

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

**July 2015**



# COMMUTER RAIL ON-TIME PERFORMANCE

## July 2015

This report presents an analysis of the July 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 July 2015, Metra operated 18,059 scheduled trains, including scheduled "extras", if any. 854 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.3%. 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 July 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 July 2015. Of the 854 delays systemwide in July 2015, all but 453 (53%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Julys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in July 2015, 78 more delays than the average over the previous three Julys were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 5,118 delays in 2015, all but 2,067 (40%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during July 2015. Table 8.b shows the average frequencies over the previous five Julys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 854 delays systemwide in July 2015, 306 less than the average over the previous five Julys. Table 9.a shows delays from the beginning of the year through July 2015. Table 9.b shows the average frequencies from the beginning of the year through July 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 July of 2015, a total of 5,118 trains were delayed, compared to 8,512 trains delayed in the same seven 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 July 2015 freight operations delayed 116 trains systemwide, compared to 137 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 18 trains were delayed by lift deployment in July 2015.

A review of July 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 44.5% of all late trains. Table 14 shows that the average length of delay was 17.1 minutes in July 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  
July 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>	1,243	65	94.8%	933	81	91.3%	2,176	146	93.3%	119	16	86.6%	78	4	94.9%	2,373	166	93.0%
<b>Elec -ML</b>	1,034	17	98.4%	783	42	94.6%	1,817	59	96.8%	165	12	92.7%	80	16	80.0%	2,062	87	95.8%
<b>-BI</b>	322	3	99.1%	529	11	97.9%	851	14	98.4%	90	2	97.8%	--	--	--	941	16	98.3%
<b>-SC</b>	<u>391</u>	<u>7</u>	98.2%	<u>851</u>	<u>27</u>	96.8%	<u>1,242</u>	<u>34</u>	97.3%	<u>164</u>	<u>12</u>	92.7%	<u>80</u>	<u>8</u>	90.0%	<u>1,486</u>	<u>54</u>	96.4%
<b>Subtotal</b>	1,747	27	98.5%	2,163	80	96.3%	3,910	107	97.3%	419	26	93.8%	160	24	85.0%	4,489	157	96.5%
<b>Heritage</b>	138	11	92.0%	--	--	--	138	11	92.0%	--	--	--	--	--	--	138	11	92.0%
<b>Milw -N</b>	574	4	99.3%	806	27	96.7%	1,380	31	97.8%	103	12	88.3%	84	3	96.4%	1,567	46	97.1%
<b>-W</b>	<u>620</u>	<u>17</u>	97.3%	<u>714</u>	<u>18</u>	97.5%	<u>1,334</u>	<u>35</u>	97.4%	<u>102</u>	<u>13</u>	87.3%	<u>75</u>	<u>3</u>	96.0%	<u>1,511</u>	<u>51</u>	96.6%
<b>Subtotal</b>	1,194	21	98.2%	1,520	45	97.0%	2,714	66	97.6%	205	25	87.8%	159	6	96.2%	3,078	97	96.8%
<b>NCS</b>	253	12	95.3%	253	8	96.8%	506	20	96.0%	--	--	--	--	--	--	506	20	96.0%
<b>RI</b>	828	15	98.2%	760	60	92.1%	1,588	75	95.3%	128	13	89.8%	112	18	83.9%	1,828	106	94.2%
<b>SWS</b>	253	13	94.9%	437	39	91.1%	690	52	92.5%	24	2	91.7%	--	--	--	714	54	92.4%
<b>UP -N</b>	688	20	97.1%	900	27	97.0%	1,588	47	97.0%	108	4	96.3%	76	2	97.4%	1,772	53	97.0%
<b>-NW</b>	755	57	92.5%	738	28	96.2%	1,493	85	94.3%	97	10	89.7%	60	3	95.0%	1,650	98	94.1%
<b>-W</b>	<u>620</u>	<u>28</u>	95.5%	<u>738</u>	<u>54</u>	92.7%	<u>1,358</u>	<u>82</u>	94.0%	<u>81</u>	<u>6</u>	92.6%	<u>72</u>	<u>4</u>	94.4%	<u>1,511</u>	<u>92</u>	93.9%
<b>Subtotal</b>	2,063	105	94.9%	2,376	109	95.4%	4,439	214	95.2%	286	20	93.0%	208	9	95.7%	4,933	243	95.1%
<b>SYSTEM</b>	7,719	269	96.5%	8,442	422	95.0%	16,161	691	95.7%	1,181	102	91.4%	717	61	91.5%	18,059	854	95.3%

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

Delays data for most recent month is final (08/19/15) 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- JUL	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	95.1%	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	92.9%	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	95.6%	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	94.0%	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	87.1%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0						93.9%	93.9%
<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	92.9%	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	97.6%	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	96.7%	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	97.4%	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	97.7	96.5						97.3%	97.3%
<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	97.2%	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	88.9%	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	89.0%	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	95.5%	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	96.2%	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	88.4%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0						90.7%	90.7%
<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	91.6%	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	93.5%	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	88.9%	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	93.2%	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	93.7%	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	89.3%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1						93.7%	93.7%
<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	91.7%	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	96.1%	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	92.0%	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	95.5%	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	94.4%	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	92.1%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6						95.5%	95.5%
<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	94.0%	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	93.1%	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	91.1%	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	91.6%	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	92.6%	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	87.8%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0						93.0%	93.0%
<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	91.2%	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-JUL	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	96.5%	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	92.8%	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	95.0%	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	95.3%	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	91.2%	93.8%
	<b>2015</b>	97.4	95.3	98.9	98.7	97.8	97.4	94.2						97.1%	97.1%
<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	94.1%	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	93.9%	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	92.1%	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	95.0%	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	95.8%	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	91.9%	92.6%
	<b>2015</b>	94.7	89.7	95.6	96.1	96.3	91.1	92.4						93.7%	93.7%
<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	93.7%	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	95.0%	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	92.4%	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	96.4%	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	96.6%	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	95.8%	96.7%
	<b>2015</b>	98.6	95.6	98.3	97.1	97.7	98.2	97.0						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	95.2%	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	96.8%	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	94.5%	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	96.6%	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	94.5%	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	94.0%	95.2%
	<b>2015</b>	96.0	91.6	97.6	96.3	96.9	96.8	94.1						95.7%	95.7%
<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	95.3%	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	94.7%	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	91.1%	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	94.7%	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	94.6%	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	93.7%	94.4%
	<b>2015</b>	93.9	91.1	96.1	96.3	97.5	93.9	93.9						94.7%	94.7%
<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	93.7%	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	95.8%	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	93.3%	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	95.7%	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	95.4%	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	92.8%	94.3%
	<b>2015</b>	94.9	92.5	97.0	97.2	97.2	95.8	95.3						95.7%	95.7%
<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		94.6%	95.0%

Delays data for most recent month is final (08/19/15) 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  
July 2015**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
BNSF	1269 <b>83% OT</b>	Thu, Jul 02	14	VE1	FOLLOWING 1267 @ FAIRVIEW
		Tue, Jul 07	8	CA	WAITING FOR ROUTE FROM AMTRAK DUE TO AMTRAK TRACK WORK
		Wed, Jul 08	8	U1	DELAYED DUE TO TRAFFIC FROM 1249 AND ADA LIFT
		Thu, Jul 09	30	G	TRAFFIC DUE TO #6 SWITCH FAILURE AT UNION AVE A
BNSF	1270 <b>83% OT</b>	Tue, Jul 07	11	B	MOW OVERSTAY MT3 RT 59, WAITING ON 917 TO DEPART DUE TO AMTRAK TRACK WORK
		Wed, Jul 15	16	C	WAITING FOR 1237 TO XO AT LISLE, 10 MPH FORM A MP 7.1 TO 7.3 MT3
		Thu, Jul 23	9	II	WORKING AROUND FREIGHT AT LARAMIE CATMCXC088, GROUP MOVE FROM LISLE
		Thu, Jul 30	9	D	DELAYED FOR THE CBTMCXC062 TO CROSS MT2 TO MT3 LAVERGNE, MULTIPLE FORM A'S
BNSF	1277 <b>83% OT</b>	Thu, Jul 09	34	G	TRAFFIC DUE TO #6 SWITCH FAILURE AT UNION AVE A
		Fri, Jul 17	24	RF1	EAST END DS ERROR AT CONGRESS PARK DUE TO MISROUTE 1286
		Mon, Jul 20	14	G1	DELAYED DUE TO SWITCH FAILURE AT CONGRESS PARK
		Wed, Jul 22	32	E	METX 211 MECHANICAL ISSUE AT CUS
BNSF	1279 <b>78% OT</b>	Thu, Jul 02	9	VE1	BLOCKED BY 1284 @ FAIRVIEW
		Thu, Jul 09	18	G	TRAFFIC DUE TO #6 SWITCH FAILURE AT UNION AVE A
		Wed, Jul 15	12	GA	AMTRAK SWITCH V34 FAILURE DURING SWS829
		Fri, Jul 17	24	RF1	EAST END DS ERROR AT CONGRESS PARK DUE TO MISROUTE 1286
		Mon, Jul 20	13	G1	DELAYED DUE TO SWITCH FAILURE AT CONGRESS PARK
BNSF	1283 <b>83% OT</b>	Thu, Jul 02	8	VE1	11" LATE DEPARTURE DUE TO EARLIER MECHANICAL PROBLEMS
		Wed, Jul 08	12	U1	LATE FLIP FROM 1249/1282
		Thu, Jul 09	0	XG	ANNULLED DUE TO UNION AVE A SWITCH FAILURE
		Fri, Jul 10	0	R1	DUE TO 1288 LOCOMOTIVE ISSUES
BNSF	1285 <b>78% OT</b>	Tue, Jul 07	28	CA1	LATE FLIP FROM 1284 AND WAITING ON ROUTE FROM AMTRAK DUE TO TRACK WORK
		Tue, Jul 14	161	M1	DELAYED DUE TO 1373 PEDESTRIAN STRIKE AT HARLEM AVE
		Wed, Jul 15	7	GA	AMTRAK SWITCH V34 FAILURE
		Fri, Jul 17	31	RF1	LATE FLIP FROM 1286
		Mon, Jul 20	12	G1	LATE FLIP FROM 1286, DELAYED DUE TO SWITCH FAILURE AT CONGRESS PARK
BNSF	1288 <b>83% OT</b>	Wed, Jul 01	14	K1	LATE FLIP- TRUCK STRUCK BRIDGE AT 1ST AVENUE MP 11.14
		Wed, Jul 08	8	U1	DELAYED BY 1249S TRAFFIC AT FVW
		Thu, Jul 09	10	G	TRAFFIC DUE TO #6 SWITCH FAILURE AT UNION AVE A
		Fri, Jul 10	0	XR	METX 196 TRACTION MOTOR #1 ON FIRE AT BELMONT
BNSF	1289 <b>78% OT</b>	Wed, Jul 08	10	CA	DELAYED DEPARTING AMTRAK PROPERTY DUE TO AMTRAK TRACK WORK
		Fri, Jul 10	23	R1	LATE FLIP FROM 1290 TO 1288 AT FVW
		Tue, Jul 14	0	M1	DELAYED DUE TO 1373 PEDESTRIAN STRIKE AT HARLEM AVE
		Wed, Jul 15	12	JM	MEDICAL EMERGENCY @BERWYN
		Mon, Jul 27	7	DD	INSTRUCTED TO FLIP @LISLE DUE TO RUNNING QSSECH2-32A
BNSF	1293 <b>65% OT</b>	Thu, Jul 02	19	DD	SLOTTED BEHIND Q CHCSTP1 02A
		Tue, Jul 14	0	M1	1373 PEDESTRIAN STRIKE AT HARLEM AVE
		Wed, Jul 15	9	J	HEAVY PASSENGER LOADING OUT OF CUS, UNRULY PASSENGERS ON TRAIN
		Thu, Jul 16	9	IW	SLOW PASSENGER HANDLING HEAVY RAIN
		Fri, Jul 17	7	IW	PASSENGER HANDLING WEATHER
		Mon, Jul 20	11	CC	DELAYED DEPARTURE 9 MINUTES @ CUS DUE TO AMTRAK TRAFFIC
		Tue, Jul 21	9	L	TRESPASSERS REPORTED/ HELD @ UNION AVE A & REDUCED SPEED MP 5.0-5.4
		Thu, Jul 30	20	C	WORKED MIDDLE LAGRANGE TO CONGRESS 10 MPH FORM A CONGRESS PARK
BNSF	1298 <b>74% OT</b>	Fri, Jul 03	12	I	HEAVY PASSENGER LOADING, EVENTS IN AURORA AND NAPERVILLE
		Thu, Jul 09	17	G	LATE ARRIVAL OF EQUIPMENT/ SWITCH FAILURE @ UNION AVE
		Fri, Jul 17	7	D	7" FREIGHT TRAIN INTERFERENCE AT CICERO
		Fri, Jul 24	19	G1	WAITING ON 1295 TO CLEAR E NPV PLANT
		Thu, Jul 30	7	I	WORKED NORTH SIDE LISLE THROUGH DGM/ ACCOMODATING PASSENGERS
		Fri, Jul 31	8	I	SLOW PASSENGER HANDLING AND WAITING ON PLATFORM @ CUS
BNSF	1373 <b>78% OT</b>	Thu, Jul 02	7	VE1	7" LATE DEPARTURE DUE TO FOLLOWING EARLIER MECHANICAL PROBLEMS
		Thu, Jul 09	13	G	TRAFFIC DUE TO #6 SWITCH FAILURE AT UNION AV A
		Tue, Jul 14	0	XM	PEDESTRIAN STRIKE AT HARLEM AVE
		Fri, Jul 17	13	RF1	LATE FLIP FROM 1284
		Mon, Jul 20	27	G1	DELAYED DUE TO SWITCH FAILURE AT CONGRESS PARK

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
ELML	149	Thu, Jul 02	9	J	TRAIN WAITING FOR MEDICAL HELP AT 211TH FOR 49YR OLD MALE HAVING A HEART ATTACK	
		<b>83% OT</b>	Fri, Jul 17	6	I	DELLAYED EN-ROUTE ACCT MAKING ALL FLAG STOPS AND HEAVY LOADING. PASSENGER NEEDED ADDITIONAL ASSISTANCE @ 55TH ST
			Wed, Jul 22	15	CC	RUNNING WITH A TRACK PERMIT ON 3 11TH PLACE TO 65TH
			Fri, Jul 31	9	I	DELAYED 5M @ VANBUREN & 4M @ 11TH PLACE ACCT EXTREME HEAVY LOADING
ELML	151	Fri, Jul 03	8	I	HEAVY LOADING ENROUTE DUE TO CONCERT	
		<b>83% OT</b>	Thu, Jul 09	10	L	9M AT 59TH FOR CPD ACTIVITY NEAR THE TRACKS
			Wed, Jul 22	9	CC	RUNNING WITH TRACK PERMIT 11TH PLACE TO 65TH
			Thu, Jul 30	7	J	7M KENSINGTON PASSENGER DISPUTE
ELSC	349	Mon, Jul 13	13	OW1	DELAY DUE TO WAITING ON MEET WITH ME146.	
		<b>83% OT</b>	Fri, Jul 17	11	GM	DELAYED @ EAST END AVE ACCT S/B GATE HIT BY CAR AND WAS IN FOUL OF TRACK, ALSO GATE MALFUNCTION @ 76TH ST
			Wed, Jul 22	13	CC1	MAKING MEET WITH ME149
			Fri, Jul 31	6	I	DELAYED 6M @ 59TH ACCT HEAVY LOADING (150 PSGRS)
MN	2155	Fri, Jul 03	18	II	19" WAITING ON LATE #2160 TO CLEAR, J-LINE, RONDOUT.	
		<b>78% OT</b>	Fri, Jul 10	9	D1	9" LATE TURN FROM #2158, CUS.
			Wed, Jul 15	25	GF	25" CN CTC PROBLEMS, GRAYSLAKE.
			Thu, Jul 23	8	G1	10" LATE TURN FROM 2158, CUS.
			Fri, Jul 31	11	D1	14" WAITING ON #2160 TO CLEAR, RONDOUT.
NCS	111	Wed, Jul 08	7	D	10" FOLLOW FREIGHT, TRAFTON-LAKE VILLA	
		<b>83% OT</b>	Mon, Jul 13	7	RA1	7" FOLLOWING #2232, ENROUTE; 5" STOP SIGNAL, DEVAL.
			Thu, Jul 16	8	D	11" FOLLOW FREIGHT TRAIN, TRAFTON-LAKE VILLA.
			Mon, Jul 27	21	G	16" SWITCH FAILURE, GRAND/CICERO; 12" STOP SIGNAL, DEVAL.
RI	508	Fri, Jul 03	6	D	CN L-521 8915WEST W/ 88 CARS TOOK 18 MINUTES TO CLEAR.	
		<b>78% OT</b>	Tue, Jul 07	22	DD	EJE X-TRAFFIC, CNL521, CN5733, 121 CARS, 8200 FT.
			Wed, Jul 22	7	C	35MPH SLOW ORDER FORM B LINE 204; 10MPH TRACK DEFECT MP 22.3; SLOW PASSENGER LOADING
			Wed, Jul 29	0	KD1	DEPARTED JOLIET XM LATE, MECHANICAL WORKING ON ENGINE FROM PREVIOUS TRIP ISSUES.
			Thu, Jul 30	9	RD	9M LSS DUE TO 506WASH HAD NOT DEPARTED OFF OF TRK #3 & DISPR WAS NOT AWARE
RI	509	Thu, Jul 16	7	CC	7M CP 46TH ST MEET RI508; 3M SLOW ORDER BY FORM D (ENGLEWOOD FLY-OVER)	
		<b>83% OT</b>	Fri, Jul 17	7	C	6M MEET RI508 ACCT. FORM D LINE 401, 3M SLOW ORDER BY WORK ZONE.
			Mon, Jul 27	10	C1	10M CP MOKENA SINGLE TRACKING AROUND UNPLANNED WORK & WAITING RI512
			Tue, Jul 28	6	CC	WAITING FOR EASTBOUND TO CLEAR MOKENA
RI	510	Fri, Jul 10	11	II	MEET RI 507 MOKENA	
		<b>83% OT</b>	Fri, Jul 24	6	I	HEAVY PASS HANDLING, ADA'S
			Thu, Jul 30	12	D	6M AT MOKENA, WAITING ON RI507 DUE TO CRL WORKING SCHILLING, 4M B/W MOKENA AND ROBBINS FOR PASSENGER LOADING. 2M ADA JOLIET - ROBBINS
			Fri, Jul 31	6	I	4M CP 35.5 TRACK INSPECTOR RELEASING TRACK & TIME
RI	515	Tue, Jul 07	9	DE	10M AT INTERCHANGE WAITING ON MEET WITH RI516	
		<b>83% OT</b>	Thu, Jul 09	7	G	7M CP81ST STOPPED FOLLOWING NIRC4 ACCOUNT OF SW FAILING REVERSE #1 X-OVER @CP 81ST ST, AUTHORITY TO FLAG STOP ALL THE WAY
			Fri, Jul 17	6	CC	7M SINGLE TRACKING CP46TH ST.
RI	518	Mon, Jul 27	7	CC	7M ENROUTE DUE TO TRACK WORK AT MOKENA	
		<b>83% OT</b>	Fri, Jul 03	8	U	4M ADA JOLIET TO 35TH; 4M ADA 103RD TO 95TH ST
			Tue, Jul 07	40	DE	36M 300P/336P DELAYED AT ROBBINS FOR Q556 W8100FT IHB DIDNT TAKE HIM WHEN THEY ACCEPTED HIM
			Mon, Jul 13	7	G	8M SW 5 FAILING NORMAL AT CP 46TH RI 6132 AHEAD ..MADE ZIF ZAG MOVE AT CP 54TH TO GO AROUND
RI	525	Fri, Jul 31	9	I	5M HEAVY PASSENGER LOADING NEW LENOX TO MIDLOTHIAN ; 4M ADA BI TO 35TH	
		<b>78% OT</b>	Wed, Jul 08	9	R	8M 35TH DOOR PROBLEMS CAR 7378; 6M MOKENA SLOW UNLOADING ENGINEER OVERSHOT PLATFLORM;2M ADA NEW LENOX
			Thu, Jul 09	6	GM	6M AWDM GROVE ST. MP 16.43
			Fri, Jul 10	6	U	1M DOWN DEPARTING LSS, 5M ADA LSS TO MIDLOTHIAN
			Mon, Jul 13	17	E	20M LATE DEPARTING LSS HEP FAILING IN DEPOT ON ENG 408...
	Fri, Jul 31	6	UF	11M BRAINERD ADA LIFT WOULD NOT DEPLOY CREW MANUALLY OPERATED LIFT		

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	527	Fri, Jul 03	9	I	2M 10.1 SPEED REST, 3M OAK FOREST ADA 2M TINLEY LATE PSGR 2M PULLING 9 CAR TRAIN1	
		<b>83% OT</b>	Mon, Jul 06	18	NW	LOST POWER @ CP RICHARDS SO CREW FOR 527 HAD TO TAKE 4 SWITCHES OFF POWER AND MAKE SURE ROUTE LINED FOR MOVEMENT. 18 MIN DELAY
		Thu, Jul 09	8	U	2M @ 10.1 ACCT SPEED REST, 3M @ 11TH FOR ADA ON, 2M @ GROVE ST FOR ITEM #1, 3M @ MIDLOTHIAN FOR 2 ADA'S OFF	
		Fri, Jul 31	33	E	5M CP PERSHING UNSOLICITED EMERGENCY BRAKE APPLICATION ENG 412,12M 2ND PENALTY APPLICATION CP 81ST ST.HEAVY PSGR LOADING ENROUTE,	
RI	532	Fri, Jul 03	12	II	10 M LATE TURN OF EQUIP FROM RI527	
		<b>83% OT</b>	Mon, Jul 06	8	NW	LATE TURN OF EQUIPMENT FROM RI527 DUE TO POWER FAILURE @CP RICHARDS DEPARTED AT 1040PM DEPARTED 15 DOWN
		Tue, Jul 14	16	F1	DEPARTED JOLIET 25 MIN DOWN, WENT INTO YARD AND GOT NEW EQUIPMENT BAD ORDER SPEED ODOMETER.à	
		Fri, Jul 31	46	E1	LATE TURN OF EQUIPMENT FROM RI0527 HAD MECHANICAL ISSUES HAD TO SWITCH EQUIPMENT AT JOLIET, DEPARTED 1115PM 50M LATE	
SWS	836	Thu, Jul 09	8	GF1	10M ASHBURN WAITING FOR LANDERS TAKING HEADROOM AND 829 TO CLEAR SINGLE TRACK	
		<b>83% OT</b>	Tue, Jul 14	35	GT1	DEPARTED 143RD 39M LATE ACCT LATE TURN FROM 823, ALSO TURNED AT 143RD INSTEAD OF 153RDà7M ASHBURN WAITING FOR 831 TO CLEAR SINGLE TRACK
		Tue, Jul 21	8	D1	10" ASHBURN WAITING FOR 829 TO CLEAR SINGLE TRACK	
		Wed, Jul 29	8	AM	10M 21ST BRIDGE BROKEN	
SWS	838	Wed, Jul 08	9	CA	7M ASHBURN WAITING FOR 833 TO CLEAR SINGLE TRACK.à4M CUS SWITCH PROJECT	
		<b>78% OT</b>	Thu, Jul 09	10	GF1	DEPARTED 179TH 4M LATE ACCT WAITING FOR TRAFFIC TO TURN AFTER 829 CLEAREDà7M ASHBURN WAITING FOR 833 TO CLEAR SINGLE TRACK
		Wed, Jul 15	9	CA	DELAYED @ ASHBURN MEETING SWS 833, DELAYED @ CUS ACCT TRACK CONSTRUCTION	
		Wed, Jul 22	9	D1	12M ASHBURN WAITING FOR NS BS31 TO SHOVE INTO YARD AND 833 TO CLEAR SINGLE TRACK	
		Tue, Jul 28	8	D1	DEPARTED 179TH 8M LATE ACCT WAITING FOR 829 TO CLEAR SINGLE TRACK	
SWS	842	Tue, Jul 07	7	CA	TRK CONSTRUCTION @ CUS	
		<b>83% OT</b>	Thu, Jul 16	8	CC1	6 MIN ASHBURN WAITING FOR SW0839 TO CLEAR. 3 MIN SPEED RESTRICTION AT BELT JCT.
		Mon, Jul 27	7	CC	5MIN WAITING ON SW839 AT ASHBURN 4M AT 21ST WAITING ON AMTRAK	
		Wed, Jul 29	8	D1	DELAYED 8M @ ASHBURN MEETING SWS839	
UPN	338	Wed, Jul 01	12	CC	17" FROM B SINGLE TRACK, MP35.7-28.7.	
		<b>83% OT</b>	Thu, Jul 23	0	XVE	ANULLED DUE TO ENGINE METX17 SHUT DOWN - NO OIL IN GOVERNOR. ,CENTRAL ST.
		Fri, Jul 24	25	K	STOPPED DUE TO CAR STUCK ON TRACKS AT MP 24.43, FORT SHERIDAN.	
		Fri, Jul 31	11	I	16" HEAVY ENTRAINING LOLAPALOOZA.	
UPNW	622	Mon, Jul 06	10	G1	10" RED SIGNAL, LAKE ST TOWER HAD TO RUN SIGNAL TIMER @ NW JCT DUE #616 EQUIPMENT GOING INTO CAL AVE YD, BRIDGE C.	
		<b>70% OT</b>	Mon, Jul 13	80	RF1	80" FOLLOW TRAINS AHEAD & LATE DEPARTING(29"), MCHENRY
		Fri, Jul 17	17	G	17" SWITCH #15 NORTH FAILED & PUMPING OUT OF CORRESPONDENCE BROKEN BOLT ON THROW BAR, ERIE; XH, MP42.53.	
		Mon, Jul 27	9	E1	9" WAIT FOR #624 TO COME OUT YARD & FOLLOWED #624 @ CRYSTAL LAKE, MP42.5-31.5.	
		Wed, Jul 29	21	F1	21" STOP & FOLLOW #824, ARLINGTON PARK.	
		Thu, Jul 30	9	R1	2" WAIT FOR #624 & FOLLOW, CRSYTAL LAKE; 4" NCS 110 CROSSED AHEAD, DEVAL; X-TRAFFIC, LAKE ST.	
		Fri, Jul 31	8	R1	8" YCM83 YARD CREW PULLED #319 TO YARD GOT PENALTY APPLICATION CROSSING AHEAD, CRWE COULD NOT RECOVER AIR, BRIDGE A.	
UPNW	628	Tue, Jul 07	14	D	16" LATE DEPARTING Q11991-06 CROSSED AHEAD, CN BARRINGTON.	
		<b>83% OT</b>	Mon, Jul 13	67	RF1	67" LATE DEPARTING HIGH WIND WARNINGS, BARRINGTON; FOLLOW TRAINS AHEAD.
		Mon, Jul 20	9	D	9" WAITED FOR SIGNAL AT DUE TO FREIGHT TRAIN A4791-20 CROSSING AHEAD, BARRINGTON.	
		Wed, Jul 29	14	F1	14" STOP & FOLLOW TRAINS AHEAD	
UPNW	630	Tue, Jul 07	13	D1	13" STOPPED BEHIND #628, BARRINGTON.	
		<b>83% OT</b>	Mon, Jul 13	65	RF1	65" LATE DEPARTING HIGH WIND WARNINGS, HARVARD; FOLLOW TRAINS AHEAD.
		Mon, Jul 20	7	D1	7" FOLLOWING #628 TO CPT, BARRINGTON.	
		Wed, Jul 29	15	F1	15" STOP & FOLLOW TRAINS AHEAD.	
UPNW	632	Tue, Jul 07	6	D1	6" FOLLOW #630, MP35-CPT.	
		<b>83% OT</b>	Mon, Jul 13	63	RF1	65" LATE TURN FROM #603 & DEPART BEHIND #636, CRYSTAL LAKE.
		Tue, Jul 14	8	D	8" Q19771-13, CN BARRINGTON.	
		Wed, Jul 29	13	F1	13" STOP & FOLLOW TRAINS AHEAD.	

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

<b>Line</b>	<b>Train</b>	<b>Date</b>	<b>Minutes Late</b>	<b>Delay Code</b>	<b>Delay Explanation</b>
UPNW <b>83% OT</b>	634	Tue, Jul 07	17	D1	12" WAIT FOR #632 TO CLEAR, BARRINGTON.
		Mon, Jul 13	0	RF1	ANNULLED NO CREW OR EQUIPMENT, BARRINGTON.
		Wed, Jul 29	8	F1	8" STOP & FOLLOW TRAINS AHEAD.
		Thu, Jul 30	11	A	5" LATE DEPARTING DUE TO WAITING ON#628 TO X/O 1-2 COMING OUT OF YD, BARRINGTON; FOLLOW TRAINS AHEAD.
UPNW <b>83% OT</b>	652	Thu, Jul 09	7	VF	12" NO POWER TO DOORS, DOOR CONTROL BREAKER TRIPPED(RESET), CRYSTAL LAKE.
		Thu, Jul 16	12	D	17" FREIGHT CROSSED AHEAD, CN BARRINGTON.
		Fri, Jul 24	6	I	6" HEAVY PASSENGER LOADING, ENROUTE.
		Mon, Jul 27	9	F	14" LOADING DOORS ON CAB CAR 8441 & COACH CAR 6006 WERE JAMMED & WOULD NOT CLOSE, BARRINGTON.

Data is final (08/19/15) 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

P:\ONTIME\#DelayClassificationTbl2012\_v2014.xls\IncidentCodeTable 03/12/2014

**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
<b>1</b> Passenger Train Interference				<b>13</b> Human Error				<b>1</b> 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	<b>2 &amp; 3</b> Freight Interference - Peak & Off-Peak			
<b>4</b> 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
<b>5</b> 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	<b>4</b> Accident			
<b>6</b> Lift Deployment				<b>14</b> Sick, Injured, Unruly Passenger				DM	DM1	XDM	Freight-Accident/Incident
U	U1	XU	Accessibility Related (ADA)	J	J1	XJ	Passenger Problems/Removal	<b>8</b> Signal/Switch Failure			
UF	UF1	XUF	ADA Lift Failure	JM	JM1	XJM	Passenger Medical Emergency	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
<b>7</b> Obstruction/Debris				<b>15</b> Weather				GF	GF1	XGF	Signal/Switch Foreign Line
K	K1	XK	Obstruction On Tracks	AW	AW1	XAW	Pass. Train Interference, Weather	<b>9</b> 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	<b>11</b> Non-Locomotive Equipment Failure			
<b>8</b> 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.)	<b>12</b> 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	<b>13</b> 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
<b>9</b> Track Work				UW	UW1	XUW	Accessibility, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	<b>16</b> Other				<b>14</b> 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	<b>15</b> 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				
<b>10</b> 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				
<b>11</b> 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								
<b>12</b> 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**  
**July 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	93	44	10	37	9	18	24	10	52	24	32	67	33	453	53%
Semi-controllable	24	0	0	0	2	12	0	3	11	27	0	18	31	128	15%
Uncontrollable	49	43	6	17	0	16	27	7	43	3	21	13	28	273	32%
<b>TOTAL TRAINS DELAYED</b>	<b>166</b>	<b>87</b>	<b>16</b>	<b>54</b>	<b>11</b>	<b>46</b>	<b>51</b>	<b>20</b>	<b>106</b>	<b>54</b>	<b>53</b>	<b>98</b>	<b>92</b>	<b>854</b>	<b>100%</b>

**July - 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	66.0	45.0	14.7	31.3	1.0	53.7	28.0	14.3	27.3	6.7	27.0	29.7	30.0	374.7	40%
Semi-controllable	10.7	0.0	0.3	0.0	3.7	34.7	19.0	16.0	10.0	17.7	0.7	13.0	12.0	137.7	15%
Uncontrollable	42.3	63.3	13.0	31.3	2.3	43.0	45.7	16.7	64.7	4.7	32.0	45.0	30.0	434.0	46%
<b>TOTAL TRAINS DELAYED</b>	<b>119.0</b>	<b>108.3</b>	<b>28.0</b>	<b>62.7</b>	<b>7.0</b>	<b>131.3</b>	<b>92.7</b>	<b>47.0</b>	<b>102.0</b>	<b>29.0</b>	<b>59.7</b>	<b>87.7</b>	<b>72.0</b>	<b>946.3</b>	<b>100%</b>

**July 2015 Divergence From July 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	27.0	-1.0	-4.7	5.7	8.0	-35.7	-4.0	-4.3	24.7	17.3	5.0	37.3	3.0	78.3	-85%
Semi-controllable	13.3	0.0	-0.3	0.0	-1.7	-22.7	-19.0	-13.0	1.0	9.3	-0.7	5.0	19.0	-9.7	10%
Uncontrollable	6.7	-20.3	-7.0	-14.3	-2.3	-27.0	-18.7	-9.7	-21.7	-1.7	-11.0	-32.0	-2.0	-161.0	174%
<b>TOTAL TRAINS DELAYED</b>	<b>47.0</b>	<b>-21.3</b>	<b>-12.0</b>	<b>-8.7</b>	<b>4.0</b>	<b>-85.3</b>	<b>-41.7</b>	<b>-27.0</b>	<b>4.0</b>	<b>25.0</b>	<b>-6.7</b>	<b>10.3</b>	<b>20.0</b>	<b>-92.3</b>	<b>100%</b>

**January-July 2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	410	198	44	86	37	312	186	95	167	91	125	157	159	2,067	40%
Semi-controllable	117	0	0	0	38	115	59	98	27	158	14	61	174	861	17%
Uncontrollable	420	318	82	93	9	224	207	37	146	45	152	257	200	2,190	43%
<b>TOTAL TRAINS DELAYED</b>	<b>947</b>	<b>516</b>	<b>126</b>	<b>179</b>	<b>84</b>	<b>651</b>	<b>452</b>	<b>230</b>	<b>340</b>	<b>294</b>	<b>291</b>	<b>475</b>	<b>533</b>	<b>5,118</b>	<b>100%</b>

Data for current month is final (08/19/15) version from TOPS.

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

08/19/2015

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

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
<b>BNSF</b>	7	9	4	2	10	8	15	13	0	10	8	1	10	6	5	3	4	4	1	1	16	6	3	146
<b>Elec -ML</b>	2	3	2	0	1	0	3	2	3	8	5	3	3	2	1	4	0	5	1	2	0	6	3	59
<b>-BI</b>	1	0	0	2	0	0	0	0	2	2	1	0	1	0	0	0	1	2	2	0	0	0	0	14
<b>-SC</b>	0	1	0	0	1	0	1	0	2	0	0	0	3	0	0	3	0	5	16	0	0	0	2	34
<b>Heritage</b>	0	1	0	0	0	0	0	1	2	1	1	0	2	1	1	0	0	1	0	0	0	0	0	11
<b>Milw -N</b>	2	0	3	0	0	0	0	1	0	0	1	4	2	1	0	1	6	0	0	0	5	0	5	31
<b>-W</b>	0	0	0	1	0	0	0	9	1	1	1	0	10	0	0	0	2	0	7	0	0	1	2	35
<b>NCS</b>	1	0	0	0	1	1	1	0	1	1	1	1	0	1	0	1	3	0	5	0	1	0	1	20
<b>RI</b>	0	0	4	4	6	2	5	6	7	1	1	3	6	1	2	1	0	1	9	2	4	2	8	75
<b>SWS</b>	6	6	0	0	1	4	2	0	0	7	3	3	0	0	1	6	0	1	1	3	3	1	4	52
<b>UP -N</b>	3	2	0	0	0	0	0	1	22	1	0	0	0	0	0	0	3	4	0	1	2	0	8	47
<b>-NW</b>	6	2	0	1	4	1	1	1	27	2	0	1	1	5	0	1	0	1	6	0	17	4	4	85
<b>-W</b>	<u>3</u>	<u>5</u>	<u>4</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>16</u>	<u>5</u>	<u>2</u>	<u>3</u>	<u>10</u>	<u>1</u>	<u>6</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>7</u>	<u>82</u>
<b>SYSTEM</b>	31	29	17	13	25	16	29	36	83	39	24	19	48	18	16	21	21	26	51	9	49	24	47	691

  

SATURDAY	4	11	18	25	TOTAL	SUNDAY/HOLIDAY	5	12	19	26	TOTAL
<b>BNSF</b>	4	3	6	3	16	<b>BNSF</b>	1	3	0	0	4
<b>Elec -ML</b>	5	0	1	6	12	<b>Elec -ML</b>	2	5	0	9	16
<b>-BI</b>	0	0	0	2	2	<b>-BI</b>	-	-	-	-	0
<b>-SC</b>	5	0	1	6	12	<b>-SC</b>	1	1	0	6	8
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	0
<b>Milw -N</b>	4	2	3	3	12	<b>Milw -N</b>	0	1	1	1	3
<b>-W</b>	6	4	3	0	13	<b>-W</b>	0	3	0	0	3
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	0
<b>RI</b>	2	2	7	2	13	<b>RI</b>	9	8	0	1	18
<b>SWS</b>	0	1	0	1	2	<b>SWS</b>	-	-	-	-	0
<b>UP -N</b>	0	2	2	0	4	<b>UP -N</b>	0	1	0	1	2
<b>-NW</b>	2	4	4	0	10	<b>-NW</b>	0	1	2	0	3
<b>-W</b>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>6</u>	<b>-W</b>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>
<b>SYSTEM</b>	28	18	30	26	102	<b>SYSTEM</b>	15	23	3	20	61

Data is final (08/19/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	23	0	0	0	1	11	0	3	12	17	0	18	31	116
Freight Interference - Peak	8	0	0	0	1	0	0	3	1	5	0	12	8	38
Primary	8	0	0	0	1	0	0	3	1	3	0	7	3	26
Secondary	0	0	0	0	0	0	0	0	0	2	0	5	5	12
Freight Interference - Off-Peak	15	0	0	0	0	11	0	0	11	12	0	6	23	78
Primary	13	0	0	0	0	4	0	0	10	7	0	5	17	56
Secondary	2	0	0	0	0	7	0	0	1	5	0	1	6	22
Signal/Switch Failure - TOTAL	31	20	6	6	1	10	4	5	13	11	0	6	3	116
Signal/Switch Failure - Metra/PSA	24	20	6	6	0	9	4	5	13	7	0	6	3	103
Primary	16	10	6	5	0	4	3	3	11	3	0	2	0	63
Secondary	8	10	0	1	0	5	1	2	2	4	0	4	3	40
Signal/Switch Failure - Foreign	7	0	0	0	1	1	0	0	0	4	0	0	0	13
Primary	7	0	0	0	1	1	0	0	0	2	0	0	0	11
Secondary	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Mechanical Failure - TOTAL	3	1	0	0	2	1	11	2	19	7	4	12	3	65
Mechanical Failure - Metra/PSA	3	1	0	0	2	1	11	2	19	7	4	12	3	65
Non-Locomotive Equipment Failure - Metra/PSA	0	1	0	0	1	1	8	0	5	1	0	10	1	28
Primary	0	1	0	0	1	1	1	0	1	1	0	2	1	9
Secondary	0	0	0	0	0	0	7	0	4	0	0	8	0	19
Locomotive Failure - Metra/PSA	3	0	0	0	1	0	3	2	14	6	4	2	2	37
Primary	2	0	0	0	1	0	1	1	5	2	1	1	1	15
Secondary	1	0	0	0	0	0	2	1	9	4	3	1	1	22
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	1	1	1	0	2	1	0	0	0	5	0	1	0	12
Passenger Train Interference - Metra/PSA	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Passenger Train Interference - Foreign	1	1	1	0	2	1	0	0	0	5	0	0	0	11
Accident - TOTAL	10	1	0	0	0	5	7	2	0	0	0	0	4	29
Accident - Metra/PSA	10	1	0	0	0	2	7	2	0	0	0	0	3	25
Accident - Foreign	0	0	0	0	0	3	0	0	0	0	0	0	1	4
Track Work - TOTAL	32	6	0	2	1	5	4	1	11	9	2	9	3	85
Track Work - Metra/PSA	24	6	0	2	1	5	4	1	11	3	2	9	3	71
Track Work - Foreign	8	0	0	0	0	0	0	0	0	6	0	0	0	14
Human Error - TOTAL	20	12	1	12	4	2	4	2	4	2	23	38	24	148
Human Error - Metra/PSA	11	12	1	12	0	1	2	0	4	0	1	12	1	57
Human Error - Foreign	9	0	0	0	4	1	2	2	0	2	22	26	23	91
Sick, Injured, Unruly Passenger - TOTAL	5	10	1	0	0	1	7	2	2	0	1	2	5	36
Sick, Injured, Unruly Passenger - Metra/PSA	5	10	1	0	0	1	7	2	2	0	1	2	5	36
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	3	4	1	2	0	0	3	0	4	0	0	0	0	17
Weather - Metra/PSA	3	4	1	2	0	0	3	0	4	0	0	0	0	17
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	14	21	1	6	0	10	2	1	30	0	15	11	13	124
Lift Deployment - TOTAL	7	2	0	0	0	0	2	0	5	0	2	0	0	18
Obstruction/Debris - TOTAL	9	1	0	3	0	0	6	2	2	2	4	0	5	34
Catenary Failure - TOTAL	0	4	2	17	0	0	0	0	0	0	0	0	0	23
Other - TOTAL	8	4	3	6	0	0	1	0	4	1	2	1	1	31
<b>TOTAL TRAINS DELAYED</b>	<b>166</b>	<b>87</b>	<b>16</b>	<b>54</b>	<b>11</b>	<b>46</b>	<b>51</b>	<b>20</b>	<b>106</b>	<b>54</b>	<b>53</b>	<b>98</b>	<b>92</b>	<b>854</b>
Total Metra/PSA Delays	118	86	15	54	3	29	49	15	94	20	31	54	37	605
Total Foreign Carrier Delays	48	1	1	0	8	17	2	5	12	34	22	44	55	249

Data for current month is final (08/19/15) 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**  
**July - 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	12.6	0.0	0.0	0.0	5.0	22.2	13.2	18.8	10.0	16.6	2.4	10.8	23.4	135.0
Freight Interference - Peak	2.6	0.0	0.0	0.0	5.0	2.8	2.2	7.8	4.0	5.6	0.8	4.6	4.4	39.8
Primary	2.4	0.0	0.0	0.0	5.0	1.4	1.4	6.0	1.4	5.2	0.6	2.6	3.0	29.0
Secondary	0.2	0.0	0.0	0.0	0.0	1.4	0.8	1.8	2.6	0.4	0.2	2.0	1.4	10.8
Freight Interference - Off-Peak	10.0	0.0	0.0	0.0	0.0	19.4	11.0	11.0	6.0	11.0	1.6	6.2	19.0	95.2
Primary	9.2	0.0	0.0	0.0	0.0	13.4	8.2	8.8	4.8	8.8	1.2	5.8	16.8	77.0
Secondary	0.8	0.0	0.0	0.0	0.0	6.0	2.8	2.2	1.2	2.2	0.4	0.4	2.2	18.2
Signal/Switch Failure - TOTAL	21.0	8.6	2.0	3.4	4.2	36.4	18.4	10.2	8.4	12.0	1.8	9.0	13.8	149.2
Signal/Switch Failure - Metra/PSA	13.6	8.6	1.8	3.4	3.2	29.4	15.6	9.2	7.6	6.4	1.8	7.4	13.2	121.2
Primary	8.0	6.2	1.4	2.6	3.2	17.8	11.4	4.6	5.4	3.0	1.8	2.4	8.0	75.8
Secondary	5.6	2.4	0.4	0.8	0.0	11.6	4.2	4.6	2.2	3.4	0.0	5.0	5.2	45.4
Signal/Switch Failure - Foreign	7.4	0.0	0.2	0.0	1.0	7.0	2.8	1.0	0.8	5.6	0.0	1.6	0.6	28.0
Primary	6.8	0.0	0.0	0.0	1.0	3.4	2.0	1.0	0.6	2.8	0.0	0.8	0.6	19.0
Secondary	0.6	0.0	0.2	0.0	0.0	3.6	0.8	0.0	0.2	2.8	0.0	0.8	0.0	9.0
Mechanical Failure - TOTAL	27.0	3.2	3.0	0.8	0.4	11.0	8.0	2.0	11.4	1.2	8.2	4.6	3.8	84.6
Mechanical Failure - Metra/PSA	26.2	3.2	2.8	0.8	0.4	11.0	8.0	2.0	11.4	1.2	8.2	4.6	3.8	83.6
Non-Locomotive Equipment Failure - Metra/PSA	6.6	3.2	2.6	0.8	0.0	0.8	0.4	0.4	2.4	0.4	1.4	0.8	1.4	21.2
Primary	1.6	1.4	1.2	0.4	0.0	0.4	0.4	0.2	2.2	0.4	0.6	0.4	0.8	10.0
Secondary	5.0	1.8	1.4	0.4	0.0	0.4	0.0	0.2	0.2	0.0	0.8	0.4	0.6	11.2
Locomotive Failure - Metra/PSA	19.6	0.0	0.2	0.0	0.4	10.2	7.6	1.6	9.0	0.8	6.8	3.8	2.4	62.4
Primary	5.0	0.0	0.2	0.0	0.2	3.6	2.6	1.0	3.2	0.2	2.6	1.6	0.8	21.0
Secondary	14.6	0.0	0.0	0.0	0.2	6.6	5.0	0.6	5.8	0.6	4.2	2.2	1.6	41.4
Mechanical Failure - Foreign	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Passenger Train Interference - TOTAL	2.4	2.6	0.6	0.2	0.0	11.4	1.8	1.4	3.4	1.8	0.4	0.6	2.8	29.4
Passenger Train Interference - Metra/PSA	0.2	0.4	0.6	0.2	0.0	5.6	0.8	1.0	1.6	0.4	0.4	0.6	2.8	14.6
Passenger Train Interference - Foreign	2.2	2.2	0.0	0.0	0.0	5.8	1.0	0.4	1.8	1.4	0.0	0.0	0.0	14.8
Accident - TOTAL	10.4	6.2	2.8	5.0	0.2	8.0	6.0	0.8	8.0	0.2	2.8	4.8	2.0	57.2
Accident - Metra/PSA	9.0	6.2	2.8	5.0	0.0	8.0	5.2	0.8	8.0	0.2	2.8	4.8	2.0	54.8
Accident - Foreign	1.4	0.0	0.0	0.0	0.2	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Track Work - TOTAL	20.0	4.6	1.4	12.0	0.0	9.0	17.2	0.8	9.6	2.8	14.0	8.6	21.2	121.2
Track Work - Metra/PSA	19.8	4.6	1.4	12.0	0.0	9.0	17.2	0.8	9.6	2.8	14.0	8.6	21.2	121.0
Track Work - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Human Error - TOTAL	16.4	3.2	2.2	0.4	1.8	7.4	5.8	2.2	6.8	3.8	5.4	5.2	3.2	63.8
Human Error - Metra/PSA	13.6	3.2	2.2	0.4	0.2	5.4	5.2	1.6	6.8	0.8	4.0	3.0	1.6	48.0
Human Error - Foreign	2.8	0.0	0.0	0.0	1.6	2.0	0.6	0.6	0.0	3.0	1.4	2.2	1.6	15.8
Sick, Injured, Unruly Passenger - TOTAL	6.4	9.2	1.6	4.0	0.0	1.8	4.2	0.4	5.0	1.0	5.8	3.6	3.8	46.8
Sick, Injured, Unruly Passenger - Metra/PSA	6.4	9.2	1.6	4.0	0.0	1.8	4.2	0.4	5.0	1.0	5.8	3.6	3.8	46.8
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	16.4	5.0	1.8	3.0	1.6	22.6	10.0	8.8	8.6	1.6	11.4	10.4	7.8	109.0
Weather - Metra/PSA	16.4	5.0	1.8	3.0	1.6	22.6	10.0	8.8	8.6	1.6	11.4	10.0	7.8	108.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4
Passenger Loading - TOTAL	27.4	40.8	4.8	20.4	0.0	22.6	16.0	0.4	38.0	0.0	42.0	24.2	14.6	251.2
Lift Deployment - TOTAL	3.8	0.0	0.0	0.0	0.0	3.4	6.2	0.4	12.2	0.2	3.0	1.8	3.6	34.6
Obstruction/Debris - TOTAL	1.6	1.8	1.0	3.4	0.2	0.6	2.0	0.8	1.2	2.0	2.4	4.8	7.6	29.4
Catenary Failure - TOTAL	0.0	13.6	3.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2
Other - TOTAL	1.4	2.4	0.2	1.0	0.4	4.2	2.6	0.8	1.2	0.8	3.4	2.8	3.0	24.2
<b>TOTAL TRAINS DELAYED</b>	<b>166.8</b>	<b>101.2</b>	<b>25.0</b>	<b>60.6</b>	<b>13.8</b>	<b>160.6</b>	<b>111.4</b>	<b>47.8</b>	<b>123.8</b>	<b>44.0</b>	<b>103.0</b>	<b>91.2</b>	<b>110.6</b>	<b>1,159.8</b>
Total Metra/PSA Delays	139.4	99.0	24.6	60.6	6.0	123.6	93.0	27.0	111.2	17.4	99.2	76.2	85.0	962.2
Total Foreign Carrier Delays	27.4	2.2	0.4	0.0	7.8	37.0	18.4	20.8	12.6	26.6	3.8	15.0	25.6	197.6

Data for latest month is final (08/18/14) version from TOPS.

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

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

**TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**July 2015 Divergence From July 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	
<b>Freight Interference - TOTAL</b>	10.4	0.0	0.0	0.0	-4.0	-11.2	-13.2	-15.8	2.0	0.4	-2.4	7.2	7.6	-19.0
Freight Interference - Peak	5.4	0.0	0.0	0.0	-4.0	-2.8	-2.2	-4.8	-3.0	-0.6	-0.8	7.4	3.6	-1.8
<i>Primary</i>	5.6	0.0	0.0	0.0	4.0	-1.4	-1.4	-3.0	-0.4	-2.2	-0.6	4.4	0.0	-3.0
<i>Secondary</i>	-0.2	0.0	0.0	0.0	0.0	-1.4	-0.8	-1.8	-2.6	1.6	-0.2	3.0	3.6	1.2
<b>Freight Interference - Off-Peak</b>	5.0	0.0	0.0	0.0	0.0	-8.4	-11.0	-11.0	5.0	1.0	-1.6	-0.2	4.0	-17.2
<i>Primary</i>	3.8	0.0	0.0	0.0	0.0	-9.4	-8.2	-8.8	5.2	-1.8	-1.2	-0.8	0.2	-21.0
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	1.0	-2.8	-2.2	-0.2	2.8	-0.4	0.6	3.8	3.8
<b>Signal/Switch Failure - TOTAL</b>	10.0	11.4	4.0	2.6	-3.2	-26.4	-14.4	-5.2	4.6	-1.0	-1.8	-3.0	-10.8	-33.2
Signal/Switch Failure - Metra/PSA	10.4	11.4	4.2	2.6	-3.2	-20.4	-11.6	-4.2	5.4	0.6	-1.8	-1.4	-10.2	-18.2
<i>Primary</i>	8.0	3.8	4.6	2.4	-3.2	-13.8	-8.4	-1.6	5.6	0.0	-1.8	-0.4	-8.0	-12.8
<i>Secondary</i>	2.4	7.6	-0.4	0.2	0.0	-6.6	-3.2	-2.6	-0.2	0.6	0.0	-1.0	-2.2	-5.4
Signal/Switch Failure - Foreign	-0.4	0.0	-0.2	0.0	0.0	-6.0	-2.8	-1.0	-0.8	-1.6	0.0	-1.6	-0.6	-15.0
<i>Primary</i>	0.2	0.0	0.0	0.0	0.0	-2.4	-2.0	-1.0	-0.6	-0.8	0.0	-0.8	-0.6	-8.0
<i>Secondary</i>	-0.6	0.0	-0.2	0.0	0.0	-3.6	-0.8	0.0	-0.2	-0.8	0.0	-0.8	0.0	-7.0
<b>Mechanical Failure - TOTAL</b>	-24.0	-2.2	-3.0	-0.8	1.6	-10.0	3.0	0.0	7.6	5.8	-4.2	7.4	-0.8	-19.6
Mechanical Failure - Metra/PSA	-23.2	-2.2	-2.8	-0.8	1.6	-10.0	3.0	0.0	7.6	5.8	-4.2	7.4	-0.8	-18.6
Non-Locomotive Equipment Failure - Metra/PSA	-6.6	-2.2	-2.6	-0.8	1.0	0.2	7.6	-0.4	2.6	0.6	-1.4	9.2	-0.4	6.8
<i>Primary</i>	-1.6	-0.4	-1.2	-0.4	1.0	0.6	0.6	-0.2	-1.2	0.6	-0.6	1.6	0.2	-1.0
<i>Secondary</i>	-5.0	-1.8	-1.4	-0.4	0.0	-0.4	7.0	-0.2	3.8	0.0	-0.8	7.6	-0.6	7.8
Locomotive Failure - Metra/PSA	-16.6	0.0	-0.2	0.0	0.6	-10.2	-4.6	0.4	5.0	5.2	-2.8	-1.8	-0.4	-25.4
<i>Primary</i>	-3.0	0.0	-0.2	0.0	0.8	-3.6	-1.6	0.0	1.8	1.8	-1.6	-0.6	0.2	-6.0
<i>Secondary</i>	-13.6	0.0	0.0	0.0	-0.2	-6.6	-3.0	0.4	3.2	3.4	-1.2	-1.2	-0.6	-19.4
Mechanical Failure - Foreign	-0.8	0.0	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.0
<b>Passenger Train Interference - TOTAL</b>	-1.4	-1.6	0.4	-0.2	2.0	-10.4	-1.8	-1.4	-3.4	3.2	-0.4	0.4	-2.8	-17.4
Passenger Train Interference - Metra/PSA	-0.2	-0.4	-0.6	-0.2	0.0	-5.6	-0.8	-1.0	-1.6	-0.4	-0.4	0.4	-2.8	-13.6
Passenger Train Interference - Foreign	-1.2	-1.2	1.0	0.0	2.0	-4.8	-1.0	-0.4	-1.8	3.6	0.0	0.0	0.0	-3.8
<b>Accident - TOTAL</b>	-0.4	-5.2	-2.8	-5.0	-0.2	-3.0	1.0	1.2	-8.0	-0.2	-2.8	-4.8	2.0	-28.2
Accident - Metra/PSA	1.0	-5.2	-2.8	-5.0	0.0	-6.0	1.8	1.2	-8.0	-0.2	-2.8	-4.8	1.0	-29.8
Accident - Foreign	-1.4	0.0	0.0	0.0	-0.2	3.0	-0.8	0.0	0.0	0.0	0.0	0.0	1.0	1.6
<b>Track Work - TOTAL</b>	12.0	1.4	-1.4	-10.0	1.0	-4.0	-13.2	0.2	1.4	6.2	-12.0	0.4	-18.2	-36.2
Track Work - Metra/PSA	4.2	1.4	-1.4	-10.0	1.0	-4.0	-13.2	0.2	1.4	0.2	-12.0	0.4	-18.2	-50.0
Track Work - Foreign	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	13.8
<b>Human Error - TOTAL</b>	3.6	8.8	-1.2	11.6	2.2	-5.4	-1.8	-0.2	-2.8	-1.8	17.6	32.8	20.8	84.2
Human Error - Metra/PSA	-2.6	8.8	-1.2	11.6	-0.2	-4.4	-3.2	-1.6	-2.8	-0.8	-3.0	9.0	-0.6	9.0
Human Error - Foreign	6.2	0.0	0.0	0.0	2.4	-1.0	1.4	1.4	0.0	-1.0	20.6	23.8	21.4	75.2
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	-1.4	0.8	-0.6	-4.0	0.0	-0.8	2.8	1.6	-3.0	-1.0	-4.8	-1.6	1.2	-10.8
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	0.8	-0.6	-4.0	0.0	-0.8	2.8	1.6	-3.0	-1.0	-4.8	-1.6	1.2	-10.8
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
<b>Weather - TOTAL</b>	-13.4	-1.0	-0.8	-1.0	-1.6	-22.6	-7.0	-8.8	-4.6	-1.6	-11.4	-10.4	-7.8	-92.0
Weather - Metra/PSA	-13.4	-1.0	-0.8	-1.0	-1.6	-22.6	-7.0	-8.8	-4.6	-1.6	-11.4	-10.0	-7.8	-91.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	-0.4
Passenger Loading - TOTAL	-13.4	-19.8	-3.8	-14.4	0.0	-12.6	-14.0	0.6	-8.0	0.0	-27.0	-13.2	-1.6	-127.2
Lift Deployment - TOTAL	3.2	2.0	0.0	0.0	0.0	-3.4	-4.2	-0.4	-7.2	-0.2	-1.0	-1.8	-3.6	-16.6
Obstruction/Debris - TOTAL	7.4	-0.8	-1.0	-0.4	-0.2	-0.6	4.0	1.2	0.8	0.0	1.6	-4.8	-2.6	4.6
Catenary Failure - TOTAL	0.0	-9.6	-1.6	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-1.2
Other - TOTAL	6.6	1.6	2.8	5.0	-0.4	-4.2	-1.6	-0.8	2.8	0.2	-1.4	-1.8	-2.0	6.8
<b>TOTAL TRAINS DELAYED</b>	<b>-0.8</b>	<b>-14.2</b>	<b>-9.0</b>	<b>-6.6</b>	<b>-2.8</b>	<b>-114.6</b>	<b>-60.4</b>	<b>-27.8</b>	<b>-17.8</b>	<b>10.0</b>	<b>-50.0</b>	<b>6.8</b>	<b>-18.6</b>	<b>-305.8</b>
Total Metra/PSA Delays	-21.4	-13.0	-9.6	-6.6	-3.0	-94.6	-44.0	-12.0	-17.2	2.6	-68.2	-22.2	-48.0	-357.2
Total Foreign Carrier Delays	20.6	-1.2	0.6	0.0	0.2	-20.0	-16.4	-15.8	-0.6	7.4	18.2	29.0	29.4	51.4

Data for current month is final (08/19/15) 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 - July 2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	99	0	0	0	25	101	50	82	29	113	14	59	173	745
Freight Interference - Peak	36	0	0	0	25	29	10	40	4	39	5	34	42	264
Primary	21	0	0	0	25	19	4	29	4	24	2	17	24	169
Secondary	15	0	0	0	0	10	6	11	0	15	3	17	18	95
Freight Interference - Off-Peak	63	0	0	0	0	72	40	42	25	74	9	25	131	481
Primary	49	0	0	0	0	45	32	34	24	55	5	21	107	372
Secondary	14	0	0	0	0	27	8	8	1	19	4	4	24	109
Signal/Switch Failure - TOTAL	104	49	18	19	14	90	67	50	35	55	17	15	54	587
Signal/Switch Failure - Metra/PSA	78	49	18	19	1	76	58	33	34	12	17	13	53	461
Primary	49	28	12	15	1	43	35	20	27	6	12	6	27	281
Secondary	29	21	6	4	0	33	23	13	7	6	5	7	26	180
Signal/Switch Failure - Foreign	26	0	0	0	13	14	9	17	1	43	0	2	1	126
Primary	21	0	0	0	12	8	5	7	1	25	0	1	1	81
Secondary	5	0	0	0	1	6	4	10	0	18	0	1	0	45
Mechanical Failure - TOTAL	81	59	8	3	3	112	56	14	62	24	32	49	32	535
Mechanical Failure - Metra/PSA	80	53	5	2	3	93	56	14	62	24	32	49	32	505
Non-Locomotive Equipment Failure - Metra/PSA	13	53	5	2	1	11	22	1	16	5	4	15	8	156
Primary	4	10	0	1	1	5	6	1	6	3	2	6	7	52
Secondary	9	43	5	1	0	6	16	0	10	2	2	9	1	104
Locomotive Failure - Metra/PSA	67	0	0	0	2	82	34	13	46	19	28	34	24	349
Primary	17	0	0	0	2	20	14	2	21	9	13	9	9	116
Secondary	50	0	0	0	0	62	20	11	25	10	15	25	15	233
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30
Passenger Train Interference - TOTAL	14	9	1	2	8	24	3	11	1	19	1	1	6	100
Passenger Train Interference - Metra/PSA	2	5	0	2	1	10	2	11	1	7	1	1	6	49
Passenger Train Interference - Foreign	12	4	1	0	7	14	1	0	0	12	0	0	0	51
Accident - TOTAL	65	34	11	14	0	30	55	5	3	0	25	40	10	292
Accident - Metra/PSA	65	34	11	14	0	27	53	5	1	0	25	40	9	284
Accident - Foreign	0	0	0	0	0	3	2	0	2	0	0	0	1	8
Track Work - TOTAL	136	18	5	14	5	48	18	10	29	11	18	26	12	350
Track Work - Metra/PSA	110	18	5	14	5	48	18	10	29	5	18	26	12	318
Track Work - Foreign	26	0	0	0	0	0	0	0	0	6	0	0	0	32
Human Error - TOTAL	68	26	5	15	20	67	40	25	31	20	51	55	43	466
Human Error - Metra/PSA	54	26	5	15	5	54	32	15	30	6	24	21	14	301
Human Error - Foreign	14	0	0	0	15	13	8	10	1	14	27	34	29	165
Sick, Injured, Unruly Passenger - TOTAL	20	43	7	1	2	24	20	2	11	3	12	28	18	191
Sick, Injured, Unruly Passenger - Metra/PSA	20	43	7	1	2	24	20	2	11	3	12	28	18	191
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	172	154	44	30	5	64	67	19	51	18	55	77	80	836
Weather - Metra/PSA	171	154	44	30	5	53	66	19	51	17	55	77	78	820
Weather - Foreign	1	0	0	0	0	11	1	0	0	1	0	0	2	16
Passenger Loading - TOTAL	32	56	7	9	0	46	24	3	59	4	38	52	40	370
Lift Deployment - TOTAL	32	3	0	0	0	18	21	0	8	1	6	13	23	125
Obstruction/Debris - TOTAL	69	16	6	28	2	20	27	5	10	11	16	39	26	275
Catenary Failure - TOTAL	0	36	9	33	0	0	0	0	0	0	0	0	0	78
Other - TOTAL	55	13	5	11	0	7	4	4	11	15	6	21	16	168
<b>TOTAL TRAINS DELAYED</b>	<b>947</b>	<b>516</b>	<b>126</b>	<b>179</b>	<b>84</b>	<b>651</b>	<b>452</b>	<b>230</b>	<b>340</b>	<b>294</b>	<b>291</b>	<b>475</b>	<b>533</b>	<b>5,118</b>
Total Metra/PSA Delays	768	506	122	178	24	476	381	121	307	105	250	380	327	3,945
Total Foreign Carrier Delays	179	10	4	1	60	175	71	109	33	189	41	95	206	1,173

Data for current month is final (08/19/15) 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 - July - 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	137.6	0.2	0.2	0.0	27.4	107.2	92.8	103.6	46.6	104.6	14.0	36.4	143.2	813.8
Freight Interference - Peak	60.4	0.0	0.0	0.0	27.4	17.8	19.2	42.8	13.2	29.8	3.8	16.8	30.0	261.2
Primary	41.0	0.0	0.0	0.0	26.0	11.8	13.8	31.2	7.2	25.8	1.6	8.8	16.2	183.4
Secondary	19.4	0.0	0.0	0.0	1.4	6.0	5.4	11.6	6.0	4.0	2.2	8.0	13.8	77.8
Freight Interference - Off-Peak	77.2	0.2	0.2	0.0	0.0	89.4	73.6	60.8	33.4	74.8	10.2	19.6	113.2	552.6
Primary	67.6	0.0	0.0	0.0	0.0	63.6	53.6	51.2	29.4	60.0	7.0	16.0	94.6	443.0
Secondary	9.6	0.2	0.2	0.0	0.0	25.8	20.0	9.6	4.0	14.8	3.2	3.6	18.6	109.6
Signal/Switch Failure - TOTAL	136.6	55.4	19.2	17.6	18.2	180.2	106.2	56.8	66.6	72.0	39.8	51.0	73.0	892.6
Signal/Switch Failure - Metra/PSA	95.6	55.4	19.0	17.6	12.4	158.6	90.0	44.8	63.4	32.4	39.2	48.4	70.2	747.0
Primary	71.4	47.0	15.0	13.6	12.2	87.8	57.6	26.2	48.0	22.8	20.2	23.8	38.8	484.4
Secondary	24.2	8.4	4.0	4.0	0.2	70.8	32.4	18.6	15.4	9.6	19.0	24.6	31.4	262.6
Signal/Switch Failure - Foreign	41.0	0.0	0.2	0.0	5.8	21.6	16.2	12.0	3.2	39.6	0.6	2.6	2.8	145.6
Primary	37.2	0.0	0.0	0.0	5.2	14.8	12.8	7.0	1.6	27.2	0.6	1.6	2.8	110.8
Secondary	3.8	0.0	0.2	0.0	0.6	6.8	3.4	5.0	1.6	12.4	0.0	1.0	0.0	34.8
Mechanical Failure - TOTAL	119.2	25.6	13.6	11.4	2.2	91.0	57.2	23.0	69.4	15.6	54.0	51.6	35.6	569.4
Mechanical Failure - Metra/PSA	118.2	24.2	13.4	11.4	2.2	90.4	57.0	23.0	69.0	15.6	54.0	51.6	35.4	565.4
Non-Locomotive Equipment Failure - Metra/PSA	25.4	24.2	13.2	11.4	0.6	10.6	11.8	3.0	13.2	6.4	14.0	9.4	11.0	154.2
Primary	8.8	9.8	5.0	4.2	0.4	3.8	5.4	1.2	8.4	2.4	4.2	3.6	6.2	63.4
Secondary	16.6	14.4	8.2	7.2	0.2	6.8	6.4	1.8	4.8	4.0	9.8	5.8	4.8	90.8
Locomotive Failure - Metra/PSA	92.8	0.0	0.2	0.0	1.6	79.8	45.2	20.0	55.8	9.2	40.0	42.2	24.4	411.2
Primary	24.6	0.0	0.2	0.0	1.2	20.2	15.8	6.2	20.0	4.0	13.4	11.4	9.6	126.6
Secondary	68.2	0.0	0.0	0.0	0.4	59.6	29.4	13.8	35.8	5.2	26.6	30.8	14.8	284.6
Mechanical Failure - Foreign	1.0	1.4	0.2	0.0	0.0	0.6	0.2	0.0	0.4	0.0	0.0	0.0	0.2	4.0
Passenger Train Interference - TOTAL	12.8	10.4	3.6	5.6	3.4	62.8	12.2	9.0	14.2	6.4	10.8	8.6	11.8	171.6
Passenger Train Interference - Metra/PSA	1.0	4.6	3.0	4.8	0.2	38.6	10.0	8.6	9.8	1.2	10.8	8.2	11.6	112.4
Passenger Train Interference - Foreign	11.8	5.8	0.6	0.8	3.2	24.2	2.2	0.4	4.4	5.2	0.0	0.4	0.2	59.2
Accident - TOTAL	86.8	10.8	4.8	7.2	0.6	35.8	33.0	11.6	33.4	8.0	26.6	47.4	28.0	334.0
Accident - Metra/PSA	71.6	10.8	4.8	7.2	0.4	35.2	31.8	10.0	32.6	8.0	26.6	47.4	27.0	313.4
Accident - Foreign	15.2	0.0	0.0	0.0	0.2	0.6	1.2	1.6	0.8	0.0	0.0	0.0	1.0	20.6
Track Work - TOTAL	147.0	37.4	12.6	28.0	2.4	63.0	37.2	13.8	44.6	7.4	49.6	26.4	46.4	515.8
Track Work - Metra/PSA	142.4	37.4	12.6	28.0	2.4	62.8	37.0	13.2	44.6	7.2	49.6	26.4	46.4	510.0
Track Work - Foreign	4.6	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.2	0.0	0.0	0.0	5.8
Human Error - TOTAL	101.6	31.0	9.0	13.4	9.4	49.6	30.4	16.2	38.8	25.0	38.8	30.6	31.2	425.0
Human Error - Metra/PSA	71.6	28.2	8.8	12.4	2.0	28.8	20.4	6.6	38.0	6.2	32.6	21.8	21.0	298.4
Human Error - Foreign	30.0	2.8	0.2	1.0	7.4	20.8	10.0	9.6	0.8	18.8	6.2	8.8	10.2	126.6
Sick, Injured, Unruly Passenger - TOTAL	23.8	47.2	7.2	17.2	0.4	16.8	23.8	2.2	22.8	3.4	31.2	24.0	23.4	243.4
Sick, Injured, Unruly Passenger - Metra/PSA	23.2	47.2	7.2	17.2	0.4	16.8	23.8	2.2	22.4	3.4	31.2	24.0	23.4	242.4
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	180.0	101.0	25.6	38.6	7.6	122.4	92.2	39.0	117.8	26.4	106.6	110.6	91.6	1,059.4
Weather - Metra/PSA	179.0	101.0	25.6	38.6	7.2	121.4	91.6	38.6	117.6	24.8	106.6	110.2	91.4	1,053.6
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	0.2	1.6	0.0	0.4	0.2	5.8
Passenger Loading - TOTAL	68.8	106.8	21.0	47.4	0.2	71.6	51.0	1.6	123.6	1.2	123.2	67.4	58.4	742.2
Lift Deployment - TOTAL	18.4	0.6	0.0	0.6	0.0	18.2	24.0	1.4	41.8	0.6	17.0	10.8	21.8	155.2
Obstruction/Debris - TOTAL	33.6	15.0	4.2	18.2	2.2	18.2	20.4	4.0	26.0	10.4	23.6	31.0	31.0	237.8
Catenary Failure - TOTAL	0.0	30.6	7.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	49.2
Other - TOTAL	23.4	20.6	4.0	9.6	0.8	17.4	14.8	3.6	20.0	8.8	24.6	15.4	28.2	191.2
<b>TOTAL TRAINS DELAYED</b>	<b>1,089.6</b>	<b>492.6</b>	<b>132.0</b>	<b>226.2</b>	<b>74.8</b>	<b>854.2</b>	<b>595.2</b>	<b>285.8</b>	<b>665.6</b>	<b>289.8</b>	<b>559.8</b>	<b>511.4</b>	<b>623.6</b>	<b>6,400.6</b>
Total Metra/PSA Delays	846.8	482.4	130.6	224.4	30.4	678.0	471.8	157.6	608.8	119.8	539.0	462.8	465.8	5,218.2
Total Foreign Carrier Delays	242.8	10.2	1.4	1.8	44.4	176.2	123.4	128.2	56.8	170.0	20.8	48.6	157.8	1,182.4

Data for latest month is final (08/18/14) version from TOPS.

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

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

**TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - July 2015 Divergence From January - July 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	-38.6	-0.2	-0.2	0.0	-2.4	-6.2	-42.8	-21.6	-17.6	8.4	0.0	22.6	29.8	-68.8
Freight Interference - Peak	-24.4	0.0	0.0	0.0	-2.4	11.2	-9.2	-2.8	-9.2	9.2	1.2	17.2	12.0	2.8
Primary	-20.0	0.0	0.0	0.0	-1.0	7.2	-9.8	-2.2	-3.2	-1.8	0.4	8.2	7.8	-14.4
Secondary	-4.4	0.0	0.0	0.0	-1.4	4.0	0.6	-0.6	-6.0	11.0	0.8	9.0	4.2	17.2
Freight Interference - Off-Peak	-14.2	-0.2	-0.2	0.0	0.0	-17.4	-33.6	-18.8	-8.4	-0.8	-1.2	5.4	17.8	-71.6
Primary	-18.6	0.0	0.0	0.0	0.0	-18.6	-21.6	-17.2	-5.4	-5.0	-2.0	5.0	12.4	-71.0
Secondary	4.4	-0.2	-0.2	0.0	0.0	1.2	-12.0	-1.6	-3.0	4.2	0.8	0.4	5.4	-0.6
Signal/Switch Failure - TOTAL	-32.6	-6.4	-1.2	1.4	-4.2	-90.2	-39.2	-6.8	-31.6	-17.0	-22.8	-36.0	-19.0	-305.6
Signal/Switch Failure - Metra/PSA	-17.6	-6.4	-1.0	1.4	-11.4	-82.6	-32.0	-11.8	-29.4	-20.4	-22.2	-35.4	-17.2	-286.0
Primary	-22.4	-19.0	-3.0	1.4	-11.2	-44.8	-22.6	-6.2	-21.0	-16.8	-8.2	-17.8	-11.8	-203.4
Secondary	4.8	12.6	2.0	0.0	-0.2	-37.8	-9.4	-5.6	-8.4	-3.6	-14.0	-17.6	-5.4	-82.6
Signal/Switch Failure - Foreign	-15.0	0.0	-0.2	0.0	7.2	-7.6	-7.2	5.0	-2.2	3.4	-0.6	-0.6	-1.8	-19.6
Primary	-16.2	0.0	0.0	0.0	6.8	-6.8	-7.8	0.0	-0.6	-2.2	-0.6	-0.6	-1.8	-29.8
Secondary	1.2	0.0	-0.2	0.0	0.4	-0.8	0.6	5.0	-1.6	5.6	0.0	0.0	0.0	10.2
Mechanical Failure - TOTAL	-38.2	33.4	-5.6	-8.4	0.8	21.0	-1.2	-9.0	-7.4	8.4	-22.0	-2.6	-3.6	-34.4
Mechanical Failure - Metra/PSA	-38.2	28.8	-8.4	-9.4	0.8	2.6	-1.0	-9.0	-7.0	8.4	-22.0	-2.6	-3.4	-60.4
Non-Locomotive Equipment Failure - Metra/PSA	-12.4	28.8	-8.2	-9.4	0.4	0.4	10.2	-2.0	2.8	-1.4	-10.0	5.6	-3.0	1.8
Primary	-4.8	0.2	-5.0	-3.2	0.6	1.2	0.6	-0.2	-2.4	0.6	-2.2	2.4	0.8	-11.4
Secondary	-7.6	28.6	-3.2	-6.2	-0.2	-0.8	9.6	-1.8	5.2	-2.0	-7.8	3.2	-3.8	13.2
Locomotive Failure - Metra/PSA	-25.8	0.0	-0.2	0.0	0.4	2.2	-11.2	-7.0	-9.8	9.8	-12.0	-8.2	-0.4	-62.2
Primary	-7.6	0.0	-0.2	0.0	0.8	-0.2	-1.8	-4.2	1.0	5.0	-0.4	-2.4	-0.6	-10.6
Secondary	-18.2	0.0	0.0	0.0	-0.4	2.4	-9.4	-2.8	-10.8	4.8	-11.6	-5.8	0.2	-51.6
Mechanical Failure - Foreign	0.0	4.6	2.8	1.0	0.0	18.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	26.0
Passenger Train Interference - TOTAL	1.2	-1.4	-2.6	-3.6	4.6	-38.8	-9.2	2.0	-13.2	12.6	-9.8	-7.6	-5.8	-71.6
Passenger Train Interference - Metra/PSA	1.0	0.4	-3.0	-2.8	0.8	-28.6	-8.0	2.4	-8.8	5.8	-9.8	-7.2	-5.6	-63.4
Passenger Train Interference - Foreign	0.2	-1.8	0.4	-0.8	3.8	-10.2	-1.2	-0.4	-4.4	6.8	0.0	-0.4	-0.2	-8.2
Accident - TOTAL	-21.8	23.2	6.2	6.8	-0.6	-5.8	22.0	-6.6	-30.4	-8.0	-1.6	-7.4	-18.0	-42.0
Accident - Metra/PSA	-6.6	23.2	6.2	6.8	-0.4	-8.2	21.2	-5.0	-31.6	-8.0	-1.6	-7.4	-18.0	-29.4
Accident - Foreign	-15.2	0.0	0.0	0.0	-0.2	2.4	0.8	-1.6	1.2	0.0	0.0	0.0	0.0	-12.6
Track Work - TOTAL	-11.0	-19.4	-7.6	-14.0	2.6	-15.0	-19.2	-3.8	-15.6	3.6	-31.6	-0.4	-34.4	-165.8
Track Work - Metra/PSA	-32.4	-19.4	-7.6	-14.0	2.6	-14.8	-19.0	-3.2	-15.6	-2.2	-31.6	-0.4	-34.4	-192.0
Track Work - Foreign	21.4	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	5.8	0.0	0.0	0.0	26.2
Human Error - TOTAL	-33.6	-5.0	-4.0	1.6	10.6	17.4	9.6	8.8	-7.8	-5.0	12.2	24.4	11.8	41.0
Human Error - Metra/PSA	-17.6	-2.2	-3.8	2.6	3.0	25.2	11.6	8.4	-8.0	-0.2	-8.6	-0.8	-7.0	2.6
Human Error - Foreign	-16.0	-2.8	-0.2	-1.0	7.6	-7.8	-2.0	0.4	0.2	-4.8	20.8	25.2	18.8	38.4
Sick, Injured, Unruly Passenger - TOTAL	-3.8	-4.2	-0.2	-16.2	1.6	7.2	-3.8	-0.2	-11.8	-0.4	-19.2	4.0	-5.4	-52.4
Sick, Injured, Unruly Passenger - Metra/PSA	-3.2	-4.2	-0.2	-16.2	1.6	7.2	-3.8	-0.2	-11.4	-0.4	-19.2	4.0	-5.4	-51.4
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	-8.0	53.0	18.4	-8.6	-2.2	-68.4	-25.6	-19.6	-66.6	-7.8	-51.6	-33.2	-13.4	-233.6
Weather - Metra/PSA	-8.0	53.0	18.4	-8.6	-2.2	-68.4	-25.6	-19.6	-66.6	-7.8	-51.6	-33.2	-13.4	-233.6
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-0.2	-0.6	0.0	-0.4	1.8	10.2
Passenger Loading - TOTAL	-36.8	-50.8	-14.0	-38.4	-0.2	-25.6	-27.0	1.4	-64.6	2.8	-85.2	-15.4	-18.4	-372.2
Lift Deployment - TOTAL	13.6	2.4	0.0	-0.6	0.0	-0.2	-3.0	-1.4	-33.8	0.4	-11.0	2.2	1.2	-30.2
Obstruction/Debris - TOTAL	35.4	1.0	1.8	9.8	-0.2	1.8	6.6	1.0	-16.0	0.6	-7.6	8.0	-5.0	37.2
Catenary Failure - TOTAL	0.0	5.4	2.0	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	28.8
Other - TOTAL	31.6	-7.6	1.0	1.4	-0.8	-10.4	-10.8	0.4	-9.0	6.2	-18.6	5.6	-12.2	-23.2
<b>TOTAL TRAINS DELAYED</b>	<b>-142.6</b>	<b>23.4</b>	<b>-6.0</b>	<b>-47.2</b>	<b>9.2</b>	<b>-203.2</b>	<b>-143.2</b>	<b>-55.8</b>	<b>-325.6</b>	<b>4.2</b>	<b>-268.8</b>	<b>-36.4</b>	<b>-90.6</b>	<b>-1,282.6</b>
Total Metra/PSA Delays	-78.8	23.6	-8.6	-46.4	-6.4	-202.0	-90.8	-36.6	-301.8	-14.8	-289.0	-82.8	-138.8	-1,273.2
Total Foreign Carrier Delays	-63.8	-0.2	2.6	-0.8	15.6	-1.2	-52.4	-19.2	-23.8	19.0	20.2	46.4	48.2	-9.4

Data for current month is final (08/19/15) 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 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 - Jul	
Freight Interference - TOTAL	122	158	113	87	59	90	116						745	14.6%
Freight Interference - Peak	35	48	42	36	23	42	38						264	5.2%
Primary	24	33	24	24	13	25	26						169	3.3%
Secondary	11	15	18	12	10	17	12						95	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78						481	9.4%
Primary	63	86	59	42	28	38	56						372	7.3%
Secondary	24	24	12	9	8	10	22						109	2.1%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116						587	11.5%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103						461	9.0%
Primary	38	54	25	29	30	42	63						281	5.5%
Secondary	35	29	3	24	24	25	40						180	3.5%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13						126	2.5%
Primary	17	23	5	12	7	6	11						81	1.6%
Secondary	3	20	2	4	8	6	2						45	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65						535	10.5%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65						505	9.9%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28						156	3.0%
Primary	10	6	10	7	6	4	9						52	1.0%
Secondary	17	13	12	10	2	31	19						104	2.0%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37						349	6.8%
Primary	16	25	14	17	15	14	15						116	2.3%
Secondary	28	49	33	22	28	51	22						233	4.6%
Mechanical Failure - Foreign	11	9	0	10	0	0	0						30	0.6%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12						100	2.0%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1						49	1.0%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11						51	1.0%
Accident - TOTAL	29	35	60	60	20	59	29						292	5.7%
Accident - Metra/PSA	28	34	60	60	18	59	25						284	5.5%
Accident - Foreign	1	1	0	0	2	0	4						8	0.2%
Track Work - TOTAL	38	50	19	52	57	49	85						350	6.8%
Track Work - Metra/PSA	38	32	19	52	57	49	71						318	6.2%
Track Work - Foreign	0	18	0	0	0	0	14						32	0.6%
Human Error - TOTAL	32	67	103	31	40	45	148						466	9.1%
Human Error - Metra/PSA	24	45	90	17	28	40	57						301	5.9%
Human Error - Foreign	8	22	13	14	12	5	91						165	3.2%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36						191	3.7%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36						191	3.7%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0						0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17						836	16.3%
Weather - Metra/PSA	333	381	17	10	3	59	17						820	16.0%
Weather - Foreign	2	14	0	0	0	0	0						16	0.3%
Passenger Loading - TOTAL	20	21	42	21	44	98	124						370	7.2%
Lift Deployment - TOTAL	22	23	20	9	9	24	18						125	2.4%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34						275	5.4%
Catenary Failure - TOTAL	4	34	10	0	3	4	23						78	1.5%
Other - TOTAL	23	59	10	10	19	16	31						168	3.3%
<b>TOTAL TRAINS DELAYED</b>	<b>865</b>	<b>1,185</b>	<b>532</b>	<b>485</b>	<b>462</b>	<b>735</b>	<b>854</b>						<b>5,118</b>	<b>100.0%</b>
Total Metra/PSA Delays	694	915	398	355	362	616	605						3,945	77.1%
Total Foreign Carrier Delays	171	270	134	130	100	119	249						1,173	22.9%

Data for current month is final (08/19/15) version from TOPS.

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'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 - Jul	
<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>1,260</b>	<b>14.8%</b>
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	494	5.8%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	326	3.8%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	168	2.0%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	766	9.0%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	558	6.6%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	208	2.4%
<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>893</b>	<b>10.5%</b>
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	738	8.7%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	403	4.7%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	335	3.9%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	155	1.8%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	97	1.1%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	58	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>859</b>	<b>10.1%</b>
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	845	9.9%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	284	3.3%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	97	1.1%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	187	2.2%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	561	6.6%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	158	1.9%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	403	4.7%
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>155</b>	<b>1.8%</b>
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	109	1.3%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	46	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>445</b>	<b>5.2%</b>
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	342	4.0%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	103	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>693</b>	<b>8.1%</b>
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	693	8.1%
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>507</b>	<b>6.0%</b>
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	336	3.9%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	171	2.0%
<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>232</b>	<b>2.7%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	229	2.7%
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>2,175</b>	<b>25.6%</b>
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,167	25.5%
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	549	6.4%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	133	1.6%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	357	4.2%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	68	0.8%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	186	2.2%
<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>8,512</b>	<b>100.0%</b>
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	6,752	79.3%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	1,760	20.7%

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**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 - Jul	
Freight Interference - TOTAL	-85	-91	-46	-53	-118	-101	-21						-515	-0.2%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24	4						-230	-0.6%
Primary	-64	-20	-6	-3	-49	-20	5						-157	-0.5%
Secondary	-4	-24	-12	-13	-15	-4	-1						-73	-0.1%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54	-77	-25						-285	0.4%
Primary	-9	-24	-11	-26	-43	-49	-24						-186	0.7%
Secondary	-8	-23	-17	-11	-11	-28	-1						-99	-0.3%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52	-76	29						-306	1.0%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78	35						-277	0.3%
Primary	-41	-29	-19	1	-27	-35	28						-122	0.8%
Secondary	-36	-32	-51	8	-8	-43	7						-155	-0.4%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2	-6						-29	0.6%
Primary	-7	3	-7	10	-14	-1	0						-16	0.4%
Secondary	-13	3	0	3	-3	3	-6						-13	0.2%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62	-9	-33						-324	0.4%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9	-33						-340	-0.1%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2	-15						-128	-0.3%
Primary	-19	-13	1	-1	-1	-9	-3						-45	-0.1%
Secondary	-46	-16	-17	3	-6	11	-12						-83	-0.2%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11	-18						-212	0.2%
Primary	-9	-8	-14	5	-2	-10	-4						-42	0.4%
Secondary	-43	-39	-29	3	-47	-1	-14						-170	-0.2%
Mechanical Failure - Foreign	10	4	0	8	-6	0	0						16	0.4%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10	13	3						-55	0.1%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9	-4						-60	-0.3%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4	7						5	0.5%
Accident - TOTAL	-87	-82	21	49	-61	17	-10						-153	0.5%
Accident - Metra/PSA	-60	-41	31	50	-62	26	-2						-58	1.5%
Accident - Foreign	-27	-41	-10	-1	1	-9	-8						-95	-1.1%
Track Work - TOTAL	-4	17	-18	-26	-151	-188	27						-343	-1.3%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188	13						-375	-1.9%
Track Work - Foreign	0	18	0	0	0	0	14						32	0.6%
Human Error - TOTAL	-64	-17	50	-50	-6	-27	73						-41	3.1%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5	2						-35	1.9%
Human Error - Foreign	-24	-9	-18	-4	0	-22	71						-6	1.2%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12	-2	-3						-41	1.0%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2	-3						-38	1.0%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0	0						-3	0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33	-8	-8						-1,339	-9.2%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8	-8						-1,347	-9.4%
Weather - Foreign	-2	10	0	0	0	0	0						8	0.2%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47	-10						-179	0.8%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5	7						-8	0.9%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0	-2						-82	1.2%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1	9						10	0.7%
Other - TOTAL	-8	14	-22	-11	-8	-3	20						-18	1.1%
<b>TOTAL TRAINS DELAYED</b>	<b>-1,645</b>	<b>-517</b>	<b>-347</b>	<b>-64</b>	<b>-475</b>	<b>-427</b>	<b>81</b>						<b>-3,394</b>	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301	24						-2,807	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126	57						-587	

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

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Jul-14	18	0	0	0	1	24	19	16	12	23	0	5	19	137
<b>Total</b>	<b>489</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>214</b>	<b>278</b>	<b>206</b>	<b>101</b>	<b>203</b>	<b>19</b>	<b>91</b>	<b>210</b>	<b>1,862</b>
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
<b>Jul-15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>31</b>	<b>116</b>
<b>Total</b>	<b>241</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>151</b>	<b>149</b>	<b>146</b>	<b>39</b>	<b>201</b>	<b>23</b>	<b>78</b>	<b>255</b>	<b>1,320</b>

Data for current month is final (08/19/15) 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
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD	YTD
BNSF	6	7	8	1	1	2	7						32	3.38%
Electric ML	0	0	0	0	0	1	2						3	0.58%
Electric BI	0	0	0	0	0	0	0						0	0.00%
Electric SC	0	0	0	0	0	0	0						0	0.00%
HER	0	0	0	0	0	0	0						0	0.00%
Milw N	4	9	0	1	2	2	0						18	2.76%
Milw W	4	1	1	1	1	11	2						21	4.65%
NCS	0	0	0	0	0	0	0						0	0.00%
RI	0	1	1	0	1	0	5						8	2.35%
SWS	0	0	0	0	1	0	0						1	0.34%
UP N	0	0	0	1	2	1	2						6	2.06%
UP NW	5	0	1	3	1	3	0						13	2.74%
UP W	3	5	9	2	0	4	0						23	4.32%
<b>Total Lift Delays</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>24</b>	<b>18</b>						<b>125</b>	<b>2.44%</b>
<b>ALL DELAYS</b>													<b>5,118</b>	

Data for current month is final (08/19/15) version from TOPS.

**2014**

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

July 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	20	11	2	1	4	1	10	8	9	4	2	18	12	102
11-15	22	3	1	1	6	1	3	2	4	3	1	14	3	64
16-20	7	2	0	0	0	2	1	0	1	3	1	4	2	23
21+	13	1	0	1	1	0	0	2	1	3	10	18	9	59
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>2</u>	<u>21</u>
Sub-Total	65	17	3	7	11	4	17	12	15	13	20	57	28	269
<b>Off-Peak **</b>														
6-10	51	37	7	22	0	17	9	1	53	31	8	15	27	278
11-15	16	14	0	6	0	9	10	4	17	3	6	10	13	108
16-20	12	7	4	1	0	5	6	0	7	3	5	9	6	65
21+	16	8	1	11	0	11	7	2	10	4	7	6	14	97
Annulled	<u>6</u>	<u>4</u>	<u>1</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>1</u>	<u>4</u>	<u>37</u>
Sub-Total	101	70	13	47	0	42	34	8	91	41	33	41	64	585
<b>July 2015 Total</b>														
6-10	71	48	9	23	4	18	19	9	62	35	10	33	39	380
11-15	38	17	1	7	6	10	13	6	21	6	7	24	16	172
16-20	19	9	4	1	0	7	7	0	8	6	6	13	8	88
21+	29	9	1	12	1	11	7	4	11	7	17	24	23	156
Annulled	<u>9</u>	<u>4</u>	<u>1</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>13</u>	<u>4</u>	<u>6</u>	<u>58</u>
TOTAL	166	87	16	54	11	46	51	20	106	54	53	98	92	854
<b>2015 Year-to-Date</b>														
6-10	437	215	66	78	35	269	176	114	202	161	101	156	214	2,224
11-15	220	104	27	23	25	147	98	53	63	56	55	117	139	1,127
16-20	96	58	15	16	9	80	55	18	24	25	26	71	61	554
21+	161	124	15	43	13	127	99	37	34	50	77	120	106	1,006
Annulled	<u>33</u>	<u>15</u>	<u>3</u>	<u>19</u>	<u>2</u>	<u>28</u>	<u>24</u>	<u>8</u>	<u>17</u>	<u>2</u>	<u>32</u>	<u>11</u>	<u>13</u>	<u>207</u>
TOTAL	947	516	126	179	84	651	452	230	340	294	291	475	533	5,118
<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>July 2015 Total</b>														
6-10	42.8%	55.2%	56.3%	42.6%	36.4%	39.1%	37.3%	45.0%	58.5%	64.8%	18.9%	33.7%	42.4%	44.5%
11-15	22.9%	19.5%	6.3%	13.0%	54.5%	21.7%	25.5%	30.0%	19.8%	11.1%	13.2%	24.5%	17.4%	20.1%
16-20	11.4%	10.3%	25.0%	1.9%	0.0%	15.2%	13.7%	0.0%	7.5%	11.1%	11.3%	13.3%	8.7%	10.3%
21+	17.5%	10.3%	6.3%	22.2%	9.1%	23.9%	13.7%	20.0%	10.4%	13.0%	32.1%	24.5%	25.0%	18.3%
Annulled	<u>5.4%</u>	<u>4.6%</u>	<u>6.3%</u>	<u>20.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>9.8%</u>	<u>5.0%</u>	<u>3.8%</u>	<u>0.0%</u>	<u>24.5%</u>	<u>4.1%</u>	<u>6.5%</u>	<u>6.8%</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	46.1%	41.7%	52.4%	43.6%	41.7%	41.3%	38.9%	49.6%	59.4%	54.8%	34.7%	32.8%	40.2%	43.5%
11-15	23.2%	20.2%	21.4%	12.8%	29.8%	22.6%	21.7%	23.0%	18.5%	19.0%	18.9%	24.6%	26.1%	22.0%
16-20	10.1%	11.2%	11.9%	8.9%	10.7%	12.3%	12.2%	7.8%	7.1%	8.5%	8.9%	14.9%	11.4%	10.8%
21+	17.0%	24.0%	11.9%	24.0%	15.5%	19.5%	21.9%	16.1%	10.0%	17.0%	26.5%	25.3%	19.9%	19.7%
Annulled	<u>3.5%</u>	<u>2.9%</u>	<u>2.4%</u>	<u>10.6%</u>	<u>2.4%</u>	<u>4.3%</u>	<u>5.3%</u>	<u>3.5%</u>	<u>5.0%</u>	<u>0.7%</u>	<u>11.0%</u>	<u>2.3%</u>	<u>2.4%</u>	<u>4.0%</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 (08/19/15) version from TOPS.

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

8/19/2015

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>July 2015</b>														
Peak *	17.1	11.2	9.0	19.0	13.6	13.3	10.0	11.5	10.8	19.0	39.1	31.7	22.2	20.4
Off-Peak **	17.5	12.1	12.1	14.2	--	21.5	16.9	29.7	11.5	11.2	18.2	17.6	18.5	15.6
All	17.3	11.9	11.5	14.5	13.6	20.8	14.8	18.2	11.4	13.1	25.5	25.7	19.7	17.1
<b>2015 Year-to-Date</b>														
Peak *	14.8	21.5	13.3	20.0	15.0	17.9	17.2	14.2	12.4	13.6	25.0	22.1	15.9	17.2
Off-Peak **	17.3	13.9	12.2	17.3	--	19.3	18.4	16.1	11.9	14.2	18.5	22.5	17.8	17.1
All	15.9	17.7	12.8	18.1	15.0	18.8	17.9	15.1	12.0	14.0	20.9	22.3	17.1	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 (08/19/15) version from TOPS.