

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

June 2015



COMMUTER RAIL ON-TIME PERFORMANCE

June 2015

This report presents an analysis of the June 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 June 2015, Metra operated 17,433 scheduled trains, including scheduled "extras", if any. 735 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.8%. 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 June 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 June 2015. Of the 735 delays systemwide in June 2015, all but 311 (42%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Junes, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in June 2015, 199 fewer delays than the average over the previous three Junes were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 4,264 delays in 2015, all but 1,614 (38%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during June 2015. Table 8.b shows the average frequencies over the previous five Junes, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 735 delays systemwide in June 2015, 480 less than the average over the previous five Junes. Table 9.a shows delays from the beginning of the year through June 2015. Table 9.b shows the average frequencies from the beginning of the year through June 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 June of 2015, a total of 4,264 trains were delayed, compared to 7,739 trains delayed in the same six 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 June 2015 freight operations delayed 90 trains systemwide, compared to 191 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 24 trains were delayed by lift deployment in June 2015.

A review of June 2015 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 44.6% of all late trains. Table 14 shows that the average length of delay was 15.7 minutes in June 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
June 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	97	91.8%	895	50	94.4%	2,083	147	92.9%	118	24	79.7%	76	2	97.4%	2,277	173	92.4%
Elec -ML	988	28	97.2%	751	28	96.3%	1,739	56	96.8%	184	13	92.9%	80	3	96.3%	2,003	72	96.4%
-BI	308	6	98.1%	506	4	99.2%	814	10	98.8%	120	2	98.3%	--	--	--	934	12	98.7%
-SC	<u>374</u>	<u>1</u>	99.7%	<u>814</u>	<u>9</u>	98.9%	<u>1,188</u>	<u>10</u>	99.2%	<u>192</u>	<u>8</u>	95.8%	<u>80</u>	<u>0</u>	100.0%	<u>1,460</u>	<u>18</u>	98.8%
Subtotal	1,670	35	97.9%	2,071	41	98.0%	3,741	76	98.0%	496	23	95.4%	160	3	98.1%	4,397	102	97.7%
Heritage	132	14	89.4%	--	--	--	132	14	89.4%	--	--	--	--	--	--	132	14	89.4%
Milw -N	549	34	93.8%	775	32	95.9%	1,324	66	95.0%	96	4	95.8%	80	8	90.0%	1,500	78	94.8%
-W	<u>593</u>	<u>39</u>	93.4%	<u>687</u>	<u>18</u>	97.4%	<u>1,280</u>	<u>57</u>	95.5%	<u>96</u>	<u>5</u>	94.8%	<u>72</u>	<u>5</u>	93.1%	<u>1,448</u>	<u>67</u>	95.4%
Subtotal	1,142	73	93.6%	1,462	50	96.6%	2,604	123	95.3%	192	9	95.3%	152	13	91.4%	2,948	145	95.1%
NCS	242	18	92.6%	242	7	97.1%	484	25	94.8%	--	--	--	--	--	--	484	25	94.8%
RI	791	8	99.0%	728	21	97.1%	1,519	29	98.1%	128	5	96.1%	112	12	89.3%	1,759	46	97.4%
SWS	242	24	90.1%	418	37	91.1%	660	61	90.8%	24	0	100.0%	--	--	--	684	61	91.1%
UP -N	660	3	99.5%	874	18	97.9%	1,534	21	98.6%	106	5	95.3%	74	4	94.6%	1,714	30	98.2%
-NW	725	12	98.3%	706	20	97.2%	1,431	32	97.8%	96	11	88.5%	60	7	88.3%	1,587	50	96.8%
-W	<u>592</u>	<u>40</u>	93.2%	<u>707</u>	<u>41</u>	94.2%	<u>1,299</u>	<u>81</u>	93.8%	<u>80</u>	<u>6</u>	92.5%	<u>72</u>	<u>2</u>	97.2%	<u>1,451</u>	<u>89</u>	93.9%
Subtotal	1,977	55	97.2%	2,287	79	96.5%	4,264	134	96.9%	282	22	92.2%	206	13	93.7%	4,752	169	96.4%
SYSTEM	7,384	324	95.6%	8,103	285	96.5%	15,487	609	96.1%	1,240	83	93.3%	706	43	93.9%	17,433	735	95.8%

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

Delays data for most recent month is final (07/20/15) 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-JUN	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	95.2%	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	94.5%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.7%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	93.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	85.9%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4							94.1%	94.1%
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	93.0%	93.7%
Electric	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	97.1%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	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	98.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.9%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7							97.4%	97.4%
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	97.4%	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	89.1%	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	91.5%	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	96.2%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	95.9%	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	87.3%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4							90.4%	90.4%
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	92.0%	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	93.5%	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	90.6%	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	94.6%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	88.1%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8							93.1%	93.1%
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	92.1%	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	96.1%	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	93.3%	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	95.8%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.6%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4							95.3%	95.3%
2010-2014 average		93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	94.3%	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	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.7%	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	93.1%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.4%	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	86.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8							92.5%	92.5%
2010-2014 average		91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.5%	91.7%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-JUN	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	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	94.3%	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	95.6%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	90.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4							97.6%	97.6%
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	94.4%	95.0%
SWS	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	92.6%	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	95.0%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	95.5%	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	91.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1							93.9%	93.9%
2010-2014 average		92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	93.8%	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	95.0%	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	93.6%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.5%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.7%	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	95.5%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2							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	95.5%	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	97.0%	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	95.1%	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	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8							95.9%	95.9%
2010-2014 average		94.4	94.8	96.8	97.5	95.1	94.1	94.2	95.2	97.0	95.5	95.5	95.8	95.5%	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	95.4%	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	92.0%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.8%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.5%	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	93.2%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9							94.8%	94.8%
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	94.0%	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	95.9%	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	94.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	96.0%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.6%	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	92.4%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8							95.8%	95.8%
2010-2014 average		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.7		94.8%	95.0%

Delays data for most recent month is final (07/20/15) 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
June 2015**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1242 73% OT	Wed, Jun 03	8	M1	PEDESTRIAN STRIKE @ LISLE
		Tue, Jun 09	12	C	FORM A 10MPH MT 2 FAIRVIEW AVE / RUNNING OUT OF SLOT DUE TO FORM A
		Mon, Jun 15	17	E1	TRAFFIC CONGESTION DUE TO 1232 LOCOMOTIVE FIRE AT WEST HINSDALE
		Tue, Jun 16	22	G	4B SWITCH FAILURE AT LISLE, HAND LINED SWITCH
		Thu, Jun 18	37	KD	AIR HOSE AT HINSDALE DUE TO DEBRIS
		Mon, Jun 29	11	H1	DELAYED DUE TO 1240 MECHANICAL ISSUE, RAN OUT OF SLOT AS A RESULT
BNSF	1254 82% OT	Mon, Jun 01	7	KD1	RESIDUAL/ 1220 MECHANICAL/ DEBRIS STRIKE
		Wed, Jun 03	19	M1	PEDESTRIAN STRIKE @ LISLE
		Tue, Jun 16	7	G1	TRAFFIC DUE TO LISLE 4B SWITCH FAILURE
		Thu, Jun 18	55	KD1	LATE FLIP DUE TO 1220 DELAY AND CP CODE BROWN
BNSF	1258 82% OT	Mon, Jun 01	7	KD1	RESIDUAL/ 1220 MECHANICAL/ DEBRIS STRIKE
		Wed, Jun 03	16	M1	PEDESTRIAN STRIKE @ LISLE
		Mon, Jun 15	59	E1	TRAFFIC CONGESTION DUE TO 1232 LOCOMOTIVE FIRE AT WEST HINSDALE
		Thu, Jun 18	50	KD1	LATE FLIP DUE TO 1220 DELAY AND CP CODE BROWN
BNSF	1293 77% OT	Mon, Jun 01	47	K	SEMI TRUCK HAS STRUCK THE BRIDGE AT KEDZIE MP 4.8
		Tue, Jun 09	10	D	DUE TO FREIGHT TRAIN AND PASSENGER UNLOADING
		Thu, Jun 11	10	I	DUE TO PASSENGER UNLOADING
		Fri, Jun 12	9	I	SLOW PASSENGER HANDLING
		Thu, Jun 18	10	I	SLOW PASSENGER HANDLING
BNSF	1298 82% OT	Tue, Jun 02	8	J	SLOW PASSENGER HANDLING AND DISORDERLY PASSENGER
		Fri, Jun 05	10	VE	HEP PROBLEMS DURING TRIP. OPERATED DOORS MANUALLY
		Mon, Jun 08	16	AM	AMTRAK LINING US ON TOP OF ANOTHER TRAIN
		Fri, Jun 19	9	U	ADA @ BERWYN
HC	919 73% OT	Tue, Jun 02	10	RF	6M DELAY AT JOLIET WAITING FOR LINEUP FROM UP DISP. HC919 CONDUCTOR COULDN'T GET A HOLD OF UP DISP ON RADIO OR PHONE. NO X-TRAFFIC
		Thu, Jun 04	7	RF	7M DELAY AT JOLIET RED SIGNAL COULDN'T GET A HOLD OF UP DISPATCHER.
		Fri, Jun 05	10	D	12M STOPPED AT BRIGHTON PK DUE TO X-TRAFFIC ZLACNYL WITH 6000'. NS CJ DISPATCHER MISJUDGED TIME FOR FREIGHT TO CLEAR IN TIME FOR METRA.
		Mon, Jun 15	15	KW	18M TORNADO WARNING AND SPEED RESTRICTIONS
		Wed, Jun 17	25	RO	20M STATEVILLE WAITING FOR AMTRAK 22 TO CLEAR ACCT SINGLE TRACKING, 5M JACKSON ST UNABLE TO REACH FOREMAN IN CHARGE OF WORK LIMITS
		Fri, Jun 26	8	AM	9M FOLLOWING AMTRAK 305 CUS TO SUMMIT 3M XO36 WAITING FOR SIGNAL
MN	2107 77% OT	Mon, Jun 01	14	J1	12" LATE TURN FROM #2108, CUS; 2" STOP SIGNAL X-TRAFFIC, MAYFAIR; 2" SPEED RESTRICTIONS.
		Thu, Jun 04	9	D1	9" FOLLOWING #2105, WESTERN-DEERFIELD.
		Thu, Jun 11	39	G1	14" LATE TURN FROM #2108, CUS; 25" WAIT ON #2128, RONDOUT.
		Mon, Jun 29	9	A	1" WAIT ON SIGNAL, CUS; 2" FOLLOWING TRAINS, CUS-A-2; 4" STOP SIGNAL X-TRAFFIC, MAYFAIR; 3" STOP, CN XING & SPEED RESTRICTION.
		Tue, Jun 30	8	E	2" FOLLOWING TRAINS, CUS-A-2; 5" ENGINE ALARM, WESTERN; 1" HOLD FOR I/B EXPRESS, MAYFAIR; 2" SLOW FOR CREW W/O FORM B WORKING ON TRACKS WITH
MN	2135 77% OT	Tue, Jun 09	9	G	9" #67 SWITCH FAILURE, A-2.
		Wed, Jun 10	28	D	3" MAYFAIR; 3" ADA, LIBERTYVILLE; 25" CN STOP SIGNAL S/B CN FREIGHT.
		Thu, Jun 11	14	U	4" DETRAINING, DEERFIELD; 4" 2 ADA'S, LIBERTYVILLE; 2" POLICE ACTIVIT, WILSON RD.
		Mon, Jun 15	12	KW	5" HELD/WEATHER, CUS; 4" DETRAINING, DEERFIELD; 3" ADA, LIBERTYVILLE.
		Thu, Jun 25	7	AM	5" FOLLOWING TRAINS AHEAD, CUS-A5; 3" 2 ADA'S, LIBERTYVILLE.
MN	2141 82% OT	Tue, Jun 09	11	D	6" FOLLOWING TRAINS; 7" STOP SIGNAL CN S/B FREIGHT TRAIN.
		Wed, Jun 10	20	D1	20" FOLLOWING #2139, ENROUTE.
		Mon, Jun 15	12	KW1	12" FOLLOWING TRAINS.
		Tue, Jun 30	22	E1	22" HEAVY ENTRAINING, #2142 MEH PROBS @ GLENVIEW
MW	2220 82% OT	Tue, Jun 16	8	E1	8". MECHANICAL PROBLEM ON 2204 CAUSED DELAY
		Thu, Jun 18	6	I	16" HEAVY ENTRAINING BLACKHAWKS PARADE & RALLY
		Mon, Jun 22	9	UF1	9" FOLLOWING #2218.
		Thu, Jun 25	16	R1	16" LATE TURN OF #2204/7201, ROSELLE.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
NCS	109	Mon, Jun 01	12	D	11" FREIGHT, RAM; 2" 529B, 50.9	
		82% OT	Fri, Jun 12	12	A	11" DEVAL; 6" STOP, TRAFTON AND FOLLOWING CN FREIGHT TRAIN
			Mon, Jun 15	12	D	2" FOLLOW #2227; 3" HEAVY RAIN, A-5 TO RIVER GROVE; 3" RADIO BULLETING, JCT 17; 6" MEET S/B CN FREIGHT, DESPLAINES.
			Mon, Jun 22	10	D	12" WAIT ON S/B CN FREIGHT, LOMOND.
SWS	806	Tue, Jun 09	11	DR	4M LATE DEPARTURE MANHATTAN, TRACK CIRCUIT DOWN CP-BROWN, 7M IN ROUTE RUNNING RESTRICTED TO MP36.6	
		77% OT	Thu, Jun 11	6	D1	MEETING SWS803, 653/701AM
			Tue, Jun 16	9	D1	6M DELAY ASHBURN MEETING SWS803 ,3M ADDITIONAL DELAY BRC X-TRAFFIC SOUTH
			Fri, Jun 19	23	D1	7M ASHBURN MEETING SWS803 WEST 656/704AM, 12M CSX 709/23AM X-TRAFFIC Q028-17 7709', 4M BRC CSX DISP LINED 806 DOWN 1 AND DI NOT TELL BRC
			Wed, Jun 24	14	E1	PASSENGER LOADING ACCT SWS804 ANULLED.
SWS	815	Mon, Jun 15	7	A	5M CP518 WAITING FOR SW 0826 TO CLEAR&2M ASHBURN EFFECIENCY TEST BY RFE	
		77% OT	Tue, Jun 16	7	A	7M CP 518 WAITING FOR SW0826 TO CLEAR
			Tue, Jun 23	10	D	16" WAITING FOR CSX Q139 10,000FT TO CLEAR, FOREST HILL
			Wed, Jun 24	8	A	10M CP 518 WAITING FOR 826 TO CLEAR
			Fri, Jun 26	7	A	7M CP518 WAITING FOR SWS 826 TO CLEAR PLANT
SWS	831	Wed, Jun 03	7	D	7" FREIGHT, FOREST HILL; 3" DOOR PROBLEMS, WORTH.	
		82% OT	Mon, Jun 22	8	D	6M CHGO RIDGE WAITING FOR IHB AB1 86C TO CLEAR
			Tue, Jun 23	9	GF1	10M SWITCH FAILURE AND FOLLOWING SWS 829
			Mon, Jun 29	11	DE1	11M WAITING FOR SW836 TO CLEAR SINGLE TRACK
SWS	836	Wed, Jun 17	7	D1	16" DEPARTED 153RD LATE ACCT LATE TURN FROM SW0823. 153RD ST.	
		77% OT	Tue, Jun 23	37	GF	38M SWITCH FAILURE HAD TO WAIT FOR SWS 829 AND 831 TO CLEAR SINGLE TRACK, HAND LINE ROUTE AND FLAG PLANT
			Wed, Jun 24	10	AM	12M 21ST WAITING FOR AMTRAK TO CLEAR
			Mon, Jun 29	16	DE1	18M WAITING FOR SW827 AND 829 TO CLEAR SINGLE TRACK
			Tue, Jun 30	25	K	25M SOUTH BRANCH BRIDGE, STUCK
UPN	362	Thu, Jun 04	13	G1	7" LATE ARRIVAL OF EQUIPMENT FROM #361, WAUKEGAN.	
		82% OT	Fri, Jun 19	10	I	10"SLOW / HEAVY PASSENGER LAODING; RAVINIA PARK.
			Mon, Jun 22	9	R1	14" LATE TURN FROM #361, WAUKEGAN.
			Thu, Jun 25	23	I	28" HEAVY/SLOW ENTRAINING, RAVINIA PARK; SLOW DETRAINING CONCERT, BRAESIDE-CLYBOURN.
UPN	365	Wed, Jun 10	15	E	15" ENGINE LOADING ISSUES, ENROUTE; CUT OUT #2 TRACTION MOTOR, WINNETKA.	
		82% OT	Wed, Jun 24	15	I	15" SLOW LOADING/UNLOADING, ALL STATIONS;CNAOK2-22 WAS STOPPED BY THE HOT BOX DET AT EO46 NOTHING FOUND;APPROACH SIGNALS, MP47.7,49.1,50.7
			Thu, Jun 25	15	I	20" HEAVY/SLOW ENTRAINING, RAVINIA PARK; SLOW DETRAINING CONCERT, HIGHLAND PARK-KENOSHA.
			Tue, Jun 30	15	I	15" HEAVY/SLOW ENTRAINING,RAVINIA PARK; SLOW DETRAINING CONCERTFINALE, HIGHLAND PARK-KENOSHA.
UPW	32	Mon, Jun 15	7	E1	7" FOLLOWING TRAINS AHEAD, BELLWOOD; 1" ADA, ENROUTE.	
		77% OT	Tue, Jun 16	9	KW1	9" TRAIN CONTROL FOLLOWING #30, GRACE; X-TRAFFIC, WESTERN.
			Thu, Jun 18	14	I	24" EXTREMELY HEAVY ENTRAINING(BLACKHAWKS)
			Mon, Jun 22	10	E1	10" TRAIN CONTROL DUE TO TRAINS AHEAD DUE TO #18'S MECHANICAL ISSUES; 4" LATE DEPARTING DOOR PROBLEMS CAR 7281, ELBURN YD
			Wed, Jun 24	22	F	22"LATE DEPARTING SWAPPING EQUIPMENT IN YARD, CAB CAR 8446 BATTERY VOLTAGE INDICATOR ON, ELBURN; FOLLOWED #34, ENROUTE.
UPW	54	Wed, Jun 03	7	U	12" 3 ADA'S, WHEATON & COLLEGE AVE; 40MPH SPEED RESTRICTION, MP14.25-12.75.	
		77% OT	Fri, Jun 05	10	VF1	15" WAIT FOR #41 TO CLEAR TK2, VALE; SLOW ENTRAINING, GENEVA & WINFIELD.
			Thu, Jun 25	11	D	17" WAIT FOR OKKCU-25 CLEARING INTO PROVISO YD, 25TH AVE; SLOW ENTRAINING, ELMHURST.
			Fri, Jun 26	11	D	21" UENUBL-26 TO CLEAR, PECK;STOPPED FOR QNPPR-25 GOING INTO PROVISO, BELLWOOD; MET 43, 25TH.
			Mon, Jun 29	8	D	13" FOLLOW XOAG2-27 ON TK1, PECK-TURNER; FOLLOWED MCLPR-28, TURNER-GRACE.

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPW	61	Wed, Jun 10	32	C1	32" HELD DUE TO REPORT OF ROUGH TRACK #2 FOX RIVER BRIDGE MP 35.25 WAIT FOR TRACKS & BRIDGE TO BE INSPECTED, WINFIELD.
	82% OT	Mon, Jun 15	13	KW1	12" WAIT FOR POLICE TO ASSIST A CHILD STRANDED ON TRAIN, LOMBARD; OPERATE RESTRICTED SPEEDS, HIGH WATER, MP27.5-30.
		Wed, Jun 17	10	G	10" OPERATE TK2, TRACK CIRCUIT ON TK4, OPERATE RESTRICTED SPEED, HALSTED-KEDZIE.
		Thu, Jun 25	14	D	14" COKCDL-25 AHEAD, MP26-25; SLOW DETRAINING, WHEATON, GLEN ELLYN & GENEVA.
UPW	66	Fri, Jun 05	11	I	10" SLOW ENTRAINING, LOMBARD; OPERATE S/S, KILBOURN-KEDZIE.
	77% OT	Mon, Jun 08	61	K	60" STOPPED INNER TRACK FENCE FOULING BOTH TRACKS -WAITED FOR MAINTAINER TO CUT THE FENCE AND CLEAR TRACKS, GENEVA STATION
		Thu, Jun 11	7	I	7" OPERATE S/S, KILBOURN-KEDZIE; SLOW ORDER 40MPH, MP29.75.
		Wed, Jun 17	20	GF	20" MDNBUS-13 AHEAD, PECK-KRESS; SWITCH PROBLEMS, CN WEST CHICAGO.
		Thu, Jun 18	11	I	11" OPERATE S/S, KILBOURN-KEDZIE; SLOW DETRAINING, ELMHURST.

Data is final (07/20/15) version from TOPS.

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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
June 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	67	49	9	5	8	34	35	13	17	20	14	8	32	311	42%
Semi-controllable	12	0	0	0	4	11	1	8	3	34	0	6	21	100	14%
Uncontrollable	94	23	3	13	2	33	31	4	26	7	16	36	36	324	44%
TOTAL TRAINS DELAYED	173	72	12	18	14	78	67	25	46	61	30	50	89	735	100%

June - 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	168.7	28.7	6.0	20.3	5.3	70.3	35.3	17.7	43.7	13.7	28.7	31.0	40.7	510.0	46%
Semi-controllable	25.0	0.0	0.0	0.0	2.3	13.7	23.7	12.3	8.7	26.3	0.7	8.7	25.3	146.7	13%
Uncontrollable	77.3	29.3	6.0	14.7	1.0	41.7	40.0	5.3	64.3	9.7	50.7	59.7	43.3	443.0	40%
TOTAL TRAINS DELAYED	271.0	58.0	12.0	35.0	8.7	125.7	99.0	35.3	116.7	49.7	80.0	99.3	109.3	1,099.7	100%

June 2015 Divergence From June 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	-101.7	20.3	3.0	-15.3	2.7	-36.3	-0.3	-4.7	-26.7	6.3	-14.7	-23.0	-8.7	-199.0	55%
Semi-controllable	-13.0	0.0	0.0	0.0	1.7	-2.7	-22.7	-4.3	-5.7	7.7	-0.7	-2.7	-4.3	-46.7	13%
Uncontrollable	16.7	-6.3	-3.0	-1.7	1.0	-8.7	-9.0	-1.3	-38.3	-2.7	-34.7	-23.7	-7.3	-119.0	33%
TOTAL TRAINS DELAYED	-98.0	14.0	0.0	-17.0	5.3	-47.7	-32.0	-10.3	-70.7	11.3	-50.0	-49.3	-20.3	-364.7	100%

January-June 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	317	154	34	49	28	294	162	85	115	67	93	90	126	1,614	38%
Semi-controllable	93	0	0	0	36	103	59	95	16	131	14	43	143	733	17%
Uncontrollable	371	275	76	76	9	208	180	30	103	42	131	244	172	1,917	45%
TOTAL TRAINS DELAYED	781	429	110	125	73	605	401	210	234	240	238	377	441	4,264	100%

Data for current month is final (07/20/15) version from TOPS.

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07/21/2015

TABLE 7: NUMBER OF DELAYS BY DATE
June 2015

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	
BNSF	9	2	29	0	6	5	3	0	3	1	41	5	4	17	6	0	0	7	1	6	2	0	147
Elec -ML	0	6	0	28	0	1	0	5	0	2	1	2	0	1	2	3	1	0	0	4	0	0	56
-BI	0	3	0	2	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	2	0	0	10
-SC	0	1	0	0	1	1	0	1	0	3	0	1	0	0	1	0	0	0	0	0	1	0	10
Heritage	0	1	0	1	1	0	0	0	1	0	2	2	1	1	0	1	0	1	0	1	0	1	14
Milw -N	4	7	0	3	1	0	2	6	3	0	7	1	4	5	3	0	1	0	5	1	1	12	66
-W	0	0	2	1	2	0	3	0	5	1	18	2	0	3	5	4	0	1	5	5	0	0	57
NCS	3	2	1	0	0	0	0	1	2	1	6	1	2	1	0	1	0	1	0	1	0	2	25
RI	0	0	1	1	0	1	1	3	1	0	3	0	2	10	2	1	1	0	0	0	0	2	29
SWS	0	1	1	2	0	0	3	1	4	1	3	2	5	1	2	1	12	8	0	3	6	5	61
UP -N	0	0	0	2	3	0	0	2	2	0	0	0	0	0	2	2	0	1	3	1	0	3	21
-NW	3	0	2	1	2	0	1	2	0	1	3	0	1	5	1	4	0	0	0	0	4	2	32
-W	<u>1</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>4</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>11</u>	<u>6</u>	<u>9</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>81</u>
SYSTEM	20	27	37	41	20	13	17	28	24	12	95	22	28	48	25	25	18	20	19	25	16	29	609

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	7	14	21	28	TOTAL
BNSF	5	10	7	2	24	BNSF	0	0	0	2	2
Elec -ML	5	6	2	0	13	Elec -ML	0	0	0	3	3
-BI	0	1	0	1	2	-BI	-	-	-	-	0
-SC	4	1	3	0	8	-SC	0	0	0	0	0
Heritage	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	0	2	2	0	4	Milw -N	0	3	3	2	8
-W	3	0	0	2	5	-W	0	0	1	4	5
NCS	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	2	1	2	5	RI	0	5	1	6	12
SWS	0	0	0	0	0	SWS	-	-	-	-	0
UP -N	0	3	1	1	5	UP -N	0	1	2	1	4
-NW	4	5	2	0	11	-NW	0	0	2	5	7
-W	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>6</u>	-W	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>
SYSTEM	22	32	19	10	83	SYSTEM	1	10	9	23	43

Data is final (07/20/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Freight Interference - Peak	1	0	0	0	4	6	1	7	1	13	0	3	6	42
Primary	0	0	0	0	4	3	1	6	1	6	0	1	3	25
Secondary	1	0	0	0	0	3	0	1	0	7	0	2	3	17
Freight Interference - Off-Peak	11	0	0	0	0	5	0	2	2	11	0	3	14	48
Primary	9	0	0	0	0	3	0	2	2	7	0	3	12	38
Secondary	2	0	0	0	0	2	0	0	0	4	0	0	2	10
Signal/Switch Failure - TOTAL	11	4	4	1	0	12	11	4	6	11	6	0	9	79
Signal/Switch Failure - Metra/PSA	11	4	4	1	0	12	11	4	6	0	6	0	8	67
Primary	7	3	2	0	0	8	8	3	3	0	4	0	4	42
Secondary	4	1	2	1	0	4	3	1	3	0	2	0	4	25
Signal/Switch Failure - Foreign	0	0	0	0	0	0	0	0	0	11	0	0	1	12
Primary	0	0	0	0	0	0	0	0	0	5	0	0	1	6
Secondary	0	0	0	0	0	0	0	0	0	6	0	0	0	6
Mechanical Failure - TOTAL	20	28	2	0	0	15	7	4	0	6	4	0	14	100
Mechanical Failure - Metra/PSA	20	28	2	0	0	15	7	4	0	6	4	0	14	100
Non-Locomotive Equipment Failure - Metra/PSA	0	28	2	0	0	0	3	0	0	1	0	0	1	35
Primary	0	1	0	0	0	0	2	0	0	0	0	0	1	4
Secondary	0	27	2	0	0	0	1	0	0	1	0	0	0	31
Locomotive Failure - Metra/PSA	20	0	0	0	0	15	4	4	0	5	4	0	13	65
Primary	2	0	0	0	0	3	1	0	0	2	3	0	3	14
Secondary	18	0	0	0	0	12	3	4	0	3	1	0	10	51
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	1	4	0	1	3	2	2	2	1	11	0	0	0	27
Passenger Train Interference - Metra/PSA	0	3	0	1	1	1	1	2	1	5	0	0	0	15
Passenger Train Interference - Foreign	1	1	0	0	2	1	1	0	0	6	0	0	0	12
Accident - TOTAL	29	0	1	5	0	8	16	0	0	0	0	0	0	59
Accident - Metra/PSA	29	0	1	5	0	8	16	0	0	0	0	0	0	59
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	24	0	2	3	0	1	1	1	6	0	1	3	7	49
Track Work - Metra/PSA	24	0	2	3	0	1	1	1	6	0	1	3	7	49
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	8	9	0	0	5	4	5	1	4	2	3	3	1	45
Human Error - Metra/PSA	8	9	0	0	3	3	5	1	3	1	3	3	1	40
Human Error - Foreign	0	0	0	0	2	1	0	0	1	1	0	0	0	5
Sick, Injured, Unruly Passenger - TOTAL	3	4	1	1	0	6	4	0	4	0	1	6	6	36
Sick, Injured, Unruly Passenger - Metra/PSA	3	4	1	1	0	6	4	0	4	0	1	6	6	36
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	27	3	0	1	2	6	2	4	4	2	0	0	8	59
Weather - Metra/PSA	27	3	0	1	2	6	2	4	4	2	0	0	8	59
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	7	12	1	0	0	10	7	0	16	1	13	18	13	98
Lift Deployment - TOTAL	2	1	0	0	0	2	11	0	0	0	1	3	4	24
Obstruction/Debris - TOTAL	25	2	0	4	0	1	0	0	2	4	0	7	4	49
Catenary Failure - TOTAL	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Other - TOTAL	4	2	0	2	0	0	0	0	0	0	1	4	3	16
TOTAL TRAINS DELAYED	173	72	12	18	14	78	67	25	46	61	30	50	89	735
Total Metra/PSA Delays	160	71	12	18	6	65	65	16	42	19	30	44	68	616
Total Foreign Carrier Delays	13	1	0	0	8	13	2	9	4	42	0	6	21	119

Data for current month is final (07/20/15) version from TOPS.

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

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

TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

June - Average Over Previous Five Years: 2010-2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	24.0	0.0	0.0	0.0	3.6	13.8	18.4	11.2	9.2	23.8	0.8	5.6	28.4	138.8
Freight Interference - Peak	9.4	0.0	0.0	0.0	3.6	0.8	2.8	5.0	3.0	5.8	0.6	3.4	4.8	39.2
Primary	8.0	0.0	0.0	0.0	3.4	0.6	1.6	3.6	2.0	4.8	0.4	1.4	3.2	29.0
Secondary	1.4	0.0	0.0	0.0	0.2	0.2	1.2	1.4	1.0	1.0	0.2	2.0	1.6	10.2
Freight Interference - Off-Peak	14.6	0.0	0.0	0.0	0.0	13.0	15.6	6.2	6.2	18.0	0.2	2.2	23.6	99.6
Primary	13.2	0.0	0.0	0.0	0.0	10.6	10.6	5.4	5.4	14.0	0.2	1.4	18.2	79.0
Secondary	1.4	0.0	0.0	0.0	0.0	2.4	5.0	0.8	0.8	4.0	0.0	0.8	5.4	20.6
Signal/Switch Failure - TOTAL	28.0	10.6	2.4	4.0	3.0	38.4	26.2	10.6	11.6	18.2	7.4	7.6	18.0	186.0
Signal/Switch Failure - Metra/PSA	22.8	10.6	2.4	4.0	2.2	36.2	24.4	9.4	11.6	11.2	7.4	7.0	16.8	166.0
Primary	19.0	9.8	1.4	2.8	2.2	17.0	14.6	4.6	9.0	8.4	2.8	2.2	9.6	103.4
Secondary	3.8	0.8	1.0	1.2	0.0	19.2	9.8	4.8	2.6	2.8	4.6	4.8	7.2	62.6
Signal/Switch Failure - Foreign	5.2	0.0	0.0	0.0	0.8	2.2	1.8	1.2	0.0	7.0	0.0	0.6	1.2	20.0
Primary	5.2	0.0	0.0	0.0	0.6	1.4	1.6	0.8	0.0	4.4	0.0	0.4	1.2	15.6
Secondary	0.0	0.0	0.0	0.0	0.2	0.8	0.2	0.4	0.0	2.6	0.0	0.2	0.0	4.4
Mechanical Failure - TOTAL	35.8	5.8	3.4	2.0	0.6	8.2	6.4	1.0	7.6	0.6	9.4	8.6	7.0	96.4
Mechanical Failure - Metra/PSA	35.8	5.8	3.4	2.0	0.6	8.2	6.4	1.0	7.6	0.6	9.4	8.6	7.0	96.4
Non-Locomotive Equipment Failure - Metra/PSA	3.2	5.8	3.4	2.0	0.0	0.6	1.0	0.2	0.8	0.2	3.6	2.0	2.8	25.6
Primary	1.8	2.0	1.2	0.6	0.0	0.4	0.6	0.2	0.6	0.2	0.8	0.8	1.2	10.4
Secondary	1.4	3.8	2.2	1.4	0.0	0.2	0.4	0.0	0.2	0.0	2.8	1.2	1.6	15.2
Locomotive Failure - Metra/PSA	32.6	0.0	0.0	0.0	0.6	7.6	5.4	0.8	6.8	0.4	5.8	6.6	4.2	70.8
Primary	6.6	0.0	0.0	0.0	0.4	1.4	3.2	0.2	3.0	0.4	2.6	1.8	1.6	21.2
Secondary	26.0	0.0	0.0	0.0	0.2	6.2	2.2	0.6	3.8	0.0	3.2	4.8	2.6	49.6
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	2.0	1.8	0.8	1.8	0.2	9.8	2.0	2.2	2.2	0.6	1.2	2.2	1.2	28.0
Passenger Train Interference - Metra/PSA	0.4	1.4	0.8	1.8	0.0	6.8	2.0	2.2	1.8	0.2	1.2	2.0	1.2	21.8
Passenger Train Interference - Foreign	1.6	0.4	0.0	0.0	0.2	3.0	0.0	0.0	0.4	0.4	0.0	0.2	0.0	6.2
Accident - TOTAL	20.2	3.2	0.2	0.4	0.0	1.6	5.0	2.6	3.8	6.0	0.0	2.4	2.2	47.6
Accident - Metra/PSA	19.4	3.2	0.2	0.4	0.0	1.0	5.0	2.2	3.8	6.0	0.0	2.4	2.2	45.8
Accident - Foreign	0.8	0.0	0.0	0.0	0.0	0.6	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.8
Track Work - TOTAL	49.8	6.2	1.4	6.2	1.0	13.2	7.4	1.6	16.2	2.8	7.6	6.8	6.4	126.6
Track Work - Metra/PSA	45.6	6.2	1.4	6.2	1.0	13.2	7.4	1.6	16.2	2.8	7.6	6.8	6.4	122.4
Track Work - Foreign	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Human Error - TOTAL	16.2	3.4	1.4	1.2	1.6	9.2	6.8	3.8	4.0	5.2	6.0	4.2	11.2	74.2
Human Error - Metra/PSA	10.6	3.4	1.4	1.2	0.4	5.2	5.8	2.4	3.8	1.2	4.4	1.6	9.6	51.0
Human Error - Foreign	5.6	0.0	0.0	0.0	1.2	4.0	1.0	1.4	0.2	4.0	1.6	2.6	1.6	23.2
Sick, Injured, Unruly Passenger - TOTAL	4.4	6.8	1.0	2.4	0.0	3.6	3.4	0.2	5.2	0.8	6.0	3.8	4.0	41.6
Sick, Injured, Unruly Passenger - Metra/PSA	4.4	6.8	1.0	2.4	0.0	3.6	3.4	0.2	5.2	0.8	6.0	3.8	4.0	41.6
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	28.6	23.4	3.8	4.4	1.8	13.0	9.4	5.8	8.8	4.2	17.6	22.2	17.4	160.4
Weather - Metra/PSA	28.6	23.4	3.8	4.4	1.8	13.0	9.4	5.8	8.8	4.2	17.6	22.2	17.4	160.4
Weather - 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 Loading - TOTAL	18.0	17.6	5.2	9.8	0.0	26.2	16.6	1.0	37.2	0.6	37.0	20.0	18.8	208.0
Lift Deployment - TOTAL	3.6	0.4	0.0	0.4	0.0	3.4	5.6	0.0	8.2	0.0	4.2	2.8	3.6	32.2
Obstruction/Debris - TOTAL	8.0	2.6	0.2	2.4	0.2	3.4	3.4	0.8	5.6	0.0	6.6	2.2	3.4	38.8
Catenary Failure - TOTAL	0.0	1.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Other - TOTAL	6.0	1.4	1.0	3.4	0.4	3.6	1.4	0.8	6.6	1.6	2.8	2.8	2.0	33.8
TOTAL TRAINS DELAYED	244.6	85.0	20.8	39.2	12.4	147.4	112.0	41.6	126.2	64.4	106.6	91.2	123.6	1,215.0
Total Metra/PSA Delays	203.2	84.6	20.8	39.2	6.6	123.8	90.8	27.4	116.4	29.2	104.2	82.2	92.4	1,020.8
Total Foreign Carrier Delays	41.4	0.4	0.0	0.0	5.8	23.6	21.2	14.2	9.8	35.2	2.4	9.0	31.2	194.2

Data for latest month is corrected final (08/20/14) 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
June 2015 Divergence From June 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	-12.0	0.0	0.0	0.0	0.4	-2.8	-17.4	-2.2	-6.2	0.2	-0.8	0.4	-8.4	-48.8
Freight Interference - Peak	-8.4	0.0	0.0	0.0	0.4	5.2	-1.8	2.0	-2.0	7.2	-0.6	-0.4	1.2	2.8
<i>Primary</i>	-8.0	0.0	0.0	0.0	0.6	2.4	-0.6	2.4	-1.0	1.2	-0.4	-0.4	-0.2	-4.0
<i>Secondary</i>	-0.4	0.0	0.0	0.0	-0.2	2.8	-1.2	-0.4	-1.0	6.0	-0.2	0.0	1.4	6.8
Freight Interference - Off-Peak	-3.6	0.0	0.0	0.0	0.0	-8.0	-15.6	-4.2	-4.2	-7.0	-0.2	0.8	-9.6	-51.6
<i>Primary</i>	-4.2	0.0	0.0	0.0	0.0	-7.6	-10.6	-3.4	-3.4	-7.0	-0.2	1.6	-6.2	-41.0
<i>Secondary</i>	0.6	0.0	0.0	0.0	0.0	-0.4	-5.0	-0.8	-0.8	0.0	0.0	-0.8	-3.4	-10.6
Signal/Switch Failure - TOTAL	-17.0	-6.6	1.6	-3.0	-3.0	-26.4	-15.2	-6.6	-5.6	-7.2	-1.4	-7.6	-9.0	-107.0
Signal/Switch Failure - Metra/PSA	-11.8	-6.6	1.6	-3.0	-2.2	-24.2	-13.4	-5.4	-5.6	-11.2	-1.4	-7.0	-8.8	-99.0
<i>Primary</i>	-12.0	-6.8	0.6	-2.8	-2.2	-9.0	-6.6	-1.6	-6.0	-8.4	1.2	-2.2	-5.6	-61.4
<i>Secondary</i>	0.2	0.2	1.0	-0.2	0.0	-15.2	-6.8	-3.8	0.4	-2.8	-2.6	-4.8	-3.2	-37.6
Signal/Switch Failure - Foreign	-5.2	0.0	0.0	0.0	-0.8	-2.2	-1.8	-1.2	0.0	4.0	0.0	-0.6	-0.2	-8.0
<i>Primary</i>	-5.2	0.0	0.0	0.0	-0.6	-1.4	-1.6	-0.8	0.0	0.6	0.0	-0.4	-0.2	-9.6
<i>Secondary</i>	0.0	0.0	0.0	0.0	-0.2	-0.8	0.2	-0.4	0.0	3.4	0.0	-0.2	0.0	1.6
Mechanical Failure - TOTAL	-15.8	22.2	-1.4	-2.0	-0.6	6.8	0.6	3.0	-7.6	5.4	-5.4	-8.6	7.0	3.6
Mechanical Failure - Metra/PSA	-15.8	22.2	-1.4	-2.0	-0.6	6.8	0.6	3.0	-7.6	5.4	-5.4	-8.6	7.0	3.6
Non-Locomotive Equipment Failure - Metra/PSA	-3.2	22.2	-1.4	-2.0	0.0	-0.6	2.0	-0.2	-0.8	0.8	-3.6	-2.0	-1.8	9.4
<i>Primary</i>	-1.8	-1.0	-1.2	-0.6	0.0	-0.4	1.4	-0.2	-0.6	-0.2	-0.8	-0.8	-0.2	-6.4
<i>Secondary</i>	-1.4	23.2	-0.2	-1.4	0.0	-0.2	0.6	0.0	-0.2	1.0	-2.8	-1.2	-1.6	15.8
Locomotive Failure - Metra/PSA	-12.6	0.0	0.0	0.0	-0.6	7.4	-1.4	3.2	-6.8	4.6	-1.8	-6.6	8.8	-5.8
<i>Primary</i>	-4.6	0.0	0.0	0.0	-0.4	1.6	-2.2	-0.2	-3.0	1.6	0.4	-1.8	1.4	-7.2
<i>Secondary</i>	-8.0	0.0	0.0	0.0	-0.2	5.8	0.8	3.4	-3.8	3.0	-2.2	-4.8	7.4	1.4
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	-1.0	2.2	-0.8	-0.8	2.8	-7.8	0.0	-0.2	-1.2	10.4	-1.2	-2.2	-1.2	-1.0
Passenger Train Interference - Metra/PSA	-0.4	1.6	-0.8	-0.8	1.0	-5.8	-1.0	-0.2	-0.8	4.8	-1.2	-2.0	-1.2	-6.8
Passenger Train Interference - Foreign	-0.6	0.6	0.0	0.0	1.8	-2.0	1.0	0.0	-0.4	5.6	0.0	-0.2	0.0	5.8
Accident - TOTAL	8.8	-3.2	0.8	4.6	0.0	6.4	11.0	-2.6	-3.8	-6.0	0.0	-2.4	-2.2	11.4
Accident - Metra/PSA	9.6	-3.2	0.8	4.6	0.0	7.0	11.0	-2.2	-3.8	-6.0	0.0	-2.4	-2.2	13.2
Accident - Foreign	-0.8	0.0	0.0	0.0	0.0	-0.6	0.0	-0.4	0.0	0.0	0.0	0.0	0.0	-1.8
Track Work - TOTAL	-25.8	-6.2	0.6	-3.2	-1.0	-12.2	-6.4	-0.6	-10.2	-2.8	-6.6	-3.8	0.6	-77.6
Track Work - Metra/PSA	-21.6	-6.2	0.6	-3.2	-1.0	-12.2	-6.4	-0.6	-10.2	-2.8	-6.6	-3.8	0.6	-73.4
Track Work - Foreign	-4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-4.2
Human Error - TOTAL	-8.2	5.6	-1.4	-1.2	3.4	-5.2	-1.8	-2.8	0.0	-3.2	-3.0	-1.2	-10.2	-29.2
Human Error - Metra/PSA	-2.6	5.6	-1.4	-1.2	2.6	-2.2	-0.8	-1.4	-0.8	-0.2	-1.4	1.4	-8.6	-11.0
Human Error - Foreign	-5.6	0.0	0.0	0.0	0.8	-3.0	-1.0	-1.4	0.8	-3.0	-1.6	-2.6	-1.6	-18.2
Sick, Injured, Unruly Passenger - TOTAL	-1.4	-2.8	0.0	-1.4	0.0	2.4	0.6	-0.2	-1.2	-0.8	-5.0	2.2	2.0	-5.6
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	-2.8	0.0	-1.4	0.0	2.4	0.6	-0.2	-1.2	-0.8	-5.0	2.2	2.0	-5.6
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	-1.6	-20.4	-3.8	-3.4	0.2	-7.0	-7.4	-1.8	-4.8	-2.2	-17.6	-22.2	-9.4	-101.4
Weather - Metra/PSA	-1.6	-20.4	-3.8	-3.4	0.2	-7.0	-7.4	-1.8	-4.8	-2.2	-17.6	-22.2	-9.4	-101.4
Weather - 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 Loading - TOTAL	-11.0	-5.6	-4.2	-9.8	0.0	-16.2	-9.6	-1.0	-21.2	0.4	-24.0	-2.0	-5.8	-110.0
Lift Deployment - TOTAL	-1.6	0.6	0.0	-0.4	0.0	-1.4	5.4	0.0	-8.2	0.0	-3.2	0.2	0.4	-8.2
Obstruction/Debris - TOTAL	17.0	-0.6	-0.2	1.6	-0.2	-2.4	-3.4	-0.8	-3.6	4.0	-6.6	4.8	0.6	10.2
Catenary Failure - TOTAL	0.0	1.2	1.0	-0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Other - TOTAL	-2.0	0.6	-1.0	-1.4	-0.4	-3.6	-1.4	-0.8	-6.6	-1.6	-1.8	1.2	1.0	-17.8
TOTAL TRAINS DELAYED	-71.6	-13.0	-8.8	-21.2	1.6	-69.4	-45.0	-16.6	-80.2	-3.4	-76.6	-41.2	-34.6	-480.0
Total Metra/PSA Delays	-43.2	-13.6	-8.8	-21.2	-0.6	-58.8	-25.8	-11.4	-74.4	-10.2	-74.2	-38.2	-24.4	-404.8
Total Foreign Carrier Delays	-28.4	0.6	0.0	0.0	2.2	-10.6	-19.2	-5.2	-5.8	6.8	-2.4	-3.0	-10.2	-75.2

Data for current month is final (07/20/15) version from TOPS.

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

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	76	0	0	0	24	90	50	79	17	96	14	41	142	629
Freight Interference - Peak	28	0	0	0	24	29	10	37	3	34	5	22	34	226
Primary	13	0	0	0	24	19	4	26	3	21	2	10	21	143
Secondary	15	0	0	0	0	10	6	11	0	13	3	12	13	83
Freight Interference - Off-Peak	48	0	0	0	0	61	40	42	14	62	9	19	108	403
Primary	36	0	0	0	0	41	32	34	14	48	5	16	90	316
Secondary	12	0	0	0	0	20	8	8	0	14	4	3	18	87
Signal/Switch Failure - TOTAL	73	29	12	13	13	80	63	45	22	44	17	9	51	471
Signal/Switch Failure - Metra/PSA	54	29	12	13	1	67	54	28	21	5	17	7	50	358
Primary	33	18	6	10	1	39	32	17	16	3	12	4	27	218
Secondary	21	11	6	3	0	28	22	11	5	2	5	3	23	140
Signal/Switch Failure - Foreign	19	0	0	0	12	13	9	17	1	39	0	2	1	113
Primary	14	0	0	0	11	7	5	7	1	23	0	1	1	70
Secondary	5	0	0	0	1	6	4	10	0	16	0	1	0	43
Mechanical Failure - TOTAL	78	58	8	3	1	111	45	12	43	17	28	37	29	470
Mechanical Failure - Metra/PSA	77	52	5	2	1	92	45	12	43	17	28	37	29	440
Non-Locomotive Equipment Failure - Metra/PSA	13	52	5	2	0	10	14	1	11	4	4	5	7	128
Primary	4	9	0	1	0	4	5	1	5	2	2	4	6	43
Secondary	9	43	5	1	0	6	9	0	6	2	2	1	1	85
Locomotive Failure - Metra/PSA	64	0	0	0	1	82	31	11	32	13	24	32	22	312
Primary	15	0	0	0	1	20	13	1	16	7	12	8	8	101
Secondary	49	0	0	0	0	62	18	10	16	6	12	24	14	211
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30
Passenger Train Interference - TOTAL	13	8	0	2	6	23	3	11	1	14	1	0	6	88
Passenger Train Interference - Metra/PSA	2	5	0	2	1	10	2	11	1	7	1	0	6	48
Passenger Train Interference - Foreign	11	3	0	0	5	13	1	0	0	7	0	0	0	40
Accident - TOTAL	55	33	11	14	0	25	48	3	3	0	25	40	6	263
Accident - Metra/PSA	55	33	11	14	0	25	46	3	1	0	25	40	6	259
Accident - Foreign	0	0	0	0	0	0	2	0	2	0	0	0	0	4
Track Work - TOTAL	104	12	5	12	4	43	14	9	18	2	16	17	9	265
Track Work - Metra/PSA	86	12	5	12	4	43	14	9	18	2	16	17	9	247
Track Work - Foreign	18	0	0	0	0	0	0	0	0	0	0	0	0	18
Human Error - TOTAL	48	14	4	3	16	65	36	23	27	18	28	17	19	318
Human Error - Metra/PSA	43	14	4	3	5	53	30	15	26	6	23	9	13	244
Human Error - Foreign	5	0	0	0	11	12	6	8	1	12	5	8	6	74
Sick, Injured, Unruly Passenger - TOTAL	15	33	6	1	2	23	13	0	9	3	11	26	13	155
Sick, Injured, Unruly Passenger - Metra/PSA	15	33	6	1	2	23	13	0	9	3	11	26	13	155
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	169	150	43	28	5	64	64	19	47	18	55	77	80	819
Weather - Metra/PSA	168	150	43	28	5	53	63	19	47	17	55	77	78	803
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	18	35	6	3	0	36	22	2	29	4	23	41	27	246
Lift Deployment - TOTAL	25	1	0	0	0	18	19	0	3	1	4	13	23	107
Obstruction/Debris - TOTAL	60	15	6	25	2	20	21	3	8	9	12	39	21	241
Catenary Failure - TOTAL	0	32	7	16	0	0	0	0	0	0	0	0	0	55
Other - TOTAL	47	9	2	5	0	7	3	4	7	14	4	20	15	137
TOTAL TRAINS DELAYED	781	429	110	125	73	605	401	210	234	240	238	377	441	4,264
Total Metra/PSA Delays	650	420	107	124	21	447	332	106	213	85	219	326	290	3,340
Total Foreign Carrier Delays	131	9	3	1	52	158	69	104	21	155	19	51	151	924

Data for current month is final (07/20/15) version from TOPS.

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

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

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - June - 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	125.0	0.2	0.2	0.0	22.4	85.0	79.6	84.8	36.6	88.0	11.6	25.6	119.8	678.8
Freight Interference - Peak	57.8	0.0	0.0	0.0	22.4	15.0	17.0	35.0	9.2	24.2	3.0	12.2	25.6	221.4
Primary	38.6	0.0	0.0	0.0	21.0	10.4	12.4	25.2	5.8	20.6	1.0	6.2	13.2	154.4
Secondary	19.2	0.0	0.0	0.0	1.4	4.6	4.6	9.8	3.4	3.6	2.0	6.0	12.4	67.0
Freight Interference - Off-Peak	67.2	0.2	0.2	0.0	0.0	70.0	62.6	49.8	27.4	63.8	8.6	13.4	94.2	457.4
Primary	58.4	0.0	0.0	0.0	0.0	50.2	45.4	42.4	24.6	51.2	5.8	10.2	77.8	366.0
Secondary	8.8	0.2	0.2	0.0	0.0	19.8	17.2	7.4	2.8	12.6	2.8	3.2	16.4	91.4
Signal/Switch Failure - TOTAL	115.6	46.8	17.2	14.2	14.0	143.8	87.8	46.6	58.2	60.0	38.0	42.0	59.2	743.4
Signal/Switch Failure - Metra/PSA	82.0	46.8	17.2	14.2	9.2	129.2	74.4	35.6	55.8	26.0	37.4	41.0	57.0	625.8
Primary	63.4	40.8	13.6	11.0	9.0	70.0	46.2	21.6	42.6	19.8	18.4	21.4	30.8	408.6
Secondary	18.6	6.0	3.6	3.2	0.2	59.2	28.2	14.0	13.2	6.2	19.0	19.6	26.2	217.2
Signal/Switch Failure - Foreign	33.6	0.0	0.0	0.0	4.8	14.6	13.4	11.0	2.4	34.0	0.6	1.0	2.2	117.6
Primary	30.4	0.0	0.0	0.0	4.2	11.4	10.8	6.0	1.0	24.4	0.6	0.8	2.2	91.8
Secondary	3.2	0.0	0.0	0.0	0.6	3.2	2.6	5.0	1.4	9.6	0.0	0.2	0.0	25.8
Mechanical Failure - TOTAL	92.2	22.4	10.6	10.6	1.8	80.0	49.2	21.0	58.0	14.4	45.8	47.0	31.8	484.8
Mechanical Failure - Metra/PSA	92.0	21.0	10.6	10.6	1.8	79.4	49.0	21.0	57.6	14.4	45.8	47.0	31.6	481.8
Non-Locomotive Equipment Failure - Metra/PSA	18.8	21.0	10.6	10.6	0.6	9.8	11.4	2.6	10.8	6.0	12.6	8.6	9.6	133.0
Primary	7.2	8.4	3.8	3.8	0.4	3.4	5.0	1.0	6.2	2.0	3.6	3.2	5.4	53.4
Secondary	11.6	12.6	6.8	6.8	0.2	6.4	6.4	1.6	4.6	4.0	9.0	5.4	4.2	79.6
Locomotive Failure - Metra/PSA	73.2	0.0	0.0	0.0	1.2	69.6	37.6	18.4	46.8	8.4	33.2	38.4	22.0	348.8
Primary	19.6	0.0	0.0	0.0	1.0	16.6	13.2	5.2	16.8	3.8	10.8	9.8	8.8	105.6
Secondary	53.6	0.0	0.0	0.0	0.2	53.0	24.4	13.2	30.0	4.6	22.4	28.6	13.2	243.2
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	10.4	7.8	3.0	5.4	3.4	51.4	10.4	7.6	10.8	4.6	10.4	8.0	9.0	142.2
Passenger Train Interference - Metra/PSA	0.8	4.2	2.4	4.6	0.2	33.0	9.2	7.6	8.2	0.8	10.4	7.6	8.8	97.8
Passenger Train Interference - Foreign	9.6	3.6	0.6	0.8	3.2	18.4	1.2	0.0	2.6	3.8	0.0	0.4	0.2	44.4
Accident - TOTAL	76.4	4.6	2.0	2.2	0.4	27.8	27.0	10.8	25.4	7.8	23.8	42.6	26.0	276.8
Accident - Metra/PSA	62.6	4.6	2.0	2.2	0.4	27.2	26.6	9.2	24.6	7.8	23.8	42.6	25.0	258.6
Accident - Foreign	13.8	0.0	0.0	0.0	0.0	0.6	0.4	1.6	0.8	0.0	0.0	0.0	1.0	18.2
Track Work - TOTAL	127.0	32.8	11.2	16.0	2.4	54.0	20.0	13.0	35.0	4.6	35.6	17.8	25.2	394.6
Track Work - Metra/PSA	122.6	32.8	11.2	16.0	2.4	53.8	19.8	12.4	35.0	4.4	35.6	17.8	25.2	389.0
Track Work - Foreign	4.4	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0	5.6
Human Error - TOTAL	85.2	27.8	6.8	13.0	7.6	42.2	24.6	14.0	32.0	21.2	33.4	25.4	28.0	361.2
Human Error - Metra/PSA	58.0	25.0	6.6	12.0	1.8	23.4	15.2	5.0	31.2	5.4	28.6	18.8	19.4	250.4
Human Error - Foreign	27.2	2.8	0.2	1.0	5.8	18.8	9.4	9.0	0.8	15.8	4.8	6.6	8.6	110.8
Sick, Injured, Unruly Passenger - TOTAL	17.4	38.0	5.6	13.2	0.4	15.0	19.6	1.8	17.8	2.4	25.4	20.4	19.6	196.6
Sick, Injured, Unruly Passenger - Metra/PSA	16.8	38.0	5.6	13.2	0.4	15.0	19.6	1.8	17.4	2.4	25.4	20.4	19.6	195.6
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	163.6	96.0	23.8	35.6	6.0	99.8	82.2	30.2	109.2	24.8	95.2	100.2	83.8	950.4
Weather - Metra/PSA	162.6	96.0	23.8	35.6	5.6	98.8	81.6	29.8	109.0	23.2	95.2	100.2	83.6	945.0
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	41.4	66.0	16.2	27.0	0.2	49.0	35.0	1.2	85.6	1.2	81.2	43.2	43.8	491.0
Lift Deployment - TOTAL	14.6	0.6	0.0	0.6	0.0	14.8	17.8	1.0	29.6	0.4	14.0	9.0	18.2	120.6
Obstruction/Debris - TOTAL	32.0	13.2	3.2	14.8	2.0	17.6	18.4	3.2	24.8	8.4	21.2	26.2	23.4	208.4
Catenary Failure - TOTAL	0.0	17.0	3.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	25.0
Other - TOTAL	22.0	18.2	3.8	8.6	0.4	13.2	12.2	2.8	18.8	8.0	21.2	12.6	25.2	167.0
TOTAL TRAINS DELAYED	922.8	391.4	107.0	165.6	61.0	693.6	483.8	238.0	541.8	245.8	456.8	420.2	513.0	5,240.8
Total Metra/PSA Delays	707.4	383.4	106.0	163.8	24.4	554.4	378.8	130.6	497.6	102.4	439.8	386.6	380.8	4,256.0
Total Foreign Carrier Delays	215.4	8.0	1.0	1.8	36.6	139.2	105.0	107.4	44.2	143.4	17.0	33.6	132.2	984.8

Data for latest month is corrected final (08/20/14) 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 - June 2015 Divergence From January - June 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	-49.0	-0.2	-0.2	0.0	1.6	5.0	-29.6	-5.8	-19.6	8.0	2.4	15.4	22.2	-49.8
Freight Interference - Peak	-29.8	0.0	0.0	0.0	1.6	14.0	-7.0	2.0	-6.2	9.8	2.0	9.8	8.4	4.6
<i>Primary</i>	-23.6	0.0	0.0	0.0	3.0	8.6	-8.4	0.8	-2.8	0.4	1.0	3.8	7.8	-11.4
<i>Secondary</i>	-4.2	0.0	0.0	0.0	-1.4	5.4	1.4	1.2	-3.4	9.4	1.0	6.0	0.6	16.0
Freight Interference - Off-Peak	-19.2	-0.2	-0.2	0.0	0.0	-9.0	-22.6	-7.8	-13.4	-1.8	0.4	5.6	13.8	-54.4
<i>Primary</i>	-22.4	0.0	0.0	0.0	0.0	-9.2	-13.4	-8.4	-10.6	-3.2	-0.8	5.8	12.2	-50.0
<i>Secondary</i>	3.2	-0.2	-0.2	0.0	0.0	0.2	-9.2	0.6	-2.8	1.4	1.2	-0.2	1.6	-4.4
Signal/Switch Failure - TOTAL	-42.6	-17.8	-5.2	-1.2	-1.0	-63.8	-24.8	-1.6	-36.2	-16.0	-21.0	-33.0	-8.2	-272.4
Signal/Switch Failure - Metra/PSA	-28.0	-17.8	-5.2	-1.2	-8.2	-62.2	-20.4	-7.6	-34.8	-21.0	-20.4	-34.0	-7.0	-267.8
<i>Primary</i>	-30.4	-22.8	-7.6	-1.0	-8.0	-31.0	-14.2	-4.6	-26.6	-16.8	-6.4	-17.4	-3.8	-190.6
<i>Secondary</i>	2.4	5.0	2.4	-0.2	-0.2	-31.2	-6.2	-3.0	-8.2	-4.2	-14.0	-16.6	-3.2	-77.2
Signal/Switch Failure - Foreign	-14.6	0.0	0.0	0.0	7.2	-1.6	-4.4	6.0	-1.4	5.0	-0.6	1.0	-1.2	-4.6
<i>Primary</i>	-16.4	0.0	0.0	0.0	6.8	-4.4	-5.8	1.0	0.0	-1.4	-0.6	0.2	-1.2	-21.8
<i>Secondary</i>	1.8	0.0	0.0	0.0	0.4	2.8	1.4	5.0	-1.4	6.4	0.0	0.8	0.0	17.2
Mechanical Failure - TOTAL	-14.2	35.6	-2.6	-7.6	-0.8	31.0	-4.2	-9.0	-15.0	2.6	-17.8	-10.0	-2.8	-14.8
Mechanical Failure - Metra/PSA	-15.0	31.0	-5.6	-8.6	-0.8	12.6	-4.0	-9.0	-14.6	2.6	-17.8	-10.0	-2.6	-41.8
Non-Locomotive Equipment Failure - Metra/PSA	-5.8	31.0	-5.6	-8.6	-0.6	0.2	2.6	-1.6	0.2	-2.0	-8.6	-3.6	-2.6	-5.0
<i>Primary</i>	-3.2	0.6	-3.8	-2.8	-0.4	0.6	0.0	0.0	-1.2	0.0	-1.6	0.8	0.6	-10.4
<i>Secondary</i>	-2.6	30.4	-1.8	-5.8	-0.2	-0.4	2.6	-1.6	1.4	-2.0	-7.0	-4.4	-3.2	5.4
Locomotive Failure - Metra/PSA	-9.2	0.0	0.0	0.0	-0.2	12.4	-6.6	-7.4	-14.8	4.6	-9.2	-6.4	0.0	-36.8
<i>Primary</i>	-4.6	0.0	0.0	0.0	0.0	3.4	-0.2	-4.2	-0.8	3.2	1.2	-1.8	-0.8	-4.6
<i>Secondary</i>	-4.6	0.0	0.0	0.0	-0.2	9.0	-6.4	-3.2	-14.0	1.4	-10.4	-4.6	0.8	-32.2
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	2.6	0.2	-3.0	-3.4	2.6	-28.4	-7.4	3.4	-9.8	9.4	-9.4	-8.0	-3.0	-54.2
Passenger Train Interference - Metra/PSA	1.2	0.8	-2.4	-2.6	0.8	-23.0	-7.2	3.4	-7.2	6.2	-9.4	-7.6	-2.8	-49.8
Passenger Train Interference - Foreign	1.4	-0.6	-0.6	-0.8	1.8	-5.4	-0.2	0.0	-2.6	3.2	0.0	-0.4	-0.2	-4.4
Accident - TOTAL	-21.4	28.4	9.0	11.8	-0.4	-2.8	21.0	-7.8	-22.4	-7.8	1.2	-2.6	-20.0	-13.8
Accident - Metra/PSA	-7.6	28.4	9.0	11.8	-0.4	-2.2	19.4	-6.2	-23.6	-7.8	1.2	-2.6	-19.0	0.4
Accident - Foreign	-13.8	0.0	0.0	0.0	0.0	-0.6	1.6	-1.6	1.2	0.0	0.0	0.0	-1.0	-14.2
Track Work - TOTAL	-23.0	-20.8	-6.2	-4.0	1.6	-11.0	-6.0	-4.0	-17.0	-2.6	-19.6	-0.8	-16.2	-129.6
Track Work - Metra/PSA	-36.6	-20.8	-6.2	-4.0	1.6	-10.8	-5.8	-3.4	-17.0	-2.4	-19.6	-0.8	-16.2	-142.0
Track Work - Foreign	13.6	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	-0.2	0.0	0.0	0.0	12.4
Human Error - TOTAL	-37.2	-13.8	-2.8	-10.0	8.4	22.8	11.4	9.0	-5.0	-3.2	-5.4	-8.4	-9.0	-43.2
Human Error - Metra/PSA	-15.0	-11.0	-2.6	-9.0	3.2	29.6	14.8	10.0	-5.2	0.6	-5.6	-9.8	-6.4	-6.4
Human Error - Foreign	-22.2	-2.8	-0.2	-1.0	5.2	-6.8	-3.4	-1.0	0.2	-3.8	0.2	1.4	-2.6	-36.8
Sick, Injured, Unruly Passenger - TOTAL	-2.4	-5.0	0.4	-12.2	1.6	8.0	-6.6	-1.8	-8.8	0.6	-14.4	5.6	-6.6	-41.6
Sick, Injured, Unruly Passenger - Metra/PSA	-1.8	-5.0	0.4	-12.2	1.6	8.0	-6.6	-1.8	-8.4	0.6	-14.4	5.6	-6.6	-40.6
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	5.4	54.0	19.2	-7.6	-1.0	-35.8	-18.2	-11.2	-62.2	-6.8	-40.2	-23.2	-3.8	-131.4
Weather - Metra/PSA	5.4	54.0	19.2	-7.6	-0.6	-45.8	-18.6	-10.8	-62.0	-6.2	-40.2	-23.2	-5.6	-142.0
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	-23.4	-31.0	-10.2	-24.0	-0.2	-13.0	-13.0	0.8	-56.6	2.8	-58.2	-2.2	-16.8	-245.0
Lift Deployment - TOTAL	10.4	0.4	0.0	-0.6	0.0	3.2	1.2	-1.0	-26.6	0.6	-10.0	4.0	4.8	-13.6
Obstruction/Debris - TOTAL	28.0	1.8	2.8	10.2	0.0	2.4	2.6	-0.2	-16.8	0.6	-9.2	12.8	-2.4	32.6
Catenary Failure - TOTAL	0.0	15.0	3.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	30.0
Other - TOTAL	25.0	-9.2	-1.8	-3.6	-0.4	-6.2	-9.2	1.2	-11.8	6.0	-17.2	7.4	-10.2	-30.0
TOTAL TRAINS DELAYED	-141.8	37.6	3.0	-40.6	12.0	-88.6	-82.8	-28.0	-307.8	-5.8	-218.8	-43.2	-72.0	-976.8
Total Metra/PSA Delays	-57.4	36.6	1.0	-39.8	-3.4	-107.4	-46.8	-24.6	-284.6	-17.4	-220.8	-60.6	-90.8	-916.0
Total Foreign Carrier Delays	-84.4	1.0	2.0	-0.8	15.4	18.8	-36.0	-3.4	-23.2	11.6	2.0	17.4	18.8	-60.8

Data for current month is final (07/20/15) version from TOPS.

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
Freight Interference - TOTAL	122	158	113	87	59	90							629	14.8%
Freight Interference - Peak	35	48	42	36	23	42							226	5.3%
Primary	24	33	24	24	13	25							143	3.4%
Secondary	11	15	18	12	10	17							83	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48							403	9.5%
Primary	63	86	59	42	28	38							316	7.4%
Secondary	24	24	12	9	8	10							87	2.0%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79							471	11.0%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67							358	8.4%
Primary	38	54	25	29	30	42							218	5.1%
Secondary	35	29	3	24	24	25							140	3.3%
Signal/Switch Failure - Foreign	20	43	7	16	15	12							113	2.7%
Primary	17	23	5	12	7	6							70	1.6%
Secondary	3	20	2	4	8	6							43	1.0%
Mechanical Failure - TOTAL	82	102	69	66	51	100							470	11.0%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100							440	10.3%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35							128	3.0%
Primary	10	6	10	7	6	4							43	1.0%
Secondary	17	13	12	10	2	31							85	2.0%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65							312	7.3%
Primary	16	25	14	17	15	14							101	2.4%
Secondary	28	49	33	22	28	51							211	4.9%
Mechanical Failure - Foreign	11	9	0	10	0	0							30	0.7%
Passenger Train Interference - TOTAL	13	19	6	7	16	27							88	2.1%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15							48	1.1%
Passenger Train Interference - Foreign	7	5	1	3	12	12							40	0.9%
Accident - TOTAL	29	35	60	60	20	59							263	6.2%
Accident - Metra/PSA	28	34	60	60	18	59							259	6.1%
Accident - Foreign	1	1	0	0	2	0							4	0.1%
Track Work - TOTAL	38	50	19	52	57	49							265	6.2%
Track Work - Metra/PSA	38	32	19	52	57	49							247	5.8%
Track Work - Foreign	0	18	0	0	0	0							18	0.4%
Human Error - TOTAL	32	67	103	31	40	45							318	7.5%
Human Error - Metra/PSA	24	45	90	17	28	40							244	5.7%
Human Error - Foreign	8	22	13	14	12	5							74	1.7%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36							155	3.6%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36							155	3.6%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0							0	0.0%
Weather - TOTAL	335	395	17	10	3	59							819	19.2%
Weather - Metra/PSA	333	381	17	10	3	59							803	18.8%
Weather - Foreign	2	14	0	0	0	0							16	0.4%
Passenger Loading - TOTAL	20	21	42	21	44	98							246	5.8%
Lift Deployment - TOTAL	22	23	20	9	9	24							107	2.5%
Obstruction/Debris - TOTAL	31	71	8	34	48	49							241	5.7%
Catenary Failure - TOTAL	4	34	10	0	3	4							55	1.3%
Other - TOTAL	23	59	10	10	19	16							137	3.2%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735							4,264	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616							3,340	78.3%
Total Foreign Carrier Delays	171	270	134	130	100	119							924	21.7%

Data for current month is final (07/20/15) version from TOPS.

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

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

TABLE 10.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 - Jun	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	1,123	14.5%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	460	5.9%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	305	3.9%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	155	2.0%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	663	8.6%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	478	6.2%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	185	2.4%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	806	10.4%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	670	8.7%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	368	4.8%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	302	3.9%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	136	1.8%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	86	1.1%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	50	0.6%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	761	9.8%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	747	9.7%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	241	3.1%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	85	1.1%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	156	2.0%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	506	6.5%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	139	1.8%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	367	4.7%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	14	0.2%
Passenger Train Interference - TOTAL	38	58	22	8	6	14	9	9	7	18	10	46	146	1.9%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	104	1.3%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	42	0.5%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	406	5.2%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	315	4.1%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	91	1.2%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	635	8.2%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	635	8.2%
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	432	5.6%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	281	3.6%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	151	2.0%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	193	2.5%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	190	2.5%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	3	0	0	0	0	0	0	0	0	3	0.0%
Weather - TOTAL	1,431	487	123	6	36	67	25	88	32	57	22	2	2,150	27.8%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,142	27.7%
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	415	5.4%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	122	1.6%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	321	4.1%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	54	0.7%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	175	2.3%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	7,739	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	6,171	79.7%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	1,568	20.3%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 07/21/2015

'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 - Jun	
Freight Interference - TOTAL	-85	-91	-46	-53	-118	-101							-494	0.2%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24							-234	-0.6%
Primary	-64	-20	-6	-3	-49	-20							-162	-0.6%
Secondary	-4	-24	-12	-13	-15	-4							-72	-0.1%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54	-77							-260	0.9%
Primary	-9	-24	-11	-26	-43	-49							-162	1.2%
Secondary	-8	-23	-17	-11	-11	-28							-98	-0.4%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52	-76							-335	0.6%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78							-312	-0.3%
Primary	-41	-29	-19	1	-27	-35							-150	0.4%
Secondary	-36	-32	-51	8	-8	-43							-162	-0.6%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2							-23	0.9%
Primary	-7	3	-7	10	-14	-1							-16	0.5%
Secondary	-13	3	0	3	-3	3							-7	0.4%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62	-9							-291	1.2%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9							-307	0.7%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2							-113	-0.1%
Primary	-19	-13	1	-1	-1	-9							-42	-0.1%
Secondary	-46	-16	-17	3	-6	11							-71	0.0%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11							-194	0.8%
Primary	-9	-8	-14	5	-2	-10							-38	0.6%
Secondary	-43	-39	-29	3	-47	-1							-156	0.2%
Mechanical Failure - Foreign	10	4	0	8	-6	0							16	0.5%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10	13							-58	0.2%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9							-56	-0.2%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4							-2	0.4%
Accident - TOTAL	-87	-82	21	49	-61	17							-143	0.9%
Accident - Metra/PSA	-60	-41	31	50	-62	26							-56	2.0%
Accident - Foreign	-27	-41	-10	-1	1	-9							-87	-1.1%
Track Work - TOTAL	-4	17	-18	-26	-151	-188							-370	-2.0%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188							-388	-2.4%
Track Work - Foreign	0	18	0	0	0	0							18	0.4%
Human Error - TOTAL	-64	-17	50	-50	-6	-27							-114	1.9%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5							-37	2.1%
Human Error - Foreign	-24	-9	-18	-4	0	-22							-77	-0.2%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12	-2							-38	1.1%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2							-35	1.2%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0							-3	0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33	-8							-1,331	-8.6%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8							-1,339	-8.8%
Weather - Foreign	-2	10	0	0	0	0							8	0.3%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47							-169	0.4%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5							-15	0.9%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0							-80	1.5%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1							1	0.6%
Other - TOTAL	-8	14	-22	-11	-8	-3							-38	1.0%
TOTAL TRAINS DELAYED	-1,645	-517	-347	-64	-475	-427							-3,475	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301							-2,831	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126							-644	

Data for current month is final (07/20/15) version from TOPS.

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

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

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

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Jun-14	48	0	0	0	2	12	38	17	9	30	1	13	21	191
Total	479	0	1	0	51	204	273	201	94	184	20	99	198	1,804
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
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
Total	236	0	0	0	37	164	168	159	39	207	23	65	243	1,341

Data for current month is final (07/20/15) 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 YTD	% of All Delays YTD
	BNSF	6	7	8	1	1	2																												25	3.20%		
Electric ML	0	0	0	0	0	1																												1	0.23%			
Electric BI	0	0	0	0	0	0																												0	0.00%			
Electric SC	0	0	0	0	0	0																												0	0.00%			
HER	0	0	0	0	0	0																												0	0.00%			
Milw N	4	9	0	1	2	2																												18	2.98%			
Milw W	4	1	1	1	1	11																												19	4.74%			
NCS	0	0	0	0	0	0																												0	0.00%			
RI	0	1	1	0	1	0																												3	1.28%			
SWS	0	0	0	0	1	0																												1	0.42%			
UP N	0	0	0	1	2	1																												4	1.68%			
UP NW	5	0	1	3	1	3																												13	3.45%			
UP W	3	5	9	2	0	4																												23	5.22%			
Total Lift Delays	22	23	20	9	9	24																												107	2.51%			
ALL DELAYS																												4,264										

Data for current month is final (07/20/15) version from TOPS.

2014

LINE	Jan			Feb			Mar			Apr			May			Jun			Jul			Aug			Sep			Oct			Nov			Dec			Lift Delays All Year	% of All Delays 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

June 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	34	10	5	1	7	10	19	11	6	9	2	7	14	135
11-15	25	0	1	0	3	15	5	6	0	7	1	4	16	83
16-20	10	0	0	0	1	3	5	0	0	2	0	0	3	24
21+	25	16	0	0	3	4	9	1	0	5	0	1	6	70
Annulled	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>12</u>
Sub-Total	97	28	6	1	14	34	39	18	8	24	3	12	40	324
Off-Peak **														
6-10	31	23	4	6	0	18	12	2	30	21	10	15	21	193
11-15	16	9	1	1	0	17	7	4	3	3	10	8	15	94
16-20	11	8	1	2	0	3	5	0	2	3	3	7	4	49
21+	17	3	0	6	0	5	4	1	3	10	3	8	8	68
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>7</u>
Sub-Total	76	44	6	17	0	44	28	7	38	37	27	38	49	411
June 2015 Total														
6-10	65	33	9	7	7	28	31	13	36	30	12	22	35	328
11-15	41	9	2	1	3	32	12	10	3	10	11	12	31	177
16-20	21	8	1	2	1	6	10	0	2	5	3	7	7	73
21+	42	19	0	6	3	9	13	2	3	15	3	9	14	138
Annulled	<u>4</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>19</u>
TOTAL	173	72	12	18	14	78	67	25	46	61	30	50	89	735
2015 Year-to-Date														
6-10	366	167	57	55	31	251	157	105	140	126	91	123	175	1,844
11-15	182	87	26	16	19	137	85	47	42	50	48	93	123	955
16-20	77	49	11	15	9	73	48	18	16	19	20	58	53	466
21+	132	115	14	31	12	116	92	33	23	43	60	96	83	850
Annulled	<u>24</u>	<u>11</u>	<u>2</u>	<u>8</u>	<u>2</u>	<u>28</u>	<u>19</u>	<u>7</u>	<u>13</u>	<u>2</u>	<u>19</u>	<u>7</u>	<u>7</u>	<u>149</u>
TOTAL	781	429	110	125	73	605	401	210	234	240	238	377	441	4,264
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	
June 2015 Total														
6-10	37.6%	45.8%	75.0%	38.9%	50.0%	35.9%	46.3%	52.0%	78.3%	49.2%	40.0%	44.0%	39.3%	44.6%
11-15	23.7%	12.5%	16.7%	5.6%	21.4%	41.0%	17.9%	40.0%	6.5%	16.4%	36.7%	24.0%	34.8%	24.1%
16-20	12.1%	11.1%	8.3%	11.1%	7.1%	7.7%	14.9%	0.0%	4.3%	8.2%	10.0%	14.0%	7.9%	9.9%
21+	24.3%	26.4%	0.0%	33.3%	21.4%	11.5%	19.4%	8.0%	6.5%	24.6%	10.0%	18.0%	15.7%	18.8%
Annulled	<u>2.3%</u>	<u>4.2%</u>	<u>0.0%</u>	<u>11.1%</u>	<u>0.0%</u>	<u>3.8%</u>	<u>1.5%</u>	<u>0.0%</u>	<u>4.3%</u>	<u>1.6%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>2.2%</u>	<u>2.6%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2015 Year-to-Date Delays By Duration														
6-10	46.9%	38.9%	51.8%	44.0%	42.5%	41.5%	39.2%	50.0%	59.8%	52.5%	38.2%	32.6%	39.7%	43.2%
11-15	23.3%	20.3%	23.6%	12.8%	26.0%	22.6%	21.2%	22.4%	17.9%	20.8%	20.2%	24.7%	27.9%	22.4%
16-20	9.9%	11.4%	10.0%	12.0%	12.3%	12.1%	12.0%	8.6%	6.8%	7.9%	8.4%	15.4%	12.0%	10.9%
21+	16.9%	26.8%	12.7%	24.8%	16.4%	19.2%	22.9%	15.7%	9.8%	17.9%	25.2%	25.5%	18.8%	19.9%
Annulled	<u>3.1%</u>	<u>2.6%</u>	<u>1.8%</u>	<u>6.4%</u>	<u>2.7%</u>	<u>4.6%</u>	<u>4.7%</u>	<u>3.3%</u>	<u>5.6%</u>	<u>0.8%</u>	<u>8.0%</u>	<u>1.9%</u>	<u>1.6%</u>	<u>3.5%</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 (07/20/15) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
June 2015														
Peak *	18.9	31.8	8.5	7.0	14.9	13.5	14.5	10.7	7.0	13.9	10.0	11.7	16.5	16.7
Off-Peak **	16.3	12.0	9.7	27.9	--	13.1	14.2	13.0	9.7	16.2	13.8	19.1	14.8	14.9
All	17.8	19.4	9.1	26.6	14.9	13.3	14.4	11.4	9.3	15.3	13.4	17.3	15.6	15.7
2015 Year-to-Date														
Peak *	14.5	22.2	13.5	20.1	15.2	18.0	17.9	14.5	12.8	12.7	22.6	18.8	15.0	16.8
Off-Peak **	17.3	14.5	12.3	19.0	--	19.0	18.6	15.1	12.1	15.0	18.6	23.4	17.6	17.5
All	15.6	18.8	13.0	19.4	15.2	18.6	18.3	14.8	12.3	14.2	20.0	21.4	16.6	17.2

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (07/20/15) version from TOPS.