

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

February 2015



COMMUTER RAIL ON-TIME PERFORMANCE

February 2015

This report presents an analysis of the February 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 February 2015, Metra operated 15,895 scheduled trains, including scheduled "extras", if any. 1,185 of these trains were delayed (late or annulled), representing an on-time performance rate of 92.5%. 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 February 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 February 2015. Of the 1,185 delays systemwide in February 2015, all but 337 (28%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Februarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in February 2015, 20 fewer delays than the average over the previous three Februarys were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 2,050 delays in 2015, all but 594 (29%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during February 2015. Table 8.b shows the average frequencies over the previous five Februarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,185 delays systemwide in February 2015, 223 more than the average over the previous five Februarys. Table 9.a shows delays from the beginning of the year through February 2015. Table 9.b shows the average frequencies from the beginning of the year through February 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. From January through February of 2015, a total of 2,050 trains were delayed, compared to 4,212 trains delayed in the same two months 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 February 2015 freight operations delayed 158 trains systemwide, compared to 249 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 23 trains were delayed by lift deployment in February 2015.

A review of February 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 40.0% of all late trains. Table 14 shows that the average length of delay was 18.5 minutes in February 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
February 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	1,080	134	87.6%	800	59	92.6%	1,880	193	89.7%	112	6	94.6%	72	6	91.7%	2,064	205	90.1%
Elec -ML	900	59	93.4%	679	26	96.2%	1,579	85	94.6%	184	5	97.3%	80	11	86.3%	1,843	101	94.5%
-BI	280	20	92.9%	460	12	97.4%	740	32	95.7%	120	0	100.0%	--	--	--	860	32	96.3%
-SC	<u>340</u>	<u>24</u>	92.9%	<u>740</u>	<u>25</u>	96.6%	<u>1,080</u>	<u>49</u>	95.5%	<u>192</u>	<u>1</u>	99.5%	<u>80</u>	<u>3</u>	96.3%	<u>1,352</u>	<u>53</u>	96.1%
Subtotal	1,520	103	93.2%	1,879	63	96.6%	3,399	166	95.1%	496	6	98.8%	160	14	91.3%	4,055	186	95.4%
Heritage	120	12	90.0%	--	--	--	120	12	90.0%	--	--	--	--	--	--	120	12	90.0%
Milw -N	500	68	86.4%	700	77	89.0%	1,200	145	87.9%	96	10	89.6%	80	12	85.0%	1,376	167	87.9%
-W	<u>540</u>	<u>29</u>	94.6%	<u>620</u>	<u>53</u>	91.5%	<u>1,160</u>	<u>82</u>	92.9%	<u>96</u>	<u>5</u>	94.8%	<u>72</u>	<u>6</u>	91.7%	<u>1,328</u>	<u>93</u>	93.0%
Subtotal	1,040	97	90.7%	1,320	130	90.2%	2,360	227	90.4%	192	15	92.2%	152	18	88.2%	2,704	260	90.4%
NCS	220	41	81.4%	220	36	83.6%	440	77	82.5%	--	--	--	--	--	--	440	77	82.5%
RI	720	25	96.5%	660	40	93.9%	1,380	65	95.3%	80	4	95.0%	64	2	96.9%	1,524	71	95.3%
SWS	220	26	88.2%	380	36	90.5%	600	62	89.7%	24	2	91.7%	--	--	--	624	64	89.7%
UP -N	600	30	95.0%	800	31	96.1%	1,400	61	95.6%	104	2	98.1%	72	6	91.7%	1,576	69	95.6%
-NW	660	73	88.9%	640	40	93.8%	1,300	113	91.3%	96	2	97.9%	60	7	88.3%	1,456	122	91.6%
-W	<u>540</u>	<u>52</u>	90.4%	<u>640</u>	<u>58</u>	90.9%	<u>1,180</u>	<u>110</u>	90.7%	<u>80</u>	<u>4</u>	95.0%	<u>72</u>	<u>5</u>	93.1%	<u>1,332</u>	<u>119</u>	91.1%
Subtotal	1,800	155	91.4%	2,080	129	93.8%	3,880	284	92.7%	280	8	97.1%	204	18	91.2%	4,364	310	92.9%
SYSTEM	6,720	593	91.2%	7,339	493	93.3%	14,059	1,086	92.3%	1,184	41	96.5%	652	58	91.1%	15,895	1,185	92.5%

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

Delays data for most recent month is final (03/16/15) 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-FEB	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	97.6%	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	93.1%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.8%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.9%	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	81.5%	89.7%
	2015	90.9	90.1											90.5%	90.5%
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	92.6%	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	97.9%	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	96.9%	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	96.0%	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	98.5%	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	94.4%	97.5%
	2015	96.3	95.4											95.9%	95.9%
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	96.8%	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	92.9%	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	85.0%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.2%	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	98.0%	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	77.8%	91.4%
	2015	92.1	90.0											91.1%	91.1%
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	90.2%	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	96.2%	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	89.3%	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	95.7%	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	94.0%	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	77.3%	91.7%
	2015	91.8	87.9											89.9%	89.9%
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	91.8%	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	94.8%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	86.5%	93.5%
	2015	93.6	93.0											93.3%	93.3%
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	92.6%	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	95.5%	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	92.0%	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	94.6%	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	91.5%	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	78.5%	89.9%
	2015	93.9	82.5											88.4%	88.4%
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	90.4%	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-FEB	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	96.0%	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	93.8%	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	95.6%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	97.3%	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	82.9%	93.8%
	2015	97.4	95.3											96.4%	96.4%
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	93.1%	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	94.0%	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	92.5%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.4%	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	95.9%	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	87.3%	92.6%
	2015	94.7	89.7											92.3%	92.3%
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	93.0%	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	95.3%	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	91.8%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.5%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	97.8%	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	91.7%	96.7%
	2015	98.6	95.6											97.2%	97.2%
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	94.6%	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	96.9%	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	93.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	97.2%	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	96.9%	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	88.7%	95.2%
	2015	96.0	91.6											93.9%	93.9%
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	94.6%	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	96.7%	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	90.5%	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	95.1%	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	96.3%	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	88.3%	94.4%
	2015	93.9	91.1											92.5%	92.5%
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	93.4%	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	96.7%	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	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.8%	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	96.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	87.4%	94.3%
	2015	94.9	92.5											93.8%	93.8%
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 (03/16/15) 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
February 2015**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1222 80% OT	Mon, Feb 02	9	KD1	FOLLOWING 1212
		Thu, Feb 05	10	KW	MAIN RES AIR VALVE OPEN STOPPED
		Mon, Feb 23	0	T1	EQ USED FOR LATE 1212 @ CPK
		Thu, Feb 26	6	GW1	FOLLOWING 1220
BNSF	1234 75% OT	Mon, Feb 02	28	KW1	LATE FLIP DUE TO WEATHER
		Tue, Feb 03	14	RL1	LATE FLIP DUE TO 1200 CREW CALLING ISSUE
		Thu, Feb 05	10	GW1	LATE FLIP DUE TO 1206 DELAY
		Mon, Feb 23	10	T1	EQ PROBLEMS ON 1212
		Fri, Feb 27	7	R	AIR ISSUES WITH 1234 @ FAIRVIEW AVE / AIR WOULD NOT RECOVER WHEN CHANGING ENDS
BNSF	1238 75% OT	Mon, Feb 02	38	KW1	LATE FLIP DUE TO WEATHER
		Tue, Feb 03	10	RL1	FOLLOWING 1234 FROM FVW, WAITING ON 1236 TO CLEAR OVERLAP OFF TRACK 12
		Fri, Feb 06	26	E1	LATE FLIP FROM 1208/1209 DUE TO METX195 ISSUE
		Mon, Feb 23	0	T1	EQ SWAPS
		Thu, Feb 26	8	GW1	ACCOMMODATED 1234'S PASSENGERS DUE TO EARLIER SWITCH PROBLEMS @ FAIRVIEW 3B
BNSF	1248 75% OT	Mon, Feb 02	37	KW1	LATE FLIP DUE TO WEATHER
		Tue, Feb 03	9	RL1	TRAFFIC DUE TO 1200 CREW CALLING ISSUE, WAITING ON TRAFFIC FROM 1244 DELAY AT POLK ST
		Thu, Feb 05	8	GW1	FOLLOWING TRAFFIC DUE TO 1234 DELAY 3" WAITING ON LATE SWS808 AT CP HARRISON 5"
		Fri, Feb 06	11	E1	FOLLOWING 1238
		Mon, Feb 23	15	T1	MADE EXTRA STOPS HIGHLANDS-LAGRANGE RD. DUE TO CROWDING ON 1246
BNSF	1259 80% OT	Tue, Feb 03	8	CA1	LATE SET, ACCT AMTRAK SWITCH FAILURE CAUSED TRAFFIC TO BACK UP
		Wed, Feb 04	12	C	DEPARTED 3" LATE, ACCT SWITCH FAILURE ON THE #124 FROM TRACK 12 - MULTIPLE FORM A RESTRICTIONS
		Fri, Feb 06	14	L	REDUCED SPEED AT CPK DUE TO TRESPASSER
		Wed, Feb 18	10	GM	BOX 1 MONROE STREET @ MP 17.48
BNSF	1260 70% OT	Mon, Feb 02	38	KW1	DELAYED ON OB TRAIN FOR MECHANICAL ISSUES ON 1204 FROM AM SHEET
		Tue, Feb 03	19	K	BOBCAT STUCK ON TRACKS AT MP 10.29
		Thu, Feb 05	17	FW	DOOR FAILURE AT DOWNERS GROVE AND ADA LIFT
		Fri, Feb 06	10	F1	LATE FLIP FROM 1371 DUE TO 1218 NO OPERATIVE SPEED RECORDER
		Thu, Feb 26	10	JM1	LATE FLIP DUE TO EARLIER PASSENGER DELAY
		Fri, Feb 27	6	GA1	LATE FLIP FROM 1371 DUE TO SWITCH FAILURE @ CUS (E10)
BNSF	1269 65% OT	Mon, Feb 02	8	IW	SLOW PASSENGER HANDLING WEATHER
		Tue, Feb 03	9	CA1	SWITCH FAILURE ON ZERO LEAD
		Wed, Feb 04	12	C	MULTIPLE FORM A RESTRICTIONS
		Thu, Feb 05	9	DW	FOLLOWING 1267 AND 1261 ACCT FREIGHT PARKED ON MT2 / MT3 @ EOLA
		Fri, Feb 06	8	L	REDUCED SPEED AT CPK DUE TO TRESPASSER
		Tue, Feb 17	8	U	MULTIPLE ADA PASSENGER AND SLOW PASSENGER HANDLING
		Wed, Feb 18	8	GM	BOX 1 MONROE STREET @ MP 17.48
BNSF	1279 80% OT	Wed, Feb 04	18	C	DEPARTED 3" LATE ACCT SWITCH FAILURE INSIDE CUS AND MULTIPLE FORM A'S
		Wed, Feb 25	8	UW	ADA PASSENGER HANDLING
		Thu, Feb 26	7	UW	ADA PASSENGER HANDLING
		Fri, Feb 27	8	L1	1284 NEAR MISS AT BROOKFIELD
BNSF	1285 75% OT	Tue, Feb 03	21	CA1	DEPARTED 8" LATE ACCT EARLIER DELAYS FROM AMTRAK SWITCH FAILURE
		Wed, Feb 04	10	C	DEPARTED 10" LATE ACCT EARLIER MULTIPLE FORM A RESTRICTIONS
		Thu, Feb 05	13	IW1	FOLLOWING 1281 AND SLOW PASSENGER HANDLING
		Wed, Feb 11	8	UF1	LATE FLIP - ATTEMPTED TO RESOLVE ADA ISSUES AT CUS
		Fri, Feb 27	16	L1	LATE FLIP FROM 1284
BNSF	1293 75% OT	Wed, Feb 04	9	C	MULTIPLE FORM A RESTRICTIONS
		Fri, Feb 06	8	I	SLOW PASSENGER HANDLING
		Mon, Feb 09	12	D	DELAYED BY QPTLCHC106 CLEARING INTO CECO
		Tue, Feb 10	20	JM	PASSENGER MEDICAL EMERGENCY AT ROUTE 59
		Fri, Feb 27	7	D	CICERO HOSTLER AHEAD AT LAVERGNE GOING INTO CLYDE DIESEL
BNSF	1370 80% OT	Mon, Feb 02	40	KW1	LATE FLIP DUE TO WEATHER
		Fri, Feb 06	10	F1	ACCOMMODATING STOPS FROM 1258 DUE TO 1218
		Mon, Feb 23	6	T1	LATE TURN FROM 1211
		Fri, Feb 27	10	GA1	ACCOMMODATING PASSENGERS FROM 1258 @ BELMONT AND DGM DUE EARLIER SWITCH ISSUES

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
HC	916	Mon, Feb 02	20	GA	26" PLANT PROBLEMS & CONGESTION, LUMBER ST.	
		75% OT	Tue, Feb 17	10	D	12" 67X NS9683 YARDING AT HAWTHORNE, LEMOYNE.
			Fri, Feb 20	0	XH	ANNULLED. DERAILED IN JA COACH YARD.
			Tue, Feb 24	12	D	4" MP32.79 & 32.06; 11" MEETING AT301 ACCT CN SINGLE TRACKING, 45 X/O.
			Fri, Feb 27	11	G	14" APPROACH, WILLOW SPRINGS; TALKED BY, CP JUSTICE & CP CANAL; RUNNING RESTRICTED AFTER.
HC	918	Mon, Feb 02	10	RA	10" RED SIGNAL, POLK ST.	
		80% OT	Fri, Feb 13	13	GF	14" QSTCHI609L ENG BNSF6595 HAND LINING SWITCHES, CORWITH.
			Fri, Feb 20	60	H1	53" LATE DEPARTURE ORIGINAL EQUIP BLOCKED IN JA COACH YARD, JOLIET; 414'S EQUIPMENT WAS USED INSTEAD.
			Fri, Feb 27	6	D	2" RED SIGNAL, JUSTICE; 4" X-TRAFFIC, BRIGHTON.
ELBI	204	Mon, Feb 02	20	GW	20" CODE STATION FAILURE, HW.	
		80% OT	Tue, Feb 03	10	VF	4" SLICK RAIL, BI; 6" OVERLOAD NOT RUNNING TRACK SPEED ON CAR 1614, ENROUTE.
			Fri, Feb 13	7	GW1	7" LATE DEPARTING SW #19 FAILING NORMAL, KENSINGTON.
			Thu, Feb 19	14	OW1	14" WIRES DOWN ON TRACK 3 AND FOULING TRACK 4, MP 8.51.
ELSC	402	Wed, Feb 04	7	GW1	4" SLOW ENTRAINING/DETRAINING, ENROUTE; 3" SW #50 FAILING REVERSE, RANDOLPH.	
		80% OT	Thu, Feb 05	8	GW1	8" WAITING ON CONGESTION TO CLEAR DUE TO SW #84 FAILING REVERSE, RANDOLPH.
			Mon, Feb 16	20	K	20" CAR BLOCKING XING, STONY ISLAND.
			Thu, Feb 19	50	OW1	50" WIRES DOWN ON TRACK 3 AND FOULING TRACK 4, MP 8.51.
MN	2103	Mon, Feb 02	15	DW1	11" LATE TURN FROM #2104, CUS; 5" STOP SIGNAL, MAYFAIR.	
		70% OT	Tue, Feb 03	8	EA1	5" STOP SIGNAL, MAYFAIR; 3" STOP SIGNAL WAITING ON NCS, CN.
			Thu, Feb 05	6	A	6" STOP SIGNAL, MAYFAIR.
			Wed, Feb 11	8	RF	5" STOP SIGNAL, MAYFAIR; 7" STOP SIGNAL, CN XING.
			Tue, Feb 17	7	RF	5" STOP SIGNAL, MAYFAIR; 7" STOP SIGNAL, CN X-ING.
			Thu, Feb 26	19	RN1	4" STOP SIGNAL, MAYFAIR; 15" WAITING ON #2124, RONDOUT.
MN	2107	Mon, Feb 02	23	G1	11" LATE TURN FROM #2108, CUS; 7" STOP SIGNAL, MAYFAIR; 2" CHECKED FOR AIR LEAKS, LAKE FOREST; 3" CHECKED FOR AIR LEAKS, LIBERTYVILLE.	
		80% OT	Tue, Feb 03	8	EA1	5" LATE TURN FROM #2108, CUS; 3" FOLLOWING TRAINS AHEAD, CUS TOWESTERN.
			Wed, Feb 11	11	D	10" STOP SIGNAL, CN XING; 2" FOLLOWING TRAINS AHEAD, CUS-WESTERN.
			Mon, Feb 23	10	G	9" SWITCH/SIGNAL PROBLEMS, DEERFIELD; 3" FOLLOWING TRAINS AHEAD, CUSTO A-3.
MN	2122	Mon, Feb 02	15	DW1	15" NO REASON GIVEN.	
		70% OT	Wed, Feb 04	7	D	6" STOP CN FREIGHT TRAIN; 3" SLOW ENTRAINING.
			Thu, Feb 05	9	D	9" CN N/B FREIGHT, ENROUTE.
			Wed, Feb 18	14	D	13" N/B CN FREIGHT TRAIN INTERFERENCE; 5" SLOW ENTRAINING.
			Mon, Feb 23	10	RF	10" FOLLOWING #2120.
			Thu, Feb 26	10	AM1	10" FOLLOWING TRAINS.
MN	2124	Mon, Feb 02	12	DW1	12" NO REASON GIVEN.	
		80% OT	Tue, Feb 03	9	EA1	3" STOP SIGNAL, MAYFAIR; 4" STOP SIGNAL, A-2; 3" ADA, GOLF.
			Wed, Feb 18	13	D1	13" FOLLOWING #2122.
			Thu, Feb 26	21	RN	20" LATE DEPARTING, FOX LAKE.
MN	2128	Mon, Feb 02	22	DW1	15" LATE TURN FROM #2103, FOX LAKE; 2" STOP SIGNAL, CN; 5" WAITON #2107, GRAYSLAKE.	
		75% OT	Thu, Feb 05	8	A1	8" LATE TURN, FOX LAKE.
			Wed, Feb 11	6	D1	6" WAITING ON #2107, GRAYSLAKE.
			Mon, Feb 16	15	J	13" LATE DEPARTING PASSENGER CONFLICT, FOX LAKE; 2" STOP SIGNAL, CN.
			Thu, Feb 26	22	RN1	15" LATE TURN FROM #2103, FOX LAKE; 7" FOLLOWING 586, LAKE COOK TO A-20 PASSENGERS BLOCKED BY FREIGHT.
MN	2130	Mon, Feb 02	17	DW1	14" WAITING ON #2109; 5" AIR NOT BUILDING UP.	
		80% OT	Tue, Feb 03	8	D	4" S/B FREIGHT, CN XING; 1" ELDERLY PSGR BOARDING, DEERFIELD; 6" APPROACH ON N/B FREIGHT, HEALY TO A-5; 1" 10MPH EARLY BRAKING, CUSL 2" STO
			Tue, Feb 24	16	D	23" FREIGHT INTERFERENCE @ A-20, NORTHBROOK.
			Thu, Feb 26	13	D	2" WAIT ON #2109, GRAYSLAKE; 8" S/B FREIGHT, CN XING; 2" X/O 2MT-1MT, DEERFIELD; 2" ENTRAINING, LAKE COOK; 2" RESTRICTED SPEED, DEERFIELD-

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
MN	2131	Mon, Feb 02	12	K1	3" FOLLOWING TRAINS; 2" MAYFAIR; 3" CN; 3" ITEM 2, EDGEBROOK.	
		65% OT	Tue, Feb 03	9	A	5" FOLLOWING TRAINS AHEAD, CUS-MAYFAIR; 4" STICKING DOOR & CN STOP.
			Tue, Feb 10	9	G	3" FOLLOWING #2129; 2" STOP SIGNAL, MAYFAIR; 6" CN STOP SIGNAL.
			Mon, Feb 16	11	J	12" FARE DISPUTE, GLENVIEW.
			Wed, Feb 18	7	E1	3" FOLLOWING TRAINS, CUS-A-3; 3" STOP SIGNAL, MAYFAIR; 3" STOP RESTRICTED SPEED, RONDOUT.
			Wed, Feb 25	8	D	2" FOLLOWING TRAIN TO A-2; 3" MAYFAIR; 4" CN X-TRAFFIC.
			Thu, Feb 26	16	RN1	6" FOLLOWING #2129; 5" MAYFAIR; 2" ADA, HEALY; 3" CN X-TRAFFIC..
MN	2135	Tue, Feb 03	7	U	4" ADA; 2" HART RD; 3" ENTRAINING.	
		70% OT	Wed, Feb 04	9	U	5"UNLOAD 2 ADA,LIBERTYVILLE;3"NB FREIGHT,CN CROSSING;3"CROSS TRAFFIC,MAYFAIR.
			Mon, Feb 09	8	U	3" X-TRAFFIC, MAYFAIR; 5" 2 ADA'S, LIBERTYVILLE.
			Tue, Feb 17	8	U	4" X-TRAFFIC, MAYFAIR;4" ADA, LIBERTYVILLE; 2" LOST AIR PSGR PULLED EMERGENCY VALVE, LONG
			Wed, Feb 18	39	E1	32" WAITING ON 2145, MAYFAIR; 5" STOP RESTRICTED, RONDOUT; 4" LIBERTYVILLE.
	Thu, Feb 19	7	U	3" X-TRAFFIC, MAYFAIR; 4" ADA, LIBERTYVILLE.		
MN	2141	Tue, Feb 03	6	FW	3" DOOR PROBLEMS, GRAYLAND; 2" ADA; COPY ITEM, LAKE FOREST; 2" HART RD; 2" STICKING DOORS, GRASYLAKE; 1" DOOR, LONG LAKE.	
		80% OT	Wed, Feb 18	31	E1	31" FOLLOWING TRAINS AHEAD.
			Wed, Feb 25	12	UF	5" B/O ADA LIFT, CUS; 7" B/O LIFT, GOLF.
			Fri, Feb 27	32	GA	32" SWITCH FAILURE, CUS. 2" ADA, GOLF.
MN	2147	Mon, Feb 02	18	K1	14" LATE TURN FROM #2148, CUS.	
		80% OT	Wed, Feb 04	13	G1	13" LATE TURN FROM #2148, CUS.
			Mon, Feb 09	42	GW	28" SWITCH FAILURE, DEERFIELD; 14" WAITING ON #2156, RONDOUT.
			Wed, Feb 18	9	E1	9" FOLLOWING TRAINS AHEAD.
MN	2151	Mon, Feb 02	22	GF1	23" MEET #2158 & MOVEMENT AUTHORITY.	
		80% OT	Wed, Feb 04	80	E	80" LOCO 414 STOPPED LOADING, EDGEBROOK.
			Thu, Feb 12	20	G1	20" WAITING ON #2158, RONDOUT.
			Wed, Feb 18	21	E1	18" LATE TURN. CUS; 10" HEAVY PASSENGER LOADING AND DOOR PROB, CAB 8257
MW	2226	Mon, Feb 02	13	IW1	13" FOLLOWING THE LEADER	
		80% OT	Tue, Feb 03	11	E1	11" DUE TO LOCO MALFUNCTION ON 2220
			Wed, Feb 04	10	FW	8" FROZEN DOORS CC8250; ADA, SCHAUMBURG.
			Thu, Feb 19	10	CW	10" BROKEN RAIL, CENTER ST MP17.1 BENSENVILLE.
MW	2228	Mon, Feb 02	12	EW1	8" LATE ARRIVAL TURN OF #2205,BIG TIMBER RD;4" SLOW PSGR LOADING DUE TO WEATHER,ENROUTE.	
		80% OT	Tue, Feb 03	15	K	15" STOPPED AUTO STUCK ON TRACKS @ IRVING PARK RD, WEST OF WOOD DALE.
			Fri, Feb 06	7	D	12" STOP FREIGHT, B-17.
			Thu, Feb 19	26	CW1	4" LATE TURN @2205 WAIT ON SIGNAL, ALMORA; 6" RB XING MALFUNCT,17.58-17.16 ITEM 2, 17.58-17.23; 6" ITEM 1 BROKEN RAIL FLAG XING, MP17.16
MW	2253	Mon, Feb 02	6	FW	7" LATE DEPARTING HAVING TROUBLE CLOSING DOORS, CUS.	
		80% OT	Fri, Feb 13	11	D1	7" LATE TURN FROM 2252, CUS.
			Mon, Feb 16	0	KP1	ANNULLED
			Wed, Feb 25	19	M1	10" LATE TURN FROM #2252, CUS
NCS	108	Tue, Feb 03	11	FW	3" WAITING ON #2114, GRAYSLAKE; 3" FROZEN, ICED UP DOORS, VERNON HILLS; RESTRICTING, B-17 TO JCT 16.	
		80% OT	Mon, Feb 16	10	CC1	10" FOLLOWING #106.
			Mon, Feb 23	31	RF1	32" FOLLOWING #106.
			Fri, Feb 27	9	D	9" LATE DEPARTING FREIGHT INTERFERENCE, ANTIOCH COAH YD; STOP SIGNAL, GRAYSLAKE; STOP SIGNAL, B-6.
NCS	109	Mon, Feb 02	30	GF	14" S/B CN FREIGHT, JCT 17; 22" HAND LINE & RESTRICTED SPEED, LOMOND.	
		80% OT	Tue, Feb 10	17	G	18" STOP RESTRICTED SPEED, RAM.
			Thu, Feb 19	10	CC1	12" WAITING ON #118, LOMOND.
			Thu, Feb 26	15	G	13" SWITCH #47 FAILED, A-2.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
NCS	110	Tue, Feb 03	8	D	4" STOP SIGNAL, DEVAL; RESTRICTING, JCT 17; A-3.	
		70% OT	Thu, Feb 05	10	FW	2" 529A, WHEELING; 8" DOOR PROBLEMS.
		Wed, Feb 18	7	D1	7" STOP SIGNAL, CP O'HARE.	
		Mon, Feb 23	26	RF1	26" FOLLOWING #108.	
		Wed, Feb 25	7	G1	7" STOP ON 2MT WAITING ON #101, O'HARE.	
		Fri, Feb 27	10	D1	8" LATE DEPARTING, ANTIOCH; 2" FOLLOWING TRAINS AHEAD; 2" CONGESTION-BAD RADIOS, CUS.	
NCS	111	Mon, Feb 02	30	GF1	5" LINE UP, CUS; 6" RESTRICTED SPEED, S WHEELING; 12" FOLLOWING#109.	
		65% OT	Tue, Feb 03	15	D	6" STOP SIGNAL, A-5; 2 529A'S, SEEGER RD & RAND RD; 6" S/B CN FREIGHT, LOMOND.
		Fri, Feb 06	11	D	11" WAITING ON METRA TRAIN, A-5 TO B6; 3" APPROACH STOP, DEVAL;6" RESTRICTED SIGNAL FOLLOWING FREIGHT, GRAYSLAKE.	
		Tue, Feb 10	25	G	16" SIGNAL PROBLEMS.	
		Mon, Feb 16	8	D	10" FOLLOWING CN FREIGHT TRAIN TO LAKE VILLA.	
		Fri, Feb 20	11	D	13" FOLLOW FREIGHT, TRAFTON.	
		Wed, Feb 25	10	D	5" FOLLOWING #2231, ENROUTE; 9" FOLLOWING CN FREIGHT, PRAIRIE VIEW-GRAYSLAKE.	
NCS	113	Mon, Feb 02	27	GF1	27" FOLLOWING #111.	
		75% OT	Tue, Feb 03	16	GM	7" EACH 529A'S, MP23.88 & 24.05.
		Fri, Feb 06	10	D1	10" FOLLOWING #111.	
		Tue, Feb 10	17	G1	17" FOLLOWING #111.	
		Thu, Feb 26	8	G1	8" FOLLOWING #111.	
NCS	115	Tue, Feb 03	8	D1	15" STOP SIGNAL, DESPLAINES; 2 529A'S.	
		75% OT	Tue, Feb 10	15	G1	15" SIGNAL PROBLEMS.
		Tue, Feb 17	9	G	13" STOP RESTRICTED SPEED, TRAFTON.	
		Wed, Feb 25	18	K	26" AUTO ON TRACKS, BUSCH.	
		Fri, Feb 27	18	GA	15" SWITCH FAILURE, CUS; 3" DEVAL.	
NCS	116	Mon, Feb 02	16	D1	5" WAITING ON #105; 5" DEVAL.	
		80% OT	Fri, Feb 06	20	D	20" FREIGHT, MP42.0.
		Mon, Feb 09	6	D	8" BLOCKED BY 4CN FREIGHT.	
		Mon, Feb 23	23	VF	10" AIR PROBLEMS, ANTIOCH YD; 6" CN FREIGHT; 6" X-TRAFFIC, DEVAL.	
NCS	117	Mon, Feb 02	20	D1	2" CUS; 20" MEET #120, RAM.	
		80% OT	Tue, Feb 03	14	GM1	3" COPY 529A: 3 529A'S, SEEGER RD; 11" MEET #120, RAM.
		Tue, Feb 10	17	G1	17" SIGNAL PROBLEMS.	
		Wed, Feb 18	51	CW1	54" HELD FOR 120, RAM.	
NCS	118	Mon, Feb 02	12	GF1	15" WAIT ON #111 & #113, BUFFALO GROVE.	
		65% OT	Tue, Feb 03	15	D1	15" HELD FOR #111 2 529A'S, WHEELING.
		Wed, Feb 04	8	D	12" 2MT ANTIOCH, HELD OPUT FOR #113, WHEELING; STOP SIGNAL, DEVAL; STOP SIGNAL, O'HARE.	
		Fri, Feb 06	6	D1	10" WAITING ON #113, WHEELING.	
		Mon, Feb 09	9	D	10" CN N/B FREIGHT, GRAYSLAKE.	
		Tue, Feb 10	9	G	11" STOP RESTRICTED SPEED, RAM.	
Thu, Feb 19	12	CC	12" WAITING FOR CLEAR FROM FOREMAN MCKENZIE GBO4736.			
NCS	119	Tue, Feb 03	30	GF	21" STOP RESTRICTED SPEED, LEITHTON; 5" LATE TURN #118, CUS; 7" S/B CN FREIGHT, RAM.	
		75% OT	Thu, Feb 05	13	D	13" S/B CN FREIGHT, LOMONS; 5" GRAYSLAKE.
		Tue, Feb 10	10	G1	10" SIGNAL PROBLEMS.	
		Thu, Feb 19	10	D	10" CN FREIGHT, LOMOND.	
		Wed, Feb 25	57	M	50" STRUCK PEDESTRIAN, HARLEM AVE; 4" 529, MP32.37; 5" STOP RESTRICTED SPEED, LEITHTON.	
NCS	120	Mon, Feb 02	18	D	14" WAITING ON CN FREIGHT; 6" WAITING ON #2147, GRAYSLAKE.	
		75% OT	Wed, Feb 04	16	G1	16" WAITING ON #2147, METRA XING.
		Mon, Feb 09	9	RF	10" WAITING ON MOVEMENT AUTHORITY, METRA XING.	
		Wed, Feb 18	56	CW	56" BROKEN RAIL AND FOLLOWING 2156 AND 342.A-2 TO CUS.	
		Wed, Feb 25	8	RF	9" WAITING ON MOVEMENT AUTHORITY, GRAYSLAKE.	
NCS	121	Mon, Feb 02	6	D1	6" LATE TURN FROM #120, CUS.	
		75% OT	Wed, Feb 04	10	GW1	12" LATE TURN FROM #120, CUS.
		Tue, Feb 10	7	G	7" RESTRICTED SPEED, LOMOND.	
		Wed, Feb 18	46	CW1	49" LATE TURN FROM #120, CUS.	
		Wed, Feb 25	17	GW	4" HARLEM AVE; 5" 529A; 4" 529 A; 9" STOP RESTRICTED, LEITHTON.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
RI	419	Mon, Feb 02	7	IW	7" SLOW ENTRAINING/WEATEHR & DOOR STICKING, ENROUTE.	
		80% OT	Thu, Feb 05	10	R1	7" LATE TURN FROM #422, LSS; 2" DOOR STICKING/WEATHER, ENROUTE.
			Fri, Feb 06	6	GM	6" AWDM SNOW BEING HIGH, 115TH ST.
			Wed, Feb 18	11	E1	2" LATE DEPT, LSS; 9" HANDLING EXTRA PSNGRS OFF OF 417 AND 303,ENROUTE.
RI	512	Mon, Feb 02	8	IW	2" ADA, MOKENA; 2" OBSERVING AWDMM, CENTRAL ST; 3" PASSENGER HANDLING; 4" 9 CAR CONSIST.	
		80% OT	Wed, Feb 04	9	IW	2" AWDMM, OAK PARK AVE; 3" 9 CAR TRAIN ON BV SUB; 2" FLAGSTOP, 123RD & 127TH ST; 4" SLOW ENTRAINING/DETRAINING.
			Thu, Feb 05	15	RO	6" OPE ERROR FLAGGED BY SIGNAL, BI CP VERMONT; 4" 9 CAR CONSIST; 3" PASSENGER HANDLING, ENROUTE; 2" FLAG STOPS; 3" OVER SHOT PLATFORM, 91ST
			Thu, Feb 19	10	G	8" LATE DEPARTING SIGNAL ISSUES, SIGNALS DROPPED ACCT FAILURE IN BUNGALOW @ CP RICHARDS, JOLIET; 9 CAR CONSIST, BV SUB.
RI	527	Mon, Feb 02	12	EW	12" ENG 406 AUTOMATIC TRAIN VALVE STUCK OPEN, MIDLOTHIAN- HICKORY CREEK.	
		80% OT	Wed, Feb 04	10	IW	3" GATE MALFUNCTION, 95TH ST; 8" 9 CAR CONSIST, ENROUTE.
			Thu, Feb 05	6	IW	2" SPEED RESTRICTION, MP10.1; 4" 9 CAR CONSIST, BV SUB.
			Wed, Feb 11	6	M	5" WALKING SPEED SEMI TRUCK STUCK UNDER VIADUCT, MP9.8(87TH & VINCENNES); 2" AWDM ITEM 1, GOUGAR RD.
RI	530	Wed, Feb 04	6	IW	6" 9 CAR CONSIST, ENROUTE.	
		75% OT	Thu, Feb 05	8	FW	8" DOORS STICKING
			Mon, Feb 16	0	XF	37" ENGINE PROBLEMS, PICKED UP NEW EQUIPMENT, JOLIET; ANNULLED CABCAR 8558 NO CHARGE W/ BATTERIES, MOKENA.
			Fri, Feb 20	6	U	7" MADE REVERSE MOVE FOR LATE ADA PSNGR ON THE WRONG SIDE, MIDLOATHIAN; 3" RED SIGNAL M395, EJE X-ING.
			Wed, Feb 25	7	KW	4" WHEEL SLIPPAGE, BEV SUB; 2" WAITING LINEUP, 16TH ST.
RI	532	Mon, Feb 02	9	EW1	13" LATE TURN FROM #527, JOLIET.	
		75% OT	Wed, Feb 04	17	IW1	14" LATE TURN FROM #527, JOLIET.
			Thu, Feb 05	11	IW1	7" LATE TURN FROM #527, JOLIET; 4" 9 CAR TRAIN, BV SUB; 2" SPEED RESTRICTION, MP10.1.
			Fri, Feb 06	14	II	9" LATE TURN FROM #527, JOLIET; 2" ASSISTNG ADA, BRAINARD; 2" A-101.
			Mon, Feb 16	21	F1	17" HOLD FOR #530 ENGINE PROBS, CP35.5; 10" WAIT ON #530; 4" PCIKING IP #530 PASSENGERS, MOKENA.
SWS	825	Mon, Feb 02	11	KW	12" LATE EQUIPMENT OUT OF YARD, CUS.	
		75% OT	Tue, Feb 03	16	L1	2" LATE EQUIPMENT, CUS; 19" WAITING FOR #836 TO CLEAR SINGLE TRACK, CP143RD ST.
			Wed, Feb 04	6	GA	10" LATE DEPARTING SWITCH PROBLEMS, CUS.
			Tue, Feb 10	8	D	8" WAIT FOR K143-08 TO CLEAR, FOREST HILL.
			Thu, Feb 26	10	VE1	15" WAITING FOR #823 TO CLEAR SINGLE TRACK, 143RD ST.
SWS	838	Mon, Feb 02	23	GF	19" FLAGGING PLANT & HAND LINING ROUTE, BELT JCT	
		80% OT	Tue, Feb 03	6	L1	6" LATE TURN FROM #827, 179TH ST.
			Wed, Feb 04	11	GA1	15" LATE TURN FROM #827, 179TH ST.
			Tue, Feb 17	9	D1	12" MEETING 833, ASHBURN.
UPNW	622	Mon, Feb 02	7	KD1	7" FOLLOW TRAINS AHEAD & SLOW ENTRAINING/WEATHER, ENROUTE.	
		80% OT	Thu, Feb 05	12	FW	12" SPEED RESTRICTION OUT OF MCHENRY; STICKY DOORS THROUGH OUT CONSIST, ENROUTE.
			Thu, Feb 26	25	GW1	23" SW #13 BURIED IN SNOW, ELECTRICAL PROBS WITH BLOWER, WOOD ST.
			Fri, Feb 27	0	XE	ANNULLED METX 141 WATER LEAK, MCHENRY.
UPNW	629	Mon, Feb 02	6	IW1	5" SLOW PASSENGER UNLOADING DUE TO SLIPPERY CONDITIONS, ENROUTE	
		80% OT	Thu, Feb 05	9	GW1	8" WAIT FOR #631 TO X.O, ISSUE WAS RESOLVED & MOVE WAS CANCELED, DEVAL.
			Wed, Feb 11	16	DE	15" STOPPED BEHIND #631 DUE TO CN M34241-10.
			Wed, Feb 25	61	M1	60" #654 STRIKING VEHICLE @ MP47.2.
UPNW	631	Wed, Feb 04	11	GW	13" LATE DEPARTING #173 & #177 SWITCH FAILING, LAKE ST INT.	
		80% OT	Thu, Feb 05	8	GW	8" TRK LIGHT ON TK2 HAD BURNT ARRESTORS IN SIGNAL BUNGALOW, TO31.
			Wed, Feb 11	17	DE	17" M34241-10 WITH MECHANICAL ISSUES, CN BARRINGTON.
			Mon, Feb 23	29	JM	28" LATE DEPARTING PASSENGER HAVING SEIZURE, WAIT FOR PARAMEDICS, CPT.
UPNW	637	Wed, Feb 04	8	GW1	8" FOLLOW TRAINS AHEAD DUE TO SWITCH FAILURE @ LAKE ST INT.	
		80% OT	Wed, Feb 11	15	DE1	15" CN M34241-10, BARRINGTON.
			Mon, Feb 23	12	JM1	12" BEHIND TRAINS DUE TO #631 MEDICAL EMERGENCY, BARRINGTON.
			Wed, Feb 25	20	M1	20" #654 STRIKING VEHICLE @ MP47.2.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPNW	641	Wed, Feb 04	10	GW1	8" SWITCH FAILURE, LAKE ST INT; HELD OUT OF DEPOT FROM CAL AVE COACH YD DUE TO SWITCH FAILURE.
		Wed, Feb 11	15	DE1	15" CN M34241-10, BARRINGTON.
		Mon, Feb 23	15	D	15" M34371-22 CLEARING, CN BARRINGTON INT; CUT OUT ATS ON METX 121 & RUN ON BLOCKS, TO31-TO63.
		Wed, Feb 25	55	M1	55" #654 STRIKING VEHICLE @ MP47.2.
UPNW	643	Wed, Feb 04	15	GW1	15" FOLLOW TRAINS AHEAD DUE TO SWITCH FAILURE @ LAKE ST INT.
		Wed, Feb 11	16	DE1	16" CN M34241-10, BARRINGTON.
		Mon, Feb 23	18	JM1	7" LATE EQUIPMENT DUE TO #631 IN DEPOT W/MEDICAL EMERGENCY & FOLLOWING TRAINS AHEAD, CPT.
		Wed, Feb 25	32	M1	32" #654 STRIKING VEHICLE @ MP47.2.
UPNW	647	Wed, Feb 04	10	GW1	10" WAIT FOR #637 TO X/O GOING INTO YD DUE TO HIGH STAND FOR THE COACH YD LEAD WOULD NOT OPERATE, CRYSTAL LAKE.
		Wed, Feb 11	10	DE1	10" CN M34241-10, BARRINGTON.
		Fri, Feb 13	11	M1	11" STOPPED DUE TO BRIDGE STRIKE AT MP 16.47, MP 15.75.
		Mon, Feb 23	8	JM1	8" FOLLOWING TRAINS AHEAD DUE TO #631 MEDICAL EMERGENCY @ CPT.
		Wed, Feb 25	113	M1	114" #654 STRKING VEHICLE @ MP47.2; SWITCH #3 FAILED, BARRINGTON.
UPNW	649	Tue, Feb 03	32	FW1	13" LATE DEPARTING DUE TO LATE EQUIPMENT FROM CALIFORNIA AVE COACH YD, CPT; XH ORDER, MP12.19; RAN BEHIND #653, BARRINGTON.
		Fri, Feb 06	27	GW	12" LATE DEPARTING LATE EQUIPMENT FROM CAL AVE COACH YD DUE TO #54 SWITCH FAILURE, LAKE ST PLANT; ADA, ARLINGTON HEIGHTS; FOLLOW 653, BARRIN
		Fri, Feb 13	13	M1	10" RUNNING ON 651 SIGNALS, BARRINGTON-CRYSTAL LAKE.
		Tue, Feb 17	25	JM	14" WAITED FOR PARAMEDICS PSNGR HAVING SEIZURE, IRVING PARK; 8" WAITED FOR 653, PALATINE; 3" HELD FOR FREIGHT TRAFFIC, CN.
		Thu, Feb 19	10	K1	10" FOLLOW TRAINS AHEAD DUE TO EQUIPMENT SWAP IN DEPOT.
		Thu, Feb 26	15	JM	15" MEDICAL EMERGENCY MALE HAVING SEIZURE, IRVING PARK.
UPNW	652	Mon, Feb 02	46	FW	46" LATE ARRIVAL OF EQUIPMENT OF M621. DELAYED DUE TO BRAKEMAN ON THROTTLE ENGINEER ON BRAKES IN CAB EQUIP WOULDNT GO FORWARD, CRYSTAL LAKE
		Tue, Feb 03	8	IW	8" SLOW ENTRAINING SNOW & ICE ON PLATFORMS, ENROUTE.
		Fri, Feb 06	17	FW1	17" LATE TURN FROM #621, CRYSTAL LAKE.
		Mon, Feb 09	14	D	14" WAIT FOR M34791-08 TO CROSS, CN; 2" POLICE REMOVED UNRULY FEMALE, BARRINGTON.
		Mon, Feb 16	10	GW	10" SWITCH #13 FAILED IN THE PKANT, ERIE.
UPW	24	Mon, Feb 02	16	FW1	16" FOLLOW #22 TO CPT; SLOW ENTRAINING/WEATHER, ALL STOPS.
		Wed, Feb 04	21	UW	21" FOLLOW #22 TO GENEVA; ADA FAILURE COUL DNOT REDEPLOY, HAND CRANK & SHOVE IN, COLLEGE AVE.
		Thu, Feb 05	8	GX	8" XH ORDERS, MP11.73, 11.30; SLOW/HEAVY ENTRAINING, LOMBARD, VILLA PARK & OAK PARK; STICKY DOORS ON 8414, ENROUTE.
		Mon, Feb 23	8	I	8" SLOW/HEAVY ENTRAINING, LOMBARD, VILLA PARK & ELMHURST; TRAINCONTROL FOLLOWING #22, WHEATON-COLLEGE AVE; XH, MP23.99.
UPW	28	Mon, Feb 02	20	GW	20" FOLLOW #26 TO CPT; SWITCH #59, 64 & 111 FAILED, LAKE ST PLANT; SLOW ENTRAINING/WEATHER, ENROUTE.
		Tue, Feb 03	10	GW	10" SWITCH #39 FAILED, LAKE ST PLANT.
		Wed, Feb 04	24	UW1	13" LATE DEPART WAIT FOR #26 TO CLEAR, ELMHURST.
		Thu, Feb 05	12	GX1	4" LATE DEPARTING WAIT ON #24 & #26 TO CLEAR, ELMHURST; #26 AHEAD, ENROUTE.
UPW	30	Mon, Feb 02	20	GW1	20" FOLLOW #26 & #28 TO CPT; SLOW ENTRAINING/WEATHER.
		Wed, Feb 04	25	UW1	25" TRAIN CONTROL RUNNING BEHIND #28, ENROUTE.
		Thu, Feb 05	10	GX1	10" FOLLOWING #28 FROM ELMHURST; XS ORDER, 25TH AVE; XH ORDER, MP11.3.
		Tue, Feb 10	7	U	7" ADA, ENROUTE; X-TRAFFIC #2220, 2210 & 2214, WESTERN .
UPW	36	Mon, Feb 02	25	RW1	25" LATE ARRIVAL OF #13, ELBURN.
		Tue, Feb 17	15	G	15" STOPPED @ BRIDGE A SWITCH #107 FAILED, LAKE STREET INT.
		Thu, Feb 19	14	UW	21" UNABLE TO STOW ADA LOFT CAR 6113, GENEVA; 5" LIFT FAILURE FROZEN LIFT CAR 8425, GLEN ELLYN.
		Fri, Feb 27	10	GW	10" STOPPED SWITCH #107 FAILED, WOULD NOT LOCK AT LAKE ST INT, BRIDGE A.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
UPW	49	Wed, Feb 04	15	D1	15" STOPPED BEHIND #47 WHO WAS STOPPED WAITING FOR YPRNC TO CLEAR, MELROSE PARK.	
		80% OT	Thu, Feb 05	10	D	10" FOLLOW #45 & #47 AHEAD; Q11651*31 CLEARING HAD CREW SHORT ON TIME, CN WASHINGTON ST.
			Mon, Feb 09	12	E1	12" TRAIN CONTROL FOLLOWING #47.
			Thu, Feb 19	10	E1	10" FOLLOWING #47, OAK PARK-PARK; ADA, COLLEGE AVE.
UPW	54	Thu, Feb 05	13	D	13" WAIT FOR ZG1BRB-05 TO CLEAR, PECK; FOLLOW MASPR-03, PECK- COLLEGE; WAIT FOR YPRCN-05 TO CLEDAR, 25TH AVE.	
		65% OT	Tue, Feb 10	14	D	14" OPERATE CENTER TRK, VILLA PARK-ELMHURST; WAIT WEST OF DEPOT; KPDG2-08 PM TK 1 GOING INT PROVISO, PARK INT.
			Wed, Feb 11	7	U	7" 2 ADA'S; NO SIGNAL, KEDZIE & WESTERN; X/O, PECK & KRESS.
			Thu, Feb 12	8	RF	8" TRAIN MEET, VALE; X/O, PECK.
			Mon, Feb 16	8	D	6" WAIT FOR Y114J-16 TO CLEAR INTO GLOBAL, BELLWOOD; 2" RAN SHORT X/O, KEDZIE.
			Fri, Feb 20	25	DE	25" WAITING FOR 39 TO CLEAR ON MT3 DUE TO MNNPR STOPPED ON MT1 GOING INTO PROVISO WITH ENGINE PROBLEMS,GRACE;SLOW PSNGR LOADING, WINFIELD.
			Thu, Feb 26	61	E	61" MECHANICAL PROBLEMS METX 167, OPERATE W/NO HEAD END POWER,ELBURN-CPT; MANUALLY OPERATE ALL DOORS, 8" LATE DEPARTURE; ABSOLUTE BLOCKS
UPW	60	Mon, Feb 02	11	FW1	11" LATE ARRIVAL OF #59, ELMHURST.	
		80% OT	Thu, Feb 05	10	D1	10" FOLLOWING LATE #58, ENROUTE.
			Wed, Feb 25	11	U1	11" FOLLOW #58, ELMHURST-CPT.
			Thu, Feb 26	15	A1	7" LATE ARRIVAL OF #59, ELMHURST; OPERATE TK 2, KEDZIE-HALSTED.
UPW	62	Wed, Feb 04	10	A	10" X-TRAFFIC, WESTERN; WAIT FOR ENG UP2154 TO CLEAR.	
		75% OT	Thu, Feb 05	15	D	6" LATE ARRIVAL OF #47, ELBURN; HELD FOR ZBRG1-02 TO CLEAR, KEDZIE.
			Fri, Feb 06	21	R	19" AIR ISSUES ON METX 158 SET UP INCORRECTLY, LAFOX-GENEVA.
			Thu, Feb 12	11	D	11" ZSCG1-11, OAKR PARK & KEDZIE; STICKY LOADING DOORS ON CAR 8437, GENEVA TO GLEN ELLYN.
	Wed, Feb 18	51	DE	51" HELD BEHIND MBUNSS WHICH WAS BLOCKED BY KG1CI WITH AIR TROUBLE, KEDZIE.		
UPW	63	Mon, Feb 02	11	FW1	11" LATE DEPARTING,LATE ARRIVAL OF EQUIPMENT FROM CALIFORNIA COACH YD, CPT.	
		80% OT	Tue, Feb 03	12	IW	3" SWITCH PROBLEMS, WESTERN; 2" DOUBLE STOP, BELLWOOD; SLOW DETRAINING, SLIPPERY PLATFORM, ALL STATIONS.
			Wed, Feb 04	6	IW	6" HEAVY/SLOW DETRAINING, ENROUTE.
			Wed, Feb 11	15	D	15" CN H60891-11, WEST CHICAGO.
UPW	66	Mon, Feb 02	40	GW	40" SWITCH PROBLEMS, PECK INT.	
		80% OT	Fri, Feb 06	12	D	12" WAIT FOR #67 TO CLEAR GRACE ON TK3 DUE TO MDNBUS-02 IN TK1 & ZSCG1-05 RUNNING ON TK2, LOMBARD.
			Wed, Feb 11	19	D1	12" LATE TURN FROM #63, ELBURN; NO SIGNAL, PECK OR GRACE.
			Thu, Feb 19	8	I	8" USED X/O, KEDZIE; X/O, PECK & TURNER.
UPW	69	Mon, Feb 02	15	D	7" LATE DEPARTING STOPPED IN FUEL POCKET FOR FUEL, CPT; FOLLOWCSHBT-30, WINFIELD-GENEVA.	
		80% OT	Wed, Feb 11	20	D1	20" WAIT FOR SIGNAL KPDG2-11 YARDING INTO PROVISO, PARK.
			Fri, Feb 13	38	D	38" HELD T2 BEHIND MPRNP-13 WITH SPARKING WHEELS AND MCHNP-13, KRESS; M69 WAITED FOR ZCIG-13 TO CLEAR ON T1, KRESS.
			Mon, Feb 16	10	K1	10" STOPPED CAR ON TRACKS @ MP30.27 & 30.31, GENEVA STATION.

Data is final (03/16/15) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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

METRA/PSA DELAY CODES				METRA/PSA DELAY CODES (continued)				FOREIGN CARRIER DELAY CODES			
CATEGORY				CATEGORY				CATEGORY			
Codes				Codes				Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
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
February 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	56	33	12	18	5	74	16	35	31	12	13	12	20	337	28%
Semi-controllable	31	0	0	0	7	36	18	32	2	36	5	13	39	219	18%
Uncontrollable	118	68	20	35	0	57	59	10	38	16	51	97	60	629	53%
TOTAL TRAINS DELAYED	205	101	32	53	12	167	93	77	71	64	69	122	119	1,185	100%

February - 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	75.0	23.0	7.0	7.7	4.3	69.0	42.0	18.3	38.7	11.3	17.3	17.7	25.3	356.7	39%
Semi-controllable	30.7	0.0	0.0	0.0	4.0	22.0	23.7	23.7	10.3	12.0	3.3	6.7	14.0	150.3	16%
Uncontrollable	61.3	35.0	10.3	17.0	2.0	44.3	47.0	12.7	62.0	6.7	43.7	37.7	31.7	411.3	45%
TOTAL TRAINS DELAYED	167.0	58.0	17.3	24.7	10.3	135.3	112.7	54.7	111.0	30.0	64.3	62.0	71.0	918.3	100%

February 2015 Divergence From February 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	-19.0	10.0	5.0	10.3	0.7	5.0	-26.0	16.7	-7.7	0.7	-4.3	-5.7	-5.3	-19.7	-7%
Semi-controllable	0.3	0.0	0.0	0.0	3.0	14.0	-5.7	8.3	-8.3	24.0	1.7	6.3	25.0	68.7	26%
Uncontrollable	56.7	33.0	9.7	18.0	-2.0	12.7	12.0	-2.7	-24.0	9.3	7.3	59.3	28.3	217.7	82%
TOTAL TRAINS DELAYED	38.0	43.0	14.7	28.3	1.7	31.7	-19.7	22.3	-40.0	34.0	4.7	60.0	48.0	266.7	100%

January-February 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	149	57	18	24	6	100	38	42	55	18	21	25	41	594	29%
Semi-controllable	49	0	0	0	12	67	36	43	5	56	5	16	66	355	17%
Uncontrollable	208	161	47	42	4	121	111	20	53	25	67	143	99	1,101	54%
TOTAL TRAINS DELAYED	406	218	65	66	22	288	185	105	113	99	93	184	206	2,050	100%

Data for current month is final (03/16/15) version from TOPS.

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03/16/2015

TABLE 7: NUMBER OF DELAYS BY DATE
February 2015

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	42	35	20	15	20	3	2	4	3	2	0	2	2	1	0	21	1	1	6	13	193
Elec -ML	25	0	2	1	1	0	1	0	1	0	4	3	1	18	1	2	2	1	3	19	85
-BI	7	1	1	2	0	0	0	2	0	1	1	0	0	7	0	2	1	1	1	5	32
-SC	8	2	1	1	1	0	1	0	0	0	6	1	1	13	0	1	0	0	0	13	49
Heritage	4	0	0	1	0	0	0	0	0	1	0	1	0	0	2	0	1	0	0	2	12
Milw -N	33	11	11	7	2	3	3	9	4	0	2	3	17	1	3	7	1	4	21	3	145
-W	24	9	2	2	5	2	1	1	0	2	4	0	6	6	3	0	0	8	4	3	82
NCS	11	8	5	2	7	3	9	0	0	0	3	1	6	5	1	4	0	7	2	3	77
RI	14	2	5	14	3	0	0	1	1	0	5	7	4	2	4	1	0	1	0	1	65
SWS	12	9	11	4	0	2	1	2	3	0	0	2	1	0	4	3	1	0	5	2	62
UP -N	28	2	0	0	3	1	1	0	4	2	0	0	0	5	5	1	2	2	2	3	61
-NW	25	3	7	7	9	3	0	8	0	4	1	1	1	5	2	6	0	19	10	2	113
-W	<u>25</u>	<u>2</u>	<u>21</u>	<u>11</u>	<u>4</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>110</u>
SYSTEM	258	84	86	67	55	21	21	33	18	15	31	23	40	66	26	50	12	50	58	72	1,086

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	TOTAL
BNSF	2	1	0	3	6	BNSF	6	0	0	0	6
Elec -ML	0	4	1	0	5	Elec -ML	11	0	0	0	11
-BI	0	0	0	0	0	-BI	-	-	-	-	0
-SC	0	0	0	1	1	-SC	3	0	0	0	3
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	1	0	1	8	10	Milw -N	10	1	0	1	12
-W	1	1	1	2	5	-W	5	0	0	1	6
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	2	1	1	0	4	RI	2	0	0	0	2
SWS	1	1	0	0	2	SWS	-	-	-	-	0
UP -N	1	0	1	0	2	UP -N	5	0	0	1	6
-NW	0	0	0	2	2	-NW	7	0	0	0	7
-W	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>4</u>	-W	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>
SYSTEM	8	11	6	16	41	SYSTEM	54	1	0	3	58

Data is final (03/16/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Freight Interference - Peak	0	0	0	0	4	9	0	12	0	5	1	8	9	48
Primary	0	0	0	0	4	8	0	7	0	4	1	3	6	33
Secondary	0	0	0	0	0	1	0	5	0	1	0	5	3	15
Freight Interference - Off-Peak	5	0	0	0	0	22	14	14	2	14	4	5	30	110
Primary	5	0	0	0	0	15	10	10	2	11	3	3	27	86
Secondary	0	0	0	0	0	7	4	4	0	3	1	2	3	24
Signal/Switch Failure - TOTAL	15	3	2	4	4	23	11	25	4	17	6	2	10	126
Signal/Switch Failure - Metra/PSA	7	3	2	4	1	18	7	19	4	0	6	2	10	83
Primary	7	1	2	4	1	11	4	9	4	0	4	1	6	54
Secondary	0	2	0	0	0	7	3	10	0	0	2	1	4	29
Signal/Switch Failure - Foreign	8	0	0	0	3	5	4	6	0	17	0	0	0	43
Primary	5	0	0	0	2	1	3	3	0	9	0	0	0	23
Secondary	3	0	0	0	1	4	1	3	0	8	0	0	0	20
Mechanical Failure - TOTAL	18	3	1	0	0	41	6	3	10	4	5	4	7	102
Mechanical Failure - Metra/PSA	18	3	1	0	0	32	6	3	10	4	5	4	7	93
Non-Locomotive Equipment Failure - Metra/PSA	6	3	1	0	0	2	0	0	5	0	2	0	0	19
Primary	1	1	0	0	0	1	0	0	2	0	1	0	0	6
Secondary	5	2	1	0	0	1	0	0	3	0	1	0	0	13
Locomotive Failure - Metra/PSA	12	0	0	0	0	30	6	3	5	4	3	4	7	74
Primary	3	0	0	0	0	6	3	1	3	2	2	1	4	25
Secondary	9	0	0	0	0	24	3	2	2	2	1	3	3	49
Mechanical Failure - Foreign	0	0	0	0	0	9	0	0	0	0	0	0	0	9
Passenger Train Interference - TOTAL	1	2	0	1	0	7	1	0	0	2	1	0	4	19
Passenger Train Interference - Metra/PSA	0	2	0	1	0	4	1	0	0	1	1	0	4	14
Passenger Train Interference - Foreign	1	0	0	0	0	3	0	0	0	1	0	0	0	5
Accident - TOTAL	0	0	0	1	0	2	7	1	2	0	0	22	0	35
Accident - Metra/PSA	0	0	0	1	0	2	7	1	1	0	0	22	0	34
Accident - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Track Work - TOTAL	34	4	2	1	0	0	1	6	2	0	0	0	0	50
Track Work - Metra/PSA	16	4	2	1	0	0	1	6	2	0	0	0	0	32
Track Work - Foreign	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Human Error - TOTAL	9	2	1	1	4	15	1	6	15	3	1	6	3	67
Human Error - Metra/PSA	9	2	1	1	2	8	0	1	15	0	1	3	2	45
Human Error - Foreign	0	0	0	0	2	7	1	5	0	3	0	3	1	22
Sick, Injured, Unruly Passenger - TOTAL	3	5	0	0	0	3	2	0	0	1	3	8	0	25
Sick, Injured, Unruly Passenger - Metra/PSA	3	5	0	0	0	3	2	0	0	1	3	8	0	25
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	61	56	19	23	0	22	37	8	29	8	44	45	43	395
Weather - Metra/PSA	60	56	19	23	0	11	37	8	29	8	44	45	41	381
Weather - Foreign	1	0	0	0	0	11	0	0	0	0	0	0	2	14
Passenger Loading - TOTAL	2	6	1	1	0	5	0	0	3	0	0	0	3	21
Lift Deployment - TOTAL	7	0	0	0	0	9	1	0	1	0	0	0	5	23
Obstruction/Debris - TOTAL	15	1	0	10	0	9	12	1	2	0	4	15	2	71
Catenary Failure - TOTAL	0	19	5	10	0	0	0	0	0	0	0	0	0	34
Other - TOTAL	35	0	1	1	0	0	0	1	1	10	0	7	3	59
TOTAL TRAINS DELAYED	205	101	32	53	12	167	93	77	71	64	69	122	119	1,185
Total Metra/PSA Delays	172	101	32	53	3	101	74	40	68	24	64	106	77	915
Total Foreign Carrier Delays	33	0	0	0	9	66	19	37	3	40	5	16	42	270

Data for current month is final (03/16/15) 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
February - 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	22.0	0.2	0.2	0.0	3.6	17.0	17.8	13.6	7.6	12.4	2.2	4.6	20.2	121.4
Freight Interference - Peak	6.6	0.0	0.0	0.0	3.6	2.8	5.2	4.4	2.4	3.8	0.0	2.4	6.2	37.4
<i>Primary</i>	4.0	0.0	0.0	0.0	3.4	1.6	3.6	2.4	1.4	3.0	0.0	1.4	2.6	23.4
<i>Secondary</i>	2.6	0.0	0.0	0.0	0.2	1.2	1.6	2.0	1.0	0.8	0.0	1.0	3.6	14.0
Freight Interference - Off-Peak	15.4	0.2	0.2	0.0	0.0	14.2	12.6	9.2	5.2	8.6	2.2	2.2	14.0	84.0
<i>Primary</i>	13.4	0.0	0.0	0.0	0.0	9.2	8.2	7.6	4.8	7.0	1.0	1.6	11.4	64.2
<i>Secondary</i>	2.0	0.2	0.2	0.0	0.0	5.0	4.4	1.6	0.4	1.6	1.2	0.6	2.6	19.8
Signal/Switch Failure - TOTAL	16.8	3.4	2.4	2.2	3.4	18.6	15.0	7.6	13.6	6.6	6.4	8.4	9.8	114.2
Signal/Switch Failure - Metra/PSA	13.0	3.4	2.4	2.2	2.4	16.4	12.8	4.2	12.0	4.0	6.4	8.4	9.6	97.2
<i>Primary</i>	8.8	2.2	1.8	1.8	2.4	8.8	8.6	2.6	7.6	3.6	4.4	5.8	6.4	64.8
<i>Secondary</i>	4.2	1.2	0.6	0.4	0.0	7.6	4.2	1.6	4.4	0.4	2.0	2.6	3.2	32.4
Signal/Switch Failure - Foreign	3.8	0.0	0.0	0.0	1.0	2.2	2.2	3.4	1.6	2.6	0.0	0.0	0.2	17.0
<i>Primary</i>	2.4	0.0	0.0	0.0	1.0	1.4	1.8	1.6	0.6	2.2	0.0	0.0	0.2	11.2
<i>Secondary</i>	1.4	0.0	0.0	0.0	0.0	0.8	0.4	1.8	1.0	0.4	0.0	0.0	0.0	5.8
Mechanical Failure - TOTAL	11.6	2.6	1.4	1.4	0.2	16.6	10.2	4.4	13.8	3.4	9.4	5.4	3.4	83.8
Mechanical Failure - Metra/PSA	11.4	2.4	1.4	1.4	0.2	16.2	10.0	4.4	13.8	3.4	9.4	5.4	3.2	82.6
Non-Locomotive Equipment Failure - Metra/PSA	4.6	2.4	1.4	1.4	0.2	2.6	2.0	0.0	1.0	2.8	2.0	0.0	0.2	20.6
<i>Primary</i>	1.4	1.4	0.4	1.0	0.2	1.0	0.8	0.0	0.8	1.0	0.4	0.0	0.2	8.6
<i>Secondary</i>	3.2	1.0	1.0	0.4	0.0	1.6	1.2	0.0	0.2	1.8	1.6	0.0	0.0	12.0
Locomotive Failure - Metra/PSA	6.8	0.0	0.0	0.0	0.0	13.6	8.0	4.4	12.8	0.6	7.4	5.4	3.0	62.0
<i>Primary</i>	2.2	0.0	0.0	0.0	0.0	2.8	2.4	1.4	4.0	0.4	1.0	1.8	1.4	17.4
<i>Secondary</i>	4.6	0.0	0.0	0.0	0.0	10.8	5.6	3.0	8.8	0.2	6.4	3.6	1.6	44.6
Mechanical Failure - Foreign	0.2	0.2	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.2	1.2
Passenger Train Interference - TOTAL	0.8	2.4	0.6	0.6	0.6	15.2	3.0	2.2	1.8	1.2	3.6	2.0	2.8	36.8
Passenger Train Interference - Metra/PSA	0.2	0.8	0.6	0.2	0.0	8.8	2.8	2.2	1.4	0.0	3.6	2.0	2.6	25.2
Passenger Train Interference - Foreign	0.6	1.6	0.0	0.4	0.6	6.4	0.2	0.0	0.4	1.2	0.0	0.0	0.2	11.6
Accident - TOTAL	23.6	0.6	0.0	0.0	0.0	0.0	12.8	4.6	2.6	0.6	7.4	6.2	2.6	61.0
Accident - Metra/PSA	16.2	0.6	0.0	0.0	0.0	0.0	12.6	4.6	2.6	0.6	7.4	6.2	1.8	52.6
Accident - Foreign	7.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.8	8.4
Track Work - TOTAL	4.2	0.6	0.0	0.4	0.2	1.0	2.4	0.2	2.8	0.0	0.4	0.8	2.2	15.2
Track Work - Metra/PSA	4.2	0.6	0.0	0.4	0.2	1.0	2.4	0.2	2.8	0.0	0.4	0.8	2.2	15.2
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Human Error - TOTAL	18.2	4.4	0.8	1.8	2.4	7.4	5.0	2.2	3.8	2.0	4.8	3.8	3.0	59.6
Human Error - Metra/PSA	12.0	4.4	0.8	1.6	0.6	2.6	2.0	0.4	3.8	0.4	4.4	3.2	1.6	37.8
Human Error - Foreign	6.2	0.0	0.0	0.2	1.8	4.8	3.0	1.8	0.0	1.6	0.4	0.6	1.4	21.8
Sick, Injured, Unruly Passenger - TOTAL	2.4	5.6	0.8	1.4	0.2	2.0	4.0	0.4	2.4	0.6	2.8	2.6	2.2	27.4
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	5.6	0.8	1.4	0.2	2.0	4.0	0.4	2.4	0.6	2.8	2.6	2.2	27.4
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	41.6	23.6	7.4	13.8	2.0	43.2	30.4	10.0	40.0	7.8	32.8	32.4	23.8	308.8
Weather - Metra/PSA	41.4	23.6	7.4	13.8	1.6	42.2	30.4	9.6	39.8	6.8	32.8	32.4	23.6	305.4
Weather - Foreign	0.2	0.0	0.0	0.0	0.4	1.0	0.0	0.4	0.2	1.0	0.0	0.0	0.2	3.4
Passenger Loading - TOTAL	1.0	12.4	2.0	3.0	0.0	2.6	2.2	0.0	7.0	0.6	8.6	0.6	3.2	43.2
Lift Deployment - TOTAL	1.6	0.0	0.0	0.0	0.0	2.6	3.6	0.6	3.6	0.0	1.6	2.0	3.6	19.2
Obstruction/Debris - TOTAL	2.4	4.2	1.0	2.0	0.4	3.6	2.6	0.8	5.8	0.8	5.0	3.2	2.6	34.4
Catenary Failure - TOTAL	0.0	6.4	1.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	9.2
Other - TOTAL	5.6	1.6	0.2	0.0	0.0	0.4	2.4	0.8	2.0	2.4	4.2	3.0	4.8	27.4
TOTAL TRAINS DELAYED	151.8	68.0	18.6	27.4	13.0	130.2	111.4	47.4	106.8	38.4	89.2	75.2	84.2	961.6
Total Metra/PSA Delays	111.4	66.0	18.4	26.8	5.6	98.4	87.8	28.2	97.0	19.6	86.6	70.0	61.0	776.8
Total Foreign Carrier Delays	40.4	2.0	0.2	0.6	7.4	31.8	23.6	19.2	9.8	18.8	2.6	5.2	23.2	184.8

Data for latest month is final (03/18/14) 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
February 2015 Divergence From February 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	-17.0	-0.2	-0.2	0.0	0.4	14.0	-3.8	12.4	-5.6	6.6	2.8	8.4	18.8	36.6
Freight Interference - Peak	-6.6	0.0	0.0	0.0	0.4	6.2	-5.2	7.6	-2.4	1.2	1.0	5.6	2.8	10.6
<i>Primary</i>	-4.0	0.0	0.0	0.0	0.6	6.4	-3.6	4.6	-1.4	1.0	1.0	1.6	3.4	9.6
<i>Secondary</i>	-2.6	0.0	0.0	0.0	-0.2	-0.2	-1.6	3.0	-1.0	0.2	0.0	4.0	-0.6	1.0
Freight Interference - Off-Peak	-10.4	-0.2	-0.2	0.0	0.0	7.8	1.4	4.8	-3.2	5.4	1.8	2.8	16.0	26.0
<i>Primary</i>	-8.4	0.0	0.0	0.0	0.0	5.8	1.8	2.4	-2.8	4.0	2.0	1.4	15.6	21.8
<i>Secondary</i>	-2.0	-0.2	-0.2	0.0	0.0	2.0	-0.4	2.4	-0.4	1.4	-0.2	1.4	0.4	4.2
Signal/Switch Failure - TOTAL	-1.8	-0.4	-0.4	1.8	0.6	4.4	-4.0	17.4	-9.6	10.4	-0.4	-6.4	0.2	11.8
Signal/Switch Failure - Metra/PSA	-6.0	-0.4	-0.4	1.8	-1.4	1.6	-5.8	14.8	-8.0	-4.0	-0.4	-6.4	0.4	-14.2
<i>Primary</i>	-1.8	-1.2	0.2	2.2	-1.4	2.2	-4.6	6.4	-3.6	-3.6	-0.4	-4.8	-0.4	-10.8
<i>Secondary</i>	-4.2	0.8	-0.6	-0.4	0.0	-0.6	-1.2	8.4	-4.4	-0.4	0.0	-1.6	0.8	-3.4
Signal/Switch Failure - Foreign	4.2	0.0	0.0	0.0	2.0	2.8	1.8	2.6	-1.6	14.4	0.0	0.0	-0.2	26.0
<i>Primary</i>	2.6	0.0	0.0	0.0	1.0	-0.4	1.2	1.4	-0.6	6.8	0.0	0.0	-0.2	11.8
<i>Secondary</i>	1.6	0.0	0.0	0.0	1.0	3.2	0.6	1.2	-1.0	7.6	0.0	0.0	0.0	14.2
Mechanical Failure - TOTAL	6.4	0.4	-0.4	-1.4	-0.2	24.4	-4.2	-1.4	-3.8	0.6	-4.4	-1.4	3.6	18.2
Mechanical Failure - Metra/PSA	6.6	0.6	-0.4	-1.4	-0.2	15.8	-4.0	-1.4	-3.8	0.6	-4.4	-1.4	3.8	10.4
Non-Locomotive Equipment Failure - Metra/PSA	1.4	0.6	-0.4	-1.4	-0.2	-0.6	-2.0	0.0	4.0	-2.8	0.0	0.0	-0.2	-1.6
<i>Primary</i>	-0.4	-0.4	-0.4	-1.0	-0.2	0.0	-0.8	0.0	1.2	-1.0	0.6	0.0	-0.2	-2.6
<i>Secondary</i>	1.8	1.0	0.0	-0.4	0.0	-0.6	-1.2	0.0	2.8	-1.8	-0.6	0.0	0.0	1.0
Locomotive Failure - Metra/PSA	5.2	0.0	0.0	0.0	0.0	16.4	-2.0	-1.4	-7.8	3.4	-4.4	-1.4	4.0	12.0
<i>Primary</i>	0.8	0.0	0.0	0.0	0.0	3.2	0.6	-0.4	-1.0	1.6	1.0	-0.8	2.6	7.6
<i>Secondary</i>	4.4	0.0	0.0	0.0	0.0	13.2	-2.6	-1.0	-6.8	1.8	-5.4	-0.6	1.4	4.4
Mechanical Failure - Foreign	-0.2	-0.2	0.0	0.0	0.0	8.6	-0.2	0.0	0.0	0.0	0.0	0.0	-0.2	7.8
Passenger Train Interference - TOTAL	0.2	-0.4	-0.6	0.4	-0.6	-8.2	-2.0	-2.2	-1.8	0.8	-2.6	-2.0	1.2	-17.8
Passenger Train Interference - Metra/PSA	-0.2	1.2	-0.6	0.8	0.0	-4.8	-1.8	-2.2	-1.4	1.0	-2.6	-2.0	1.4	-11.2
Passenger Train Interference - Foreign	0.4	-1.6	0.0	-0.4	-0.6	-3.4	-0.2	0.0	-0.4	-0.2	0.0	0.0	-0.2	-6.6
Accident - TOTAL	-23.6	-0.6	0.0	1.0	0.0	2.0	-5.8	-3.6	-0.6	-0.6	-7.4	15.8	-2.6	-26.0
Accident - Metra/PSA	-16.2	-0.6	0.0	1.0	0.0	2.0	-5.6	-3.6	-1.6	-0.6	-7.4	15.8	-1.8	-18.6
Accident - Foreign	-7.4	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	1.0	0.0	0.0	0.0	-0.8	-7.4
Track Work - TOTAL	29.8	3.4	2.0	0.6	-0.2	-1.0	-1.4	5.8	-0.8	0.0	-0.4	-0.8	-2.2	34.8
Track Work - Metra/PSA	11.8	3.4	2.0	0.6	-0.2	-1.0	-1.4	5.8	-0.8	0.0	-0.4	-0.8	-2.2	16.8
Track Work - Foreign	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
Human Error - TOTAL	-9.2	-2.4	0.2	-0.8	1.6	7.6	-4.0	3.8	11.2	1.0	-3.8	2.2	0.0	7.4
Human Error - Metra/PSA	-3.0	-2.4	0.2	-0.6	1.4	5.4	-2.0	0.6	11.2	-0.4	-3.4	-0.2	0.4	7.2
Human Error - Foreign	-6.2	0.0	0.0	-0.2	0.2	2.2	-2.0	3.2	0.0	1.4	-0.4	2.4	-0.4	0.2
Sick, Injured, Unruly Passenger - TOTAL	0.6	-0.6	-0.8	-1.4	-0.2	1.0	-2.0	-0.4	-2.4	0.4	0.2	5.4	-2.2	-2.4
Sick, Injured, Unruly Passenger - Metra/PSA	0.6	-0.6	-0.8	-1.4	-0.2	1.0	-2.0	-0.4	-2.4	0.4	0.2	5.4	-2.2	-2.4
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	19.4	32.4	11.6	9.2	-2.0	-21.2	6.6	-2.0	-11.0	0.2	11.2	12.6	19.2	86.2
Weather - Metra/PSA	18.6	32.4	11.6	9.2	-1.6	-31.2	6.6	-1.6	-10.8	1.2	11.2	12.6	17.4	75.6
Weather - Foreign	0.8	0.0	0.0	0.0	-0.4	10.0	0.0	-0.4	-0.2	-1.0	0.0	0.0	1.8	10.6
Passenger Loading - TOTAL	1.0	-6.4	-1.0	-2.0	0.0	2.4	-2.2	0.0	-4.0	-0.6	-8.6	-0.6	-0.2	-22.2
Lift Deployment - TOTAL	5.4	0.0	0.0	0.0	0.0	6.4	-2.6	-0.6	-2.6	0.0	-1.6	-2.0	1.4	3.8
Obstruction/Debris - TOTAL	12.6	-3.2	-1.0	8.0	-0.4	5.4	9.4	0.2	-3.8	-0.8	-1.0	11.8	-0.6	36.6
Catenary Failure - TOTAL	0.0	12.6	3.2	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	24.8
Other - TOTAL	29.4	-1.6	0.8	1.0	0.0	-0.4	-2.4	0.2	-1.0	7.6	-4.2	4.0	-1.8	31.6
TOTAL TRAINS DELAYED	53.2	33.0	13.4	25.6	-1.0	36.8	-18.4	29.6	-35.8	25.6	-20.2	46.8	34.8	223.4
Total Metra/PSA Delays	60.6	35.0	13.6	26.2	-2.6	2.6	-13.8	11.8	-29.0	4.4	-22.6	36.0	16.0	138.2
Total Foreign Carrier Delays	-7.4	-2.0	-0.2	-0.6	1.6	34.2	-4.6	17.8	-6.8	21.2	2.4	10.8	18.8	85.2

Data for current month is final (03/16/15) 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 - February 2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	18	0	0	0	7	60	31	37	5	35	5	16	66	280
Freight Interference - Peak	6	0	0	0	7	15	3	16	1	11	1	9	14	83
Primary	6	0	0	0	7	11	1	10	1	7	1	4	9	57
Secondary	0	0	0	0	0	4	2	6	0	4	0	5	5	26
Freight Interference - Off-Peak	12	0	0	0	0	45	28	21	4	24	4	7	52	197
Primary	9	0	0	0	0	28	22	15	4	19	3	5	44	149
Secondary	3	0	0	0	0	17	6	6	0	5	1	2	8	48
Signal/Switch Failure - TOTAL	54	12	4	10	6	31	20	25	9	21	6	2	19	219
Signal/Switch Failure - Metra/PSA	35	12	4	10	1	24	15	19	9	0	6	2	19	156
Primary	19	7	2	10	1	13	6	9	7	0	4	1	13	92
Secondary	16	5	2	0	0	11	9	10	2	0	2	1	6	64
Signal/Switch Failure - Foreign	19	0	0	0	5	7	5	6	0	21	0	0	0	63
Primary	14	0	0	0	4	3	3	3	0	13	0	0	0	40
Secondary	5	0	0	0	1	4	2	3	0	8	0	0	0	23
Mechanical Failure - TOTAL	28	10	3	0	1	59	17	6	27	5	11	7	10	184
Mechanical Failure - Metra/PSA	27	10	3	0	1	40	17	6	27	5	11	7	10	164
Non-Locomotive Equipment Failure - Metra/PSA	7	10	3	0	0	2	9	0	7	1	4	0	3	46
Primary	2	3	0	0	0	1	1	0	3	1	2	0	3	16
Secondary	5	7	3	0	0	1	8	0	4	0	2	0	0	30
Locomotive Failure - Metra/PSA	20	0	0	0	1	38	8	6	20	4	7	7	7	118
Primary	5	0	0	0	1	8	4	1	10	2	3	3	4	41
Secondary	15	0	0	0	0	30	4	5	10	2	4	4	3	77
Mechanical Failure - Foreign	1	0	0	0	0	19	0	0	0	0	0	0	0	20
Passenger Train Interference - TOTAL	6	3	0	1	0	10	1	2	0	2	1	0	6	32
Passenger Train Interference - Metra/PSA	0	2	0	1	0	6	1	2	0	1	1	0	6	20
Passenger Train Interference - Foreign	6	1	0	0	0	4	0	0	0	1	0	0	0	12
Accident - TOTAL	0	0	0	1	0	2	30	2	3	0	4	22	0	64
Accident - Metra/PSA	0	0	0	1	0	2	30	2	1	0	4	22	0	62
Accident - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Track Work - TOTAL	66	4	2	1	0	4	2	6	2	0	1	0	0	88
Track Work - Metra/PSA	48	4	2	1	0	4	2	6	2	0	1	0	0	70
Track Work - Foreign	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Human Error - TOTAL	21	2	2	1	4	19	2	8	15	5	2	8	10	99
Human Error - Metra/PSA	21	2	2	1	2	11	0	2	15	0	2	3	8	69
Human Error - Foreign	0	0	0	0	2	8	2	6	0	5	0	5	2	30
Sick, Injured, Unruly Passenger - TOTAL	5	10	0	0	1	5	3	0	0	1	6	12	3	46
Sick, Injured, Unruly Passenger - Metra/PSA	5	10	0	0	1	5	3	0	0	1	6	12	3	46
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	134	142	43	27	3	56	56	12	42	16	52	75	72	730
Weather - Metra/PSA	133	142	43	27	3	45	55	12	42	15	52	75	70	714
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	3	7	2	1	0	12	2	2	3	0	1	2	6	41
Lift Deployment - TOTAL	13	0	0	0	0	13	5	0	1	0	0	5	8	45
Obstruction/Debris - TOTAL	20	2	2	13	0	16	15	3	3	1	4	20	3	102
Catenary Failure - TOTAL	0	22	6	10	0	0	0	0	0	0	0	0	0	38
Other - TOTAL	38	4	1	1	0	1	1	2	3	13	0	15	3	82
TOTAL TRAINS DELAYED	406	218	65	66	22	288	185	105	113	99	93	184	206	2,050
Total Metra/PSA Delays	343	217	65	66	8	179	146	56	106	36	88	163	136	1,609
Total Foreign Carrier Delays	63	1	0	0	14	109	39	49	7	63	5	21	70	441

Data for current month is final (03/16/15) 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 - February - 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	46.6	0.2	0.2	0.0	8.2	29.0	26.8	23.4	14.0	26.6	6.0	7.4	37.0	225.4
Freight Interference - Peak	21.8	0.0	0.0	0.0	8.2	5.2	8.0	8.0	4.0	8.8	1.8	2.8	11.2	79.8
Primary	15.8	0.0	0.0	0.0	7.6	3.4	6.0	5.8	2.6	7.2	0.2	1.8	5.8	56.2
Secondary	6.0	0.0	0.0	0.0	0.6	1.8	2.0	2.2	1.4	1.6	1.6	1.0	5.4	23.6
Freight Interference - Off-Peak	24.8	0.2	0.2	0.0	0.0	23.8	18.8	15.4	10.0	17.8	4.2	4.6	25.8	145.6
Primary	20.8	0.0	0.0	0.0	0.0	14.2	12.8	13.6	9.0	13.8	2.4	3.2	21.4	111.2
Secondary	4.0	0.2	0.2	0.0	0.0	9.6	6.0	1.8	1.0	4.0	1.8	1.4	4.4	34.4
Signal/Switch Failure - TOTAL	39.6	16.2	7.0	6.0	6.0	41.0	30.4	13.2	27.0	22.4	7.4	14.2	20.4	250.8
Signal/Switch Failure - Metra/PSA	22.0	16.2	7.0	6.0	4.0	35.6	25.2	8.6	25.2	9.0	7.4	14.2	20.2	200.6
Primary	15.0	13.0	5.6	5.2	3.8	19.6	16.2	4.4	17.8	7.6	5.2	9.6	11.2	134.2
Secondary	7.0	3.2	1.4	0.8	0.2	16.0	9.0	4.2	7.4	1.4	2.2	4.6	9.0	66.4
Signal/Switch Failure - Foreign	17.6	0.0	0.0	0.0	2.0	5.4	5.2	4.6	1.8	13.4	0.0	0.0	0.2	50.2
Primary	15.8	0.0	0.0	0.0	2.0	4.4	4.2	2.4	0.6	8.8	0.0	0.0	0.2	38.4
Secondary	1.8	0.0	0.0	0.0	0.0	1.0	1.0	2.2	1.2	4.6	0.0	0.0	0.0	11.8
Mechanical Failure - TOTAL	21.0	5.6	2.2	3.2	0.6	37.4	16.4	6.6	22.4	6.8	16.4	19.4	11.0	169.0
Mechanical Failure - Metra/PSA	20.8	5.4	2.2	3.2	0.6	36.8	16.2	6.6	22.4	6.8	16.4	19.4	10.8	167.6
Non-Locomotive Equipment Failure - Metra/PSA	9.0	5.4	2.2	3.2	0.4	5.8	4.2	0.2	4.0	4.0	6.4	3.8	2.8	51.4
Primary	3.2	3.0	0.8	2.0	0.4	1.6	1.8	0.0	3.0	1.6	1.4	1.0	1.6	21.4
Secondary	5.8	2.4	1.4	1.2	0.0	4.2	2.4	0.2	1.0	2.4	5.0	2.8	1.2	30.0
Locomotive Failure - Metra/PSA	11.8	0.0	0.0	0.0	0.2	31.0	12.0	6.4	18.4	2.8	10.0	15.6	8.0	116.2
Primary	4.0	0.0	0.0	0.0	0.2	6.0	4.4	2.0	5.8	1.2	2.0	4.4	3.0	33.0
Secondary	7.8	0.0	0.0	0.0	0.0	25.0	7.6	4.4	12.6	1.6	8.0	11.2	5.0	83.2
Mechanical Failure - Foreign	0.2	0.2	0.0	0.0	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.2	1.4
Passenger Train Interference - TOTAL	2.4	4.2	1.6	1.8	1.2	23.2	5.4	2.6	4.2	2.4	6.6	4.0	4.8	64.4
Passenger Train Interference - Metra/PSA	0.4	1.8	1.0	1.4	0.0	13.6	4.6	2.6	3.0	0.4	6.6	4.0	4.6	44.0
Passenger Train Interference - Foreign	2.0	2.4	0.6	0.4	1.2	9.6	0.8	0.0	1.2	2.0	0.0	0.0	0.2	20.4
Accident - TOTAL	30.6	0.6	0.0	1.0	0.2	13.6	16.8	5.0	9.2	0.6	11.4	12.2	7.8	109.0
Accident - Metra/PSA	17.6	0.6	0.0	1.0	0.2	13.6	16.6	5.0	9.2	0.6	11.4	12.2	7.0	95.0
Accident - Foreign	13.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.8	14.0
Track Work - TOTAL	7.6	13.2	7.6	2.0	0.2	7.8	4.2	4.4	5.6	0.4	3.8	2.4	5.2	64.4
Track Work - Metra/PSA	7.4	13.2	7.6	2.0	0.2	7.8	4.2	4.4	5.6	0.2	3.8	2.4	5.2	64.0
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	33.2	9.4	2.6	3.2	3.0	15.8	9.8	4.4	10.4	4.8	14.8	9.0	7.0	127.4
Human Error - Metra/PSA	21.8	7.2	2.4	3.0	0.6	8.4	4.2	1.4	10.4	0.8	13.4	8.0	4.0	85.6
Human Error - Foreign	11.4	2.2	0.2	0.2	2.4	7.4	5.6	3.0	0.0	4.0	1.4	1.0	3.0	41.8
Sick, Injured, Unruly Passenger - TOTAL	4.6	11.6	2.0	3.6	0.2	3.4	5.0	0.4	4.8	0.6	5.8	6.2	4.2	52.4
Sick, Injured, Unruly Passenger - Metra/PSA	4.4	11.6	2.0	3.6	0.2	3.4	5.0	0.4	4.6	0.6	5.8	6.2	4.2	52.0
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	110.4	62.6	17.2	27.0	4.0	77.8	67.8	22.8	86.4	18.0	65.2	65.6	56.0	680.8
Weather - Metra/PSA	109.8	62.6	17.2	27.0	3.6	76.8	67.4	22.4	86.2	16.6	65.2	65.6	55.8	676.2
Weather - Foreign	0.6	0.0	0.0	0.0	0.4	1.0	0.4	0.4	0.2	1.4	0.0	0.0	0.2	4.6
Passenger Loading - TOTAL	3.8	16.4	4.8	4.2	0.0	8.2	3.6	0.0	11.8	0.6	19.2	2.4	6.4	81.4
Lift Deployment - TOTAL	4.2	0.0	0.0	0.0	0.0	5.6	6.0	0.8	7.4	0.0	4.6	2.6	7.2	38.4
Obstruction/Debris - TOTAL	6.4	6.2	1.2	3.4	0.6	6.2	7.0	1.2	9.6	2.8	6.6	12.6	9.8	73.6
Catenary Failure - TOTAL	0.0	9.2	2.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	13.2
Other - TOTAL	7.0	10.0	0.6	1.4	0.0	2.8	4.8	1.8	4.4	3.6	8.0	4.0	6.8	55.2
TOTAL TRAINS DELAYED	317.4	165.4	49.8	57.8	24.2	271.8	204.0	86.6	217.2	89.6	175.8	162.2	183.6	2,005.4
Total Metra/PSA Delays	225.6	160.4	48.8	57.2	10.0	218.8	164.8	55.2	199.8	42.0	168.4	153.8	142.0	1,646.8
Total Foreign Carrier Delays	91.8	5.0	1.0	0.6	14.2	53.0	39.2	31.4	17.4	47.6	7.4	8.4	41.6	358.6

Data for latest month is final (03/18/14) 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 - February 2015 Divergence From January - February 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	-28.6	-0.2	-0.2	0.0	-1.2	31.0	4.2	13.6	-9.0	8.4	-1.0	8.6	29.0	54.6	
Freight Interference - Peak	-15.8	0.0	0.0	0.0	-1.2	9.8	-5.0	8.0	-3.0	2.2	-0.8	6.2	2.8	3.2	
<i>Primary</i>	-9.8	0.0	0.0	0.0	-0.6	7.6	-5.0	4.2	-1.6	-0.2	0.8	2.2	3.2	0.8	
<i>Secondary</i>	-6.0	0.0	0.0	0.0	-0.6	2.2	0.0	3.8	-1.4	2.4	-1.6	4.0	-0.4	2.4	
Freight Interference - Off-Peak	-12.8	-0.2	-0.2	0.0	0.0	21.2	9.2	5.6	-6.0	6.2	-0.2	2.4	26.2	51.4	
<i>Primary</i>	-11.8	0.0	0.0	0.0	0.0	13.8	9.2	1.4	-5.0	5.2	0.6	1.8	22.6	37.8	
<i>Secondary</i>	-1.0	-0.2	-0.2	0.0	0.0	7.4	0.0	4.2	-1.0	1.0	-0.8	0.6	3.6	13.6	
Signal/Switch Failure - TOTAL	14.4	-4.2	-3.0	4.0	0.0	-10.0	-10.4	11.8	-18.0	-1.4	-1.4	-12.2	-1.4	-31.8	
Signal/Switch Failure - Metra/PSA	13.0	-4.2	-3.0	4.0	-3.0	-11.6	-10.2	10.4	-16.2	-9.0	-1.4	-12.2	-1.2	-44.6	
<i>Primary</i>	4.0	-6.0	-3.6	4.8	-2.8	-6.6	-10.2	4.6	-10.8	-7.6	-1.2	-8.6	1.8	-42.2	
<i>Secondary</i>	9.0	1.8	0.6	-0.8	-0.2	-5.0	0.0	5.8	-5.4	-1.4	-0.2	-3.6	-3.0	-2.4	
Signal/Switch Failure - Foreign	1.4	0.0	0.0	0.0	3.0	1.6	-0.2	1.4	-1.8	7.6	0.0	0.0	-0.2	12.8	
<i>Primary</i>	-1.8	0.0	0.0	0.0	2.0	-1.4	-1.2	0.6	-0.6	4.2	0.0	0.0	-0.2	1.6	
<i>Secondary</i>	3.2	0.0	0.0	0.0	1.0	3.0	1.0	0.8	-1.2	3.4	0.0	0.0	0.0	11.2	
Mechanical Failure - TOTAL	7.0	4.4	0.8	-3.2	0.4	21.6	0.6	-0.6	4.6	-1.8	-5.4	-12.4	-1.0	15.0	
Mechanical Failure - Metra/PSA	6.2	4.6	0.8	-3.2	0.4	3.2	0.8	-0.6	4.6	-1.8	-5.4	-12.4	-0.8	-3.6	
Non-Locomotive Equipment Failure - Metra/PSA	-2.0	4.6	0.8	-3.2	-0.4	-3.8	4.8	-0.2	3.0	-3.0	-2.4	-3.8	0.2	-5.4	
<i>Primary</i>	-1.2	0.0	-0.8	-2.0	-0.4	-0.6	-0.8	0.0	0.0	-0.6	0.6	-1.0	1.4	-5.4	
<i>Secondary</i>	-0.8	4.6	1.6	-1.2	0.0	-3.2	5.6	-0.2	3.0	-2.4	-3.0	-2.8	-1.2	0.0	
Locomotive Failure - Metra/PSA	8.2	0.0	0.0	0.0	0.8	7.0	-4.0	-0.4	1.6	1.2	-3.0	-8.6	-1.0	1.8	
<i>Primary</i>	1.0	0.0	0.0	0.0	0.8	2.0	-0.4	-1.0	4.2	0.8	1.0	-1.4	1.0	8.0	
<i>Secondary</i>	7.2	0.0	0.0	0.0	0.0	5.0	-3.6	0.6	-2.6	0.4	-4.0	-7.2	-2.0	-6.2	
Mechanical Failure - Foreign	0.8	-0.2	0.0	0.0	0.0	18.4	-0.2	0.0	0.0	0.0	0.0	0.0	-0.2	18.6	
Passenger Train Interference - TOTAL	3.6	-1.2	-1.6	-0.8	-1.2	-13.2	-4.4	-0.6	-4.2	-0.4	-5.6	-4.0	1.2	-32.4	
Passenger Train Interference - Metra/PSA	-0.4	0.2	-1.0	-0.4	0.0	-7.6	-3.6	-0.6	-3.0	0.6	-5.6	-4.0	1.4	-24.0	
Passenger Train Interference - Foreign	4.0	-1.4	-0.6	-0.4	-1.2	-5.6	-0.8	0.0	-1.2	-1.0	0.0	0.0	-0.2	-8.4	
Accident - TOTAL	-30.6	-0.6	0.0	0.0	-0.2	-11.6	13.2	-3.0	-6.2	-0.6	-7.4	9.8	-7.8	-45.0	
Accident - Metra/PSA	-17.6	-0.6	0.0	0.0	-0.2	-11.6	13.4	-3.0	-8.2	-0.6	-7.4	9.8	-7.0	-33.0	
Accident - Foreign	-13.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	2.0	0.0	0.0	0.0	-0.8	-12.0	
Track Work - TOTAL	58.4	-9.2	-5.6	-1.0	-0.2	-3.8	-2.2	1.6	-3.6	-0.4	-2.8	-2.4	-5.2	23.6	
Track Work - Metra/PSA	40.6	-9.2	-5.6	-1.0	-0.2	-3.8	-2.2	1.6	-3.6	-0.2	-2.8	-2.4	-5.2	6.0	
Track Work - Foreign	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	17.6	
Human Error - TOTAL	-12.2	-7.4	-0.6	-2.2	1.0	3.2	-7.8	3.6	4.6	0.2	-12.8	-1.0	3.0	-28.4	
Human Error - Metra/PSA	-0.8	-5.2	-0.4	-2.0	1.4	2.6	-4.2	0.6	4.6	-0.8	-11.4	-5.0	4.0	-16.6	
Human Error - Foreign	-11.4	-2.2	-0.2	-0.2	-0.4	0.6	-3.6	3.0	0.0	1.0	-1.4	4.0	-1.0	-11.8	
Sick, Injured, Unruly Passenger - TOTAL	0.4	-1.6	-2.0	-3.6	0.8	1.6	-2.0	-0.4	-4.8	0.4	0.2	5.8	-1.2	-6.4	
Sick, Injured, Unruly Passenger - Metra/PSA	0.6	-1.6	-2.0	-3.6	0.8	1.6	-2.0	-0.4	-4.6	0.4	0.2	5.8	-1.2	-6.0	
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	23.6	79.4	25.8	0.0	-1.0	-21.8	-11.8	-10.8	-44.4	-2.0	-13.2	9.4	16.0	49.2	
Weather - Metra/PSA	23.2	79.4	25.8	0.0	-0.6	-31.8	-12.4	-10.4	-44.2	-1.6	-13.2	9.4	14.2	37.8	
Weather - Foreign	0.4	0.0	0.0	0.0	-0.4	10.0	0.6	-0.4	-0.2	-0.4	0.0	0.0	1.8	11.4	
Passenger Loading - TOTAL	-0.8	-9.4	-2.8	-3.2	0.0	3.8	-1.6	2.0	-8.8	-0.6	-18.2	-0.4	-0.4	-40.4	
Lift Deployment - TOTAL	8.8	0.0	0.0	0.0	0.0	7.4	-1.0	-0.8	-6.4	0.0	-4.6	2.4	0.8	6.6	
Obstruction/Debris - TOTAL	13.6	-4.2	0.8	9.6	-0.6	9.8	8.0	1.8	-6.6	-1.8	-2.6	7.4	-6.8	28.4	
Catenary Failure - TOTAL	0.0	12.8	3.2	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	24.8	
Other - TOTAL	31.0	-6.0	0.4	-0.4	0.0	-1.8	-3.8	0.2	-1.4	9.4	-8.0	11.0	-3.8	26.8	
TOTAL TRAINS DELAYED	88.6	52.6	15.2	8.2	-2.2	16.2	-19.0	18.4	-104.2	9.4	-82.8	21.8	22.4	44.6	
Total Metra/PSA Delays	117.4	56.6	16.2	8.8	-2.0	-39.8	-18.8	0.8	-93.8	-6.0	-80.4	9.2	-6.0	-37.8	
Total Foreign Carrier Delays	-28.8	-4.0	-1.0	-0.6	-0.2	56.0	-0.2	17.6	-10.4	15.4	-2.4	12.6	28.4	82.4	

Data for current month is final (03/16/15) 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 - Feb
Freight Interference - TOTAL	122	158											280 13.7%
Freight Interference - Peak	35	48											83 4.0%
Primary	24	33											57 2.8%
Secondary	11	15											26 1.3%
Freight Interference - Off-Peak	87	110											197 9.6%
Primary	63	86											149 7.3%
Secondary	24	24											48 2.3%
Signal/Switch Failure - TOTAL	93	126											219 10.7%
Signal/Switch Failure - Metra/PSA	73	83											156 7.6%
Primary	38	54											92 4.5%
Secondary	35	29											64 3.1%
Signal/Switch Failure - Foreign	20	43											63 3.1%
Primary	17	23											40 2.0%
Secondary	3	20											23 1.1%
Mechanical Failure - TOTAL	82	102											184 9.0%
Mechanical Failure - Metra/PSA	71	93											164 8.0%
Non-Locomotive Equipment Failure - Metra/PSA	27	19											46 2.2%
Primary	10	6											16 0.8%
Secondary	17	13											30 1.5%
Locomotive Failure - Metra/PSA	44	74											118 5.8%
Primary	16	25											41 2.0%
Secondary	28	49											77 3.8%
Mechanical Failure - Foreign	11	9											20 1.0%
Passenger Train Interference - TOTAL	13	19											32 1.6%
Passenger Train Interference - Metra/PSA	6	14											20 1.0%
Passenger Train Interference - Foreign	7	5											12 0.6%
Accident - TOTAL	29	35											64 3.1%
Accident - Metra/PSA	28	34											62 3.0%
Accident - Foreign	1	1											2 0.1%
Track Work - TOTAL	38	50											88 4.3%
Track Work - Metra/PSA	38	32											70 3.4%
Track Work - Foreign	0	18											18 0.9%
Human Error - TOTAL	32	67											99 4.8%
Human Error - Metra/PSA	24	45											69 3.4%
Human Error - Foreign	8	22											30 1.5%
Sick, Injured, Unruly Passenger - TOTAL	21	25											46 2.2%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25											46 2.2%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	335	395											730 35.6%
Weather - Metra/PSA	333	381											714 34.8%
Weather - Foreign	2	14											16 0.8%
Passenger Loading - TOTAL	20	21											41 2.0%
Lift Deployment - TOTAL	22	23											45 2.2%
Obstruction/Debris - TOTAL	31	71											102 5.0%
Catenary Failure - TOTAL	4	34											38 1.9%
Other - TOTAL	23	59											82 4.0%
TOTAL TRAINS DELAYED	865	1,185											2,050 100.0%
Total Metra/PSA Delays	694	915											1,609 78.5%
Total Foreign Carrier Delays	171	270											441 21.5%

Data for current month is final (03/16/15) 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.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 - Feb	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	456	10.8%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	195	4.6%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	141	3.3%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	54	1.3%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	261	6.2%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	182	4.3%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	79	1.9%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	371	8.8%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	294	7.0%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	162	3.8%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	132	3.1%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	77	1.8%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	44	1.0%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	33	0.8%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	363	8.6%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	357	8.5%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	140	3.3%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	48	1.1%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	92	2.2%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	217	5.2%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	58	1.4%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	159	3.8%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	6	0.1%
Passenger Train Interference - TOTAL	38	58	22	8	6	14	9	9	7	18	10	46	96	2.3%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	74	1.8%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	22	0.5%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	233	5.5%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	163	3.9%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	70	1.7%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	75	1.8%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	75	1.8%
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	180	4.3%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	117	2.8%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	63	1.5%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	65	1.5%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	65	1.5%
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	1,918	45.5%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	1,910	45.3%
Weather - Foreign	4	4	0	0	0	0	0	0	0	0	0	0	8	0.2%
Passenger Loading - TOTAL	30	75	89	29	47	145	134	101	16	14	16	64	105	2.5%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	69	1.6%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	173	4.1%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	32	0.8%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	76	1.8%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	4,212	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	3,510	83.3%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	702	16.7%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 03/16/2015

'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 attributable 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 - Feb
Freight Interference - TOTAL	-85	-91											-176 2.8%
Freight Interference - Peak	-68	-44											-112 -0.6%
Primary	-64	-20											-84 -0.6%
Secondary	-4	-24											-28 0.0%
Freight Interference - Off-Peak	-17	-47											-64 3.4%
Primary	-9	-24											-33 2.9%
Secondary	-8	-23											-31 0.5%
Signal/Switch Failure - TOTAL	-97	-55											-152 1.9%
Signal/Switch Failure - Metra/PSA	-77	-61											-138 0.6%
Primary	-41	-29											-70 0.6%
Secondary	-36	-32											-68 0.0%
Signal/Switch Failure - Foreign	-20	6											-14 1.2%
Primary	-7	3											-4 0.9%
Secondary	-13	3											-10 0.3%
Mechanical Failure - TOTAL	-107	-72											-179 0.4%
Mechanical Failure - Metra/PSA	-117	-76											-193 -0.5%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29											-94 -1.1%
Primary	-19	-13											-32 -0.4%
Secondary	-46	-16											-62 -0.7%
Locomotive Failure - Metra/PSA	-52	-47											-99 0.6%
Primary	-9	-8											-17 0.6%
Secondary	-43	-39											-82 0.0%
Mechanical Failure - Foreign	10	4											14 0.8%
Passenger Train Interference - TOTAL	-25	-39											-64 -0.7%
Passenger Train Interference - Metra/PSA	-23	-31											-54 -0.8%
Passenger Train Interference - Foreign	-2	-8											-10 0.1%
Accident - TOTAL	-87	-82											-169 -2.4%
Accident - Metra/PSA	-60	-41											-101 -0.8%
Accident - Foreign	-27	-41											-68 -1.6%
Track Work - TOTAL	-4	17											13 2.5%
Track Work - Metra/PSA	-4	-1											-5 1.6%
Track Work - Foreign	0	18											18 0.9%
Human Error - TOTAL	-64	-17											-81 0.6%
Human Error - Metra/PSA	-40	-8											-48 0.6%
Human Error - Foreign	-24	-9											-33 0.0%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13											-19 0.7%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13											-19 0.7%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	-1,096	-92											-1,188 -9.9%
Weather - Metra/PSA	-1,094	-102											-1,196 -10.5%
Weather - Foreign	-2	10											8 0.6%
Passenger Loading - TOTAL	-10	-54											-64 -0.5%
Lift Deployment - TOTAL	-6	-18											-24 0.6%
Obstruction/Debris - TOTAL	-54	-17											-71 0.9%
Catenary Failure - TOTAL	4	2											6 1.1%
Other - TOTAL	-8	14											6 2.2%
TOTAL TRAINS DELAYED	-1,645	-517											-2,162
Total Metra/PSA Delays	-1,495	-406											-1,901
Total Foreign Carrier Delays	-150	-111											-261

Data for current month is final (03/16/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 03/16/2015

'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 11: FREIGHT DELAYS
between March 2013 and February 2015

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Feb-14	69	0	0	0	9	40	35	32	15	15	6	11	17	249
Total	350	0	1	0	42	187	193	164	87	137	19	99	212	1,491
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
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Total	362	0	0	0	37	201	260	195	55	222	22	63	242	1,659

Data for current month is final (03/16/15) version from TOPS.

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	7											13	3.20%
Electric ML	0	0											0	0.00%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	4	9											13	4.51%
Milw W	4	1											5	2.70%
NCS	0	0											0	0.00%
RI	0	1											1	0.88%
SWS	0	0											0	0.00%
UP N	0	0											0	0.00%
UP NW	5	0											5	2.72%
UP W	3	5											8	3.88%
Total Lift Delays	22	23											45	2.20%
ALL DELAYS													2,050	

Data for current month is final (03/16/15) 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
February 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	68	8	5	7	3	29	14	18	15	15	10	19	23	234
11-15	25	8	6	1	3	17	8	8	3	4	10	20	15	128
16-20	13	11	3	4	2	11	2	7	2	3	0	14	4	76
21+	24	30	5	9	3	9	4	8	2	4	7	18	10	133
Annulled	<u>4</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>22</u>
Sub-Total	134	59	20	24	12	68	29	41	25	26	30	73	52	593
Off-Peak **														
6-10	33	19	7	11	0	40	25	18	27	16	15	11	18	240
11-15	9	8	3	6	0	24	17	5	13	10	3	6	23	127
16-20	10	3	0	3	0	10	4	7	1	4	4	8	8	62
21+	17	12	2	6	0	22	16	5	3	8	14	24	18	147
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>16</u>
Sub-Total	71	42	12	29	0	99	64	36	46	38	39	49	67	592
February 2015 Total														
6-10	101	27	12	18	3	69	39	36	42	31	25	30	41	474
11-15	34	16	9	7	3	41	25	13	16	14	13	26	38	255
16-20	23	14	3	7	2	21	6	14	3	7	4	22	12	138
21+	41	42	7	15	3	31	20	13	5	12	21	42	28	280
Annulled	<u>6</u>	<u>2</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>38</u>
TOTAL	205	101	32	53	12	167	93	77	71	64	69	122	119	1,185
2015 Year-to-Date														
6-10	205	70	31	26	6	122	68	54	60	47	36	49	83	857
11-15	87	53	18	9	4	64	45	18	24	22	16	48	55	463
16-20	42	29	7	9	5	42	21	15	8	10	6	29	28	251
21+	64	62	8	16	5	50	45	17	15	20	28	56	40	426
Annulled	<u>8</u>	<u>4</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>10</u>	<u>6</u>	<u>1</u>	<u>6</u>	<u>0</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>53</u>
TOTAL	406	218	65	66	22	288	185	105	113	99	93	184	206	2,050
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	
February 2015 Total														
6-10	49.3%	26.7%	37.5%	34.0%	25.0%	41.3%	41.9%	46.8%	59.2%	48.4%	36.2%	24.6%	34.5%	40.0%
11-15	16.6%	15.8%	28.1%	13.2%	25.0%	24.6%	26.9%	16.9%	22.5%	21.9%	18.8%	21.3%	31.9%	21.5%
16-20	11.2%	13.9%	9.4%	13.2%	16.7%	12.6%	6.5%	18.2%	4.2%	10.9%	5.8%	18.0%	10.1%	11.6%
21+	20.0%	41.6%	21.9%	28.3%	25.0%	18.6%	21.5%	16.9%	7.0%	18.8%	30.4%	34.4%	23.5%	23.6%
Annulled	<u>2.9%</u>	<u>2.0%</u>	<u>3.1%</u>	<u>11.3%</u>	<u>8.3%</u>	<u>3.0%</u>	<u>3.2%</u>	<u>1.3%</u>	<u>7.0%</u>	<u>0.0%</u>	<u>8.7%</u>	<u>1.6%</u>	<u>0.0%</u>	<u>3.2%</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	50.5%	32.1%	47.7%	39.4%	27.3%	42.4%	36.8%	51.4%	53.1%	47.5%	38.7%	26.6%	40.3%	41.8%
11-15	21.4%	24.3%	27.7%	13.6%	18.2%	22.2%	24.3%	17.1%	21.2%	22.2%	17.2%	26.1%	26.7%	22.6%
16-20	10.3%	13.3%	10.8%	13.6%	22.7%	14.6%	11.4%	14.3%	7.1%	10.1%	6.5%	15.8%	13.6%	12.2%
21+	15.8%	28.4%	12.3%	24.2%	22.7%	17.4%	24.3%	16.2%	13.3%	20.2%	30.1%	30.4%	19.4%	20.8%
Annulled	<u>2.0%</u>	<u>1.8%</u>	<u>1.5%</u>	<u>9.1%</u>	<u>9.1%</u>	<u>3.5%</u>	<u>3.2%</u>	<u>1.0%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>7.5%</u>	<u>1.1%</u>	<u>0.0%</u>	<u>2.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/16/15) version from TOPS.

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

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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	
February 2015														
Peak *	14.9	28.9	17.3	27.0	19.5	14.5	12.7	15.5	11.9	12.6	18.6	21.5	13.5	17.4
Off-Peak **	23.3	20.0	13.8	19.4	--	16.2	15.9	15.6	11.5	17.0	22.3	35.5	19.8	19.5
All	17.8	25.1	15.9	22.8	19.5	15.5	14.9	15.5	11.7	15.2	20.7	27.2	17.0	18.5
2015 Year-to-Date														
Peak *	13.8	20.7	13.2	23.0	18.6	14.0	18.6	14.3	13.4	13.0	19.6	19.8	13.5	16.2
Off-Peak **	18.3	17.7	13.8	18.3	--	16.3	19.2	15.4	14.3	16.4	21.5	27.9	18.3	18.3
All	15.3	19.7	13.4	20.5	18.6	15.4	19.0	14.8	13.9	15.2	20.7	23.4	16.3	17.2

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 (03/16/15) version from TOPS.