2	1.4	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
Other - TOTAL	3.2	2.2	3.2	0.6	0.2	1.2	2.0	0.2	2.6	0.8	5.2	1.6	1.2	24.2
TOTAL TRAINS DELAYED	105.2	49.2	16.4	32.2	10.4	79.8	76.6	25.4	55.4	33.2	62.8	49.6	63.2	659.4
Total Metra/PSA Delays	70.4	48.8	16.2	32.0	6.6	57.6	58.0	14.0	47.4	10.4	60.6	45.4	47.6	515.0
Total Foreign Carrier Delays	34.8	0.4	0.2	0.2	3.8	22.2	18.6	11.4	8.0	22.8	2.2	4.2	15.6	144.4

Data for latest month is final (10/20/15) version from TOPS.

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

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

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September 2016 Divergence From September 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	2.6	0.0	0.0	0.0	3.0	-2.2	-11.2	-4.6	-1.8	1.6	0.0	-1.4	-2.2	-16.2
Freight Interference - Peak	-2.4	0.0	0.0	0.0	3.0	0.0	-0.2	0.4	-3.8	4.8	-0.8	1.2	-1.8	0.4
<i>Primary</i>	-6.2	0.0	0.0	0.0	3.0	0.0	0.4	0.8	-1.4	4.8	-0.4	1.4	-1.4	1.0
<i>Secondary</i>	3.8	0.0	0.0	0.0	0.0	0.0	-0.6	-0.4	-2.4	0.0	-0.4	-0.2	-0.4	-0.6
Freight Interference - Off-Peak	5.0	0.0	0.0	0.0	0.0	-2.2	-11.0	-5.0	2.0	-3.2	0.8	-2.6	-0.4	-16.6
<i>Primary</i>	3.8	0.0	0.0	0.0	0.0	-3.2	-7.2	-4.4	2.2	-3.0	1.0	-2.4	0.8	-12.4
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	1.0	-3.8	-0.6	-0.2	-0.2	-0.2	-0.2	-1.2	-4.2
Signal/Switch Failure - TOTAL	-2.0	21.2	0.2	-2.0	0.2	-6.2	-1.8	0.6	2.8	9.0	-2.4	3.6	-0.2	23.0
Signal/Switch Failure - Metra/PSA	0.4	21.2	0.2	-2.0	-0.4	-4.6	-0.4	0.2	3.8	4.8	-2.4	3.8	1.2	25.8
<i>Primary</i>	0.4	11.4	-1.8	-2.8	-0.4	-2.8	0.6	0.2	3.0	5.4	-1.8	3.2	-2.4	12.2
<i>Secondary</i>	0.0	9.8	2.0	0.8	0.0	-1.8	-1.0	0.0	0.8	-0.6	-0.6	0.6	3.6	13.6
Signal/Switch Failure - Foreign	-2.4	0.0	0.0	0.0	0.6	-1.6	-1.4	0.4	-1.0	4.2	0.0	-0.2	-1.4	-2.8
<i>Primary</i>	-1.6	0.0	0.0	0.0	0.6	-1.0	-0.4	1.8	-0.4	3.4	0.0	-0.2	-0.6	1.6
<i>Secondary</i>	-0.8	0.0	0.0	0.0	0.0	-0.6	-1.0	-1.4	-0.6	0.8	0.0	0.0	-0.8	-4.4
Mechanical Failure - TOTAL	4.6	-5.6	-1.2	-1.4	-0.4	3.8	0.8	4.2	32.0	1.4	1.8	13.8	9.0	62.8
Mechanical Failure - Metra/PSA	4.6	-5.2	-1.0	-1.2	-0.4	3.8	0.8	4.2	32.0	1.4	1.8	13.8	9.0	63.6
Non-Locomotive Equipment Failure - Metra/PSA	-0.2	-5.2	-1.0	-1.2	0.0	-0.2	0.4	1.0	-1.0	2.0	1.4	-1.8	-1.6	-7.4
<i>Primary</i>	-0.2	-1.8	-0.4	-0.6	0.0	0.2	0.6	1.0	-0.4	2.0	0.8	-0.2	-0.8	0.2
<i>Secondary</i>	0.0	-3.4	-0.6	-0.6	0.0	-0.4	-0.2	0.0	-0.6	0.0	0.6	-1.6	-0.8	-7.6
Locomotive Failure - Metra/PSA	4.8	0.0	0.0	0.0	-0.4	4.0	0.4	3.2	33.0	-0.6	0.4	15.6	10.6	71.0
<i>Primary</i>	1.6	0.0	0.0	0.0	-0.2	1.6	0.4	1.4	4.4	-0.6	1.2	2.2	0.6	12.6
<i>Secondary</i>	3.2	0.0	0.0	0.0	-0.2	2.4	0.0	1.8	28.6	0.0	-0.8	13.4	10.0	58.4
Mechanical Failure - Foreign	0.0	-0.4	-0.2	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.8
Passenger Train Interference - TOTAL	-1.6	0.0	-0.2	-0.2	-0.4	-6.6	-1.0	-0.8	-0.4	0.2	-0.2	-0.2	-1.8	-13.2
Passenger Train Interference - Metra/PSA	0.0	0.0	-0.2	-0.2	0.0	-4.4	-0.8	-0.6	0.4	-0.8	-0.2	-0.2	-1.8	-8.8
Passenger Train Interference - Foreign	-1.6	0.0	0.0	0.0	-0.4	-2.2	-0.2	-0.2	-0.8	1.0	0.0	0.0	0.0	-4.4
Accident - TOTAL	-4.6	0.0	0.0	0.0	-0.6	19.2	-3.0	-1.6	-1.2	8.0	-3.0	-3.4	-3.2	6.6
Accident - Metra/PSA	-8.4	0.0	0.0	0.0	-0.6	19.2	-3.0	-1.6	-1.2	8.0	-3.0	-3.4	-3.2	2.8
Accident - Foreign	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Track Work - TOTAL	88.8	23.4	-1.0	-2.6	-2.6	3.8	-2.8	-2.8	-4.0	2.8	-12.8	-5.6	-2.6	82.0
Track Work - Metra/PSA	89.6	23.4	-1.0	-2.6	-2.6	3.8	-2.8	-2.8	-4.0	0.8	-12.8	-5.6	-2.6	80.8
Track Work - Foreign	-0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	1.2
Human Error - TOTAL	3.0	-3.8	-0.4	-0.8	-0.6	-0.4	-7.2	-0.4	1.2	0.2	-0.4	0.2	-1.8	-11.2
Human Error - Metra/PSA	5.2	-3.8	-0.4	-0.8	-0.6	6.8	-5.4	-0.4	1.2	1.6	0.8	-0.2	-0.8	3.2
Human Error - Foreign	-2.2	0.0	0.0	0.0	0.0	-7.2	-1.8	0.0	0.0	-1.4	-1.2	0.4	-1.0	-14.4
Sick, Injured, Unruly Passenger - TOTAL	4.0	-2.2	-1.2	-2.2	-0.2	1.0	0.4	0.0	-1.6	-0.2	0.4	-1.0	3.2	0.4
Sick, Injured, Unruly Passenger - Metra/PSA	4.2	-2.2	-1.2	-2.2	-0.2	1.0	0.4	0.0	-1.6	-0.2	0.4	-1.0	3.2	0.6
Sick, Injured, Unruly Passenger - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2
Weather - TOTAL	-1.4	-2.0	-0.8	-1.6	-0.4	-3.0	-5.2	-0.8	-3.0	-0.2	-1.8	-2.6	-4.2	-27.0
Weather - Metra/PSA	-1.4	-2.0	-0.8	-1.6	-0.4	-3.0	-5.2	-0.8	-2.6	0.0	-1.8	-2.6	-4.2	-26.4
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	-0.2	0.0	0.0	0.0	-0.6
Passenger Loading - TOTAL	-3.2	-8.4	-2.8	-4.6	0.0	-2.6	-9.4	0.6	-5.8	-0.2	-9.0	-2.0	-3.4	-50.8
Lift Deployment - TOTAL	-1.2	0.0	0.0	1.0	0.0	1.6	-0.6	-1.2	-3.6	-0.2	-3.4	-0.6	-2.6	-10.8
Obstruction/Debris - TOTAL	-6.0	4.6	-0.4	2.6	-0.2	0.0	0.4	-0.4	2.6	-1.8	-1.8	-0.8	-2.2	-3.4
Catenary Failure - TOTAL	0.0	17.8	0.6	-1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.6
Other - TOTAL	0.8	3.8	-3.2	2.4	-0.2	1.8	1.0	-0.2	0.4	1.2	1.8	-1.6	2.8	10.8
TOTAL TRAINS DELAYED	83.8	48.8	-10.4	-11.2	-2.4	10.2	-39.6	-7.4	17.6	21.8	-30.8	-1.6	-9.2	69.6
Total Metra/PSA Delays	84.6	49.2	-10.2	-11.0	-5.6	23.4	-25.0	-3.0	21.6	14.6	-29.6	-0.4	-4.6	104.0
Total Foreign Carrier Delays	-0.8	-0.4	-0.2	-0.2	3.2	-13.2	-14.6	-4.4	-4.0	7.2	-1.2	-1.2	-4.6	-34.4

Data for current month is final (10/14/16) 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 - September 2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	181	0	0	0	19	64	93	44	56	69	2	12	95	635
Freight Interference - Peak	76	0	0	0	16	9	29	15	22	25	0	7	29	228
Primary	43	0	0	0	16	8	16	12	15	20	0	7	14	151
Secondary	33	0	0	0	0	1	13	3	7	5	0	0	15	77
Freight Interference - Off-Peak	105	0	0	0	3	55	64	29	34	44	2	5	66	407
Primary	86	0	0	0	3	41	31	28	27	38	2	4	54	314
Secondary	19	0	0	0	0	14	33	1	7	6	0	1	12	93
Signal/Switch Failure - TOTAL	259	77	29	23	25	151	107	71	66	108	16	42	120	1,094
Signal/Switch Failure - Metra/PSA	73	77	29	23	1	119	91	26	66	36	16	35	119	711
Primary	48	39	18	16	1	64	61	15	47	26	10	28	30	403
Secondary	25	38	11	7	0	55	30	11	19	10	6	7	89	308
Signal/Switch Failure - Foreign	186	0	0	0	24	32	16	45	0	72	0	7	1	383
Primary	139	0	0	0	22	25	13	31	0	52	0	2	1	285
Secondary	47	0	0	0	2	7	3	14	0	20	0	5	0	98
Mechanical Failure - TOTAL	104	23	3	1	11	84	95	31	218	11	64	88	96	829
Mechanical Failure - Metra/PSA	104	22	3	1	11	84	95	31	218	11	64	88	96	828
Non-Locomotive Equipment Failure - Metra/PSA	17	22	3	1	2	11	10	5	8	3	19	4	42	147
Primary	10	7	2	0	1	7	8	2	3	3	10	4	16	73
Secondary	7	15	1	1	1	4	2	3	5	0	9	0	26	74
Locomotive Failure - Metra/PSA	87	0	0	0	9	73	85	26	210	8	45	84	54	681
Primary	34	0	0	0	7	25	30	9	46	5	17	21	19	213
Secondary	53	0	0	0	2	48	55	17	164	3	28	63	35	468
Mechanical Failure - Foreign	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Passenger Train Interference - TOTAL	19	6	2	5	5	18	3	10	9	22	0	1	2	102
Passenger Train Interference - Metra/PSA	0	2	0	1	0	12	2	9	9	1	0	1	1	38
Passenger Train Interference - Foreign	19	4	2	4	5	6	1	1	0	21	0	0	1	64
Accident - TOTAL	90	6	3	3	1	77	61	28	28	27	33	36	13	406
Accident - Metra/PSA	82	6	3	3	1	68	59	23	28	22	33	33	12	373
Accident - Foreign	8	0	0	0	0	9	2	5	0	5	0	3	1	33
Track Work - TOTAL	273	75	11	33	1	76	44	5	64	11	62	42	108	805
Track Work - Metra/PSA	239	75	11	33	1	76	41	4	64	9	62	42	108	765
Track Work - Foreign	34	0	0	0	0	0	3	1	0	2	0	0	0	40
Human Error - TOTAL	81	43	24	30	13	69	44	19	51	25	20	32	19	470
Human Error - Metra/PSA	68	43	24	30	0	50	32	14	51	8	17	27	15	379
Human Error - Foreign	13	0	0	0	13	19	12	5	0	17	3	5	4	91
Sick, Injured, Unruly Passenger - TOTAL	29	44	8	15	1	44	42	2	30	3	27	40	29	314
Sick, Injured, Unruly Passenger - Metra/PSA	27	44	8	15	1	44	42	2	30	3	27	40	29	312
Sick, Injured, Unruly Passenger - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Weather - TOTAL	119	46	12	20	0	46	36	7	53	6	38	12	10	405
Weather - Metra/PSA	119	46	12	20	0	46	36	7	53	6	38	12	10	405
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	33	21	5	8	0	33	69	1	60	1	42	76	25	374
Lift Deployment - TOTAL	10	1	0	1	0	35	16	2	12	3	4	12	13	109
Obstruction/Debris - TOTAL	29	33	8	24	2	32	50	5	21	21	36	28	29	318
Catenary Failure - TOTAL	0	50	8	20	0	0	0	0	0	0	0	0	0	78
Other - TOTAL	24	8	1	4	0	21	14	5	20	9	20	13	37	176
TOTAL TRAINS DELAYED	1,251	433	114	187	78	750	674	230	688	316	364	434	596	6,115
Total Metra/PSA Delays	808	428	112	183	17	620	547	129	632	130	359	407	494	4,866
Total Foreign Carrier Delays	443	5	2	4	61	130	127	101	56	186	5	27	102	1,249

Data for current month is final (10/14/16) 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 - September - 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	170.8	0.0	0.2	0.0	31.2	139.6	125.0	122.2	56.6	140.0	13.4	50.6	188.6	1,038.2
Freight Interference - Peak	68.0	0.0	0.2	0.0	31.2	25.4	22.4	46.4	18.0	42.2	3.2	22.8	41.0	320.8
Primary	43.6	0.0	0.0	0.0	29.8	17.0	15.2	32.2	9.6	32.2	1.6	11.8	21.2	214.2
Secondary	24.4	0.0	0.2	0.0	1.4	8.4	7.2	14.2	8.4	10.0	1.6	11.0	19.8	106.6
Freight Interference - Off-Peak	102.8	0.0	0.0	0.0	0.0	114.2	102.6	75.8	38.6	97.8	10.2	27.8	147.6	717.4
Primary	85.8	0.0	0.0	0.0	0.0	82.2	73.4	64.4	34.2	74.2	6.4	23.4	122.4	566.4
Secondary	17.0	0.0	0.0	0.0	0.0	32.0	29.2	11.4	4.4	23.6	3.8	4.4	25.2	151.0
Signal/Switch Failure - TOTAL	154.6	69.2	25.6	25.6	18.0	217.2	122.8	75.0	73.0	81.8	37.0	59.6	83.8	1,043.2
Signal/Switch Failure - Metra/PSA	107.8	69.2	25.4	25.6	8.2	191.4	105.6	56.0	68.2	30.8	36.4	54.8	79.0	858.4
Primary	78.4	54.8	19.2	18.4	8.0	104.6	64.8	31.6	52.6	23.0	20.4	27.0	39.8	542.6
Secondary	29.4	14.4	6.2	7.2	0.2	86.8	40.8	24.4	15.6	7.8	16.0	27.8	39.2	315.8
Signal/Switch Failure - Foreign	46.8	0.0	0.2	0.0	9.8	25.8	17.2	19.0	4.8	51.0	0.6	4.8	4.8	184.8
Primary	36.6	0.0	0.0	0.0	9.0	17.0	12.0	10.2	2.6	33.2	0.6	2.6	4.0	127.8
Secondary	10.2	0.0	0.2	0.0	0.8	8.8	5.2	8.8	2.2	17.8	0.0	2.2	0.8	57.0
Mechanical Failure - TOTAL	123.6	39.8	13.8	11.6	3.2	112.8	64.4	23.0	91.4	20.4	67.0	69.0	50.8	690.8
Mechanical Failure - Metra/PSA	123.2	36.8	12.8	11.2	3.2	108.4	64.2	23.0	91.0	20.4	67.0	69.0	50.6	680.8
Non-Locomotive Equipment Failure - Metra/PSA	27.0	36.8	12.8	11.2	0.8	14.6	15.4	3.2	15.6	6.4	13.6	14.4	16.2	188.0
Primary	9.6	12.6	5.0	5.2	0.6	5.4	7.0	1.2	8.4	2.4	5.4	5.4	8.8	77.0
Secondary	17.4	24.2	7.8	6.0	0.2	9.2	8.4	2.0	7.2	4.0	8.2	9.0	7.4	111.0
Locomotive Failure - Metra/PSA	96.2	0.0	0.0	0.0	2.4	93.8	48.8	19.8	75.4	14.0	53.4	54.6	34.4	492.8
Primary	28.4	0.0	0.0	0.0	1.8	23.4	19.6	5.8	29.0	6.8	19.6	14.6	13.6	162.6
Secondary	67.8	0.0	0.0	0.0	0.6	70.4	29.2	14.0	46.4	7.2	33.8	40.0	20.8	330.2
Mechanical Failure - Foreign	0.4	3.0	1.0	0.4	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	10.0
Passenger Train Interference - TOTAL	15.2	9.8	3.0	5.2	5.6	69.6	14.2	13.6	15.0	10.8	8.8	6.0	13.6	190.4
Passenger Train Interference - Metra/PSA	1.2	4.4	2.2	4.2	0.6	46.0	11.2	13.0	9.8	3.2	8.8	5.8	13.4	123.8
Passenger Train Interference - Foreign	14.0	5.4	0.8	1.0	5.0	23.6	3.0	0.6	5.2	7.6	0.0	0.2	0.2	66.6
Accident - TOTAL	103.8	16.0	6.8	9.4	1.4	39.4	45.2	13.6	31.8	7.6	34.8	60.0	33.6	403.4
Accident - Metra/PSA	88.4	16.0	6.8	9.4	1.2	38.2	43.6	12.0	30.6	7.6	34.8	60.0	32.4	381.0
Accident - Foreign	15.4	0.0	0.0	0.0	0.2	1.2	1.6	1.6	1.2	0.0	0.0	0.0	1.2	22.4
Track Work - TOTAL	211.0	50.2	14.8	48.2	5.2	62.8	58.8	20.8	60.8	10.8	66.6	45.6	47.0	702.6
Track Work - Metra/PSA	203.2	50.2	14.8	48.2	5.2	62.6	58.6	20.2	60.8	9.4	66.6	45.6	47.0	692.4
Track Work - Foreign	7.8	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	1.4	0.0	0.0	0.0	10.2
Human Error - TOTAL	137.0	40.8	8.6	19.8	13.6	71.2	43.8	19.6	50.0	32.8	48.0	42.6	47.0	574.8
Human Error - Metra/PSA	100.0	38.2	8.4	19.0	3.2	42.0	30.8	8.6	49.4	7.6	37.4	26.2	28.6	399.4
Human Error - Foreign	37.0	2.6	0.2	0.8	10.4	29.2	13.0	11.0	0.6	25.2	10.6	16.4	18.4	175.4
Sick, Injured, Unruly Passenger - TOTAL	30.2	55.0	9.6	17.6	1.0	26.0	27.4	2.8	25.6	4.2	39.0	33.8	28.2	300.4
Sick, Injured, Unruly Passenger - Metra/PSA	29.6	55.0	9.6	17.6	1.0	26.0	27.4	2.8	25.2	4.2	39.0	33.8	28.2	299.4
Sick, Injured, Unruly Passenger - Foreign	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	210.2	122.4	32.6	42.8	8.0	132.6	111.8	43.0	130.2	26.2	114.6	129.0	108.4	1,211.8
Weather - Metra/PSA	209.0	122.4	32.6	42.8	7.6	129.4	111.2	42.6	129.0	24.6	114.6	128.6	107.8	1,202.2
Weather - Foreign	1.2	0.0	0.0	0.0	0.4	3.2	0.6	0.4	1.2	1.6	0.0	0.4	0.6	9.6
Passenger Loading - TOTAL	88.0	132.6	22.4	55.4	0.0	101.2	75.8	2.4	151.8	2.2	148.0	89.8	87.4	957.0
Lift Deployment - TOTAL	28.4	1.2	0.0	1.2	0.0	25.6	31.2	3.0	47.4	1.4	21.6	13.4	29.4	203.8
Obstruction/Debris - TOTAL	57.8	20.6	6.8	25.8	2.8	25.4	31.4	6.4	29.2	15.0	25.0	39.8	34.2	320.2
Catenary Failure - TOTAL	0.0	47.8	10.8	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	81.6
Other - TOTAL	38.8	20.0	7.6	13.0	1.0	16.8	20.0	5.0	23.8	12.4	27.6	19.8	33.6	239.4
TOTAL TRAINS DELAYED	1,369.4	625.4	162.6	298.4	91.0	1,040.2	771.8	350.4	786.6	365.6	651.4	659.2	785.6	7,957.6
Total Metra/PSA Delays	1,075.4	614.4	160.2	296.2	34.0	813.0	611.0	195.0	716.2	138.8	626.8	586.8	571.6	6,439.4
Total Foreign Carrier Delays	294.0	11.0	2.4	2.2	57.0	227.2	160.8	155.4	70.4	226.8	24.6	72.4	214.0	1,518.2

Data for latest month is final (10/20/15) version from TOPS.

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

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

TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September 2016 Divergence From January - September 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	10.2	0.0	-0.2	0.0	-12.2	-75.6	-32.0	-78.2	-0.6	-71.0	-11.4	-38.6	-93.6	-403.2
Freight Interference - Peak	8.0	0.0	-0.2	0.0	-15.2	-16.4	6.6	-31.4	4.0	-17.2	-3.2	-15.8	-12.0	-92.8
Primary	-0.6	0.0	0.0	0.0	-13.8	-9.0	0.8	-20.2	5.4	-12.2	-1.6	-4.8	-7.2	-63.2
Secondary	8.6	0.0	-0.2	0.0	-1.4	-7.4	5.8	-11.2	-1.4	-5.0	-1.6	-11.0	-4.8	-29.6
Freight Interference - Off-Peak	2.2	0.0	0.0	0.0	3.0	-59.2	-38.6	-46.8	-4.6	-53.8	-8.2	-22.8	-81.6	-310.4
Primary	0.2	0.0	0.0	0.0	3.0	-41.2	-42.4	-36.4	-7.2	-36.2	-4.4	-19.4	-68.4	-252.4
Secondary	2.0	0.0	0.0	0.0	0.0	-18.0	3.8	-10.4	2.6	-17.6	-3.8	-3.4	-13.2	-58.0
Signal/Switch Failure - TOTAL	104.4	7.8	3.4	-2.6	7.0	-66.2	-15.8	-4.0	-7.0	26.2	-21.0	-17.6	36.2	50.8
Signal/Switch Failure - Metra/PSA	-34.8	7.8	3.6	-2.6	-7.2	-72.4	-14.6	-30.0	-2.2	5.2	-20.4	-19.8	40.0	-147.4
Primary	-30.4	-15.8	-1.2	-2.4	-7.0	-40.6	-3.8	-16.6	-5.6	3.0	-10.4	1.0	-9.8	-139.6
Secondary	-4.4	23.6	4.8	-0.2	-0.2	-31.8	-10.8	-13.4	3.4	2.2	-10.0	-20.8	49.8	-7.8
Signal/Switch Failure - Foreign	139.2	0.0	-0.2	0.0	14.2	6.2	-1.2	26.0	-4.8	21.0	-0.6	2.2	-3.8	198.2
Primary	102.4	0.0	0.0	0.0	13.0	8.0	1.0	20.8	-2.6	18.8	-0.6	-0.6	-3.0	157.2
Secondary	36.8	0.0	-0.2	0.0	1.2	-1.8	-2.2	5.2	-2.2	2.2	0.0	2.8	-0.8	41.0
Mechanical Failure - TOTAL	-19.6	-16.8	-10.8	-10.6	7.8	-28.8	30.6	8.0	126.6	-9.4	-3.0	19.0	45.2	138.2
Mechanical Failure - Metra/PSA	-19.2	-14.8	-9.8	-10.2	7.8	-24.4	30.8	8.0	127.0	-9.4	-3.0	19.0	45.4	147.2
Non-Locomotive Equipment Failure - Metra/PSA	-10.0	-14.8	-9.8	-10.2	1.2	-3.6	-5.4	1.8	-7.6	-3.4	5.4	-10.4	25.8	-41.0
Primary	0.4	-5.6	-3.0	-5.2	0.4	1.6	1.0	0.8	-5.4	0.6	4.6	-1.4	7.2	-4.0
Secondary	-10.4	-9.2	-6.8	-5.0	0.8	-5.2	-6.4	1.0	-2.2	-4.0	0.8	-9.0	18.6	-37.0
Locomotive Failure - Metra/PSA	-9.2	0.0	0.0	0.0	6.6	-20.8	36.2	6.2	134.6	-6.0	-8.4	29.4	19.6	188.2
Primary	5.6	0.0	0.0	0.0	5.2	1.6	10.4	3.2	17.0	-1.8	-2.6	6.4	5.4	50.4
Secondary	-14.8	0.0	0.0	0.0	1.4	-22.4	25.8	3.0	117.6	-4.2	-5.8	23.0	14.2	137.8
Mechanical Failure - Foreign	-0.4	-2.0	-1.0	-0.4	0.0	-4.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	-9.0
Passenger Train Interference - TOTAL	3.8	-3.8	-1.0	-0.2	-0.6	-51.6	-11.2	-3.6	-6.0	11.2	-8.8	-5.0	-11.6	-88.4
Passenger Train Interference - Metra/PSA	-1.2	-2.4	-2.2	-3.2	-0.6	-34.0	-9.2	-4.0	-0.8	-2.2	-8.8	-4.8	-12.4	-85.8
Passenger Train Interference - Foreign	5.0	-1.4	1.2	3.0	0.0	-17.6	-2.0	0.4	-5.2	13.4	0.0	-0.2	0.8	-2.6
Accident - TOTAL	-13.8	-10.0	-3.8	-6.4	-0.4	37.6	15.8	14.4	-3.8	19.4	-1.8	-24.0	-20.6	2.6
Accident - Metra/PSA	-6.4	-10.0	-3.8	-6.4	-0.2	29.8	15.4	11.0	-2.6	14.4	-1.8	-27.0	-20.4	-8.0
Accident - Foreign	-7.4	0.0	0.0	0.0	-0.2	7.8	0.4	3.4	-1.2	5.0	0.0	3.0	-0.2	10.6
Track Work - TOTAL	62.0	24.8	-3.8	-15.2	-4.2	13.2	-14.8	-15.8	3.2	0.2	-4.6	-3.6	61.0	102.4
Track Work - Metra/PSA	35.8	24.8	-3.8	-15.2	-4.2	13.4	-17.6	-16.2	3.2	-0.4	-4.6	-3.6	61.0	72.6
Track Work - Foreign	26.2	0.0	0.0	0.0	0.0	-0.2	2.8	0.4	0.0	0.6	0.0	0.0	0.0	29.8
Human Error - TOTAL	-56.0	2.2	15.4	10.2	-0.6	-2.2	0.2	-0.6	1.0	-7.8	-28.0	-10.6	-28.0	-104.8
Human Error - Metra/PSA	-32.0	4.8	15.6	11.0	-3.2	8.0	1.2	5.4	1.6	0.4	-20.4	0.8	-13.6	-20.4
Human Error - Foreign	-24.0	-2.6	-0.2	-0.8	2.6	-10.2	-1.0	-6.0	-0.6	-8.2	-7.6	-11.4	-14.4	-84.4
Sick, Injured, Unruly Passenger - TOTAL	-1.2	-11.0	-1.6	-2.6	0.0	18.0	14.6	-0.8	4.4	-1.2	-12.0	6.2	0.8	13.6
Sick, Injured, Unruly Passenger - Metra/PSA	-2.6	-11.0	-1.6	-2.6	0.0	18.0	14.6	-0.8	4.8	-1.2	-12.0	6.2	0.8	12.6
Sick, Injured, Unruly Passenger - Foreign	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	-91.2	-76.4	-20.6	-22.8	-8.0	-86.6	-75.8	-36.0	-77.2	-20.2	-76.6	-117.0	-98.4	-806.8
Weather - Metra/PSA	-90.0	-76.4	-20.6	-22.8	-7.6	-83.4	-75.2	-35.6	-76.0	-18.6	-76.6	-116.6	-97.8	-797.2
Weather - Foreign	-1.2	0.0	0.0	0.0	-0.4	-3.2	-0.6	-0.4	-1.2	-1.6	0.0	-0.4	-0.6	-9.6
Passenger Loading - TOTAL	-55.0	-111.6	-17.4	-47.4	0.0	-68.2	-6.8	-1.4	-91.8	-1.2	-106.0	-13.8	-62.4	-583.0
Lift Deployment - TOTAL	-18.4	-0.2	0.0	-0.2	0.0	9.4	-15.2	-1.0	-35.4	1.6	-17.6	-1.4	-16.4	-94.8
Obstruction/Debris - TOTAL	-28.8	12.4	1.2	-1.8	-0.8	6.6	18.6	-1.4	-8.2	6.0	11.0	-11.8	-5.2	-2.2
Catenary Failure - TOTAL	0.0	2.2	-2.8	-2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-3.6
Other - TOTAL	-14.8	-12.0	-6.6	-9.0	-1.0	4.2	-6.0	0.0	-3.8	-3.4	-7.6	-6.8	3.4	-63.4
TOTAL TRAINS DELAYED	-118.4	-192.4	-48.6	-111.4	-13.0	-290.2	-97.8	-120.4	-98.6	-49.6	-287.4	-225.2	-189.6	-1,842.6
Total Metra/PSA Delays	-267.4	-186.4	-48.2	-113.2	-17.0	-193.0	-64.0	-66.0	-84.2	-8.8	-267.8	-179.8	-77.6	-1,573.4
Total Foreign Carrier Delays	149.0	-6.0	-0.4	1.8	4.0	-97.2	-33.8	-54.4	-14.4	-40.8	-19.6	-45.4	-112.0	-269.2

Data for current month is final (10/14/16) version from TOPS.

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - TOTAL	82	53	43	44	72	73	82	108	78				635	10.4%
Freight Interference - Peak	32	17	14	9	28	20	32	50	26				228	3.7%
Primary	26	10	11	7	15	10	21	31	20				151	2.5%
Secondary	6	7	3	2	13	10	11	19	6				77	1.3%
Freight Interference - Off-Peak	50	36	29	35	44	53	50	58	52				407	6.7%
Primary	32	29	23	29	32	44	34	48	43				314	5.1%
Secondary	18	7	6	6	12	9	16	10	9				93	1.5%
Signal/Switch Failure - TOTAL	154	155	123	98	145	143	108	63	105				1,094	17.9%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84	84	51	55	89				711	11.6%
Primary	35	30	52	41	54	52	41	40	58				403	6.6%
Secondary	32	92	47	19	30	32	10	15	31				308	5.0%
Signal/Switch Failure - Foreign	87	33	24	38	61	59	57	8	16				383	6.3%
Primary	68	24	14	33	49	43	36	6	12				285	4.7%
Secondary	19	9	10	5	12	16	21	2	4				98	1.6%
Mechanical Failure - TOTAL	107	68	131	43	80	88	120	78	114				829	13.6%
Mechanical Failure - Metra/PSA	107	68	131	42	80	88	120	78	114				828	13.5%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13	17	19	30	8				147	2.4%
Primary	11	9	4	5	9	9	8	11	7				73	1.2%
Secondary	14	10	6	1	4	8	11	19	1				74	1.2%
Locomotive Failure - Metra/PSA	82	49	121	36	67	71	101	48	106				681	11.1%
Primary	28	18	24	14	18	27	36	20	28				213	3.5%
Secondary	54	31	97	22	49	44	65	28	78				468	7.7%
Mechanical Failure - Foreign	0	0	0	1	0	0	0	0	0				1	0.0%
Passenger Train Interference - TOTAL	22	12	3	4	19	14	12	11	5				102	1.7%
Passenger Train Interference - Metra/PSA	13	5	2	3	2	2	7	2	2				38	0.6%
Passenger Train Interference - Foreign	9	7	1	1	17	12	5	9	3				64	1.0%
Accident - TOTAL	59	15	62	48	86	29	18	55	34				406	6.6%
Accident - Metra/PSA	49	14	62	41	77	29	18	53	30				373	6.1%
Accident - Foreign	10	1	0	7	9	0	0	2	4				33	0.5%
Track Work - TOTAL	40	21	36	44	141	114	99	133	177				805	13.2%
Track Work - Metra/PSA	40	21	36	41	139	110	99	104	175				765	12.5%
Track Work - Foreign	0	0	0	3	2	4	0	29	2				40	0.7%
Human Error - TOTAL	38	33	21	53	23	112	47	93	50				470	7.7%
Human Error - Metra/PSA	30	25	15	42	15	94	34	81	43				379	6.2%
Human Error - Foreign	8	8	6	11	8	18	13	12	7				91	1.5%
Sick, Injured, Unruly Passenger - TOTAL	20	39	27	50	44	32	29	43	30				314	5.1%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44	30	29	43	30				312	5.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0	0				2	0.0%
Weather - TOTAL	129	132	28	1	4	23	49	38	1				405	6.6%
Weather - Metra/PSA	129	132	28	1	4	23	49	38	1				405	6.6%
Weather - Foreign	0	0	0	0	0	0	0	0	0				0	0.0%
Passenger Loading - TOTAL	13	7	29	8	51	83	109	42	32				374	6.1%
Lift Deployment - TOTAL	11	14	12	3	15	11	11	21	11				109	1.8%
Obstruction/Debris - TOTAL	18	30	40	54	22	31	44	51	28				318	5.2%
Catenary Failure - TOTAL	9	3	2	1	4	13	11	6	29				78	1.3%
Other - TOTAL	5	17	15	0	10	25	30	39	35				176	2.9%
TOTAL TRAINS DELAYED	707	599	572	451	716	791	769	781	729				6,115	100.0%
Total Metra/PSA Delays	511	497	498	346	547	623	612	613	619				4,866	79.6%
Total Foreign Carrier Delays	196	102	74	105	169	168	157	168	110				1,249	20.4%

Data for current month is final (10/14/16) 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 - Sep	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	918	14.6%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	322	5.1%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	204	3.2%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	118	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	596	9.5%
Primary	63	86	59	42	28	38	56	42	48	41	31	33	462	7.3%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	134	2.1%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	738	11.7%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	580	9.2%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	347	5.5%
Secondary	35	29	3	24	24	25	40	36	17	39	4	16	233	3.7%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	158	2.5%
Primary	17	23	5	12	7	6	11	11	9	7	10	8	101	1.6%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	57	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	664	10.6%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	634	10.1%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	178	2.8%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	61	1.0%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	117	1.9%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	456	7.2%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	162	2.6%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	294	4.7%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	30	0.5%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	113	1.8%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	54	0.9%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	59	0.9%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	332	5.3%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	324	5.2%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	8	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	489	7.8%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	449	7.1%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	40	0.6%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	572	9.1%
Human Error - Metra/PSA	24	45	91	17	28	41	59	29	38	22	35	28	372	5.9%
Human Error - Foreign	8	22	12	14	12	4	89	12	27	21	9	6	200	3.2%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	241	3.8%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	240	3.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	1	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12	83	39	880	14.0%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	863	13.7%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	17	0.3%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	494	7.9%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	149	2.4%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	366	5.8%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	124	2.0%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	211	3.4%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528	530	447	6,291	100.0%
Total Metra/PSA Delays	694	915	399	355	362	617	607	499	412	432	425	381	4,860	77.3%
Total Foreign Carrier Delays	171	270	133	130	100	118	247	132	130	96	105	66	1,431	22.7%

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

P:\ONTIME\report\DelaysByCause.xlsx]AllMonths 10/14/2016

'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 - Sep	
Freight Interference - TOTAL	-40	-105	-70	-43	13	-17	-34	19	-6				-283	-4.2%
Freight Interference - Peak	-3	-31	-28	-27	5	-22	-6	19	-1				-94	-1.4%
Primary	2	-23	-13	-17	2	-15	-5	12	4				-53	-0.8%
Secondary	-5	-8	-15	-10	3	-7	-1	7	-5				-41	-0.6%
Freight Interference - Off-Peak	-37	-74	-42	-16	8	5	-28	0	-5				-189	-2.8%
Primary	-31	-57	-36	-13	4	6	-22	6	-5				-148	-2.2%
Secondary	-6	-17	-6	-3	4	-1	-6	-6	0				-41	-0.6%
Signal/Switch Failure - TOTAL	61	29	88	29	76	64	-8	-24	41				356	6.2%
Signal/Switch Failure - Metra/PSA	-6	39	71	7	30	17	-52	-13	38				131	2.4%
Primary	-3	-24	27	12	24	10	-22	8	24				56	1.1%
Secondary	-3	63	44	-5	6	7	-30	-21	14				75	1.3%
Signal/Switch Failure - Foreign	67	-10	17	22	46	47	44	-11	3				225	3.8%
Primary	51	1	9	21	42	37	25	-5	3				184	3.1%
Secondary	16	-11	8	1	4	10	19	-6	0				41	0.7%
Mechanical Failure - TOTAL	25	-34	62	-23	29	-12	55	16	47				165	3.0%
Mechanical Failure - Metra/PSA	36	-25	62	-14	29	-12	55	16	47				194	3.5%
Non-Locomotive Equipment Failure - Metra/PSA	-2	0	-12	-11	5	-18	-9	19	-3				-31	-0.4%
Primary	1	3	-6	-2	3	5	-1	7	2				12	0.2%
Secondary	-3	-3	-6	-9	2	-23	-8	12	-5				-43	-0.6%
Locomotive Failure - Metra/PSA	38	-25	74	-3	24	6	64	-3	50				225	3.9%
Primary	12	-7	10	-3	3	13	21	-2	4				51	0.9%
Secondary	26	-18	64	0	21	-7	43	-1	46				174	3.0%
Mechanical Failure - Foreign	-11	-9	0	-9	0	0	0	0	0				-29	-0.5%
Passenger Train Interference - TOTAL	9	-7	-3	-3	3	-13	0	1	2				-11	-0.1%
Passenger Train Interference - Metra/PSA	7	-9	-3	-1	-2	-13	6	-2	1				-16	-0.2%
Passenger Train Interference - Foreign	2	2	0	-2	5	0	-6	3	1				5	0.1%
Accident - TOTAL	30	-20	2	-12	66	-30	-11	42	7				74	1.4%
Accident - Metra/PSA	21	-20	2	-19	59	-30	-7	40	3				49	0.9%
Accident - Foreign	9	0	0	7	7	0	-4	2	4				25	0.4%
Track Work - TOTAL	2	-29	17	-8	84	65	14	54	117				316	5.4%
Track Work - Metra/PSA	2	-11	17	-11	82	61	28	31	117				316	5.4%
Track Work - Foreign	0	-18	0	3	2	4	-14	23	0				0	0.0%
Human Error - TOTAL	6	-34	-82	22	-17	67	-101	52	-15				-102	-1.4%
Human Error - Metra/PSA	6	-20	-76	25	-13	53	-25	52	5				7	0.3%
Human Error - Foreign	0	-14	-6	-3	-4	14	-76	0	-20				-109	-1.7%
Sick, Injured, Unruly Passenger - TOTAL	-1	14	7	21	20	-4	-7	15	8				73	1.3%
Sick, Injured, Unruly Passenger - Metra/PSA	-1	14	7	21	20	-6	-7	15	9				72	1.3%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0	-1				1	0.0%
Weather - TOTAL	-206	-263	11	-9	1	-36	32	16	-21				-475	-7.4%
Weather - Metra/PSA	-204	-249	11	-9	1	-36	32	16	-20				-458	-7.1%
Weather - Foreign	-2	-14	0	0	0	0	0	0	-1				-17	-0.3%
Passenger Loading - TOTAL	-7	-14	-13	-13	7	-15	-15	-59	9				-120	-1.7%
Lift Deployment - TOTAL	-11	-9	-8	-6	6	-13	-7	11	-3				-40	-0.6%
Obstruction/Debris - TOTAL	-13	-41	32	20	-26	-18	10	-10	-2				-48	-0.6%
Catenary Failure - TOTAL	5	-31	-8	1	1	9	-12	-3	-8				-46	-0.7%
Other - TOTAL	-18	-42	5	-10	-9	9	-1	20	11				-35	-0.5%
TOTAL TRAINS DELAYED	-158	-586	40	-34	254	56	-85	150	187				-176	
Total Metra/PSA Delays	-183	-418	99	-9	185	6	5	114	207				6	
Total Foreign Carrier Delays	25	-168	-59	-25	69	50	-90	36	-20				-182	

Data for current month is final (10/14/16) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 10/14/2016

'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 October 2014 and September 2016

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Jul-15	23	0	0	0	1	11	0	3	12	17	0	18	31	116
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
Total	224	0	0	0	38	150	114	135	53	183	18	76	249	1,240
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
May-16	17	0	0	0	0	9	12	7	0	8	0	1	18	72
Jun-16	19	0	0	0	1	4	6	9	4	10	0	0	20	73
Jul-16	25	0	0	0	2	5	24	6	2	9	0	1	8	82
Aug-16	56	0	0	0	2	14	6	4	3	5	1	2	15	108
Sep-16	22	0	0	0	5	9	4	3	4	17	1	2	11	78
Total	221	0	0	0	28	73	105	59	68	95	5	22	133	809

Data for current month is final (10/14/16) 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	0	1	1	0				10	0.80%
Electric ML	1	0	0	0	0	0	0	0	0				1	0.23%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	0	0	0	1				1	0.53%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	1	6	8	0	7	3	0	6	4				35	4.67%
Milw W	0	0	1	2	0	2	7	1	3				16	2.37%
NCS	0	1	0	0	0	0	0	1	0				2	0.87%
RI	2	2	0	0	1	2	1	3	1				12	1.74%
SWS	0	0	0	0	2	1	0	0	0				3	0.95%
UP N	0	0	0	0	0	0	0	4	0				4	1.10%
UP NW	1	0	2	0	2	2	1	3	1				12	2.76%
UP W	1	4	0	1	2	1	1	2	1				13	2.18%
Total Lift Delays	11	14	12	3	15	11	11	21	11				109	1.78%
ALL DELAYS														6,115

Data for current month is final (10/14/16) 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%
Total Lift Delays	22	23	20	9	9	24	18	10	14	8	8	7	172	2.21%
ALL DELAYS														7,796

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

September 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	34	26	1	4	2	10	5	8	13	14	7	10	7	141
11-15	14	3	0	1	2	7	0	1	6	2	3	6	8	53
16-20	3	1	0	2	1	2	1	2	2	1	2	1	1	19
21+	3	7	2	1	1	5	0	0	9	6	3	3	2	42
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>12</u>
Sub-Total	57	37	3	8	6	25	7	11	34	24	16	21	18	267
Off-Peak **														
6-10	69	39	2	8	0	32	14	5	21	18	4	12	20	244
11-15	35	12	1	2	0	11	6	0	4	4	3	5	8	91
16-20	15	1	0	2	1	10	3	2	5	2	3	2	3	49
21+	13	9	0	1	1	10	7	0	7	7	3	7	5	70
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>8</u>
Sub-Total	132	61	3	13	2	65	30	7	39	31	16	27	36	462
September 2016 Total														
6-10	103	65	3	12	2	42	19	13	34	32	11	22	27	385
11-15	49	15	1	3	2	18	6	1	10	6	6	11	16	144
16-20	18	2	0	4	2	12	4	4	7	3	5	3	4	68
21+	16	16	2	2	2	15	7	0	16	13	6	10	7	112
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>20</u>
TOTAL	189	98	6	21	8	90	37	18	73	55	32	48	54	729
2016 Year-to-Date														
6-10	586	229	68	102	33	334	256	99	323	156	115	174	236	2,711
11-15	251	81	9	24	11	152	151	45	118	49	68	100	120	1,179
16-20	116	34	3	12	8	85	72	32	73	32	40	44	66	617
21+	236	79	22	30	22	147	157	50	147	75	113	102	144	1,324
Annulled	<u>62</u>	<u>10</u>	<u>12</u>	<u>19</u>	<u>4</u>	<u>32</u>	<u>38</u>	<u>4</u>	<u>27</u>	<u>4</u>	<u>28</u>	<u>14</u>	<u>30</u>	<u>284</u>
TOTAL	1,251	433	114	187	78	750	674	230	688	316	364	434	596	6,115
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2016 Total														
6-10	54.5%	66.3%	50.0%	57.1%	25.0%	46.7%	51.4%	72.2%	46.6%	58.2%	34.4%	45.8%	50.0%	52.8%
11-15	25.9%	15.3%	16.7%	14.3%	25.0%	20.0%	16.2%	5.6%	13.7%	10.9%	18.8%	22.9%	29.6%	19.8%
16-20	9.5%	2.0%	0.0%	19.0%	25.0%	13.3%	10.8%	22.2%	9.6%	5.5%	15.6%	6.3%	7.4%	9.3%
21+	8.5%	16.3%	33.3%	9.5%	25.0%	16.7%	18.9%	0.0%	21.9%	23.6%	18.8%	20.8%	13.0%	15.4%
Annulled	<u>1.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>2.7%</u>	<u>0.0%</u>	<u>8.2%</u>	<u>1.8%</u>	<u>12.5%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>2.7%</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%
2016 Year-to-Date Delays By Duration														
6-10	46.8%	52.9%	59.6%	54.5%	42.3%	44.5%	38.0%	43.0%	46.9%	49.4%	31.6%	40.1%	39.6%	44.3%
11-15	20.1%	18.7%	7.9%	12.8%	14.1%	20.3%	22.4%	19.6%	17.2%	15.5%	18.7%	23.0%	20.1%	19.3%
16-20	9.3%	7.9%	2.6%	6.4%	10.3%	11.3%	10.7%	13.9%	10.6%	10.1%	11.0%	10.1%	11.1%	10.1%
21+	18.9%	18.2%	19.3%	16.0%	28.2%	19.6%	23.3%	21.7%	21.4%	23.7%	31.0%	23.5%	24.2%	21.7%
Annulled	<u>5.0%</u>	<u>2.3%</u>	<u>10.5%</u>	<u>10.2%</u>	<u>5.1%</u>	<u>4.3%</u>	<u>5.6%</u>	<u>1.7%</u>	<u>3.9%</u>	<u>1.3%</u>	<u>7.7%</u>	<u>3.2%</u>	<u>5.0%</u>	<u>4.6%</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 (10/14/16) 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	
September 2016														
Peak *	10.4	15.0	24.0	14.5	14.7	13.5	9.5	10.6	20.1	14.7	13.5	14.0	13.2	13.9
Off-Peak **	12.5	11.2	11.0	11.9	24.5	13.4	17.4	10.4	15.6	14.2	18.1	17.2	18.4	14.0
All	11.9	12.6	17.5	12.9	17.1	13.4	16.1	10.6	17.6	14.4	15.6	15.8	16.7	14.0
2016 Year-to-Date														
Peak *	16.5	15.5	19.8	15.0	21.0	16.9	20.0	18.1	19.5	17.1	24.1	18.7	17.8	18.1
Off-Peak **	16.3	14.9	20.8	15.0	14.3	15.9	16.3	15.8	15.2	18.0	20.3	19.1	20.5	17.0
All	16.4	15.2	20.5	15.0	19.8	16.2	17.5	17.0	17.2	17.7	21.8	18.9	19.3	17.4

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 (10/14/16) version from TOPS.

P:\ONTIME\report\[DelaysByDuration.xls]MinutesByServPeriod 10/14/2016