

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

October 2015



COMMUTER RAIL ON-TIME PERFORMANCE

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This report presents an analysis of the October 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 October 2015, Metra operated 17,717 scheduled trains, including scheduled "extras", if any. 528 of these trains were delayed (late or annulled), representing an on-time performance rate of 97.0%. Table 2 lists on-time percentages by line for each month and year since 2010.

Table 3 lists each train that was on time for less than 85% of its weekday runs in October 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 October 2015. Of the 528 delays systemwide in October 2015, all but 267 (51%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous three Octobers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in October 2015, 100 fewer delays than the average over the previous three Octobers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,819 delays in 2015, all but 2,919 (43%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during October 2015. Table 8.b shows the average frequencies over the previous five Octobers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 528 delays systemwide in October 2015, 261 less than the average over the previous five Octobers. Table 9.a shows delays from the beginning of the year through October 2015. Table 9.b shows the average frequencies from the beginning of the year through October 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 October of 2015, a total of 6,819 trains were delayed, compared to 10,526 trains delayed in the same ten 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 October 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 50.8% of all late trains. Table 14 shows that the average length of delay was 16.5 minutes in October 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
October 2015**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,188	72	93.9%	880	62	93.0%	2,068	134	93.5%	140	9	93.6%	74	3	95.9%	2,282	146	93.6%
Elec -ML	990	17	98.3%	748	32	95.7%	1,738	49	97.2%	230	6	97.4%	83	5	94.0%	2,051	60	97.1%
-BI	308	4	98.7%	506	8	98.4%	814	12	98.5%	150	1	99.3%		--		964	13	98.7%
-SC	<u>374</u>	<u>4</u>	98.9%	<u>814</u>	<u>10</u>	98.8%	<u>1,188</u>	<u>14</u>	98.8%	<u>240</u>	<u>8</u>	96.7%	<u>80</u>	<u>5</u>	93.8%	<u>1,508</u>	<u>27</u>	98.2%
Subtotal	1,672	25	98.5%	2,068	50	97.6%	3,740	75	98.0%	620	15	97.6%	163	10	93.9%	4,523	100	97.8%
Heritage	132	2	98.5%		--		132	2	98.5%		--			--		132	2	98.5%
Milw -N	550	5	99.1%	770	22	97.1%	1,320	27	98.0%	120	3	97.5%	82	2	97.6%	1,522	32	97.9%
-W	<u>594</u>	<u>3</u>	99.5%	<u>682</u>	<u>12</u>	98.2%	<u>1,276</u>	<u>15</u>	98.8%	<u>120</u>	<u>0</u>	100.0%	<u>72</u>	<u>0</u>	100.0%	<u>1,468</u>	<u>15</u>	99.0%
Subtotal	1,144	8	99.3%	1,452	34	97.7%	2,596	42	98.4%	240	3	98.8%	154	2	98.7%	2,990	47	98.4%
NCS	242	7	97.1%	242	7	97.1%	484	14	97.1%		--			--		484	14	97.1%
RI	792	27	96.6%	726	18	97.5%	1,518	45	97.0%	160	0	100.0%	112	3	97.3%	1,790	48	97.3%
SWS	242	7	97.1%	418	14	96.7%	660	21	96.8%	30	1	96.7%		--		690	22	96.8%
UP -N	660	29	95.6%	880	20	97.7%	1,540	49	96.8%	130	3	97.7%	72	0	100.0%	1,742	52	97.0%
-NW	726	22	97.0%	704	17	97.6%	1,430	39	97.3%	120	1	99.2%	62	0	100.0%	1,612	40	97.5%
-W	<u>594</u>	<u>21</u>	96.5%	<u>704</u>	<u>25</u>	96.4%	<u>1,298</u>	<u>46</u>	96.5%	<u>100</u>	<u>7</u>	93.0%	<u>74</u>	<u>4</u>	94.6%	<u>1,472</u>	<u>57</u>	96.1%
Subtotal	1,980	72	96.4%	2,288	62	97.3%	4,268	134	96.9%	350	11	96.9%	208	4	98.1%	4,826	149	96.9%
SYSTEM	7,392	220	97.0%	8,074	247	96.9%	15,466	467	97.0%	1,540	39	97.5%	711	22	96.9%	17,717	528	97.0%

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

Delays data for most recent month is final (11/11/15) 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-OCT	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	92.6%	92.9%
	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.8%	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	94.6%	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	88.7%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6			94.2%	94.2%
	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	93.4%	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	97.8%	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	96.5%	96.8%
	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	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	97.3%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8			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	97.2%	97.3%
Heritage	2010	92.5	93.3	89.1	91.7	85.0	83.3	87.3	89.4	84.1	90.5	92.9	84.1	88.6%	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	87.8%	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	95.7%	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	90.3%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5			90.6%	90.6%
	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	94.0%	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	89.0%	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	93.4%	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	93.7%	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	91.2%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9			94.5%	94.5%
	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	92.3%	92.6%
Milw - W	2010	96.0	95.9	97.3	97.9	95.7	93.9	95.6	96.3	97.4	94.8	95.1	95.9	96.1%	96.0%
	2011	96.0	87.2	97.4	95.2	95.1	88.0	84.4	92.5	95.6	98.0	89.1	96.5	93.0%	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	94.6%	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	94.3%	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	93.0%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0			96.2%	96.2%
	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	94.2%	94.3%
NCS	2010	96.4	94.5	92.3	91.1	96.8	90.1	90.9	94.0	95.9	92.6	93.9	90.3	93.4%	93.2%
	2011	95.5	88.3	93.5	90.9	92.9	88.8	87.3	92.1	93.1	93.5	83.7	92.4	91.6%	91.1%
	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.3%	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	92.9%	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	88.9%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1			93.6%	93.6%
	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	91.8%	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-OCT	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	93.5%	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	95.1%	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	95.7%	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	93.0%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3			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	94.7%
SWS	2010	94.6	93.4	96.9	97.2	94.6	89.6	90.5	94.4	96.6	96.2	94.3	91.4	94.4%	94.2%
	2011	95.1	89.7	96.2	95.3	94.0	85.1	88.9	90.3	91.3	92.4	92.8	94.1	91.9%	92.1%
	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	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	96.3%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.4%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8			94.4%	94.4%
	2010-2014 average		92.3	93.8	95.8	96.1	94.5	90.3	93.4	94.2	94.6	94.6	92.9	93.8	94.0%
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	94.9%	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	96.4%	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	96.4%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0			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	95.2%
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	94.8%	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	96.5%	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	97.5			96.0%	96.0%
	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%
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	94.8%	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	95.1%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.8%	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	96.1			95.1%	95.1%
	2010-2014 average		93.1	93.7	95.6	95.4	94.7	91.3	92.3	93.0	95.3	95.2	94.5	93.1	94.0%
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	93.8%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0			96.0%	96.0%
	2010-2014 average		93.9	94.0	96.3	96.5	95.4	92.8	93.2	94.9	96.0	95.5	95.7		94.9%

Delays data for most recent month is final (11/11/15) 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
October 2015**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1242	Fri, Oct 02	7	K	NEAR MISS @ RIDGELAND AVE / EMERGENCY / DROPPED FLAGMAN @ RIDGELAND AVE MP 9.1	
		82% OT	Mon, Oct 05	7	RF1	WAITING FOR A391 AT CP ROOSEVELT AND W12, TRAFFIC FROM 1234 MISROUTE
		Thu, Oct 15	10	F	BAD ORDER SPEEDO ON CONTROL CAR	
		Wed, Oct 28	12	M1	VEHICLE STRIKE @ GARFIELD AVE. MP 16.83	
BNSF	1268	Fri, Oct 02	27	B	MOW OVERSTAY AT HIGHLANDS AND TRAIN WAS HELD AT FV, WORKED MT2 FV TO LGR	
		77% OT	Mon, Oct 05	8	D	FOLLOWING U-CMICXR1-37 ON MT3 AT CICERO ---- DETAILS BELOW
		Mon, Oct 12	0	XKP	HAZMAT INCIDENT @ CPK	
		Thu, Oct 15	0	JM	1231 WB TRAIN, MEDICAL EMERGENCY ON BOARD AT THE ATC	
		Fri, Oct 30	11	RF	WAITING FOR A LINEUP OUT OF THE HILL YARD	
BNSF	1279	Wed, Oct 07	8	U	MULTIPLE ADA PASSENGER HANDLING	
		82% OT	Fri, Oct 09	8	U	WAITING ON A383 TO CLEAR AT EOLA AND ADA PASSENGER HANDLING
		Mon, Oct 12	26	KP1	ADDED NAPERVILLE AND ROUTE 59 DUE TO HAZMAT INCIDENT @ CPK	
		Mon, Oct 26	8	VF	ADA LIFT FAILURE	
BNSF	1291	Thu, Oct 08	7	G	WRKED 3M @CICERO, WAITING ON PASS. TO CHANGE PLATFORMS. #6 SW. AT CICERO BEING WORKED ON	
		64% OT	Fri, Oct 09	9	D	PASSENGER HANDLING / WORKING MIDDLE @ RT 59 DUE TO H BRCKCK1 09A BLOCKING PLATFORM MT 1
		Tue, Oct 13	8	I	HEAVY PASSENGER HANDLING - CUBS GAME	
		Fri, Oct 16	7	I	PASSENGER HANDLING	
		Thu, Oct 22	7	I	SLOW PASSENGER HANDLING	
		Mon, Oct 26	8	I	LATE DUE TO UNLOADING PASSENGERS	
		Tue, Oct 27	7	I	PASSENGER HANDLING	
		Fri, Oct 30	12	I	PASSENGER HANDLING	
BNSF	1324	Fri, Oct 02	9	CC	M OF W WORK	
		82% OT	Tue, Oct 06	20	L	PEDESTRIAN ON ROW
		Wed, Oct 07	26	D	STOPPED AT UNION AVE WAITING ON COAL TRAIN	
		Fri, Oct 16	8	DD	M GALBRC1-16 ROUTED AHEAD BY NEW DS	
BNSF	1373	Thu, Oct 01	8	GM	3" LATE DEPARTURE - MULTIPLE SPEED RESTRICTIONS/BOX 2 @ LA GRANGE ROAD	
		82% OT	Mon, Oct 05	18	E	TRAIN BROKEDOWN AT DOWNERS GROVE MAIN STREET
		Mon, Oct 12	25	KP1	HAZMAT INCIDENT @ CPK	
		Wed, Oct 28	12	E1	DELAYED BEHIND 1283 WITH B/O METX 114, BAD WATER PUMP	
ELML	142	Tue, Oct 06	18	CC	18M DUE TO TRAVELING NORTH ON TK2 AND PASSENGERS ON THE WRONG PLATFORM ACCT TO TRACK WORK ON TK3 &TK4	
		82% OT	Wed, Oct 07	27	CC	CONSTRUCTION. SEE UNUSUAL OCCURENCES
		Thu, Oct 08	8	CC	8M DUE TO SCHEDULE TRACK WORK ON TK3 & TK4	
		Mon, Oct 12	10	RD	2M ENROUTE PASSENGER HANDLING. 8M RAND MAKING A REVERSE MOVE TO BE REROUTED TO DIFFERENT DEPOT TRACK	
ELML	146	Tue, Oct 06	6	CC	RUNNING NORTH ON TRACK 2 51ST TO RANDOLPH	
		68% OT	Wed, Oct 07	6	CC	RUNNING NORTH ON TRACK 2 ALSO FLAGGED BY 1 SIGNAL AT RANDOLPH
		Thu, Oct 08	11	CC	DEPART UP 4 LATE DUE TO MAKING CUT AND CHANGING ENDS. 3M RICHTON YD FLAGGED DUE TO 4L PUMPING. 4M ACCT TRACK WORK.	
		Mon, Oct 12	7	CC	7" 63RD ST, TRACK WORK AND PASSENGERS ON WRONG SIDE	
		Tue, Oct 13	9	CC	9" 65TH ST TO 11TH PLACE, TRACK WORK (WRONG MAIN)	
		Wed, Oct 14	7	CC	TRAVELINNG NORTH ON TRACK 2 WITH A TRACK PERMIT	
RI	417	Mon, Oct 05	21	E1	8M 538P/545P AT 77 TRAIN AHEAD AND GOING AROUND RI 409 AT GRESHAM	
		82% OT	Mon, Oct 12	20	H	15M LATE DEPARTING LSS LATE EQUIP OUT OF YARD DUE TO EARLIER PROBLEM WITH RI413
		Fri, Oct 23	19	J1	19M DOWN RUNNING ON RESTRICTED SIGNALS BEHIND RI413,	
		Thu, Oct 29	6	E1	3M RUNNING BEHIND RI415. 4M STOPPED CP RICHARDS WAITING FOR RI415 TO YARD	
RI	419	Mon, Oct 05	15	E1	15M TRAINS AHEAD AT GRESHAM SINGLE TRACKING AROUND DISABLE 409	
		82% OT	Mon, Oct 12	8	H1	2M LATE DEPARTING LSS RI 417 AHEAD; 2M YARD STOP AT 47THST ;
		Tue, Oct 27	8	CM	4 MINUTES AT 16TH STREET FOR SWITCH FAILURE, 2 MINUTES WAITING FOR RI0424 AT 103RD ST., 2 MINUTES FOR SLIPPERY RAIL ENROUTE	
		Thu, Oct 29	14	D	2M 103RD ST. WAITING FOR RI424 TO CLEAR, 4M ACCOUNT OF SLICK RAIL, 8M STOPPED EJE CROSSING ACCOUNT OF FREGHT INTERFERENCE	
UPN	324	Fri, Oct 09	89	M1	89" STOPPED DUE TO #329 STRUCK TRESPASSER, MAIN ST.	
		82% OT	Tue, Oct 20	16	M1	16" LATE TURN FROM #313, HIGHLAND PARK
		Thu, Oct 22	11	JM1	11" STOPPED DUE TO #322'S MEDICAL EMERGENCY @ INDIAN HILL, WINNETKA	
		Mon, Oct 26	8	RL1	6" LATE DEPARTING WAIT FOR #22 TO CLEAR, HIGHLAND PARK; FORM B 49165, MP24-23; FOLLOW #322 TO CPT	
UPN	326	Fri, Oct 09	89	M1	89" STOPPED DUE TO #320 STRUICK TRESPASSER, CENTRAL ST.	
		82% OT	Tue, Oct 20	21	M1	21" FOLLOW #324, HIGHLAND PARK-CPT
		Thu, Oct 22	12	JM1	12" STOPPED DUE TO #322'S MEDICAL EMERGENCY @ INDIAN HILL, HUBBARD WOODS	
		Mon, Oct 26	9	RL1	9" FOLLOW #324, HIGHLAND PARK-CPT	

Data is final (11/11/15) version from TOPS.

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

October 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	53	49	10	19	2	21	5	9	38	7	19	23	12	267	51%
Semi-controllable	17	0	0	0	0	8	4	3	3	14	0	3	15	67	13%
Uncontrollable	76	11	3	8	0	3	6	2	7	1	33	14	30	194	37%
TOTAL TRAINS DELAYED	146	60	13	27	2	32	15	14	48	22	52	40	57	528	100%

October - 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	82.0	23.3	5.0	17.3	1.3	47.3	32.7	16.7	34.3	11.7	29.3	39.7	26.7	367.3	50%
Semi-controllable	25.3	0.0	0.0	0.0	3.0	10.7	16.7	17.3	5.0	18.3	1.3	13.0	12.7	123.3	17%
Uncontrollable	25.0	44.0	10.7	16.7	0.7	22.7	21.0	3.3	22.0	7.0	21.7	36.3	19.3	250.3	34%
TOTAL TRAINS DELAYED	132.3	67.3	15.7	34.0	5.0	80.7	70.3	37.3	61.3	37.0	52.3	89.0	58.7	741.0	100%

October 2015 Divergence From October 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	-29.0	25.7	5.0	1.7	0.7	-26.3	-27.7	-7.7	3.7	-4.7	-10.3	-16.7	-14.7	-100.3	47%
Semi-controllable	-8.3	0.0	0.0	0.0	-3.0	-2.7	-12.7	-14.3	-2.0	-4.3	-1.3	-10.0	2.3	-56.3	26%
Uncontrollable	51.0	-33.0	-7.7	-8.7	-0.7	-19.7	-15.0	-1.3	-15.0	-6.0	11.3	-22.3	10.7	-56.3	26%
TOTAL TRAINS DELAYED	13.7	-7.3	-2.7	-7.0	-3.0	-48.7	-55.3	-23.3	-13.3	-15.0	-0.3	-49.0	-1.7	-213.0	100%

January-October 2015

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	573	309	71	148	58	401	239	126	263	115	191	221	204	2,919	43%
Semi-controllable	173	0	0	0	49	139	74	128	48	197	14	71	236	1,129	17%
Uncontrollable	541	359	91	113	14	283	231	46	193	61	237	337	265	2,771	41%
TOTAL TRAINS DELAYED	1,287	668	162	261	121	823	544	300	504	373	442	629	705	6,819	100%

Data for current month is final (11/11/15) version from TOPS.

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11/13/2015

TABLE 7: NUMBER OF DELAYS BY DATE
October 2015

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	3	5	13	5	6	2	5	36	4	0	4	2	1	3	0	1	1	5	2	29	0	7	134
Elec -ML	3	3	0	2	4	3	0	2	1	1	0	0	0	0	1	1	4	8	1	0	0	15	49
-BI	1	1	0	0	0	1	0	4	0	0	0	0	0	0	0	1	0	1	0	0	1	2	12
-SC	2	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	6	14
Heritage	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Milw -N	4	2	2	0	3	3	3	0	0	0	0	0	0	0	1	1	0	5	1	0	0	2	27
-W	1	2	2	1	0	3	1	0	1	0	0	0	0	0	0	0	1	2	0	0	1	0	15
NCS	0	1	1	2	1	0	0	0	0	0	0	1	2	0	0	0	0	6	0	0	0	0	14
RI	3	0	15	0	1	0	0	3	2	1	0	1	0	0	1	1	6	0	1	0	7	3	45
SWS	0	0	0	0	0	3	4	3	0	2	0	1	2	1	1	0	1	0	0	1	2	0	21
UP -N	0	0	0	0	5	0	10	2	1	7	1	1	0	8	0	3	0	3	7	1	0	0	49
-NW	0	1	0	0	0	1	7	4	0	1	0	0	2	7	6	0	5	2	3	0	0	0	39
-W	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>19</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>1</u>	<u>46</u>
SYSTEM	21	17	33	12	21	17	49	55	10	13	6	7	8	20	11	10	24	33	15	34	15	36	467

SATURDAY	3	10	17	24	31	TOTAL	SUNDAY/HOLIDAY	4	11	18	25	TOTAL
BNSF	0	0	2	7	0	9	BNSF	0	0	0	3	3
Elec -ML	2	3	0	1	0	6	Elec -ML	1	2	1	1	5
-BI	0	1	0	0	0	1	-BI	-	-	-	-	0
-SC	1	4	0	1	2	8	-SC	3	0	1	1	5
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	0
Milw -N	0	0	0	1	2	3	Milw -N	1	1	0	0	2
-W	0	0	0	0	0	0	-W	0	0	0	0	0
NCS	-	-	-	-	-	-	NCS	-	-	-	-	0
RI	0	0	0	0	0	0	RI	1	2	0	0	3
SWS	0	1	0	0	0	1	SWS	-	-	-	-	0
UP -N	0	1	1	1	0	3	UP -N	0	0	0	0	0
-NW	0	0	0	1	0	1	-NW	0	0	0	0	0
-W	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>7</u>	-W	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>4</u>
SYSTEM	3	13	4	12	7	39	SYSTEM	7	6	2	7	22

Data is final (11/11/15) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	16	0	0	0	0	5	4	3	3	11	0	3	15	60
Freight Interference - Peak	0	0	0	0	0	0	0	2	1	3	0	2	4	12
Primary	0	0	0	0	0	0	0	1	1	2	0	2	3	9
Secondary	0	0	0	0	0	0	0	1	0	1	0	0	1	3
Freight Interference - Off-Peak	16	0	0	0	0	5	4	1	2	8	0	1	11	48
Primary	14	0	0	0	0	2	3	1	2	8	0	1	10	41
Secondary	2	0	0	0	0	3	1	0	0	0	0	0	1	7
Signal/Switch Failure - TOTAL	6	24	6	7	0	8	2	5	4	7	7	8	0	84
Signal/Switch Failure - Metra/PSA	4	24	6	7	0	5	2	5	4	2	7	8	0	74
Primary	4	7	4	3	0	3	2	4	4	1	1	2	0	35
Secondary	0	17	2	4	0	2	0	1	0	1	6	6	0	39
Signal/Switch Failure - Foreign	2	0	0	0	0	3	0	0	0	5	0	0	0	10
Primary	2	0	0	0	0	0	0	0	0	5	0	0	0	7
Secondary	0	0	0	0	0	3	0	0	0	0	0	0	0	3
Mechanical Failure - TOTAL	9	0	0	0	0	0	2	1	20	0	0	11	3	46
Mechanical Failure - Metra/PSA	9	0	0	0	0	0	2	1	20	0	0	11	3	46
Non-Locomotive Equipment Failure - Metra/PSA	3	0	0	0	0	0	0	0	0	0	0	0	2	5
Primary	3	0	0	0	0	0	0	0	0	0	0	0	1	4
Secondary	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Locomotive Failure - Metra/PSA	6	0	0	0	0	0	2	1	20	0	0	11	1	41
Primary	4	0	0	0	0	0	0	1	5	0	0	3	1	14
Secondary	2	0	0	0	0	0	2	0	15	0	0	8	0	27
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	4	0	0	0	1	2	0	0	0	1	0	0	0	8
Passenger Train Interference - Metra/PSA	1	0	0	0	0	2	0	0	0	0	0	0	0	3
Passenger Train Interference - Foreign	3	0	0	0	1	0	0	0	0	1	0	0	0	5
Accident - TOTAL	24	0	0	0	0	0	0	1	0	0	21	6	21	73
Accident - Metra/PSA	24	0	0	0	0	0	0	1	0	0	21	6	21	73
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	19	15	2	7	0	6	1	0	11	0	1	2	7	71
Track Work - Metra/PSA	19	15	2	7	0	6	1	0	11	0	1	2	7	71
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	13	3	0	0	1	7	0	3	3	1	8	2	2	43
Human Error - Metra/PSA	3	3	0	0	0	5	0	0	3	0	8	0	0	22
Human Error - Foreign	10	0	0	0	1	2	0	3	0	1	0	2	2	21
Sick, Injured, Unruly Passenger - TOTAL	3	4	1	1	0	0	1	0	4	0	7	3	3	27
Sick, Injured, Unruly Passenger - Metra/PSA	3	4	1	1	0	0	1	0	4	0	7	3	3	27
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	0	0	1	5	0	0	0	0	1	0	1	4	0	12
Weather - Metra/PSA	0	0	1	5	0	0	0	0	1	0	1	4	0	12
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	8	6	1	2	0	3	2	0	0	0	2	0	3	27
Lift Deployment - TOTAL	3	0	0	0	0	1	1	0	1	0	0	1	1	8
Obstruction/Debris - TOTAL	37	1	0	0	0	0	0	1	1	0	2	0	2	44
Catenary Failure - TOTAL	0	7	2	5	0	0	0	0	0	0	0	0	0	14
Other - TOTAL	4	0	0	0	0	0	2	0	0	2	3	0	0	11
TOTAL TRAINS DELAYED	146	60	13	27	2	32	15	14	48	22	52	40	57	528
Total Metra/PSA Delays	115	60	13	27	0	22	11	8	45	4	52	35	40	432
Total Foreign Carrier Delays	31	0	0	0	2	10	4	6	3	18	0	5	17	96

Data for current month is final (11/11/15) 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
October - 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	23.0	0.0	0.0	0.0	3.4	13.0	14.6	14.0	5.8	14.0	1.2	10.2	19.0	118.2
Freight Interference - Peak	7.4	0.0	0.0	0.0	3.4	1.6	4.0	5.2	1.8	4.6	0.2	6.2	3.8	38.2
Primary	4.2	0.0	0.0	0.0	3.4	1.4	2.4	3.4	1.6	3.4	0.2	2.0	3.0	25.0
Secondary	3.2	0.0	0.0	0.0	0.0	0.2	1.6	1.8	0.2	1.2	0.0	4.2	0.8	13.2
Freight Interference - Off-Peak	15.6	0.0	0.0	0.0	0.0	11.4	10.6	8.8	4.0	9.4	1.0	4.0	15.2	80.0
Primary	13.4	0.0	0.0	0.0	0.0	8.6	8.2	7.6	4.0	7.2	0.6	2.8	13.6	66.0
Secondary	2.2	0.0	0.0	0.0	0.0	2.8	2.4	1.2	0.0	2.2	0.4	1.2	1.6	14.0
Signal/Switch Failure - TOTAL	18.8	12.2	3.0	2.2	2.4	18.8	12.8	6.4	7.6	6.4	7.2	4.6	9.2	111.6
Signal/Switch Failure - Metra/PSA	15.8	12.2	3.0	2.2	1.8	18.0	12.4	4.8	7.2	1.6	7.2	4.2	9.2	99.6
Primary	11.2	10.4	2.2	1.2	1.8	11.6	9.8	3.8	6.8	1.2	3.0	2.0	6.6	71.6
Secondary	4.6	1.8	0.8	1.0	0.0	6.4	2.6	1.0	0.4	0.4	4.2	2.2	2.6	28.0
Signal/Switch Failure - Foreign	3.0	0.0	0.0	0.0	0.6	0.8	0.4	1.6	0.4	4.8	0.0	0.4	0.0	12.0
Primary	3.0	0.0	0.0	0.0	0.6	0.8	0.4	1.4	0.2	3.4	0.0	0.4	0.0	10.2
Secondary	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	1.4	0.0	0.0	0.0	1.8
Mechanical Failure - TOTAL	16.8	8.2	1.6	1.4	0.2	7.4	3.6	4.4	9.2	2.6	10.8	8.6	11.0	85.8
Mechanical Failure - Metra/PSA	16.8	7.8	1.4	1.4	0.2	7.4	3.6	4.4	9.2	2.6	10.8	8.6	11.0	85.2
Non-Locomotive Equipment Failure - Metra/PSA	1.2	7.8	1.4	1.4	0.0	1.2	0.4	0.6	0.2	0.8	0.4	0.6	3.8	19.8
Primary	1.2	2.2	0.8	0.6	0.0	0.4	0.2	0.2	0.2	0.6	0.4	0.6	0.8	8.2
Secondary	0.0	5.6	0.6	0.8	0.0	0.8	0.2	0.4	0.0	0.2	0.0	0.0	3.0	11.6
Locomotive Failure - Metra/PSA	15.6	0.0	0.0	0.0	0.2	6.2	3.2	3.8	9.0	1.8	10.4	8.0	7.2	65.4
Primary	4.0	0.0	0.0	0.0	0.2	2.6	1.2	1.4	4.0	0.4	2.8	2.2	1.8	20.6
Secondary	11.6	0.0	0.0	0.0	0.0	3.6	2.0	2.4	5.0	1.4	7.6	5.8	5.4	44.8
Mechanical Failure - Foreign	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Passenger Train Interference - TOTAL	2.8	1.6	0.4	0.0	1.2	9.4	2.0	2.2	1.2	0.8	1.0	1.0	1.6	25.2
Passenger Train Interference - Metra/PSA	0.6	0.8	0.4	0.0	0.2	8.6	1.8	2.2	0.8	0.2	1.0	1.0	1.6	19.2
Passenger Train Interference - Foreign	2.2	0.8	0.0	0.0	1.0	0.8	0.2	0.0	0.4	0.6	0.0	0.0	0.0	6.0
Accident - TOTAL	7.2	1.8	1.0	1.4	0.0	9.0	5.2	0.2	7.2	1.8	1.2	7.0	1.6	44.6
Accident - Metra/PSA	7.2	1.8	1.0	1.4	0.0	9.0	5.2	0.2	7.2	1.8	1.2	7.0	0.8	43.8
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8
Track Work - TOTAL	22.6	9.2	3.2	9.0	2.0	18.2	6.4	2.6	7.6	1.0	13.6	12.4	4.0	111.8
Track Work - Metra/PSA	22.6	9.2	3.2	9.0	2.0	18.0	6.4	2.6	7.6	0.8	13.6	12.4	4.0	111.4
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.4
Human Error - TOTAL	13.4	2.4	1.4	0.8	0.8	10.4	5.4	2.2	4.6	4.8	3.4	1.6	5.2	56.4
Human Error - Metra/PSA	6.6	2.4	1.4	0.8	0.2	4.2	3.0	1.0	4.6	1.2	3.0	1.4	1.8	31.6
Human Error - Foreign	6.8	0.0	0.0	0.0	0.6	6.2	2.4	1.2	0.0	3.6	0.4	0.2	3.4	24.8
Sick, Injured, Unruly Passenger - TOTAL	3.2	5.6	2.0	1.8	0.4	3.4	3.2	1.0	2.0	0.2	5.8	4.2	4.4	37.2
Sick, Injured, Unruly Passenger - Metra/PSA	3.2	5.6	2.0	1.8	0.4	3.4	3.2	1.0	2.0	0.2	5.8	4.2	4.4	37.2
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	5.8	2.8	1.2	1.0	0.4	2.4	4.0	0.2	1.4	0.4	3.2	6.6	0.8	30.2
Weather - Metra/PSA	5.8	2.8	1.2	1.0	0.4	2.4	4.0	0.2	1.4	0.4	3.2	6.6	0.8	30.2
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Loading - TOTAL	6.0	14.8	1.4	5.2	0.0	7.2	0.8	0.2	3.6	0.4	11.2	5.0	3.8	59.6
Lift Deployment - TOTAL	2.4	0.2	0.0	0.2	0.0	2.2	2.4	0.4	4.8	0.0	2.8	2.2	2.8	20.4
Obstruction/Debris - TOTAL	9.8	11.4	4.0	5.4	0.0	1.2	1.4	0.0	1.4	3.6	4.8	7.2	5.8	56.0
Catenary Failure - TOTAL	0.0	7.6	1.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2
Other - TOTAL	2.4	6.0	0.4	0.8	0.0	1.4	1.0	1.4	1.4	1.2	2.0	1.8	1.8	21.6
TOTAL TRAINS DELAYED	134.2	83.8	20.6	30.8	10.8	104.0	62.8	35.2	57.8	37.2	68.2	72.4	71.0	788.8
Total Metra/PSA Delays	99.2	82.6	20.4	30.8	5.2	83.0	45.2	18.4	51.2	14.0	66.6	61.6	47.8	626.0
Total Foreign Carrier Delays	35.0	1.2	0.2	0.0	5.6	21.0	17.6	16.8	6.6	23.2	1.6	10.8	23.2	162.8

Data for latest month is final (11/11/14) 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
October 2015 Divergence From October 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	-7.0	0.0	0.0	0.0	-3.4	-8.0	-10.6	-11.0	-2.8	-3.0	-1.2	-7.2	-4.0	-58.2
Freight Interference - Peak	-7.4	0.0	0.0	0.0	-3.4	-1.6	-4.0	-3.2	-0.8	-1.6	-0.2	-4.2	0.2	-26.2
<i>Primary</i>	-4.2	0.0	0.0	0.0	-3.4	-1.4	-2.4	-2.4	-0.6	-1.4	-0.2	0.0	0.0	-16.0
<i>Secondary</i>	-3.2	0.0	0.0	0.0	0.0	-0.2	-1.6	-0.8	-0.2	-0.2	0.0	-4.2	0.2	-10.2
Freight Interference - Off-Peak	0.4	0.0	0.0	0.0	0.0	-6.4	-6.6	-7.8	-2.0	-1.4	-1.0	-3.0	-4.2	-32.0
<i>Primary</i>	0.6	0.0	0.0	0.0	0.0	-6.6	-5.2	-6.6	-2.0	0.8	-0.6	-1.8	-3.6	-25.0
<i>Secondary</i>	-0.2	0.0	0.0	0.0	0.0	0.2	-1.4	-1.2	0.0	-2.2	-0.4	-1.2	-0.6	-7.0
Signal/Switch Failure - TOTAL	-12.8	11.8	3.0	4.8	-2.4	-10.8	-10.8	-1.4	-3.6	0.6	-0.2	3.4	-9.2	-27.6
Signal/Switch Failure - Metra/PSA	-11.8	11.8	3.0	4.8	-1.8	-13.0	-10.4	0.2	-3.2	0.4	-0.2	3.8	-9.2	-25.6
<i>Primary</i>	-7.2	-3.4	1.8	1.8	-1.8	-8.6	-7.8	0.2	-2.8	-0.2	-2.0	0.0	-6.6	-36.6
<i>Secondary</i>	-4.6	15.2	1.2	3.0	0.0	-4.4	-2.6	0.0	-0.4	0.6	1.8	3.8	-2.6	11.0
Signal/Switch Failure - Foreign	-1.0	0.0	0.0	0.0	-0.6	2.2	-0.4	-1.6	-0.4	0.2	0.0	-0.4	0.0	-2.0
<i>Primary</i>	-1.0	0.0	0.0	0.0	-0.6	-0.8	-0.4	-1.4	-0.2	1.6	0.0	-0.4	0.0	-3.2
<i>Secondary</i>	0.0	0.0	0.0	0.0	0.0	3.0	0.0	-0.2	-0.2	-1.4	0.0	0.0	0.0	1.2
Mechanical Failure - TOTAL	-7.8	-8.2	-1.6	-1.4	-0.2	-7.4	-1.6	-3.4	10.8	-2.6	-10.8	2.4	-8.0	-39.8
Mechanical Failure - Metra/PSA	-7.8	-7.8	-1.4	-1.4	-0.2	-7.4	-1.6	-3.4	10.8	-2.6	-10.8	2.4	-8.0	-39.2
Non-Locomotive Equipment Failure - Metra/PSA	1.8	-7.8	-1.4	-1.4	0.0	-1.2	-0.4	-0.6	-0.2	-0.8	-0.4	-0.6	-1.8	-14.8
<i>Primary</i>	1.8	-2.2	-0.8	-0.6	0.0	-0.4	-0.2	-0.2	-0.2	-0.6	-0.4	-0.6	0.2	-4.2
<i>Secondary</i>	0.0	-5.6	-0.6	-0.8	0.0	-0.8	-0.2	-0.4	0.0	-0.2	0.0	0.0	-2.0	-10.6
Locomotive Failure - Metra/PSA	-9.6	0.0	0.0	0.0	-0.2	-6.2	-1.2	-2.8	11.0	-1.8	-10.4	3.0	-6.2	-24.4
<i>Primary</i>	0.0	0.0	0.0	0.0	-0.2	-2.6	-1.2	-0.4	1.0	-0.4	-2.8	0.8	-0.8	-6.6
<i>Secondary</i>	-9.6	0.0	0.0	0.0	0.0	-3.6	0.0	-2.4	10.0	-1.4	-7.6	2.2	-5.4	-17.8
Mechanical Failure - Foreign	0.0	-0.4	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.6
Passenger Train Interference - TOTAL	1.2	-1.6	-0.4	0.0	-0.2	-7.4	-2.0	-2.2	-1.2	0.2	-1.0	-1.0	-1.6	-17.2
Passenger Train Interference - Metra/PSA	0.4	-0.8	-0.4	0.0	-0.2	-6.6	-1.8	-2.2	-0.8	-0.2	-1.0	-1.0	-1.6	-16.2
Passenger Train Interference - Foreign	0.8	-0.8	0.0	0.0	0.0	-0.8	-0.2	0.0	-0.4	0.4	0.0	0.0	0.0	-1.0
Accident - TOTAL	16.8	-1.8	-1.0	-1.4	0.0	-9.0	-5.2	0.8	-7.2	-1.8	19.8	-1.0	19.4	28.4
Accident - Metra/PSA	16.8	-1.8	-1.0	-1.4	0.0	-9.0	-5.2	0.8	-7.2	-1.8	19.8	-1.0	20.2	29.2
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.8	-0.8
Track Work - TOTAL	-3.6	5.8	-1.2	-2.0	-2.0	-12.2	-5.4	-2.6	3.4	-1.0	-12.6	-10.4	3.0	-40.8
Track Work - Metra/PSA	-3.6	5.8	-1.2	-2.0	-2.0	-12.0	-5.4	-2.6	3.4	-0.8	-12.6	-10.4	3.0	-40.4
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.4
Human Error - TOTAL	-0.4	0.6	-1.4	-0.8	0.2	-3.4	-5.4	0.8	-1.6	-3.8	4.6	0.4	-3.2	-13.4
Human Error - Metra/PSA	-3.6	0.6	-1.4	-0.8	-0.2	0.8	-3.0	-1.0	-1.6	-1.2	5.0	-1.4	-1.8	-9.6
Human Error - Foreign	3.2	0.0	0.0	0.0	0.4	-4.2	-2.4	1.8	0.0	-2.6	-0.4	1.8	-1.4	-3.8
Sick, Injured, Unruly Passenger - TOTAL	-0.2	-1.6	-1.0	-0.8	-0.4	-3.4	-2.2	-1.0	2.0	-0.2	1.2	-1.2	-1.4	-10.2
Sick, Injured, Unruly Passenger - Metra/PSA	-0.2	-1.6	-1.0	-0.8	-0.4	-3.4	-2.2	-1.0	2.0	-0.2	1.2	-1.2	-1.4	-10.2
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	-5.8	-2.8	-0.2	4.0	-0.4	-2.4	-4.0	-0.2	-0.4	-0.4	-2.2	-2.6	-0.8	-18.2
Weather - Metra/PSA	-5.8	-2.8	-0.2	4.0	-0.4	-2.4	-4.0	-0.2	-0.4	-0.4	-2.2	-2.6	-0.8	-18.2
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Loading - TOTAL	2.0	-8.8	-0.4	-3.2	0.0	-4.2	1.2	-0.2	-3.6	-0.4	-9.2	-5.0	-0.8	-32.6
Lift Deployment - TOTAL	0.6	-0.2	0.0	-0.2	0.0	-1.2	-1.4	-0.4	-3.8	0.0	-2.8	-1.2	-1.8	-12.4
Obstruction/Debris - TOTAL	27.2	-10.4	-4.0	-5.4	0.0	-1.2	-1.4	1.0	-0.4	-3.6	-2.8	-7.2	-3.8	-12.0
Catenary Failure - TOTAL	0.0	-0.6	1.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Other - TOTAL	1.6	-6.0	-0.4	-0.8	0.0	-1.4	1.0	-1.4	-1.4	0.8	1.0	-1.8	-1.8	-10.6
TOTAL TRAINS DELAYED	11.8	-23.8	-7.6	-3.8	-8.8	-72.0	-47.8	-21.2	-9.8	-15.2	-16.2	-32.4	-14.0	-260.8
Total Metra/PSA Delays	15.8	-22.6	-7.4	-3.8	-5.2	-61.0	-34.2	-10.4	-6.2	-10.0	-14.6	-26.6	-7.8	-194.0
Total Foreign Carrier Delays	-4.0	-1.2	-0.2	0.0	-3.6	-11.0	-13.6	-10.8	-3.6	-5.2	-1.6	-5.8	-6.2	-66.8

Data for current month is final (11/11/15) 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 - October 2015

CAUSE CATEGORY	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - TOTAL	148	0	0	0	34	122	65	107	50	147	14	64	227	978	
Freight Interference - Peak	40	0	0	0	34	32	10	46	16	53	5	36	62	334	
Primary	23	0	0	0	33	22	4	34	9	34	2	19	33	213	
Secondary	17	0	0	0	1	10	6	12	7	19	3	17	29	121	
Freight Interference - Off-Peak	108	0	0	0	0	90	55	61	34	94	9	28	165	644	
Primary	83	0	0	0	0	57	40	50	32	72	5	24	140	503	
Secondary	25	0	0	0	0	33	15	11	2	22	4	4	25	141	
Signal/Switch Failure - TOTAL	128	85	27	29	18	119	97	77	42	64	33	32	71	822	
Signal/Switch Failure - Metra/PSA	91	85	27	29	2	102	88	55	41	14	33	25	62	654	
Primary	61	45	18	19	2	56	47	34	34	7	17	10	32	382	
Secondary	30	40	9	10	0	46	41	21	7	7	16	15	30	272	
Signal/Switch Failure - Foreign	37	0	0	0	16	17	9	22	1	50	0	7	9	168	
Primary	28	0	0	0	15	8	5	12	1	32	0	2	5	108	
Secondary	9	0	0	0	1	9	4	10	0	18	0	5	4	60	
Mechanical Failure - TOTAL	106	63	10	5	5	127	64	16	122	26	47	72	47	710	
Mechanical Failure - Metra/PSA	105	57	7	4	5	108	64	16	122	26	47	72	47	680	
Non-Locomotive Equipment Failure - Metra/PSA	19	57	7	4	1	13	23	1	16	5	8	17	12	183	
Primary	9	11	1	1	1	6	7	1	6	3	4	6	9	65	
Secondary	10	46	6	3	0	7	16	0	10	2	4	11	3	118	
Locomotive Failure - Metra/PSA	86	0	0	0	4	95	41	15	106	21	39	55	35	497	
Primary	26	0	0	0	3	25	16	3	44	11	19	15	14	176	
Secondary	60	0	0	0	1	70	25	12	62	10	20	40	21	321	
Mechanical Failure - Foreign	1	6	3	1	0	19	0	0	0	0	0	0	0	30	
Passenger Train Interference - TOTAL	21	9	2	3	12	27	3	11	2	22	1	2	6	121	
Passenger Train Interference - Metra/PSA	3	5	1	3	1	13	2	11	2	7	1	2	6	57	
Passenger Train Interference - Foreign	18	4	1	0	11	14	1	0	0	15	0	0	0	64	
Accident - TOTAL	90	34	11	14	3	35	55	6	6	0	53	58	40	405	
Accident - Metra/PSA	90	34	11	14	3	32	53	6	4	0	53	58	39	397	
Accident - Foreign	0	0	0	0	0	3	2	0	2	0	0	0	1	8	
Track Work - TOTAL	200	45	9	38	9	60	21	14	49	17	29	45	24	560	
Track Work - Metra/PSA	166	45	9	38	9	60	21	14	49	11	29	45	24	520	
Track Work - Foreign	34	0	0	0	0	0	0	0	0	6	0	0	0	40	
Human Error - TOTAL	110	34	5	20	29	97	49	28	39	25	66	62	51	615	
Human Error - Metra/PSA	83	34	5	20	6	66	37	15	38	7	36	25	17	389	
Human Error - Foreign	27	0	0	0	23	31	12	13	1	18	30	37	34	226	
Sick, Injured, Unruly Passenger - TOTAL	29	56	10	4	2	29	25	2	19	3	22	43	24	268	
Sick, Injured, Unruly Passenger - Metra/PSA	28	56	10	4	2	29	25	2	19	3	22	43	24	267	
Sick, Injured, Unruly Passenger - Foreign	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Weather - TOTAL	178	158	45	35	6	72	68	19	64	19	57	91	80	892	
Weather - Metra/PSA	177	158	45	35	6	61	67	19	64	17	57	91	78	875	
Weather - Foreign	1	0	0	0	0	11	1	0	0	2	0	0	2	17	
Passenger Loading - TOTAL	50	70	9	17	0	59	30	3	71	4	74	73	61	521	
Lift Deployment - TOTAL	39	3	0	0	0	21	25	0	12	1	13	17	26	157	
Obstruction/Debris - TOTAL	124	23	8	32	2	47	32	13	12	24	18	46	29	410	
Catenary Failure - TOTAL	0	68	18	52	0	0	0	0	0	0	0	0	0	138	
Other - TOTAL	64	20	8	12	1	8	10	4	16	21	15	24	19	222	
TOTAL TRAINS DELAYED	1,287	668	162	261	121	823	544	300	504	373	442	629	705	6,819	
Total Metra/PSA Delays	1,020	658	158	260	37	606	454	158	450	135	398	521	432	5,287	
Total Foreign Carrier Delays	267	10	4	1	84	217	90	142	54	238	44	108	273	1,532	

Data for current month is final (11/11/15) 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 - October - 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	197.0	0.2	0.4	0.0	38.2	148.0	138.8	138.6	64.2	156.0	16.8	52.4	197.4	1,148.0
Freight Interference - Peak	81.6	0.0	0.2	0.0	38.2	23.4	27.2	54.8	19.4	45.4	5.0	24.2	38.6	358.0
Primary	56.6	0.0	0.0	0.0	36.4	16.0	18.6	38.4	11.4	36.6	2.4	11.8	21.2	249.4
Secondary	25.0	0.0	0.2	0.0	1.8	7.4	8.6	16.4	8.0	8.8	2.6	12.4	17.4	108.6
Freight Interference - Off-Peak	115.4	0.2	0.2	0.0	0.0	124.6	111.6	83.8	44.8	110.6	11.8	28.2	158.8	790.0
Primary	100.0	0.0	0.0	0.0	0.0	90.0	81.0	71.6	40.4	85.4	8.0	23.2	134.0	633.6
Secondary	15.4	0.2	0.2	0.0	0.0	34.6	30.6	12.2	4.4	25.2	3.8	5.0	24.8	156.4
Signal/Switch Failure - TOTAL	180.0	84.4	27.4	27.8	23.8	235.2	136.8	77.2	87.2	92.4	55.0	68.2	101.2	1,196.6
Signal/Switch Failure - Metra/PSA	127.4	84.4	27.2	27.8	16.2	210.0	118.4	60.8	82.2	41.0	54.4	64.4	98.2	1,012.4
Primary	96.6	71.2	21.0	20.0	16.0	120.0	78.8	37.6	64.4	29.4	29.6	34.0	55.2	673.8
Secondary	30.8	13.2	6.2	7.8	0.2	90.0	39.6	23.2	17.8	11.6	24.8	30.4	43.0	338.6
Signal/Switch Failure - Foreign	52.6	0.0	0.2	0.0	7.6	25.2	18.4	16.4	5.0	51.4	0.6	3.8	3.0	184.2
Primary	44.2	0.0	0.0	0.0	7.0	17.6	14.0	9.4	2.6	35.8	0.6	2.6	3.0	136.8
Secondary	8.4	0.0	0.2	0.0	0.6	7.6	4.4	7.0	2.4	15.6	0.0	1.2	0.0	47.4
Mechanical Failure - TOTAL	151.0	48.4	20.4	17.4	2.8	116.4	73.2	31.0	92.8	20.4	75.6	70.6	57.0	777.0
Mechanical Failure - Metra/PSA	150.0	46.2	19.8	17.2	2.8	115.8	73.0	31.0	92.4	20.4	75.6	70.6	56.8	771.6
Non-Locomotive Equipment Failure - Metra/PSA	29.2	46.2	19.6	17.2	0.6	14.6	14.0	3.8	16.6	7.2	16.0	13.2	19.4	217.6
Primary	11.2	15.8	7.0	5.8	0.4	5.2	6.8	1.4	10.6	3.0	5.8	5.6	9.0	87.6
Secondary	18.0	30.4	12.6	11.4	0.2	9.4	7.2	2.4	6.0	4.2	10.2	7.6	10.4	130.0
Locomotive Failure - Metra/PSA	120.8	0.0	0.2	0.0	2.2	101.2	59.0	27.2	75.8	13.2	59.6	57.4	37.4	554.0
Primary	34.6	0.0	0.2	0.0	1.6	27.2	21.6	8.6	29.4	6.0	20.0	15.8	14.4	179.4
Secondary	86.2	0.0	0.0	0.0	0.6	74.0	37.4	18.6	46.4	7.2	39.6	41.6	23.0	374.6
Mechanical Failure - Foreign	1.0	2.2	0.6	0.2	0.0	0.6	0.2	0.0	0.4	0.0	0.0	0.0	0.2	5.4
Passenger Train Interference - TOTAL	21.2	14.8	4.8	7.0	6.0	88.2	18.2	14.8	18.8	9.4	14.0	10.4	17.2	244.8
Passenger Train Interference - Metra/PSA	2.2	6.4	4.2	6.0	0.8	57.8	14.8	13.8	12.2	2.2	14.0	10.0	16.6	161.0
Passenger Train Interference - Foreign	19.0	8.4	0.6	1.0	5.2	30.4	3.4	1.0	6.6	7.2	0.0	0.4	0.6	83.8
Accident - TOTAL	109.6	13.4	5.8	8.8	0.8	50.8	43.0	15.2	44.2	9.8	30.0	69.6	39.8	440.8
Accident - Metra/PSA	94.2	13.4	5.8	8.8	0.6	50.2	41.8	13.6	43.4	9.8	30.0	69.6	38.0	419.2
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	1.8	21.6
Track Work - TOTAL	213.4	56.8	17.4	51.2	7.2	95.8	66.6	21.8	68.2	12.0	93.8	51.6	64.6	820.4
Track Work - Metra/PSA	208.0	56.8	17.4	51.2	7.2	95.4	66.4	21.2	68.2	11.4	93.8	51.6	64.6	813.2
Track Work - Foreign	5.4	0.0	0.0	0.0	0.0	0.4	0.2	0.6	0.0	0.6	0.0	0.0	0.0	7.2
Human Error - TOTAL	143.0	39.2	12.8	17.4	12.0	74.0	48.2	21.6	52.2	38.8	49.4	40.2	47.0	595.8
Human Error - Metra/PSA	97.0	36.4	12.4	16.4	2.6	41.8	33.0	9.0	51.2	9.4	41.6	29.0	31.0	410.8
Human Error - Foreign	46.0	2.8	0.4	1.0	9.4	32.2	15.2	12.6	1.0	29.4	7.8	11.2	16.0	185.0
Sick, Injured, Unruly Passenger - TOTAL	31.2	66.4	12.0	23.4	1.0	26.2	31.6	3.8	30.6	3.8	49.6	36.4	34.8	350.8
Sick, Injured, Unruly Passenger - Metra/PSA	30.6	66.4	12.0	23.4	1.0	26.2	31.6	3.8	30.2	3.8	49.6	36.4	34.8	349.8
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	200.0	109.8	28.0	41.4	9.0	130.8	109.2	43.0	125.8	27.4	122.6	127.0	102.4	1,176.4
Weather - Metra/PSA	199.0	109.8	28.0	41.4	8.6	129.8	108.6	42.6	124.6	25.8	122.6	126.6	102.2	1,169.6
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	99.6	156.4	29.2	65.0	0.2	109.2	77.8	2.6	153.2	2.4	203.2	97.8	90.4	1,087.0
Lift Deployment - TOTAL	29.4	1.4	0.0	1.6	0.0	26.2	33.6	3.6	60.6	1.4	27.8	16.8	32.6	235.0
Obstruction/Debris - TOTAL	58.4	29.8	10.6	28.6	2.6	20.8	27.4	4.2	34.2	15.8	33.2	45.2	40.6	351.4
Catenary Failure - TOTAL	0.0	46.2	10.6	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	74.0
Other - TOTAL	31.2	28.8	7.2	12.0	1.0	21.8	21.0	5.8	25.8	11.8	33.6	20.0	39.0	259.0
TOTAL TRAINS DELAYED	1,465.0	696.0	186.6	318.6	104.6	1,143.4	825.4	383.2	857.8	401.4	804.6	706.4	864.0	8,757.0
Total Metra/PSA Delays	1,127.0	682.4	184.4	316.4	43.6	905.0	647.4	212.0	778.2	155.2	779.4	638.2	644.8	7,114.0
Total Foreign Carrier Delays	338.0	13.6	2.2	2.2	61.0	238.4	178.0	171.2	79.6	246.2	25.2	68.2	219.2	1,643.0

Data for latest month is final (11/11/14) 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 - October 2015 Divergence From January - October Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-49.0	-0.2	-0.4	0.0	-4.2	-26.0	-73.8	-31.6	-14.2	-9.0	-2.8	11.6	29.6	-170.0
Freight Interference - Peak	-41.6	0.0	-0.2	0.0	-4.2	8.6	-17.2	-8.8	-3.4	7.6	0.0	11.8	23.4	-24.0
Primary	-33.6	0.0	0.0	0.0	-3.4	6.0	-14.6	-4.4	-2.4	-2.6	-0.4	7.2	11.8	-36.4
Secondary	-8.0	0.0	-0.2	0.0	-0.8	2.6	-2.6	-4.4	-1.0	10.2	0.4	4.6	11.6	12.4
Freight Interference - Off-Peak	-7.4	-0.2	-0.2	0.0	0.0	-34.6	-56.6	-22.8	-10.8	-16.6	-2.8	-0.2	6.2	-146.0
Primary	-17.0	0.0	0.0	0.0	0.0	-33.0	-41.0	-21.6	-8.4	-13.4	-3.0	0.8	6.0	-130.6
Secondary	9.6	-0.2	-0.2	0.0	0.0	-1.6	-15.6	-1.2	-2.4	-3.2	0.2	-1.0	0.2	-15.4
Signal/Switch Failure - TOTAL	-52.0	0.6	-0.4	1.2	-5.8	-116.2	-39.8	-0.2	-45.2	-28.4	-22.0	-36.2	-30.2	-374.6
Signal/Switch Failure - Metra/PSA	-36.4	0.6	-0.2	1.2	-14.2	-108.0	-30.4	-5.8	-41.2	-27.0	-21.4	-39.4	-36.2	-358.4
Primary	-35.6	-26.2	-3.0	-1.0	-14.0	-64.0	-31.8	-3.6	-30.4	-22.4	-12.6	-24.0	-23.2	-291.8
Secondary	-0.8	26.8	2.8	2.2	-0.2	-44.0	1.4	-2.2	-10.8	-4.6	-8.8	-15.4	-13.0	-66.6
Signal/Switch Failure - Foreign	-15.6	0.0	-0.2	0.0	8.4	-8.2	-9.4	5.6	-4.0	-1.4	-0.6	3.2	6.0	-16.2
Primary	-16.2	0.0	0.0	0.0	8.0	-9.6	-9.0	2.6	-1.6	-3.8	-0.6	-0.6	2.0	-28.8
Secondary	0.6	0.0	-0.2	0.0	0.4	1.4	-0.4	3.0	-2.4	2.4	0.0	3.8	4.0	12.6
Mechanical Failure - TOTAL	-45.0	14.6	-10.4	-12.4	2.2	10.6	-9.2	-15.0	29.2	5.6	-28.6	1.4	-10.0	-67.0
Mechanical Failure - Metra/PSA	-45.0	10.8	-12.8	-13.2	2.2	-7.8	-9.0	-15.0	29.6	5.6	-28.6	1.4	-9.8	-91.6
Non-Locomotive Equipment Failure - Metra/PSA	-10.2	10.8	-12.6	-13.2	0.4	-1.6	9.0	-2.8	-0.6	-2.2	-8.0	3.8	-7.4	-34.6
Primary	-2.2	-4.8	-6.0	-4.8	0.6	0.8	0.2	-0.4	-4.6	0.0	-1.8	0.4	0.0	-22.6
Secondary	-8.0	15.6	-6.6	-8.4	-0.2	-2.4	8.8	-2.4	4.0	-2.2	-6.2	3.4	-7.4	-12.0
Locomotive Failure - Metra/PSA	-34.8	0.0	-0.2	0.0	1.8	-6.2	-18.0	-12.2	30.2	7.8	-20.6	-2.4	-2.4	-57.0
Primary	-8.6	0.0	-0.2	0.0	1.4	-2.2	-5.6	-5.6	14.6	5.0	-1.0	-0.8	-0.4	-3.4
Secondary	-26.2	0.0	0.0	0.0	0.4	-4.0	-12.4	-6.6	15.6	2.8	-19.6	-1.6	-2.0	-53.6
Mechanical Failure - Foreign	0.0	3.8	2.4	0.8	0.0	18.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	24.6
Passenger Train Interference - TOTAL	-0.2	-5.8	-2.8	-4.0	6.0	-61.2	-15.2	-3.8	-16.8	12.6	-13.0	-8.4	-11.2	-123.8
Passenger Train Interference - Metra/PSA	0.8	-1.4	-3.2	-3.0	0.2	-44.8	-12.8	-2.8	-10.2	4.8	-13.0	-8.0	-10.6	-104.0
Passenger Train Interference - Foreign	-1.0	-4.4	0.4	-1.0	5.8	-16.4	-2.4	-1.0	-6.6	7.8	0.0	-0.4	-0.6	-19.8
Accident - TOTAL	-19.6	20.6	5.2	5.2	2.2	-15.8	12.0	-9.2	-38.2	-9.8	23.0	-11.6	0.2	-35.8
Accident - Metra/PSA	-4.2	20.6	5.2	5.2	2.4	-18.2	11.2	-7.6	-39.4	-9.8	23.0	-11.6	1.0	-22.2
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	-0.8	-13.6
Track Work - TOTAL	-13.4	-11.8	-8.4	-13.2	1.8	-35.8	-45.6	-7.8	-19.2	5.0	-64.8	-6.6	-40.6	-260.4
Track Work - Metra/PSA	-42.0	-11.8	-8.4	-13.2	1.8	-35.4	-45.4	-7.2	-19.2	-0.4	-64.8	-6.6	-40.6	-293.2
Track Work - Foreign	28.6	0.0	0.0	0.0	0.0	-0.4	-0.2	-0.6	0.0	5.4	0.0	0.0	0.0	32.8
Human Error - TOTAL	-33.0	-5.2	-7.8	2.6	17.0	23.0	0.8	6.4	-13.2	-13.8	16.6	21.8	4.0	19.2
Human Error - Metra/PSA	-14.0	-2.4	-7.4	3.6	3.4	24.2	4.0	6.0	-13.2	-2.4	-5.6	-4.0	-14.0	-21.8
Human Error - Foreign	-19.0	-2.8	-0.4	-1.0	13.6	-1.2	-3.2	0.4	0.0	-11.4	22.2	25.8	18.0	41.0
Sick, Injured, Unruly Passenger - TOTAL	-2.2	-10.4	-2.0	-19.4	1.0	2.8	-6.6	-1.8	-11.6	-0.8	-27.6	6.6	-10.8	-82.8
Sick, Injured, Unruly Passenger - Metra/PSA	-2.6	-10.4	-2.0	-19.4	1.0	2.8	-6.6	-1.8	-11.2	-0.8	-27.6	6.6	-10.8	-82.8
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	-22.0	48.2	17.0	-6.4	-3.0	-58.8	-41.2	-24.0	-61.8	-8.4	-65.6	-36.0	-22.4	-284.4
Weather - Metra/PSA	-22.0	48.2	17.0	-6.4	-2.6	-68.8	-41.6	-23.6	-60.6	-8.8	-65.6	-35.6	-24.2	-294.6
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	-49.6	-86.4	-20.2	-48.0	-0.2	-50.2	-47.8	0.4	-82.2	1.6	-129.2	-24.8	-29.4	-566.0
Lift Deployment - TOTAL	9.6	1.6	0.0	-1.6	0.0	-5.2	-8.6	-3.6	-48.6	-0.4	-14.8	0.2	-6.6	-78.0
Obstruction/Debris - TOTAL	65.6	-6.8	-2.6	3.4	-0.6	26.2	4.6	8.8	-22.2	8.2	-15.2	0.8	-11.6	58.6
Catenary Failure - TOTAL	0.0	21.8	7.4	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	64.0
Other - TOTAL	32.8	-8.8	0.8	0.0	0.0	-13.8	-11.0	-1.8	-9.8	9.2	-18.6	4.0	-20.0	-37.0
TOTAL TRAINS DELAYED	-178.0	-28.0	-24.6	-57.6	16.4	-320.4	-281.4	-83.2	-353.8	-28.4	-362.6	-77.4	-159.0	-1,938.0
Total Metra/PSA Delays	-107.0	-24.4	-26.4	-56.4	-6.6	-299.0	-193.4	-54.0	-328.2	-20.2	-381.4	-117.2	-212.8	-1,827.0
Total Foreign Carrier Delays	-71.0	-3.6	1.8	-1.2	23.0	-21.4	-88.0	-29.2	-25.6	-8.2	18.8	39.8	53.8	-111.0

Data for current month is final (11/11/15) 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 - Oct	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60			978	14.3%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12			334	4.9%
Primary	24	33	24	24	13	25	26	19	16	9			213	3.1%
Secondary	11	15	18	12	10	17	12	12	11	3			121	1.8%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48			644	9.4%
Primary	63	86	59	42	28	38	56	42	48	41			503	7.4%
Secondary	24	24	12	9	8	10	22	16	9	7			141	2.1%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84			822	12.1%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74			654	9.6%
Primary	38	54	25	29	30	42	63	32	34	35			382	5.6%
Secondary	35	29	3	24	24	25	40	36	17	39			272	4.0%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10			168	2.5%
Primary	17	23	5	12	7	6	11	11	9	7			108	1.6%
Secondary	3	20	2	4	8	6	2	8	4	3			60	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46			710	10.4%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46			680	10.0%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5			183	2.7%
Primary	10	6	10	7	6	4	9	4	5	4			65	1.0%
Secondary	17	13	12	10	2	31	19	7	6	1			118	1.7%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41			497	7.3%
Primary	16	25	14	17	15	14	15	22	24	14			176	2.6%
Secondary	28	49	33	22	28	51	22	29	32	27			321	4.7%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0			30	0.4%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8			121	1.8%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3			57	0.8%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5			64	0.9%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73			405	5.9%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73			397	5.8%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0			8	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71			560	8.2%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71			520	7.6%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0			40	0.6%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43			615	9.0%
Human Error - Metra/PSA	24	45	90	17	28	40	57	29	37	22			389	5.7%
Human Error - Foreign	8	22	13	14	12	5	91	12	28	21			226	3.3%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27			268	3.9%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27			267	3.9%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0			1	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12			892	13.1%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12			875	12.8%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0			17	0.2%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27			521	7.6%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8			157	2.3%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44			410	6.0%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14			138	2.0%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11			222	3.3%
TOTAL TRAINS DELAYED	865	1,185	532	485	462	735	854	631	542	528			6,819	100.0%
Total Metra/PSA Delays	694	915	398	355	362	616	605	499	411	432			5,287	77.5%
Total Foreign Carrier Delays	171	270	134	130	100	119	249	132	131	96			1,532	22.5%

Data for current month is final (11/11/15) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx|AllMonths 11/13/2015

'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 - Oct	
Freight Interference - TOTAL	207	249	159	140	177	191	137	153	100	167	80	75	1,680	16.0%
Freight Interference - Peak	103	92	60	52	87	66	34	43	25	54	30	22	616	5.9%
Primary	88	53	30	27	62	45	21	20	22	23	21	15	391	3.7%
Secondary	15	39	30	25	25	21	13	23	3	31	9	7	225	2.1%
Freight Interference - Off-Peak	104	157	99	88	90	125	103	110	75	113	50	53	1,064	10.1%
Primary	72	110	70	68	71	87	80	76	57	84	35	45	775	7.4%
Secondary	32	47	29	20	19	38	23	34	18	29	15	8	289	2.7%
Signal/Switch Failure - TOTAL	190	181	112	47	121	155	87	66	89	82	69	69	1,130	10.7%
Signal/Switch Failure - Metra/PSA	150	144	98	44	89	145	68	50	56	68	45	57	912	8.7%
Primary	79	83	44	28	57	77	35	27	37	44	25	33	511	4.9%
Secondary	71	61	54	16	32	68	33	23	19	24	20	24	401	3.8%
Signal/Switch Failure - Foreign	40	37	14	3	32	10	19	16	33	14	24	12	218	2.1%
Primary	24	20	12	2	21	7	11	10	13	10	19	7	130	1.2%
Secondary	16	17	2	1	11	3	8	6	20	4	5	5	88	0.8%
Mechanical Failure - TOTAL	189	174	128	48	113	109	98	51	62	141	56	74	1,113	10.6%
Mechanical Failure - Metra/PSA	188	169	128	46	107	109	98	51	58	141	56	70	1,095	10.4%
Non-Locomotive Equipment Failure - Metra/PSA	92	48	38	15	15	33	43	19	28	25	29	18	356	3.4%
Primary	29	19	9	8	7	13	12	11	9	8	13	9	125	1.2%
Secondary	63	29	29	7	8	20	31	8	19	17	16	9	231	2.2%
Locomotive Failure - Metra/PSA	96	121	90	31	92	76	55	32	30	116	27	52	739	7.0%
Primary	25	33	28	12	17	24	19	16	13	30	12	23	217	2.1%
Secondary	71	88	62	19	75	52	36	16	17	86	15	29	522	5.0%
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	189	1.8%
Passenger Train Interference - Metra/PSA	29	45	15	5	4	6	5	5	3	11	6	26	128	1.2%
Passenger Train Interference - Foreign	9	13	7	3	2	8	4	4	4	7	4	20	61	0.6%
Accident - TOTAL	116	117	39	11	81	42	39	87	10	24	35	84	566	5.4%
Accident - Metra/PSA	88	75	29	10	80	33	27	87	9	20	28	67	458	4.4%
Accident - Foreign	28	42	10	1	1	9	12	0	1	4	7	17	108	1.0%
Track Work - TOTAL	42	33	37	78	208	237	58	46	61	72	56	54	872	8.3%
Track Work - Metra/PSA	42	33	37	78	208	237	58	46	59	72	56	54	870	8.3%
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	668	6.3%
Human Error - Metra/PSA	64	53	22	63	34	45	55	28	39	34	12	7	437	4.2%
Human Error - Foreign	32	31	31	18	12	27	20	11	20	29	11	37	231	2.2%
Sick, Injured, Unruly Passenger - TOTAL	27	38	31	23	36	38	39	25	24	31	20	34	312	3.0%
Sick, Injured, Unruly Passenger - Metra/PSA	27	38	31	20	36	38	39	25	24	31	20	34	309	2.9%
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	2,352	22.3%
Weather - Metra/PSA	1,427	483	123	6	36	67	25	88	32	57	22	2	2,344	22.3%
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	680	6.5%
Lift Deployment - TOTAL	28	41	13	10	11	19	11	38	13	6	8	16	190	1.8%
Obstruction/Debris - TOTAL	85	88	32	44	23	49	36	10	35	66	57	25	468	4.4%
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	236	2.2%
TOTAL TRAINS DELAYED	2,510	1,702	879	549	937	1,162	773	734	533	747	486	603	10,526	100.0%
Total Metra/PSA Delays	2,189	1,321	658	379	707	917	581	550	369	526	360	438	8,197	77.9%
Total Foreign Carrier Delays	321	381	221	170	230	245	192	184	164	221	126	165	2,329	22.1%

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

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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 - Oct	
Freight Interference - TOTAL	-85	-91	-46	-53	-118	-101	-21	-64	-16	-107			-702	-1.6%
Freight Interference - Peak	-68	-44	-18	-16	-64	-24	4	-12	2	-42			-282	-1.0%
Primary	-64	-20	-6	-3	-49	-20	5	-1	-6	-14			-178	-0.6%
Secondary	-4	-24	-12	-13	-15	-4	-1	-11	8	-28			-104	-0.4%
Freight Interference - Off-Peak	-17	-47	-28	-37	-54	-77	-25	-52	-18	-65			-420	-0.7%
Primary	-9	-24	-11	-26	-43	-49	-24	-34	-9	-43			-272	0.0%
Secondary	-8	-23	-17	-11	-11	-28	-1	-18	-9	-22			-148	-0.7%
Signal/Switch Failure - TOTAL	-97	-55	-77	22	-52	-76	29	21	-25	2			-308	1.3%
Signal/Switch Failure - Metra/PSA	-77	-61	-70	9	-35	-78	35	18	-5	6			-258	0.9%
Primary	-41	-29	-19	1	-27	-35	28	5	-3	-9			-129	0.7%
Secondary	-36	-32	-51	8	-8	-43	7	13	-2	15			-129	0.2%
Signal/Switch Failure - Foreign	-20	6	-7	13	-17	2	-6	3	-20	-4			-50	0.4%
Primary	-7	3	-7	10	-14	-1	0	1	-4	-3			-22	0.3%
Secondary	-13	3	0	3	-3	3	-6	2	-16	-1			-28	0.0%
Mechanical Failure - TOTAL	-107	-72	-59	18	-62	-9	-33	11	5	-95			-403	-0.2%
Mechanical Failure - Metra/PSA	-117	-76	-59	10	-56	-9	-33	11	9	-95			-415	-0.4%
Non-Locomotive Equipment Failure - Metra/PSA	-65	-29	-16	2	-7	2	-15	-8	-17	-20			-173	-0.7%
Primary	-19	-13	1	-1	-1	-9	-3	-7	-4	-4			-60	-0.2%
Secondary	-46	-16	-17	3	-6	11	-12	-1	-13	-16			-113	-0.5%
Locomotive Failure - Metra/PSA	-52	-47	-43	8	-49	-11	-18	19	26	-75			-242	0.3%
Primary	-9	-8	-14	5	-2	-10	-4	6	11	-16			-41	0.5%
Secondary	-43	-39	-29	3	-47	-1	-14	13	15	-59			-201	-0.3%
Mechanical Failure - Foreign	10	4	0	8	-6	0	0	0	-4	0			12	0.3%
Passenger Train Interference - TOTAL	-25	-39	-16	-1	10	13	3	1	-4	-10			-68	0.0%
Passenger Train Interference - Metra/PSA	-23	-31	-10	-1	0	9	-4	-1	-2	-8			-71	-0.4%
Passenger Train Interference - Foreign	-2	-8	-6	0	10	4	7	2	-2	-2			3	0.4%
Accident - TOTAL	-87	-82	21	49	-61	17	-10	-74	17	49			-161	0.6%
Accident - Metra/PSA	-60	-41	31	50	-62	26	-2	-74	18	53			-61	1.5%
Accident - Foreign	-27	-41	-10	-1	1	-9	-8	0	-1	-4			-100	-0.9%
Track Work - TOTAL	-4	17	-18	-26	-151	-188	27	33	-1	-1			-312	-0.1%
Track Work - Metra/PSA	-4	-1	-18	-26	-151	-188	13	27	-1	-1			-350	-0.6%
Track Work - Foreign	0	18	0	0	0	0	14	6	0	0			38	0.6%
Human Error - TOTAL	-64	-17	50	-50	-6	-27	73	2	6	-20			-53	2.7%
Human Error - Metra/PSA	-40	-8	68	-46	-6	-5	2	1	-2	-12			-48	1.6%
Human Error - Foreign	-24	-9	-18	-4	0	-22	71	1	8	-8			-5	1.1%
Sick, Injured, Unruly Passenger - TOTAL	-6	-13	-11	6	-12	-2	-3	3	-2	-4			-44	1.0%
Sick, Injured, Unruly Passenger - Metra/PSA	-6	-13	-11	9	-12	-2	-3	3	-3	-4			-42	1.0%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	-3	0	0	0	0	1	0			-2	0.0%
Weather - TOTAL	-1,096	-92	-106	4	-33	-8	-8	-66	-10	-45			-1,460	-9.3%
Weather - Metra/PSA	-1,094	-102	-106	4	-33	-8	-8	-66	-11	-45			-1,469	-9.4%
Weather - Foreign	-2	10	0	0	0	0	0	0	1	0			9	0.2%
Passenger Loading - TOTAL	-10	-54	-47	-8	-3	-47	-10	0	7	13			-159	1.2%
Lift Deployment - TOTAL	-6	-18	7	-1	-2	5	7	-28	1	2			-33	0.5%
Obstruction/Debris - TOTAL	-54	-17	-24	-10	25	0	-2	51	-5	-22			-58	1.6%
Catenary Failure - TOTAL	4	2	1	-3	-2	-1	9	7	37	14			68	1.4%
Other - TOTAL	-8	14	-22	-11	-8	-3	20	0	-1	5			-14	1.0%
TOTAL TRAINS DELAYED	-1,645	-517	-347	-64	-475	-427	81	-103	9	-219			-3,707	
Total Metra/PSA Delays	-1,495	-406	-260	-24	-345	-301	24	-51	42	-94			-2,910	
Total Foreign Carrier Delays	-150	-111	-87	-40	-130	-126	57	-52	-33	-125			-797	

Data for current month is final (11/11/15) version from TOPS.

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

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

**TABLE 11: FREIGHT DELAYS
between November 2013 and October 2015**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Total	562	0	0	0	51	209	293	225	99	234	27	84	239	2,023
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
Oct-15	16	0	0	0	0	5	4	3	3	11	0	3	15	60
Total	172	0	0	0	38	145	99	118	53	178	14	68	248	1,133

Data for current month is final (11/11/15) version from TOPS.

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

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
BNSF	6	7	8	1	1	2	7	1	3	3			39	3.03%
Electric ML	0	0	0	0	0	1	2	0	0	0			3	0.45%
Electric BI	0	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	0.00%
HER	0	0	0	0	0	0	0	0	0	0			0	0.00%
Milw N	4	9	0	1	2	2	0	0	2	1			21	2.55%
Milw W	4	1	1	1	1	11	2	3	0	1			25	4.60%
NCS	0	0	0	0	0	0	0	0	0	0			0	0.00%
RI	0	1	1	0	1	0	5	1	2	1			12	2.38%
SWS	0	0	0	0	1	0	0	0	0	0			1	0.27%
UP N	0	0	0	1	2	1	2	2	5	0			13	2.94%
UP NW	5	0	1	3	1	3	0	1	2	1			17	2.70%
UP W	3	5	9	2	0	4	0	2	0	1			26	3.69%
Total Lift Delays	22	23	20	9	9	24	18	10	14	8			157	2.30%
ALL DELAYS														6,819

Data for current month is final (11/11/15) version from TOPS.

2014

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

October 2015

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	30	10	4	4	2	5	2	4	11	5	11	14	8	110
11-15	13	5	0	0	0	0	0	1	5	1	5	4	1	35
16-20	4	2	0	0	0	0	1	2	3	1	1	1	2	17
21+	19	0	0	0	0	0	0	0	7	0	9	3	9	47
Annulled	<u>6</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>11</u>						
Sub-Total	72	17	4	4	2	5	3	7	27	7	29	22	21	220
Off-Peak **														
6-10	36	30	7	20	0	12	7	3	11	7	6	3	16	158
11-15	10	6	1	1	0	10	3	1	5	3	6	9	5	60
16-20	2	3	0	0	0	3	2	1	3	3	2	2	3	24
21+	16	4	1	2	0	2	0	2	2	2	7	4	10	52
Annulled	<u>10</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>14</u>								
Sub-Total	74	43	9	23	0	27	12	7	21	15	23	18	36	308
October 2015 Total														
6-10	66	40	11	24	2	17	9	7	22	12	17	17	24	268
11-15	23	11	1	1	0	10	3	2	10	4	11	13	6	95
16-20	6	5	0	0	0	3	3	3	6	4	3	3	5	41
21+	35	4	1	2	0	2	0	2	9	2	16	7	19	99
Annulled	<u>16</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>3</u>	<u>25</u>						
TOTAL	146	60	13	27	2	32	15	14	48	22	52	40	57	528
2015 Year-to-Date														
6-10	592	303	92	135	58	344	215	149	277	202	173	216	295	3,051
11-15	284	130	32	27	28	185	114	63	100	69	90	169	175	1,466
16-20	134	72	16	20	11	98	70	31	42	34	34	85	76	723
21+	223	141	17	57	22	162	118	48	60	66	107	145	142	1,308
Annulled	<u>54</u>	<u>22</u>	<u>5</u>	<u>22</u>	<u>2</u>	<u>34</u>	<u>27</u>	<u>9</u>	<u>25</u>	<u>2</u>	<u>38</u>	<u>14</u>	<u>17</u>	<u>271</u>
TOTAL	1,287	668	162	261	121	823	544	300	504	373	442	629	705	6,819
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	
October 2015 Total														
6-10	45.2%	66.7%	84.6%	88.9%	100.0%	53.1%	60.0%	50.0%	45.8%	54.5%	32.7%	42.5%	42.1%	50.8%
11-15	15.8%	18.3%	7.7%	3.7%	0.0%	31.3%	20.0%	14.3%	20.8%	18.2%	21.2%	32.5%	10.5%	18.0%
16-20	4.1%	8.3%	0.0%	0.0%	0.0%	9.4%	20.0%	21.4%	12.5%	18.2%	5.8%	7.5%	8.8%	7.8%
21+	24.0%	6.7%	7.7%	7.4%	0.0%	6.3%	0.0%	14.3%	18.8%	9.1%	30.8%	17.5%	33.3%	18.8%
Annulled	<u>11.0%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>0.0%</u>	<u>9.6%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>4.7%</u>						
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2015 Year-to-Date Delays By Duration														
6-10	46.0%	45.4%	56.8%	51.7%	47.9%	41.8%	39.5%	49.7%	55.0%	54.2%	39.1%	34.3%	41.8%	44.7%
11-15	22.1%	19.5%	19.8%	10.3%	23.1%	22.5%	21.0%	21.0%	19.8%	18.5%	20.4%	26.9%	24.8%	21.5%
16-20	10.4%	10.8%	9.9%	7.7%	9.1%	11.9%	12.9%	10.3%	8.3%	9.1%	7.7%	13.5%	10.8%	10.6%
21+	17.3%	21.1%	10.5%	21.8%	18.2%	19.7%	21.7%	16.0%	11.9%	17.7%	24.2%	23.1%	20.1%	19.2%
Annulled	<u>4.2%</u>	<u>3.3%</u>	<u>3.1%</u>	<u>8.4%</u>	<u>1.7%</u>	<u>4.1%</u>	<u>5.0%</u>	<u>3.0%</u>	<u>5.0%</u>	<u>0.5%</u>	<u>8.6%</u>	<u>2.2%</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 (11/11/15) 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	
October 2015														
Peak *	16.2	10.4	8.5	7.8	8.0	8.0	10.7	11.9	16.3	9.3	33.7	12.0	19.0	16.7
Off-Peak **	19.7	11.4	13.3	10.7	--	16.1	10.9	15.3	11.0	12.8	32.0	15.7	18.7	16.3
All	17.9	11.1	11.8	10.3	8.0	14.8	10.9	13.6	14.0	11.7	32.9	13.7	18.8	16.5
2015 Year-to-Date														
Peak *	14.9	20.6	13.1	18.3	18.1	17.5	17.3	14.4	13.7	13.1	24.2	21.7	15.5	17.1
Off-Peak **	16.9	13.4	12.0	16.4	--	18.8	18.1	15.4	12.1	14.6	18.7	21.2	18.4	16.9
All	15.8	16.7	12.6	16.9	18.1	18.4	17.8	14.9	12.6	14.1	20.7	21.4	17.3	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 (11/11/15) version from TOPS.