

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

March 2015



COMMUTER RAIL ON-TIME PERFORMANCE

March 2015

This report presents an analysis of the March 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 March 2015, Metra operated 17,498 scheduled trains, including scheduled "extras", if any. 532 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.0%. 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 March 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 March 2015. Of the 532 delays systemwide in March 2015, all but 267 (50%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Marchs, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in March 2015, 23 fewer delays than the average over the previous three Marchs were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 2,582 delays in 2015, all but 861 (33%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during March 2015. Table 8.b shows the average frequencies over the previous five Marchs, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 532 delays systemwide in March 2015, 117 less than the average over the previous five Marchs. Table 9.a shows delays from the beginning of the year through March 2015. Table 9.b shows the average frequencies from the beginning of the year through March 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 March of 2015, a total of 2,582 trains were delayed, compared to 5,091 trains delayed in the same three 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 March 2015 freight operations delayed 113 trains systemwide, compared to 159 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 20 trains were delayed by lift deployment in March 2015.

A review of March 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 39.3% of all late trains. Table 14 shows that the average length of delay was 21.8 minutes in March 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
March 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	1,188	46	96.1%	880	20	97.7%	2,068	66	96.8%	117	4	96.6%	92	3	96.7%	2,277	73	96.8%
Elec -ML	990	25	97.5%	748	15	98.0%	1,738	40	97.7%	184	6	96.7%	100	0	100.0%	2,022	46	97.7%
-BI	308	7	97.7%	506	3	99.4%	814	10	98.8%	120	1	99.2%	--	--	--	934	11	98.8%
-SC	<u>374</u>	<u>6</u>	98.4%	<u>814</u>	<u>4</u>	99.5%	<u>1,188</u>	<u>10</u>	99.2%	<u>192</u>	<u>2</u>	99.0%	<u>100</u>	<u>1</u>	99.0%	<u>1,480</u>	<u>13</u>	99.1%
Subtotal	1,672	38	97.7%	2,068	22	98.9%	3,740	60	98.4%	496	9	98.2%	200	1	99.5%	4,436	70	98.4%
Heritage	132	5	96.2%	--	--	--	132	5	96.2%	--	--	--	--	--	--	132	5	96.2%
Milw -N	550	32	94.2%	770	55	92.9%	1,320	87	93.4%	99	11	88.9%	102	1	99.0%	1,521	99	93.5%
-W	<u>594</u>	<u>20</u>	96.6%	<u>682</u>	<u>41</u>	94.0%	<u>1,276</u>	<u>61</u>	95.2%	<u>99</u>	<u>7</u>	92.9%	<u>92</u>	<u>2</u>	90.2%	<u>1,467</u>	<u>77</u>	94.8%
Subtotal	1,144	52	95.5%	1,452	96	93.4%	2,596	148	94.3%	198	18	90.9%	194	10	94.8%	2,988	176	94.1%
NCS	242	14	94.2%	242	22	90.9%	484	36	92.6%	--	--	--	--	--	--	484	36	92.6%
RI	792	5	99.4%	726	9	98.8%	1,518	14	99.1%	82	1	98.8%	82	3	96.3%	1,682	18	98.9%
SWS	242	9	96.3%	418	17	95.9%	660	26	96.1%	24	4	83.3%	--	--	--	684	30	95.6%
UP -N	660	14	97.9%	880	13	98.5%	1,540	27	98.2%	105	2	98.1%	92	0	100.0%	1,737	29	98.3%
-NW	726	11	98.5%	704	18	97.4%	1,430	29	98.0%	99	6	93.9%	77	3	96.1%	1,606	38	97.6%
-W	<u>594</u>	<u>21</u>	96.5%	<u>704</u>	<u>33</u>	95.3%	<u>1,298</u>	<u>54</u>	95.8%	<u>82</u>	<u>1</u>	98.8%	<u>92</u>	<u>2</u>	97.8%	<u>1,472</u>	<u>57</u>	96.1%
Subtotal	1,980	46	97.7%	2,288	64	97.2%	4,268	110	97.4%	286	9	96.9%	261	5	98.1%	4,815	124	97.4%
SYSTEM	7,392	215	97.1%	8,074	250	96.9%	15,466	465	97.0%	1,203	45	96.3%	829	22	97.3%	17,498	532	97.0%

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

Delays data for most recent month is draft (04/06/15) 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-MAR	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	97.2%	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	94.6%	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	95.6%	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	94.8%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.3%	89.7%
	2015	90.9	90.1	96.8										92.7%	92.7%
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	93.7%	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	98.1%	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	97.4%	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	96.7%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.5%	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	95.6%	97.5%
	2015	96.3	95.4	98.4										96.7%	96.7%
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	97.2%	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	91.5%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.4%	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	96.4%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.8%	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	81.2%	91.4%
	2015	92.1	90.0	96.2										92.9%	92.9%
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	90.9%	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	95.5%	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	91.6%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	95.1%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.1%	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	81.4%	91.7%
	2015	91.8	87.9	93.5										91.2%	91.2%
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	91.6%	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	96.5%	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	93.8%	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	94.9%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.8%	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	88.2%	93.5%
	2015	93.6	93.0	94.8										93.8%	93.8%
2010-2014 average		93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	93.6%	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	94.3%	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	92.6%	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	94.5%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.2%	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	81.9%	89.9%
	2015	93.9	82.5	92.6										89.8%	89.8%
2010-2014 average		91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.1%	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-MAR	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	96.6%	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	95.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.3%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	97.5%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	86.4%	93.8%
	2015	97.4	95.3	98.9										97.3%	97.3%
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	94.2%	95.0%
SWS	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	95.1%	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	93.9%	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	95.2%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.3%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	89.4%	92.6%
	2015	94.7	89.7	95.6										93.4%	93.4%
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	94.0%	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	95.7%	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	92.9%	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	97.0%	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	93.6%	96.7%
	2015	98.6	95.6	98.3										97.6%	97.6%
2010-2014 average		94.9	94.4	96.9	97.0	95.8	93.6	93.9	94.2	95.4	96.1	96.0	97.0	95.4%	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	97.1%	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	95.0%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.9%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	91.3%	95.2%
	2015	96.0	91.6	97.6										95.2%	95.2%
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	95.4%	95.5%
UP - W	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	97.1%	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	91.7%	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	96.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	90.4%	94.4%
	2015	93.9	91.1	96.1										93.8%	93.8%
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	94.2%	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	96.8%	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	94.5%	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	95.9%	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	96.6%	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	89.9%	94.3%
	2015	94.9	92.5	97.0										94.9%	94.9%
2010-2014 average		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.5	95.7	94.7%	95.0%

Delays data for most recent month is draft (04/06/15) 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
March 2015**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1279	Tue, Mar 03	10	R	ENGINEER FAILED TO SPOT ENTIRE TRAIN ON PLATFORM AT DWG	
		82% OT	Wed, Mar 11	8	D	FOLLOWING TRAFFIC DUE TO U CXPMNU022 AND Q CHCSTP110 ON MT2 EAST EOLA
		Fri, Mar 13	0	XE	ANNULLED DUE TO MECHANICAL ISSUES WITH METX 209 / 1373, 1283, 1285 WILL ACCOMMODATE	
		Mon, Mar 16	26	M1	1272 PEDESTRIAN STRIKE AT LISLE DEPOT	
MN	2131	Wed, Mar 04	6	A	2" FOLLOWING TRAINS; 3" MAYFAIR; 2" HELD OUT OF STATION FOR AMTRAK, LAKE FOREST; 1" 30MPH, CN.	
		82% OT	Thu, Mar 05	75	M1	1 HOUR AND 15" #2129 STRIKING TRESPASSER, MP44.90.
		Mon, Mar 09	64	B1	64" #107 DERAILED, A-5; 6" WAITED FOR 2231 TO GO AHEAD, CUS; 1" SPD RESTRICTION, MP20.1; 2" SPD RESTRICTION, CN XING.	
		Thu, Mar 19	83	E	93" LOCO 426 STALLED, USED #2133 TO SHOVE TO FOX LAKE, GRAYLAND.	
MN	2149	Thu, Mar 05	26	M1	10" MEET #2156, RONDOUT; 16" MEET #2156, GRAYSLAKE.	
		82% OT	Mon, Mar 09	0	B1	ANNULLED A/C NCS 107
		Thu, Mar 19	0	E1	ANNULLED.	
		Mon, Mar 23	28	F1	11" LATE TURN FROM #2150, CUS; 6" WAIT ON #2156, RONDOUT; 20" SWAP EQUIP WITH RTA 216/2156 CAR 8508 NO HEAD LIGHT DITCH LIGHT, GRAYSLAKE.	
MN	2151	Thu, Mar 05	16	M1	16" MEET #2158, RONDOUT.	
		82% OT	Mon, Mar 09	46	B1	46" DERAILMENT OF #107, A-5.
		Thu, Mar 19	15	E1	15" LATE TURN FROM #2152, CUS.	
		Mon, Mar 23	31	F1	30" WAITING ON #2158 TO CLEAR, RONDOUT.	
MN	2153	Tue, Mar 03	0	XE	ANNULLED LOCO 215 STALLED, #2155 TIED ON DEPARTING @ 11:02PM, NORTHBROOK.	
		82% OT	Mon, Mar 09	96	B1	96" #107 DERAILED @ A-5.
		Tue, Mar 10	17	N	8" COPY 4 RADIO BULLETINS 3 ITEM 2 & 1 ITEM 1, TOUHY.	
		Wed, Mar 18	12	E	12" LOCO 120 DROPPING IT'S LOAD, SWAPPED EQUIPMENT @ FOX LAKE.	
MN	2155	Tue, Mar 03	55	E1	55" TIED ONTO #2153 AND SHOVED TO FOX LAKE, NORTHBROOK.	
		82% OT	Mon, Mar 09	70	B1	70" #107 DERAILED, A-5.
		Tue, Mar 10	17	N1	17" WAITING ON #2160, RONDOUT.	
		Wed, Mar 18	10	E1	12" HOLDING FOR #2160, GRAYSLAKE.	
MN	2160	Tue, Mar 03	127	E1	143" LATE TURN FROM #2157, #2153 WAS ANNULLED AND MADE COMBO WITH #2155; #2160 USED #2157'S EQUIPMENT, FOX LAKE.	
		82% OT	Mon, Mar 09	67	B1	67" #107 DERAILED @ A-5.
		Tue, Mar 10	14	N1	17" LATE TURN FROM #2153, FOX LAKE.	
		Wed, Mar 18	40	E1	36" LATE TURN FROM #2153, SWAPPED EQUIPMENT, FOX LAKE.	
MW	2252	Mon, Mar 02	10	D1	10" MEET #2247 SWAP CREWS, NATIONAL ST.	
		77% OT	Mon, Mar 09	0	B1	ANNULLED #107 DERAILED @ A-5.
		Fri, Mar 13	9	D	5" LATE TURN OF #2247 NO REASON GIVEN; 12" FREIGHT INTERFERENCE, B-17.	
		Mon, Mar 16	9	D	12" BLOCKED BY CP FREIGHT YARDING AT B-12, USED 2MT, 3MT, B-12 TO GALEWOOD.	
MW	2253	Mon, Mar 23	8	D	12" WAITING ON CP FREIGHT TO YARD, B-17.	
		82% OT	Mon, Mar 09	39	B1	56" #107 DERAILED, A-5.
		Mon, Mar 16	14	D	16" FREIGHT INTERFERENCE, MARS	
		Tue, Mar 17	7	D	10" FREIGHT, B-17.	
NCS	114	Wed, Mar 25	15	G	17" SWITCH FAILURE, HAND LINE ROUTE, ROSELLE WEST.	
		73% OT	Mon, Mar 02	9	D	12" STOP FREIGHT, GRAYSLAKE.
		Tue, Mar 03	78	C	68" STOP SIGNAL (LOOSE BOLTS IN THE PLANT), DEVAL.	
		Wed, Mar 04	12	D	6" FREIGHT, GRAYSLAKE; DEVAL.	
		Tue, Mar 10	9	D	10" WAIT ON S/B FREIGHT, RAM	
		Mon, Mar 16	22	D	25" FREIGHT INT, ANTIOCH-TRAFTON.	
NCS	116	Mon, Mar 23	13	M	13" STOP TRCK STRUCK HIGGINS BRIDGE, CP O'HARE; 3" SLOW ENTRAINING/WEATHER.	
		82% OT	Thu, Mar 05	29	D	16" WAITING ON CN FREIGHT TO CLEAR, ANTIOCH.
		Mon, Mar 09	39	B1	39" #107 DERAILMEN @ A-5.	
		Mon, Mar 23	6	D	6" WAIT ON N/B FREIGHT, LAKE VILLA.	
		Mon, Mar 30	20	GF	12" HAND LINE SWITCH, PROSPECT; 12" STOP SIGNAL, DEVAL.	

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
UPW	64	Wed, Mar 04	10	D	10" WAIT FOR SIGNAL YPREL003 CROSSED AHEAD, KEDZIE.
82% OT		Fri, Mar 06	8	D	7" MKDPRJ-04 7 YYCPR-05 PARKED ON TK1 & YPRPI-05 PARKED ON TK2, KEDZIE; SLOW ENTRAINING, ELMHURST.
		Fri, Mar 20	9	J	9" WAIT FOR POLICE TO REMOVE UNRULY PASSENGER, ELMHURST.
		Tue, Mar 31	7	R1	14" LATE ARRIVAL OF #57, ELBURN.

Data is final (04/15/15) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%_table.xls\PrintCopy 04/15/2015

TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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

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

Effective January 1, 2014

Revised February 2, 2015

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

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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	33	16	3	9	1	65	44	19	8	16	19	15	19	267	50%
Semi-controllable	9	0	0	0	4	3	13	14	2	14	5	9	34	107	20%
Uncontrollable	31	30	8	4	0	31	20	3	8	0	5	14	4	158	30%
TOTAL TRAINS DELAYED	73	46	11	13	5	99	77	36	18	30	29	38	57	532	100%

March - 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	55.3	16.3	6.3	8.7	3.0	59.7	30.3	13.7	31.3	7.7	18.0	16.0	23.7	290.0	41%
Semi-controllable	12.7	0.0	0.0	0.0	5.3	27.7	18.7	19.0	5.0	16.7	1.7	3.3	16.7	126.7	18%
Uncontrollable	41.0	28.0	9.7	18.7	1.3	24.0	32.7	3.7	40.3	8.0	18.7	40.3	24.7	291.0	41%
TOTAL TRAINS DELAYED	109.0	44.3	16.0	27.3	9.7	111.3	81.7	36.3	76.7	32.3	38.3	59.7	65.0	707.7	100%

March 2015 Divergence From March 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	-22.3	-0.3	-3.3	0.3	-2.0	5.3	13.7	5.3	-23.3	8.3	1.0	-1.0	-4.7	-23.0	13%
Semi-controllable	-3.7	0.0	0.0	0.0	-1.3	-24.7	-5.7	-5.0	-3.0	-2.7	3.3	5.7	17.3	-19.7	11%
Uncontrollable	-10.0	2.0	-1.7	-14.7	-1.3	7.0	-12.7	-0.7	-32.3	-8.0	-13.7	-26.3	-20.7	-133.0	76%
TOTAL TRAINS DELAYED	-36.0	1.7	-5.0	-14.3	-4.7	-12.3	-4.7	-0.3	-58.7	-2.3	-9.3	-21.7	-8.0	-175.7	100%

January-March 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	182	73	21	33	7	165	82	61	63	34	40	40	60	861	33%
Semi-controllable	58	0	0	0	16	70	49	57	7	70	10	25	100	462	18%
Uncontrollable	239	191	55	46	4	152	131	23	61	25	72	157	103	1,259	49%
TOTAL TRAINS DELAYED	479	264	76	79	27	387	262	141	131	129	122	222	263	2,582	100%

Data for current month is final (04/15/15) version from TOPS.

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

04/15/2015

TABLE 7: NUMBER OF DELAYS BY DATE
March 2015

WEEKDAY	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	0	1	0	10	0	0	2	2	4	1	24	1	2	0	0	4	10	0	1	0	0	4	66
Elec -ML	14	1	1	0	0	1	0	2	0	1	1	1	0	0	2	10	3	0	0	1	0	2	40
-BI	6	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	10
-SC	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0	0	10
Heritage	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	5
Milw -N	0	5	4	10	1	30	6	2	0	1	0	0	3	11	0	12	1	0	1	0	0	0	87
-W	5	2	0	0	0	24	0	1	2	4	3	1	3	0	0	7	7	2	0	0	0	0	61
NCS	1	5	1	2	0	12	2	0	0	0	2	1	0	2	0	6	0	0	0	0	0	1	36
RI	0	0	0	0	5	0	0	1	0	1	1	0	0	0	3	0	0	0	0	2	1	0	14
SWS	0	1	0	6	2	2	2	1	0	1	0	2	0	3	0	4	1	0	0	0	0	1	26
UP -N	1	1	0	0	0	4	1	0	3	2	0	0	0	0	0	1	9	1	0	0	0	4	27
-NW	9	2	2	1	1	1	0	1	4	2	1	0	0	2	0	1	2	0	0	0	0	0	29
-W	<u>0</u>	<u>0</u>	<u>3</u>	<u>9</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>7</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>54</u>
SYSTEM	38	20	11	38	11	75	17	13	15	17	34	9	10	22	13	51	37	5	5	4	5	15	465

SATURDAY	7	14	21	28	TOTAL	SUNDAY/HOLIDAY	1	8	15	22	29	TOTAL
BNSF	0	2	2	0	4	BNSF	0	0	2	0	1	3
Elec -ML	2	4	0	0	6	Elec -ML	0	0	0	0	0	0
-BI	0	1	0	0	1	-BI	-	-	-	-	-	0
-SC	2	0	0	0	2	-SC	0	0	0	0	1	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	0	11	0	0	11	Milw -N	0	1	0	0	0	1
-W	1	5	1	0	7	-W	3	0	5	1	0	9
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	0	1	0	1	RI	0	0	3	0	0	3
SWS	0	0	1	3	4	SWS	-	-	-	-	-	0
UP -N	0	1	1	0	2	UP -N	0	0	0	0	0	0
-NW	0	5	1	0	6	-NW	0	0	3	0	0	3
-W	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	-W	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>
SYSTEM	5	30	7	3	45	SYSTEM	3	1	15	1	2	22

Data is final (04/15/15) version from TOPS.

TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
March 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	3	3	12	12	3	16	5	7	34	113
Freight Interference - Peak	10	0	0	0	3	1	3	3	1	6	2	2	11	42
Primary	3	0	0	0	3	1	1	3	1	4	0	2	6	24
Secondary	7	0	0	0	0	0	2	0	0	2	2	0	5	18
Freight Interference - Off-Peak	8	0	0	0	0	2	9	9	2	10	3	5	23	71
Primary	6	0	0	0	0	1	7	9	2	9	1	5	19	59
Secondary	2	0	0	0	0	1	2	0	0	1	2	0	4	12
Signal/Switch Failure - TOTAL	2	1	2	0	1	4	10	4	3	3	1	2	2	35
Signal/Switch Failure - Metra/PSA	2	1	2	0	0	4	9	2	3	2	1	0	2	28
Primary	2	0	2	0	0	3	9	2	3	1	1	0	2	25
Secondary	0	1	0	0	0	1	0	0	0	1	0	0	0	3
Signal/Switch Failure - Foreign	0	0	0	0	1	0	1	2	0	1	0	2	0	7
Primary	0	0	0	0	1	0	1	2	0	0	0	1	0	5
Secondary	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Mechanical Failure - TOTAL	7	3	0	1	0	27	6	2	4	2	5	11	1	69
Mechanical Failure - Metra/PSA	7	3	0	1	0	27	6	2	4	2	5	11	1	69
Non-Locomotive Equipment Failure - Metra/PSA	4	3	0	1	0	7	0	1	3	1	0	1	1	22
Primary	1	2	0	1	0	2	0	1	1	1	0	0	1	10
Secondary	3	1	0	0	0	5	0	0	2	0	0	1	0	12
Locomotive Failure - Metra/PSA	3	0	0	0	0	20	6	1	1	1	5	10	0	47
Primary	2	0	0	0	0	5	2	0	1	1	2	1	0	14
Secondary	1	0	0	0	0	15	4	1	0	0	3	9	0	33
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	2	0	0	0	0	2	0	2	0	0	0	0	0	6
Passenger Train Interference - Metra/PSA	2	0	0	0	0	1	0	2	0	0	0	0	0	5
Passenger Train Interference - Foreign	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Accident - TOTAL	24	14	5	2	0	10	0	1	0	0	0	4	0	60
Accident - Metra/PSA	24	14	5	2	0	10	0	1	0	0	0	4	0	60
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	1	4	1	3	0	2	4	1	0	0	0	2	1	19
Track Work - Metra/PSA	1	4	1	3	0	2	4	1	0	0	0	2	1	19
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	5	2	0	1	1	30	25	12	0	8	12	2	5	103
Human Error - Metra/PSA	5	2	0	1	0	30	24	12	0	3	11	0	2	90
Human Error - Foreign	0	0	0	0	1	0	1	0	0	5	1	2	3	13
Sick, Injured, Unruly Passenger - TOTAL	2	6	2	0	0	5	0	0	0	0	1	2	2	20
Sick, Injured, Unruly Passenger - Metra/PSA	2	6	2	0	0	5	0	0	0	0	1	2	2	20
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	0	5	0	0	0	2	6	2	0	0	2	0	0	17
Weather - Metra/PSA	0	5	0	0	0	2	6	2	0	0	2	0	0	17
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	4	3	1	1	0	9	12	0	3	0	1	7	1	42
Lift Deployment - TOTAL	8	0	0	0	0	0	1	0	1	0	0	1	9	20
Obstruction/Debris - TOTAL	0	1	0	1	0	1	0	0	3	0	1	0	1	8
Catenary Failure - TOTAL	0	6	0	4	0	0	0	0	0	0	0	0	0	10
Other - TOTAL	0	1	0	0	0	4	1	0	1	1	1	0	1	10
TOTAL TRAINS DELAYED	73	46	11	13	5	99	77	36	18	30	29	38	57	532
Total Metra/PSA Delays	55	46	11	13	0	95	63	22	15	8	23	27	20	398
Total Foreign Carrier Delays	18	0	0	0	5	4	14	14	3	22	6	11	37	134

Data for current month is final (04/15/15) 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
March - 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	16.2	0.0	0.0	0.0	5.2	17.4	12.0	15.8	4.6	12.0	1.6	2.6	19.4	106.8
Freight Interference - Peak	7.2	0.0	0.0	0.0	5.2	3.0	2.0	6.2	0.0	3.8	0.2	1.6	2.6	31.8
<i>Primary</i>	2.8	0.0	0.0	0.0	5.0	1.6	1.2	3.8	0.0	3.2	0.2	0.6	1.2	19.6
<i>Secondary</i>	4.4	0.0	0.0	0.0	0.2	1.4	0.8	2.4	0.0	0.6	0.0	1.0	1.4	12.2
Freight Interference - Off-Peak	9.0	0.0	0.0	0.0	0.0	14.4	10.0	9.6	4.6	8.2	1.4	1.0	16.8	75.0
<i>Primary</i>	8.2	0.0	0.0	0.0	0.0	10.6	7.0	8.4	4.6	7.2	1.0	1.0	14.8	62.8
<i>Secondary</i>	0.8	0.0	0.0	0.0	0.0	3.8	3.0	1.2	0.0	1.0	0.4	0.0	2.0	12.2
Signal/Switch Failure - TOTAL	15.6	6.0	2.6	0.6	1.8	28.6	11.2	6.8	5.0	6.8	6.6	4.6	2.8	99.0
Signal/Switch Failure - Metra/PSA	10.0	6.0	2.6	0.6	1.6	24.0	8.4	5.0	4.8	3.2	6.4	4.6	2.4	79.6
<i>Primary</i>	7.6	5.4	2.6	0.4	1.6	12.0	4.6	3.0	3.8	2.0	3.8	3.2	1.8	51.8
<i>Secondary</i>	2.4	0.6	0.0	0.2	0.0	12.0	3.8	2.0	1.0	1.2	2.6	1.4	0.6	27.8
Signal/Switch Failure - Foreign	5.6	0.0	0.0	0.0	0.2	4.6	2.8	1.8	0.2	3.6	0.2	0.0	0.4	19.4
<i>Primary</i>	5.2	0.0	0.0	0.0	0.2	4.2	2.6	1.2	0.2	3.0	0.2	0.0	0.4	17.2
<i>Secondary</i>	0.4	0.0	0.0	0.0	0.0	0.4	0.2	0.6	0.0	0.6	0.0	0.0	0.0	2.2
Mechanical Failure - TOTAL	11.8	1.6	1.2	1.2	0.4	12.6	10.8	6.2	12.4	1.6	8.6	3.8	6.6	78.8
Mechanical Failure - Metra/PSA	11.8	1.6	1.2	1.2	0.4	12.6	10.8	6.2	12.4	1.6	8.6	3.8	6.6	78.8
Non-Locomotive Equipment Failure - Metra/PSA	3.4	1.6	1.2	1.2	0.2	2.0	2.6	2.2	3.0	1.6	0.8	0.6	1.2	21.6
<i>Primary</i>	0.4	1.0	0.8	0.2	0.0	0.6	1.4	0.8	0.8	0.0	0.6	0.2	0.8	7.6
<i>Secondary</i>	3.0	0.6	0.4	1.0	0.2	1.4	1.2	1.4	2.2	1.6	0.2	0.4	0.4	14.0
Locomotive Failure - Metra/PSA	8.4	0.0	0.0	0.0	0.2	10.6	8.2	4.0	9.4	0.0	7.8	3.2	5.4	57.2
<i>Primary</i>	2.0	0.0	0.0	0.0	0.2	3.4	2.4	0.8	2.6	0.0	2.8	1.2	1.8	17.2
<i>Secondary</i>	6.4	0.0	0.0	0.0	0.0	7.2	5.8	3.2	6.8	0.0	5.0	2.0	3.6	40.0
Mechanical Failure - 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
Passenger Train Interference - TOTAL	1.8	1.0	0.4	0.6	1.4	8.2	0.4	1.4	1.6	1.2	0.8	0.2	1.4	20.4
Passenger Train Interference - Metra/PSA	0.0	0.4	0.4	0.6	0.2	4.2	0.4	1.4	1.6	0.0	0.8	0.2	1.4	11.6
Passenger Train Interference - Foreign	1.8	0.6	0.0	0.0	1.2	4.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	8.8
Accident - TOTAL	11.0	0.0	0.0	0.0	0.2	1.4	2.0	1.6	6.6	0.2	5.8	11.8	1.6	42.2
Accident - Metra/PSA	11.0	0.0	0.0	0.0	0.2	1.4	2.0	0.4	5.8	0.2	5.8	11.8	1.6	40.2
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.8	0.0	0.0	0.0	0.0	2.0
Track Work - TOTAL	8.0	3.2	0.6	0.8	0.2	5.2	1.2	0.4	1.0	0.2	4.2	1.2	3.4	29.6
Track Work - Metra/PSA	8.0	3.2	0.6	0.8	0.2	5.2	1.2	0.4	1.0	0.2	4.2	1.2	3.4	29.6
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	8.6	4.0	0.8	2.2	0.8	6.4	3.4	2.8	5.2	2.0	3.4	6.2	4.0	49.8
Human Error - Metra/PSA	4.0	3.4	0.8	1.6	0.2	3.4	2.0	0.4	5.0	0.4	3.2	5.2	2.0	31.6
Human Error - Foreign	4.6	0.6	0.0	0.6	0.6	3.0	1.4	2.4	0.2	1.6	0.2	1.0	2.0	18.2
Sick, Injured, Unruly Passenger - TOTAL	3.0	7.6	0.6	2.8	0.0	4.0	3.4	0.2	2.8	0.0	5.8	4.4	4.0	38.6
Sick, Injured, Unruly Passenger - Metra/PSA	3.0	7.6	0.6	2.8	0.0	4.0	3.4	0.2	2.8	0.0	5.8	4.4	4.0	38.6
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	1.4	7.4	2.2	3.2	0.0	2.0	3.0	0.2	4.6	1.0	0.6	2.6	4.4	32.6
Weather - Metra/PSA	1.0	7.4	2.2	3.2	0.0	2.0	2.8	0.2	4.6	1.0	0.6	2.6	4.4	32.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Passenger Loading - TOTAL	6.4	10.4	2.0	4.6	0.0	6.0	7.8	0.0	9.4	0.0	9.8	8.6	5.8	70.8
Lift Deployment - TOTAL	1.8	0.0	0.0	0.2	0.0	1.6	3.0	0.0	4.2	0.0	2.2	1.0	1.6	15.6
Obstruction/Debris - TOTAL	5.6	1.2	0.8	4.0	0.4	2.8	4.0	0.6	1.4	3.6	0.8	2.2	2.2	29.6
Catenary Failure - TOTAL	0.0	3.0	0.2	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6
Other - TOTAL	3.4	2.4	1.0	2.2	0.0	2.0	2.6	0.2	3.2	0.6	3.4	2.2	7.0	30.2
TOTAL TRAINS DELAYED	94.6	47.8	12.4	23.8	10.4	98.2	64.8	36.2	62.0	29.2	53.6	51.4	64.2	648.6
Total Metra/PSA Delays	66.0	46.6	12.4	23.2	3.2	69.2	48.4	15.0	56.2	10.8	51.6	47.8	42.4	492.8
Total Foreign Carrier Delays	28.6	1.2	0.0	0.6	7.2	29.0	16.4	21.2	5.8	18.4	2.0	3.6	21.8	155.8

Data for latest month is final (04/14/14) 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
March 2015 Divergence From March 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	1.8	0.0	0.0	0.0	-2.2	-14.4	0.0	-3.8	-1.6	4.0	3.4	4.4	14.6	6.2
Freight Interference - Peak	2.8	0.0	0.0	0.0	-2.2	-2.0	1.0	-3.2	1.0	2.2	1.8	0.4	8.4	10.2
<i>Primary</i>	0.2	0.0	0.0	0.0	-2.0	-0.6	-0.2	-0.8	1.0	0.8	-0.2	1.4	4.8	4.4
<i>Secondary</i>	2.6	0.0	0.0	0.0	-0.2	-1.4	1.2	-2.4	0.0	1.4	2.0	-1.0	3.6	5.8
Freight Interference - Off-Peak	-1.0	0.0	0.0	0.0	0.0	-12.4	-1.0	-0.6	-2.6	1.8	1.6	4.0	6.2	-4.0
<i>Primary</i>	-2.2	0.0	0.0	0.0	0.0	-9.6	0.0	0.6	-2.6	1.8	0.0	4.0	4.2	-3.8
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	-2.8	-1.0	-1.2	0.0	0.0	1.6	0.0	2.0	-0.2
Signal/Switch Failure - TOTAL	-13.6	-5.0	-0.6	-0.6	-0.8	-24.6	-1.2	-2.8	-2.0	-3.8	-5.6	-2.6	-0.8	-64.0
Signal/Switch Failure - Metra/PSA	-8.0	-5.0	-0.6	-0.6	-1.6	-20.0	0.6	-3.0	-1.8	-1.2	-5.4	-4.6	-0.4	-51.6
<i>Primary</i>	-5.6	-5.4	-0.6	-0.4	-1.6	-9.0	4.4	-1.0	-0.8	-1.0	-2.8	-3.2	0.2	-26.8
<i>Secondary</i>	-2.4	0.4	0.0	-0.2	0.0	-11.0	-3.8	-2.0	-1.0	-0.2	-2.6	-1.4	-0.6	-24.8
Signal/Switch Failure - Foreign	-5.6	0.0	0.0	0.0	0.8	-4.6	-1.8	0.2	-0.2	-2.6	-0.2	2.0	-0.4	-12.4
<i>Primary</i>	-5.2	0.0	0.0	0.0	0.8	-4.2	-1.6	0.8	-0.2	-3.0	-0.2	1.0	-0.4	-12.2
<i>Secondary</i>	-0.4	0.0	0.0	0.0	0.0	-0.4	-0.2	-0.6	0.0	0.4	0.0	1.0	0.0	-0.2
Mechanical Failure - TOTAL	-4.8	1.4	-1.2	-0.2	-0.4	14.4	-4.8	-4.2	-8.4	0.4	-3.6	7.2	-5.6	-9.8
Mechanical Failure - Metra/PSA	-4.8	1.4	-1.2	-0.2	-0.4	14.4	-4.8	-4.2	-8.4	0.4	-3.6	7.2	-5.6	-9.8
Non-Locomotive Equipment Failure - Metra/PSA	0.6	1.4	-1.2	-0.2	-0.2	5.0	-2.6	-1.2	0.0	-0.6	-0.8	0.4	-0.2	0.4
<i>Primary</i>	0.6	1.0	-0.8	0.8	0.0	1.4	-1.4	0.2	0.2	1.0	-0.6	-0.2	0.2	2.4
<i>Secondary</i>	0.0	0.4	-0.4	-1.0	-0.2	3.6	-1.2	-1.4	-0.2	-1.6	-0.2	0.6	-0.4	-2.0
Locomotive Failure - Metra/PSA	-5.4	0.0	0.0	0.0	-0.2	9.4	-2.2	-3.0	-8.4	1.0	-2.8	6.8	-5.4	-10.2
<i>Primary</i>	0.0	0.0	0.0	0.0	-0.2	1.6	-0.4	-0.8	-1.6	1.0	-0.8	-0.2	-1.8	-3.2
<i>Secondary</i>	-5.4	0.0	0.0	0.0	0.0	7.8	-1.8	-2.2	-6.8	0.0	-2.0	7.0	-3.6	-7.0
Mechanical Failure - 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
Passenger Train Interference - TOTAL	0.2	-1.0	-0.4	-0.6	-1.4	-6.2	-0.4	0.6	-1.6	-1.2	-0.8	-0.2	-1.4	-14.4
Passenger Train Interference - Metra/PSA	2.0	-0.4	-0.4	-0.6	-0.2	-3.2	-0.4	0.6	-1.6	0.0	-0.8	-0.2	-1.4	-6.6
Passenger Train Interference - Foreign	-1.8	-0.6	0.0	0.0	-1.2	-3.0	0.0	0.0	0.0	-1.2	0.0	0.0	0.0	-7.8
Accident - TOTAL	13.0	14.0	5.0	2.0	-0.2	8.6	-2.0	-0.6	-6.6	-0.2	-5.8	-7.8	-1.6	17.8
Accident - Metra/PSA	13.0	14.0	5.0	2.0	-0.2	8.6	-2.0	0.6	-5.8	-0.2	-5.8	-7.8	-1.6	19.8
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.2	-0.8	0.0	0.0	0.0	0.0	-2.0
Track Work - TOTAL	-7.0	0.8	0.4	2.2	-0.2	-3.2	2.8	0.6	-1.0	-0.2	-4.2	0.8	-2.4	-10.6
Track Work - Metra/PSA	-7.0	0.8	0.4	2.2	-0.2	-3.2	2.8	0.6	-1.0	-0.2	-4.2	0.8	-2.4	-10.6
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	-3.6	-2.0	-0.8	-1.2	0.2	23.6	21.6	9.2	-5.2	6.0	8.6	-4.2	1.0	53.2
Human Error - Metra/PSA	1.0	-1.4	-0.8	-0.6	-0.2	26.6	22.0	11.6	-5.0	2.6	7.8	-5.2	0.0	58.4
Human Error - Foreign	-4.6	-0.6	0.0	-0.6	0.4	-3.0	-0.4	-2.4	-0.2	3.4	0.8	1.0	1.0	-5.2
Sick, Injured, Unruly Passenger - TOTAL	-1.0	-1.6	1.4	-2.8	0.0	1.0	-3.4	-0.2	-2.8	0.0	-4.8	-2.4	-2.0	-18.6
Sick, Injured, Unruly Passenger - Metra/PSA	-1.0	-1.6	1.4	-2.8	0.0	1.0	-3.4	-0.2	-2.8	0.0	-4.8	-2.4	-2.0	-18.6
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-1.4	-2.4	-2.2	-3.2	0.0	0.0	3.0	1.8	-4.6	-1.0	1.4	-2.6	-4.4	-15.6
Weather - Metra/PSA	-1.0	-2.4	-2.2	-3.2	0.0	0.0	3.2	1.8	-4.6	-1.0	1.4	-2.6	-4.4	-15.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	-0.6
Passenger Loading - TOTAL	-2.4	-7.4	-1.0	-3.6	0.0	3.0	4.2	0.0	-6.4	0.0	-8.8	-1.6	-4.8	-28.8
Lift Deployment - TOTAL	6.2	0.0	0.0	-0.2	0.0	-1.6	-2.0	0.0	-3.2	0.0	-2.2	0.0	7.4	4.4
Obstruction/Debris - TOTAL	-5.6	-0.2	-0.8	-3.0	-0.4	-1.8	-4.0	-0.6	1.6	-3.6	0.2	-2.2	-1.2	-21.6
Catenary Failure - TOTAL	0.0	3.0	-0.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4
Other - TOTAL	-3.4	-1.4	-1.0	-2.2	0.0	2.0	-1.6	-0.2	-2.2	0.4	-2.4	-2.2	-6.0	-20.2
TOTAL TRAINS DELAYED	-21.6	-1.8	-1.4	-10.8	-5.4	0.8	12.2	-0.2	-44.0	0.8	-24.6	-13.4	-7.2	-116.6
Total Metra/PSA Delays	-11.0	-0.6	-1.4	-10.2	-3.2	25.8	14.6	7.0	-41.2	-2.8	-28.6	-20.8	-22.4	-94.8
Total Foreign Carrier Delays	-10.6	-1.2	0.0	-0.6	-2.2	-25.0	-2.4	-7.2	-2.8	3.6	4.0	7.4	15.2	-21.8

Data for current month is final (04/15/15) 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 - March 2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	36	0	0	0	10	63	43	49	8	51	10	23	100	393
Freight Interference - Peak	16	0	0	0	10	16	6	19	2	17	3	11	25	125
Primary	9	0	0	0	10	12	2	13	2	11	1	6	15	81
Secondary	7	0	0	0	0	4	4	6	0	6	2	5	10	44
Freight Interference - Off-Peak	20	0	0	0	0	47	37	30	6	34	7	12	75	268
Primary	15	0	0	0	0	29	29	24	6	28	4	10	63	208
Secondary	5	0	0	0	0	18	8	6	0	6	3	2	12	60
Signal/Switch Failure - TOTAL	56	13	6	10	7	35	30	29	12	24	7	4	21	254
Signal/Switch Failure - Metra/PSA	37	13	6	10	1	28	24	21	12	2	7	2	21	184
Primary	21	7	4	10	1	16	15	11	10	1	5	1	15	117
Secondary	16	6	2	0	0	12	9	10	2	1	2	1	6	67
Signal/Switch Failure - Foreign	19	0	0	0	6	7	6	8	0	22	0	2	0	70
Primary	14	0	0	0	5	3	4	5	0	13	0	1	0	45
Secondary	5	0	0	0	1	4	2	3	0	9	0	1	0	25
Mechanical Failure - TOTAL	35	13	3	1	1	86	23	8	31	7	16	18	11	253
Mechanical Failure - Metra/PSA	34	13	3	1	1	67	23	8	31	7	16	18	11	233
Non-Locomotive Equipment Failure - Metra/PSA	11	13	3	1	0	9	9	1	10	2	4	1	4	68
Primary	3	5	0	1	0	3	1	1	4	2	2	0	4	26
Secondary	8	8	3	0	0	6	8	0	6	0	2	1	0	42
Locomotive Failure - Metra/PSA	23	0	0	0	1	58	14	7	21	5	12	17	7	165
Primary	7	0	0	0	1	13	6	1	11	3	5	4	4	55
Secondary	16	0	0	0	0	45	8	6	10	2	7	13	3	110
Mechanical Failure - Foreign	1	0	0	0	0	19	0	0	0	0	0	0	0	20
Passenger Train Interference - TOTAL	8	3	0	1	0	12	1	4	0	2	1	0	6	38
Passenger Train Interference - Metra/PSA	2	2	0	1	0	7	1	4	0	1	1	0	6	25
Passenger Train Interference - Foreign	6	1	0	0	0	5	0	0	0	1	0	0	0	13
Accident - TOTAL	24	14	5	3	0	12	30	3	3	0	4	26	0	124
Accident - Metra/PSA	24	14	5	3	0	12	30	3	1	0	4	26	0	122
Accident - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Track Work - TOTAL	67	8	3	4	0	6	6	7	2	0	1	2	1	107
Track Work - Metra/PSA	49	8	3	4	0	6	6	7	2	0	1	2	1	89
Track Work - Foreign	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Human Error - TOTAL	26	4	2	2	5	49	27	20	15	13	14	10	15	202
Human Error - Metra/PSA	26	4	2	2	2	41	24	14	15	3	13	3	10	159
Human Error - Foreign	0	0	0	0	3	8	3	6	0	10	1	7	5	43
Sick, Injured, Unruly Passenger - TOTAL	7	16	2	0	1	10	3	0	0	1	7	14	5	66
Sick, Injured, Unruly Passenger - Metra/PSA	7	16	2	0	1	10	3	0	0	1	7	14	5	66
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	134	147	43	27	3	58	62	14	42	16	54	75	72	747
Weather - Metra/PSA	133	147	43	27	3	47	61	14	42	15	54	75	70	731
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	7	10	3	2	0	21	14	2	6	0	2	9	7	83
Lift Deployment - TOTAL	21	0	0	0	0	13	6	0	2	0	0	6	17	65
Obstruction/Debris - TOTAL	20	3	2	14	0	17	15	3	6	1	5	20	4	110
Catenary Failure - TOTAL	0	28	6	14	0	0	0	0	0	0	0	0	0	48
Other - TOTAL	38	5	1	1	0	5	2	2	4	14	1	15	4	92
TOTAL TRAINS DELAYED	479	264	76	79	27	387	262	141	131	129	122	222	263	2,582
Total Metra/PSA Delays	398	263	76	79	8	274	209	78	121	44	111	190	156	2,007
Total Foreign Carrier Delays	81	1	0	0	19	113	53	63	10	85	11	32	107	575

Data for current month is final (04/15/15) 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 - March - 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	62.8	0.2	0.2	0.0	13.4	46.4	38.8	39.2	18.6	38.6	7.6	10.0	56.4	332.2
Freight Interference - Peak	29.0	0.0	0.0	0.0	13.4	8.2	10.0	14.2	4.0	12.6	2.0	4.4	13.8	111.6
Primary	18.6	0.0	0.0	0.0	12.6	5.0	7.2	9.6	2.6	10.4	0.4	2.4	7.0	75.8
Secondary	10.4	0.0	0.0	0.0	0.8	3.2	2.8	4.6	1.4	2.2	1.6	2.0	6.8	35.8
Freight Interference - Off-Peak	33.8	0.2	0.2	0.0	0.0	38.2	28.8	25.0	14.6	26.0	5.6	5.6	42.6	220.6
Primary	29.0	0.0	0.0	0.0	0.0	24.8	19.8	22.0	13.6	21.0	3.4	4.2	36.2	174.0
Secondary	4.8	0.2	0.2	0.0	0.0	13.4	9.0	3.0	1.0	5.0	2.2	1.4	6.4	46.6
Signal/Switch Failure - TOTAL	55.2	22.2	9.6	6.6	7.8	69.6	41.6	20.0	32.0	29.2	14.0	18.8	23.2	349.8
Signal/Switch Failure - Metra/PSA	32.0	22.2	9.6	6.6	5.6	59.6	33.6	13.6	30.0	12.2	13.8	18.8	22.6	280.2
Primary	22.6	18.4	8.2	5.6	5.4	31.6	20.8	7.4	21.6	9.6	9.0	12.8	13.0	186.0
Secondary	9.4	3.8	1.4	1.0	0.2	28.0	12.8	6.2	8.4	2.6	4.8	6.0	9.6	94.2
Signal/Switch Failure - Foreign	23.2	0.0	0.0	0.0	2.2	10.0	8.0	6.4	2.0	17.0	0.2	0.0	0.6	69.6
Primary	21.0	0.0	0.0	0.0	2.2	8.6	6.8	3.6	0.8	11.8	0.2	0.0	0.6	55.6
Secondary	2.2	0.0	0.0	0.0	0.0	1.4	1.2	2.8	1.2	5.2	0.0	0.0	0.0	14.0
Mechanical Failure - TOTAL	32.8	7.2	3.4	4.4	1.0	50.0	27.2	12.8	34.8	8.4	25.0	23.2	17.6	247.8
Mechanical Failure - Metra/PSA	32.6	7.0	3.4	4.4	1.0	49.4	27.0	12.8	34.8	8.4	25.0	23.2	17.4	246.4
Non-Locomotive Equipment Failure - Metra/PSA	12.4	7.0	3.4	4.4	0.6	7.8	6.8	2.4	7.0	5.6	7.2	4.4	4.0	73.0
Primary	3.6	4.0	1.6	2.2	0.4	2.2	3.2	0.8	3.8	1.6	2.0	1.2	2.4	29.0
Secondary	8.8	3.0	1.8	2.2	0.2	5.6	3.6	1.6	3.2	4.0	5.2	3.2	1.6	44.0
Locomotive Failure - Metra/PSA	20.2	0.0	0.0	0.0	0.4	41.6	20.2	10.4	27.8	2.8	17.8	18.8	13.4	173.4
Primary	6.0	0.0	0.0	0.0	0.4	9.4	6.8	2.8	8.4	1.2	4.8	5.6	4.8	50.2
Secondary	14.2	0.0	0.0	0.0	0.0	32.2	13.4	7.6	19.4	1.6	13.0	13.2	8.6	123.2
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	4.2	5.2	2.0	2.4	2.6	31.4	5.8	4.0	5.8	3.6	7.4	4.2	6.2	84.8
Passenger Train Interference - Metra/PSA	0.4	2.2	1.4	2.0	0.2	17.8	5.0	4.0	4.6	0.4	7.4	4.2	6.0	55.6
Passenger Train Interference - Foreign	3.8	3.0	0.6	0.4	2.4	13.6	0.8	0.0	1.2	3.2	0.0	0.0	0.2	29.2
Accident - TOTAL	41.6	0.6	0.0	1.0	0.4	15.0	18.8	6.6	15.8	0.8	17.2	24.0	9.4	151.2
Accident - Metra/PSA	28.6	0.6	0.0	1.0	0.4	15.0	18.6	5.4	15.0	0.8	17.2	24.0	8.6	135.2
Accident - Foreign	13.0	0.0	0.0	0.0	0.0	0.0	0.2	1.2	0.8	0.0	0.0	0.0	0.8	16.0
Track Work - TOTAL	15.6	16.4	8.2	2.8	0.4	13.0	5.4	4.8	6.6	0.6	8.0	3.6	8.6	94.0
Track Work - Metra/PSA	15.4	16.4	8.2	2.8	0.4	13.0	5.4	4.8	6.6	0.4	8.0	3.6	8.6	93.6
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	41.8	13.4	3.4	5.4	3.8	22.2	13.2	7.2	15.6	6.8	18.2	15.2	11.0	177.2
Human Error - Metra/PSA	25.8	10.6	3.2	4.6	0.8	11.8	6.2	1.8	15.4	1.2	16.6	13.2	6.0	117.2
Human Error - Foreign	16.0	2.8	0.2	0.8	3.0	10.4	7.0	5.4	0.2	5.6	1.6	2.0	5.0	60.0
Sick, Injured, Unruly Passenger - TOTAL	7.6	19.2	2.6	6.4	0.2	7.4	8.4	0.6	7.6	0.6	11.6	10.6	8.2	91.0
Sick, Injured, Unruly Passenger - Metra/PSA	7.4	19.2	2.6	6.4	0.2	7.4	8.4	0.6	7.4	0.6	11.6	10.6	8.2	90.6
Sick, Injured, Unruly Passenger - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.4
Weather - TOTAL	111.8	70.0	19.4	30.2	4.0	79.8	70.8	23.0	91.0	19.0	65.8	68.2	60.4	713.4
Weather - Metra/PSA	110.8	70.0	19.4	30.2	3.6	78.8	70.2	22.6	90.8	17.6	65.8	68.2	60.2	708.2
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	0.2	1.4	0.0	0.0	0.2	5.2
Passenger Loading - TOTAL	10.2	26.8	6.8	8.8	0.0	14.2	11.4	0.0	21.2	0.6	29.0	11.0	12.2	152.2
Lift Deployment - TOTAL	6.0	0.0	0.0	0.2	0.0	7.2	9.0	0.8	11.6	0.0	6.8	3.6	8.8	54.0
Obstruction/Debris - TOTAL	12.0	7.4	2.0	7.4	1.0	9.0	11.0	1.8	11.0	6.4	7.4	14.8	12.0	103.2
Catenary Failure - TOTAL	0.0	12.2	3.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	17.8
Other - TOTAL	10.4	12.4	1.6	3.6	0.0	4.8	7.4	2.0	7.6	4.2	11.4	6.2	13.8	85.4
TOTAL TRAINS DELAYED	412.0	213.2	62.2	81.6	34.6	370.0	268.8	122.8	279.2	118.8	229.4	213.6	247.8	2,654.0
Total Metra/PSA Delays	291.6	207.0	61.2	80.4	13.2	288.0	213.2	70.2	256.0	52.8	220.0	201.6	184.4	2,139.6
Total Foreign Carrier Delays	120.4	6.2	1.0	1.2	21.4	82.0	55.6	52.6	23.2	66.0	9.4	12.0	63.4	514.4

Data for latest month is final (04/14/14) 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 - March 2015 Divergence From January - March 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	-26.8	-0.2	-0.2	0.0	-3.4	16.6	4.2	9.8	-10.6	12.4	2.4	13.0	43.6	60.8	
Freight Interference - Peak	-13.0	0.0	0.0	0.0	-3.4	7.8	-4.0	4.8	-2.0	4.4	1.0	6.6	11.2	13.4	
Primary	-9.6	0.0	0.0	0.0	-2.6	7.0	-5.2	3.4	-0.6	0.6	0.6	3.6	8.0	5.2	
Secondary	-3.4	0.0	0.0	0.0	-0.8	0.8	1.2	1.4	-1.4	3.8	0.4	3.0	3.2	8.2	
Freight Interference - Off-Peak	-13.8	-0.2	-0.2	0.0	0.0	8.8	8.2	5.0	-8.6	8.0	1.4	6.4	32.4	47.4	
Primary	-14.0	0.0	0.0	0.0	0.0	4.2	9.2	2.0	-7.6	7.0	0.6	5.8	26.8	34.0	
Secondary	0.2	-0.2	-0.2	0.0	0.0	4.6	-1.0	3.0	-1.0	1.0	0.8	0.6	5.6	13.4	
Signal/Switch Failure - TOTAL	0.8	-9.2	-3.6	3.4	-0.8	-34.6	-11.6	9.0	-20.0	-5.2	-7.0	-14.8	-2.2	-95.8	
Signal/Switch Failure - Metra/PSA	5.0	-9.2	-3.6	3.4	-4.6	-31.6	-9.6	7.4	-18.0	-10.2	-6.8	-16.8	-1.6	-96.2	
Primary	-1.6	-11.4	-4.2	4.4	-4.4	-15.6	-5.8	3.6	-11.6	-8.6	-4.0	-11.8	2.0	-69.0	
Secondary	6.6	2.2	0.6	-1.0	-0.2	-16.0	-3.8	3.8	-6.4	-1.6	-2.8	-5.0	-3.6	-27.2	
Signal/Switch Failure - Foreign	-4.2	0.0	0.0	0.0	3.8	-3.0	-2.0	1.6	-2.0	5.0	-0.2	2.0	-0.6	0.4	
Primary	-7.0	0.0	0.0	0.0	2.8	-5.6	-2.8	1.4	-0.8	1.2	-0.2	1.0	-0.6	-10.6	
Secondary	2.8	0.0	0.0	0.0	1.0	2.6	0.8	0.2	-1.2	3.8	0.0	1.0	0.0	11.0	
Mechanical Failure - TOTAL	2.2	5.8	-0.4	-3.4	0.0	36.0	-4.2	-4.8	-3.8	-1.4	-9.0	-5.2	-6.6	5.2	
Mechanical Failure - Metra/PSA	1.4	6.0	-0.4	-3.4	0.0	17.6	-4.0	-4.8	-3.8	-1.4	-9.0	-5.2	-6.4	-13.4	
Non-Locomotive Equipment Failure - Metra/PSA	-1.4	6.0	-0.4	-3.4	-0.6	1.2	2.2	-1.4	3.0	-3.6	-3.2	-3.4	0.0	-5.0	
Primary	-0.6	1.0	-1.6	-1.2	-0.4	0.8	-2.2	0.2	0.2	0.4	0.0	-1.2	1.6	-3.0	
Secondary	-0.8	5.0	1.2	-2.2	-0.2	0.4	4.4	-1.6	2.8	-4.0	-3.2	-2.2	-1.6	-2.0	
Locomotive Failure - Metra/PSA	2.8	0.0	0.0	0.0	0.6	16.4	-6.2	-3.4	-6.8	2.2	-5.8	-1.8	-6.4	-8.4	
Primary	1.0	0.0	0.0	0.0	0.6	3.6	-0.8	-1.8	2.6	1.8	0.2	-1.6	-0.8	4.8	
Secondary	1.8	0.0	0.0	0.0	0.0	12.8	-5.4	-1.6	-9.4	0.4	-6.0	-0.2	-5.6	-13.2	
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	3.8	-2.2	-2.0	-1.4	-2.6	-19.4	-4.8	0.0	-5.8	-1.6	-6.4	-4.2	-0.2	-46.8	
Passenger Train Interference - Metra/PSA	1.6	-0.2	-1.4	-1.0	-0.2	-10.8	-4.0	0.0	-4.6	0.6	-6.4	-4.2	0.0	-30.6	
Passenger Train Interference - Foreign	2.2	-2.0	-0.6	-0.4	-2.4	-8.6	-0.8	0.0	-1.2	-2.2	0.0	0.0	-0.2	-16.2	
Accident - TOTAL	-17.6	13.4	5.0	2.0	-0.4	-3.0	11.2	-3.6	-12.8	-0.8	-13.2	2.0	-9.4	-27.2	
Accident - Metra/PSA	-4.6	13.4	5.0	2.0	-0.4	-3.0	11.4	-2.4	-14.0	-0.8	-13.2	2.0	-8.6	-13.2	
Accident - Foreign	-13.0	0.0	0.0	0.0	0.0	0.0	-0.2	-1.2	1.2	0.0	0.0	0.0	-0.8	-14.0	
Track Work - TOTAL	51.4	-8.4	-5.2	1.2	-0.4	-7.0	0.6	2.2	-4.6	-0.6	-7.0	-1.6	-7.6	13.0	
Track Work - Metra/PSA	33.6	-8.4	-5.2	1.2	-0.4	-7.0	0.6	2.2	-4.6	-0.4	-7.0	-1.6	-7.6	-4.6	
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	-15.8	-9.4	-1.4	-3.4	1.2	26.8	13.8	12.8	-0.6	6.2	-4.2	-5.2	4.0	24.8	
Human Error - Metra/PSA	0.2	-6.6	-1.2	-2.6	1.2	29.2	17.8	12.2	-0.4	1.8	-3.6	-10.2	4.0	41.8	
Human Error - Foreign	-16.0	-2.8	-0.2	-0.8	0.0	-2.4	-4.0	0.6	-0.2	4.4	-0.6	5.0	0.0	-17.0	
Sick, Injured, Unruly Passenger - TOTAL	-0.6	-3.2	-0.6	-6.4	0.8	2.6	-5.4	-0.6	-7.6	0.4	-4.6	3.4	-3.2	-25.0	
Sick, Injured, Unruly Passenger - Metra/PSA	-0.4	-3.2	-0.6	-6.4	0.8	2.6	-5.4	-0.6	-7.4	0.4	-4.6	3.4	-3.2	-24.6	
Sick, Injured, Unruly Passenger - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	-0.4	
Weather - TOTAL	22.2	77.0	23.6	-3.2	-1.0	-21.8	-8.8	-9.0	-49.0	-3.0	-11.8	6.8	11.6	33.6	
Weather - Metra/PSA	22.2	77.0	23.6	-3.2	-0.6	-31.8	-9.2	-8.6	-48.8	-2.6	-11.8	6.8	9.8	22.8	
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-0.2	-0.4	0.0	0.0	1.8	10.8	
Passenger Loading - TOTAL	-3.2	-16.8	-3.8	-6.8	0.0	6.8	2.6	2.0	-15.2	-0.6	-27.0	-2.0	-5.2	-69.2	
Lift Deployment - TOTAL	15.0	0.0	0.0	-0.2	0.0	5.8	-3.0	-0.8	-9.6	0.0	-6.8	2.4	8.2	11.0	
Obstruction/Debris - TOTAL	8.0	-4.4	0.0	6.6	-1.0	8.0	4.0	1.2	-5.0	-5.4	-2.4	5.2	-8.0	6.8	
Catenary Failure - TOTAL	0.0	15.8	3.0	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	30.2	
Other - TOTAL	27.6	-7.4	-0.6	-2.6	0.0	0.2	-5.4	0.0	-3.6	9.8	-10.4	8.8	-9.8	6.6	
TOTAL TRAINS DELAYED	67.0	50.8	13.8	-2.6	-7.6	17.0	-6.8	18.2	-148.2	10.2	-107.4	8.4	15.2	-72.0	
Total Metra/PSA Delays	106.4	56.0	14.8	-1.4	-5.2	-14.0	-4.2	7.8	-135.0	-8.8	-109.0	-11.6	-28.4	-132.6	
Total Foreign Carrier Delays	-39.4	-5.2	-1.0	-1.2	-2.4	31.0	-2.6	10.4	-13.2	19.0	1.6	20.0	43.6	60.6	

Data for current month is final (04/15/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDBByLine 04/15/2015

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Freight Interference - TOTAL	122	158	113										393	15.2%
Freight Interference - Peak	35	48	42										125	4.8%
Primary	24	33	24										81	3.1%
Secondary	11	15	18										44	1.7%
Freight Interference - Off-Peak	87	110	71										268	10.4%
Primary	63	86	59										208	8.1%
Secondary	24	24	12										60	2.3%
Signal/Switch Failure - TOTAL	93	126	35										254	9.8%
Signal/Switch Failure - Metra/PSA	73	83	28										184	7.1%
Primary	38	54	25										117	4.5%
Secondary	35	29	3										67	2.6%
Signal/Switch Failure - Foreign	20	43	7										70	2.7%
Primary	17	23	5										45	1.7%
Secondary	3	20	2										25	1.0%
Mechanical Failure - TOTAL	82	102	69										253	9.8%
Mechanical Failure - Metra/PSA	71	93	69										233	9.0%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22										68	2.6%
Primary	10	6	10										26	1.0%
Secondary	17	13	12										42	1.6%
Locomotive Failure - Metra/PSA	44	74	47										165	6.4%
Primary	16	25	14										55	2.1%
Secondary	28	49	33										110	4.3%
Mechanical Failure - Foreign	11	9	0										20	0.8%
Passenger Train Interference - TOTAL	13	19	6										38	1.5%
Passenger Train Interference - Metra/PSA	6	14	5										25	1.0%
Passenger Train Interference - Foreign	7	5	1										13	0.5%
Accident - TOTAL	29	35	60										124	4.8%
Accident - Metra/PSA	28	34	60										122	4.7%
Accident - Foreign	1	1	0										2	0.1%
Track Work - TOTAL	38	50	19										107	4.1%
Track Work - Metra/PSA	38	32	19										89	3.4%
Track Work - Foreign	0	18	0										18	0.7%
Human Error - TOTAL	32	67	103										202	7.8%
Human Error - Metra/PSA	24	45	90										159	6.2%
Human Error - Foreign	8	22	13										43	1.7%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20										66	2.6%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20										66	2.6%
Sick, Injured, Unruly Passenger - Foreign	0	0	0										0	0.0%
Weather - TOTAL	335	395	17										747	28.9%
Weather - Metra/PSA	333	381	17										731	28.3%
Weather - Foreign	2	14	0										16	0.6%
Passenger Loading - TOTAL	20	21	42										83	3.2%
Lift Deployment - TOTAL	22	23	20										65	2.5%
Obstruction/Debris - TOTAL	31	71	8										110	4.3%
Catenary Failure - TOTAL	4	34	10										48	1.9%
Other - TOTAL	23	59	10										92	3.6%
TOTAL TRAINS DELAYED	865	1,185	532										2,582	100.0%
Total Metra/PSA Delays	694	915	398										2,007	77.7%
Total Foreign Carrier Delays	171	270	134										575	22.3%

Data for current month is final (04/15/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 04/15/2015

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	615	12.1%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	255	5.0%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	171	3.4%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	84	1.6%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	360	7.1%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	252	4.9%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	108	2.1%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	483	9.5%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	392	7.7%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	206	4.0%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	186	3.7%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	91	1.8%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	56	1.1%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	35	0.7%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	491	9.6%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	485	9.5%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	178	3.5%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	57	1.1%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	121	2.4%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	307	6.0%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	86	1.7%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	221	4.3%
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	118	2.3%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	89	1.7%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	29	0.6%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	272	5.3%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	192	3.8%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	80	1.6%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	112	2.2%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	112	2.2%
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	233	4.6%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	139	2.7%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	94	1.8%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	96	1.9%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	96	1.9%
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	2,041	40.1%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,033	39.9%
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	194	3.8%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	82	1.6%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	205	4.0%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	41	0.8%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	108	2.1%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	5,091	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	4,168	81.9%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	923	18.1%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 04/15/2015

'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 - Mar	
Freight Interference - TOTAL	-85	-91	-46										-222	3.1%
Freight Interference - Peak	-68	-44	-18										-130	-0.2%
Primary	-64	-20	-6										-90	-0.2%
Secondary	-4	-24	-12										-40	0.1%
Freight Interference - Off-Peak	-17	-47	-28										-92	3.3%
Primary	-9	-24	-11										-44	3.1%
Secondary	-8	-23	-17										-48	0.2%
Signal/Switch Failure - TOTAL	-97	-55	-77										-229	0.4%
Signal/Switch Failure - Metra/PSA	-77	-61	-70										-208	-0.6%
Primary	-41	-29	-19										-89	0.5%
Secondary	-36	-32	-51										-119	-1.1%
Signal/Switch Failure - Foreign	-20	6	-7										-21	0.9%
Primary	-7	3	-7										-11	0.6%
Secondary	-13	3	0										-10	0.3%
Mechanical Failure - TOTAL	-107	-72	-59										-238	0.2%
Mechanical Failure - Metra/PSA	-117	-76	-59										-252	-0.5%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16										-110	-0.9%
Primary	-19	-13	1										-31	-0.1%
Secondary	-46	-16	-17										-79	-0.8%
Locomotive Failure - Metra/PSA	-52	-47	-43										-142	0.4%
Primary	-9	-8	-14										-31	0.4%
Secondary	-43	-39	-29										-111	-0.1%
Mechanical Failure - Foreign	10	4	0										14	0.7%
Passenger Train Interference - TOTAL	-25	-39	-16										-80	-0.8%
Passenger Train Interference - Metra/PSA	-23	-31	-10										-64	-0.8%
Passenger Train Interference - Foreign	-2	-8	-6										-16	-0.1%
Accident - TOTAL	-87	-82	21										-148	-0.5%
Accident - Metra/PSA	-60	-41	31										-70	1.0%
Accident - Foreign	-27	-41	-10										-78	-1.5%
Track Work - TOTAL	-4	17	-18										-5	1.9%
Track Work - Metra/PSA	-4	-1	-18										-23	1.2%
Track Work - Foreign	0	18	0										18	0.7%
Human Error - TOTAL	-64	-17	50										-31	3.2%
Human Error - Metra/PSA	-40	-8	68										20	3.4%
Human Error - Foreign	-24	-9	-18										-51	-0.2%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11										-30	0.7%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11										-30	0.7%
Sick, Injured, Unruly Passenger - Foreign	0	0	0										0	0.0%
Weather - TOTAL	-1,096	-92	-106										-1,294	-11.2%
Weather - Metra/PSA	-1,094	-102	-106										-1,302	-11.6%
Weather - Foreign	-2	10	0										8	0.5%
Passenger Loading - TOTAL	-10	-54	-47										-111	-0.6%
Lift Deployment - TOTAL	-6	-18	7										-17	0.9%
Obstruction/Debris - TOTAL	-54	-17	-24										-95	0.2%
Catenary Failure - TOTAL	4	2	1										7	1.1%
Other - TOTAL	-8	14	-22										-16	1.4%
TOTAL TRAINS DELAYED	-1,645	-517	-347										-2,509	
Total Metra/PSA Delays	-1,495	-406	-260										-2,161	
Total Foreign Carrier Delays	-150	-111	-87										-348	

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TABLE 11: FREIGHT DELAYS
between April 2013 and March 2015

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Mar-14	27	0	0	0	9	26	23	28	2	11	4	5	24	159
Total	367	0	1	0	48	195	212	183	83	141	23	103	227	1,583
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
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Total	353	0	0	0	31	178	249	179	56	227	23	65	252	1,613

Data for current month is final (04/15/15) 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	8										21	4.38%
Electric ML	0	0	0										0	0.00%
Electric BI	0	0	0										0	0.00%
Electric SC	0	0	0										0	0.00%
HER	0	0	0										0	0.00%
Milw N	4	9	0										13	3.36%
Milw W	4	1	1										6	2.29%
NCS	0	0	0										0	0.00%
RI	0	1	1										2	1.53%
SWS	0	0	0										0	0.00%
UP N	0	0	0										0	0.00%
UP NW	5	0	1										6	2.70%
UP W	3	5	9										17	6.46%
Total Lift Delays	22	23	20										65	2.52%
ALL DELAYS													2,582	

Data for current month is final (04/15/15) 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
March 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	20	10	2	4	1	6	4	5	2	7	5	3	8	77
11-15	10	2	2	1	3	2	0	2	0	2	5	5	4	38
16-20	3	0	0	0	0	1	0	0	3	0	2	2	2	13
21+	9	13	3	1	1	16	10	4	0	0	1	1	6	65
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>22</u>
Sub-Total	46	25	7	6	5	32	20	14	5	9	14	11	21	215
Off-Peak **														
6-10	13	12	1	4	0	18	24	8	7	11	6	11	17	132
11-15	3	3	1	1	0	8	10	4	3	5	4	8	15	65
16-20	3	3	0	0	0	8	4	1	2	0	0	5	3	29
21+	7	3	1	2	0	25	16	6	1	5	3	1	1	71
Annulled	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>20</u>
Sub-Total	27	21	4	7	0	67	57	22	13	21	15	27	36	317
March 2015 Total														
6-10	33	22	3	8	1	24	28	13	9	18	11	14	25	209
11-15	13	5	3	2	3	10	10	6	3	7	9	13	19	103
16-20	6	3	0	0	0	9	4	1	5	0	2	7	5	42
21+	16	16	4	3	1	41	26	10	1	5	4	2	7	136
Annulled	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>15</u>	<u>9</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>42</u>
TOTAL	73	46	11	13	5	99	77	36	18	30	29	38	57	532
2015 Year-to-Date														
6-10	238	92	34	34	7	146	96	67	69	65	47	63	108	1,066
11-15	100	58	21	11	7	74	55	24	27	29	25	61	74	566
16-20	48	32	7	9	5	51	25	16	13	10	8	36	33	293
21+	80	78	12	19	6	91	71	27	16	25	32	58	47	562
Annulled	<u>13</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>25</u>	<u>15</u>	<u>7</u>	<u>6</u>	<u>0</u>	<u>10</u>	<u>4</u>	<u>1</u>	<u>95</u>
TOTAL	479	264	76	79	27	387	262	141	131	129	122	222	263	2,582
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	
March 2015 Total														
6-10	45.2%	47.8%	27.3%	61.5%	20.0%	24.2%	36.4%	36.1%	50.0%	60.0%	37.9%	36.8%	43.9%	39.3%
11-15	17.8%	10.9%	27.3%	15.4%	60.0%	10.1%	13.0%	16.7%	16.7%	23.3%	31.0%	34.2%	33.3%	19.4%
16-20	8.2%	6.5%	0.0%	0.0%	0.0%	9.1%	5.2%	2.8%	27.8%	0.0%	6.9%	18.4%	8.8%	7.9%
21+	21.9%	34.8%	36.4%	23.1%	20.0%	41.4%	33.8%	27.8%	5.6%	16.7%	13.8%	5.3%	12.3%	25.6%
Annulled	<u>6.8%</u>	<u>0.0%</u>	<u>9.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>15.2%</u>	<u>11.7%</u>	<u>16.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>10.3%</u>	<u>5.3%</u>	<u>1.8%</u>	<u>7.9%</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	49.7%	34.8%	44.7%	43.0%	25.9%	37.7%	36.6%	47.5%	52.7%	50.4%	38.5%	28.4%	41.1%	41.3%
11-15	20.9%	22.0%	27.6%	13.9%	25.9%	19.1%	21.0%	17.0%	20.6%	22.5%	20.5%	27.5%	28.1%	21.9%
16-20	10.0%	12.1%	9.2%	11.4%	18.5%	13.2%	9.5%	11.3%	9.9%	7.8%	6.6%	16.2%	12.5%	11.3%
21+	16.7%	29.5%	15.8%	24.1%	22.2%	23.5%	27.1%	19.1%	12.2%	19.4%	26.2%	26.1%	17.9%	21.8%
Annulled	<u>2.7%</u>	<u>1.5%</u>	<u>2.6%</u>	<u>7.6%</u>	<u>7.4%</u>	<u>6.5%</u>	<u>5.7%</u>	<u>5.0%</u>	<u>4.6%</u>	<u>0.0%</u>	<u>8.2%</u>	<u>1.8%</u>	<u>0.4%</u>	<u>3.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (04/15/15) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
March 2015														
Peak *	14.1	29.8	19.4	12.3	23.4	52.9	37.5	24.1	13.2	8.9	13.1	13.6	17.1	23.7
Off-Peak **	18.2	13.9	14.7	12.7	--	37.5	21.1	20.2	13.6	17.5	16.2	12.4	11.8	20.6
All	15.7	22.5	18.0	12.5	23.4	42.1	24.5	21.6	13.5	14.9	14.6	12.8	13.7	21.8
2015 Year-to-Date														
Peak *	13.9	22.1	14.1	21.1	19.6	21.4	21.7	15.9	13.4	12.2	17.9	19.2	14.2	17.4
Off-Peak **	18.3	16.9	13.9	17.3	--	21.7	19.9	16.8	14.2	16.7	20.4	24.2	16.8	18.9
All	15.4	20.2	14.0	19.1	19.6	21.6	20.5	16.4	13.9	15.1	19.3	21.7	15.7	18.1

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 (04/15/15) version from TOPS.