

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

January 2015



COMMUTER RAIL ON-TIME PERFORMANCE

January 2015

This report presents an analysis of the January 2015 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During January 2015, Metra operated 17,057 scheduled trains, including scheduled "extras", if any. 865 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.9%. Table 2 lists on-time percentages by line for each month and year since 2010.

Table 3 lists each train that was on time for less than 85% of its weekday runs in January 2015, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category and carrier designation in Table 5. Effective January 1, 2012, and January 1, 2014, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay.

Table 6.a shows the frequency of train delays by delay-cause control and by line during January 2015. Of the 865 delays systemwide in January 2015, all but 257 (30%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Januarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in January 2015, 146 fewer delays than the average over the previous three Januarys were controllable.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2015. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 865 delays systemwide in January 2015, 179 less than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2015. Table 9.b shows the average frequencies from the beginning of the year through January of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2015 and 2014 respectively, and Table 10.c shows the difference between the two. In January of 2015, a total of 865 trains were delayed, compared to 2,510 trains delayed in the same month of 2014.

As of January 2015, Tables 8 through 10 are enhanced to show the total numbers of primary and secondary train delays for freight interference, signal/switch, non-locomotive, and locomotive delays. Also, delays by cause are now separated into 'Metra/PSA' and 'Foreign' designations, where applicable. 'Metra/PSA' refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. 'Foreign' refers to delays that

may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. 'Foreign' also includes delays attributable to BNSF and Union Pacific freight operations. See Table 5 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In January 2015 freight operations delayed 122 trains systemwide, compared to 207 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2015 and 2014 respectively. A total of 22 trains were delayed by lift deployment in January 2015.

A review of January 2015 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 44.3% of all late trains. Table 14 shows that the average length of delay was 15.5 minutes in January 2015. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

Changes in On-Time Performance Reporting Calculations (effective with the May 2011 On-Time Performance Report)

“Extra” Trains

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Prior to May 2011, all “extra” trains were included in the count of all trains for the purpose of calculating on-time performance and were always reported as on-time.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

Temporary Schedules and Notices, for Construction and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

(Prior to May 2011, some trains affected by planned construction work arrived at their last station stops six minutes or more late, but were counted as on-time because a construction time allowance was deducted from the actual delay time. This allowance, typically five or ten minutes (but occasionally more) depending on the nature of the scheduled work, was assigned in advance to all off-peak and reverse-peak trains that might be affected by a particular project, but never to peak period/peak direction trains. For such trains, the assigned construction allowance was added onto the scheduled arrival time at the destination station for the purpose of calculating the total minutes of delay.)

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
January 2015**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,132	140	87.6%	843	50	94.1%	1,975	190	90.4%	140	9	93.6%	90	2	97.8%	2,205	201	90.9%
Elec -ML	942	84	91.1%	717	30	95.8%	1,659	114	93.1%	230	2	99.1%	100	1	99.0%	1,989	117	94.1%
-BI	294	20	93.2%	483	10	97.9%	777	30	96.1%	150	3	98.0%	--	--	--	927	33	96.4%
-SC	<u>357</u>	<u>7</u>	98.0%	<u>777</u>	<u>6</u>	99.2%	<u>1,134</u>	<u>13</u>	98.9%	<u>240</u>	<u>0</u>	100.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,474</u>	<u>13</u>	99.1%
Subtotal	1,593	111	93.0%	1,977	46	97.7%	3,570	157	95.6%	620	5	99.2%	200	1	99.5%	4,390	163	96.3%
Heritage	126	10	92.1%	--	--	--	126	10	92.1%	--	--	--	--	--	--	126	10	92.1%
Milw -N	524	43	91.8%	736	64	91.3%	1,260	107	91.5%	120	6	95.0%	100	8	92.0%	1,480	121	91.8%
-W	<u>566</u>	<u>45</u>	92.0%	<u>652</u>	<u>38</u>	94.2%	<u>1,218</u>	<u>83</u>	93.2%	<u>120</u>	<u>7</u>	94.2%	<u>90</u>	<u>2</u>	97.8%	<u>1,428</u>	<u>92</u>	93.6%
Subtotal	1,090	88	91.9%	1,388	102	92.7%	2,478	190	92.3%	240	13	94.6%	190	10	94.7%	2,908	213	92.7%
NCS	231	15	93.5%	231	13	94.4%	462	28	93.9%	--	--	--	--	--	--	462	28	93.9%
RI	756	22	97.1%	693	19	97.3%	1,449	41	97.2%	100	0	100.0%	80	1	98.8%	1,629	42	97.4%
SWS	231	11	95.2%	399	23	94.2%	630	34	94.6%	30	1	96.7%	--	--	--	660	35	94.7%
UP -N	628	9	98.6%	842	12	98.6%	1,470	21	98.6%	130	2	98.5%	90	1	98.9%	1,690	24	98.6%
-NW	689	30	95.6%	674	26	96.1%	1,363	56	95.9%	120	3	97.5%	75	3	96.0%	1,558	62	96.0%
-W	<u>566</u>	<u>35</u>	93.8%	<u>673</u>	<u>47</u>	93.0%	<u>1,239</u>	<u>82</u>	93.4%	<u>100</u>	<u>1</u>	99.0%	<u>90</u>	<u>4</u>	95.6%	<u>1,429</u>	<u>87</u>	93.9%
Subtotal	1,883	74	96.1%	2,189	85	96.1%	4,072	159	96.1%	350	6	98.3%	255	8	96.9%	4,677	173	96.3%
SYSTEM	7,042	471	93.3%	7,720	338	95.6%	14,762	809	94.5%	1,480	34	97.7%	815	22	97.3%	17,057	865	94.9%

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

Delays data for most recent month is final (02/16/15) version from TOPS.

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TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
BNSF	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	97.8%	95.2%
	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	96.2%	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	94.4%	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	95.8%	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	78.6%	89.7%
	2015	90.9												90.9%	90.9%
2010-2014 average		92.5	92.6	95.8	95.3	92.8	88.9	92.5	93.9	95.3	94.1	94.9	95.3	92.5%	93.7%
Electric	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	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	98.6%	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	93.7%	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	98.1%	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	93.7%	97.5%
	2015	96.3												96.3%	96.3%
2010-2014 average		96.3	97.2	98.1	98.2	98.1	96.6	95.7	97.4	97.7	97.0	97.5	98.0	96.3%	97.3%
Heritage	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	92.5%	88.5%
	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	92.1%	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	95.2%	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	97.0%	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	79.5%	91.4%
	2015	92.1												92.1%	92.1%
2010-2014 average		91.2	89.2	92.1	95.4	93.7	90.3	89.2	94.0	91.0	91.9	92.1	89.3	91.2%	91.6%
Milw - N	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	96.1%	94.3%
	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	92.9%	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	95.1%	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	95.5%	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	73.1%	91.7%
	2015	91.8												91.8%	91.8%
2010-2014 average		90.5	90.5	93.5	95.8	92.3	90.0	89.2	92.6	95.0	93.2	94.6	93.4	90.5%	92.6%
Milw - W	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.0%	96.0%
	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	96.0%	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	94.4%	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	96.6%	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	84.8%	93.5%
	2015	93.6												93.6%	93.6%
2010-2014 average		93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	93.5%	94.3%
NCS	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	96.4%	93.2%
	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	95.5%	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	94.8%	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	95.0%	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	76.0%	89.9%
	2015	93.9												93.9%	93.9%
2010-2014 average		91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.5%	91.7%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	AVG
RI	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	95.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	97.8%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	94.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	96.5%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	82.5%	93.8%
	2015	97.4												97.4%	97.4%
2010-2014 average		93.2	93.0	96.3	95.7	96.0	92.2	92.4	95.4	96.4	96.6	95.9	96.2	93.2%	95.0%
SWS	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.6%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	95.1%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.2%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	94.7%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	83.0%	92.6%
	2015	94.7												94.7%	94.7%
2010-2014 average		92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	92.3%	93.9%
UP - N	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	93.9%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	96.4%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	94.6%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	98.3%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	91.2%	96.7%
	2015	98.6												98.6%	98.6%
2010-2014 average		94.9	94.4	96.9	97.0	95.8	93.6	93.9	94.2	95.4	96.1	96.0	97.0	94.9%	95.4%
UP - NW	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	97.0%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	95.9%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.3%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	86.6%	95.2%
	2015	96.0												96.0%	96.0%
2010-2014 average		94.4	94.8	96.8	97.5	95.1	94.1	94.2	95.2	97.0	95.5	95.5	95.8	94.4%	95.5%
UP - W	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.6%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	93.5%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	93.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	85.9%	94.4%
	2015	93.9												93.9%	93.9%
2010-2014 average		93.1	93.7	95.6	95.4	94.7	91.3	92.3	93.0	95.3	95.2	94.5	93.1	93.1%	93.9%
SYSTEM excluding South Shore	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.5%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	96.4%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	94.3%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.8%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	85.6%	94.3%
	2015	94.9												94.9%	94.9%
2010-2014 average		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.5	95.7	93.9%	95.0%

Delays data for most recent month is final (02/16/15) version from TOPS.

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'2010-2014 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

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

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
January 2015**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1242	Thu, Jan 08	8	GM	4 BOX 2S MP 21.28 FOREST AVE/MP21.09 WASHINGTON/MP20.59 MAPLE/MP20.39 FAIRVIEW	
		81% OT	Fri, Jan 09	8	GW1	FOLLOWING TRAFFIC SWITCH FAILURE AT FAIRVIEW
		Tue, Jan 13	13	GM	5" MINUTES LATE LEAVING ATC DUE TO HEP PROBLEMS/DOORS NOT CLOSING / DROPPED FLAGMAN @ 13.87 ASHLAND AVE	
		Wed, Jan 14	8	GW1	SWITCH FAILURE @ CONGRESS MT 3-MT 2 XO ... FOLLOWING 1240	
BNSF	1243	Fri, Jan 02	9	L	POLICE ACTIVITY MP6.18	
		81% OT	Fri, Jan 09	14	D	FOLLOWING CSXEOL
		Wed, Jan 14	7	DD	DELAYED BY F YCSG1 14Y CANAL TO GLOBAL	
		Fri, Jan 16	10	E	TRAIN STOPPED OUTSIDE OF CUS WITH MECHANICAL ISSUES METX 105 #1TM	
BNSF	1248	Tue, Jan 06	8	U	SLOW PASSENGER LOADING / ADA	
		71% OT	Thu, Jan 08	7	GM1	LATE ARRIVAL OF EQUIPMENT 6" LATE LEAVING CUS
		Fri, Jan 09	13	GW1	FOLLOWING 1246 @ CONGRESS PARK	
		Mon, Jan 12	14	EW1	AIR PROBLEMS WITH 1234 ... CONGESTION @ HINSDALE	
		Tue, Jan 13	12	GW1	LATE ARRIVAL OF EQUIPMENT DUE TO LATE FLIP	
		Wed, Jan 14	12	GW1	SWITCH FAILURE @ CONGRESS MT 3-MT 2 XO ... FOLLOWING 1246	
BNSF	1250	Mon, Jan 05	8	FW1	DOOR ISSUES / STICKING DOORS ... 7325,7292,7339	
		76% OT	Tue, Jan 06	7	U1	FOLLOWING 1248
		Thu, Jan 08	8	GM1	LATE ARRIVAL OF EQUIPMENT 5" LATE LEAVING CUS	
		Fri, Jan 09	12	GW1	FOLLOWING 1248	
		Wed, Jan 14	11	GW1	SWITCH FAILURE @ CONGRESS MT 3-MT 2 XO ... FOLLOWING 1248	
BNSF	1251	Thu, Jan 08	9	AW	WAP 2 UNABLE TO USE SWITCHES AND FOLLOWED TRAFFIC FROM DGM TO ATC	
		81% OT	Wed, Jan 14	8	C	MULTIPLE FORM A RESTRICTIONS
		Fri, Jan 16	9	E1	FOLLOWING TRAFFIC FROM 1243 DOOR ISSUES	
		Tue, Jan 20	7	R1	FOLLOWING 1247	
BNSF	1252	Mon, Jan 05	30	GA	SWITCH FAILURE @ ROOSEVELT	
		71% OT	Tue, Jan 06	12	F	5" LATE LEAVING ATC DOOR ISSUES WITH CAR 800
		Thu, Jan 08	12	GM1	LATE ARRIVAL OF EQUIPMENT ... 4 BOX 2S	
		Fri, Jan 09	7	GW	FOLLOWING 1250	
		Mon, Jan 12	8	EW1	AIR PROBLEMS WITH 1234 ... CONGESTION @ HINSDALE	
		Wed, Jan 14	9	GW1	SWITCH FAILURE @ CONGRESS MT 3-MT 2 XO ... FOLLOWING 1250	
BNSF	1254	Mon, Jan 05	25	GA	SWITCH FAILURE @ ROOSEVELT	
		76% OT	Thu, Jan 08	8	GM1	LATE ARRIVAL OF EQUIPMENT ... DUE TO EARLIER DELAY
		Fri, Jan 09	7	GW1	LATE FLIP DUE TO SWITCH FAILURE @ CONGRESS	
		Mon, Jan 12	20	EW1	AIR PROBLEMS WITH 1234 ... CONGESTION @ HINSDALE	
		Wed, Jan 14	8	GW1	SWITCH FAILURE @ CONGRESS MT 3-MT 2 XO ... FOLLOWING 1252	
BNSF	1258	Mon, Jan 05	22	GA	SWITCH FAILURE @ ROOSEVELT	
		81% OT	Thu, Jan 08	8	GM1	LATE ARRIVAL OF EQUIPMENT ... DUE TO EARLIER DELAY
		Mon, Jan 12	20	EW1	AIR PROBLEMS WITH 1234 ... CONGESTION @ HINSDALE	
		Wed, Jan 14	12	FW1	FOLLOWING 1371...1213 WAS INITIAL DELAY DUE TO LATE ARRIVAL OF EQUIPMENT / 1212	
BNSF	1259	Wed, Jan 07	27	R	LATE ARRIVAL DUE TO YARD ISSUES - ADA LIFT FAILED TO STOW - 18" LATE	
		67% OT	Thu, Jan 08	11	AW	WAP 2 UNABLE TO USE SWITCHES AND FOLLOWED TRAFFIC FROM DGM TO ATC
		Fri, Jan 09	9	KW	LATE SET DUE TO CUS ISSUES- FLOOD IN STATION	
		Mon, Jan 12	14	AM	LATE SET DUE TO WAITING FOR AMTRAK LINEUP	
		Wed, Jan 14	13	KD	8" LATE DEPARTURE FOR DOOR ISSUES - MULTIPLE FORM A RESTRICTIONS	
		Fri, Jan 16	9	AM	LEFT 4" LATE DUE TO WAITING ON SWS	
		Wed, Jan 21	24	KD	STOPPED WITH MAIN RES PROBLEMS - HOSES CAME APART	
BNSF	1260	Mon, Jan 05	6	GA	SWITCH FAILURE @ CP ROOSEVELT	
		81% OT	Thu, Jan 08	13	GM1	20" LATE LEAVING ATC DUE TO LATE ARRIVAL OF EQUIPMENT / 4 BOX 2S
		Fri, Jan 09	20	GW1	1220 RUNNING AS 1260/SWITCH PROBLEMS @ FAIRVIEW AND CONGRESS	
		Wed, Jan 14	8	FW1	LATE FLIP DUE TO LATE ARRIVAL OF EQUIPMENT ... FOLLOWING 1213,1215	
BNSF	1269	Wed, Jan 07	9	H1	LATE OUT OF YARD DUE TO MECHANICAL ISSUES	
		81% OT	Thu, Jan 08	14	AW	WAP 2 UNABLE TO USE SWITCHES AND FOLLOWED TRAFFIC FROM DGM TO ATC
		Wed, Jan 14	9	C	MULTIPLE FORM A RESTRICTIONS	
		Wed, Jan 21	10	KD1	DELAYED BY 1259	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1277	Wed, Jan 07	10	H1	LATE OUT OF YARD DUE TO MECHANICAL ISSUES	
		71% OT	Thu, Jan 08	9	GW	#4 SW FAILURE AT EOLA
		Tue, Jan 13	7	C	DELAYED ACCT FORM A RESTRICTION OF 10 MPH ON MT2 AT BERWYN	
		Wed, Jan 14	13	C	MULTIPLE FORM A RESTRICTIONS	
		Wed, Jan 21	48	E	LOCOMOTIVE WOULD NOT LOAD OUT OF CUS	
		Tue, Jan 27	8	C	FORM A RESTRICTIONS	
BNSF	1279	Wed, Jan 07	16	CW1	LATE FLIP DUE TO EARLIER DELAYS	
		71% OT	Thu, Jan 08	32	GW	#4 SW FAILURE AT EOLA
		Fri, Jan 09	7	C1	LATE FLIP DUE TO EARLIER TRACK WORK	
		Tue, Jan 13	8	C	DELAYED ACCT FORM A RESTRICTION OF 10 MPH ON MT2 AT BERWYN	
		Wed, Jan 14	21	C	MULTIPLE FORM A RESTRICTIONS	
		Tue, Jan 27	10	C	SLOWED FOR FORM A RESTRICTIONS	
BNSF	1285	Wed, Jan 07	30	K	TIE FIRE AT ROOSEVELT ROAD	
		67% OT	Fri, Jan 09	25	C1	LATE FLIP DUE TO EARLIER TRACK WORK
		Tue, Jan 13	13	C1	LATE FLIP - 10" LATE ACCT FORM A RESTRICTION OF 10 MPH ON MT2 AT BERWYN	
		Wed, Jan 14	13	C	MULTIPLE FORM A RESTRICTIONS	
		Wed, Jan 21	10	E1	DELAYED BEHIND 1277, ROUTED AROUND 1277 AT BERWYN	
		Thu, Jan 22	12	U	LATE DEPARTURE - ADA LOADING LAST MINUTE ARRIVAL TO TRAIN AT CUS / OUT OF SLOT	
		Tue, Jan 27	22	JM1	DELAYED AT BERWYN FOR MEDICAL EMERGENCY ON TRAIN 1373	
BNSF	1288	Thu, Jan 08	12	GW1	LATE FLIP FROM 1243	
		71% OT	Fri, Jan 09	22	C1	LATE FLIP DUE TO EARLIER TRACK WORK
		Mon, Jan 12	15	GM1	LATE FLIP FROM 1243 FROM EARLIER BOX 2 AT WOLF ROAD	
		Wed, Jan 14	18	DD1	LATE FLIP DUE TO EARLIER DELAY	
		Fri, Jan 16	9	E1	LATE FLIP FROM 1243	
		Tue, Jan 27	8	GA1	LATE FLIP FROM TRAIN 1243	
BNSF	1289	Fri, Jan 09	15	C1	LATE FLIP FROM 1288-DEPARTED 20 MINUTES LATE	
		81% OT	Mon, Jan 12	16	GM1	LATE FLIP - 4" LATE DEPARTURE / BOX 2 @ FOREST AVE
		Wed, Jan 14	14	DD1	LATE FLIP FROM 1243, MULTIPLE FORM A RESTRICTIONS	
		Thu, Jan 15	10	R	CICERO WAITING FOR SIGNAL 1" DELAY / ENGINEER FAILED TO MAINTAIN SCHEDULE	
BNSF	1370	Mon, Jan 05	35	GA	SWITCH FAILURE @ ROOSEVELT	
		71% OT	Tue, Jan 06	8	FW	DOOR ISSUES WITH 758 / 818 / 7404
		Thu, Jan 08	10	FW	6" LATE LEAVING ATC DOOR ISSUES	
		Fri, Jan 09	20	DE	STOPPED @ RT 59 DUE TO ENGINE FIRE ON THE H GFDBRC9 07A	
		Mon, Jan 12	12	EW1	AIR PROBLEMS WITH 1234 ... FOLLOWING 1258	
		Wed, Jan 14	10	GM1	LATE FLIP DUE TO LATE ARRIVAL OF EQUIPMENT / 1211 8" LATE ARRIVING ATC	
BNSF	1373	Tue, Jan 06	18	C1	DEPARTED 17" LATE ACCT LATE SET OF EQUIPMENT, DUE TO FORM A RESTRICTIONS	
		71% OT	Wed, Jan 07	12	K	TIE FIRE AT ROOSEVELT ROAD
		Thu, Jan 08	15	GW	#4 SW FAILURE AT EOLA	
		Fri, Jan 09	16	C1	FOLLOWING 1283	
		Tue, Jan 13	11	C1	LATE FLIP - 13" LATE ACCT FORM A RESTRICTION OF 10 MPH ON MT2 AT BERWYN	
		Tue, Jan 27	14	JM	MEDICAL EMERGENCY AT BERWYN FOR UNRESPONSIVE PASSENGER ON TRAIN	
ELBI	205	Mon, Jan 05	8	FW1	8" WIT ON N/B RUDH HOUR TRAINS TO CLEAR.	
		81% OT	Tue, Jan 06	16	GW1	16" FOLLOWING #007, KENSINGTON.
		Mon, Jan 19	11	CW	5" COMPLYING WITH MULTIPLE ITEM 1 & 2 AWD & WALKING SPEED OVERBROKEN RAIL @ HOYNE, WEST PULLMAN.	
		Thu, Jan 29	14	GM1	6" WAITING ON #504, KENSINGTON; 8" GATE MALFUNCTIONS, ENROUTE.	
ELBI	506	Mon, Jan 05	9	FW1	9" #730 MECH PROBS @ RICHTON PK YD.	
		76% OT	Tue, Jan 06	14	GW1	14" WAITING ON #205, WEST PULLMAN.
		Thu, Jan 08	7	OW1	2" WEST PULLMAN; 2" FLAGGING INSTRUCTIONS, MP15.55; 3" FOLLOW #604, 65TH ST.	
		Tue, Jan 13	7	GW1	7" HELD FOR #758 & #738 DUE TO SIGNAL PROBLEMS @ HW, 65TH ST.	
		Fri, Jan 16	7	KW	5" SLICK RAIL, BISD; 2" SLOW ENTRAINING/DETRAINING, ENROUTE.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
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Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
ELBI	508	Mon, Jan 05	7	FW1	8" #730 MECH PROBS @ RICHTON PK YD.	
		81% OT	Tue, Jan 06	12	GW1	12" LATE TURN FROM #205, BL.
			Mon, Jan 19	8	CW	3" LATE ARRIVAL OF EQUIPMENT, BI; 5" COMPLYING WITH MULTIPLE ITEM 1 & 2 AWDM & WALKING SPEED OVER BROKEN RAIL @ HOYNE, W.PULLMAN; FLAGGED
			Thu, Jan 29	13	GMI	10" LATE TURN FROM #205, BI; 3" SLOW ENTRAINING/DETRAINING, ENROUTE.
ELML	111	Mon, Jan 05	6	FW1	9" WAIT N/B RUSH HOUR TRAINS TO CLEAR.	
		76% OT	Wed, Jan 07	44	F	44" MECH PROBLEMS, ENROUTE.
			Thu, Jan 08	9	OW1	9" LATE DEPARTING NO EQUIP IN DEPOT, RANDOLPH.
			Mon, Jan 12	18	F1	17" WAITING ROUTE SOUTH, #760 & #710 COMNG N/B, KENSINGTON.
			Tue, Jan 13	8	G	2" DISPATCHER ERROR, 69TH; 6" SIGNAL DROPPING, MP12.82- KENSINGTON.
ELML	116	Mon, Jan 05	7	FW1	6" LATE DEPARTING #730 MECH PROBS @ RICHTON PK YD.	
		76% OT	Wed, Jan 07	0	F1	ANNULLED TURN FROM #111 THAT HAD MECH PROBS.
			Thu, Jan 08	15	OW1	12" LATE TURN FROM #111, UP; 3" AMKING LOCAL STOPS, 111TH-18TH
			Mon, Jan 12	28	F1	19" LATE TURN FROM #111, UP; 9" MAKING OWN LOCAL STOPS.
			Tue, Jan 13	15	G1	9" LATE TURN FROM #111, UP; 6" MAKING LOCAL STOPS & FOLLOWING #216, 111TH-11TH PL.
ELML	604	Mon, Jan 05	13	FW1	13" #730 MECH PROBS @ RICHTON PK YD.	
		81% OT	Tue, Jan 06	19	GW1	19" LATE TURN FROM #007, KENSINGTON.
			Thu, Jan 08	12	OW1	12" LATE TURN FROM #007, KENSINGTON
			Mon, Jan 26	8	CW1	8" CONGESTION DUE TO BROKEN RAIL ON DEPOT 5 & 6, RANDOLPH.
ELML	704	Mon, Jan 05	25	FW1	25" #730 MECH PROBS @ RICHTON PK YD.	
		81% OT	Tue, Jan 06	13	GW1	13" SW#9 FAILING NORMAL, 65TH & #13 SW FAILING REVERSE @ 65TH, KENSINGTON.
			Thu, Jan 08	16	OW1	16" TRACK CIRCUIT PROBS, CP19.89.
			Tue, Jan 13	8	GW	8" RUNNNG ON RESTRICTED SIGNALS & RECEIVING FLAGGING INSTRUCTIONS.
ELML	706	Mon, Jan 05	27	FW1	27" MECH PROBS @ RICHTON PK YD.	
		76% OT	Tue, Jan 06	7	GW1	7" #9 SW FAILING NORMAL, 65TH & #13 SW FAILING REVERSE @ 69TH , KENSINGTON.
			Thu, Jan 08	9	OW1	9" TRACK CIRCUIT PROBLEMS, CP19.89.
			Mon, Jan 12	36	F	4" SIGNAL DROPPING, HW INT TO CP19.89; 32" PARKING BRAKE PROBLEMS ON CAR 1219, HAZEL CREST TO RANDOLPH.
			Tue, Jan 13	10	GW1	10" FOLLOWING #736, HW.
ELML	736	Mon, Jan 05	26	FW1	26" #730 MECH PROBS @ RICHTON PK YD.	
		81% OT	Tue, Jan 06	10	GW1	10" #9 SW FAILING NORMAL, 65TH & #13 SW FAILING REVERSE @ 69TH,KENSINGTON.
			Thu, Jan 08	10	OW1	10" TRACK CIRCUIT PROBS, CP19.89.
			Tue, Jan 13	8	GW1	8" FOLLOWING #756 DUE TO RESTRICTED SIGNALS & FLAGGING INSTRUCTIONS, HW.
ELML	756	Mon, Jan 05	30	FW1	30" #730 MECH PROBS, RICHTON PK YD.	
		76% OT	Tue, Jan 06	10	GW1	10" SW#9 FAILING NORMAL, 65TH & #13 SW FAILING REVERSE @ 69THST,KENSINGTON.
			Thu, Jan 08	13	OW1	13" TRACK CIRCUIT PROBS, CP19.89.
			Fri, Jan 09	7	AS	7" FOLLOWING SS912, KENSINGTON.
			Tue, Jan 13	11	GW	11" RUN ON RESTRICTED SIGNALS & RECEIVING FLAGGIN INSTRUCTIONS.
MN	2107	Mon, Jan 05	0	EA1	ANNULLED, N. GLENVIEW.	
		76% OT	Tue, Jan 06	8	A	3" CUS; 5" STOP, MAYFAIR.
			Thu, Jan 08	20	NW1	20" FOLLOWING #2105; STOP SIGNAL, RONDOUT.
			Fri, Jan 09	10	D	5" FREIGHT CROSS TRAFFIC, CN XING; 3" WAITING ON OTHER TRAINS, ENROUTE; 2" STOPPED RED SIGNAL, MAYFAIR.
			Fri, Jan 30	7	D	2" FOLLOWING TRAINS, CUS-WESTERN; 3" A-3/A-5; 3" STOP SIGNAL CN FREIGHT INTERFERENCE.
MN	2109	Mon, Jan 05	23	I	25" PICKING UP PASSENGERS 2105-2107, NORTH GLENVIEW.	
		81% OT	Wed, Jan 07	7	GW	8"SWITCH PROBLEMS/TRAIN AHEAD, TOWER A-5
			Thu, Jan 08	6	IW	3" TRAIN AHEAD, A-5; 5" RESTRICTING, 22.1-23.3; 5" SLOW DETRAINING.
			Fri, Jan 09	15	CC	11" RESTRICTING, 1-04 TO A5; 7" FOLLOWING FREIGHT, A20-RONDOUT 2" STOP SIGNAL, A20.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
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Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
MN	2128	Mon, Jan 05	18	EA1	5" WAIT ON MOVEMENT AUTHORITY, FOX LAKE; 2" ADA, NORTHBROOK; 12" RED SIGNAL, A-20.	
		71% OT	Thu, Jan 08	40	E1	20" LATE TURN FROM #2103, FOX LAKE; 5" SIGNAL PROBLEMS, DEERFIELD TO DUNDEE RD; 15" SIGNAL/SWITCH PROBLEMS, A-20.
			Fri, Jan 09	17	D	5" LATE TURN FROM #2103, FOX LAKE; 5" STOP SIGNAL, MAYFAIR; SWITCH FAILURE, A-5; 3" STOP SIGNAL X/O, A-3.
			Tue, Jan 13	10	C1	6" LATE TURN FROM #2103, FOX LAKE; 6" WAITING ON #2107, GRAYSLAKE; 3" ADA, DEERFIELD.
			Wed, Jan 21	10	A	7" STOP SIGNAL/WAITING ON 2107, GRAYSLAKE; 3" STOP SIGNAL, MAYFAIR; 3" STOP SIGNAL, A-6.
			Mon, Jan 26	12	D	15" STOP SIGNAL CN FREIGHT INTERFERENCE.
MN	2135	Mon, Jan 05	10	U	3" MAYFAIR; 5" 2 ADA'S, LIBERTYVILLE.	
		76% OT	Tue, Jan 06	9	U	3" MEET #2146, MORTON GROVE; 7" 2 ADA'S, LIBERTYVILLE.
			Wed, Jan 07	25	GW	20" SWITCH FAILURE, A-20.
			Thu, Jan 08	13	GW	3" STOP SIGNAL, A-20 X/O 1-2 BACK 2 -1; 6" RESTRICTED SPEED, A-20 TO 22.1; 2" CAR ON TRACKS, HALF DAY RD; 4" ADA OFF, LIBERTYVILLE.
			Mon, Jan 12	7	CW	5" SET OVER EQUIPMENT FROM TK15 TO 19 BROKEN RAIL, CUS; 5" ENTRAINING.
MN	2139	Mon, Jan 05	10	U1	10" FOLLOWING #2135.	
		76% OT	Tue, Jan 06	18	G1	18" FOLLOWING TRAINS SWITCH FAILURE.
			Wed, Jan 07	19	GW1	19" FOLLOWING TRAINS DUE SWITCH FAILURE, A-20.
			Thu, Jan 08	9	GW1	9" FOLLOWING TRAFFIC, A-20 TO FOX LAKE.
			Wed, Jan 21	7	E1	8" FOLLOWING 2137, ENROUTE.
MN	2141	Mon, Jan 05	9	FW	7" DOOR PROBLEMS CAR 7282 & 1/2 OF TRAIN DOOR CONTROLS QUIT WORKING.	
		71% OT	Tue, Jan 06	26	G	20" SWITCH FAILURE, A-2; 2" ADA, GOLF; 4" CP FREIGHT, RONDOUT.
			Wed, Jan 07	15	FW	5" SWITCH FAILURE, A-5; 6" DOOR ISSUES STUCK DOORS ON 7473; 3" RESTRICTING SIGNALS FOLLOWING #2139, 47.1-48.8.
			Mon, Jan 12	13	I	5" LATE TURN FROM YARD EQUIPMENT, CUS; 9" HEAVY ENTRAINING.
			Tue, Jan 13	15	G	18" FOLLOWING #339 HTEY HAD TO HADN LINE ROUTE, RONDOUT.
			Fri, Jan 16	11	I	5" FOLLOWING TRAINS, A-2 TO A-5; 6" ENTRAINING.
MN	2156	Mon, Jan 05	10	FW1	12" LATE TURN FROM #2141 & WAIT FOR #2143 TO YARD, FOX LAKE;	
		81% OT	Tue, Jan 06	8	D1	14" LATE TURN FROM #2147, GRAYSLAKE.
			Tue, Jan 13	13	K1	18" LATE TURN FROM #2147 @ GRAYSLAKE.
			Fri, Jan 16	9	II	12" LATE TURN FROM #2141, FOX LAKE.
MW	2216	Mon, Jan 12	6	U	3" ADA, BARTLETT; 3" WAITING WESTBOUND, SCHAUMBURG.	
		81% OT	Tue, Jan 13	86	M1	86" STOPPED, ITASCA; FOLLOWING #2212.
			Thu, Jan 15	35	F1	35" #2210'S MECHANICAL PROBLEMS.
			Wed, Jan 28	7	E1	6" FOLLOWING #2212/#2214 COMBO TRAIN - APPROACH SIGNALS RESTRICTING, MANNHEIM; 3" ADA, BARTLETT; 1" STOP SIGNAL, B6.
MW	2235	Mon, Jan 05	16	GW	16" HAND LINE, W. ROSELLE.	
		81% OT	Tue, Jan 06	7	G1	7" FOLLOWING TRAINS SWITCH #21 FAILURE, A-2
			Mon, Jan 12	15	CW1	15" FOLLOWING LATE TRAINS, ENROUTE.
			Wed, Jan 21	20	JM	15" MEDICAL EMERGENCY, ELMWOOD PK; 6" FOLLOWING TRAINS AHEAD B12 & B35
MW	2241	Mon, Jan 05	16	GW1	16" FOLLOWING #2239, BARTLETT.	
		76% OT	Tue, Jan 06	15	G1	15" FOLLOWING TRAINS AHEAD, BARTLETT.
			Mon, Jan 12	11	CW1	11" LATE TURN FROM #7412 & FOLLOWING #2141 TO A-5.
			Wed, Jan 21	8	D1	8" LATE FOLLOWING TRAINS, BARTLETT
			Wed, Jan 28	9	GA1	4" LATE TURN, CUS; 5" SWITCH FAILURE, A-2.
NCS	111	Tue, Jan 06	10	II	12" FOLLOWING #2231; 4" SLOW ENTRAINING.	
		81% OT	Mon, Jan 12	10	D	11" FOLLOWING CN FREIGHT, ENROUTE.
			Wed, Jan 14	6	RA	3" RED SIGNAL, CUS; 3" JCT 17.
			Wed, Jan 28	10	D	12" WAITING ON CN FREIGHT TO CLEAR, WHEELING; 5" WAITING ON LINE UP, B-12.
NCS	118	Mon, Jan 05	9	D	13" STOP SIGNAL RESTRICTED SPEED, GRAYSLAKE.	
		81% OT	Mon, Jan 12	7	CW1	6" X-TRAFFIC, DEVAL; 2" MEET #117, RIVER GROVE; 2" STOP SIGNAL, B-6.
			Tue, Jan 20	6	D	10" FREIGHT 2MT, BUFFALO GROVE.
			Wed, Jan 21	6	D	10" WAITING ON #115, O'HARE.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
RI	419	Tue, Jan 06	12	FW	5" LATE DEPARTING DOOR PROBLEMS CAR 7478 & 7467, LSS; 7" DOOR PROBLEMS CAR 7379 & 7262, ENROUTE; 1" ACCOMMODATING ELDERLY PSGR, ROBBINS.
		Wed, Jan 07	10	FW	3" APPROACH TO RESTRICTING, 115TH ST; 4" DOOR PROBLEMS CAR 7364, 7377; 3" ADA, NEW LENOX.
		Fri, Jan 09	7	FW	3" APPROACH TO RESTRICTING, 115TH ST; 2" CABCAR 7237 DOOR STICKING, 80TH AVE; 1" CAR7350 DOOR STICKING, MOKENA; 1" WAIT FOR #417 YARD
		Thu, Jan 15	18	G1	12" LATE DEPARTING TAKING PASSENGERS FROM #417 DUE TO SWITCH FAILURE, LSS; 7" HEAVY DETRAINING, ENROUTE.
SWS	822	Fri, Jan 02	9	D	9" UP YG800, 21ST.
		Thu, Jan 08	15	GW1	18" LATE TURN FROM #807, 179TH ST.
		Tue, Jan 13	8	RF	4" TIMING OUT SIGNAL, PUT 822 ON THE RUNNER, CP518; 4" 67W RUNNING AHEAD OF RUNNER, 21ST.
		Tue, Jan 20	11	D	10" FOLLOWING IMQCSR UP8552, CP518.
UPNW	610	Mon, Jan 05	26	VF	22" LATE DEPARTING USING #608 EQUIP & OPERATING #610'S SCHEDULESTUCK BRAKES ON CAR 8430, MCHENRY; S/O 40MPH, MCHENRY SUB FORM B49147; STICK
		Tue, Jan 06	7	FW	7" STICKY DOORS CARS 7804, 7112, 7203
		Tue, Jan 13	10	FW1	10" FOLLOWED #608, CRYSTAL LAKE-BARRINGTON.
		Thu, Jan 22	11	D	11" STOPPED DUE TO FREIGHT CROSS TRAFFIC-NO ANSWER FROM CN TOWEROPERATOR WHEN CALLED UPON FOR INFO,CN BARRINGTON.
UPNW	652	Fri, Jan 02	22	EW1	10" LATE TURN FROM #621, CRYSTAL LAKE; ENG 152 152 NOT LAODING PROPERLY COULDN'T OPERATE MORE THAN 50MPH.
		Thu, Jan 08	8	FW	8" DOORS ON EQUIPMENT SLOE TO CLOSE, ENROUTE.
		Thu, Jan 15	15	FW1	15" LATE ARRIVAL OF #621, CRYSTAL LAKE.
		Fri, Jan 16	27	D	25" WAIT FOR G88681-15 TO CLEAR, CN BARRINGTON.
UPNW	658	Thu, Jan 08	23	K1	23" LATE TURN FROM #625, HARVARD.
		Fri, Jan 09	12	U1	10" LATE TURN FROM #625, HARVARD.
		Wed, Jan 14	7	RF	7" STOPPED, CN DISPATCHER ERROR, FAILED TO CLEAR SIGNAL FOR #658, CN BARRINGTON.
		Fri, Jan 23	12	J	12" DELAYED WAITING ON POLICE TO REMOVE A PASSENGER THAT WAS ON EQUIPMENT STEALING TICKETS, CRYSTAL LAKE.
		Fri, Jan 30	17	U1	17" LATE ARRIVAL OF #625, HARVARD.
UPW	47	Mon, Jan 05	6	FW1	6" XC PROCEDURES, MP13.75; FOLLOW TRAINS AHEAD.
		Tue, Jan 06	8	GW	8" HELD SWITCH #39 FAILED ICE BUILD UP ON SWITCH POINTS, WESTERN.
		Wed, Jan 14	6	U	6" TRAIN CONTROL FOLLOWING #45, COLLEGE TO WHEATON; 2" LATE DEPARTING LATE ADAD, CPT; X-TRAFFIC, WESTERN.
		Mon, Jan 26	6	D	6" WAIT FOR MPRCB-26 TO CROSS TK2 -TK1, KRESS.
UPW	49	Mon, Jan 05	10	FW1	10" XC PROCEDURES, MP13.75; FOLLOW TRAINS AHEAD.
		Tue, Jan 06	20	GW1	20" HELD #39 SWITCH FAILED ICE BUILD UP IN SWITCH POINTS, WESTERN.
		Wed, Jan 14	10	U1	10" TRAIN CONTROL FOLLOWING #47, KEDZIE-LOMBARD; SLOW DETRAINING, LOMBARD.
		Thu, Jan 15	9	R1	9" TRAIN CONTROL FOLLOWING #47, CPT-WHEATON.
		Fri, Jan 16	7	R1	7" RAN ON TRAIN COTROL FOLLOWING #47, OAK PARK-GLEN ELYN.
		Wed, Jan 21	7	D1	7" BEHIND #47 THAT WAS WAITING FOR UEBLXC-20 TO CLEAR ONTO ROCKWELL SUB, KEDZIE; FOLLOW #47 ON TRAIN CONTROL FROM KEDZIE.
UPW	54	Fri, Jan 09	20	D	20" WAIT FOR KLTG2-05 TO CLEAR INTO PROVISO YD, PARK; 2 XH ORDERS, MP23.78 & 22.67; SLOW ENTRAINING, GENEVA & ELMHURST.
		Mon, Jan 12	14	CW1	14" FOLLOW ZLAAH-09, PECK-KRESS; SLOW ENTRAINING ICY CONDITIONS, ALL STOPS. BROKEN RAIL
		Wed, Jan 14	10	FW	10" CREW MANUALLY OPERATE DOORS ON CAR 7221; SLOW ENTRAINING, KEDZIE.
		Thu, Jan 15	7	I	7" SLOW ENTRAINING, WEST CHICAGO; X-TRAFFIC, WESTERN.
		Tue, Jan 20	8	D	8" FOLLOWING AG303-19, KRESS-PECK.
UPW	56	Thu, Jan 08	19	GW	19" SWITCH #17 MALFUNCTION WAIT FOR MAINTAINER TO REPAIR, WESTERN.
		Wed, Jan 14	10	D	10" KPDG2-13 AHEAD, GENEVA-WEST CHICAGO; MET #45, LOMBARD
		Fri, Jan 16	27	G	12" FOLLOW MMCPRX-14, ELBURN-TURNER; JB TOWER HAD PROBLEM WITHEARLIER TRAIN THAT DELAYED FREGHT; 15" WESTERN SWITCH FAILURE
		Wed, Jan 28	6	G	6" STOPPED DUE TO SWITCH #67 FAILING, WESTERN AVE.
UPW	60	Tue, Jan 06	32	GW1	31" LATE TURN FROM #59, ELMHURST.
		Mon, Jan 12	13	H1	13" MADE ALL STOPS DUE TO #58 RAN LATE EARLIER MECHANICAL PROBS, ENROUTE.
		Wed, Jan 21	16	G1	16" FOLLOWING LATE #58 DUE TO #7 SWITCH OUT OF CORRESPONDENCE @ TURNER.
		Wed, Jan 28	12	G1	12" LATE ARRIVAL OF #59 DUE TO SWITCH #67 FAILING @ WESTERN, TRAIN CONTROL FOLLOWED FREIGHT WITH UNKNOWN SYMBOL, ELMHURST/BELLWOOD -VALE.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
UPW	62	Mon, Jan 05	14	FW1	12" LATE ARRIVAL OF #47, ELBURN; CREW HAD TROUBLE RESETTING THE PCS LIGHT AFTER SWAPING ENDS; NO SIGNAL, WEST CHICAGO; SLOW ENTRAINING, WINFI	
		81% OT	Thu, Jan 08	31	DE1	31" X/O SWITCHES NOT RESPONDING SNOW PACKED, WAIT FOR MAINTAINER TO REPAIR, UNIVERSITY.
			Mon, Jan 12	8	DE	8" TRAIN CONTROL BEHIND MASPR-11, KRESS-TURNER & WENT INTO EMERGENCY BETWEEN, TURNER & UNIVERSITY & MCPBR-09 SITTING ON TK2 X/O TK3, TUR
			Mon, Jan 26	8	D1	5" LATE TURN FROM #47, ELBURN; SLOW ENTRAINING, WHEATON & GENEVA.
UPW	68	Tue, Jan 06	12	D	12" MNPPRX-05 AHEAD, PARK INT.	
		76% OT	Thu, Jan 08	18	GW	18" SWITCH PROBLEMS. UNIVERSITY INT.
			Mon, Jan 12	30	D	30" WAIT FOR SIGNAL MNPPR-11 AHEAD YARDING INTO PROVISIO YD, PARK INT.
			Mon, Jan 26	14	D	14" WAIT FOR SIGNAL, LNSPRJ-24 CROSSED AHEAD, 25TH AVE.
			Fri, Jan 30	27	D	27" WAIT FOR CNAPL-28 TO CLEAR INTO WEST CHICAGO YARD, KRESS.
UPW	71	Mon, Jan 05	7	GW	12" LATE DEPARTING NUMEROUS SWITCH FAILURE, SWITCHES 111, 114, 159, & 164 FAILED, WAIT FOR MAINTAINER TO RESOLVE, LAKE ST PLANT.	
		81% OT	Thu, Jan 08	10	D	10" ZSCG1-07 AHEAD, RIVER FOREST.
			Wed, Jan 14	14	D	14" ZG1SC-14 AHEAD, VALE-PECK; COMPLIED WITH XC PROCEDURES, MP13.75.
			Fri, Jan 23	15	D	15" TRAIN CONTROL FOLLOWING LPJ02-23 FROM GRACE AND CWSAT-19 W/ CROSS TRAFFIC AHEAD, JB TOWER

Data is final (02/16/15) version from TOPS.

P:\ONTIME\report[WeekdayTrainsBelow85%_table.xls]PrintCopy 02/16/2015

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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

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

Effective January 1, 2014

Revised February 2, 2015

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

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

TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE
January 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	93	24	6	6	1	26	22	7	24	6	8	13	21	257	30%
Semi-controllable	18	0	0	0	5	31	18	11	3	20	0	3	27	136	16%
Uncontrollable	90	93	27	7	4	64	52	10	15	9	16	46	39	472	55%
TOTAL TRAINS DELAYED	201	117	33	13	10	121	92	28	42	35	24	62	87	865	100%

January - Average Over Previous Three Years: 2012-2014

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	50.7	43.3	23.3	14.7	2.3	70.3	27.7	18.7	44.0	11.3	29.0	32.7	35.0	403.0	30%
Semi-controllable	51.7	0.0	0.0	0.0	6.0	17.0	13.7	11.3	6.3	33.7	0.7	4.0	17.0	161.3	12%
Uncontrollable	130.7	83.3	20.7	26.7	4.0	95.0	75.7	23.0	97.7	18.3	61.3	76.0	67.0	779.3	58%
TOTAL TRAINS DELAYED	233.0	126.7	44.0	41.3	12.3	182.3	117.0	53.0	148.0	63.3	91.0	112.7	119.0	1,343.7	100%

January 2015 Divergence From January Average Over Previous Three Years

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	42.3	-19.3	-17.3	-8.7	-1.3	-44.3	-5.7	-11.7	-20.0	-5.3	-21.0	-19.7	-14.0	-146.0	31%
Semi-controllable	-33.7	0.0	0.0	0.0	-1.0	14.0	4.3	-0.3	-3.3	-13.7	-0.7	-1.0	10.0	-25.3	5%
Uncontrollable	-40.7	9.7	6.3	-19.7	0.0	-31.0	-23.7	-13.0	-82.7	-9.3	-45.3	-30.0	-28.0	-307.3	64%
TOTAL TRAINS DELAYED	-32.0	-9.7	-11.0	-28.3	-2.3	-61.3	-25.0	-25.0	-106.0	-28.3	-67.0	-50.7	-32.0	-478.7	100%

January-January 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	93	24	6	6	1	26	22	7	24	6	8	13	21	257	30%
Semi-controllable	18	0	0	0	5	31	18	11	3	20	0	3	27	136	16%
Uncontrollable	90	93	27	7	4	64	52	10	15	9	16	46	39	472	55%
TOTAL TRAINS DELAYED	201	117	33	13	10	121	92	28	42	35	24	62	87	865	100%

Data for current month is final (02/16/15) version from TOPS.

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02/16/2015

TABLE 7: NUMBER OF DELAYS BY DATE
January 2015

WEEKDAY	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	3	12	6	13	32	31	17	10	36	1	6	0	3	6	2	0	0	7	3	0	2	190
Elec -ML	0	21	11	15	34	2	9	11	1	0	1	0	0	0	1	0	2	4	0	1	1	114
-BI	0	4	5	3	3	0	0	1	0	0	1	5	0	0	0	0	2	1	1	2	2	30
-SC	0	1	1	7	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	13
Heritage	0	1	1	2	1	1	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	10
Milw -N	0	16	24	14	17	5	6	11	0	0	3	0	0	6	0	0	1	1	1	1	1	107
-W	0	9	9	0	2	8	8	24	0	9	0	0	1	5	1	2	0	2	3	0	0	83
NCS	0	1	7	1	1	0	3	3	1	2	0	0	1	2	3	0	0	0	3	0	0	28
RI	2	5	3	2	2	9	1	1	0	7	2	0	0	0	1	0	4	1	0	1	0	41
SWS	1	4	0	2	7	4	1	2	1	0	0	0	2	3	0	6	1	0	0	0	0	34
UP -N	0	1	2	1	0	0	0	2	0	1	2	0	0	0	4	0	0	4	4	0	0	21
-NW	2	10	5	2	11	5	1	6	1	3	3	0	0	0	1	1	3	0	0	0	2	56
-W	<u>1</u>	<u>12</u>	<u>13</u>	<u>1</u>	<u>14</u>	<u>4</u>	<u>7</u>	<u>0</u>	<u>7</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>82</u>
SYSTEM	9	97	87	63	124	69	54	72	48	29	24	5	8	25	14	11	16	21	18	5	10	809

SATURDAY	3	10	17	24	31	TOTAL	SUNDAY/HOLIDAY	1	4	11	18	25	TOTAL
BNSF	0	4	1	1	3	9	BNSF	0	1	0	1	0	2
Elec -ML	0	0	2	0	0	2	Elec -ML	0	1	0	0	0	1
-BI	0	0	0	3	0	3	-BI	-	-	-	-	-	0
-SC	0	0	0	0	0	0	-SC	0	0	0	0	0	0
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	0	4	1	0	1	6	Milw -N	5	2	1	0	0	8
-W	0	3	3	1	0	7	-W	0	0	1	1	0	2
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	0	0	0	0	0	RI	0	1	0	0	0	1
SWS	0	0	0	1	0	1	SWS	-	-	-	-	-	0
UP -N	0	1	1	0	0	2	UP -N	1	0	0	0	0	1
-NW	0	1	0	2	0	3	-NW	0	2	0	1	0	3
-W	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	-W	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>
SYSTEM	0	13	9	8	4	34	SYSTEM	6	8	3	4	1	22

Data is final (02/16/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Freight Interference - Peak	6	0	0	0	3	6	3	4	1	6	0	1	5	35
Primary	6	0	0	0	3	3	1	3	1	3	0	1	3	24
Secondary	0	0	0	0	0	3	2	1	0	3	0	0	2	11
Freight Interference - Off-Peak	7	0	0	0	0	23	14	7	2	10	0	2	22	87
Primary	4	0	0	0	0	13	12	5	2	8	0	2	17	63
Secondary	3	0	0	0	0	10	2	2	0	2	0	0	5	24
Signal/Switch Failure - TOTAL	39	9	2	6	2	8	9	0	5	4	0	0	9	93
Signal/Switch Failure - Metra/PSA	28	9	2	6	0	6	8	0	5	0	0	0	9	73
Primary	12	6	0	6	0	2	2	0	3	0	0	0	7	38
Secondary	16	3	2	0	0	4	6	0	2	0	0	0	2	35
Signal/Switch Failure - Foreign	11	0	0	0	2	2	1	0	0	4	0	0	0	20
Primary	9	0	0	0	2	2	0	0	0	4	0	0	0	17
Secondary	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Mechanical Failure - TOTAL	10	7	2	0	1	18	11	3	17	1	6	3	3	82
Mechanical Failure - Metra/PSA	9	7	2	0	1	8	11	3	17	1	6	3	3	71
Non-Locomotive Equipment Failure - Metra/PSA	1	7	2	0	0	0	9	0	2	1	2	0	3	27
Primary	1	2	0	0	0	0	1	0	1	1	1	0	3	10
Secondary	0	5	2	0	0	0	8	0	1	0	1	0	0	17
Locomotive Failure - Metra/PSA	8	0	0	0	1	8	2	3	15	0	4	3	0	44
Primary	2	0	0	0	1	2	1	0	7	0	1	2	0	16
Secondary	6	0	0	0	0	6	1	3	8	0	3	1	0	28
Mechanical Failure - Foreign	1	0	0	0	0	10	0	0	0	0	0	0	0	11
Passenger Train Interference - TOTAL	5	1	0	0	0	3	0	2	0	0	0	0	2	13
Passenger Train Interference - Metra/PSA	0	0	0	0	0	2	0	2	0	0	0	0	2	6
Passenger Train Interference - Foreign	5	1	0	0	0	1	0	0	0	0	0	0	0	7
Accident - TOTAL	0	0	0	0	0	0	23	1	1	0	4	0	0	29
Accident - Metra/PSA	0	0	0	0	0	0	23	1	0	0	4	0	0	28
Accident - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Track Work - TOTAL	32	0	0	0	0	4	1	0	0	0	1	0	0	38
Track Work - Metra/PSA	32	0	0	0	0	4	1	0	0	0	1	0	0	38
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	12	0	1	0	0	4	1	2	0	2	1	2	7	32
Human Error - Metra/PSA	12	0	1	0	0	3	0	1	0	0	1	0	6	24
Human Error - Foreign	0	0	0	0	0	1	1	1	0	2	0	2	1	8
Sick, Injured, Unruly Passenger - TOTAL	2	5	0	0	1	2	1	0	0	0	3	4	3	21
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	0	0	1	2	1	0	0	0	3	4	3	21
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	73	86	24	4	3	34	19	4	13	8	8	30	29	335
Weather - Metra/PSA	73	86	24	4	3	34	18	4	13	7	8	30	29	333
Weather - Foreign	0	0	0	0	0	0	1	0	0	1	0	0	0	2
Passenger Loading - TOTAL	1	1	1	0	0	7	2	2	0	0	1	2	3	20
Lift Deployment - TOTAL	6	0	0	0	0	4	4	0	0	0	0	5	3	22
Obstruction/Debris - TOTAL	5	1	2	3	0	7	3	2	1	1	0	5	1	31
Catenary Failure - TOTAL	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Other - TOTAL	3	4	0	0	0	1	1	1	2	3	0	8	0	23
TOTAL TRAINS DELAYED	201	117	33	13	10	121	92	28	42	35	24	62	87	865
Total Metra/PSA Delays	171	116	33	13	5	78	72	16	38	12	24	57	59	694
Total Foreign Carrier Delays	30	1	0	0	5	43	20	12	4	23	0	5	28	171

Data for current month is final (02/16/15) version from TOPS.

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

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

TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - Average Over Previous Five Years: 2010-2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	24.6	0.0	0.0	0.0	4.6	12.0	9.0	9.8	6.4	14.2	3.8	2.8	16.8	104.0
Freight Interference - Peak	15.2	0.0	0.0	0.0	4.6	2.4	2.8	3.6	1.6	5.0	1.8	0.4	5.0	42.4
<i>Primary</i>	11.8	0.0	0.0	0.0	4.2	1.8	2.4	3.4	1.2	4.2	0.2	0.4	3.2	32.8
<i>Secondary</i>	3.4	0.0	0.0	0.0	0.4	0.6	0.4	0.2	0.4	0.8	1.6	0.0	1.8	9.6
Freight Interference - Off-Peak	9.4	0.0	0.0	0.0	0.0	9.6	6.2	6.2	4.8	9.2	2.0	2.4	11.8	61.6
<i>Primary</i>	7.4	0.0	0.0	0.0	0.0	5.0	4.6	6.0	4.2	6.8	1.4	1.6	10.0	47.0
<i>Secondary</i>	2.0	0.0	0.0	0.0	0.0	4.6	1.6	0.2	0.6	2.4	0.6	0.8	1.8	14.6
Signal/Switch Failure - TOTAL	22.8	12.8	4.6	3.8	2.6	22.4	15.4	5.6	13.4	15.8	1.0	5.8	10.6	136.6
Signal/Switch Failure - Metra/PSA	9.0	12.8	4.6	3.8	1.6	19.2	12.4	4.4	13.2	5.0	1.0	5.8	10.6	103.4
<i>Primary</i>	6.2	10.8	3.8	3.4	1.4	10.8	7.6	1.8	10.2	4.0	0.8	3.8	4.8	69.4
<i>Secondary</i>	2.8	2.0	0.8	0.4	0.2	8.4	4.8	2.6	3.0	1.0	0.2	2.0	5.8	34.0
Signal/Switch Failure - Foreign	13.8	0.0	0.0	0.0	1.0	3.2	3.0	1.2	0.2	10.8	0.0	0.0	0.0	33.2
<i>Primary</i>	13.4	0.0	0.0	0.0	1.0	3.0	2.4	0.8	0.0	6.6	0.0	0.0	0.0	27.2
<i>Secondary</i>	0.4	0.0	0.0	0.0	0.0	0.2	0.6	0.4	0.2	4.2	0.0	0.0	0.0	6.0
Mechanical Failure - TOTAL	9.4	3.0	0.8	1.8	0.4	20.8	6.2	2.2	8.6	3.4	7.0	14.0	7.6	85.2
Mechanical Failure - Metra/PSA	9.4	3.0	0.8	1.8	0.4	20.6	6.2	2.2	8.6	3.4	7.0	14.0	7.6	85.0
Non-Locomotive Equipment Failure - Metra/PSA	4.4	3.0	0.8	1.8	0.2	3.2	2.2	0.2	3.0	1.2	4.4	3.8	2.6	30.8
<i>Primary</i>	1.8	1.6	0.4	1.0	0.2	0.6	1.0	0.0	2.2	0.6	1.0	1.0	1.4	12.8
<i>Secondary</i>	2.6	1.4	0.4	0.8	0.0	2.6	1.2	0.2	0.8	0.6	3.4	2.8	1.2	18.0
Locomotive Failure - Metra/PSA	5.0	0.0	0.0	0.0	0.2	17.4	4.0	2.0	5.6	2.2	2.6	10.2	5.0	54.2
<i>Primary</i>	1.8	0.0	0.0	0.0	0.2	3.2	2.0	0.6	1.8	0.8	1.0	2.6	1.6	15.6
<i>Secondary</i>	3.2	0.0	0.0	0.0	0.0	14.2	2.0	1.4	3.8	1.4	1.6	7.6	3.4	38.6
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Passenger Train Interference - TOTAL	1.6	1.8	1.0	1.2	0.6	8.0	2.4	0.4	2.4	1.2	3.0	2.0	2.0	27.6
Passenger Train Interference - Metra/PSA	0.2	1.0	0.4	1.2	0.0	4.8	1.8	0.4	1.6	0.4	3.0	2.0	2.0	18.8
Passenger Train Interference - Foreign	1.4	0.8	0.6	0.0	0.6	3.2	0.6	0.0	0.8	0.8	0.0	0.0	0.0	8.8
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	4.0	0.4	6.6	0.0	4.0	6.0	5.2	48.0
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	4.0	0.4	6.6	0.0	4.0	6.0	5.2	42.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Track Work - TOTAL	3.4	12.6	7.6	1.6	0.0	6.8	1.8	4.2	2.8	0.4	3.4	1.6	3.0	49.2
Track Work - Metra/PSA	3.2	12.6	7.6	1.6	0.0	6.8	1.8	4.2	2.8	0.2	3.4	1.6	3.0	48.8
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	15.0	5.0	1.8	1.4	0.6	8.4	4.8	2.2	6.6	2.8	10.0	5.2	4.0	67.8
Human Error - Metra/PSA	9.8	2.8	1.6	1.4	0.0	5.8	2.2	1.0	6.6	0.4	9.0	4.8	2.4	47.8
Human Error - Foreign	5.2	2.2	0.2	0.0	0.6	2.6	2.6	1.2	0.0	2.4	1.0	0.4	1.6	20.0
Sick, Injured, Unruly Passenger - TOTAL	2.2	6.0	1.2	2.2	0.0	1.4	1.0	0.0	2.4	0.0	3.0	3.6	2.0	25.0
Sick, Injured, Unruly Passenger - Metra/PSA	2.0	6.0	1.2	2.2	0.0	1.4	1.0	0.0	2.2	0.0	3.0	3.6	2.0	24.6
Sick, Injured, Unruly Passenger - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4
Weather - TOTAL	68.8	39.0	9.8	13.2	2.0	34.6	37.4	12.8	46.4	10.2	32.4	33.2	32.2	372.0
Weather - Metra/PSA	68.4	39.0	9.8	13.2	2.0	34.6	37.0	12.8	46.4	9.8	32.4	33.2	32.2	370.8
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	1.2
Passenger Loading - TOTAL	2.8	4.0	2.8	1.2	0.0	5.6	1.4	0.0	4.8	0.0	10.6	1.8	3.2	38.2
Lift Deployment - TOTAL	2.6	0.0	0.0	0.0	0.0	3.0	2.4	0.2	3.8	0.0	3.0	0.6	3.6	19.2
Obstruction/Debris - TOTAL	4.0	2.0	0.2	1.4	0.2	2.6	4.4	0.4	3.8	2.0	1.6	9.4	7.2	39.2
Catenary Failure - TOTAL	0.0	2.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Other - TOTAL	1.4	8.4	0.4	1.4	0.0	2.4	2.4	1.0	2.4	1.2	3.8	1.0	2.0	27.8
TOTAL TRAINS DELAYED	165.6	97.4	31.2	30.4	11.2	141.6	92.6	39.2	110.4	51.2	86.6	87.0	99.4	1,043.8
Total Metra/PSA Delays	114.2	94.4	30.4	30.4	4.4	120.4	77.0	27.0	102.8	22.4	81.8	83.8	81.0	870.0
Total Foreign Carrier Delays	51.4	3.0	0.8	0.0	6.8	21.2	15.6	12.2	7.6	28.8	4.8	3.2	18.4	173.8

Data for latest month is final (02/19/14) version from TOPS.

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

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

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January 2015 Divergence From January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-11.6	0.0	0.0	0.0	-1.6	17.0	8.0	1.2	-3.4	1.8	-3.8	0.2	10.2	18.0
Freight Interference - Peak	-9.2	0.0	0.0	0.0	-1.6	3.6	0.2	0.4	-0.6	1.0	-1.8	0.6	0.0	-7.4
<i>Primary</i>	-5.8	0.0	0.0	0.0	-1.2	1.2	-1.4	-0.4	-0.2	-1.2	-0.2	0.6	-0.2	-8.8
<i>Secondary</i>	-3.4	0.0	0.0	0.0	-0.4	2.4	1.6	0.8	-0.4	2.2	-1.6	0.0	0.2	1.4
Freight Interference - Off-Peak	-2.4	0.0	0.0	0.0	0.0	13.4	7.8	0.8	-2.8	0.8	-2.0	-0.4	10.2	25.4
<i>Primary</i>	-3.4	0.0	0.0	0.0	0.0	8.0	7.4	-1.0	-2.2	1.2	-1.4	0.4	7.0	16.0
<i>Secondary</i>	1.0	0.0	0.0	0.0	0.0	5.4	0.4	1.8	-0.6	-0.4	-0.6	-0.8	3.2	9.4
Signal/Switch Failure - TOTAL	16.2	-3.8	-2.6	2.2	-0.6	-14.4	-6.4	-5.6	-8.4	-11.8	-1.0	-5.8	-1.6	-43.6
Signal/Switch Failure - Metra/PSA	19.0	-3.8	-2.6	2.2	-1.6	-13.2	-4.4	-4.4	-8.2	-5.0	-1.0	-5.8	-1.6	-30.4
<i>Primary</i>	5.8	-4.8	-3.8	2.6	-1.4	-8.8	-5.6	-1.8	-7.2	-4.0	-0.8	-3.8	2.2	-31.4
<i>Secondary</i>	13.2	1.0	1.2	-0.4	-0.2	-4.4	1.2	-2.6	-1.0	-1.0	-0.2	-2.0	-3.8	1.0
Signal/Switch Failure - Foreign	-2.8	0.0	0.0	0.0	1.0	-1.2	-2.0	-1.2	-0.2	-6.8	0.0	0.0	0.0	-13.2
<i>Primary</i>	-4.4	0.0	0.0	0.0	1.0	-1.0	-2.4	-0.8	0.0	-2.6	0.0	0.0	0.0	-10.2
<i>Secondary</i>	1.6	0.0	0.0	0.0	0.0	-0.2	0.4	-0.4	-0.2	-4.2	0.0	0.0	0.0	-3.0
Mechanical Failure - TOTAL	0.6	4.0	1.2	-1.8	0.6	-2.8	4.8	0.8	8.4	-2.4	-1.0	-11.0	-4.6	-3.2
Mechanical Failure - Metra/PSA	-0.4	4.0	1.2	-1.8	0.6	-12.6	4.8	0.8	8.4	-2.4	-1.0	-11.0	-4.6	-14.0
Non-Locomotive Equipment Failure - Metra/PSA	-3.4	4.0	1.2	-1.8	-0.2	-3.2	6.8	-0.2	-1.0	-0.2	-2.4	-3.8	0.4	-3.8
<i>Primary</i>	-0.8	0.4	-0.4	-1.0	-0.2	-0.6	0.0	0.0	-1.2	0.4	0.0	-1.0	1.6	-2.8
<i>Secondary</i>	-2.6	3.6	1.6	-0.8	0.0	-2.6	6.8	-0.2	0.2	-0.6	-2.4	-2.8	-1.2	-1.0
Locomotive Failure - Metra/PSA	3.0	0.0	0.0	0.0	0.8	-9.4	-2.0	1.0	9.4	-2.2	1.4	-7.2	-5.0	-10.2
<i>Primary</i>	0.2	0.0	0.0	0.0	0.8	-1.2	-1.0	-0.6	5.2	-0.8	0.0	-0.6	-1.6	0.4
<i>Secondary</i>	2.8	0.0	0.0	0.0	0.0	-8.2	-1.0	1.6	4.2	-1.4	1.4	-6.6	-3.4	-10.6
Mechanical Failure - Foreign	1.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8
Passenger Train Interference - TOTAL	3.4	-0.8	-1.0	-1.2	-0.6	-5.0	-2.4	1.6	-2.4	-1.2	-3.0	-2.0	0.0	-14.6
Passenger Train Interference - Metra/PSA	-0.2	-1.0	-0.4	-1.2	0.0	-2.8	-1.8	1.6	-1.6	-0.4	-3.0	-2.0	0.0	-12.8
Passenger Train Interference - Foreign	3.6	0.2	-0.6	0.0	-0.6	-2.2	-0.6	0.0	-0.8	-0.8	0.0	0.0	0.0	-1.8
Accident - TOTAL	-7.0	0.0	0.0	-1.0	-0.2	-13.6	19.0	0.6	-5.6	0.0	0.0	-6.0	-5.2	-19.0
Accident - Metra/PSA	-1.4	0.0	0.0	-1.0	-0.2	-13.6	19.0	0.6	-6.6	0.0	0.0	-6.0	-5.2	-14.4
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	-4.6
Track Work - TOTAL	28.6	-12.6	-7.6	-1.6	0.0	-2.8	-0.8	-4.2	-2.8	-0.4	-2.4	-1.6	-3.0	-11.2
Track Work - Metra/PSA	28.8	-12.6	-7.6	-1.6	0.0	-2.8	-0.8	-4.2	-2.8	-0.2	-2.4	-1.6	-3.0	-10.8
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-3.0	-5.0	-0.8	-1.4	-0.6	-4.4	-3.8	-0.2	-6.6	-0.8	-9.0	-3.2	3.0	-35.8
Human Error - Metra/PSA	2.2	-2.8	-0.6	-1.4	0.0	-2.8	-2.2	0.0	-6.6	-0.4	-8.0	-4.8	3.6	-23.8
Human Error - Foreign	-5.2	-2.2	-0.2	0.0	-0.6	-1.6	-1.6	-0.2	0.0	-0.4	-1.0	1.6	-0.6	-12.0
Sick, Injured, Unruly Passenger - TOTAL	-0.2	-1.0	-1.2	-2.2	1.0	0.6	0.0	0.0	-2.4	0.0	0.0	0.4	1.0	-4.0
Sick, Injured, Unruly Passenger - Metra/PSA	0.0	-1.0	-1.2	-2.2	1.0	0.6	0.0	0.0	-2.2	0.0	0.0	0.4	1.0	-3.6
Sick, Injured, Unruly Passenger - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.4
Weather - TOTAL	4.2	47.0	14.2	-9.2	1.0	-0.6	-18.4	-8.8	-33.4	-2.2	-24.4	-3.2	-3.2	-37.0
Weather - Metra/PSA	4.6	47.0	14.2	-9.2	1.0	-0.6	-19.0	-8.8	-33.4	-2.8	-24.4	-3.2	-3.2	-37.8
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.8
Passenger Loading - TOTAL	-1.8	-3.0	-1.8	-1.2	0.0	1.4	0.6	2.0	-4.8	0.0	-9.6	0.2	-0.2	-18.2
Lift Deployment - TOTAL	3.4	0.0	0.0	0.0	0.0	1.0	1.6	-0.2	-3.8	0.0	-3.0	4.4	-0.6	2.8
Obstruction/Debris - TOTAL	1.0	-1.0	1.8	1.6	-0.2	4.4	-1.4	1.6	-2.8	-1.0	-1.6	-4.4	-6.2	-8.2
Catenary Failure - TOTAL	0.0	0.2	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other - TOTAL	1.6	-4.4	-0.4	-1.4	0.0	-1.4	-1.4	0.0	-0.4	1.8	-3.8	7.0	-2.0	-4.8
TOTAL TRAINS DELAYED	35.4	19.6	1.8	-17.4	-1.2	-20.6	-0.6	-11.2	-68.4	-16.2	-62.6	-25.0	-12.4	-178.8
Total Metra/PSA Delays	56.8	21.6	2.6	-17.4	0.6	-42.4	-5.0	-11.0	-64.8	-10.4	-57.8	-26.8	-22.0	-176.0
Total Foreign Carrier Delays	-21.4	-2.0	-0.8	0.0	-1.8	21.8	4.4	-0.2	-3.6	-5.8	-4.8	1.8	9.6	-2.8

Data for current month is final (02/16/15) version from TOPS.

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

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

TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - January 2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Freight Interference - Peak	6	0	0	0	3	6	3	4	1	6	0	1	5	35
Primary	6	0	0	0	3	3	1	3	1	3	0	1	3	24
Secondary	0	0	0	0	0	3	2	1	0	3	0	0	2	11
Freight Interference - Off-Peak	7	0	0	0	0	23	14	7	2	10	0	2	22	87
Primary	4	0	0	0	0	13	12	5	2	8	0	2	17	63
Secondary	3	0	0	0	0	10	2	2	0	2	0	0	5	24
Signal/Switch Failure - TOTAL	39	9	2	6	2	8	9	0	5	4	0	0	9	93
Signal/Switch Failure - Metra/PSA	28	9	2	6	0	6	8	0	5	0	0	0	9	73
Primary	12	6	0	6	0	2	2	0	3	0	0	0	7	38
Secondary	16	3	2	0	0	4	6	0	2	0	0	0	2	35
Signal/Switch Failure - Foreign	11	0	0	0	2	2	1	0	0	4	0	0	0	20
Primary	9	0	0	0	2	2	0	0	0	4	0	0	0	17
Secondary	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Mechanical Failure - TOTAL	10	7	2	0	1	18	11	3	17	1	6	3	3	82
Mechanical Failure - Metra/PSA	9	7	2	0	1	8	11	3	17	1	6	3	3	71
Non-Locomotive Equipment Failure - Metra/PSA	1	7	2	0	0	0	9	0	2	1	2	0	3	27
Primary	1	2	0	0	0	0	1	0	1	1	1	0	3	10
Secondary	0	5	2	0	0	0	8	0	1	0	1	0	0	17
Locomotive Failure - Metra/PSA	8	0	0	0	1	8	2	3	15	0	4	3	0	44
Primary	2	0	0	0	1	2	1	0	7	0	1	2	0	16
Secondary	6	0	0	0	0	6	1	3	8	0	3	1	0	28
Mechanical Failure - Foreign	1	0	0	0	0	10	0	0	0	0	0	0	0	11
Passenger Train Interference - TOTAL	5	1	0	0	0	3	0	2	0	0	0	0	2	13
Passenger Train Interference - Metra/PSA	0	0	0	0	0	2	0	2	0	0	0	0	2	6
Passenger Train Interference - Foreign	5	1	0	0	0	1	0	0	0	0	0	0	0	7
Accident - TOTAL	0	0	0	0	0	0	23	1	1	0	4	0	0	29
Accident - Metra/PSA	0	0	0	0	0	0	23	1	0	0	4	0	0	28
Accident - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Track Work - TOTAL	32	0	0	0	0	4	1	0	0	0	1	0	0	38
Track Work - Metra/PSA	32	0	0	0	0	4	1	0	0	0	1	0	0	38
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	12	0	1	0	0	4	1	2	0	2	1	2	7	32
Human Error - Metra/PSA	12	0	1	0	0	3	0	1	0	0	1	0	6	24
Human Error - Foreign	0	0	0	0	0	1	1	1	0	2	0	2	1	8
Sick, Injured, Unruly Passenger - TOTAL	2	5	0	0	1	2	1	0	0	0	3	4	3	21
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	0	0	1	2	1	0	0	0	3	4	3	21
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	73	86	24	4	3	34	19	4	13	8	8	30	29	335
Weather - Metra/PSA	73	86	24	4	3	34	18	4	13	7	8	30	29	333
Weather - Foreign	0	0	0	0	0	0	1	0	0	1	0	0	0	2
Passenger Loading - TOTAL	1	1	1	0	0	7	2	2	0	0	1	2	3	20
Lift Deployment - TOTAL	6	0	0	0	0	4	4	0	0	0	0	5	3	22
Obstruction/Debris - TOTAL	5	1	2	3	0	7	3	2	1	1	0	5	1	31
Catenary Failure - TOTAL	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Other - TOTAL	3	4	0	0	0	1	1	1	2	3	0	8	0	23
TOTAL TRAINS DELAYED	201	117	33	13	10	121	92	28	42	35	24	62	87	865
Total Metra/PSA Delays	171	116	33	13	5	78	72	16	38	12	24	57	59	694
Total Foreign Carrier Delays	30	1	0	0	5	43	20	12	4	23	0	5	28	171

Data for current month is final (02/16/15) version from TOPS.

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

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

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

January - January - Average Over Previous Five Years: 2010-2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	24.6	0.0	0.0	0.0	4.6	12.0	9.0	9.8	6.4	14.2	3.8	2.8	16.8	104.0
Freight Interference - Peak	15.2	0.0	0.0	0.0	4.6	2.4	2.8	3.6	1.6	5.0	1.8	0.4	5.0	42.4
Primary	11.8	0.0	0.0	0.0	4.2	1.8	2.4	3.4	1.2	4.2	0.2	0.4	3.2	32.8
Secondary	3.4	0.0	0.0	0.0	0.4	0.6	0.4	0.2	0.4	0.8	1.6	0.0	1.8	9.6
Freight Interference - Off-Peak	9.4	0.0	0.0	0.0	0.0	9.6	6.2	6.2	4.8	9.2	2.0	2.4	11.8	61.6
Primary	7.4	0.0	0.0	0.0	0.0	5.0	4.6	6.0	4.2	6.8	1.4	1.6	10.0	47.0
Secondary	2.0	0.0	0.0	0.0	0.0	4.6	1.6	0.2	0.6	2.4	0.6	0.8	1.8	14.6
Signal/Switch Failure - TOTAL	22.8	12.8	4.6	3.8	2.6	22.4	15.4	5.6	13.4	15.8	1.0	5.8	10.6	136.6
Signal/Switch Failure - Metra/PSA	9.0	12.8	4.6	3.8	1.6	19.2	12.4	4.4	13.2	5.0	1.0	5.8	10.6	103.4
Primary	6.2	10.8	3.8	3.4	1.4	10.8	7.6	1.8	10.2	4.0	0.8	3.8	4.8	69.4
Secondary	2.8	2.0	0.8	0.4	0.2	8.4	4.8	2.6	3.0	1.0	0.2	2.0	5.8	34.0
Signal/Switch Failure - Foreign	13.8	0.0	0.0	0.0	1.0	3.2	3.0	1.2	0.2	10.8	0.0	0.0	0.0	33.2
Primary	13.4	0.0	0.0	0.0	1.0	3.0	2.4	0.8	0.0	6.6	0.0	0.0	0.0	27.2
Secondary	0.4	0.0	0.0	0.0	0.0	0.2	0.6	0.4	0.2	4.2	0.0	0.0	0.0	6.0
Mechanical Failure - TOTAL	9.4	3.0	0.8	1.8	0.4	20.8	6.2	2.2	8.6	3.4	7.0	14.0	7.6	85.2
Mechanical Failure - Metra/PSA	9.4	3.0	0.8	1.8	0.4	20.6	6.2	2.2	8.6	3.4	7.0	14.0	7.6	85.0
Non-Locomotive Equipment Failure - Metra/PSA	4.4	3.0	0.8	1.8	0.2	3.2	2.2	0.2	3.0	1.2	4.4	3.8	2.6	30.8
Primary	1.8	1.6	0.4	1.0	0.2	0.6	1.0	0.0	2.2	0.6	1.0	1.0	1.4	12.8
Secondary	2.6	1.4	0.4	0.8	0.0	2.6	1.2	0.2	0.8	0.6	3.4	2.8	1.2	18.0
Locomotive Failure - Metra/PSA	5.0	0.0	0.0	0.0	0.2	17.4	4.0	2.0	5.6	2.2	2.6	10.2	5.0	54.2
Primary	1.8	0.0	0.0	0.0	0.2	3.2	2.0	0.6	1.8	0.8	1.0	2.6	1.6	15.6
Secondary	3.2	0.0	0.0	0.0	0.0	14.2	2.0	1.4	3.8	1.4	1.6	7.6	3.4	38.6
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Passenger Train Interference - TOTAL	1.6	1.8	1.0	1.2	0.6	8.0	2.4	0.4	2.4	1.2	3.0	2.0	2.0	27.6
Passenger Train Interference - Metra/PSA	0.2	1.0	0.4	1.2	0.0	4.8	1.8	0.4	1.6	0.4	3.0	2.0	2.0	18.8
Passenger Train Interference - Foreign	1.4	0.8	0.6	0.0	0.6	3.2	0.6	0.0	0.8	0.8	0.0	0.0	0.0	8.8
Accident - TOTAL	7.0	0.0	0.0	1.0	0.2	13.6	4.0	0.4	6.6	0.0	4.0	6.0	5.2	48.0
Accident - Metra/PSA	1.4	0.0	0.0	1.0	0.2	13.6	4.0	0.4	6.6	0.0	4.0	6.0	5.2	42.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Track Work - TOTAL	3.4	12.6	7.6	1.6	0.0	6.8	1.8	4.2	2.8	0.4	3.4	1.6	3.0	49.2
Track Work - Metra/PSA	3.2	12.6	7.6	1.6	0.0	6.8	1.8	4.2	2.8	0.2	3.4	1.6	3.0	48.8
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	15.0	5.0	1.8	1.4	0.6	8.4	4.8	2.2	6.6	2.8	10.0	5.2	4.0	67.8
Human Error - Metra/PSA	9.8	2.8	1.6	1.4	0.0	5.8	2.2	1.0	6.6	0.4	9.0	4.8	2.4	47.8
Human Error - Foreign	5.2	2.2	0.2	0.0	0.6	2.6	2.6	1.2	0.0	2.4	1.0	0.4	1.6	20.0
Sick, Injured, Unruly Passenger - TOTAL	2.2	6.0	1.2	2.2	0.0	1.4	1.0	0.0	2.4	0.0	3.0	3.6	2.0	25.0
Sick, Injured, Unruly Passenger - Metra/PSA	2.0	6.0	1.2	2.2	0.0	1.4	1.0	0.0	2.2	0.0	3.0	3.6	2.0	24.6
Sick, Injured, Unruly Passenger - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4
Weather - TOTAL	68.8	39.0	9.8	13.2	2.0	34.6	37.4	12.8	46.4	10.2	32.4	33.2	32.2	372.0
Weather - Metra/PSA	68.4	39.0	9.8	13.2	2.0	34.6	37.0	12.8	46.4	9.8	32.4	33.2	32.2	370.8
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	1.2
Passenger Loading - TOTAL	2.8	4.0	2.8	1.2	0.0	5.6	1.4	0.0	4.8	0.0	10.6	1.8	3.2	38.2
Lift Deployment - TOTAL	2.6	0.0	0.0	0.0	0.0	3.0	2.4	0.2	3.8	0.0	3.0	0.6	3.6	19.2
Obstruction/Debris - TOTAL	4.0	2.0	0.2	1.4	0.2	2.6	4.4	0.4	3.8	2.0	1.6	9.4	7.2	39.2
Catenary Failure - TOTAL	0.0	2.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Other - TOTAL	1.4	8.4	0.4	1.4	0.0	2.4	2.4	1.0	2.4	1.2	3.8	1.0	2.0	27.8
TOTAL TRAINS DELAYED	165.6	97.4	31.2	30.4	11.2	141.6	92.6	39.2	110.4	51.2	86.6	87.0	99.4	1,043.8
Total Metra/PSA Delays	114.2	94.4	30.4	30.4	4.4	120.4	77.0	27.0	102.8	22.4	81.8	83.8	81.0	870.0
Total Foreign Carrier Delays	51.4	3.0	0.8	0.0	6.8	21.2	15.6	12.2	7.6	28.8	4.8	3.2	18.4	173.8

Data for latest month is final (02/19/14) version from TOPS.

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

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

TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - January 2015 Divergence From January - January Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	-11.6	0.0	0.0	0.0	-1.6	17.0	8.0	1.2	-3.4	1.8	-3.8	0.2	10.2	18.0	
Freight Interference - Peak	-9.2	0.0	0.0	0.0	-1.6	3.6	0.2	0.4	-0.6	1.0	-1.8	0.6	0.0	-7.4	
Primary	-5.8	0.0	0.0	0.0	-1.2	1.2	-1.4	-0.4	-0.2	-1.2	-0.2	0.6	-0.2	-8.8	
Secondary	-3.4	0.0	0.0	0.0	-0.4	2.4	1.6	0.8	-0.4	2.2	-1.6	0.0	0.2	1.4	
Freight Interference - Off-Peak	-2.4	0.0	0.0	0.0	0.0	13.4	7.8	0.8	-2.8	0.8	-2.0	-0.4	10.2	25.4	
Primary	-3.4	0.0	0.0	0.0	0.0	8.0	7.4	-1.0	-2.2	1.2	-1.4	0.4	7.0	16.0	
Secondary	1.0	0.0	0.0	0.0	0.0	5.4	0.4	1.8	-0.6	-0.4	-0.6	-0.8	3.2	9.4	
Signal/Switch Failure - TOTAL	16.2	-3.8	-2.6	2.2	-0.6	-14.4	-6.4	-5.6	-8.4	-11.8	-1.0	-5.8	-1.6	-43.6	
Signal/Switch Failure - Metra/PSA	19.0	-3.8	-2.6	2.2	-1.6	-13.2	-4.4	-4.4	-8.2	-5.0	-1.0	-5.8	-1.6	-30.4	
Primary	5.8	-4.8	-3.8	2.6	-1.4	-8.8	-5.6	-1.8	-7.2	-4.0	-0.8	-3.8	2.2	-31.4	
Secondary	13.2	1.0	1.2	-0.4	-0.2	-4.4	1.2	-2.6	-1.0	-1.0	-0.2	-2.0	-3.8	1.0	
Signal/Switch Failure - Foreign	-2.8	0.0	0.0	0.0	1.0	-1.2	-2.0	-1.2	-0.2	-6.8	0.0	0.0	0.0	-13.2	
Primary	-4.4	0.0	0.0	0.0	1.0	-1.0	-2.4	-0.8	0.0	-2.6	0.0	0.0	0.0	-10.2	
Secondary	1.6	0.0	0.0	0.0	0.0	-0.2	0.4	-0.4	-0.2	-4.2	0.0	0.0	0.0	-3.0	
Mechanical Failure - TOTAL	0.6	4.0	1.2	-1.8	0.6	-2.8	4.8	0.8	8.4	-2.4	-1.0	-11.0	-4.6	-3.2	
Mechanical Failure - Metra/PSA	-0.4	4.0	1.2	-1.8	0.6	-12.6	4.8	0.8	8.4	-2.4	-1.0	-11.0	-4.6	-14.0	
Non-Locomotive Equipment Failure - Metra/PSA	-3.4	4.0	1.2	-1.8	-0.2	-3.2	6.8	-0.2	-1.0	-0.2	-2.4	-3.8	0.4	-3.8	
Primary	-0.8	0.4	-0.4	-1.0	-0.2	-0.6	0.0	0.0	-1.2	0.4	0.0	-1.0	1.6	-2.8	
Secondary	-2.6	3.6	1.6	-0.8	0.0	-2.6	6.8	-0.2	0.2	-0.6	-2.4	-2.8	-1.2	-1.0	
Locomotive Failure - Metra/PSA	3.0	0.0	0.0	0.0	0.8	-9.4	-2.0	1.0	9.4	-2.2	1.4	-7.2	-5.0	-10.2	
Primary	0.2	0.0	0.0	0.0	0.8	-1.2	-1.0	-0.6	5.2	-0.8	0.0	-0.6	-1.6	0.4	
Secondary	2.8	0.0	0.0	0.0	0.0	-8.2	-1.0	1.6	4.2	-1.4	1.4	-6.6	-3.4	-10.6	
Mechanical Failure - Foreign	1.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.8	
Passenger Train Interference - TOTAL	3.4	-0.8	-1.0	-1.2	-0.6	-5.0	-2.4	1.6	-2.4	-1.2	-3.0	-2.0	0.0	-14.6	
Passenger Train Interference - Metra/PSA	-0.2	-1.0	-0.4	-1.2	0.0	-2.8	-1.8	1.6	-1.6	-0.4	-3.0	-2.0	0.0	-12.8	
Passenger Train Interference - Foreign	3.6	0.2	-0.6	0.0	-0.6	-2.2	-0.6	0.0	-0.8	-0.8	0.0	0.0	0.0	-1.8	
Accident - TOTAL	-7.0	0.0	0.0	-1.0	-0.2	-13.6	19.0	0.6	-5.6	0.0	0.0	-6.0	-5.2	-19.0	
Accident - Metra/PSA	-1.4	0.0	0.0	-1.0	-0.2	-13.6	19.0	0.6	-6.6	0.0	0.0	-6.0	-5.2	-14.4	
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	-4.6	
Track Work - TOTAL	28.6	-12.6	-7.6	-1.6	0.0	-2.8	-0.8	-4.2	-2.8	-0.4	-2.4	-1.6	-3.0	-11.2	
Track Work - Metra/PSA	28.8	-12.6	-7.6	-1.6	0.0	-2.8	-0.8	-4.2	-2.8	-0.2	-2.4	-1.6	-3.0	-10.8	
Track Work - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4	
Human Error - TOTAL	-3.0	-5.0	-0.8	-1.4	-0.6	-4.4	-3.8	-0.2	-6.6	-0.8	-9.0	-3.2	3.0	-35.8	
Human Error - Metra/PSA	2.2	-2.8	-0.6	-1.4	0.0	-2.8	-2.2	0.0	-6.6	-0.4	-8.0	-4.8	3.6	-23.8	
Human Error - Foreign	-5.2	-2.2	-0.2	0.0	-0.6	-1.6	-1.6	-0.2	0.0	-0.4	-1.0	1.6	-0.6	-12.0	
Sick, Injured, Unruly Passenger - TOTAL	-0.2	-1.0	-1.2	-2.2	1.0	0.6	0.0	0.0	-2.4	0.0	0.0	0.4	1.0	-4.0	
Sick, Injured, Unruly Passenger - Metra/PSA	0.0	-1.0	-1.2	-2.2	1.0	0.6	0.0	0.0	-2.2	0.0	0.0	0.4	1.0	-3.6	
Sick, Injured, Unruly Passenger - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.4	
Weather - TOTAL	4.2	47.0	14.2	-9.2	1.0	-0.6	-18.4	-8.8	-33.4	-2.2	-24.4	-3.2	-3.2	-37.0	
Weather - Metra/PSA	4.6	47.0	14.2	-9.2	1.0	-0.6	-19.0	-8.8	-33.4	-2.8	-24.4	-3.2	-3.2	-37.8	
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.8	
Passenger Loading - TOTAL	-1.8	-3.0	-1.8	-1.2	0.0	1.4	0.6	2.0	-4.8	0.0	-9.6	0.2	-0.2	-18.2	
Lift Deployment - TOTAL	3.4	0.0	0.0	0.0	0.0	1.0	1.6	-0.2	-3.8	0.0	-3.0	4.4	-0.6	2.8	
Obstruction/Debris - TOTAL	1.0	-1.0	1.8	1.6	-0.2	4.4	-1.4	1.6	-2.8	-1.0	-1.6	-4.4	-6.2	-8.2	
Catenary Failure - TOTAL	0.0	0.2	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other - TOTAL	1.6	-4.4	-0.4	-1.4	0.0	-1.4	-1.4	0.0	-0.4	1.8	-3.8	7.0	-2.0	-4.8	
TOTAL TRAINS DELAYED	35.4	19.6	1.8	-17.4	-1.2	-20.6	-0.6	-11.2	-68.4	-16.2	-62.6	-25.0	-12.4	-178.8	
Total Metra/PSA Delays	56.8	21.6	2.6	-17.4	0.6	-42.4	-5.0	-11.0	-64.8	-10.4	-57.8	-26.8	-22.0	-176.0	
Total Foreign Carrier Delays	-21.4	-2.0	-0.8	0.0	-1.8	21.8	4.4	-0.2	-3.6	-5.8	-4.8	1.8	9.6	-2.8	

Data for current month is final (02/16/15) version from TOPS.

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Freight Interference - TOTAL	122												122	14.1%
Freight Interference - Peak	35												35	4.0%
Primary	24												24	2.8%
Secondary	11												11	1.3%
Freight Interference - Off-Peak	87												87	10.1%
Primary	63												63	7.3%
Secondary	24												24	2.8%
Signal/Switch Failure - TOTAL	93												93	10.8%
Signal/Switch Failure - Metra/PSA	73												73	8.4%
Primary	38												38	4.4%
Secondary	35												35	4.0%
Signal/Switch Failure - Foreign	20												20	2.3%
Primary	17												17	2.0%
Secondary	3												3	0.3%
Mechanical Failure - TOTAL	82												82	9.5%
Mechanical Failure - Metra/PSA	71												71	8.2%
Non-Locomotive Equipment Failure - Metra/PSA	27												27	3.1%
Primary	10												10	1.2%
Secondary	17												17	2.0%
Locomotive Failure - Metra/PSA	44												44	5.1%
Primary	16												16	1.8%
Secondary	28												28	3.2%
Mechanical Failure - Foreign	11												11	1.3%
Passenger Train Interference - TOTAL	13												13	1.5%
Passenger Train Interference - Metra/PSA	6												6	0.7%
Passenger Train Interference - Foreign	7												7	0.8%
Accident - TOTAL	29												29	3.4%
Accident - Metra/PSA	28												28	3.2%
Accident - Foreign	1												1	0.1%
Track Work - TOTAL	38												38	4.4%
Track Work - Metra/PSA	38												38	4.4%
Track Work - Foreign	0												0	0.0%
Human Error - TOTAL	32												32	3.7%
Human Error - Metra/PSA	24												24	2.8%
Human Error - Foreign	8												8	0.9%
Sick, Injured, Unruly Passenger - TOTAL	21												21	2.4%
Sick, Injured, Unruly Passenger - Metra/PSA	21												21	2.4%
Sick, Injured, Unruly Passenger - Foreign	0												0	0.0%
Weather - TOTAL	335												335	38.7%
Weather - Metra/PSA	333												333	38.5%
Weather - Foreign	2												2	0.2%
Passenger Loading - TOTAL	20												20	2.3%
Lift Deployment - TOTAL	22												22	2.5%
Obstruction/Debris - TOTAL	31												31	3.6%
Catenary Failure - TOTAL	4												4	0.5%
Other - TOTAL	23												23	2.7%
TOTAL TRAINS DELAYED	865												865	100.0%
Total Metra/PSA Delays	694												694	80.2%
Total Foreign Carrier Delays	171												171	19.8%

Data for current month is final (02/16/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 02/19/2015

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

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

TABLE 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
2014

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	207	8.2%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	103	4.1%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	88	3.5%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	15	0.6%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	104	4.1%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	72	2.9%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	32	1.3%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	190	7.6%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	150	6.0%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	79	3.1%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	71	2.8%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	40	1.6%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	24	1.0%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	16	0.6%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	189	7.5%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	188	7.5%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	92	3.7%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	29	1.2%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	63	2.5%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	96	3.8%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	25	1.0%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	71	2.8%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	1	0.0%
Passenger Train Interference - TOTAL	38	58	22	8	6	14	9	9	7	18	10	46	38	1.5%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	29	1.2%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	9	0.4%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	116	4.6%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	88	3.5%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	28	1.1%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	42	1.7%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	42	1.7%
Track Work - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	0	0.0%
Human Error - TOTAL	96	84	53	81	46	72	75	39	59	63	23	44	96	3.8%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	64	2.5%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	32	1.3%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	27	1.1%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	27	1.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	3	0	0	0	0	0	0	0	0	0	0.0%
Weather - TOTAL	1,431	487	123	6	36	67	25	88	32	57	22	2	1,431	57.0%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	1,427	56.9%
Weather - Foreign	4	4	0	0	0	0	0	0	0	0	0	0	4	0.2%
Passenger Loading - TOTAL	30	75	89	29	47	145	134	101	16	14	16	64	30	1.2%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	28	1.1%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	85	3.4%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	0	0.0%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	31	1.2%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	2,510	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	2,189	87.2%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	321	12.8%

Data for latest month is final (01/20/15) version from TOPS.

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

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

TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
2015 Divergence From 2014

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
Freight Interference - TOTAL	-85												-85 5.9%
Freight Interference - Peak	-68												-68 -0.1%
Primary	-64												-64 -0.7%
Secondary	-4												-4 0.7%
Freight Interference - Off-Peak	-17												-17 5.9%
Primary	-9												-9 4.4%
Secondary	-8												-8 1.5%
Signal/Switch Failure - TOTAL	-97												-97 3.2%
Signal/Switch Failure - Metra/PSA	-77												-77 2.5%
Primary	-41												-41 1.2%
Secondary	-36												-36 1.2%
Signal/Switch Failure - Foreign	-20												-20 0.7%
Primary	-7												-7 1.0%
Secondary	-13												-13 -0.3%
Mechanical Failure - TOTAL	-107												-107 1.9%
Mechanical Failure - Metra/PSA	-117												-117 0.7%
Non-Locomotive Equipment Failure - Metra/PSA	-65												-65 -0.5%
Primary	-19												-19 0.0%
Secondary	-46												-46 -0.5%
Locomotive Failure - Metra/PSA	-52												-52 1.3%
Primary	-9												-9 0.9%
Secondary	-43												-43 0.4%
Mechanical Failure - Foreign	10												10 1.2%
Passenger Train Interference - TOTAL	-25												-25 0.0%
Passenger Train Interference - Metra/PSA	-23												-23 -0.5%
Passenger Train Interference - Foreign	-2												-2 0.5%
Accident - TOTAL	-87												-87 -1.3%
Accident - Metra/PSA	-60												-60 -0.3%
Accident - Foreign	-27												-27 -1.0%
Track Work - TOTAL	-4												-4 2.7%
Track Work - Metra/PSA	-4												-4 2.7%
Track Work - Foreign	0												0 0.0%
Human Error - TOTAL	-64												-64 -0.1%
Human Error - Metra/PSA	-40												-40 0.2%
Human Error - Foreign	-24												-24 -0.4%
Sick, Injured, Unruly Passenger - TOTAL	-6												-6 1.4%
Sick, Injured, Unruly Passenger - Metra/PSA	-6												-6 1.4%
Sick, Injured, Unruly Passenger - Foreign	0												0 0.0%
Weather - TOTAL	-1,096												-1,096 -18.3%
Weather - Metra/PSA	-1,094												-1,094 -18.4%
Weather - Foreign	-2												-2 0.1%
Passenger Loading - TOTAL	-10												-10 1.1%
Lift Deployment - TOTAL	-6												-6 1.4%
Obstruction/Debris - TOTAL	-54												-54 0.2%
Catenary Failure - TOTAL	4												4 0.5%
Other - TOTAL	-8												-8 1.4%
TOTAL TRAINS DELAYED	-1,645												-1,645
Total Metra/PSA Delays	-1,495												-1,495
Total Foreign Carrier Delays	-150												-150

Data for current month is final (02/16/15) version from TOPS.

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

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

TABLE 11: FREIGHT DELAYS
between February 2013 and January 2015

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Feb-13	7	0	0	0	0	9	18	18	5	6	3	7	11	84
Mar-13	10	0	0	0	3	18	4	9	6	7	0	1	9	67
Apr-13	8	0	0	0	1	9	7	18	3	4	2	7	15	74
May-13	15	0	0	0	2	9	9	6	3	8	4	8	34	98
Jun-13	22	0	0	0	2	14	11	8	9	10	1	7	31	115
Jul-13	8	0	0	0	2	14	14	11	5	4	1	13	7	79
Aug-13	14	0	1	0	1	8	13	12	2	11	1	6	11	80
Sep-13	9	0	0	0	2	11	19	8	2	4	0	6	10	71
Oct-13	22	0	0	0	4	13	18	14	5	11	0	10	11	108
Nov-13	28	0	0	0	1	8	22	15	22	21	0	4	25	146
Dec-13	59	0	0	0	6	15	25	15	7	12	4	23	31	197
Jan-14	86	0	0	0	9	28	16	16	8	30	0	3	11	207
Total	288	0	1	0	33	156	176	150	77	128	16	95	206	1,326
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Apr-14	48	0	0	0	1	4	19	13	14	16	2	3	20	140
May-14	61	0	0	0	5	25	31	20	3	19	1	2	10	177
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Total	426	0	0	0	42	210	281	201	68	218	23	61	220	1,750

Data for current month is final (02/16/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\Freight- YTD, 2 yrs 02/16/2015

TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2015

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays	% of All Delays
													YTD	YTD
BNSF	6												6	2.99%
Electric ML	0												0	0.00%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	4												4	3.31%
Milw W	4												4	4.35%
NCS	0												0	0.00%
RI	0												0	0.00%
SWS	0												0	0.00%
UP N	0												0	0.00%
UP NW	5												5	8.06%
UP W	3												3	3.45%
Total Lift Delays	22												22	2.54%
ALL DELAYS														865

Data for current month is final (02/16/15) version from TOPS.

2014

LINE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Lift Delays	% of All Delays
													All Year	All Year
BNSF	4	2	2	3	2	1	0	22	2	1	0	2	41	1.50%
Electric ML	0	0	0	0	0	0	0	3	0	0	0	0	3	0.42%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	0	0	0	0	0	0	1	0	0	0	0	1	0.29%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	5	10	2	0	4	2	0	1	2	1	2	4	33	2.25%
Milw W	8	5	5	1	1	9	5	2	4	1	1	5	47	4.25%
NCS	0	3	0	0	0	0	0	2	0	0	0	0	5	0.88%
RI	3	6	2	3	3	4	3	2	0	0	3	1	30	2.48%
SWS	0	0	0	0	0	0	1	1	0	0	1	0	3	0.51%
UP N	0	1	1	1	0	0	0	0	0	0	1	0	4	0.60%
UP NW	3	6	0	1	1	1	0	1	2	1	0	2	18	2.00%
UP W	5	8	1	1	0	2	2	3	3	2	0	2	29	3.04%
Total Lift Delays	28	41	13	10	11	19	11	38	13	6	8	16	214	1.84%
ALL DELAYS														11,615

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION

January 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	74	29	14	5	3	20	13	11	10	6	2	6	24	217
11-15	35	28	5	1	1	9	11	3	5	3	1	12	3	117
16-20	12	12	1	1	3	8	7	0	3	0	2	5	4	58
21+	17	14	0	0	2	4	11	1	3	2	4	7	4	69
Annulled	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>
Sub-Total	140	84	20	7	10	43	45	15	22	11	9	30	35	471
Off-Peak **														
6-10	30	14	5	3	0	33	16	7	8	10	9	13	18	166
11-15	18	9	4	1	0	14	9	2	3	5	2	10	14	91
16-20	7	3	3	1	0	13	8	1	2	3	0	2	12	55
21+	6	6	1	1	0	15	14	3	7	6	3	7	8	77
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>
Sub-Total	61	33	13	6	0	78	47	13	20	24	15	32	52	394
January 2015 Total														
6-10	104	43	19	8	3	53	29	18	18	16	11	19	42	383
11-15	53	37	9	2	1	23	20	5	8	8	3	22	17	208
16-20	19	15	4	2	3	21	15	1	5	3	2	7	16	113
21+	23	20	1	1	2	19	25	4	10	8	7	14	12	146
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>15</u>
TOTAL	201	117	33	13	10	121	92	28	42	35	24	62	87	865
2015 Year-to-Date														
6-10	104	43	19	8	3	53	29	18	18	16	11	19	42	383
11-15	53	37	9	2	1	23	20	5	8	8	3	22	17	208
16-20	19	15	4	2	3	21	15	1	5	3	2	7	16	113
21+	23	20	1	1	2	19	25	4	10	8	7	14	12	146
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>5</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>15</u>
TOTAL	201	117	33	13	10	121	92	28	42	35	24	62	87	865
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	
January 2015 Total														
6-10	51.7%	36.8%	57.6%	61.5%	30.0%	43.8%	31.5%	64.3%	42.9%	45.7%	45.8%	30.6%	48.3%	44.3%
11-15	26.4%	31.6%	27.3%	15.4%	10.0%	19.0%	21.7%	17.9%	19.0%	22.9%	12.5%	35.5%	19.5%	24.0%
16-20	9.5%	12.8%	12.1%	15.4%	30.0%	17.4%	16.3%	3.6%	11.9%	8.6%	8.3%	11.3%	18.4%	13.1%
21+	11.4%	17.1%	3.0%	7.7%	20.0%	15.7%	27.2%	14.3%	23.8%	22.9%	29.2%	22.6%	13.8%	16.9%
Annulled	<u>1.0%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>10.0%</u>	<u>4.1%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.7%</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%
2015 Year-to-Date Delays By Duration														
6-10	51.7%	36.8%	57.6%	61.5%	30.0%	43.8%	31.5%	64.3%	42.9%	45.7%	45.8%	30.6%	48.3%	44.3%
11-15	26.4%	31.6%	27.3%	15.4%	10.0%	19.0%	21.7%	17.9%	19.0%	22.9%	12.5%	35.5%	19.5%	24.0%
16-20	9.5%	12.8%	12.1%	15.4%	30.0%	17.4%	16.3%	3.6%	11.9%	8.6%	8.3%	11.3%	18.4%	13.1%
21+	11.4%	17.1%	3.0%	7.7%	20.0%	15.7%	27.2%	14.3%	23.8%	22.9%	29.2%	22.6%	13.8%	16.9%
Annulled	<u>1.0%</u>	<u>1.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>10.0%</u>	<u>4.1%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (02/16/15) version from TOPS.

P:\ONTIME\report\DelaysByDuration.xls\FreqByDuration

2/16/2015

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	
January 2015														
Peak *	12.9	15.1	9.3	10.7	17.4	13.2	22.5	11.2	15.0	14.0	22.6	16.0	13.7	14.6
Off-Peak **	12.7	14.7	13.8	13.7	--	16.4	23.7	15.1	20.4	15.5	19.3	16.3	16.4	16.6
All	12.8	15.0	11.1	12.1	17.4	15.3	23.1	13.0	17.6	15.0	20.6	16.1	15.3	15.5
2015 Year-to-Date														
Peak *	12.9	15.1	9.3	10.7	17.4	13.2	22.5	11.2	15.0	14.0	22.6	16.0	13.7	14.6
Off-Peak **	12.7	14.7	13.8	13.7	--	16.4	23.7	15.1	20.4	15.5	19.3	16.3	16.4	16.6
All	12.8	15.0	11.1	12.1	17.4	15.3	23.1	13.0	17.6	15.0	20.6	16.1	15.3	15.5

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (02/16/15) version from TOPS.