

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

September 2015



COMMUTER RAIL ON-TIME PERFORMANCE

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This report presents an analysis of the September 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 September 2015, Metra operated 16,874 scheduled trains, including scheduled "extras", if any. 542 of these trains were delayed (late or annulled), representing an on-time performance rate of 96.8%. Table 2 lists on-time percentages by line for each month and year since 2010.

Table 3 lists each train that was on time for less than 85% of its weekday runs in September 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 September 2015. Of the 542 delays systemwide in September 2015, all but 310 (57%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Septembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in September 2015, 48 more delays than the average over the previous three Septembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,291 delays in 2015, all but 2,652 (42%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2015. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 542 delays systemwide in September 2015, 117 less than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2015. Table 9.b shows the average frequencies from the beginning of the year through September 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 September of 2015, a total of 6,291 trains were delayed, compared to 9,779 trains delayed in the same nine 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 September 2015 freight operations delayed 84 trains systemwide, compared to 100 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 14 trains were delayed by lift deployment in September 2015.

A review of September 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 46.5% of all late trains. Table 14 shows that the average length of delay was 16.5 minutes in September 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
September 2015

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	37	96.7%	843	48	94.3%	1,977	85	95.7%	112	1	99.1%	90	5	94.4%	2,179	91	95.8%
Elec -ML	942	26	97.2%	717	21	97.1%	1,659	47	97.2%	184	2	98.9%	104	3	97.1%	1,947	52	97.3%
-BI	294	8	97.3%	483	9	98.1%	777	17	97.8%	120	0	100.0%		--		897	17	98.1%
-SC	<u>357</u>	<u>6</u>	98.3%	<u>776</u>	<u>12</u>	98.5%	<u>1,133</u>	<u>18</u>	98.4%	<u>192</u>	<u>3</u>	98.4%	<u>100</u>	<u>1</u>	99.0%	<u>1,425</u>	<u>22</u>	98.5%
Subtotal	1,593	40	97.5%	1,976	42	97.9%	3,569	82	97.7%	496	5	99.0%	204	4	98.0%	4,269	91	97.9%
Heritage	126	17	86.5%		--		126	17	86.5%		--			--		126	17	86.5%
Milw -N	524	23	95.6%	736	30	95.9%	1,260	53	95.8%	97	5	94.8%	102	6	94.1%	1,459	64	95.6%
-W	<u>566</u>	<u>11</u>	98.1%	<u>652</u>	<u>15</u>	97.7%	<u>1,218</u>	<u>26</u>	97.9%	<u>96</u>	<u>4</u>	95.8%	<u>90</u>	<u>1</u>	98.9%	<u>1,404</u>	<u>31</u>	97.8%
Subtotal	1,090	34	96.9%	1,388	45	96.8%	2,478	79	96.8%	193	9	95.3%	192	7	96.4%	2,863	95	96.7%
NCS	231	4	98.3%	231	18	92.2%	462	22	95.2%		--			--		462	22	95.2%
RI	756	31	95.9%	693	26	96.2%	1,449	57	96.1%	128	1	99.2%	140	6	95.7%	1,717	64	96.3%
SWS	231	7	97.0%	399	9	97.7%	630	16	97.5%	24	0	100.0%		--		654	16	97.6%
UP -N	628	14	97.8%	834	15	98.2%	1,462	29	98.0%	107	1	99.1%	92	0	100.0%	1,661	30	98.2%
-NW	689	20	97.1%	674	23	96.6%	1,363	43	96.8%	96	12	87.5%	75	5	93.3%	1,534	60	96.1%
-W	<u>566</u>	<u>19</u>	96.6%	<u>673</u>	<u>32</u>	95.2%	<u>1,239</u>	<u>51</u>	95.9%	<u>80</u>	<u>3</u>	96.3%	<u>90</u>	<u>2</u>	97.8%	<u>1,409</u>	<u>56</u>	96.0%
Subtotal	1,883	53	97.2%	2,181	70	96.8%	4,064	123	97.0%	283	16	94.3%	257	7	97.3%	4,604	146	96.8%
SYSTEM	7,044	223	96.8%	7,711	258	96.7%	14,755	481	96.7%	1,236	32	97.4%	883	29	96.7%	16,874	542	96.8%

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

Delays data for most recent month is final (10/20/15) version from TOPS.

P:\ONTIME\report\[Delays&TrainsByServPeriod.xls]OTPbyServPeriod&Line 10/20/15

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	AVG
BNSF	2010	97.8	97.4	96.4	95.7	95.2	89.0	94.7	94.6	96.7	94.8	94.7	96.2	95.2%	95.2%
	2011	96.2	89.6	97.4	96.9	93.0	93.0	83.3	92.3	90.4	92.8	94.0	95.4	92.5%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.7%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.3%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8				94.3%	94.3%
	2010-2014 average	92.5	92.6	95.8	95.3	92.8	88.9	92.5	93.9	95.3	94.1	94.9	95.3	93.3%	93.7%
Electric	2010	97.7	98.1	98.4	97.9	98.3	95.5	97.6	98.0	98.0	98.2	97.8	97.5	97.7%	97.8%
	2011	98.6	95.1	98.1	97.7	97.7	95.1	94.6	96.6	97.0	94.4	97.2	98.7	96.8%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.4%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.2%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9				97.5%	97.5%
	2010-2014 average	96.3	97.2	98.1	98.2	98.1	96.6	95.7	97.4	97.7	97.0	97.5	98.0	97.3%	97.3%
Heritage	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.4%	88.5%
	2011	92.1	77.2	94.2	96.0	98.4	89.4	73.3	92.0	84.1	78.6	80.8	75.4	88.8%	86.2%
	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.8%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	89.4%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5				89.7%	89.7%
	2010-2014 average	91.2	89.2	92.1	95.4	93.7	90.3	89.2	94.0	91.0	91.9	92.1	89.3	91.8%	91.6%
Milw - N	2010	96.1	96.4	94.2	94.5	88.4	91.6	93.5	93.7	98.4	93.1	94.8	96.6	94.1%	94.3%
	2011	92.9	85.3	95.7	95.5	89.2	84.4	78.3	87.6	92.3	88.1	91.9	93.9	89.1%	89.6%
	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.3%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.6%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6				94.1%	94.1%
	2010-2014 average	90.5	90.5	93.5	95.8	92.3	90.0	89.2	92.6	95.0	93.2	94.6	93.4	92.2%	92.6%
Milw - W	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.2%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	92.5%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.7%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	92.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8				95.9%	95.9%
	2010-2014 average	93.5	91.6	95.6	96.8	96.0	92.1	92.2	93.9	94.4	95.7	94.0	95.2	94.0%	94.3%
NCS	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.5%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.4%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.1%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.8%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2				93.2%	93.2%
	2010-2014 average	91.5	89.2	92.5	90.9	93.5	91.1	89.8	92.3	94.5	92.8	91.4	91.3	91.7%	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-SEP	AVG
RI	2010	95.4	96.7	97.6	97.1	97.4	94.3	96.8	96.6	95.7	96.6	96.4	95.5	96.4%	96.3%
	2011	97.8	89.5	97.7	96.0	95.6	88.8	83.4	94.0	94.8	96.9	96.6	96.5	93.2%	94.0%
	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.0%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.6%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	92.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3				97.0%	97.0%
	2010-2014 average	93.2	93.0	96.3	95.7	96.0	92.2	92.4	95.4	96.4	96.6	95.9	96.2	94.5%	95.0%
SWS	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.2%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.8%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.1%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6				94.1%	94.1%
	2010-2014 average	92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	93.9%	93.9%
UP - N	2010	93.9	96.8	96.5	97.2	94.3	91.6	94.6	92.5	94.5	97.5	94.7	96.2	94.6%	95.0%
	2011	96.4	86.7	94.9	95.5	95.8	91.5	85.1	90.6	91.8	91.6	94.2	96.5	92.1%	92.6%
	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.3%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.3%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2				97.4%	97.4%
	2010-2014 average	94.9	94.4	96.9	97.0	95.8	93.6	93.9	94.2	95.4	96.1	96.0	97.0	95.1%	95.4%
UP - NW	2010	96.7	97.2	97.3	97.7	96.1	96.7	96.1	94.9	97.6	96.4	95.4	96.8	96.7%	96.6%
	2011	97.0	89.4	97.9	97.3	94.6	93.4	91.2	93.3	95.1	97.6	95.8	95.0	94.4%	94.9%
	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.7%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1				95.8%	95.8%
	2010-2014 average	94.4	94.8	96.8	97.5	95.1	94.1	94.2	95.2	97.0	95.5	95.5	95.8	95.5%	95.5%
UP - W	2010	96.6	96.7	97.9	95.9	94.6	91.0	90.1	94.1	95.2	95.9	94.8	91.9	94.7%	94.5%
	2011	93.5	87.3	93.8	94.5	93.3	89.0	85.9	89.3	90.8	91.6	92.0	89.4	90.9%	90.9%
	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.9%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.6%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.1%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0				95.0%	95.0%
	2010-2014 average	93.1	93.7	95.6	95.4	94.7	91.3	92.3	93.0	95.3	95.2	94.5	93.1	93.8%	93.9%
SYSTEM excluding South Shore	2010	96.5	96.9	97.0	96.7	95.5	92.9	95.0	95.4	96.8	96.2	95.7	95.7	95.9%	95.9%
	2011	96.4	89.8	96.8	96.2	94.8	91.1	87.3	92.7	93.8	93.7	94.0	95.6	93.3%	93.6%
	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8				95.9%	95.9%
	2010-2014 average	93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.5	95.7	94.8%	95.0%

Delays data for most recent month is final (10/20/15) version from TOPS.

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'2010-2014 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

Due to changes in calculation methodology, on-time performance figures from May 2011 onward are not exactly comparable to prior months' figures.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2015**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1272 76% OT	Fri, Sep 04	7	R1	CREW ON 1235 IMPROPERLY CHNAGED ENDS-EXPRESSED FROM NAPERVILLE
		Fri, Sep 11	7	R1	HEAVY LOADING, 1270 ANNULLED
		Thu, Sep 17	9	CC	25 MPH FORM B 2787 MP 1.3 - 4.3 MT 3
		Fri, Sep 18	18	D	NO ROUTE AT CICERO CBTMCGL0 39A ON MT 3 AND UMNUCXA0 60T ON MT 2
		Wed, Sep 23	7	U	HEP ISSUES WITH METX 186. ADA, DOWNERS GROVE.
HC	917 71% OT	Tue, Sep 01	9	GM	6M CP CERMAK STOP SIGNAL 9M 36 XO COPY AND CONFORM TO AWDMM
		Wed, Sep 02	137	M	20M CORWITH WAITING FOR BNSF QSTOCHI-129Z 5000FT TO CLEAR 116M MP21.7 STRUCK TRESPASSER
		Mon, Sep 14	12	CC	14M CP FLAGSTONE 1735/1749 WAITING FOR AMTRAK 22 TO CLEAR 3M 529A
		Thu, Sep 17	7	CC	12M STOPPED AT MP 27.9 1736/1748 CAN NOT REACH FOREMAN IN CHARGE OF FORM B WORK WAS CANCELLED RTC DID NOT KNOW.
		Mon, Sep 21	6	RF	2M BRIGHTON STOP SIGNAL 5M CORWITH STOP SIGNAL WAITING FOR CN DISPR TO CALL BNSF 3M SLOW ORDERS
		Tue, Sep 29	13	C	DEPARTED CUS 8M LATE WAITING FOR UP WARRANTS 10M CORWITH WAITING FOR CN MOW TO RELEASE BLOCKS
HC	919 81% OT	Tue, Sep 01	43	DD	10M CUS AMTRAK AHEAD, 8M CP CERMAK STOP SIGNAL, 4M CP CANAL STOP SIGNAL 22M XO36 WAITING FOR FREIGHT TRAIN TO CLEAR
		Wed, Sep 02	115	M1	34M WAITING FOR SIGNAL CP JUSTICE 87M HOLDING AT WILLOW SPRINGS STATION STOPPED BEHIND 917
		Thu, Sep 17	8	AM	11M LUMBER TO BRIDGEPORT FOLLOWING AMTRAK 305 4M 36XO UNABLE TO REACH UP DISPR
		Fri, Sep 18	9	GW	4M RULE X ON CN ALL TRACK FOR FLASH FLOOD WARNING. 4M GETTING INSTRUCTIONS FROM UP DISPATCHER. 8M RESTRICTING SPEED 47 CROSSOVER.
ELML	601 81% OT	Mon, Sep 14	8	G	5M DUE TO SIGNAL ISSUES ON TK3 FROM MP8.37 TO MP13.27
		Wed, Sep 23	6	G	5M 75TH TO 111TH RESTRICTED SPEED DUE TO ONGOING TRACK CURCUIT ON TRACK #3
		Fri, Sep 25	6	G	6M 69TH TO KENSINGTON TK 3 DUE TO TRACK CIRCUIT
		Tue, Sep 29	14	G	DEPARTED KENSINGTON 14M LATE DUE TO SWITCH 9 WOULDNT INDICATE NORMAL OR REVERSE.
MN	2141 81% OT	Mon, Sep 14	11	G	11" SIGNAL PROBLEMS.
		Fri, Sep 18	8	E1	8" FOLLOWING TRAIN AHEAD.
		Thu, Sep 24	17	RA	17" REVERSE BACK TO TK9 TO USE 3MT TO A-2 BLOCKED BY #8.
		Mon, Sep 28	8	GM	8" COPY ITEM # 2, MAY ST.
MN	2149 81% OT	Tue, Sep 08	35	JM	17" MEDICAL EMERGENCY, DEERFIELD; 20" WAIT FOR #2158, RONDOUT.
		Mon, Sep 14	39	G1	6"LATE TURN; 29" WAIT FOR #2158 & #2158, RONDOUT; 6" FREIGHT, CN.
		Fri, Sep 18	17	RF1	17" WAIT ON #2156 TO CLEAR, J-LINE
		Mon, Sep 28	40	K	32" CAR FOULING TRACKS, INGLESIDE.
NCS	119 81% OT	Tue, Sep 08	6	D	8" S/B FREIGHT, MUNDELEIN.
		Thu, Sep 10	6	D	5" S/B FREIGHT, LOMOND; 7" S/B FREIGHT, LAKE VILLA.
		Thu, Sep 24	16	D	20" WAIT ON CN FREIGHT, TRAFTON.
		Wed, Sep 30	21	KP	25" STOPPED DUE TO 3 SUPICIOUS BAGS NEAR DEPOT @ VERNON HILLS, PRAIRIE VIEW.
RI	411 81% OT	Thu, Sep 03	22	E	18 MINS AGP PROBLEMS ON ENGINE 408
		Mon, Sep 14	12	E	15M LATE DEPARTING LSS ENG 202 WOULD NOT LOAD
		Fri, Sep 18	13	IW	8M ACCOUNT OF WEATHER, FLASH FLOOD WARNING
		Tue, Sep 22	6	E	LOST 5M ENROUTE WITH ENGINE PROBLEMS, LOST 6M AT NEW LENOX ENGIE NOT LOADING
SWS	822 81% OT	Mon, Sep 14	7	S	LOST 5M RUNNING TIME COMPY WITH EFFICIENCY TEST AT MP25.0 PER RULE 5.4.2, 4M LOST AACT RESTRICTED SIGNAL AT CP-RIDGE
		Thu, Sep 17	7	CH1	LATE TURN FROM SWS807
		Tue, Sep 22	9	E	DEPART 179TH ST 5M LATE WALKINIG TRAIN IN YARD CHECKING CABLE ACCT HEP ISSUES FROM PREVIOUS TRIP.
		Thu, Sep 24	10	D	10M DELAY ACCT WESTWARD E93720 W/131C, 7092'1038/48AM
UPN	324 81% OT	Thu, Sep 10	10	RF1	10" LATE DEPARTING WAITING ON #322 TO CLEAR & FOLLOW ENROUTE, HIGHLAND PARK.
		Thu, Sep 17	10	M1	10" LATE TURN FROM #313, HIGHLAND PARK
		Mon, Sep 21	10	L1	5" LATE DEPARTING WAIT FOR #322 TO CLEAR, HIGHLAND PARK; SLOW ORDER 10MPH TRESPASSER SEEN NEAR TRACKS, MP21.30
		Mon, Sep 28	12	E1	7" LATE DEPARTURE DUE TO LATE ARRIVAL OF #M313 CREW AND EQUIPMENT DUE TO LATE DEPARTURE OUT OF CPT(ATS TEST PERFORMED ON EQUIPMENT).

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UPN	326	Thu, Sep 10	11	RF1	11" BEHIND #324, ENROUTE.
81% OT		Thu, Sep 17	11	M1	11" FOLLOW #324, ENROUTE.
		Mon, Sep 21	13	L1	13" X-TRAFFIC, BRIDGE A; SLOW ORDER 10MPH REPORT OF BALLAST ERODING, MP34.52
		Mon, Sep 28	11	E1	11" FOLLOWED #M314 TO CPT, HIGHLAND PARK.

Data is final (10/20/15) version from TOPS.

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TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS

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

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

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

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

Effective January 1, 2014

Revised February 2, 2015

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

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

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

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	58	40	14	19	11	40	22	7	31	6	18	25	19	310	57%
Semi-controllable	14	0	0	0	2	9	6	14	14	6	0	2	22	89	16%
Uncontrollable	19	12	3	3	4	15	3	1	19	4	12	33	15	143	26%
TOTAL TRAINS DELAYED	91	52	17	22	17	64	31	22	64	16	30	60	56	542	100%

September - 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	38.0	22.3	4.3	22.0	1.3	43.3	30.3	10.3	18.7	10.0	27.3	14.0	19.7	261.7	46%
Semi-controllable	20.3	0.0	0.0	0.0	2.3	12.0	21.7	10.7	3.0	18.0	1.7	4.0	9.3	103.0	18%
Uncontrollable	17.3	18.7	11.3	12.0	1.3	19.0	44.7	3.3	21.3	3.0	20.0	19.7	14.3	206.0	36%
TOTAL TRAINS DELAYED	75.7	41.0	15.7	34.0	5.0	74.3	96.7	24.3	43.0	31.0	49.0	37.7	43.3	570.7	100%

September 2015 Divergence From September 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	20.0	17.7	9.7	-3.0	9.7	-3.3	-8.3	-3.3	12.3	-4.0	-9.3	11.0	-0.7	48.3	-169%
Semi-controllable	-6.3	0.0	0.0	0.0	-0.3	-3.0	-15.7	3.3	11.0	-12.0	-1.7	-2.0	12.7	-14.0	49%
Uncontrollable	1.7	-6.7	-8.3	-9.0	2.7	-4.0	-41.7	-2.3	-2.3	1.0	-8.0	13.3	0.7	-63.0	220%
TOTAL TRAINS DELAYED	15.3	11.0	1.3	-12.0	12.0	-10.3	-65.7	-2.3	21.0	-15.0	-19.0	22.3	12.7	-28.7	100%

January-September 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	520	260	61	129	56	380	234	117	225	108	172	198	192	2,652	42%
Semi-controllable	156	0	0	0	49	131	70	125	45	183	14	68	221	1,062	17%
Uncontrollable	465	348	88	105	14	280	225	44	186	60	204	323	235	2,577	41%
TOTAL TRAINS DELAYED	1,141	608	149	234	119	791	529	286	456	351	390	589	648	6,291	100%

Data for current month is final (10/20/15) version from TOPS.

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10/20/2015

TABLE 7: NUMBER OF DELAYS BY DATE
September 2015

WEEKDAY	1	2	3	4	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	TOTAL
	Tu	We	Th	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
BNSF	8	5	7	7	4	2	0	4	4	3	10	10	7	0	1	2	1	3	2	5	0	85
Elec -ML	1	2	0	1	2	0	0	2	6	3	2	0	3	0	2	1	2	15	4	1	0	47
-BI	0	0	0	0	2	0	0	0	2	2	0	0	1	0	1	0	0	6	3	0	0	17
-SC	1	0	1	1	0	0	0	0	1	2	1	0	0	0	0	0	0	11	0	0	0	18
Heritage	2	3	0	0	1	1	0	0	3	0	1	2	1	1	0	0	0	0	1	1	0	17
Milw -N	2	0	0	7	1	1	2	1	12	0	1	0	13	0	0	0	5	0	8	0	0	53
-W	1	2	0	1	0	0	1	3	2	1	0	6	2	0	0	0	6	0	1	0	0	26
NCS	0	0	1	0	2	0	3	3	2	0	0	0	1	0	0	0	1	1	5	1	2	22
RI	3	1	5	2	3	2	1	3	7	2	1	2	6	3	1	1	5	1	0	7	1	57
SWS	0	3	0	0	0	1	0	0	1	1	0	2	1	1	3	1	1	0	0	0	1	16
UP -N	2	0	0	0	0	1	4	0	2	0	2	5	1	4	1	0	0	3	4	0	0	29
-NW	0	0	2	2	1	1	3	0	6	0	0	7	6	9	1	0	0	1	1	1	2	43
-W	<u>5</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>8</u>	<u>7</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>51</u>
SYSTEM	25	16	19	22	16	10	16	20	50	16	21	35	50	25	14	5	22	43	32	16	8	481

SATURDAY	5	12	19	26	TOTAL	SUNDAY/HOLIDAY	6	7	13	20	27	TOTAL
BNSF	0	1	0	0	1	BNSF	1	1	1	0	2	5
Elec -ML	0	0	1	1	2	Elec -ML	0	0	1	0	2	3
-BI	0	0	0	0	0	-BI	-	-	-	-	-	0
-SC	0	0	1	2	3	-SC	0	0	1	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	2	0	3	0	5	Milw -N	1	1	1	0	3	6
-W	1	0	3	0	4	-W	0	0	1	0	0	1
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	1	0	0	0	1	RI	2	0	3	1	0	6
SWS	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	0	1	0	0	1	UP -N	0	0	0	0	0	0
-NW	1	5	2	4	12	-NW	0	0	0	2	3	5
-W	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>3</u>	-W	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
SYSTEM	5	8	11	8	32	SYSTEM	6	2	8	3	10	29

Data is final (10/20/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	20	0	0	0	1	9	6	11	14	6	0	2	15	84
Freight Interference - Peak	4	0	0	0	1	2	0	2	9	4	0	0	5	27
Primary	2	0	0	0	1	2	0	2	2	4	0	0	3	16
Secondary	2	0	0	0	0	0	0	0	7	0	0	0	2	11
Freight Interference - Off-Peak	16	0	0	0	0	7	6	9	5	2	0	2	10	57
Primary	12	0	0	0	0	6	4	8	4	2	0	2	10	48
Secondary	4	0	0	0	0	1	2	1	1	0	0	0	0	9
Signal/Switch Failure - TOTAL	5	10	2	3	3	14	6	7	1	0	1	3	9	64
Signal/Switch Failure - Metra/PSA	4	10	2	3	1	14	6	4	1	0	1	3	2	51
Primary	4	8	1	1	1	8	3	2	1	0	1	2	2	34
Secondary	0	2	1	2	0	6	3	2	0	0	0	1	0	17
Signal/Switch Failure - Foreign	1	0	0	0	2	0	0	3	0	0	0	0	7	13
Primary	1	0	0	0	2	0	0	3	0	0	0	0	3	9
Secondary	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Mechanical Failure - TOTAL	7	3	2	0	0	7	5	1	21	1	10	1	9	67
Mechanical Failure - Metra/PSA	7	3	2	0	0	7	5	1	21	1	10	1	9	67
Non-Locomotive Equipment Failure - Metra/PSA	1	3	2	0	0	0	1	0	0	0	3	1	0	11
Primary	1	1	1	0	0	0	1	0	0	0	1	0	0	5
Secondary	0	2	1	0	0	0	0	0	0	0	2	1	0	6
Locomotive Failure - Metra/PSA	6	0	0	0	0	7	4	1	21	1	7	0	9	56
Primary	2	0	0	0	0	1	1	0	13	1	3	0	3	24
Secondary	4	0	0	0	0	6	3	1	8	0	4	0	6	32
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	0	0	0	1	0	0	0	0	1	0	1	0	3
Passenger Train Interference - Metra/PSA	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Passenger Train Interference - Foreign	0	0	0	0	1	0	0	0	0	1	0	0	0	2
Accident - TOTAL	1	0	0	0	3	5	0	0	3	0	5	2	8	27
Accident - Metra/PSA	1	0	0	0	3	5	0	0	3	0	5	2	8	27
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	18	3	1	2	4	2	2	2	8	2	0	15	1	60
Track Work - Metra/PSA	16	3	1	2	4	2	2	2	8	2	0	15	1	58
Track Work - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Human Error - TOTAL	21	3	0	1	4	16	7	0	1	0	3	3	6	65
Human Error - Metra/PSA	19	3	0	1	1	3	4	0	1	0	0	2	3	37
Human Error - Foreign	2	0	0	0	3	13	3	0	0	0	3	1	3	28
Sick, Injured, Unruly Passenger - TOTAL	3	2	1	0	0	1	0	0	3	0	1	9	2	22
Sick, Injured, Unruly Passenger - Metra/PSA	2	2	1	0	0	1	0	0	3	0	1	9	2	21
Sick, Injured, Unruly Passenger - Foreign	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Weather - TOTAL	0	2	0	0	1	0	1	0	6	1	1	10	0	22
Weather - Metra/PSA	0	2	0	0	1	0	1	0	6	0	1	10	0	21
Weather - Foreign	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Passenger Loading - TOTAL	4	1	1	2	0	4	0	0	3	0	0	3	5	23
Lift Deployment - TOTAL	3	0	0	0	0	2	0	0	2	0	5	2	0	14
Obstruction/Debris - TOTAL	8	5	1	1	0	4	1	1	0	2	0	7	0	30
Catenary Failure - TOTAL	0	17	7	13	0	0	0	0	0	0	0	0	0	37
Other - TOTAL	1	6	2	0	0	0	3	0	2	3	4	2	1	24
TOTAL TRAINS DELAYED	91	52	17	22	17	64	31	22	64	16	30	60	56	542
Total Metra/PSA Delays	65	52	17	22	10	42	22	8	50	8	27	57	31	411
Total Foreign Carrier Delays	26	0	0	0	7	22	9	14	14	8	3	3	25	131

Data for current month is final (10/20/15) version from TOPS.

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

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

TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September - Average Over Previous Five Years: 2010-2014

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	16.6	0.0	0.0	0.0	3.4	11.0	15.8	7.0	4.8	16.6	1.2	3.2	13.4	93.0
Freight Interference - Peak	7.6	0.0	0.0	0.0	3.4	0.8	1.2	1.8	2.6	4.0	0.8	1.0	1.0	24.2
Primary	6.8	0.0	0.0	0.0	3.2	0.6	0.6	1.2	1.6	2.8	0.4	0.8	0.8	18.8
Secondary	0.8	0.0	0.0	0.0	0.2	0.2	0.6	0.6	1.0	1.2	0.4	0.2	0.2	5.4
Freight Interference - Off-Peak	9.0	0.0	0.0	0.0	0.0	10.2	14.6	5.2	2.2	12.6	0.4	2.2	12.4	68.8
Primary	8.0	0.0	0.0	0.0	0.0	7.8	10.8	4.8	2.0	9.2	0.2	2.0	11.2	56.0
Secondary	1.0	0.0	0.0	0.0	0.0	2.4	3.8	0.4	0.2	3.4	0.2	0.2	1.2	12.8
Signal/Switch Failure - TOTAL	14.2	8.6	2.4	3.6	1.8	16.8	7.0	5.0	5.0	6.2	5.0	4.8	9.8	90.2
Signal/Switch Failure - Metra/PSA	8.0	8.6	2.4	3.6	1.8	15.2	5.6	3.0	4.0	2.4	5.0	4.6	9.8	74.0
Primary	6.4	7.2	1.6	2.8	1.8	9.6	4.0	2.4	3.2	1.8	4.4	4.4	4.8	54.4
Secondary	1.6	1.4	0.8	0.8	0.0	5.6	1.6	0.6	0.8	0.6	0.6	0.2	5.0	19.6
Signal/Switch Failure - Foreign	6.2	0.0	0.0	0.0	0.0	1.6	1.4	2.0	1.0	3.8	0.0	0.2	0.0	16.2
Primary	2.4	0.0	0.0	0.0	0.0	1.0	0.4	0.6	0.4	3.6	0.0	0.2	0.0	8.6
Secondary	3.8	0.0	0.0	0.0	0.0	0.6	1.0	1.4	0.6	0.2	0.0	0.0	0.0	7.6
Mechanical Failure - TOTAL	6.0	7.4	1.6	2.4	0.4	4.2	4.2	1.8	6.4	0.6	2.4	5.4	6.0	48.8
Mechanical Failure - Metra/PSA	6.0	7.0	1.4	2.2	0.4	4.2	4.2	1.8	6.4	0.6	2.4	5.4	6.0	48.0
Non-Locomotive Equipment Failure - Metra/PSA	1.4	7.0	1.4	2.2	0.0	1.2	0.4	0.0	1.6	0.0	0.0	2.6	2.0	19.8
Primary	0.4	1.8	0.2	0.6	0.0	0.8	0.2	0.0	0.8	0.0	0.0	1.2	1.0	7.0
Secondary	1.0	5.2	1.2	1.6	0.0	0.4	0.2	0.0	0.8	0.0	0.0	1.4	1.0	12.8
Locomotive Failure - Metra/PSA	4.6	0.0	0.0	0.0	0.4	3.0	3.8	1.8	4.8	0.6	2.4	2.8	4.0	28.2
Primary	2.4	0.0	0.0	0.0	0.2	1.4	1.4	0.6	2.2	0.6	1.2	1.0	2.2	13.2
Secondary	2.2	0.0	0.0	0.0	0.2	1.6	2.4	1.2	2.6	0.0	1.2	1.8	1.8	15.0
Mechanical Failure - Foreign	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Passenger Train Interference - TOTAL	3.4	0.2	0.4	0.6	0.4	7.2	1.0	2.2	1.8	2.2	0.6	0.0	1.8	21.8
Passenger Train Interference - Metra/PSA	0.2	0.2	0.4	0.6	0.0	4.4	0.8	1.6	0.6	0.8	0.6	0.0	1.8	12.0
Passenger Train Interference - Foreign	3.2	0.0	0.0	0.0	0.4	2.8	0.2	0.6	1.2	1.4	0.0	0.0	0.0	9.8
Accident - TOTAL	8.4	0.0	0.0	0.0	0.0	1.8	3.0	1.6	0.6	0.0	2.0	5.0	3.6	26.0
Accident - Metra/PSA	8.2	0.0	0.0	0.0	0.0	1.8	3.0	1.6	0.6	0.0	2.0	5.0	3.6	25.8
Accident - 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
Track Work - TOTAL	17.6	3.4	0.8	7.2	2.8	8.4	11.6	3.0	7.8	2.0	17.0	5.6	6.6	93.8
Track Work - Metra/PSA	17.0	3.4	0.8	7.2	2.8	8.4	11.6	3.0	7.8	1.8	17.0	5.6	6.6	93.0
Track Work - Foreign	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.8
Human Error - TOTAL	15.4	3.4	1.2	1.6	1.2	7.4	6.0	1.4	4.2	4.0	3.2	2.2	2.4	53.6
Human Error - Metra/PSA	9.2	3.4	1.2	1.6	0.4	2.8	4.8	0.4	4.2	1.6	2.2	1.8	2.0	35.6
Human Error - Foreign	6.2	0.0	0.0	0.0	0.8	4.6	1.2	1.0	0.0	2.4	1.0	0.4	0.4	18.0
Sick, Injured, Unruly Passenger - TOTAL	1.6	5.8	1.2	2.2	0.2	2.4	2.6	0.0	3.0	0.2	5.0	3.6	2.2	30.0
Sick, Injured, Unruly Passenger - Metra/PSA	1.6	5.8	1.2	2.2	0.2	2.4	2.6	0.0	3.0	0.2	5.0	3.6	2.2	30.0
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	1.6	1.6	0.8	1.6	0.2	3.0	5.0	0.8	1.8	0.0	2.8	0.6	4.2	24.0
Weather - Metra/PSA	1.6	1.6	0.8	1.6	0.2	3.0	5.0	0.8	1.4	0.0	2.8	0.6	4.2	23.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
Passenger Loading - TOTAL	6.6	13.2	3.0	5.6	0.0	6.0	12.8	0.4	8.2	0.6	25.4	7.8	7.8	97.4
Lift Deployment - TOTAL	1.2	0.0	0.0	0.0	0.0	2.0	3.8	1.2	6.0	0.4	2.6	1.8	4.0	23.0
Obstruction/Debris - TOTAL	5.6	2.2	2.2	1.6	0.4	0.2	3.4	0.2	3.8	1.4	2.8	3.4	2.2	29.4
Catenary Failure - TOTAL	0.0	2.2	1.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Other - TOTAL	3.0	1.0	2.8	0.6	0.2	1.2	1.6	0.2	2.8	0.2	5.2	1.6	1.6	22.0
TOTAL TRAINS DELAYED	101.2	49.0	17.4	30.2	11.0	71.6	77.8	24.8	56.2	34.4	75.2	45.0	65.6	659.4
Total Metra/PSA Delays	68.2	48.6	17.2	30.0	6.4	51.6	59.2	14.2	48.8	10.0	73.0	41.2	51.8	520.2
Total Foreign Carrier Delays	33.0	0.4	0.2	0.2	4.6	20.0	18.6	10.6	7.4	24.4	2.2	3.8	13.8	139.2

Data for latest month is final (10/16/14) version from TOPS.

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

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

TABLE 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September 2015 Divergence From September 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	3.4	0.0	0.0	0.0	-2.4	-2.0	-9.8	4.0	9.2	-10.6	-1.2	-1.2	1.6	-9.0
Freight Interference - Peak	-3.6	0.0	0.0	0.0	-2.4	1.2	-1.2	0.2	6.4	0.0	-0.8	-1.0	4.0	2.8
Primary	-4.8	0.0	0.0	0.0	-2.2	1.4	-0.6	0.8	0.4	1.2	-0.4	-0.8	2.2	-2.8
Secondary	1.2	0.0	0.0	0.0	-0.2	-0.2	-0.6	-0.6	6.0	-1.2	-0.4	-0.2	1.8	5.6
Freight Interference - Off-Peak	7.0	0.0	0.0	0.0	0.0	-3.2	-8.6	3.8	2.8	-10.6	-0.4	-0.2	-2.4	-11.8
Primary	4.0	0.0	0.0	0.0	0.0	-1.8	-6.8	3.2	2.0	-7.2	-0.2	0.0	-1.2	-8.0
Secondary	3.0	0.0	0.0	0.0	0.0	-1.4	-1.8	0.6	0.8	-3.4	-0.2	-0.2	-1.2	-3.8
Signal/Switch Failure - TOTAL	-9.2	1.4	-0.4	-0.6	1.2	-2.8	-1.0	2.0	-4.0	-6.2	-4.0	-1.8	-0.8	-26.2
Signal/Switch Failure - Metra/PSA	-4.0	1.4	-0.4	-0.6	-0.8	-1.2	0.4	1.0	-3.0	-2.4	-4.0	-1.6	-7.8	-23.0
Primary	-2.4	0.8	-0.6	-1.8	-0.8	-1.6	-1.0	-0.4	-2.2	-1.8	-3.4	-2.4	-2.8	-20.4
Secondary	-1.6	0.6	0.2	1.2	0.0	0.4	1.4	1.4	-0.8	-0.6	-0.6	0.8	-5.0	-2.6
Signal/Switch Failure - Foreign	-5.2	0.0	0.0	0.0	2.0	-1.6	-1.4	1.0	-1.0	-3.8	0.0	-0.2	7.0	-3.2
Primary	-1.4	0.0	0.0	0.0	2.0	-1.0	-0.4	2.4	-0.4	-3.6	0.0	-0.2	3.0	0.4
Secondary	-3.8	0.0	0.0	0.0	0.0	-0.6	-1.0	-1.4	-0.6	-0.2	0.0	0.0	4.0	-3.6
Mechanical Failure - TOTAL	1.0	-4.4	0.4	-2.4	-0.4	2.8	0.8	-0.8	14.6	0.4	7.6	-4.4	3.0	18.2
Mechanical Failure - Metra/PSA	1.0	-4.0	0.6	-2.2	-0.4	2.8	0.8	-0.8	14.6	0.4	7.6	-4.4	3.0	19.0
Non-Locomotive Equipment Failure - Metra/PSA	-0.4	-4.0	0.6	-2.2	0.0	-1.2	0.6	0.0	-1.6	0.0	3.0	-1.6	-2.0	-8.8
Primary	0.6	-0.8	0.8	-0.6	0.0	-0.8	0.8	0.0	-0.8	0.0	1.0	-1.2	-1.0	-2.0
Secondary	-1.0	-3.2	-0.2	-1.6	0.0	-0.4	-0.2	0.0	-0.8	0.0	2.0	-0.4	-1.0	-6.8
Locomotive Failure - Metra/PSA	1.4	0.0	0.0	0.0	-0.4	4.0	0.2	-0.8	16.2	0.4	4.6	-2.8	5.0	27.8
Primary	-0.4	0.0	0.0	0.0	-0.2	-0.4	-0.4	-0.6	10.8	0.4	1.8	-1.0	0.8	10.8
Secondary	1.8	0.0	0.0	0.0	-0.2	4.4	0.6	-0.2	5.4	0.0	2.8	-1.8	4.2	17.0
Mechanical Failure - Foreign	0.0	-0.4	-0.2	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.8
Passenger Train Interference - TOTAL	-3.4	-0.2	-0.4	-0.6	0.6	-7.2	-1.0	-2.2	-1.8	-1.2	-0.6	1.0	-1.8	-18.8
Passenger Train Interference - Metra/PSA	-0.2	-0.2	-0.4	-0.6	0.0	-4.4	-0.8	-1.6	-0.6	-0.8	-0.6	1.0	-1.8	-11.0
Passenger Train Interference - Foreign	-3.2	0.0	0.0	0.0	0.6	-2.8	-0.2	-0.6	-1.2	-0.4	0.0	0.0	0.0	-7.8
Accident - TOTAL	-7.4	0.0	0.0	0.0	3.0	3.2	-3.0	-1.6	2.4	0.0	3.0	-3.0	4.4	1.0
Accident - Metra/PSA	-7.2	0.0	0.0	0.0	3.0	3.2	-3.0	-1.6	2.4	0.0	3.0	-3.0	4.4	1.2
Accident - 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
Track Work - TOTAL	0.4	-0.4	0.2	-5.2	1.2	-6.4	-9.6	-1.0	0.2	0.0	-17.0	9.4	-5.6	-33.8
Track Work - Metra/PSA	-1.0	-0.4	0.2	-5.2	1.2	-6.4	-9.6	-1.0	0.2	0.2	-17.0	9.4	-5.6	-35.0
Track Work - Foreign	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	1.2
Human Error - TOTAL	5.6	-0.4	-1.2	-0.6	2.8	8.6	1.0	-1.4	-3.2	-4.0	-0.2	0.8	3.6	11.4
Human Error - Metra/PSA	9.8	-0.4	-1.2	-0.6	0.6	0.2	-0.8	-0.4	-3.2	-1.6	-2.2	0.2	1.0	1.4
Human Error - Foreign	-4.2	0.0	0.0	0.0	2.2	8.4	1.8	-1.0	0.0	-2.4	2.0	0.6	2.6	10.0
Sick, Injured, Unruly Passenger - TOTAL	1.4	-3.8	-0.2	-2.2	-0.2	-1.4	-2.6	0.0	0.0	-0.2	-4.0	5.4	-0.2	-8.0
Sick, Injured, Unruly Passenger - Metra/PSA	0.4	-3.8	-0.2	-2.2	-0.2	-1.4	-2.6	0.0	0.0	-0.2	-4.0	5.4	-0.2	-9.0
Sick, Injured, Unruly Passenger - Foreign	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	-1.6	0.4	-0.8	-1.6	0.8	-3.0	-4.0	-0.8	4.2	1.0	-1.8	9.4	-4.2	-2.0
Weather - Metra/PSA	-1.6	0.4	-0.8	-1.6	0.8	-3.0	-4.0	-0.8	4.6	0.0	-1.8	9.4	-4.2	-2.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	1.0	0.0	0.0	0.0	0.6
Passenger Loading - TOTAL	-2.6	-12.2	-2.0	-3.6	0.0	-2.0	-12.8	-0.4	-5.2	-0.6	-25.4	-4.8	-2.8	-74.4
Lift Deployment - TOTAL	1.8	0.0	0.0	0.0	0.0	0.0	-3.8	-1.2	-4.0	-0.4	2.4	0.2	-4.0	-9.0
Obstruction/Debris - TOTAL	2.4	2.8	-1.2	-0.6	-0.4	3.8	-2.4	0.8	-3.8	0.6	-2.8	3.6	-2.2	0.6
Catenary Failure - TOTAL	0.0	14.8	6.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6
Other - TOTAL	-2.0	5.0	-0.8	-0.6	-0.2	-1.2	1.4	-0.2	-0.8	2.8	-1.2	0.4	-0.6	2.0
TOTAL TRAINS DELAYED	-10.2	3.0	-0.4	-8.2	6.0	-7.6	-46.8	-2.8	7.8	-18.4	-45.2	15.0	-9.6	-117.4
Total Metra/PSA Delays	-3.2	3.4	-0.2	-8.0	3.6	-9.6	-37.2	-6.2	1.2	-2.0	-46.0	15.8	-20.8	-109.2
Total Foreign Carrier Delays	-7.0	-0.4	-0.2	-0.2	2.4	2.0	-9.6	3.4	6.6	-16.4	0.8	-0.8	11.2	-8.2

Data for current month is final (10/20/15) version from TOPS.

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

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

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	132	0	0	0	34	117	61	104	47	136	14	61	212	918	
Freight Interference - Peak	40	0	0	0	34	32	10	44	15	50	5	34	58	322	
Primary	23	0	0	0	33	22	4	33	8	32	2	17	30	204	
Secondary	17	0	0	0	1	10	6	11	7	18	3	17	28	118	
Freight Interference - Off-Peak	92	0	0	0	0	85	51	60	32	86	9	27	154	596	
Primary	69	0	0	0	0	55	37	49	30	64	5	23	130	462	
Secondary	23	0	0	0	0	30	14	11	2	22	4	4	24	134	
Signal/Switch Failure - TOTAL	122	61	21	22	18	111	95	72	38	57	26	24	71	738	
Signal/Switch Failure - Metra/PSA	87	61	21	22	2	97	86	50	37	12	26	17	62	580	
Primary	57	38	14	16	2	53	45	30	30	6	16	8	32	347	
Secondary	30	23	7	6	0	44	41	20	7	6	10	9	30	233	
Signal/Switch Failure - Foreign	35	0	0	0	16	14	9	22	1	45	0	7	9	158	
Primary	26	0	0	0	15	8	5	12	1	27	0	2	5	101	
Secondary	9	0	0	0	1	6	4	10	0	18	0	5	4	57	
Mechanical Failure - TOTAL	97	63	10	5	5	127	62	15	102	26	47	61	44	664	
Mechanical Failure - Metra/PSA	96	57	7	4	5	108	62	15	102	26	47	61	44	634	
Non-Locomotive Equipment Failure - Metra/PSA	16	57	7	4	1	13	23	1	16	5	8	17	10	178	
Primary	6	11	1	1	1	6	7	1	6	3	4	6	8	61	
Secondary	10	46	6	3	0	7	16	0	10	2	4	11	2	117	
Locomotive Failure - Metra/PSA	80	0	0	0	4	95	39	14	86	21	39	44	34	456	
Primary	22	0	0	0	3	25	16	2	39	11	19	12	13	162	
Secondary	58	0	0	0	1	70	23	12	47	10	20	32	21	294	
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30	
Passenger Train Interference - TOTAL	17	9	2	3	11	25	3	11	2	21	1	2	6	113	
Passenger Train Interference - Metra/PSA	2	5	1	3	1	11	2	11	2	7	1	2	6	54	
Passenger Train Interference - Foreign	15	4	1	0	10	14	1	0	0	14	0	0	0	59	
Accident - TOTAL	66	34	11	14	3	35	55	5	6	0	32	52	19	332	
Accident - Metra/PSA	66	34	11	14	3	32	53	5	4	0	32	52	18	324	
Accident - Foreign	0	0	0	0	0	3	2	0	2	0	0	0	1	8	
Track Work - TOTAL	181	30	7	31	9	54	20	14	38	17	28	43	17	489	
Track Work - Metra/PSA	147	30	7	31	9	54	20	14	38	11	28	43	17	449	
Track Work - Foreign	34	0	0	0	0	0	0	0	0	6	0	0	0	40	
Human Error - TOTAL	97	31	5	20	28	90	49	25	36	24	58	60	49	572	
Human Error - Metra/PSA	80	31	5	20	6	61	37	15	35	7	28	25	17	367	
Human Error - Foreign	17	0	0	0	22	29	12	10	1	17	30	35	32	205	
Sick, Injured, Unruly Passenger - TOTAL	26	52	9	3	2	29	24	2	15	3	15	40	21	241	
Sick, Injured, Unruly Passenger - Metra/PSA	25	52	9	3	2	29	24	2	15	3	15	40	21	240	
Sick, Injured, Unruly Passenger - Foreign	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Weather - TOTAL	178	158	44	30	6	72	68	19	63	19	56	87	80	880	
Weather - Metra/PSA	177	158	44	30	6	61	67	19	63	17	56	87	78	863	
Weather - Foreign	1	0	0	0	0	11	1	0	0	2	0	0	2	17	
Passenger Loading - TOTAL	42	64	8	15	0	56	28	3	71	4	72	73	58	494	
Lift Deployment - TOTAL	36	3	0	0	0	20	24	0	11	1	13	16	25	149	
Obstruction/Debris - TOTAL	87	22	8	32	2	47	32	12	11	24	16	46	27	366	
Catenary Failure - TOTAL	0	61	16	47	0	0	0	0	0	0	0	0	0	124	
Other - TOTAL	60	20	8	12	1	8	8	4	16	19	12	24	19	211	
TOTAL TRAINS DELAYED	1,141	608	149	234	119	791	529	286	456	351	390	589	648	6,291	
Total Metra/PSA Delays	905	598	145	233	37	584	443	150	405	131	346	486	392	4,855	
Total Foreign Carrier Delays	236	10	4	1	82	207	86	136	51	220	44	103	256	1,436	

Data for current month is final (10/20/15) version from TOPS.

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

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

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September - 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	174.0	0.2	0.4	0.0	34.8	135.0	124.2	124.6	58.4	142.0	15.6	42.2	178.4	1,029.8
Freight Interference - Peak	74.2	0.0	0.2	0.0	34.8	21.8	23.2	49.6	17.6	40.8	4.8	18.0	34.8	319.8
Primary	52.4	0.0	0.0	0.0	33.0	14.6	16.2	35.0	9.8	33.2	2.2	9.8	18.2	224.4
Secondary	21.8	0.0	0.2	0.0	1.8	7.2	7.0	14.6	7.8	7.6	2.6	8.2	16.6	95.4
Freight Interference - Off-Peak	99.8	0.2	0.2	0.0	0.0	113.2	101.0	75.0	40.8	101.2	10.8	24.2	143.6	710.0
Primary	86.6	0.0	0.0	0.0	0.0	81.4	72.8	64.0	36.4	78.2	7.4	20.4	120.4	567.6
Secondary	13.2	0.2	0.2	0.0	0.0	31.8	28.2	11.0	4.4	23.0	3.4	3.8	23.2	142.4
Signal/Switch Failure - TOTAL	161.2	72.2	24.4	25.6	21.4	216.4	124.0	70.8	79.6	86.0	47.8	63.6	92.0	1,085.0
Signal/Switch Failure - Metra/PSA	111.6	72.2	24.2	25.6	14.4	192.0	106.0	56.0	75.0	39.4	47.2	60.2	89.0	912.8
Primary	85.4	60.8	18.8	18.8	14.2	108.4	69.0	33.8	57.6	28.2	26.6	32.0	48.6	602.2
Secondary	26.2	11.4	5.4	6.8	0.2	83.6	37.0	22.2	17.4	11.2	20.6	28.2	40.4	310.6
Signal/Switch Failure - Foreign	49.6	0.0	0.2	0.0	7.0	24.4	18.0	14.8	4.6	46.6	0.6	3.4	3.0	172.2
Primary	41.2	0.0	0.0	0.0	6.4	16.8	13.6	8.0	2.4	32.4	0.6	2.2	3.0	126.6
Secondary	8.4	0.0	0.2	0.0	0.6	7.6	4.4	6.8	2.2	14.2	0.0	1.2	0.0	45.6
Mechanical Failure - TOTAL	134.2	40.2	18.8	16.0	2.6	109.0	69.6	26.6	83.6	17.8	64.8	62.0	46.0	691.2
Mechanical Failure - Metra/PSA	133.2	38.4	18.4	15.8	2.6	108.4	69.4	26.6	83.2	17.8	64.8	62.0	45.8	686.4
Non-Locomotive Equipment Failure - Metra/PSA	28.0	38.4	18.2	15.8	0.6	13.4	13.6	3.2	16.4	6.4	15.6	12.6	15.6	197.8
Primary	10.0	13.6	6.2	5.2	0.4	4.8	6.6	1.2	10.4	2.4	5.4	5.0	8.2	79.4
Secondary	18.0	24.8	12.0	10.6	0.2	8.6	7.0	2.0	6.0	4.0	10.2	7.6	7.4	118.4
Locomotive Failure - Metra/PSA	105.2	0.0	0.2	0.0	2.0	95.0	55.8	23.4	66.8	11.4	49.2	49.4	30.2	488.6
Primary	30.6	0.0	0.2	0.0	1.4	24.6	20.4	7.2	25.4	5.6	17.2	13.6	12.6	158.8
Secondary	74.6	0.0	0.0	0.0	0.6	70.4	35.4	16.2	41.4	5.8	32.0	35.8	17.6	329.8
Mechanical Failure - Foreign	1.0	1.8	0.4	0.2	0.0	0.6	0.2	0.0	0.4	0.0	0.0	0.0	0.2	4.8
Passenger Train Interference - TOTAL	18.4	13.2	4.4	7.0	4.8	78.8	16.2	12.6	17.6	8.6	13.0	9.4	15.6	219.6
Passenger Train Interference - Metra/PSA	1.6	5.6	3.8	6.0	0.6	49.2	13.0	11.6	11.4	2.0	13.0	9.0	15.0	141.8
Passenger Train Interference - Foreign	16.8	7.6	0.6	1.0	4.2	29.6	3.2	1.0	6.2	6.6	0.0	0.4	0.6	77.8
Accident - TOTAL	102.4	11.6	4.8	7.4	0.8	41.8	37.8	15.0	37.0	8.0	28.8	62.6	38.2	396.2
Accident - Metra/PSA	87.0	11.6	4.8	7.4	0.6	41.2	36.6	13.4	36.2	8.0	28.8	62.6	37.2	375.4
Accident - Foreign	15.4	0.0	0.0	0.0	0.2	0.6	1.2	1.6	0.8	0.0	0.0	0.0	1.0	20.8
Track Work - TOTAL	190.8	47.6	14.2	42.2	5.2	77.6	60.2	19.2	60.6	11.0	80.2	39.2	60.6	708.6
Track Work - Metra/PSA	185.4	47.6	14.2	42.2	5.2	77.4	60.0	18.6	60.6	10.6	80.2	39.2	60.6	701.8
Track Work - Foreign	5.4	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.4	0.0	0.0	0.0	6.8
Human Error - TOTAL	129.6	36.8	11.4	16.6	11.2	63.6	42.8	19.4	47.6	34.0	46.0	38.6	41.8	539.4
Human Error - Metra/PSA	90.4	34.0	11.0	15.6	2.4	37.6	30.0	8.0	46.6	8.2	38.6	27.6	29.2	379.2
Human Error - Foreign	39.2	2.8	0.4	1.0	8.8	26.0	12.8	11.4	1.0	25.8	7.4	11.0	12.6	160.2
Sick, Injured, Unruly Passenger - TOTAL	28.0	60.8	10.0	21.6	0.6	22.8	28.4	2.8	28.6	3.6	43.8	32.2	30.4	313.6
Sick, Injured, Unruly Passenger - Metra/PSA	27.4	60.8	10.0	21.6	0.6	22.8	28.4	2.8	28.2	3.6	43.8	32.2	30.4	312.6
Sick, Injured, Unruly Passenger - Foreign	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	1.0
Weather - TOTAL	194.2	107.0	26.8	40.4	8.6	128.4	105.2	42.8	124.4	27.0	119.4	120.4	101.6	1,146.2
Weather - Metra/PSA	193.2	107.0	26.8	40.4	8.2	127.4	104.6	42.4	123.2	25.4	119.4	120.0	101.4	1,139.4
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	1.0	0.6	0.4	1.2	1.6	0.0	0.4	0.2	6.8
Passenger Loading - TOTAL	93.6	141.6	27.8	59.8	0.2	102.0	77.0	2.4	149.6	2.0	192.0	92.8	86.6	1,027.4
Lift Deployment - TOTAL	27.0	1.2	0.0	1.4	0.0	24.0	31.2	3.2	55.8	1.4	25.0	14.6	29.8	214.6
Obstruction/Debris - TOTAL	48.6	18.4	6.6	23.2	2.6	19.6	26.0	4.2	32.8	12.2	28.4	38.0	34.8	295.4
Catenary Failure - TOTAL	0.0	38.6	9.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	63.8
Other - TOTAL	28.8	22.8	6.8	11.2	1.0	20.4	20.0	4.4	24.4	10.6	31.6	18.2	37.2	237.4
TOTAL TRAINS DELAYED	1,330.8	612.2	166.0	287.8	93.8	1,039.4	762.6	348.0	800.0	364.2	736.4	634.0	793.0	7,968.2
Total Metra/PSA Delays	1,027.8	599.8	164.0	285.6	38.4	822.0	602.2	193.6	727.0	141.2	712.8	576.6	597.0	6,488.0
Total Foreign Carrier Delays	303.0	12.4	2.0	2.2	55.4	217.4	160.4	154.4	73.0	223.0	23.6	57.4	196.0	1,480.2

Data for latest month is final (10/16/14) version from TOPS.

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

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

TABLE 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September 2015 Divergence From January - September 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	-42.0	-0.2	-0.4	0.0	-0.8	-18.0	-63.2	-20.6	-11.4	-6.0	-1.6	18.8	33.6	-111.8
Freight Interference - Peak	-34.2	0.0	-0.2	0.0	-0.8	10.2	-13.2	-5.6	-2.6	9.2	0.2	16.0	23.2	2.2
Primary	-29.4	0.0	0.0	0.0	0.0	7.4	-12.2	-2.0	-1.8	-1.2	-0.2	7.2	11.8	-20.4
Secondary	-4.8	0.0	-0.2	0.0	-0.8	2.8	-1.0	-3.6	-0.8	10.4	0.4	8.8	11.4	22.6
Freight Interference - Off-Peak	-7.8	-0.2	-0.2	0.0	0.0	-28.2	-50.0	-15.0	-8.8	-15.2	-1.8	2.8	10.4	-114.0
Primary	-17.6	0.0	0.0	0.0	0.0	-26.4	-35.8	-15.0	-6.4	-14.2	-2.4	2.6	9.6	-105.6
Secondary	9.8	-0.2	-0.2	0.0	0.0	-1.8	-14.2	0.0	-2.4	-1.0	0.6	0.2	0.6	-8.4
Signal/Switch Failure - TOTAL	-39.2	-11.2	-3.4	-3.6	-3.4	-105.4	-29.0	1.2	-41.6	-29.0	-21.8	-39.6	-21.0	-347.0
Signal/Switch Failure - Metra/PSA	-24.6	-11.2	-3.2	-3.6	-12.4	-95.0	-20.0	-6.0	-38.0	-27.4	-21.2	-43.2	-27.0	-332.8
Primary	-28.4	-22.8	-4.8	-2.8	-12.2	-55.4	-24.0	-3.8	-27.6	-22.2	-10.6	-24.0	-16.6	-255.2
Secondary	3.8	11.6	1.6	-0.8	-0.2	-39.6	4.0	-2.2	-10.4	-5.2	-10.6	-19.2	-10.4	-77.6
Signal/Switch Failure - Foreign	-14.6	0.0	-0.2	0.0	9.0	-10.4	-9.0	7.2	-3.6	-1.6	-0.6	3.6	6.0	-14.2
Primary	-15.2	0.0	0.0	0.0	8.6	-8.8	-8.6	4.0	-1.4	-5.4	-0.6	-0.2	2.0	-25.6
Secondary	0.6	0.0	-0.2	0.0	0.4	-1.6	-0.4	3.2	-2.2	3.8	0.0	3.8	4.0	11.4
Mechanical Failure - TOTAL	-37.2	22.8	-8.8	-11.0	2.4	18.0	-7.6	-11.6	18.4	8.2	-17.8	-1.0	-2.0	-27.2
Mechanical Failure - Metra/PSA	-37.2	18.6	-11.4	-11.8	2.4	-0.4	-7.4	-11.6	18.8	8.2	-17.8	-1.0	-1.8	-52.4
Non-Locomotive Equipment Failure - Metra/PSA	-12.0	18.6	-11.2	-11.8	0.4	-0.4	9.4	-2.2	-0.4	-1.4	-7.6	4.4	-5.6	-19.8
Primary	-4.0	-2.6	-5.2	-4.2	0.6	1.2	0.4	-0.2	4.4	0.6	-1.4	1.0	-0.2	-18.4
Secondary	-8.0	21.2	-6.0	-7.6	-0.2	-1.6	9.0	-2.0	4.0	-2.0	-6.2	3.4	-5.4	-1.4
Locomotive Failure - Metra/PSA	-25.2	0.0	-0.2	0.0	2.0	0.0	-16.8	-9.4	19.2	9.6	-10.2	-5.4	3.8	-32.6
Primary	-8.6	0.0	-0.2	0.0	1.6	0.4	-4.4	-5.2	13.6	5.4	1.8	-1.6	0.4	3.2
Secondary	-16.6	0.0	0.0	0.0	0.4	-0.4	-12.4	-4.2	5.6	4.2	-12.0	-3.8	3.4	-35.8
Mechanical Failure - Foreign	0.0	4.2	2.6	0.8	0.0	18.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	25.2
Passenger Train Interference - TOTAL	-1.4	-4.2	-2.4	-4.0	6.2	-53.8	-13.2	-1.6	-15.6	12.4	-12.0	-7.4	-9.6	-106.6
Passenger Train Interference - Metra/PSA	0.4	-0.6	-2.8	-3.0	0.4	-38.2	-11.0	-0.6	-9.4	5.0	-12.0	-7.0	-9.0	-87.8
Passenger Train Interference - Foreign	-1.8	-3.6	0.4	-1.0	5.8	-15.6	-2.2	-1.0	-6.2	7.4	0.0	-0.4	-0.6	-18.8
Accident - TOTAL	-36.4	22.4	6.2	6.6	2.2	-6.8	17.2	-10.0	-31.0	-8.0	3.2	-10.6	-19.2	-64.2
Accident - Metra/PSA	-21.0	22.4	6.2	6.6	2.4	-9.2	16.4	-8.4	-32.2	-8.0	3.2	-10.6	-19.2	-51.4
Accident - Foreign	-15.4	0.0	0.0	0.0	-0.2	2.4	0.8	-1.6	1.2	0.0	0.0	0.0	0.0	-12.8
Track Work - TOTAL	-9.8	-17.6	-7.2	-11.2	3.8	-23.6	-40.2	-5.2	-22.6	6.0	-52.2	3.8	-43.6	-219.6
Track Work - Metra/PSA	-38.4	-17.6	-7.2	-11.2	3.8	-23.4	-40.0	-4.6	-22.6	0.4	-52.2	3.8	-43.6	-252.8
Track Work - Foreign	28.6	0.0	0.0	0.0	0.0	-0.2	-0.2	-0.6	0.0	5.6	0.0	0.0	0.0	33.2
Human Error - TOTAL	-32.6	-5.8	-6.4	3.4	16.8	26.4	6.2	5.6	-11.6	-10.0	12.0	21.4	7.2	32.6
Human Error - Metra/PSA	-10.4	-3.0	-6.0	4.4	3.6	23.4	7.0	7.0	-11.6	-1.2	-10.6	-2.6	-12.2	-12.2
Human Error - Foreign	-22.2	-2.8	-0.4	-1.0	13.2	3.0	-0.8	-1.4	0.0	-8.8	22.6	24.0	19.4	44.8
Sick, Injured, Unruly Passenger - TOTAL	-2.0	-8.8	-1.0	-18.6	1.4	6.2	-4.4	-0.8	-13.6	-0.6	-28.8	7.8	-9.4	-72.6
Sick, Injured, Unruly Passenger - Metra/PSA	-2.4	-8.8	-1.0	-18.6	1.4	6.2	-4.4	-0.8	-13.2	-0.6	-28.8	7.8	-9.4	-72.6
Sick, Injured, Unruly Passenger - Foreign	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-16.2	51.0	17.2	-10.4	-2.6	-56.4	-37.2	-23.8	-61.4	-8.0	-63.4	-33.4	-21.6	-266.2
Weather - Metra/PSA	-16.2	51.0	17.2	-10.4	-2.2	-66.4	-37.6	-23.4	-60.2	-8.4	-63.4	-33.0	-23.4	-276.4
Weather - Foreign	0.0	0.0	0.0	0.0	-0.4	10.0	0.4	-0.4	-1.2	0.4	0.0	-0.4	1.8	10.2
Passenger Loading - TOTAL	-51.6	-77.6	-19.8	-44.8	-0.2	-46.0	-49.0	0.6	-78.6	2.0	-120.0	-19.8	-28.6	-533.4
Lift Deployment - TOTAL	9.0	1.8	0.0	-1.4	0.0	-4.0	-7.2	-3.2	-44.8	-0.4	-12.0	1.4	-4.8	-65.6
Obstruction/Debris - TOTAL	38.4	3.6	1.4	8.8	-0.6	27.4	6.0	7.8	-21.8	11.8	-12.4	8.0	-7.8	70.6
Catenary Failure - TOTAL	0.0	22.4	6.4	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	60.2
Other - TOTAL	31.2	-2.8	1.2	0.8	0.0	-12.4	-12.0	-0.4	-8.4	8.4	-19.6	5.8	-18.2	-26.4
TOTAL TRAINS DELAYED	-189.8	-4.2	-17.0	-53.8	25.2	-248.4	-233.6	-62.0	-344.0	-13.2	-346.4	-45.0	-145.0	-1,677.2
Total Metra/PSA Delays	-122.8	-1.8	-19.0	-52.6	-1.4	-238.0	-159.2	-43.6	-322.0	-10.2	-366.8	-90.6	-205.0	-1,633.0
Total Foreign Carrier Delays	-67.0	-2.4	2.0	-1.2	26.6	-10.4	-74.4	-18.4	-22.0	-3.0	20.4	45.6	60.0	-44.2

Data for current month is final (10/20/15) version from TOPS.

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84				918	14.6%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27				322	5.1%
Primary	24	33	24	24	13	25	26	19	16				204	3.2%
Secondary	11	15	18	12	10	17	12	12	11				118	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57				596	9.5%
Primary	63	86	59	42	28	38	56	42	48				462	7.3%
Secondary	24	24	12	9	8	10	22	16	9				134	2.1%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64				738	11.7%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51				580	9.2%
Primary	38	54	25	29	30	42	63	32	34				347	5.5%
Secondary	35	29	3	24	24	25	40	36	17				233	3.7%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13				158	2.5%
Primary	17	23	5	12	7	6	11	11	9				101	1.6%
Secondary	3	20	2	4	8	6	2	8	4				57	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67				664	10.6%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67				634	10.1%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11				178	2.8%
Primary	10	6	10	7	6	4	9	4	5				61	1.0%
Secondary	17	13	12	10	2	31	19	7	6				117	1.9%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56				456	7.2%
Primary	16	25	14	17	15	14	15	22	24				162	2.6%
Secondary	28	49	33	22	28	51	22	29	32				294	4.7%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0				30	0.5%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3				113	1.8%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1				54	0.9%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2				59	0.9%
Accident - TOTAL	29	35	60	60	20	59	29	13	27				332	5.3%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27				324	5.2%
Accident - Foreign	1	1	0	0	2	0	4	0	0				8	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60				489	7.8%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58				449	7.1%
Track Work - Foreign	0	18	0	0	0	0	14	6	2				40	0.6%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65				572	9.1%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37				367	5.8%
Human Error - Foreign	8	22	13	14	12	5	91	12	28				205	3.3%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22				241	3.8%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21				240	3.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1				1	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22				880	14.0%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21				863	13.7%
Weather - Foreign	2	14	0	0	0	0	0	0	1				17	0.3%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23				494	7.9%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14				149	2.4%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30				366	5.8%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37				124	2.0%
Other - TOTAL	23	59	10	10	19	16	31	19	24				211	3.4%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542				6,291	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411				4,855	77.2%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131				1,436	22.8%

Data for current month is final (10/20/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 10/20/2015

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	1,513	15.5%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	562	5.7%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	368	3.8%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	194	2.0%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	951	9.7%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	691	7.1%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	260	2.7%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	1,048	10.7%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	844	8.6%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	467	4.8%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	377	3.9%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	204	2.1%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	120	1.2%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	84	0.9%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	972	9.9%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	954	9.8%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	331	3.4%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	117	1.2%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	214	2.2%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	623	6.4%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	187	1.9%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	436	4.5%
Mechanical Failure - Foreign	1	5	0	2	6	0	0	0	4	0	0	4	18	0.2%
Passenger Train Interference - TOTAL	38	58	22	8	6	14	9	9	7	18	10	46	171	1.7%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	117	1.2%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	54	0.6%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	542	5.5%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	438	4.5%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	104	1.1%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	800	8.2%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	798	8.2%
Track Work - Foreign	0	0	0	0	0	0	0	0	2	0	0	0	2	0.0%
Human Error - TOTAL	96	84	53	81	46	72	75	39	59	63	23	44	605	6.2%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	403	4.1%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	202	2.1%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	281	2.9%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	278	2.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	3	0	0	0	0	0	0	0	0	3	0.0%
Weather - TOTAL	1,431	487	123	6	36	67	25	88	32	57	22	2	2,295	23.5%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,287	23.4%
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	666	6.8%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	184	1.9%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	402	4.1%
Catenary Failure - TOTAL	0	32	9	3	5	5	14	2	0	0	2	0	70	0.7%
Other - TOTAL	31	45	32	21	27	19	11	19	25	6	32	16	230	2.4%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	9,779	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	7,671	78.4%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	2,108	21.6%

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

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 10/20/2015

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

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

TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
2015 Divergence From 2014

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Freight Interference - TOTAL	-85	-91	-46	-53	-118	-101	-21	-64	-16				-595 -0.9%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24	4	-12	2				-240 -0.6%
Primary	-64	-20	-6	-3	-49	-20	5	-1	-6				-164 -0.5%
Secondary	-4	-24	-12	-13	-15	-4	-1	-11	8				-76 -0.1%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54	-77	-25	-52	-18				-355 -0.3%
Primary	-9	-24	-11	-26	-43	-49	-24	-34	-9				-229 0.3%
Secondary	-8	-23	-17	-11	-11	-28	-1	-18	-9				-126 -0.5%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52	-76	29	21	-25				-310 1.0%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78	35	18	-5				-264 0.6%
Primary	-41	-29	-19	1	-27	-35	28	5	-3				-120 0.7%
Secondary	-36	-32	-51	8	-8	-43	7	13	-2				-144 -0.2%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2	-6	3	-20				-46 0.4%
Primary	-7	3	-7	10	-14	-1	0	1	-4				-19 0.4%
Secondary	-13	3	0	3	-3	3	-6	2	-16				-27 0.0%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62	-9	-33	11	5				-308 0.6%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9	-33	11	9				-320 0.3%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2	-15	-8	-17				-153 -0.6%
Primary	-19	-13	1	-1	-1	-9	-3	-7	-4				-56 -0.2%
Secondary	-46	-16	-17	3	-6	11	-12	-1	-13				-97 -0.3%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11	-18	19	26				-167 0.9%
Primary	-9	-8	-14	5	-2	-10	-4	6	11				-25 0.7%
Secondary	-43	-39	-29	3	-47	-1	-14	13	15				-142 0.2%
Mechanical Failure - Foreign	10	4	0	8	-6	0	0	0	-4				12 0.3%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10	13	3	1	-4				-58 0.0%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9	-4	-1	-2				-63 -0.3%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4	7	2	-2				5 0.4%
Accident - TOTAL	-87	-82	21	49	-61	17	-10	-74	17				-210 -0.3%
Accident - Metra/PSA	-60	-41	31	50	-62	26	-2	-74	18				-114 0.7%
Accident - Foreign	-27	-41	-10	-1	1	-9	-8	0	-1				-96 -0.9%
Track Work - TOTAL	-4	17	-18	-26	-151	-188	27	33	-1				-311 -0.4%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188	13	27	-1				-349 -1.0%
Track Work - Foreign	0	18	0	0	0	0	14	6	0				38 0.6%
Human Error - TOTAL	-64	-17	50	-50	-6	-27	73	2	6				-33 2.9%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5	2	1	-2				-36 1.7%
Human Error - Foreign	-24	-9	-18	-4	0	-22	71	1	8				3 1.2%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12	-2	-3	3	-2				-40 1.0%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2	-3	3	-3				-38 1.0%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0	0	0	1				-2 0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33	-8	-8	-66	-10				-1,415 -9.5%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8	-8	-66	-11				-1,424 -9.7%
Weather - Foreign	-2	10	0	0	0	0	0	0	1				9 0.2%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47	-10	0	7				-172 1.0%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5	7	-28	1				-35 0.5%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0	-2	51	-5				-36 1.7%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1	9	7	37				54 1.3%
Other - TOTAL	-8	14	-22	-11	-8	-3	20	0	-1				-19 1.0%
TOTAL TRAINS DELAYED	-1,645	-517	-347	-64	-475	-427	81	-103	9				-3,488
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301	24	-51	42				-2,816
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126	57	-52	-33				-672

Data for current month is final (10/20/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 10/20/2015

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

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

TABLE 11: FREIGHT DELAYS
between October 2013 and September 2015

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	516	0	0	0	55	212	292	219	101	229	23	83	234	1,964
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
Jul-15	23	0	0	0	1	11	0	3	12	17	0	18	31	116
Aug-15	13	0	0	0	8	7	5	11	4	17	0	0	24	89
Sep-15	20	0	0	0	1	9	6	11	14	6	0	2	15	84
Total	224	0	0	0	38	150	114	135	53	183	18	76	249	1,240

Data for current month is final (10/20/15) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2015**

LINE													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	1	3				36	3.16%
Electric ML	0	0	0	0	0	1	2	0	0				3	0.49%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	0	0	0	0	0	0	0	0				0	0.00%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	4	9	0	1	2	2	0	0	2				20	2.53%
Milw W	4	1	1	1	1	11	2	3	0				24	4.54%
NCS	0	0	0	0	0	0	0	0	0				0	0.00%
RI	0	1	1	0	1	0	5	1	2				11	2.41%
SWS	0	0	0	0	1	0	0	0	0				1	0.28%
UP N	0	0	0	1	2	1	2	2	5				13	3.33%
UP NW	5	0	1	3	1	3	0	1	2				16	2.72%
UP W	3	5	9	2	0	4	0	2	0				25	3.86%
Total Lift Delays	22	23	20	9	9	24	18	10	14				149	2.37%
ALL DELAYS													6,291	

Data for current month is final (10/20/15) version from TOPS.

2014

LINE													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%
Total Lift Delays	28	41	13	10	11	19	11	38	13	6	8	16	214	1.84%
ALL DELAYS													11,615	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
September 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	20	6	5	2	8	13	6	4	12	3	9	5	9	102
11-15	8	8	1	0	2	7	2	0	7	1	5	11	4	56
16-20	6	1	0	1	1	2	2	0	4	0	0	2	2	21
21+	2	4	1	1	6	1	0	0	6	3	0	2	4	30
Annulled	<u>1</u>	<u>7</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>14</u>
Sub-Total	37	26	8	6	17	23	11	4	31	7	14	20	19	223
Off-Peak **														
6-10	28	16	5	9	0	20	3	9	14	6	11	19	10	150
11-15	13	2	2	1	0	2	5	1	10	1	2	12	12	63
16-20	6	2	1	0	0	8	4	4	1	1	1	4	4	36
21+	5	6	0	5	0	11	8	3	5	1	1	5	10	60
Annulled	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>10</u>
Sub-Total	54	26	9	16	0	41	20	18	33	9	16	40	37	319
September 2015 Total														
6-10	48	22	10	11	8	33	9	13	26	9	20	24	19	252
11-15	21	10	3	1	2	9	7	1	17	2	7	23	16	119
16-20	12	3	1	1	1	10	6	4	5	1	1	6	6	57
21+	7	10	1	6	6	12	8	3	11	4	1	7	14	90
Annulled	<u>3</u>	<u>7</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>24</u>
TOTAL	91	52	17	22	17	64	31	22	64	16	30	60	56	542
2015 Year-to-Date														
6-10	526	263	81	111	56	327	206	142	255	190	156	199	271	2,783
11-15	261	119	31	26	28	175	111	61	90	65	79	156	169	1,371
16-20	128	67	16	20	11	95	67	28	36	30	31	82	71	682
21+	188	137	16	55	22	160	118	46	51	64	91	138	123	1,209
Annulled	<u>38</u>	<u>22</u>	<u>5</u>	<u>22</u>	<u>2</u>	<u>34</u>	<u>27</u>	<u>9</u>	<u>24</u>	<u>2</u>	<u>33</u>	<u>14</u>	<u>14</u>	<u>246</u>
TOTAL	1,141	608	149	234	119	791	529	286	456	351	390	589	648	6,291
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2015 Total														
6-10	52.7%	42.3%	58.8%	50.0%	47.1%	51.6%	29.0%	59.1%	40.6%	56.3%	66.7%	40.0%	33.9%	46.5%
11-15	23.1%	19.2%	17.6%	4.5%	11.8%	14.1%	22.6%	4.5%	26.6%	12.5%	23.3%	38.3%	28.6%	22.0%
16-20	13.2%	5.8%	5.9%	4.5%	5.9%	15.6%	19.4%	18.2%	7.8%	6.3%	3.3%	10.0%	10.7%	10.5%
21+	7.7%	19.2%	5.9%	27.3%	35.3%	18.8%	25.8%	13.6%	17.2%	25.0%	3.3%	11.7%	25.0%	16.6%
Annulled	<u>3.3%</u>	<u>13.5%</u>	<u>11.8%</u>	<u>13.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>4.5%</u>	<u>7.8%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>0.0%</u>	<u>1.8%</u>	<u>4.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2015 Year-to-Date Delays By Duration														
6-10	46.1%	43.3%	54.4%	47.4%	47.1%	41.3%	38.9%	49.7%	55.9%	54.1%	40.0%	33.8%	41.8%	44.2%
11-15	22.9%	19.6%	20.8%	11.1%	23.5%	22.1%	21.0%	21.3%	19.7%	18.5%	20.3%	26.5%	26.1%	21.8%
16-20	11.2%	11.0%	10.7%	8.5%	9.2%	12.0%	12.7%	9.8%	7.9%	8.5%	7.9%	13.9%	11.0%	10.8%
21+	16.5%	22.5%	10.7%	23.5%	18.5%	20.2%	22.3%	16.1%	11.2%	18.2%	23.3%	23.4%	19.0%	19.2%
Annulled	<u>3.3%</u>	<u>3.6%</u>	<u>3.4%</u>	<u>9.4%</u>	<u>1.7%</u>	<u>4.3%</u>	<u>5.1%</u>	<u>3.1%</u>	<u>5.3%</u>	<u>0.6%</u>	<u>8.5%</u>	<u>2.4%</u>	<u>2.2%</u>	<u>3.9%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (10/20/15) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2015														
Peak *	12.9	20.5	16.4	14.8	32.1	11.3	10.7	7.3	16.1	16.3	10.3	15.1	14.6	15.7
Off-Peak **	12.4	16.2	9.5	22.3	--	18.3	25.8	13.1	14.0	14.3	10.7	13.2	30.4	17.1
All	12.6	18.0	12.7	20.7	32.1	15.8	20.8	12.0	15.0	15.2	10.5	13.8	24.9	16.5
2015 Year-to-Date														
Peak *	14.7	21.3	13.3	19.1	18.3	17.7	17.4	14.5	13.2	13.3	22.2	22.5	15.2	17.1
Off-Peak **	16.5	13.7	11.9	17.2	--	19.0	18.3	15.4	12.1	14.7	17.5	21.5	18.4	16.9
All	15.5	17.2	12.6	17.7	18.3	18.5	18.0	14.9	12.4	14.2	19.1	21.9	17.2	17.0

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 (10/20/15) version from TOPS.