

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

**May 2015**



# COMMUTER RAIL ON-TIME PERFORMANCE

## May 2015

This report presents an analysis of the May 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 May 2015, Metra operated 16,521 scheduled trains, including scheduled "extras", if any. 462 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.2%. 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 May 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 May 2015. Of the 462 delays systemwide in May 2015, all but 236 (51%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Mays, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in May 2015, 145 fewer delays than the average over the previous three Mays were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 3,529 delays in 2015, all but 1,303 (37%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during May 2015. Table 8.b shows the average frequencies over the previous five Mays, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 462 delays systemwide in May 2015, 318 less than the average over the previous five Mays. Table 9.a shows delays from the beginning of the year through May 2015. Table 9.b shows the average frequencies from the beginning of the year through May of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2015 and 2014 respectively, and Table 10.c shows the difference between the two. From January through May of 2015, a total of 3,529 trains were delayed, compared to 6,577 trains delayed in the same five 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 May 2015 freight operations delayed 59 trains systemwide, compared to 177 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 9 trains were delayed by lift deployment in May 2015.

A review of May 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 52.6% of all late trains. Table 14 shows that the average length of delay was 15.2 minutes in May 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  
May 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			
<b>BNSF</b>	1,080	30	97.2%	803	34	95.8%	1,883	64	96.6%	140	3	97.9%	108	6	94.4%	2,131	73	96.6%
<b>Elec -ML</b>	897	9	99.0%	683	25	96.3%	1,580	34	97.8%	230	6	97.4%	120	2	98.3%	1,930	42	97.8%
<b>-BI</b>	280	5	98.2%	460	5	98.9%	740	10	98.6%	150	1	99.3%	--	--	--	890	11	98.8%
<b>-SC</b>	<u>340</u>	<u>2</u>	99.4%	<u>740</u>	<u>12</u>	98.4%	<u>1,080</u>	<u>14</u>	98.7%	<u>240</u>	<u>4</u>	98.3%	<u>120</u>	<u>0</u>	100.0%	<u>1,440</u>	<u>18</u>	98.8%
<b>Subtotal</b>	1,517	16	98.9%	1,883	42	97.8%	3,400	58	98.3%	620	11	98.2%	240	2	99.2%	4,260	71	98.3%
<b>Heritage</b>	120	17	85.8%	--	--	--	120	17	85.8%	--	--	--	--	--	--	120	17	85.8%
<b>Milw -N</b>	499	19	96.2%	701	28	96.0%	1,200	47	96.1%	120	13	89.2%	120	6	95.0%	1,440	66	95.4%
<b>-W</b>	<u>539</u>	<u>14</u>	97.4%	<u>621</u>	<u>13</u>	97.9%	<u>1,160</u>	<u>27</u>	97.7%	<u>120</u>	<u>7</u>	94.2%	<u>108</u>	<u>5</u>	95.4%	<u>1,388</u>	<u>39</u>	97.2%
<b>Subtotal</b>	1,038	33	96.8%	1,322	41	96.9%	2,360	74	96.9%	240	20	91.7%	228	11	95.2%	2,828	105	96.3%
<b>NCS</b>	220	12	94.5%	220	7	96.8%	440	19	95.7%	--	--	--	--	--	--	440	19	95.7%
<b>RI</b>	720	8	98.9%	660	24	96.4%	1,380	32	97.7%	100	2	98.0%	98	1	99.0%	1,578	35	97.8%
<b>SWS</b>	220	5	97.7%	380	15	96.1%	600	20	96.7%	30	3	90.0%	--	--	--	630	23	96.3%
<b>UP -N</b>	598	14	97.7%	802	12	98.5%	1,400	26	98.1%	130	11	91.5%	108	0	100.0%	1,638	37	97.7%
<b>-NW</b>	656	15	97.7%	642	9	98.6%	1,298	24	98.2%	120	16	86.7%	90	7	92.2%	1,508	47	96.9%
<b>-W</b>	<u>539</u>	<u>15</u>	97.2%	<u>641</u>	<u>14</u>	97.8%	<u>1,180</u>	<u>29</u>	97.5%	<u>100</u>	<u>1</u>	99.0%	<u>108</u>	<u>5</u>	95.4%	<u>1,388</u>	<u>35</u>	97.5%
<b>Subtotal</b>	1,793	44	97.5%	2,085	35	98.3%	3,878	79	98.0%	350	28	92.0%	306	12	96.1%	4,534	119	97.4%
<b>SYSTEM</b>	6,708	165	97.5%	7,353	198	97.3%	14,061	363	97.4%	1,480	67	95.5%	980	32	96.7%	16,521	462	97.2%

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

Delays data for most recent month is final (06/19/15) 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-MAY	AVG
<b>BNSF</b>	<b>2010</b>	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	96.5%	95.2%
	<b>2011</b>	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	94.8%	92.9%
	<b>2012</b>	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	96.5%	96.0%
	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.6%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6								94.4%	94.4%
<b>2010-2014 average</b>		92.5	92.6	95.8	95.3	92.8	88.9	92.5	93.9	95.3	94.1	94.9	95.3	93.8%	93.7%
<b>Electric</b>	<b>2010</b>	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%
	<b>2011</b>	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.5%	96.8%
	<b>2012</b>	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.3%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.8%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3								97.4%	97.4%
<b>2010-2014 average</b>		96.3	97.2	98.1	98.2	98.1	96.6	95.7	97.4	97.7	97.0	97.5	98.0	97.6%	97.3%
<b>Heritage</b>	<b>2010</b>	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	90.3%	88.5%
	<b>2011</b>	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	91.9%	86.2%
	<b>2012</b>	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	97.0%	95.6%
	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.6%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	85.8%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8								90.6%	90.6%
<b>2010-2014 average</b>		91.2	89.2	92.1	95.4	93.7	90.3	89.2	94.0	91.0	91.9	92.1	89.3	92.4%	91.6%
<b>Milw - N</b>	<b>2010</b>	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	93.9%	94.3%
	<b>2011</b>	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	91.9%	89.6%
	<b>2012</b>	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	94.8%	93.8%
	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.6%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	87.5%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4								92.8%	92.8%
<b>2010-2014 average</b>		90.5	90.5	93.5	95.8	92.3	90.0	89.2	92.6	95.0	93.2	94.6	93.4	92.6%	92.6%
<b>Milw - W</b>	<b>2010</b>	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.6%	96.0%
	<b>2011</b>	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	94.3%	93.0%
	<b>2012</b>	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.9%	94.7%
	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	95.3%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2								95.3%	95.3%
<b>2010-2014 average</b>		93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	94.8%	94.3%
<b>NCS</b>	<b>2010</b>	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	94.1%	93.2%
	<b>2011</b>	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	92.3%	91.1%
	<b>2012</b>	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.8%	92.4%
	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.3%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.2%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7								92.0%	92.0%
<b>2010-2014 average</b>		91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.6%	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-MAY	AVG
<b>RI</b>	<b>2010</b>	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.9%	96.3%
	<b>2011</b>	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	95.5%	94.0%
	<b>2012</b>	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%
	<b>2013</b>	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	96.4%	95.3%
	<b>2014</b>	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	90.1%	93.8%
	<b>2015</b>	97.4	95.3	98.9	98.7	97.8								97.7%	97.7%
<b>2010-2014 average</b>		93.2	93.0	96.3	95.7	96.0	92.2	92.4	95.4	96.4	96.6	95.9	96.2	94.9%	95.0%
<b>SWS</b>	<b>2010</b>	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	95.4%	94.2%
	<b>2011</b>	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	94.2%	92.1%
	<b>2012</b>	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	95.3%	94.8%
	<b>2013</b>	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%
	<b>2014</b>	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	91.3%	92.6%
	<b>2015</b>	94.7	89.7	95.6	96.1	96.3								94.5%	94.5%
<b>2010-2014 average</b>		92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	94.5%	93.9%
<b>UP - N</b>	<b>2010</b>	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	95.8%	95.0%
	<b>2011</b>	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	94.0%	92.6%
	<b>2012</b>	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.8%	96.4%
	<b>2013</b>	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	97.3%	96.6%
	<b>2014</b>	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	95.2%	96.7%
	<b>2015</b>	98.6	95.6	98.3	97.1	97.7								97.5%	97.5%
<b>2010-2014 average</b>		94.9	94.4	96.9	97.0	95.8	93.6	93.9	94.2	95.4	96.1	96.0	97.0	95.8%	95.4%
<b>UP - NW</b>	<b>2010</b>	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	97.0%	96.6%
	<b>2011</b>	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	95.4%	94.9%
	<b>2012</b>	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	97.1%	96.3%
	<b>2013</b>	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	95.6%	94.6%
	<b>2014</b>	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.7%	95.2%
	<b>2015</b>	96.0	91.6	97.6	96.3	96.9								95.8%	95.8%
<b>2010-2014 average</b>		94.4	94.8	96.8	97.5	95.1	94.1	94.2	95.2	97.0	95.5	95.5	95.8	95.8%	95.5%
<b>UP - W</b>	<b>2010</b>	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	96.4%	94.5%
	<b>2011</b>	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	92.6%	90.9%
	<b>2012</b>	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	95.3%	95.3%
	<b>2013</b>	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	95.5%	94.5%
	<b>2014</b>	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	92.9%	94.4%
	<b>2015</b>	93.9	91.1	96.1	96.3	97.5								95.0%	95.0%
<b>2010-2014 average</b>		93.1	93.7	95.6	95.4	94.7	91.3	92.3	93.0	95.3	95.2	94.5	93.1	94.5%	93.9%
<b>SYSTEM excluding South Shore</b>	<b>2010</b>	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	96.5%	95.9%
	<b>2011</b>	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	94.9%	93.6%
	<b>2012</b>	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	96.3%	95.8%
	<b>2013</b>	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.3%	95.4%
	<b>2014</b>	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	92.2%	94.3%
	<b>2015</b>	94.9	92.5	97.0	97.2	97.2								95.8%	95.8%
<b>2010-2014 average</b>		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.7		95.2%	95.0%

Delays data for most recent month is final (06/19/15) 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  
May 2015**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1276	Fri, May 08	12	F	DOOR WOULD NOT CLOSE ON CAR 7409	
		<b>80% OT</b>	Wed, May 20	12	E1	LATE FLIP DUE TO EARLIER LOCOMOTIVE PROBLEMS
		Thu, May 28	14	K1	LATE FLIP DUE TO EARLIER BRIDGE STRIKE	
		Fri, May 29	19	D1	CBTMCXC IN EMERGENCY AT DGM	
HC	917	Thu, May 07	18	D	23" BNSF DISP HAD TRACK CIRCUIT DOWN IN PLANT, ENGINEER ON#917 SAID THERE WERE 2 FREIGHTS GOING THRU PLANT, CORWITH.	
		<b>70% OT</b>	Mon, May 18	8	CC	10" UP TRACK WORK, JOLIET.
		Tue, May 19	7	D	4M DELAY AT STATEVILLE CROO TRAFFIC, 6M JOLIET TRACK WORK	
		Wed, May 20	9	C	6M LEMOYNE WAITING FOR NS 17V 6200FT TO CLEAR~8M TRACK WORK AHEAD	
		Fri, May 22	22	D	5M BRIGHTON ACCT X-TRAFFIC 20W, NS9754, 6000FT~6M JOLIET WAITING FOR SIGNAL	
		Tue, May 26	7	RF	3M BRIGHTON STOP SIGNAL~4M LEMOYNE BRC WAITING FOR INSTRUCTIONS FROM CN DISPATCHER	
HC	919	Tue, May 05	8	RF	12" STOP SIGNAL, X/O 36.	
		<b>60% OT</b>	Thu, May 07	11	GF	11" RESTRICTING SPEED, LOCKPORT TO XO36.
		Fri, May 08	9	K	12" BRIDGE WOULD NOT SEAT, LUMBER ST.	
		Mon, May 11	6	AM	7" FOLLOWING AMTRAK 305 MEETING TRAIN COMING OUT OF YD, CORWITH.	
		Tue, May 12	15	RF	15" WAIT ON UP DISPATCHER TO GIVE SIGNAL.	
		Mon, May 18	8	C	3" 10MPH, MP7.9; 8" RED SIGNAL X/O 36 COULD NOT GET AUTHORITY FROM FOREMAN IN CHARGE, JOLIET.	
		Tue, May 19	11	K	9" RED SIGNAL BRIDGE NOT DOWN, LUMBER; 3" 10MPH SPEED RESTRICTION; 4" RESTRICTING, STATEVILLE-JOLIET.	
		Wed, May 27	17	AM	11M LUMBER BRIDGE LIFT, 5M CERMACK STOP SIGNAL, 4M LEMOYNE CROSS TRAFFIC, 3M STATEVILLE RESTRICTING SIGNAL	
MN	2107	Mon, May 04	9	CC	3" FOLLOWING TRAINS AHEAD, CUS TO A-2; 4" STOP SIGNAL, MAYFAIR; 2" SPEED RESTRICTIONS.	
		<b>75% OT</b>	Wed, May 06	10	C1	2" FOLLOWING TRAINS, CUS-A-2; 5" STOP SIGNAL, MAYFAIR; 4" MEET #2126 NO INTERTRACK FENCE, LAKE COOK RD; 2" SEVERAL SPEED RESTRICTIONS.
		Fri, May 08	11	A	6" X-TRAFFIC, MAYFAIR; 2" FOLLOWING TRAINS, CUS-A2; 4" PSGR ON WRONG TRAIN(ELGIN), LIBERTYVILLE.	
		Mon, May 11	12	R	7" ENGINEER USING RESTROOM, CUS; 4" UNSPECIFIED YELLOW-RED FLAGTEST, MP36.0; 2" SEVERAL SPEED RESTRICTIONS.	
		Fri, May 29	10	D	3" CUS - A3; 1" PASSENGER LOADING, LAKE COOK ROAD; 3" SEVERAL SPEED RESTRICTIONS; 4" S/B FREIGHT, CN	
MN	2141	Fri, May 01	8	GA1	8" LATE ARRIVAL OF #2140 ACCT SWITCH PROBLEM, CANAL ST.	
		<b>80% OT</b>	Tue, May 05	10	D1	3" RESTRICTING/STOP 1.0 WAITING FOR NCS AHEAD, WESTERN; 3" ADA,CUS TO GOLF; 2" STOP, MAYFAIR; 2" STOP FREIGHT ON #2, RONDOUT.
		Fri, May 08	8	G	5" APPROACH AND RESTRICTING SIGNAL, FOX LAKE; 3" SLOW LOADING/ UNLOADING AND STORMY WEATHER, ENROUTE.	
		Fri, May 15	9	AM1	8" FOLLOWING TRAINS AHEAD TO A-5, CUS.	
NCS	109	Fri, May 01	38	GA	33" SWITCH FAILURE, CUS; 2" ITEM 2, GRAND/CICERO; 5" FOLLOWING TRAINS AHEAD A-5 - B-12.	
		<b>80% OT</b>	Mon, May 04	10	RF	11" WAITING ON #2129, METRA CROSSING.
		Wed, May 06	11	D	12" FOLLOWING N/B CN FREIGHT.	
		Fri, May 08	6	D	4" SLOW ORDERS, CUS-RIVER GROVE; 7" STOP SIGNAL, DEVAL.	
RI	530	Thu, May 07	6	RD	2" SLOW ENTRAINING, 80TH AVE; 3" 9 CAR TRAIN, BEV SUB; 3" WAIT FOR SIGNAL(OPERATOR ERROR), BRIDGE B.	
		<b>75% OT</b>	Wed, May 13	14	J	17" WAIT FOR PD TO REMOVE DISRUPTIVE PASSENGER, 99TH ST.
		Fri, May 22	8	D	DELAYED FOLLOWING IAIS 510 AT ROBBINS	
		Thu, May 28	6	I	DELAYED 2M @ OAK PARK AVE & 2M @ 95TH ACCT SLOW LOADING, 3M ACCT DRAGGING 9 CAR TRAIN DOWN BEVERLY SUB.	
		Fri, May 29	10	U	3M @ 16TH FOR RED SIGNAL 7M FOR ENGINEER RUNNING TIME	

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

**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**

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

Effective January 1, 2014

Revised January 15, 2015

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	33	17	3	9	10	43	23	5	20	6	27	22	18	236	51%
Semi-controllable	16	0	0	0	5	7	5	13	2	13	0	3	6	70	15%
Uncontrollable	24	25	8	9	2	16	11	1	13	4	10	22	11	156	34%
<b>TOTAL TRAINS DELAYED</b>	<b>73</b>	<b>42</b>	<b>11</b>	<b>18</b>	<b>17</b>	<b>66</b>	<b>39</b>	<b>19</b>	<b>35</b>	<b>23</b>	<b>37</b>	<b>47</b>	<b>35</b>	<b>462</b>	<b>100%</b>

**May - 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	119.3	24.7	6.7	10.0	1.7	46.0	22.3	15.7	32.0	10.0	31.0	39.7	22.0	381.0	50%
Semi-controllable	29.0	0.0	0.0	0.0	4.7	16.7	16.3	15.3	3.3	19.7	2.3	5.3	17.7	130.3	17%
Uncontrollable	33.7	27.3	5.0	9.7	0.3	18.0	13.7	4.0	37.0	6.3	29.0	35.3	30.0	249.3	33%
<b>TOTAL TRAINS DELAYED</b>	<b>182.0</b>	<b>52.0</b>	<b>11.7</b>	<b>19.7</b>	<b>6.7</b>	<b>80.7</b>	<b>52.3</b>	<b>35.0</b>	<b>72.3</b>	<b>36.0</b>	<b>62.3</b>	<b>80.3</b>	<b>69.7</b>	<b>760.7</b>	<b>100%</b>

**May 2015 Divergence From May 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	-86.3	-7.7	-3.7	-1.0	8.3	-3.0	0.7	-10.7	-12.0	-4.0	-4.0	-17.7	-4.0	-145.0	49%
Semi-controllable	-13.0	0.0	0.0	0.0	0.3	-9.7	-11.3	-2.3	-1.3	-6.7	-2.3	-2.3	-11.7	-60.3	20%
Uncontrollable	-9.7	-2.3	3.0	-0.7	1.7	-2.0	-2.7	-3.0	-24.0	-2.3	-19.0	-13.3	-19.0	-93.3	31%
<b>TOTAL TRAINS DELAYED</b>	<b>-109.0</b>	<b>-10.0</b>	<b>-0.7</b>	<b>-1.7</b>	<b>10.3</b>	<b>-14.7</b>	<b>-13.3</b>	<b>-16.0</b>	<b>-37.3</b>	<b>-13.0</b>	<b>-25.3</b>	<b>-33.3</b>	<b>-34.7</b>	<b>-298.7</b>	<b>100%</b>

**January-May 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	250	105	25	44	20	260	127	72	98	47	79	82	94	1,303	37%
Semi-controllable	81	0	0	0	32	92	58	87	13	97	14	37	122	633	18%
Uncontrollable	277	252	73	63	7	175	149	26	77	35	115	208	136	1,593	45%
<b>TOTAL TRAINS DELAYED</b>	<b>608</b>	<b>357</b>	<b>98</b>	<b>107</b>	<b>59</b>	<b>527</b>	<b>334</b>	<b>185</b>	<b>188</b>	<b>179</b>	<b>208</b>	<b>327</b>	<b>352</b>	<b>3,529</b>	<b>100%</b>

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

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06/19/2015

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**May 2015**

WEEKDAY	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	26	27	28	29	TOTAL
	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Tu	We	Th	Fr	
<b>BNSF</b>	6	0	3	3	1	5	4	1	0	0	0	2	4	5	4	3	1	0	11	11	64
<b>Elec -ML</b>	6	0	0	1	2	0	4	1	1	0	0	4	5	2	2	0	0	1	2	3	34
<b>-BI</b>	1	0	1	0	0	0	1	0	1	0	0	0	0	4	0	1	1	0	0	0	10
<b>-SC</b>	0	0	1	1	0	1	0	1	0	0	0	1	1	3	0	0	0	0	3	2	14
<b>Heritage</b>	0	0	1	0	2	1	1	1	0	0	0	3	2	2	0	1	1	1	0	1	17
<b>Milw -N</b>	8	2	2	4	0	11	1	2	0	0	6	5	0	1	0	0	0	0	1	4	47
<b>-W</b>	3	0	2	4	0	2	3	3	0	0	0	2	1	1	0	3	0	0	2	1	27
<b>NCS</b>	5	1	0	3	2	3	0	0	0	0	0	2	0	1	0	0	0	1	0	1	19
<b>RI</b>	2	2	1	0	1	0	0	0	1	0	0	3	4	4	0	4	2	0	7	1	32
<b>SWS</b>	1	2	1	3	0	1	2	1	1	0	0	0	4	1	0	1	1	0	1	0	20
<b>UP -N</b>	0	3	1	0	4	0	4	0	1	3	2	0	3	1	0	0	1	3	0	0	26
<b>-NW</b>	0	1	0	12	3	1	0	0	0	0	0	1	0	2	0	2	1	1	0	0	24
<b>-W</b>	0	3	0	0	1	2	2	0	0	0	3	1	1	0	3	4	0	0	0	2	29
<b>SYSTEM</b>	32	14	13	31	16	34	22	10	5	3	11	24	25	27	9	19	8	7	27	26	363

  

<b>SATURDAY</b>	2	9	16	23	30	TOTAL	<b>SUNDAY/HOLIDAY</b>	3	10	17	24	25	31	TOTAL
<b>BNSF</b>	0	1	2	0	0	3	<b>BNSF</b>	6	0	0	0	0	0	6
<b>Elec -ML</b>	2	1	2	1	0	6	<b>Elec -ML</b>	0	0	0	0	2	0	2
<b>-BI</b>	0	0	1	0	0	1	<b>-BI</b>	-	-	-	-	-	-	0
<b>-SC</b>	1	0	2	0	1	4	<b>-SC</b>	0	0	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	-	0
<b>Milw -N</b>	1	3	3	4	2	13	<b>Milw -N</b>	3	1	0	0	0	2	6
<b>-W</b>	2	1	4	0	0	7	<b>-W</b>	1	1	0	2	0	1	5
<b>NCS</b>	-	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	-	0
<b>RI</b>	1	0	0	1	0	2	<b>RI</b>	1	0	0	0	0	0	1
<b>SWS</b>	1	2	0	0	0	3	<b>SWS</b>	-	-	-	-	-	-	0
<b>UP -N</b>	1	1	3	6	0	11	<b>UP -N</b>	0	0	0	0	0	0	0
<b>-NW</b>	13	1	0	2	0	16	<b>-NW</b>	0	0	0	5	2	0	7
<b>-W</b>	0	0	0	1	0	1	<b>-W</b>	0	3	1	0	0	1	5
<b>SYSTEM</b>	22	10	17	15	3	67	<b>SYSTEM</b>	11	5	1	7	4	4	32

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Freight Interference - Peak	9	0	0	0	4	2	0	4	0	1	0	2	1	23
Primary	2	0	0	0	4	1	0	3	0	1	0	1	1	13
Secondary	7	0	0	0	0	1	0	1	0	0	0	1	0	10
Freight Interference - Off-Peak	11	0	0	0	0	3	2	4	2	8	0	1	5	36
Primary	7	0	0	0	0	3	2	2	2	7	0	1	4	28
Secondary	4	0	0	0	0	0	0	2	0	1	0	0	1	8
Signal/Switch Failure - TOTAL	4	10	1	2	1	10	16	7	2	5	0	0	11	69
Signal/Switch Failure - Metra/PSA	4	10	1	2	0	8	13	2	2	1	0	0	11	54
Primary	4	7	0	0	0	5	6	2	2	1	0	0	3	30
Secondary	0	3	1	2	0	3	7	0	0	0	0	0	8	24
Signal/Switch Failure - Foreign	0	0	0	0	1	2	3	5	0	4	0	0	0	15
Primary	0	0	0	0	1	1	1	1	0	3	0	0	0	7
Secondary	0	0	0	0	0	1	2	4	0	1	0	0	0	8
Mechanical Failure - TOTAL	11	0	0	0	0	8	3	0	6	0	6	15	2	51
Mechanical Failure - Metra/PSA	11	0	0	0	0	8	3	0	6	0	6	15	2	51
Non-Locomotive Equipment Failure - Metra/PSA	2	0	0	0	0	1	1	0	1	0	0	1	2	8
Primary	1	0	0	0	0	1	1	0	1	0	0	1	1	6
Secondary	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Locomotive Failure - Metra/PSA	9	0	0	0	0	7	2	0	5	0	6	14	0	43
Primary	3	0	0	0	0	3	1	0	2	0	3	3	0	15
Secondary	6	0	0	0	0	4	1	0	3	0	3	11	0	28
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	4	1	0	0	2	6	0	2	0	1	0	0	0	16
Passenger Train Interference - Metra/PSA	0	0	0	0	0	1	0	2	0	1	0	0	0	4
Passenger Train Interference - Foreign	4	1	0	0	2	5	0	0	0	0	0	0	0	12
Accident - TOTAL	2	0	0	0	0	5	2	0	0	0	0	11	0	20
Accident - Metra/PSA	2	0	0	0	0	5	0	0	0	0	0	11	0	18
Accident - Foreign	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Track Work - TOTAL	1	4	0	5	4	18	5	0	5	2	11	2	0	57
Track Work - Metra/PSA	1	4	0	5	4	18	5	0	5	2	11	2	0	57
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	6	1	2	0	4	3	2	1	6	2	9	3	1	40
Human Error - Metra/PSA	6	1	2	0	0	3	1	0	6	1	5	3	0	28
Human Error - Foreign	0	0	0	0	4	0	1	1	0	1	4	0	1	12
Sick, Injured, Unruly Passenger - TOTAL	3	7	2	0	0	1	3	0	4	0	1	2	1	24
Sick, Injured, Unruly Passenger - Metra/PSA	3	7	2	0	0	1	3	0	4	0	1	2	1	24
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	1	0	0	0	0	0	0	1	1	0	0	0	0	3
Weather - Metra/PSA	1	0	0	0	0	0	0	1	1	0	0	0	0	3
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	3	9	1	1	0	5	1	0	5	1	6	9	3	44
Lift Deployment - TOTAL	1	0	0	0	0	2	1	0	1	1	2	1	0	9
Obstruction/Debris - TOTAL	14	9	4	6	2	1	4	0	0	2	1	0	5	48
Catenary Failure - TOTAL	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Other - TOTAL	3	0	1	2	0	2	0	0	3	0	1	1	6	19
<b>TOTAL TRAINS DELAYED</b>	<b>73</b>	<b>42</b>	<b>11</b>	<b>18</b>	<b>17</b>	<b>66</b>	<b>39</b>	<b>19</b>	<b>35</b>	<b>23</b>	<b>37</b>	<b>47</b>	<b>35</b>	<b>462</b>
Total Metra/PSA Delays	49	41	11	18	6	54	31	5	33	9	33	44	28	362
Total Foreign Carrier Delays	24	1	0	0	11	12	8	14	2	14	4	3	7	100

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

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

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

**TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**May - 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	22.6	0.0	0.0	0.0	2.8	13.4	13.0	11.0	3.0	12.6	1.6	5.6	16.0	101.6
Freight Interference - Peak	12.8	0.0	0.0	0.0	2.8	3.4	2.6	5.8	0.0	3.8	0.4	2.4	3.2	37.2
Primary	8.6	0.0	0.0	0.0	2.6	2.6	2.2	4.8	0.0	3.6	0.2	1.0	1.0	26.6
Secondary	4.2	0.0	0.0	0.0	0.2	0.8	0.4	1.0	0.0	0.2	0.2	1.4	2.2	10.6
Freight Interference - Off-Peak	9.8	0.0	0.0	0.0	0.0	10.0	10.4	5.2	3.0	8.8	1.2	3.2	12.8	64.4
Primary	8.4	0.0	0.0	0.0	0.0	7.8	8.8	5.2	2.6	6.6	0.8	2.4	10.8	53.4
Secondary	1.4	0.0	0.0	0.0	0.0	2.2	1.6	0.0	0.4	2.2	0.4	0.8	2.0	11.0
Signal/Switch Failure - TOTAL	18.8	9.2	2.6	1.2	2.0	20.0	11.2	7.6	8.8	9.6	13.8	12.6	9.0	126.4
Signal/Switch Failure - Metra/PSA	14.4	9.2	2.6	1.2	0.8	19.6	10.0	5.8	8.8	1.8	13.4	12.2	8.6	108.4
Primary	11.2	8.4	2.4	0.8	0.8	11.8	6.4	4.6	7.4	1.4	5.0	3.4	4.0	67.6
Secondary	3.2	0.8	0.2	0.4	0.0	7.8	3.6	1.2	1.4	0.4	8.4	8.8	4.6	40.8
Signal/Switch Failure - Foreign	4.4	0.0	0.0	0.0	1.2	0.4	1.2	1.8	0.0	7.8	0.4	0.4	0.4	18.0
Primary	3.8	0.0	0.0	0.0	0.8	0.4	1.2	1.2	0.0	6.4	0.4	0.4	0.4	15.0
Secondary	0.6	0.0	0.0	0.0	0.4	0.0	0.0	0.6	0.0	1.4	0.0	0.0	0.0	3.0
Mechanical Failure - TOTAL	15.4	2.6	0.2	0.8	0.2	13.8	10.4	4.0	6.8	2.2	8.0	8.4	4.8	77.6
Mechanical Failure - Metra/PSA	15.4	1.4	0.2	0.8	0.2	13.8	10.4	4.0	6.8	2.2	8.0	8.4	4.8	76.4
Non-Locomotive Equipment Failure - Metra/PSA	0.8	1.4	0.2	0.8	0.0	1.2	3.0	0.0	0.8	0.0	1.2	1.0	2.2	12.6
Primary	0.6	1.2	0.2	0.8	0.0	0.6	1.0	0.0	0.4	0.0	0.4	0.8	1.4	7.4
Secondary	0.2	0.2	0.0	0.0	0.0	0.6	2.0	0.0	0.4	0.0	0.8	0.2	0.8	5.2
Locomotive Failure - Metra/PSA	14.6	0.0	0.0	0.0	0.2	12.6	7.4	4.0	6.0	2.2	6.8	7.4	2.6	63.8
Primary	4.4	0.0	0.0	0.0	0.2	3.0	1.6	1.2	2.8	1.2	2.4	1.4	1.0	19.2
Secondary	10.2	0.0	0.0	0.0	0.0	9.6	5.8	2.8	3.2	1.0	4.4	6.0	1.6	44.6
Mechanical Failure - Foreign	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Passenger Train Interference - TOTAL	2.8	0.4	0.0	1.0	0.4	6.2	1.6	0.6	1.8	0.2	1.2	0.6	1.2	18.0
Passenger Train Interference - Metra/PSA	0.0	0.2	0.0	0.6	0.0	4.8	1.4	0.6	0.8	0.2	1.2	0.4	1.2	11.4
Passenger Train Interference - Foreign	2.8	0.2	0.0	0.4	0.4	1.4	0.2	0.0	1.0	0.0	0.0	0.2	0.0	6.6
Accident - TOTAL	10.2	0.0	0.0	0.8	0.0	11.2	1.0	1.6	1.0	1.0	6.4	11.8	8.2	53.2
Accident - Metra/PSA	10.2	0.0	0.0	0.8	0.0	11.2	1.0	1.6	1.0	1.0	6.4	11.8	8.0	53.0
Accident - 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	0.2	0.2
Track Work - TOTAL	50.6	6.0	1.2	3.0	1.0	22.8	4.2	2.8	3.2	1.0	10.8	6.0	5.8	118.4
Track Work - Metra/PSA	50.6	6.0	1.2	3.0	1.0	22.6	4.0	2.2	3.2	1.0	10.8	6.0	5.8	117.4
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.0	0.0	0.0	0.0	1.0
Human Error - TOTAL	14.0	8.2	1.2	2.8	1.2	5.4	2.0	2.0	7.0	4.6	2.8	3.6	4.2	59.0
Human Error - Metra/PSA	10.0	8.2	1.2	2.8	0.0	3.2	1.2	0.4	6.8	2.2	1.6	2.4	3.4	43.4
Human Error - Foreign	4.0	0.0	0.0	0.0	1.2	2.2	0.8	1.6	0.2	2.4	1.2	1.2	0.8	15.6
Sick, Injured, Unruly Passenger - TOTAL	2.8	6.8	0.8	1.4	0.2	1.6	2.8	0.0	2.6	0.4	4.2	4.0	4.2	31.8
Sick, Injured, Unruly Passenger - Metra/PSA	2.8	6.8	0.8	1.4	0.2	1.6	2.8	0.0	2.6	0.4	4.2	4.0	4.2	31.8
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	3.8	1.8	0.0	1.0	0.0	3.4	1.0	0.6	3.2	1.0	5.4	3.4	1.2	25.8
Weather - Metra/PSA	3.8	1.8	0.0	1.0	0.0	3.4	1.0	0.6	3.2	0.8	5.4	3.4	1.2	25.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Passenger Loading - TOTAL	10.8	14.4	2.4	3.8	0.2	7.8	5.4	0.0	16.6	0.0	7.4	10.8	8.0	87.6
Lift Deployment - TOTAL	3.0	0.0	0.0	0.0	0.0	3.4	2.0	0.2	6.2	0.4	1.6	2.0	2.4	21.2
Obstruction/Debris - TOTAL	1.6	1.8	0.8	2.6	0.0	3.4	1.6	0.0	1.8	1.8	3.8	5.4	5.2	29.8
Catenary Failure - TOTAL	0.0	1.6	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
Other - TOTAL	4.2	2.6	0.8	0.4	0.0	1.4	1.2	0.0	3.8	1.4	3.4	2.4	5.6	27.2
<b>TOTAL TRAINS DELAYED</b>	<b>160.6</b>	<b>55.4</b>	<b>10.4</b>	<b>19.0</b>	<b>8.0</b>	<b>113.8</b>	<b>57.4</b>	<b>30.4</b>	<b>65.8</b>	<b>36.2</b>	<b>70.4</b>	<b>76.6</b>	<b>75.8</b>	<b>779.8</b>
Total Metra/PSA Delays	126.8	54.0	10.4	18.6	2.4	96.2	42.0	15.4	61.6	13.2	67.2	69.2	58.4	635.4
Total Foreign Carrier Delays	33.8	1.4	0.0	0.4	5.6	17.6	15.4	15.0	4.2	23.0	3.2	7.4	17.4	144.4

Data for latest month is final (06/16/14) 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**  
**May 2015 Divergence From May Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-2.6	0.0	0.0	0.0	1.2	-8.4	-11.0	-3.0	-1.0	-3.6	-1.6	-2.6	-10.0	-42.6
Freight Interference - Peak	-3.8	0.0	0.0	0.0	1.2	-1.4	-2.6	-1.8	0.0	-2.8	-0.4	-0.4	-2.2	-14.2
Primary	-6.6	0.0	0.0	0.0	1.4	-1.6	-2.2	-1.8	0.0	-2.6	-0.2	0.0	0.0	-13.6
Secondary	2.8	0.0	0.0	0.0	-0.2	0.2	-0.4	0.0	0.0	-0.2	-0.2	-0.4	-2.2	-0.6
Freight Interference - Off-Peak	1.2	0.0	0.0	0.0	0.0	-7.0	-8.4	-1.2	-1.0	-0.8	-1.2	-2.2	-7.8	-28.4
Primary	-1.4	0.0	0.0	0.0	0.0	-4.8	-6.8	-3.2	-0.6	0.4	-0.8	-1.4	-6.8	-25.4
Secondary	2.6	0.0	0.0	0.0	0.0	-2.2	-1.6	2.0	-0.4	-1.2	-0.4	-0.8	-1.0	-3.0
Signal/Switch Failure - TOTAL	-14.8	0.8	-1.6	0.8	-1.0	-10.0	4.8	-0.6	-6.8	-4.6	-13.8	-12.6	2.0	-57.4
Signal/Switch Failure - Metra/PSA	-10.4	0.8	-1.6	0.8	-0.8	-11.6	3.0	-3.8	-6.8	-0.8	-13.4	-12.2	2.4	-54.4
Primary	-7.2	-1.4	-2.4	-0.8	-0.8	-6.8	-0.4	-2.6	-5.4	-0.4	-5.0	-3.4	-1.0	-37.6
Secondary	-3.2	2.2	0.8	1.6	0.0	-4.8	3.4	-1.2	-1.4	-0.4	-8.4	-8.8	3.4	-16.8
Signal/Switch Failure - Foreign	-4.4	0.0	0.0	0.0	-0.2	1.6	1.8	3.2	0.0	-3.8	-0.4	-0.4	-0.4	-3.0
Primary	-3.8	0.0	0.0	0.0	0.2	0.6	-0.2	-0.2	0.0	-3.4	-0.4	-0.4	-0.4	-8.0
Secondary	-0.6	0.0	0.0	0.0	-0.4	1.0	2.0	3.4	0.0	-0.4	0.0	0.0	0.0	5.0
Mechanical Failure - TOTAL	-4.4	-2.6	-0.2	-0.8	-0.2	-5.8	-7.4	-4.0	-0.8	-2.2	-2.0	6.6	-2.8	-26.6
Mechanical Failure - Metra/PSA	-4.4	-1.4	-0.2	-0.8	-0.2	-5.8	-7.4	-4.0	-0.8	-2.2	-2.0	6.6	-2.8	-25.4
Non-Locomotive Equipment Failure - Metra/PSA	1.2	-1.4	-0.2	-0.8	0.0	-0.2	-2.0	0.0	0.2	0.0	-1.2	0.0	-0.2	-4.6
Primary	0.4	-1.2	-0.2	-0.8	0.0	0.4	0.0	0.0	0.6	0.0	-0.4	0.2	-0.4	-1.4
Secondary	0.8	-0.2	0.0	0.0	0.0	-0.6	-2.0	0.0	-0.4	0.0	-0.8	-0.2	0.2	-3.2
Locomotive Failure - Metra/PSA	-5.6	0.0	0.0	0.0	-0.2	-5.6	-5.4	-4.0	-1.0	-2.2	-0.8	6.6	-2.6	-20.8
Primary	-1.4	0.0	0.0	0.0	-0.2	0.0	-0.6	-1.2	-0.8	-1.2	0.6	1.6	-1.0	-4.2
Secondary	-4.2	0.0	0.0	0.0	0.0	-5.6	-4.8	-2.8	-0.2	-1.0	-1.4	5.0	-1.6	-16.6
Mechanical Failure - Foreign	0.0	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.2
Passenger Train Interference - TOTAL	1.2	0.6	0.0	-1.0	1.6	-0.2	-1.6	1.4	-1.8	0.8	-1.2	-0.6	-1.2	-2.0
Passenger Train Interference - Metra/PSA	0.0	-0.2	0.0	-0.6	0.0	-3.8	-1.4	1.4	-0.8	0.8	-1.2	-0.4	-1.2	-7.4
Passenger Train Interference - Foreign	1.2	0.8	0.0	-0.4	1.6	3.6	-0.2	0.0	-1.0	0.0	0.0	-0.2	0.0	5.4
Accident - TOTAL	-8.2	0.0	0.0	-0.8	0.0	-6.2	1.0	-1.6	-1.0	-1.0	-6.4	-0.8	-8.2	-33.2
Accident - Metra/PSA	-8.2	0.0	0.0	-0.8	0.0	-6.2	-1.0	-1.6	-1.0	-1.0	-6.4	-0.8	-8.0	-35.0
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	-0.2	1.8
Track Work - TOTAL	-49.6	-2.0	-1.2	2.0	3.0	-4.8	0.8	-2.8	1.8	1.0	0.2	-4.0	-5.8	-61.4
Track Work - Metra/PSA	-49.6	-2.0	-1.2	2.0	3.0	-4.6	1.0	-2.2	1.8	1.0	0.2	-4.0	-5.8	-60.4
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	0.0	0.0	0.0	0.0	-1.0
Human Error - TOTAL	-8.0	-7.2	0.8	-2.8	2.8	-2.4	0.0	-1.0	-1.0	-2.6	6.2	-0.6	-3.2	-19.0
Human Error - Metra/PSA	-4.0	-7.2	0.8	-2.8	0.0	-0.2	-0.2	-0.4	-0.8	-1.2	3.4	0.6	-3.4	-15.4
Human Error - Foreign	-4.0	0.0	0.0	0.0	2.8	-2.2	0.2	-0.6	-0.2	-1.4	2.8	-1.2	0.2	-3.6
Sick, Injured, Unruly Passenger - TOTAL	0.2	0.2	1.2	-1.4	-0.2	-0.6	0.2	0.0	1.4	-0.4	-3.2	-2.0	-3.2	-7.8
Sick, Injured, Unruly Passenger - Metra/PSA	0.2	0.2	1.2	-1.4	-0.2	-0.6	0.2	0.0	1.4	-0.4	-3.2	-2.0	-3.2	-7.8
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-2.8	-1.8	0.0	-1.0	0.0	-3.4	-1.0	0.4	-2.2	-1.0	-5.4	-3.4	-1.2	-22.8
Weather - Metra/PSA	-2.8	-1.8	0.0	-1.0	0.0	-3.4	-1.0	0.4	-2.2	-0.8	-5.4	-3.4	-1.2	-22.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.2
Passenger Loading - TOTAL	-7.8	-5.4	-1.4	-2.8	-0.2	-2.8	-4.4	0.0	-11.6	1.0	-1.4	-1.8	-5.0	-43.6
Lift Deployment - TOTAL	-2.0	0.0	0.0	0.0	0.0	-1.4	-1.0	-0.2	-5.2	0.6	0.4	-1.0	-2.4	-12.2
Obstruction/Debris - TOTAL	12.4	7.2	3.2	3.4	2.0	-2.4	2.4	0.0	-1.8	0.2	-2.8	-5.4	-0.2	18.2
Catenary Failure - TOTAL	0.0	-0.6	-0.4	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Other - TOTAL	-1.2	-2.6	0.2	1.6	0.0	0.6	-1.2	0.0	-0.8	-1.4	-2.4	-1.4	0.4	-8.2
<b>TOTAL TRAINS DELAYED</b>	<b>-87.6</b>	<b>-13.4</b>	<b>0.6</b>	<b>-1.0</b>	<b>9.0</b>	<b>-47.8</b>	<b>-18.4</b>	<b>-11.4</b>	<b>-30.8</b>	<b>-13.2</b>	<b>-33.4</b>	<b>-29.6</b>	<b>-40.8</b>	<b>-317.8</b>
Total Metra/PSA Delays	-77.8	-13.0	0.6	-0.6	3.6	-42.2	-11.0	-10.4	-28.6	-4.2	-34.2	-25.2	-30.4	-273.4
Total Foreign Carrier Delays	-9.8	-0.4	0.0	-0.4	5.4	-5.6	-7.4	-1.0	-2.2	-9.0	0.8	-4.4	-10.4	-44.4

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

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

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	64	0	0	0	20	79	49	70	14	72	14	35	122	539
Freight Interference - Peak	27	0	0	0	20	23	9	30	2	21	5	19	28	184
Primary	13	0	0	0	20	16	3	20	2	15	2	9	18	118
Secondary	14	0	0	0	0	7	6	10	0	6	3	10	10	66
Freight Interference - Off-Peak	37	0	0	0	0	56	40	40	12	51	9	16	94	355
Primary	27	0	0	0	0	38	32	32	12	41	5	13	78	278
Secondary	10	0	0	0	0	18	8	8	0	10	4	3	16	77
Signal/Switch Failure - TOTAL	62	25	8	12	13	68	52	41	16	33	11	9	42	392
Signal/Switch Failure - Metra/PSA	43	25	8	12	1	55	43	24	15	5	11	7	42	291
Primary	26	15	4	10	1	31	24	14	13	3	8	4	23	176
Secondary	17	10	4	2	0	24	19	10	2	2	3	3	19	115
Signal/Switch Failure - Foreign	19	0	0	0	12	13	9	17	1	28	0	2	0	101
Primary	14	0	0	0	11	7	5	7	1	18	0	1	0	64
Secondary	5	0	0	0	1	6	4	10	0	10	0	1	0	37
Mechanical Failure - TOTAL	58	30	6	3	1	96	38	8	43	11	24	37	15	370
Mechanical Failure - Metra/PSA	57	24	3	2	1	77	38	8	43	11	24	37	15	340
Non-Locomotive Equipment Failure - Metra/PSA	13	24	3	2	0	10	11	1	11	3	4	5	6	93
Primary	4	8	0	1	0	4	3	1	5	2	2	4	5	39
Secondary	9	16	3	1	0	6	8	0	6	1	2	1	1	54
Locomotive Failure - Metra/PSA	44	0	0	0	1	67	27	7	32	8	20	32	9	247
Primary	13	0	0	0	1	17	12	1	16	5	9	8	5	87
Secondary	31	0	0	0	0	50	15	6	16	3	11	24	4	160
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30
Passenger Train Interference - TOTAL	12	4	0	1	3	21	1	9	0	3	1	0	6	61
Passenger Train Interference - Metra/PSA	2	2	0	1	0	9	1	9	0	2	1	0	6	33
Passenger Train Interference - Foreign	10	2	0	0	3	12	0	0	0	1	0	0	0	28
Accident - TOTAL	26	33	10	9	0	17	32	3	3	0	25	40	6	204
Accident - Metra/PSA	26	33	10	9	0	17	30	3	1	0	25	40	6	200
Accident - Foreign	0	0	0	0	0	0	2	0	2	0	0	0	0	4
Track Work - TOTAL	80	12	3	9	4	42	13	8	12	2	15	14	2	216
Track Work - Metra/PSA	62	12	3	9	4	42	13	8	12	2	15	14	2	198
Track Work - Foreign	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Human Error - TOTAL	40	5	4	3	11	61	31	22	23	16	25	14	18	273
Human Error - Metra/PSA	35	5	4	3	2	50	25	14	23	5	20	6	12	204
Human Error - Foreign	5	0	0	0	9	11	6	8	0	11	5	8	6	69
Sick, Injured, Unruly Passenger - TOTAL	12	29	5	0	2	17	9	0	5	3	10	20	7	119
Sick, Injured, Unruly Passenger - Metra/PSA	12	29	5	0	2	17	9	0	5	3	10	20	7	119
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	142	147	43	27	3	58	62	15	43	16	55	77	72	760
Weather - Metra/PSA	141	147	43	27	3	47	61	15	43	15	55	77	70	744
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	11	23	5	3	0	26	15	2	13	3	10	23	14	148
Lift Deployment - TOTAL	23	0	0	0	0	16	8	0	3	1	3	10	19	83
Obstruction/Debris - TOTAL	35	13	6	21	2	19	21	3	6	5	12	32	17	192
Catenary Failure - TOTAL	0	29	6	16	0	0	0	0	0	0	0	0	0	51
Other - TOTAL	43	7	2	3	0	7	3	4	7	14	3	16	12	121
<b>TOTAL TRAINS DELAYED</b>	<b>608</b>	<b>357</b>	<b>98</b>	<b>107</b>	<b>59</b>	<b>527</b>	<b>334</b>	<b>185</b>	<b>188</b>	<b>179</b>	<b>208</b>	<b>327</b>	<b>352</b>	<b>3,529</b>
Total Metra/PSA Delays	490	349	95	106	15	382	267	90	171	66	189	282	222	2,724
Total Foreign Carrier Delays	118	8	3	1	44	145	67	95	17	113	19	45	130	805

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

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

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

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

**January - May - 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	101.0	0.2	0.2	0.0	18.8	71.2	61.2	73.6	27.4	64.2	10.8	20.0	91.4	540.0
Freight Interference - Peak	48.4	0.0	0.0	0.0	18.8	14.2	14.2	30.0	6.2	18.4	2.4	8.8	20.8	182.2
<i>Primary</i>	30.6	0.0	0.0	0.0	17.6	9.8	10.8	21.6	3.8	15.8	0.6	4.8	10.0	125.4
<i>Secondary</i>	17.8	0.0	0.0	0.0	1.2	4.4	3.4	8.4	2.4	2.6	1.8	4.0	10.8	56.8
Freight Interference - Off-Peak	52.6	0.2	0.2	0.0	0.0	57.0	47.0	43.6	21.2	45.8	8.4	11.2	70.6	357.8
<i>Primary</i>	45.2	0.0	0.0	0.0	0.0	39.6	34.8	37.0	19.2	37.2	5.6	8.8	59.6	287.0
<i>Secondary</i>	7.4	0.2	0.2	0.0	0.0	17.4	12.2	6.6	2.0	8.6	2.8	2.4	11.0	70.8
Signal/Switch Failure - TOTAL	87.6	36.2	14.8	10.2	11.0	105.4	61.6	36.0	46.6	41.8	30.6	34.4	41.2	557.4
Signal/Switch Failure - Metra/PSA	59.2	36.2	14.8	10.2	7.0	93.0	50.0	26.2	44.2	14.8	30.0	34.0	40.2	459.8
<i>Primary</i>	44.4	31.0	12.2	8.2	6.8	53.0	31.6	17.0	33.6	11.4	15.6	19.2	21.2	305.2
<i>Secondary</i>	14.8	5.2	2.6	2.0	0.2	40.0	18.4	9.2	10.6	3.4	14.4	14.8	19.0	154.6
Signal/Switch Failure - Foreign	28.4	0.0	0.0	0.0	4.0	12.4	11.6	9.8	2.4	27.0	0.6	0.4	1.0	97.6
<i>Primary</i>	25.2	0.0	0.0	0.0	3.6	10.0	9.2	5.2	1.0	20.0	0.6	0.4	1.0	76.2
<i>Secondary</i>	3.2	0.0	0.0	0.0	0.4	2.4	2.4	4.6	1.4	7.0	0.0	0.0	0.0	21.4
Mechanical Failure - TOTAL	56.4	16.6	7.2	8.6	1.2	71.8	42.8	20.0	50.4	13.8	36.4	38.4	24.8	388.4
Mechanical Failure - Metra/PSA	56.2	15.2	7.2	8.6	1.2	71.2	42.6	20.0	50.0	13.8	36.4	38.4	24.6	385.4
Non-Locomotive Equipment Failure - Metra/PSA	15.6	15.2	7.2	8.6	0.6	9.2	10.4	2.4	10.0	5.8	9.0	6.6	6.8	107.4
<i>Primary</i>	5.4	6.4	2.6	3.2	0.4	3.0	4.4	0.8	5.6	1.8	2.8	2.4	4.2	43.0
<i>Secondary</i>	10.2	8.8	4.6	5.4	0.2	6.2	6.0	1.6	4.4	4.0	6.2	4.2	2.6	64.4
Locomotive Failure - Metra/PSA	40.6	0.0	0.0	0.0	0.6	62.0	32.2	17.6	40.0	8.0	27.4	31.8	17.8	278.0
<i>Primary</i>	13.0	0.0	0.0	0.0	0.6	15.2	10.0	5.0	13.8	3.4	8.2	8.0	7.2	84.4
<i>Secondary</i>	27.6	0.0	0.0	0.0	0.0	46.8	22.2	12.6	26.2	4.6	19.2	23.8	10.6	193.6
Mechanical Failure - Foreign	0.2	1.4	0.0	0.0	0.0	0.6	0.2	0.0	0.4	0.0	0.0	0.0	0.2	3.0
Passenger Train Interference - TOTAL	8.4	6.0	2.2	3.6	3.2	41.6	8.4	5.4	8.6	4.0	9.2	5.8	7.8	114.2
Passenger Train Interference - Metra/PSA	0.4	2.8	1.6	2.8	0.2	26.2	7.2	5.4	6.4	0.6	9.2	5.6	7.6	76.0
Passenger Train Interference - Foreign	8.0	3.2	0.6	0.8	3.0	15.4	1.2	0.0	2.2	3.4	0.0	0.2	0.2	38.2
Accident - TOTAL	56.2	1.4	1.8	1.8	0.4	26.2	22.0	8.2	21.6	1.8	23.8	40.2	23.8	229.2
Accident - Metra/PSA	43.2	1.4	1.8	1.8	0.4	26.2	21.6	7.0	20.8	1.8	23.8	40.2	22.8	212.8
Accident - Foreign	13.0	0.0	0.0	0.0	0.0	0.0	0.4	1.2	0.8	0.0	0.0	0.0	1.0	16.4
Track Work - TOTAL	77.2	26.6	9.8	9.8	1.4	40.8	12.6	11.4	18.8	1.8	28.0	11.0	18.8	268.0
Track Work - Metra/PSA	77.0	26.6	9.8	9.8	1.4	40.6	12.4	10.8	18.8	1.6	28.0	11.0	18.8	266.6
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0	1.4
Human Error - TOTAL	69.0	24.4	5.4	11.8	6.0	33.0	17.8	10.2	28.0	16.0	27.4	21.2	16.8	287.0
Human Error - Metra/PSA	47.4	21.6	5.2	10.8	1.4	18.2	9.4	2.6	27.4	4.2	24.2	17.2	9.8	199.4
Human Error - Foreign	21.6	2.8	0.2	1.0	4.6	14.8	8.4	7.6	0.6	11.8	3.2	4.0	7.0	87.6
Sick, Injured, Unruly Passenger - TOTAL	13.0	31.2	4.6	10.8	0.4	11.4	16.2	1.6	12.6	1.6	19.4	16.6	15.6	155.0
Sick, Injured, Unruly Passenger - Metra/PSA	12.4	31.2	4.6	10.8	0.4	11.4	16.2	1.6	12.2	1.6	19.4	16.6	15.6	154.0
Sick, Injured, Unruly Passenger - Foreign	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	135.0	72.6	20.0	31.2	4.2	86.8	72.8	24.4	100.4	20.6	77.6	78.0	66.4	790.0
Weather - Metra/PSA	134.0	72.6	20.0	31.2	3.8	85.8	72.2	24.0	100.2	19.0	77.6	78.0	66.2	784.6
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	0.2	1.6	0.0	0.0	0.2	5.4
Passenger Loading - TOTAL	23.4	48.4	11.0	17.2	0.2	22.8	18.4	0.2	48.4	0.6	44.2	23.2	25.0	283.0
Lift Deployment - TOTAL	11.0	0.2	0.0	0.2	0.0	11.4	12.2	1.0	21.4	0.4	9.8	6.2	14.6	88.4
Obstruction/Debris - TOTAL	24.0	10.6	3.0	12.4	1.8	14.2	15.0	2.4	19.2	8.4	14.6	24.0	20.0	169.6
Catenary Failure - TOTAL	0.0	15.2	3.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	22.4
Other - TOTAL	16.0	16.8	2.8	5.2	0.0	9.6	10.8	2.0	12.2	6.4	18.4	9.8	23.2	133.2
<b>TOTAL TRAINS DELAYED</b>	<b>678.2</b>	<b>306.4</b>	<b>86.2</b>	<b>126.4</b>	<b>48.6</b>	<b>546.2</b>	<b>371.8</b>	<b>196.4</b>	<b>415.6</b>	<b>181.4</b>	<b>350.2</b>	<b>329.0</b>	<b>389.4</b>	<b>4,025.8</b>
Total Metra/PSA Delays	504.2	298.8	85.2	124.6	17.8	430.6	288.0	103.2	381.2	73.2	335.6	304.4	288.4	3,235.2
Total Foreign Carrier Delays	174.0	7.6	1.0	1.8	30.8	115.6	83.8	93.2	34.4	108.2	14.6	24.6	101.0	790.6

Data for latest month is final (06/16/14) 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 - May 2015 Divergence From January - May Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-37.0	-0.2	-0.2	0.0	1.2	7.8	-12.2	-3.6	-13.4	7.8	3.2	15.0	30.6	-1.0
Freight Interference - Peak	-21.4	0.0	0.0	0.0	1.2	8.8	-5.2	0.0	-4.2	2.6	2.6	10.2	7.2	1.8
Primary	-17.6	0.0	0.0	0.0	2.4	6.2	-7.8	-1.6	-1.8	-0.8	1.4	4.2	8.0	-7.4
Secondary	-3.8	0.0	0.0	0.0	-1.2	2.6	2.6	1.6	-2.4	3.4	1.2	6.0	-0.8	9.2
Freight Interference - Off-Peak	-15.6	-0.2	-0.2	0.0	0.0	-1.0	-7.0	-3.6	-9.2	5.2	0.6	4.8	23.4	-2.8
Primary	-18.2	0.0	0.0	0.0	0.0	-1.6	-2.8	-5.0	-7.2	3.8	-0.6	4.2	18.4	-9.0
Secondary	2.6	-0.2	-0.2	0.0	0.0	0.6	-4.2	1.4	-2.0	1.4	1.2	0.6	5.0	6.2
Signal/Switch Failure - TOTAL	-25.6	-11.2	-6.8	1.8	2.0	-37.4	-9.6	5.0	-30.6	-8.8	-19.6	-25.4	0.8	-165.4
Signal/Switch Failure - Metra/PSA	-16.2	-11.2	-6.8	1.8	-6.0	-38.0	-7.0	-2.2	-29.2	-9.8	-19.0	-27.0	1.8	-168.8
Primary	-18.4	-16.0	-8.2	1.8	-5.8	-22.0	-7.6	-3.0	-20.6	-8.4	-7.6	-15.2	1.8	-129.2
Secondary	2.2	4.8	1.4	0.0	-0.2	-16.0	0.6	0.8	-8.6	-1.4	-11.4	-11.8	0.0	-39.6
Signal/Switch Failure - Foreign	-9.4	0.0	0.0	0.0	8.0	0.6	-2.6	7.2	-1.4	1.0	-0.6	1.6	-1.0	3.4
Primary	-11.2	0.0	0.0	0.0	7.4	-3.0	-4.2	1.8	0.0	-2.0	-0.6	0.6	-1.0	-12.2
Secondary	1.8	0.0	0.0	0.0	0.6	3.6	1.6	5.4	-1.4	3.0	0.0	1.0	0.0	15.6
Mechanical Failure - TOTAL	1.6	13.4	-1.2	-5.6	-0.2	24.2	-4.8	-12.0	-7.4	-2.8	-12.4	-1.4	-9.8	-18.4
Mechanical Failure - Metra/PSA	0.8	8.8	-4.2	-6.6	-0.2	5.8	-4.6	-12.0	-7.0	-2.8	-12.4	-1.4	-9.6	-45.4
Non-Locomotive Equipment Failure - Metra/PSA	-2.6	8.8	-4.2	-6.6	-0.6	0.8	0.6	-1.4	1.0	-2.8	-5.0	-1.6	-0.8	-14.4
Primary	-1.4	1.6	-2.6	-2.2	-0.4	1.0	-1.4	0.2	-0.6	0.2	-0.8	1.6	0.8	-4.0
Secondary	-1.2	7.2	-1.6	-4.4	-0.2	-0.2	2.0	-1.6	1.6	-3.0	-4.2	-3.2	-1.6	-10.4
Locomotive Failure - Metra/PSA	3.4	0.0	0.0	0.0	0.4	5.0	-5.2	-10.6	-8.0	0.0	-7.4	0.2	-8.8	-31.0
Primary	0.0	0.0	0.0	0.0	0.4	1.8	2.0	-4.0	2.2	1.6	0.8	0.0	-2.2	2.6
Secondary	3.4	0.0	0.0	0.0	0.0	3.2	-7.2	-6.6	-10.2	-1.6	-8.2	0.2	-6.6	-33.6
Mechanical Failure - Foreign	0.8	4.6	3.0	1.0	0.0	18.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	27.0
Passenger Train Interference - TOTAL	3.6	-2.0	-2.2	-2.6	-0.2	-20.6	-7.4	3.6	-8.6	-1.0	-8.2	-5.8	-1.8	-53.2
Passenger Train Interference - Metra/PSA	1.6	-0.8	-1.6	-1.8	-0.2	-17.2	-6.2	3.6	-6.4	1.4	-8.2	-5.6	-1.6	-43.0
Passenger Train Interference - Foreign	2.0	-1.2	-0.6	-0.8	0.0	-3.4	-1.2	0.0	-2.2	-2.4	0.0	-0.2	-0.2	-10.2
Accident - TOTAL	-30.2	31.6	8.2	7.2	-0.4	-9.2	10.0	-5.2	-18.6	-1.8	1.2	-0.2	-17.8	-25.2
Accident - Metra/PSA	-17.2	31.6	8.2	7.2	-0.4	-9.2	8.4	-4.0	-19.8	-1.8	1.2	-0.2	-16.8	-12.8
Accident - Foreign	-13.0	0.0	0.0	0.0	0.0	0.0	1.6	-1.2	1.2	0.0	0.0	0.0	-1.0	-12.4
Track Work - TOTAL	2.8	-14.6	-6.8	-0.8	2.6	1.2	0.4	-3.4	-6.8	0.2	-13.0	3.0	-16.8	-52.0
Track Work - Metra/PSA	-15.0	-14.6	-6.8	-0.8	2.6	1.4	0.6	-2.8	-6.8	0.4	-13.0	3.0	-16.8	-68.6
Track Work - Foreign	17.8	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	-0.2	0.0	0.0	0.0	16.6
Human Error - TOTAL	-29.0	-19.4	-1.4	-8.8	5.0	28.0	13.2	11.8	-5.0	0.0	-2.4	-7.2	1.2	-14.0
Human Error - Metra/PSA	-12.4	-16.6	-1.2	-7.8	0.6	31.8	15.6	11.4	-4.4	0.8	-4.2	-11.2	2.2	4.6
Human Error - Foreign	-16.6	-2.8	-0.2	-1.0	4.4	-3.8	-2.4	0.4	-0.6	-0.8	1.8	4.0	-1.0	-18.6
Sick, Injured, Unruly Passenger - TOTAL	-1.0	-2.2	0.4	-10.8	1.6	5.6	-7.2	-1.6	-7.6	1.4	-9.4	3.4	-8.6	-36.0
Sick, Injured, Unruly Passenger - Metra/PSA	-0.4	-2.2	0.4	-10.8	1.6	5.6	-7.2	-1.6	-7.2	1.4	-9.4	3.4	-8.6	-35.0
Sick, Injured, Unruly Passenger - Foreign	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	-1.0
Weather - TOTAL	7.0	74.4	23.0	-4.2	-1.2	-28.8	-10.8	-9.4	-57.4	-4.6	-22.6	-1.0	5.6	-30.0
Weather - Metra/PSA	7.0	74.4	23.0	-4.2	-0.8	-38.8	-11.2	-9.0	-57.2	-4.0	-22.6	-1.0	3.8	-40.6
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-0.2	-0.6	0.0	0.0	1.8	10.6
Passenger Loading - TOTAL	-12.4	-25.4	-6.0	-14.2	-0.2	3.2	-3.4	1.8	-35.4	2.4	-34.2	-0.2	-11.0	-135.0
Lift Deployment - TOTAL	12.0	-0.2	0.0	-0.2	0.0	4.6	-4.2	-1.0	-18.4	0.6	-6.8	3.8	4.4	-5.4
Obstruction/Debris - TOTAL	11.0	2.4	3.0	8.6	0.2	4.8	6.0	0.6	-13.2	-3.4	-2.6	8.0	-3.0	22.4
Catenary Failure - TOTAL	0.0	13.8	2.6	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	28.6
Other - TOTAL	27.0	-9.8	-0.8	-2.2	0.0	-2.6	-7.8	2.0	-5.2	7.6	-15.4	6.2	-11.2	-12.2
<b>TOTAL TRAINS DELAYED</b>	<b>-70.2</b>	<b>50.6</b>	<b>11.8</b>	<b>-19.4</b>	<b>10.4</b>	<b>-19.2</b>	<b>-37.8</b>	<b>-11.4</b>	<b>-227.6</b>	<b>-2.4</b>	<b>-142.2</b>	<b>-2.0</b>	<b>-37.4</b>	<b>-496.8</b>
Total Metra/PSA Delays	-14.2	50.2	9.8	-18.6	-2.8	-48.6	-21.0	-13.2	-210.2	-7.2	-146.6	-22.4	-66.4	-511.2
Total Foreign Carrier Delays	-56.0	0.4	2.0	-0.8	13.2	29.4	-16.8	1.8	-17.4	4.8	4.4	20.4	29.0	14.4

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

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 06/19/2015

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
Freight Interference - TOTAL	122	158	113	87	59								539 15.3%
Freight Interference - Peak	35	48	42	36	23								184 5.2%
Primary	24	33	24	24	13								118 3.3%
Secondary	11	15	18	12	10								66 1.9%
Freight Interference - Off-Peak	87	110	71	51	36								355 10.1%
Primary	63	86	59	42	28								278 7.9%
Secondary	24	24	12	9	8								77 2.2%
Signal/Switch Failure - TOTAL	93	126	35	69	69								392 11.1%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54								291 8.2%
Primary	38	54	25	29	30								176 5.0%
Secondary	35	29	3	24	24								115 3.3%
Signal/Switch Failure - Foreign	20	43	7	16	15								101 2.9%
Primary	17	23	5	12	7								64 1.8%
Secondary	3	20	2	4	8								37 1.0%
Mechanical Failure - TOTAL	82	102	69	66	51								370 10.5%
Mechanical Failure - Metra/PSA	71	93	69	56	51								340 9.6%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8								93 2.6%
Primary	10	6	10	7	6								39 1.1%
Secondary	17	13	12	10	2								54 1.5%
Locomotive Failure - Metra/PSA	44	74	47	39	43								247 7.0%
Primary	16	25	14	17	15								87 2.5%
Secondary	28	49	33	22	28								160 4.5%
Mechanical Failure - Foreign	11	9	0	10	0								30 0.9%
Passenger Train Interference - TOTAL	13	19	6	7	16								61 1.7%
Passenger Train Interference - Metra/PSA	6	14	5	4	4								33 0.9%
Passenger Train Interference - Foreign	7	5	1	3	12								28 0.8%
Accident - TOTAL	29	35	60	60	20								204 5.8%
Accident - Metra/PSA	28	34	60	60	18								200 5.7%
Accident - Foreign	1	1	0	0	2								4 0.1%
Track Work - TOTAL	38	50	19	52	57								216 6.1%
Track Work - Metra/PSA	38	32	19	52	57								198 5.6%
Track Work - Foreign	0	18	0	0	0								18 0.5%
Human Error - TOTAL	32	67	103	31	40								273 7.7%
Human Error - Metra/PSA	24	45	90	17	28								204 5.8%
Human Error - Foreign	8	22	13	14	12								69 2.0%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24								119 3.4%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24								119 3.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0								0 0.0%
Weather - TOTAL	335	395	17	10	3								760 21.5%
Weather - Metra/PSA	333	381	17	10	3								744 21.1%
Weather - Foreign	2	14	0	0	0								16 0.5%
Passenger Loading - TOTAL	20	21	42	21	44								148 4.2%
Lift Deployment - TOTAL	22	23	20	9	9								83 2.4%
Obstruction/Debris - TOTAL	31	71	8	34	48								192 5.4%
Catenary Failure - TOTAL	4	34	10	0	3								51 1.4%
Other - TOTAL	23	59	10	10	19								121 3.4%
<b>TOTAL TRAINS DELAYED</b>	<b>865</b>	<b>1,185</b>	<b>532</b>	<b>485</b>	<b>462</b>								<b>3,529 100.0%</b>
Total Metra/PSA Delays	694	915	398	355	362								2,724 77.2%
Total Foreign Carrier Delays	171	270	134	130	100								805 22.8%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 06/19/2015

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May	
<b>Freight Interference - TOTAL</b>	<b>207</b>	<b>249</b>	<b>159</b>	<b>140</b>	<b>177</b>	<b>191</b>	<b>137</b>	<b>153</b>	<b>100</b>	<b>167</b>	<b>80</b>	<b>75</b>	<b>932</b>	<b>14.2%</b>
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	394	6.0%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	260	4.0%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	134	2.0%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	538	8.2%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	391	5.9%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	147	2.2%
<b>Signal/Switch Failure - TOTAL</b>	<b>190</b>	<b>181</b>	<b>112</b>	<b>47</b>	<b>121</b>	<b>155</b>	<b>87</b>	<b>66</b>	<b>89</b>	<b>82</b>	<b>69</b>	<b>69</b>	<b>651</b>	<b>9.9%</b>
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	525	8.0%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	291	4.4%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	234	3.6%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	126	1.9%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	79	1.2%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	47	0.7%
<b>Mechanical Failure - TOTAL</b>	<b>189</b>	<b>174</b>	<b>128</b>	<b>48</b>	<b>113</b>	<b>109</b>	<b>98</b>	<b>51</b>	<b>62</b>	<b>141</b>	<b>56</b>	<b>74</b>	<b>652</b>	<b>9.9%</b>
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	638	9.7%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	208	3.2%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	72	1.1%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	136	2.1%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	430	6.5%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	115	1.7%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	315	4.8%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	14	0.2%
<b>Passenger Train Interference - TOTAL</b>	<b>38</b>	<b>58</b>	<b>22</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>18</b>	<b>10</b>	<b>46</b>	<b>132</b>	<b>2.0%</b>
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	98	1.5%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	34	0.5%
<b>Accident - TOTAL</b>	<b>116</b>	<b>117</b>	<b>39</b>	<b>11</b>	<b>81</b>	<b>42</b>	<b>39</b>	<b>87</b>	<b>10</b>	<b>24</b>	<b>35</b>	<b>84</b>	<b>364</b>	<b>5.5%</b>
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	282	4.3%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	82	1.2%
<b>Track Work - TOTAL</b>	<b>42</b>	<b>33</b>	<b>37</b>	<b>78</b>	<b>208</b>	<b>237</b>	<b>58</b>	<b>46</b>	<b>61</b>	<b>72</b>	<b>56</b>	<b>54</b>	<b>398</b>	<b>6.1%</b>
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	398	6.1%
Track Work - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	0	0.0%
<b>Human Error - TOTAL</b>	<b>96</b>	<b>84</b>	<b>53</b>	<b>81</b>	<b>46</b>	<b>72</b>	<b>75</b>	<b>39</b>	<b>59</b>	<b>63</b>	<b>23</b>	<b>44</b>	<b>360</b>	<b>5.5%</b>
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	236	3.6%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	124	1.9%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	<b>27</b>	<b>38</b>	<b>31</b>	<b>23</b>	<b>36</b>	<b>38</b>	<b>39</b>	<b>25</b>	<b>24</b>	<b>31</b>	<b>20</b>	<b>34</b>	<b>155</b>	<b>2.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	152	2.3%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	3	0	0	0	0	0	0	0	0	3	0.0%
<b>Weather - TOTAL</b>	<b>1,431</b>	<b>487</b>	<b>123</b>	<b>6</b>	<b>36</b>	<b>67</b>	<b>25</b>	<b>88</b>	<b>32</b>	<b>57</b>	<b>22</b>	<b>2</b>	<b>2,083</b>	<b>31.7%</b>
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,075	31.5%
Weather - Foreign	4	4	0	0	0	0	0	0	0	0	0	0	8	0.1%
Passenger Loading - TOTAL	30	75	89	29	47	145	134	101	16	14	16	64	270	4.1%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	103	1.6%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	272	4.1%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	49	0.7%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	156	2.4%
<b>TOTAL TRAINS DELAYED</b>	<b>2,510</b>	<b>1,702</b>	<b>879</b>	<b>549</b>	<b>937</b>	<b>1,162</b>	<b>773</b>	<b>734</b>	<b>533</b>	<b>747</b>	<b>486</b>	<b>603</b>	<b>6,577</b>	<b>100.0%</b>
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	5,254	79.9%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	1,323	20.1%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 06/19/2015

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

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

**TABLE 10.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 - May	
Freight Interference - TOTAL	-85	-91	-46	-53	-118								-393	1.1%
Freight Interference - Peak	-68	-44	-18	-16	-64								-210	-0.8%
Primary	-64	-20	-6	-3	-49								-142	-0.6%
Secondary	-4	-24	-12	-13	-15								-68	-0.2%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54								-183	1.9%
Primary	-9	-24	-11	-26	-43								-113	1.9%
Secondary	-8	-23	-17	-11	-11								-70	-0.1%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52								-259	1.2%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35								-234	0.3%
Primary	-41	-29	-19	1	-27								-115	0.6%
Secondary	-36	-32	-51	8	-8								-119	-0.3%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17								-25	0.9%
Primary	-7	3	-7	10	-14								-15	0.6%
Secondary	-13	3	0	3	-3								-10	0.3%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62								-282	0.6%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56								-298	-0.1%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7								-115	-0.5%
Primary	-19	-13	1	-1	-1								-33	0.0%
Secondary	-46	-16	-17	3	-6								-82	-0.5%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49								-183	0.5%
Primary	-9	-8	-14	5	-2								-28	0.7%
Secondary	-43	-39	-29	3	-47								-155	-0.3%
Mechanical Failure - Foreign	10	4	0	8	-6								16	0.6%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10								-71	-0.3%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0								-65	-0.6%
Passenger Train Interference - Foreign	-2	-8	-6	0	10								-6	0.3%
Accident - TOTAL	-87	-82	21	49	-61								-160	0.2%
Accident - Metra/PSA	-60	-41	31	50	-62								-82	1.4%
Accident - Foreign	-27	-41	-10	-1	1								-78	-1.1%
Track Work - TOTAL	-4	17	-18	-26	-151								-182	0.1%
Track Work - Metra/PSA	-4	-1	-18	-26	-151								-200	-0.4%
Track Work - Foreign	0	18	0	0	0								18	0.5%
Human Error - TOTAL	-64	-17	50	-50	-6								-87	2.3%
Human Error - Metra/PSA	-40	-8	68	-46	-6								-32	2.2%
Human Error - Foreign	-24	-9	-18	-4	0								-55	0.1%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12								-36	1.0%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12								-33	1.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0								-3	0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33								-1,323	-10.1%
Weather - Metra/PSA	-1,094	-102	-106	4	-33								-1,331	-10.5%
Weather - Foreign	-2	10	0	0	0								8	0.3%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3								-122	0.1%
Lift Deployment - TOTAL	-6	-18	7	-1	-2								-20	0.8%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25								-80	1.3%
Catenary Failure - TOTAL	4	2	1	-3	-2								2	0.7%
Other - TOTAL	-8	14	-22	-11	-8								-35	1.1%
<b>TOTAL TRAINS DELAYED</b>	<b>-1,645</b>	<b>-517</b>	<b>-347</b>	<b>-64</b>	<b>-475</b>								<b>-3,048</b>	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345								-2,530	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130								-518	

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

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

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

**TABLE 11: FREIGHT DELAYS  
between June 2013 and May 2015**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
<b>Total</b>	<b>453</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>206</b>	<b>246</b>	<b>192</b>	<b>94</b>	<b>164</b>	<b>20</b>	<b>93</b>	<b>208</b>	<b>1,728</b>
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
Aug-14	26	0	0	0	3	12	24	25	4	17	0	4	38	153
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
<b>May-15</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>59</b>
<b>Total</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>165</b>	<b>205</b>	<b>167</b>	<b>45</b>	<b>213</b>	<b>24</b>	<b>72</b>	<b>244</b>	<b>1,442</b>

Data for current month is final (06/19/15) 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	1	1								23	3.78%
Electric ML	0	0	0	0	0								0	0.00%
Electric BI	0	0	0	0	0								0	0.00%
Electric SC	0	0	0	0	0								0	0.00%
HER	0	0	0	0	0								0	0.00%
Milw N	4	9	0	1	2								16	3.04%
Milw W	4	1	1	1	1								8	2.40%
NCS	0	0	0	0	0								0	0.00%
RI	0	1	1	0	1								3	1.60%
SWS	0	0	0	0	1								1	0.56%
UP N	0	0	0	1	2								3	1.44%
UP NW	5	0	1	3	1								10	3.06%
UP W	3	5	9	2	0								19	5.40%
<b>Total Lift Delays</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>								<b>83</b>	<b>2.35%</b>
<b>ALL DELAYS</b>													<b>3,529</b>	

Data for current month is final (06/19/15) 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%
<b>Total Lift Delays</b>	<b>28</b>	<b>41</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>19</b>	<b>11</b>	<b>38</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>16</b>	<b>214</b>	<b>1.84%</b>
<b>ALL DELAYS</b>													<b>11,615</b>	

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

May 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	14	5	5	1	10	13	8	6	5	4	9	4	7	91
11-15	12	3	0	0	3	4	3	3	2	0	3	3	6	42
16-20	2	1	0	0	2	2	2	0	0	1	1	5	2	18
21+	2	0	0	1	2	0	1	3	0	0	1	3	0	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	30	9	5	2	17	19	14	12	8	5	14	15	15	165
<b>Off-Peak **</b>														
6-10	18	22	4	10	0	25	9	5	18	14	9	10	8	152
11-15	10	6	1	3	0	9	6	2	6	4	7	6	3	63
16-20	3	1	1	1	0	4	7	0	1	0	2	0	5	25
21+	7	3	0	2	0	9	3	0	1	0	5	13	4	47
Annulled	<u>5</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>10</u>
Sub-Total	43	33	6	16	0	47	25	7	27	18	23	32	20	297
<b>May 2015 Total</b>														
6-10	32	27	9	11	10	38	17	11	23	18	18	14	15	243
11-15	22	9	1	3	3	13	9	5	8	4	10	9	9	105
16-20	5	2	1	1	2	6	9	0	1	1	3	5	7	43
21+	9	3	0	3	2	9	4	3	1	0	6	16	4	60
Annulled	<u>5</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>11</u>
TOTAL	73	42	11	18	17	66	39	19	35	23	37	47	35	462
<b>2015 Year-to-Date</b>														
6-10	301	134	48	48	24	223	126	92	104	96	79	101	140	1,516
11-15	141	78	24	15	16	105	73	37	39	40	37	81	92	778
16-20	56	41	10	13	8	67	38	18	14	14	17	51	46	393
21+	90	96	14	25	9	107	79	31	20	28	57	87	69	712
Annulled	<u>20</u>	<u>8</u>	<u>2</u>	<u>6</u>	<u>2</u>	<u>25</u>	<u>18</u>	<u>7</u>	<u>11</u>	<u>1</u>	<u>18</u>	<u>7</u>	<u>5</u>	<u>130</u>
TOTAL	608	357	98	107	59	527	334	185	188	179	208	327	352	3,529
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>May 2015 Total</b>														
6-10	43.8%	64.3%	81.8%	61.1%	58.8%	57.6%	43.6%	57.9%	65.7%	78.3%	48.6%	29.8%	42.9%	52.6%
11-15	30.1%	21.4%	9.1%	16.7%	17.6%	19.7%	23.1%	26.3%	22.9%	17.4%	27.0%	19.1%	25.7%	22.7%
16-20	6.8%	4.8%	9.1%	5.6%	11.8%	9.1%	23.1%	0.0%	2.9%	4.3%	8.1%	10.6%	20.0%	9.3%
21+	12.3%	7.1%	0.0%	16.7%	11.8%	13.6%	10.3%	15.8%	2.9%	0.0%	16.2%	34.0%	11.4%	13.0%
Annulled	<u>6.8%</u>	<u>2.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.4%</u>	<u>0.0%</u>	<u>2.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2015 Year-to-Date Delays By Duration</b>														
6-10	49.5%	37.5%	49.0%	44.9%	40.7%	42.3%	37.7%	49.7%	55.3%	53.6%	38.0%	30.9%	39.8%	43.0%
11-15	23.2%	21.8%	24.5%	14.0%	27.1%	19.9%	21.9%	20.0%	20.7%	22.3%	17.8%	24.8%	26.1%	22.0%
16-20	9.2%	11.5%	10.2%	12.1%	13.6%	12.7%	11.4%	9.7%	7.4%	7.8%	8.2%	15.6%	13.1%	11.1%
21+	14.8%	26.9%	14.3%	23.4%	15.3%	20.3%	23.7%	16.8%	10.6%	15.6%	27.4%	26.6%	19.6%	20.2%
Annulled	<u>3.3%</u>	<u>2.2%</u>	<u>2.0%</u>	<u>5.6%</u>	<u>3.4%</u>	<u>4.7%</u>	<u>5.4%</u>	<u>3.8%</u>	<u>5.9%</u>	<u>0.6%</u>	<u>8.7%</u>	<u>2.1%</u>	<u>1.4%</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 (06/19/15) 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	
<b>May 2015</b>														
Peak *	11.6	10.0	7.2	14.5	11.8	10.8	11.4	15.2	9.3	9.8	11.6	21.7	11.5	12.3
Off-Peak **	19.1	12.2	10.2	16.0	--	16.7	15.6	9.7	10.1	8.5	15.6	34.5	19.3	16.8
All	15.8	11.7	8.8	15.8	11.8	15.0	14.1	13.2	9.9	8.8	14.1	30.1	15.9	15.2
<b>2015 Year-to-Date</b>														
Peak *	13.4	21.0	14.0	20.4	15.3	18.8	19.0	15.3	13.4	12.3	23.1	19.4	14.5	16.9
Off-Peak **	17.7	15.3	12.7	16.7	--	19.8	19.2	15.2	12.9	14.6	19.7	24.4	18.3	18.1
All	15.0	18.7	13.5	18.2	15.3	19.4	19.1	15.3	13.0	13.9	21.1	22.1	16.8	17.5

Excludes annulled trains, which do not have delay times.

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

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