

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

**August 2016**



# COMMUTER RAIL ON-TIME PERFORMANCE

## August 2016

This report presents an analysis of the August 2016 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 August 2016, Metra operated 18,268 scheduled trains, including scheduled "extras", if any. 781 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.7%. Table 2 lists on-time percentages by line for each month and year since 2011.

Table 3 lists each train that was on time for less than 85% of its weekday runs in August 2016, 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, January 1, 2014, and July 1, 2016, 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 August 2016. Of the 781 delays systemwide in August 2016, all but 372 (48%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous four Augusts, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in August 2016, 61 more delays than the average over the previous four Augusts were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 5,386 delays in 2016, all but 2,601 (48%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for August 2016.

Table 8.a shows the frequency of train delays by delay-cause category and by line during August 2016. Table 8.b shows the average frequencies over the previous five Augusts, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 781 delays systemwide in August 2016, 93 less than the average over the previous five Augusts. Table 9.a shows delays from the beginning of the year through August 2016. Table 9.b shows the average frequencies from the beginning of the year through August 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 2016 and 2015 respectively, and Table 10.c shows the difference between the two. From January through August of 2016, a total of 5,386 trains were delayed, compared to 5,749 trains delayed in the same eight months of 2015.

In Tables 8 through 10, delays by cause are 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 August 2016 freight operations delayed 108 trains systemwide, compared to 89 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2016 and 2015 respectively. A total of 21 trains were delayed by lift deployment in August 2016.

A review of August 2016 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 48.8% of all late trains. Table 14 shows that the average length of delay was 15.8 minutes in August 2016. 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**  
**August 2016**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,242	96	92.3%	920	89	90.3%	2,162	185	91.4%	119	12	89.9%	77	6	92.2%	2,358	203	91.4%
<b>Elec -ML</b>	1,035	15	98.6%	782	25	96.8%	1,817	40	97.8%	184	2	98.9%	82	2	97.6%	2,083	44	97.9%
<b>-BI</b>	322	3	99.1%	529	3	99.4%	851	6	99.3%	120	1	99.2%		--		971	7	99.3%
<b>-SC</b>	<u>391</u>	<u>1</u>	99.7%	<u>851</u>	<u>13</u>	98.5%	<u>1,242</u>	<u>14</u>	98.9%	<u>192</u>	<u>3</u>	98.4%	<u>80</u>	<u>0</u>	100.0%	<u>1,514</u>	<u>17</u>	98.9%
<b>Subtotal</b>	1,748	19	98.9%	2,162	41	98.1%	3,910	60	98.5%	496	6	98.8%	162	2	98.8%	4,568	68	98.5%
<b>Heritage</b>	138	5	96.4%	23	4	82.6%	161	9	94.4%	--			--			161	9	94.4%
<b>Milw -N</b>	575	36	93.7%	805	63	92.2%	1,380	99	92.8%	96	8	91.7%	80	0	100.0%	1,556	107	93.1%
<b>-W</b>	<u>621</u>	<u>28</u>	95.5%	<u>713</u>	<u>37</u>	94.8%	<u>1,334</u>	<u>65</u>	95.1%	<u>96</u>	<u>1</u>	99.0%	<u>72</u>	<u>6</u>	91.7%	<u>1,502</u>	<u>72</u>	95.2%
<b>Subtotal</b>	1,196	64	94.6%	1,518	100	93.4%	2,714	164	94.0%	192	9	95.3%	152	6	96.1%	3,058	179	94.1%
<b>NCS</b>	253	9	96.4%	253	9	96.4%	506	18	96.4%	--			--			506	18	96.4%
<b>RI</b>	828	26	96.9%	874	37	95.8%	1,702	63	96.3%	128	6	95.3%	112	2	98.2%	1,942	71	96.3%
<b>SWS</b>	253	23	90.9%	437	24	94.5%	690	47	93.2%	24	1	95.8%	--			714	48	93.3%
<b>UP -N</b>	690	27	96.1%	920	30	96.7%	1,610	57	96.5%	109	6	94.5%	77	8	89.6%	1,796	71	96.0%
<b>-NW</b>	759	21	97.2%	736	15	98.0%	1,495	36	97.6%	98	7	92.9%	61	10	83.6%	1,654	53	96.8%
<b>-W</b>	<u>621</u>	<u>29</u>	95.3%	<u>736</u>	<u>24</u>	96.7%	<u>1,357</u>	<u>53</u>	96.1%	<u>81</u>	<u>5</u>	93.8%	<u>73</u>	<u>3</u>	95.9%	<u>1,511</u>	<u>61</u>	96.0%
<b>Subtotal</b>	2,070	77	96.3%	2,392	69	97.1%	4,462	146	96.7%	288	18	93.8%	211	21	90.0%	4,961	185	96.3%
<b>SYSTEM</b>	7,728	319	95.9%	8,579	373	95.7%	16,307	692	95.8%	1,247	52	95.8%	714	37	94.8%	18,268	781	95.7%

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

Delays data for most recent month is final (09/22/16) 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-AUG	AVG
BNSF	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	92.8%	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	95.4%	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	94.4%	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	87.6%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.1%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4					94.0%	94.0%
	2011-2015 average	91.2	91.2	95.9	95.6	92.2	89.6	92.2	94.1	95.1	93.9	94.7	95.5	92.9%	93.5%
Electric	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	96.7%	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	97.0%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5					98.3%	98.3%
	2011-2015 average	96.1	96.7	98.1	98.3	98.0	97.1	95.5	97.4	97.7	96.9	97.5	98.3	97.2%	97.3%
Heritage	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	89.4%	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	95.5%	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	96.6%	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	89.0%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.1%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4					93.9%	93.9%
	2011-2015 average	91.1	88.5	93.6	94.8	95.7	91.5	90.1	93.3	91.5	93.5	90.6	90.7	92.1%	92.1%
Milw - N	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	88.7%	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	93.1%	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	90.0%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	93.9%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1					94.4%	94.4%
	2011-2015 average	89.6	88.9	93.4	95.9	93.3	90.6	90.0	92.8	94.4	94.1	95.0	93.4	91.9%	92.6%
Milw - W	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	92.1%	93.0%
	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	95.3%	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	94.2%	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	92.3%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.7%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2					94.4%	94.4%
	2011-2015 average	93.1	91.0	95.1	96.8	96.1	92.4	92.5	94.0	94.5	96.6	94.6	95.4	93.9%	94.3%
NCS	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	91.2%	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	91.7%	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	87.9%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4					94.4%	94.4%
	2011-2015 average	91.1	86.8	92.6	91.7	92.7	92.1	90.9	92.1	94.3	93.7	91.8	92.0	91.3%	91.8%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-AUG	AVG
RI	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	93.0%	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	94.8%	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	95.3%	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	91.9%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.1%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3					95.6%	95.6%
	<b>2011-2015 average</b>		93.6	92.7	96.6	96.0	95.6	92.9	92.0	95.5	96.5	96.7	96.1	96.6	94.4%
SWS	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	94.9%	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	96.0%	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	92.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.7%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3					95.1%	95.1%
	<b>2011-2015 average</b>		92.3	93.1	95.5	95.8	94.5	90.6	93.7	94.1	94.8	94.8	93.2	94.4	93.8%
UP - N	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	92.2%	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	96.3%	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	96.1%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.3%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0					97.6%	97.6%
	<b>2011-2015 average</b>		95.8	94.1	97.3	97.0	96.2	95.0	94.4	94.9	96.2	96.0	97.4	95.6%	95.9%
UP - NW	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	96.6%	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	94.4%	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	94.5%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.8%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8					96.9%	96.9%
	<b>2011-2015 average</b>		94.3	93.7	96.9	97.2	94.9	94.2	93.8	95.5	96.7	95.8	95.7	95.9	95.1%
UP - W	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	94.6%	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	94.4%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	93.7%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0					95.3%	95.3%
	<b>2011-2015 average</b>		92.6	92.6	95.3	95.5	94.7	91.9	93.1	93.3	95.4	95.3	95.0	94.1	93.7%
SYSTEM excluding South Shore	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	93.2%	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	95.4%	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	93.2%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7					96.1%	96.1%
	<b>2011-2015 average</b>		93.6	93.1	96.3	96.6	95.8	93.4	93.3	95.0	96.0	95.7	95.7	96.1	94.7%

Delays data for most recent month is final (09/22/16) version from TOPS.

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'2011-2015 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  
August 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1209 <b>83% OT</b>	Mon, Aug 08	10	DR	WAITING ON EASTBOUND TRAFFIC AT UNION AVENUE
		Fri, Aug 12	12	G	LATE FLIP DUE TO EARLIER SWITCH PROBLEMS
		Mon, Aug 29	7	CC	0.8-4.5 MT 1 25 MPH
		Wed, Aug 31	9	CC	FORM A RESTRICTIONS MP 1.4-6.0
BNSF	1215 <b>78% OT</b>	Wed, Aug 03	8	CA	DELAYED AT UNION AVE ACCT MT1 IS OOS @ ROOSEVELT ROAD
		Mon, Aug 08	21	DR	WAITING ON EAST BOUND TRAFFIC AT UNION AVE
		Mon, Aug 29	10	CC	0.8-4.5 MT 1 25 MPH
		Tue, Aug 30	8	CC	40 MPH ON MT 1 0.8-4.5
		Wed, Aug 31	10	CC	FORM A RESTRICTIONS MP 1.4-6.0
BNSF	1230 <b>78% OT</b>	Wed, Aug 03	10	CA	MULTIPLE FORM A RESTRICTIONS/ OPERATING B3 ACCOUNT MT 1 OOS AT ROOSEVELT ROAD
		Fri, Aug 05	8	C	MADE STATION STOP AT HALSTED AND HELD FOR TRAFFIC CONGESTION WITH MT3 OOS AT KEDZIE
		Mon, Aug 08	17	DR	WAITING ON WESTBOUND TRAFFIC AT UNION AVE
		Wed, Aug 10	7	CA	WAITING FOR TRAFFIC AT UNION AVE
		Fri, Aug 12	6	CA	AMTRAK CONSTRUCTION
BNSF	1232 <b>83% OT</b>	Wed, Aug 03	9	CA	MULTIPLE FORM A RESTRICTIONS/ OPERATING B3 ACCOUNT MT 1 AT ROOSEVELT ROAD
		Thu, Aug 04	7	CA	MULTIPLE FORM A RESTRICTIONS/ MT 1 OOS @ ROOSEVELT ROAD, OPERATED B3
		Fri, Aug 05	7	C1	FOLLOWING 1230, BROKED ANGLE BAR @ KEDZIE
		Mon, Aug 08	15	DR	WAITING ON WEST BOUND TRAFFIC AT UNION AVE
BNSF	1233 <b>74% OT</b>	Mon, Aug 01	19	DE	U-CKBSWE0-14 WITH BAD ORDER CAR AT LAVERGNE STOPPED ACROSS ALL MAINS.
		Wed, Aug 03	8	CA	MULTIPLE FORM AS/ OPERATING B3 ACCOUNT OOS MT ROOSEVELT ROAD
		Thu, Aug 04	10	AM	AMTRAK 4 @ WEST EOLA DELAYED ARRIVAL TO ATC
		Fri, Aug 05	24	G	ROOSEVELT ROAD SCHEDULED TRACK WORK MT 1 OOS/ SWITCH ISSUE @ LISLE MT 1/ NOT LOCKING UP
		Tue, Aug 09	9	D	DELAYED BY HGALBRC108 AT LAVERGNE
		Wed, Aug 31	6	CC	WORKING B3 AROUND MT 1 FORM AS FROM TP09 UNION AVE
BNSF	1270 <b>61% OT</b>	Mon, Aug 01	14	DEI	LATE TURN FROM 1270 DUE TO FREIGHT MECHANICAL ISSUE. STOPPED TO COPY FORM A AT LISLE
		Thu, Aug 04	9	D	FREIGHT INTERFERENCE @ CICERO F Y115 1 04Y CXST 907 WEST
		Fri, Aug 05	14	G1	LATE ARRIVAL OF EQUIPMENT/ DEPARTED 13 MINUTES LATE
		Tue, Aug 09	10	CA	HELD AT UNION AVE B FOR 1249 DUE TO AMTRAK TRACK WORK CP ROOSEVELT
		Wed, Aug 10	13	AM	TALKED BY UNION AVE A & B DUE TO A358 WYE MOVE LEAVING SIGNALS IN TIME
		Wed, Aug 17	12	RF	NO LINEUP AT HINSDALE/ DISPATCHER ERROR
		Tue, Aug 23	47	M1	PEDESTRIAN STRIKE AT MP 17.8 STOUGH ST W HINSDALE/ FLIPPING AS 1273
		Fri, Aug 26	24	J	UNRULY PASSENGER REMOVED @ CICERO
		Wed, Aug 31	10	D	CECO YARD MOVE AT CICERO A
		BNSF	1276 <b>74% OT</b>	Tue, Aug 02	10
Tue, Aug 09	7			E	METX 212 LOADING ISSUES EXPRESSED FROM WESTMONT
Thu, Aug 11	7			C	10 MPH FORM A RESTRICTION MP 12.5
Fri, Aug 12	7			VF1	ACCOMODATING PASSENGERS FROM 1274
Fri, Aug 19	6			RA1	LATE ARRIVAL OF EQUIPMENT/ 1239
Tue, Aug 23	48			M1	PEDESTRIAN STRIKE
BNSF	1279 <b>78% OT</b>	Mon, Aug 01	8	AM	HELD AT LISLE FOR LATE AMTRACK 383, 25MPH S/R AT EOLA
		Thu, Aug 04	7	CW	TRACK INSPECTOR/ HEAT INSPECTION/ WORKING S SIDE
		Thu, Aug 11	13	C	WORKING AROUND 10 MPH FORM A MP 12.5
		Tue, Aug 23	0	M1	PEDESTRIAN STRIKE
		Fri, Aug 26	7	C	10 MPH @ CONGRESS PARK
BNSF	1285 <b>78% OT</b>	Wed, Aug 03	13	CA	DEPARTED 10" LATE DUE TO LATE ARRIVAL OF EQUIPMENT
		Fri, Aug 12	18	D1	LATE FLIP FROM 1286
		Fri, Aug 19	6	GA1	4" LATE DEPARTURE DUE TO SWITCH FAILURE @ CUS/ FOLLOWING 1373
		Tue, Aug 23	60	E1	MECHANICAL FAILURE METX 189
		Fri, Aug 26	8	J	LATE ARRIVAL OF EQUIPMENT/ DEPARTED 3" LATE/ 1284 WORKING AS 1285/ TRESPASSER ON TRACKS UPON DEPARTURE
BNSF	1295 <b>83% OT</b>	Fri, Aug 05	7	CA	WAITING FOR A382 DUE TO AMTRAK TRACK WORK CP ROOSEVELT, TRACK INDICATION UNION AVE B
		Wed, Aug 17	7	L	ALL TRAFFIC STOPPED FOR SUICIDAL TRESPASSER MP 26-31
		Mon, Aug 29	0	XB	FMIC NOT IN POSITION TO TRANSMIT AUTHORITY THRU FORM B 1660
		Wed, Aug 31	7	DE	DELAYED DUE TO 1296 RUNNING OUT OF SLOW DUE TO PRIOR FREIGHT DELAY Q SSECHC1 27A
BNSF	1371 <b>52% OT</b>	Wed, Aug 03	9	CA1	DELAYED 5" DEPARTING CUS ACCT MT OOS @ ROOSEVELT ROAD
		Fri, Aug 05	9	CA1	DELAYED @ UNION AVE ACCT MT1 OOS @ ROOSEVELT ROAD
		Mon, Aug 08	21	DR1	LATE FLIP FROM EARLIER DELAY
		Tue, Aug 09	7	CA1	FOLLOWING 1215
		Wed, Aug 10	6	CA	LATE DEPARTURE
		Thu, Aug 11	7	CA	AMTRAK CONSTRUCTION
		Fri, Aug 12	8	CA	AMTRAK CONSTRUCTION
		Fri, Aug 19	9	DD	SINGLE TRACKING AT EOLA
		Mon, Aug 29	8	CC	25MPH SLOW ORDER MP 0.8-4.5
		Tue, Aug 30	10	CC	40 MPH ON MT 1 0.8-4.5
		Wed, Aug 31	9	CC	FORM A RESTRICTIONS MP 1.4-6.0

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
August 2016**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1373	Wed, Aug 03	8	CA	DEPARTED 10" LATE DUE TO LATE ARRIVAL OF EQUIPMENT	
		<b>65% OT</b>	Thu, Aug 04	6	CW1	LATE ARRIVAL OF EQUIPMENT/ BOX 2 @ HINSDALE
		Tue, Aug 09	7	E1	LATE FLIP FROM 1255/ 1284 DUE TO 1249	
		Thu, Aug 11	7	C1	LATE FLIP FROM 1284	
		Fri, Aug 12	15	D1	LATE FLIP FROM 1284	
		Fri, Aug 19	8	GA1	LATE ARRIVAL OF EQUIPMENT DUE TO SWITCH FAILURE @ CUS/ BOX 2 CASS AVE	
		Tue, Aug 23	18	M1	PEDESTRIAN STRIKE	
		Mon, Aug 29	7	CC1	LATE FLIP FROM 1284 TP09, TRAFFIC DUE TO TP09 RESTRICTIONS MT1 UNION AVE RUNNING OUT OF SLOT	
HC	915	Wed, Aug 10	16	GA	20" SWITCH FAILURE, 21ST	
		<b>83% OT</b>	Thu, Aug 11	8	GA	12" SWITCH FAILURE, 21ST; 4" COULD NOT READ #1102
		Thu, Aug 18	10	RF	20M BRIDGEPORT 1447/1507 WAITING FOR AMTRAK TO CLEAR	
		Fri, Aug 19	20	GF	20M AT CORWITH ALL RED DUE TO CN HAVING TO RESET THEIR COMP SYSTEM.	
ELML	142	Mon, Aug 01	10	CC	10M DUE TO TRACK WORK.	
		<b>74% OT</b>	Tue, Aug 02	7	CC	7M TRAVELING NORTH ON TK 2 WITH A TRACK PERMIT BETWEEN 65TH AND RAND ACCT OF TK WORK ON TK3 & TK4
		Tue, Aug 09	6	L	4M RIVERDALE DUE TO KIDS ON TRACKS, 2M RESTRICTING SIG @ 2.83	
		Mon, Aug 22	6	CC	6M DUE TO TRACK WORK.	
		Tue, Aug 23	6	CC	3M MP4.18 TO MP3.95 3M MP2.95 TO MP2.83 DUE TO REDUCED SPEED FOR FORM BCC	
		Mon, Aug 29	9	F1	4" MP30.86 TO 31.00, SPEED RESTRICTION. 4" 67TH STREET, SWAPPING EQUIPMENT WITH SOUTH CHICAGO LOOP TRAIN.	
MN	2113	Mon, Aug 01	21	G1	15" LATE TURN FROM #2128; SWITCH #77, #75 & #83 PROBLEMS, PLANT FROZE UP, A-2; 3" TRACK CONSTRUCTION	
		<b>83% OT</b>	Fri, Aug 05	7	CC	7" STOP SIGNAL, RONDOUT
		Wed, Aug 17	7	DE	7" FREIGHT INTERFERENCE, X/O 2MT, MORTON GROVE TO A-20; ENTRAINING	
		Fri, Aug 19	22	JM	25" MEDICAL EMERGENCY, FEMALE PASSENGER FAINTED, GRAYLAND	
MN	2121	Mon, Aug 01	11	U	3" NO DOOR LIGHT, CUS; 1" MEET #2140, DEERFIELD; 2" CP FREIGHT,RONDOUT; 3" ADA	
		<b>74% OT</b>	Tue, Aug 02	7	KP	3" 15MPH WATCHING FOR TRESPASSER; 2" GLENVIEW; 2" ADA
		Mon, Aug 22	9	RF	6" STOP SIGNAL,MAYFAIR; 5" ADA AT GRAYSLAKE	
		Thu, Aug 25	8	U	2" STOP SIGNAL, A-2; 6" ADA, GLENVIEW-ROUND LAKE	
		Fri, Aug 26	14	JM	15" MEDICAL EMERGENCY @ LAKE COOK ROAD	
		Mon, Aug 29	14	G	10" RESTRICTED SPEED, ENROUTE 6.9 TO GRAYLAND; 2" ITEM 2, BUTTERFIELD RD	
MN	2125	Wed, Aug 03	8	D	4" WAIT ON #2146, RONDOUT; 5" CN FREIGHT TRAIN	
		<b>78% OT</b>	Thu, Aug 04	40	H	40" SWAP TRAINS WITH YARD EQUIPMENT
		Mon, Aug 22	10	D1	14" WAITING ON 2146 AT RONDOUT	
		Fri, Aug 26	10	JM1	10" WAITING ON LATE 2146 @ RONDOUT	
		Mon, Aug 29	13	G1	5" RESTRICTED SPEED, 6.9-GRAYLAND; 11" WAIT ON #2140, RONDOUT	
MN	2128	Mon, Aug 01	20	G	2" LATE TURN FROM #2103; 9" TRACK CIRCUIT,RESTRICTING FOLLOWINGTRACK INSPECTOR; 8" TALKED BY RESTRICTING, MAYFAIR; 2" APPROACH STOP SIGNAL,A	
		<b>70% OT</b>	Mon, Aug 08	18	E	18" LOST HEP,MECHANICAL PROBLEMS, GRAYSLAKE; OPERATE DOORS BY HAND, GRAYSLAKE-CUS
		Tue, Aug 09	12	J1	10" WAIT ON #2107, GRAYSLAKE; 5" CN FREIGHT INTERFERENCE	
		Fri, Aug 12	7	CC1	7" WAITING ON #2107 TO CLEAR, GRAYSLAKE; 4" X-TRAFFIC, MAYFAIR	
		Fri, Aug 19	7	A	7" WAIT ON #2107 TO CLEAR, GRAYSLAKE; 3" ADA, LIBERTYVILLE	
		Thu, Aug 25	14	E1	14" FOLLOW #2122/2126 COMBO	
		Mon, Aug 29	8	I1	11" WAIT ON #2107 TO CLEAR, GRAYSLAKE; 3" ADA, DEERFIELD-CUS	
MN	2135	Thu, Aug 04	12	H1	18" WAIT ON EQUIPMENT FROM #2142	
		<b>83% OT</b>	Wed, Aug 10	17	H	17" LOCO 401 LOW POWER OVER HEATING
		Mon, Aug 29	12	JM1	12" FOLLOWING TRAINS AHEAD	
		Wed, Aug 31	12	KD	8" LOCO 420 LOST HEP, MECHANICAL DEPT FIXED @ SULLIVANS, WESTERN; 4" ADA'S	
MN	2140	Tue, Aug 02	6	D	11" FREIGHT, CN; 3" SLOW ENTRAINING	
		<b>74% OT</b>	Thu, Aug 04	28	H1	2" STOP SIGNAL, GRAYSLAKE; 2" STOP SIGNAL, MAYFAIR; 19" STOP SIGNAL, A-3
		Fri, Aug 05	13	G1	13" MORTON GROVE STA/INT WAITING FOR TRAIN #2138	
		Tue, Aug 09	9	D	7" CN XING; 4" STOP SIGNAL, MAYFAIR	
		Tue, Aug 16	8	I	1" ADA; 2" DOOR PROBLEMS CAR 8412; 2" TRAIN MEETS; 2" A-2	
		Mon, Aug 29	8	G1	6" MEET #2119, GRAYSLAKE; 5" ENTRAINING	
MN	2141	Wed, Aug 03	9	A	5" X-TRAFFIC, A-5; 3" ADA, GOLF; 2" CN X-TRAFFIC	
		<b>83% OT</b>	Thu, Aug 04	19	H1	20" FOLLOWING TRAINS, CUS; 6" CUS
		Tue, Aug 16	12	K	12" FOLLOWING TRAINS & CAR ON TRACK @ RT 134	
		Wed, Aug 31	9	D	4" FOLLOWING TRAINS AHEAD, CUS TO A-6; 1" ADA; 9" CN XING	
MN	2148	Thu, Aug 04	21	H1	21" LATE TURN FROM #2127	
		<b>83% OT</b>	Thu, Aug 11	9	JM1	9" STOPPED SHORT OF LAKE COOK STATION DUE TO MEDICAL EMERGENCY ON #2129
		Mon, Aug 22	6	D1	6" EXTRA PASSENGERS FROM 2146	
		Fri, Aug 26	8	JM1	8" WAITING ON LATE 2146 @ DEERFIELD AND EXTRA PASSENGERS	
MN	2155	Thu, Aug 04	7	H1	9" WAITING ON #2160, RONDOUT	
		<b>83% OT</b>	Fri, Aug 12	11	D1	13" WAIT ON #2160, RONDOUT
		Fri, Aug 19	12	D1	9" LATE TURN FROM #2158	
		Tue, Aug 30	13	G	15" SWITCH FAILURE, SEE-SAW MOVE, RONDOUT	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
August 2016**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MW	2200	Wed, Aug 03	11	D	4" LATE DEPART EXTENDED JOB BRIEFING W/SANTIAGO; 3" ADA, WOODDALE-RIVER GROVE; 5" X/O ROSELLE W-B-17, LINE UP FOR G-35; ENTRAINING, RO
		Mon, Aug 22	8	D	5" DEPARTING ELGIN YARD LATE ;5" FREIGHT X/O, B12 ;PASSENGER LOADING
		Wed, Aug 24	8	D	10" G-35, SPAULDING
		Fri, Aug 26	7	D	8" FREIGHT INTERFERENCE @ SPAULDING (G-35) PICK UP/DROP OFF FREIGHTCONDUCTOR @ OTHER END
MW	2255	Thu, Aug 04	22	DM	19" FREIGHT STRUCK VEHICLE AT GRAND AVE IN ELMWOOD PARK; WALKING SPEED THRU AREA
		Wed, Aug 17	9	D1	6" LATE TURN FROM #2254
		Fri, Aug 19	70	H1	62" DEPART DUE TO #2249 & #2254 ANNULLED EARLIER MECHANICAL FAILURE @ GALEWOOD
		Mon, Aug 22	18	K1	17" LATE TURN FROM 2254
RI	419	Tue, Aug 09	9	G	3M LATE DEPARTURE LSS 422 LATE ARRIVAL, 4M BROKEN GATE BI, 3M ADA LSS TO BIG
		Fri, Aug 12	12	KW	3M GRESHAM DOLLOING TRAINS, 6M FLASH FLOOD WARNINGS, 3M ADA AT BI
		Wed, Aug 17	18	E1	3M AT BI ADA FROM LSS, 16M DUE TO RI413
		Tue, Aug 23	6	I	4 MIN ADA BI TO JOL, 4 MIN HEAVY LOADING
		Wed, Aug 24	6	D	8M DELAY AT EJE DUE TO X-TRAFFIC L521 NS2549+1 157 CARS 9995'
		Fri, Aug 26	9	K	9M LATE INTO JOLIET WALKING SPEED OVER RICHARDS ST BRIDGE
RI	512	Tue, Aug 09	6	C1	5 MINS WAITING ON RI0513 1 MIN PASSENGER LOADING AT 35THST
		Wed, Aug 10	50	M1	55M CP81ST DUE TO POLICE ACTIVITY
		Tue, Aug 23	20	C	15M LATE AT BI WAITING ON RI511 TO CLEAR AND GOING DOWN THE WRONG MAIN ON THE BEVERLY.
		Wed, Aug 24	8	C1	SINGLE TRACKING AT 16TH ON MT2, 3" FOLLOWING 505EQT INTO LSS.
		Thu, Aug 25	7	S	EFFICIENCY TESTED W/ YELLOW BOARD AT MP23 AND GREEN AT MP21.8
RI	607	Tue, Aug 02	17	L	STOPPED 16M AT CP81ST STREET FOR POLICE ACTIVITY
		Fri, Aug 05	7	G	8M @ CP 54TH DUE TO TRACK CIRCUIT HAD TO TALK BY SIGNAL
		Wed, Aug 10	7	H	7M LATE INTO BI B/O VISTIBULE.
		Fri, Aug 12	11	RO1	8M 16TH ST.-GRESHAM FOLLOWING RI0407.
SWS	815	Tue, Aug 16	10	D	2M CP518 WAIT FOR 826, 6M BRC 1256/1302 WAIT FOR CSXT K211-16 117C, 1M OAK LWN SCHOOL GROUP, 1M LARAWAY RD CONFUSED PASSENGER/ WANTED JOLIET
		Thu, Aug 18	9	J	13M WRIGHTWOOD PASSENGERS REMOVED BY PD FOR NON PAYMENT OF FARE
		Mon, Aug 22	8	VE	4M CP518 WAITING FOR 826 5M MECHANICAL PROBLEMS ENGINE 210 ENROUTE
		Tue, Aug 30	11	RF	10M CP518 WAITING ON SW826 TO CLEAR. 2M BELT JCT. WAITING ON CROSS TRAFFIC TO CLEAR
SWS	831	Mon, Aug 08	9	GF	BELT JCT HAD SWITCH PROBLEM HAD TO BE TALKED BY SIGNAL
		Fri, Aug 19	116	E	104M DELAY AT 59TH HAVING AIR TROUBLE
		Mon, Aug 22	10	H1	10M FOLLOWING 829
		Tue, Aug 23	8	KP1	11M CP 143RD 1907/1918 WAITING FOR SWS 838 TO CLEAR
		Fri, Aug 26	15	K1	2M CP RIDGE CROSS TRAFFIC 10M CP 143RD 1908/1918 WAITING FOR 838 TO CLEAR MAIN 2M WEST AV WALKING SPEED OVER BRIDGE
UPNW	643	Mon, Aug 01	13	E	10" GROUND RELAY ISSUES ON METX 153, CUT OUT TRACTION MOTOR #3,MT PROSPECT;3" WAIT FOR TRAINS AHEAD TO CLEAR, BARRINGTON
		Tue, Aug 09	7	GX	5" 10MPH SPEED RESTRICTION, MP65.29-65.30; XH, MP65.29
		Wed, Aug 10	11	GX	11" XG PROCEDURES, MP38.29
		Thu, Aug 25	15	L1	15" YOUNG FEMALE SITTING BETWEEN RAILS @ MP34.75

Data is final (09/22/16) version from TOPS.

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**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

Codes						Codes					
Primary	Secondary	Annulled	Definition	Delay Class	Responsibility	Primary	Secondary	Annulled	Definition	Delay Class	Responsibility
A	A1	XA	Passenger Train Interference	Transportation	Controllable	L	L1	XL	Unauthorized People On Tracks/Near Miss	Incidental	Uncontrollable
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	Transportation	Controllable	M	M1	XM	Right of Way Accident/Misc.	Incidental	Uncontrollable
AD	AD1	XAD	Non-Revenue Passenger Train Interference	Transportation	Controllable	MW	MW1	XMW	Right of Way Accident/Misc., Weather	Incidental	Uncontrollable
AM	AM1	XAM	Amtrak Caused Delay	Transportation	Controllable	N	N1	XN	Electricity Utility Failure	Incidental	Uncontrollable
AS	AS1	XAS	NICTD Train Interference	Transportation	Controllable	NW	NW1	XNW	Electricity Utility Failure, Weather	Incidental	Uncontrollable
AW	AW1	XAW	Pass. Train Interference, Weather	Transportation	Uncontrollable	O	O1	XO	AC/DC System Failure	Engineering	Controllable
B	B1	XB	Human Error, Eng. Dept.	Engineering	Controllable	OW	OW1	XOW	AC/DC System Failure, Weather	Engineering	Uncontrollable
BA	BA1	XBA	Amtrak Engineering Human Error	Engineering	Controllable	Q	Q1	XQ	Late Issuance of Track Warrant	Transportation	Controllable
C	C1	XC	Unscheduled Track Work	Engineering	Controllable	R	R1	XR	Human Error, Transportation	Transportation	Controllable
CA	CA1	XCA	Amtrak Engineering	Engineering	Semi-controllable	RA	RA1	XRA	Human Error, Amtrak Transportation	Transportation	Controllable
CC	CC1	XCC	Scheduled Track Work	Engineering	Controllable	RD	RD1	XRD	Human Error, Metra Dispatcher	Transportation	Controllable
CF	CF1	XCF	Engineering Equipment Malfunction	Engineering	Controllable	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error	Transportation	Controllable
CG	CG1	XCG	Scheduled Signal Work	Engineering	Controllable	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	Transportation	Controllable
CH	CH1	XCH	Contractor Failure	Engineering	Controllable	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	Transportation	Controllable
CO	CO1	XCO	Scheduled Wire Work	Engineering	Controllable	RO	RO1	XRO	Human Error, Tower Operator	Transportation	Controllable
CM	CM1	XCM	Switch Malfunction (Track Dept.)	Engineering	Controllable	RS	RS1	XRS	Human Error, NICTD Transportation	Transportation	Controllable
CW	CW1	XCW	M of W Work, Weather	Engineering	Uncontrollable	RW	RW1	XRW	Train Crew Issues, Weather	Transportation	Uncontrollable
D	D1	XD	Freight Train Interference	Transportation	Semi-controllable	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	Transportation	Controllable
DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error	Transportation	Controllable	S	S1	XS	Operational (Efficiency) Testing	Transportation	Uncontrollable
DE	DE1	XDE	Freight Mechanical Malfunction	Transportation	Semi-controllable	T	T1	XT	Property Vandalism	Incidental	Uncontrollable
DM	DM1	XDM	Freight-Accident/Incident	Incidental	Uncontrollable	U	U1	XU	Accessibility Related (ADA)	Ridership	Uncontrollable
DR	DR1	XDR	Freight-Human Error	Transportation	Semi-controllable	UF	UF1	XUF	ADA Lift Failure	Mechanical	Controllable
DW	DW1	XDW	Freight Train Interference, Weather	Transportation	Uncontrollable	UW	UW1	XUW	Accessibility, Weather	Ridership	Uncontrollable
E	E1	XE	Locomotive Malfunction	Mechanical	Controllable	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found	Incidental	Controllable
EA	EA1	XEA	Amtrak Locomotive/Car Malfunction	Mechanical	Uncontrollable	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found	Incidental	Controllable
EW	EW1	XEW	Locomotive Malfunction, Weather	Mechanical	Uncontrollable	VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	Incidental	Uncontrollable
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]	Mechanical	Controllable	W	W1	XW	Gas Leak	Incidental	Uncontrollable
F	F1	XF	Cab Car/Trailer/MU Malfunction	Mechanical	Controllable	YB	YB1	XYB	Derailment - Human Error, Engineering	Engineering	Controllable
FS	FS1	XFS	NICTD MU Malfunction	Mechanical	Uncontrollable	YC	YC1	XYC	Derailment - Engineering	Engineering	Controllable
FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	Mechanical	Uncontrollable	YE	YE1	XYE	Derailment - Mechanical	Mechanical	Controllable
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	Mechanical	Controllable	YF	YF1	XYF	Derailment - Accident, Foreign Line	Incidental	Uncontrollable
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	Engineering	Controllable	YH	YH1	XYH	Derailment - Human Error, Mechanical	Mechanical	Controllable
GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)	Engineering	Semi-controllable	YM	YM1	XYM	Derailment - Accident	Incidental	Uncontrollable
GF	GF1	XGF	Signal/Switch Foreign Line	Engineering	Semi-controllable	YR	YR1	XYR	Derailment - Human Error, Transportation	Transportation	Controllable
GM	GM1	XGM	Gate Crossing Malfunction	Engineering	Controllable	YW	YW1	XYW	Derailment Accident, Weather	Incidental	Uncontrollable
GT	GT1	XGT	Telecom Failure	Engineering	Controllable	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)	Mechanical	Uncontrollable
GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	Engineering	Uncontrollable	ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	Engineering	Controllable
GX	GX1	XGX	Broken Gate Crossing	Engineering	Uncontrollable	ZC	ZC1	XZC	PTC Construction/Maintenance	Engineering	Controllable
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	Engineering	Controllable	ZD	ZD1	XZD	PTC Freight Train (On-Board)	Transportation	Semi-controllable
H	H1	XH	Human Error, Mechanical Department	Mechanical	Controllable	ZE	ZE1	XZE	PTC Malfunction Locomotive	Mechanical	Controllable
HS	HS1	XHS	Human Error, NICTD Mechanical Dept.	Mechanical	Controllable	ZF	ZF1	XZF	PTC Malfunction Coach	Mechanical	Controllable
I	I1	XI	Passenger Handling, Running Time	Ridership	Uncontrollable	ZG	ZG1	XZG	PTC Wayside	Engineering	Controllable
IB	IB1	XIB	Passenger Handling, Bicycle	Ridership	Uncontrollable	ZH	ZH1	XZH	PTC Human Error, Mechanical	Mechanical	Controllable
IW	IW1	XIW	Passenger Handling, Weather	Ridership	Uncontrollable	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)	Engineering	Semi-controllable
J	J1	XJ	Passenger Problems/Removal	Incidental	Uncontrollable	ZP	ZP1	XZP	PTC Dispatcher	Transportation	Controllable
JA	JA1	XJA	Amtrak Passenger Problems/Removal	Incidental	Uncontrollable	ZR	ZR1	XZR	PTC Human Error, Transportation	Transportation	Controllable
JM	JM1	XJM	Passenger Medical Emergency	Incidental	Uncontrollable	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)	Mechanical	Uncontrollable
K	K1	XK	Obstruction On Tracks	Incidental	Uncontrollable	ZT	ZT1	XZT	PTC Back Office	Engineering	Controllable
KD	KD1	XKD	Train Struck Debris	Incidental	Uncontrollable	ZW	ZW1	XZW	PTC Weather	Engineering	Uncontrollable
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	Incidental	Uncontrollable						
KW	KW1	XKW	Obstruction On Tracks, Weather	Incidental	Uncontrollable						

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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 Codes				CATEGORY Codes				CATEGORY Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
<b>1 Passenger Train Interference</b>				<b>13 Human Error</b>				<b>1 Passenger Train Interference</b>			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	<b>2 &amp; 3 Freight Interference - Peak &amp; Off-Peak</b>			
<b>4 Accident</b>				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
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
<b>5 Passenger Loading</b>				YB	YB1	XYB	Derailment - Human Error, Engineering	<b>4 Accident</b>			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
<b>6 Lift Deployment</b>				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	<b>8 Signal/Switch Failure</b>			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
<b>7 Obstruction/Debris</b>				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	<b>14 Sick, Injured, Unruly Passenger</b>				<b>9 Track Work</b>			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	<b>11 Non-Locomotive Equipment Failure</b>			
<b>8 Signal/Switch Failure</b>				<b>15 Weather</b>				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	<b>12 Locomotive Failure</b>			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	<b>13 Human Error</b>			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
<b>9 Track Work</b>				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	<b>14 Sick, Injured, Unruly Passenger</b>			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	<b>15 Weather</b>			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	<b>16 Other</b>							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
<b>10 Catenary Failure</b>				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
<b>11 Non-Locomotive Equipment Failure</b>				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
<b>12 Locomotive Failure</b>											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

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'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**

**August 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	74	37	7	13	4	51	29	11	43	19	27	22	35	372	48%
Semi-controllable	82	0	0	0	5	14	6	4	3	7	1	2	15	139	18%
Uncontrollable	47	7	0	4	0	42	37	3	25	22	43	29	11	270	35%
<b>TOTAL TRAINS DELAYED</b>	<b>203</b>	<b>44</b>	<b>7</b>	<b>17</b>	<b>9</b>	<b>107</b>	<b>72</b>	<b>18</b>	<b>71</b>	<b>48</b>	<b>71</b>	<b>53</b>	<b>61</b>	<b>781</b>	<b>100%</b>

**August - Average Over Previous Four Years: 2012-2015**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	49.8	28.8	6.8	21.8	2.5	39.3	35.3	15.8	27.3	11.0	26.0	21.3	25.8	311.0	41%
Semi-controllable	20.5	0.0	0.3	0.0	5.0	12.3	13.3	14.5	4.8	17.3	0.5	4.8	20.5	113.5	15%
Uncontrollable	54.3	32.8	4.5	12.3	0.8	37.3	33.5	7.8	38.5	5.3	42.8	36.3	36.3	342.0	45%
<b>TOTAL TRAINS DELAYED</b>	<b>124.5</b>	<b>61.5</b>	<b>11.5</b>	<b>34.0</b>	<b>8.3</b>	<b>88.8</b>	<b>82.0</b>	<b>38.0</b>	<b>70.5</b>	<b>33.5</b>	<b>69.3</b>	<b>62.3</b>	<b>82.5</b>	<b>766.5</b>	<b>100%</b>

**August 2016 Divergence From August Average Over Previous Four Years**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	24.3	8.3	0.3	-8.8	1.5	11.8	-6.3	-4.8	15.8	8.0	1.0	0.8	9.3	61.0	421%
Semi-controllable	61.5	0.0	-0.3	0.0	0.0	1.8	-7.3	-10.5	-1.8	-10.3	0.5	-2.8	-5.5	25.5	176%
Uncontrollable	-7.3	-25.8	-4.5	-8.3	-0.8	4.8	3.5	-4.8	-13.5	16.8	0.3	-7.3	-25.3	-72.0	-497%
<b>TOTAL TRAINS DELAYED</b>	<b>78.5</b>	<b>-17.5</b>	<b>-4.5</b>	<b>-17.0</b>	<b>0.8</b>	<b>18.3</b>	<b>-10.0</b>	<b>-20.0</b>	<b>0.5</b>	<b>14.5</b>	<b>1.8</b>	<b>-9.3</b>	<b>-21.5</b>	<b>14.5</b>	<b>100%</b>

**January-August 2016**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	414	195	73	96	31	339	262	82	361	90	160	166	332	2,601	48%
Semi-controllable	343	0	0	0	35	84	107	84	51	110	1	17	80	912	17%
Uncontrollable	305	140	35	70	4	237	268	46	203	61	171	203	130	1,873	35%
<b>TOTAL TRAINS DELAYED</b>	<b>1,062</b>	<b>335</b>	<b>108</b>	<b>166</b>	<b>70</b>	<b>660</b>	<b>637</b>	<b>212</b>	<b>615</b>	<b>261</b>	<b>332</b>	<b>386</b>	<b>542</b>	<b>5,386</b>	<b>100%</b>

Data for current month is final (09/22/16) version from TOPS.

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09/22/2016

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**August 2016**

WEEKDAY	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	TOTAL
	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
<b>BNSF</b>	4	2	11	8	15	34	9	3	12	11	0	1	4	1	4	0	35	1	0	7	11	2	10	185
<b>Elec -ML</b>	2	3	0	0	0	0	3	0	2	0	0	1	2	2	1	2	3	0	5	12	1	0	1	40
<b>-BI</b>	0	1	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	6
<b>-SC</b>	1	5	0	0	2	0	0	0	0	1	0	0	1	0	0	1	0	0	3	0	0	0	0	14
<b>Heritage</b>	0	0	0	0	0	0	0	2	1	0	0	0	1	1	1	2	0	0	0	0	0	1	0	9
<b>Milw -N</b>	4	4	2	20	6	1	3	3	4	3	1	9	1	0	5	3	0	4	5	5	9	2	5	99
<b>-W</b>	2	1	6	10	1	0	3	2	1	2	0	5	2	9	7	5	3	2	0	1	0	3	0	65
<b>NCS</b>	0	0	1	8	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	3	18
<b>RI</b>	3	3	0	0	2	5	6	6	4	9	0	2	4	0	4	1	3	2	2	5	0	2	0	63
<b>SWS</b>	4	0	0	0	2	9	2	1	0	3	0	2	1	1	4	3	4	0	1	4	1	3	2	47
<b>UP -N</b>	0	4	1	1	6	0	4	3	2	0	0	1	0	5	3	2	1	0	1	2	5	16	0	57
<b>-NW</b>	2	0	2	2	1	3	1	1	0	0	4	1	1	5	0	2	2	0	6	1	2	0	0	36
<b>-W</b>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>4</u>	<u>1</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>7</u>	<u>5</u>	<u>1</u>	<u>53</u>
<b>SYSTEM</b>	24	23	25	49	37	55	32	21	27	32	6	22	29	30	31	31	51	9	23	40	37	36	22	692

  

<b>SATURDAY</b>	6	13	20	27	<b>TOTAL</b>	<b>SUNDAY/HOLIDAY</b>	7	14	21	28	<b>TOTAL</b>
<b>BNSF</b>	0	7	4	1	12	<b>BNSF</b>	0	2	0	4	6
<b>Elec -ML</b>	2	0	0	0	2	<b>Elec -ML</b>	1	0	1	0	2
<b>-BI</b>	0	0	0	1	1	<b>-BI</b>	-	-	-	-	0
<b>-SC</b>	2	0	0	1	3	<b>-SC</b>	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	0
<b>Milw -N</b>	0	8	0	0	8	<b>Milw -N</b>	0	0	0	0	0
<b>-W</b>	0	0	1	0	1	<b>-W</b>	0	0	6	0	6
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	0
<b>RI</b>	1	3	2	0	6	<b>RI</b>	0	0	2	0	2
<b>SWS</b>	0	1	0	0	1	<b>SWS</b>	-	-	-	-	0
<b>UP -N</b>	1	3	0	2	6	<b>UP -N</b>	2	0	1	5	8
<b>-NW</b>	3	3	0	1	7	<b>-NW</b>	1	2	2	5	10
<b>-W</b>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>5</u>	<b>-W</b>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>
<b>SYSTEM</b>	9	25	7	11	52	<b>SYSTEM</b>	4	4	13	16	37

Data is final (09/22/16) version from TOPS.

**TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August 2016**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	56	0	0	0	2	14	6	4	3	5	1	2	15	108
Freight Interference - Peak	31	0	0	0	2	3	4	1	2	2	0	0	5	50
Primary	15	0	0	0	2	2	4	1	2	2	0	0	3	31
Secondary	16	0	0	0	0	1	0	0	0	0	0	0	2	19
Freight Interference - Off-Peak	25	0	0	0	0	11	2	3	1	3	1	2	10	58
Primary	21	0	0	0	0	8	1	3	1	3	1	2	8	48
Secondary	4	0	0	0	0	3	1	0	0	0	0	0	2	10
Signal/Switch Failure - TOTAL	6	1	1	1	4	12	4	1	12	4	2	7	8	63
Signal/Switch Failure - Metra/PSA	4	1	1	1	0	12	4	1	12	2	2	7	8	55
Primary	3	1	1	0	0	6	3	1	11	2	2	6	4	40
Secondary	1	0	0	1	0	6	1	0	1	0	0	1	4	15
Signal/Switch Failure - Foreign	2	0	0	0	4	0	0	0	0	2	0	0	0	8
Primary	0	0	0	0	4	0	0	0	0	2	0	0	0	6
Secondary	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Mechanical Failure - TOTAL	7	13	1	0	1	7	3	0	5	3	6	13	19	78
Mechanical Failure - Metra/PSA	7	13	1	0	1	7	3	0	5	3	6	13	19	78
Non-Locomotive Equipment Failure - Metra/PSA	0	13	1	0	0	1	2	0	0	0	3	1	9	30
Primary	0	1	0	0	0	1	2	0	0	0	2	1	4	11
Secondary	0	12	1	0	0	0	0	0	0	0	1	0	5	19
Locomotive Failure - Metra/PSA	7	0	0	0	1	6	1	0	5	3	3	12	10	48
Primary	4	0	0	0	1	3	1	0	3	1	1	4	2	20
Secondary	3	0	0	0	0	3	0	0	2	2	2	8	8	28
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	3	0	0	0	0	2	0	1	0	5	0	0	0	11
Passenger Train Interference - Metra/PSA	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Passenger Train Interference - Foreign	3	0	0	0	0	0	0	1	0	5	0	0	0	9
Accident - TOTAL	32	0	0	0	0	2	2	0	5	8	6	0	0	55
Accident - Metra/PSA	32	0	0	0	0	2	0	0	5	8	6	0	0	53
Accident - Foreign	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Track Work - TOTAL	68	18	1	7	0	4	3	0	13	2	11	2	4	133
Track Work - Metra/PSA	39	18	1	7	0	4	3	0	13	2	11	2	4	104
Track Work - Foreign	29	0	0	0	0	0	0	0	0	0	0	0	0	29
Human Error - TOTAL	11	4	3	1	2	26	15	9	10	5	3	0	4	93
Human Error - Metra/PSA	8	4	3	1	0	23	15	8	10	2	3	0	4	81
Human Error - Foreign	3	0	0	0	2	3	0	1	0	3	0	0	0	12
Sick, Injured, Unruly Passenger - TOTAL	3	6	0	1	0	18	7	0	1	1	3	3	0	43
Sick, Injured, Unruly Passenger - Metra/PSA	3	6	0	1	0	18	7	0	1	1	3	3	0	43
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	2	0	0	1	0	0	12	1	3	0	16	0	3	38
Weather - Metra/PSA	2	0	0	1	0	0	12	1	3	0	16	0	3	38
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	6	0	0	0	0	4	7	0	4	0	9	9	3	42
Lift Deployment - TOTAL	1	0	0	0	0	6	1	1	3	0	4	3	2	21
Obstruction/Debris - TOTAL	0	0	0	2	0	11	8	0	6	11	6	6	1	51
Catenary Failure - TOTAL	0	1	1	4	0	0	0	0	0	0	0	0	0	6
Other - TOTAL	8	1	0	0	0	1	4	1	6	4	4	8	2	39
<b>TOTAL TRAINS DELAYED</b>	<b>203</b>	<b>44</b>	<b>7</b>	<b>17</b>	<b>9</b>	<b>107</b>	<b>72</b>	<b>18</b>	<b>71</b>	<b>48</b>	<b>71</b>	<b>53</b>	<b>61</b>	<b>781</b>
Total Metra/PSA Delays	110	44	7	17	1	90	64	12	68	33	70	51	46	613
Total Foreign Carrier Delays	93	0	0	0	8	17	8	6	3	15	1	2	15	168

Data for current month is final (09/22/16) 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**  
**August - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	17.4	0.0	0.2	0.0	4.2	14.8	15.0	14.4	5.4	19.2	0.4	2.4	22.2	115.6
Freight Interference - Peak	3.8	0.0	0.2	0.0	4.2	2.8	2.4	4.6	1.6	6.4	0.2	0.2	5.2	31.6
<i>Primary</i>	2.6	0.0	0.0	0.0	3.8	1.8	1.6	2.6	1.2	4.2	0.2	0.2	1.4	19.6
<i>Secondary</i>	1.2	0.0	0.2	0.0	0.4	1.0	0.8	2.0	0.4	2.2	0.0	0.0	3.8	12.0
Freight Interference - Off-Peak	13.6	0.0	0.0	0.0	0.0	12.0	12.6	9.8	3.8	12.8	0.2	2.2	17.0	84.0
<i>Primary</i>	10.4	0.0	0.0	0.0	0.0	9.2	7.6	8.6	3.8	8.4	0.2	2.2	14.6	65.0
<i>Secondary</i>	3.2	0.0	0.0	0.0	0.0	2.8	5.0	1.2	0.0	4.4	0.0	0.0	2.4	19.0
Signal/Switch Failure - TOTAL	11.2	7.2	2.8	4.4	1.4	18.4	14.4	9.8	7.0	6.8	3.2	7.8	7.2	101.6
Signal/Switch Failure - Metra/PSA	7.2	7.2	2.8	4.4	0.0	17.2	14.0	8.6	6.6	3.2	3.2	6.2	6.8	87.4
<i>Primary</i>	6.6	6.0	2.2	2.4	0.0	9.8	8.0	5.0	5.8	2.8	1.4	2.6	3.2	55.8
<i>Secondary</i>	0.6	1.2	0.6	2.0	0.0	7.4	6.0	3.6	0.8	0.4	1.8	3.6	3.6	31.6
Signal/Switch Failure - Foreign	4.0	0.0	0.0	0.0	1.4	1.2	0.4	1.2	0.4	3.6	0.0	1.6	0.4	14.2
<i>Primary</i>	2.4	0.0	0.0	0.0	1.4	1.0	0.4	0.8	0.4	2.0	0.0	0.6	0.4	9.4
<i>Secondary</i>	1.6	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	1.6	0.0	1.0	0.0	4.8
Mechanical Failure - TOTAL	6.8	5.2	1.4	1.6	0.4	13.2	5.2	1.8	9.4	1.6	9.0	7.0	4.4	67.0
Mechanical Failure - Metra/PSA	6.8	5.2	1.4	1.6	0.4	13.2	5.2	1.8	9.4	1.6	9.0	7.0	4.4	67.0
Non-Locomotive Equipment Failure - Metra/PSA	1.4	5.2	1.4	1.6	0.0	2.0	1.2	0.2	1.4	0.0	1.4	0.8	2.6	19.2
<i>Primary</i>	0.8	1.6	0.4	0.2	0.0	0.4	0.8	0.0	1.0	0.0	1.2	0.2	1.0	7.6
<i>Secondary</i>	0.6	3.6	1.0	1.4	0.0	1.6	0.4	0.2	0.4	0.0	0.2	0.6	1.6	11.6
Locomotive Failure - Metra/PSA	5.4	0.0	0.0	0.0	0.4	11.2	4.0	1.6	8.0	1.6	7.6	6.2	1.8	47.8
<i>Primary</i>	2.8	0.0	0.0	0.0	0.2	3.0	2.2	0.4	3.0	1.0	3.2	1.6	0.8	18.2
<i>Secondary</i>	2.6	0.0	0.0	0.0	0.2	8.2	1.8	1.2	5.0	0.6	4.4	4.6	1.0	29.6
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Train Interference - TOTAL	2.0	0.8	0.6	0.8	1.2	7.0	2.8	1.4	1.2	0.2	1.6	0.4	1.4	21.4
Passenger Train Interference - Metra/PSA	0.0	0.6	0.6	0.6	0.4	4.8	2.0	1.4	0.6	0.0	1.6	0.4	1.4	14.4
Passenger Train Interference - Foreign	2.0	0.2	0.0	0.2	0.8	2.2	0.8	0.0	0.6	0.2	0.0	0.0	0.0	7.0
Accident - TOTAL	7.2	0.8	0.0	0.2	0.2	4.2	0.0	0.6	3.0	0.0	0.6	7.0	4.0	27.8
Accident - Metra/PSA	7.2	0.8	0.0	0.2	0.2	4.2	0.0	0.6	3.0	0.0	0.6	7.0	4.0	27.8
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	0.0	0.0
Track Work - TOTAL	26.2	8.4	1.0	10.0	0.0	6.6	11.0	2.6	7.6	2.2	10.0	7.6	7.6	100.8
Track Work - Metra/PSA	24.8	8.4	1.0	10.0	0.0	6.6	11.0	2.6	7.6	2.2	10.0	7.6	7.6	99.4
Track Work - Foreign	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Human Error - TOTAL	12.4	2.8	0.8	2.4	1.0	3.4	6.6	1.4	4.8	5.2	2.8	4.4	7.6	55.6
Human Error - Metra/PSA	10.6	2.8	0.8	2.4	0.0	2.2	4.8	0.8	4.6	0.6	2.6	2.6	5.6	40.4
Human Error - Foreign	1.8	0.0	0.0	0.0	1.0	1.2	1.8	0.6	0.2	4.6	0.2	1.8	2.0	15.2
Sick, Injured, Unruly Passenger - TOTAL	2.6	7.4	1.6	2.4	0.0	4.0	2.4	0.6	2.4	0.0	5.8	3.6	4.6	37.4
Sick, Injured, Unruly Passenger - Metra/PSA	2.6	7.4	1.6	2.4	0.0	4.0	2.4	0.6	2.4	0.0	5.8	3.6	4.6	37.4
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	13.0	4.8	0.4	0.2	0.2	4.6	8.0	3.0	4.6	0.6	10.0	9.2	5.8	64.4
Weather - Metra/PSA	13.0	4.8	0.4	0.2	0.2	4.6	8.0	3.0	4.0	0.6	10.0	9.2	5.8	63.8
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
Passenger Loading - TOTAL	16.6	19.6	2.2	7.2	0.0	22.8	12.4	0.4	19.2	0.2	38.2	18.2	21.4	178.4
Lift Deployment - TOTAL	6.6	0.6	0.0	0.8	0.0	3.4	3.6	0.6	7.2	0.4	4.0	1.4	3.6	32.2
Obstruction/Debris - TOTAL	11.2	1.4	0.4	3.8	0.0	5.6	3.0	1.2	3.0	2.4	1.2	2.4	1.8	37.4
Catenary Failure - TOTAL	0.0	7.4	1.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Other - TOTAL	2.6	1.4	0.2	1.2	0.2	1.6	3.6	0.6	2.2	1.8	2.2	0.6	6.6	24.8
<b>TOTAL TRAINS DELAYED</b>	<b>135.8</b>	<b>67.8</b>	<b>13.2</b>	<b>36.0</b>	<b>8.8</b>	<b>109.6</b>	<b>88.0</b>	<b>38.4</b>	<b>77.0</b>	<b>40.6</b>	<b>89.0</b>	<b>72.0</b>	<b>98.2</b>	<b>874.4</b>
Total Metra/PSA Delays	109.2	67.6	13.0	35.8	1.4	90.2	70.0	22.2	69.8	13.0	88.4	66.2	73.6	720.4
Total Foreign Carrier Delays	26.6	0.2	0.2	0.2	7.4	19.4	18.0	16.2	7.2	27.6	0.6	5.8	24.6	154.0

Data for latest month is final (09/14/15) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**August 2016 Divergence From August Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	38.6	0.0	-0.2	0.0	-2.2	-0.8	-9.0	-10.4	-2.4	-14.2	0.6	-0.4	-7.2	-7.6
Freight Interference - Peak	27.2	0.0	-0.2	0.0	-2.2	0.2	1.6	-3.6	0.4	-4.4	-0.2	-0.2	-0.2	18.4
<i>Primary</i>	12.4	0.0	0.0	0.0	-1.8	0.2	2.4	-1.6	0.8	-2.2	-0.2	-0.2	1.6	11.4
<i>Secondary</i>	14.8	0.0	-0.2	0.0	-0.4	0.0	-0.8	-2.0	-0.4	-2.2	0.0	0.0	-1.8	7.0
Freight Interference - Off-Peak	11.4	0.0	0.0	0.0	0.0	-1.0	-10.6	-6.8	-2.8	-9.8	0.8	-0.2	-7.0	-26.0
<i>Primary</i>	10.6	0.0	0.0	0.0	0.0	-1.2	-6.6	-5.6	-2.8	-5.4	0.8	-0.2	-6.6	-17.0
<i>Secondary</i>	0.8	0.0	0.0	0.0	0.0	0.2	-4.0	-1.2	0.0	-4.4	0.0	0.0	-0.4	-9.0
Signal/Switch Failure - TOTAL	-5.2	-6.2	-1.8	-3.4	2.6	-6.4	-10.4	-8.8	5.0	-2.8	-1.2	-0.8	0.8	-38.6
Signal/Switch Failure - Metra/PSA	-3.2	-6.2	-1.8	-3.4	0.0	-5.2	-10.0	-7.6	5.4	-1.2	-1.2	0.8	1.2	-32.4
<i>Primary</i>	-3.6	-5.0	-1.2	-2.4	0.0	-3.8	-5.0	-4.0	5.2	-0.8	0.6	3.4	0.8	-15.8
<i>Secondary</i>	0.4	-1.2	-0.6	-1.0	0.0	-1.4	-5.0	-3.6	0.2	-0.4	-1.8	-2.6	0.4	-16.6
Signal/Switch Failure - Foreign	-2.0	0.0	0.0	0.0	2.6	-1.2	-0.4	-1.2	-0.4	-1.6	0.0	-1.6	-0.4	-6.2
<i>Primary</i>	-2.4	0.0	0.0	0.0	2.6	-1.0	-0.4	-0.8	-0.4	0.0	0.0	-0.6	-0.4	-3.4
<i>Secondary</i>	0.4	0.0	0.0	0.0	0.0	-0.2	0.0	-0.4	0.0	-1.6	0.0	-1.0	0.0	-2.8
Mechanical Failure - TOTAL	0.2	7.8	-0.4	-1.6	0.6	-6.2	-2.2	-1.8	-4.4	1.4	-3.0	6.0	14.6	11.0
Mechanical Failure - Metra/PSA	0.2	7.8	-0.4	-1.6	0.6	-6.2	-2.2	-1.8	-4.4	1.4	-3.0	6.0	14.6	11.0
Non-Locomotive Equipment Failure - Metra/PSA	-1.4	7.8	-0.4	-1.6	0.0	-1.0	0.8	-0.2	-1.4	0.0	1.6	0.2	6.4	10.8
<i>Primary</i>	-0.8	-0.6	-0.4	-0.2	0.0	0.6	1.2	0.0	-1.0	0.0	0.8	0.8	3.0	3.4
<i>Secondary</i>	-0.6	8.4	0.0	-1.4	0.0	-1.6	-0.4	-0.2	-0.4	0.0	0.8	-0.6	3.4	7.4
Locomotive Failure - Metra/PSA	1.6	0.0	0.0	0.0	0.6	-5.2	-3.0	-1.6	-3.0	1.4	-4.6	5.8	8.2	0.2
<i>Primary</i>	1.2	0.0	0.0	0.0	0.8	0.0	-1.2	-0.4	0.0	0.0	-2.2	2.4	1.2	1.8
<i>Secondary</i>	0.4	0.0	0.0	0.0	-0.2	-5.2	-1.8	-1.2	-3.0	1.4	-2.4	3.4	7.0	-1.6
Mechanical Failure - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Train Interference - TOTAL	1.0	-0.8	-0.6	-0.8	-1.2	-5.0	-2.8	-0.4	-1.2	4.8	-1.6	-0.4	-1.4	-10.4
Passenger Train Interference - Metra/PSA	0.0	-0.6	-0.6	-0.6	-0.4	-2.8	-2.0	-1.4	-0.6	0.0	-1.6	-0.4	-1.4	-12.4
Passenger Train Interference - Foreign	1.0	-0.2	0.0	-0.2	-0.8	-2.2	-0.8	1.0	-0.6	4.8	0.0	0.0	0.0	2.0
Accident - TOTAL	24.8	-0.8	0.0	-0.2	-0.2	-2.2	2.0	-0.6	2.0	8.0	5.4	-7.0	-4.0	27.2
Accident - Metra/PSA	24.8	-0.8	0.0	-0.2	-0.2	-2.2	0.0	-0.6	2.0	8.0	5.4	-7.0	-4.0	25.2
Accident - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Track Work - TOTAL	41.8	9.6	0.0	-3.0	0.0	-2.6	-8.0	-2.6	5.4	-0.2	1.0	-5.6	-3.6	32.2
Track Work - Metra/PSA	14.2	9.6	0.0	-3.0	0.0	-2.6	-8.0	-2.6	5.4	-0.2	1.0	-5.6	-3.6	4.6
Track Work - Foreign	27.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6
Human Error - TOTAL	-1.4	1.2	2.2	-1.4	1.0	22.6	8.4	7.6	5.2	-0.2	0.2	-4.4	-3.6	37.4
Human Error - Metra/PSA	-2.6	1.2	2.2	-1.4	0.0	20.8	10.2	7.2	5.4	1.4	0.4	-2.6	-1.6	40.6
Human Error - Foreign	1.2	0.0	0.0	0.0	1.0	1.8	-1.8	0.4	-0.2	-1.6	-0.2	-1.8	-2.0	-3.2
Sick, Injured, Unruly Passenger - TOTAL	0.4	-1.4	-1.6	-1.4	0.0	14.0	4.6	-0.6	-1.4	1.0	-2.8	-0.6	-4.6	5.6
Sick, Injured, Unruly Passenger - Metra/PSA	0.4	-1.4	-1.6	-1.4	0.0	14.0	4.6	-0.6	-1.4	1.0	-2.8	-0.6	-4.6	5.6
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-11.0	-4.8	-0.4	0.8	-0.2	-4.6	4.0	-2.0	-1.6	-0.6	6.0	-9.2	-2.8	-26.4
Weather - Metra/PSA	-11.0	-4.8	-0.4	0.8	-0.2	-4.6	4.0	-2.0	-1.6	-0.6	6.0	-9.2	-2.8	-25.8
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0	0.0	0.0	-0.6
Passenger Loading - TOTAL	-10.6	-19.6	-2.2	-7.2	0.0	-18.8	-5.4	-0.4	-15.2	-0.2	-29.2	-9.2	-18.4	-136.4
Lift Deployment - TOTAL	-5.6	-0.6	0.0	-0.8	0.0	2.6	-2.6	0.4	-4.2	-0.4	0.0	1.6	-1.6	-11.2
Obstruction/Debris - TOTAL	-11.2	-1.4	-0.4	-1.8	0.0	5.4	5.0	-1.2	3.0	8.6	4.8	3.6	-0.8	13.6
Catenary Failure - TOTAL	0.0	-6.4	-0.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-4.0
Other - TOTAL	5.4	-0.4	-0.2	-1.2	-0.2	-0.6	0.4	0.4	3.8	2.2	1.8	7.4	-4.6	14.2
<b>TOTAL TRAINS DELAYED</b>	<b>67.2</b>	<b>-23.8</b>	<b>-6.2</b>	<b>-19.0</b>	<b>0.2</b>	<b>-2.6</b>	<b>-16.0</b>	<b>-20.4</b>	<b>-6.0</b>	<b>7.4</b>	<b>-18.0</b>	<b>-19.0</b>	<b>-37.2</b>	<b>-93.4</b>
Total Metra/PSA Delays	0.8	-23.6	-6.0	-18.8	-0.4	-0.2	-6.0	-10.2	-1.8	20.0	-18.4	-15.2	-27.6	-107.4
Total Foreign Carrier Delays	66.4	-0.2	-0.2	-0.2	0.6	-2.4	-10.0	-10.2	-4.2	-12.6	0.4	-3.8	-9.6	14.0

Data for current month is final (09/22/16) 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 - August 2016**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	159	0	0	0	14	55	89	41	52	52	1	10	84	557
Freight Interference - Peak	70	0	0	0	11	8	28	13	22	16	0	5	29	202
Primary	42	0	0	0	11	7	15	10	15	12	0	5	14	131
Secondary	28	0	0	0	0	1	13	3	7	4	0	0	15	71
Freight Interference - Off-Peak	89	0	0	0	3	47	61	28	30	36	1	5	55	355
Primary	73	0	0	0	3	36	28	27	23	33	1	4	43	271
Secondary	16	0	0	0	0	11	33	1	7	3	0	1	12	84
Signal/Switch Failure - TOTAL	251	48	26	21	23	138	102	65	59	93	16	34	113	989
Signal/Switch Failure - Metra/PSA	69	48	26	21	0	106	86	23	59	29	16	27	112	622
Primary	45	21	18	16	0	56	57	13	41	19	10	21	28	345
Secondary	24	27	8	5	0	50	29	10	18	10	6	6	84	277
Signal/Switch Failure - Foreign	182	0	0	0	23	32	16	42	0	64	0	7	1	367
Primary	138	0	0	0	21	25	13	28	0	45	0	2	1	273
Secondary	44	0	0	0	2	7	3	14	0	19	0	5	0	94
Mechanical Failure - TOTAL	94	23	3	1	11	75	89	25	178	9	58	69	80	715
Mechanical Failure - Metra/PSA	94	22	3	1	11	75	89	25	178	9	58	69	80	714
Non-Locomotive Equipment Failure - Metra/PSA	17	22	3	1	2	10	9	4	8	1	17	3	42	139
Primary	10	7	2	0	1	6	7	1	3	1	9	3	16	66
Secondary	7	15	1	1	1	4	2	3	5	0	8	0	26	73
Locomotive Failure - Metra/PSA	77	0	0	0	9	65	80	21	170	8	41	66	38	575
Primary	30	0	0	0	7	22	28	7	38	5	14	18	16	185
Secondary	47	0	0	0	2	43	52	14	132	3	27	48	22	390
Mechanical Failure - Foreign	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Passenger Train Interference - TOTAL	18	6	2	5	5	18	3	9	8	20	0	1	2	97
Passenger Train Interference - Metra/PSA	0	2	0	1	0	12	2	8	8	1	0	1	1	36
Passenger Train Interference - Foreign	18	4	2	4	5	6	1	1	0	19	0	0	1	61
Accident - TOTAL	86	6	3	3	1	55	61	28	28	19	33	36	13	372
Accident - Metra/PSA	82	6	3	3	1	46	59	23	28	14	33	33	12	343
Accident - Foreign	4	0	0	0	0	9	2	5	0	5	0	3	1	29
Track Work - TOTAL	164	48	11	28	1	64	38	5	61	6	59	39	104	628
Track Work - Metra/PSA	130	48	11	28	1	64	35	4	61	6	59	39	104	590
Track Work - Foreign	34	0	0	0	0	0	3	1	0	0	0	0	0	38
Human Error - TOTAL	60	43	24	29	12	59	44	18	46	21	17	29	18	420
Human Error - Metra/PSA	50	43	24	29	0	40	32	14	46	5	14	25	14	336
Human Error - Foreign	10	0	0	0	12	19	12	4	0	16	3	4	4	84
Sick, Injured, Unruly Passenger - TOTAL	23	41	8	15	1	41	39	2	29	3	22	36	24	284
Sick, Injured, Unruly Passenger - Metra/PSA	21	41	8	15	1	41	39	2	29	3	22	36	24	282
Sick, Injured, Unruly Passenger - Foreign	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Weather - TOTAL	119	46	12	20	0	46	36	7	53	6	37	12	10	404
Weather - Metra/PSA	119	46	12	20	0	46	36	7	53	6	37	12	10	404
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	30	18	5	7	0	29	66	0	58	1	37	71	20	342
Lift Deployment - TOTAL	10	1	0	0	0	31	13	2	11	3	4	11	12	98
Obstruction/Debris - TOTAL	28	26	7	20	2	31	46	5	15	21	35	25	29	290
Catenary Failure - TOTAL	0	27	6	16	0	0	0	0	0	0	0	0	0	49
Other - TOTAL	20	2	1	1	0	18	11	5	17	7	13	13	33	141
<b>TOTAL TRAINS DELAYED</b>	<b>1,062</b>	<b>335</b>	<b>108</b>	<b>166</b>	<b>70</b>	<b>660</b>	<b>637</b>	<b>212</b>	<b>615</b>	<b>261</b>	<b>332</b>	<b>386</b>	<b>542</b>	<b>5,386</b>
Total Metra/PSA Delays	653	330	106	162	16	539	514	118	563	105	328	362	451	4,247
Total Foreign Carrier Delays	409	5	2	4	54	121	123	94	52	156	4	24	91	1,139

Data for current month is final (09/22/16) 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 - August - Average Over Previous Five Years: 2011-2015**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	151.4	0.0	0.2	0.0	29.2	128.4	109.8	114.6	50.8	124.6	12.4	47.2	175.4	944.0
Freight Interference - Peak	59.6	0.0	0.2	0.0	29.2	24.4	21.2	44.8	14.2	38.0	2.4	22.0	39.2	295.2
Primary	36.4	0.0	0.0	0.0	27.8	16.0	14.6	31.0	8.2	29.0	1.2	11.2	19.8	195.2
Secondary	23.2	0.0	0.2	0.0	1.4	8.4	6.6	13.8	6.0	9.0	1.2	10.8	19.4	100.0
Freight Interference - Off-Peak	91.8	0.0	0.0	0.0	0.0	104.0	88.6	69.8	36.6	86.6	10.0	25.2	136.2	648.8
Primary	76.6	0.0	0.0	0.0	0.0	74.0	63.2	59.0	32.4	66.2	6.4	21.0	112.2	511.0
Secondary	15.2	0.0	0.0	0.0	0.0	30.0	25.4	10.8	4.2	20.4	3.6	4.2	24.0	137.8
Signal/Switch Failure - TOTAL	144.6	61.4	22.8	21.6	16.2	198.0	116.0	69.6	68.8	75.8	34.6	55.2	76.6	961.2
Signal/Switch Failure - Metra/PSA	104.2	61.4	22.6	21.6	6.8	173.8	100.2	53.2	65.0	28.6	34.0	50.6	73.2	795.2
Primary	75.8	48.2	17.4	15.6	6.6	93.8	61.4	29.8	49.6	21.4	18.6	23.2	35.4	496.8
Secondary	28.4	13.2	5.2	6.0	0.2	80.0	38.8	23.4	15.4	7.2	15.4	27.4	37.8	298.4
Signal/Switch Failure - Foreign	40.4	0.0	0.2	0.0	9.4	24.2	15.8	16.4	3.8	47.2	0.6	4.6	3.4	166.0
Primary	34.0	0.0	0.0	0.0	8.6	16.0	11.6	9.0	2.2	29.6	0.6	2.4	3.4	117.4
Secondary	6.4	0.0	0.2	0.0	0.8	8.2	4.2	7.4	1.6	17.6	0.0	2.2	0.0	48.6
Mechanical Failure - TOTAL	118.2	34.2	12.6	10.2	2.8	107.6	59.2	21.2	83.4	19.8	62.8	63.8	43.8	639.6
Mechanical Failure - Metra/PSA	117.8	31.6	11.8	10.0	2.8	103.2	59.0	21.2	83.0	19.8	62.8	63.8	43.6	630.4
Non-Locomotive Equipment Failure - Metra/PSA	26.8	31.6	11.8	10.0	0.8	13.4	14.8	3.2	14.6	6.4	13.0	11.6	14.6	172.6
Primary	9.4	10.8	4.6	4.6	0.6	4.6	6.6	1.2	8.0	2.4	5.2	4.2	8.0	70.2
Secondary	17.4	20.8	7.2	5.4	0.2	8.8	8.2	2.0	6.6	4.0	7.8	7.4	6.6	102.4
Locomotive Failure - Metra/PSA	91.0	0.0	0.0	0.0	2.0	89.8	44.2	18.0	68.4	13.4	49.8	52.2	29.0	457.8
Primary	26.0	0.0	0.0	0.0	1.6	22.0	18.0	5.2	25.4	6.2	17.8	13.8	11.2	147.2
Secondary	65.0	0.0	0.0	0.0	0.4	67.8	26.2	12.8	43.0	7.2	32.0	38.4	17.8	310.6
Mechanical Failure - Foreign	0.4	2.6	0.8	0.2	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	9.2
Passenger Train Interference - TOTAL	12.6	9.8	2.8	5.0	5.2	63.0	13.2	11.8	13.6	9.0	8.6	5.8	11.8	172.2
Passenger Train Interference - Metra/PSA	1.2	4.4	2.0	4.0	0.6	41.6	10.4	11.4	9.2	2.4	8.6	5.6	11.6	113.0
Passenger Train Interference - Foreign	11.4	5.4	0.8	1.0	4.6	21.4	2.8	0.4	4.4	6.6	0.0	0.2	0.2	59.2
Accident - TOTAL	95.2	16.0	6.8	9.4	0.8	36.6	42.2	12.0	30.6	7.6	31.8	56.6	30.4	376.0
Accident - Metra/PSA	80.0	16.0	6.8	9.4	0.6	35.4	40.6	10.4	29.4	7.6	31.8	56.6	29.2	353.8
Accident - Foreign	15.2	0.0	0.0	0.0	0.2	1.2	1.6	1.6	1.2	0.0	0.0	0.0	1.2	22.2
Track Work - TOTAL	190.8	46.6	13.8	40.6	2.6	54.6	50.0	18.0	53.8	8.6	50.8	37.0	40.4	607.6
Track Work - Metra/PSA	183.8	46.6	13.8	40.6	2.6	54.4	49.8	17.4	53.8	7.2	50.8	37.0	40.4	598.2
Track Work - Foreign	7.0	0.0	0.0	0.0	0.0	0.2	0.2	0.6	0.0	1.4	0.0	0.0	0.0	9.4
Human Error - TOTAL	119.0	37.0	8.2	18.0	12.0	60.8	36.6	18.2	46.2	29.0	44.6	39.8	44.2	513.6
Human Error - Metra/PSA	87.2	34.4	8.0	17.2	2.6	38.8	25.4	8.2	45.6	6.2	35.2	24.0	26.8	359.6
Human Error - Foreign	31.8	2.6	0.2	0.8	9.4	22.0	11.2	10.0	0.6	22.8	9.4	15.8	17.4	154.0
Sick, Injured, Unruly Passenger - TOTAL	28.2	49.8	8.4	15.4	0.8	24.0	24.8	2.8	23.0	4.0	34.4	28.8	26.4	270.8
Sick, Injured, Unruly Passenger - Metra/PSA	27.8	49.8	8.4	15.4	0.8	24.0	24.8	2.8	22.6	4.0	34.4	28.8	26.4	270.0
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	0.8
Weather - TOTAL	208.8	120.4	31.8	41.2	7.6	129.6	106.6	42.2	127.2	26.0	111.8	126.4	104.2	1,183.8
Weather - Metra/PSA	207.6	120.4	31.8	41.2	7.2	126.4	106.0	41.8	126.4	24.6	111.8	126.0	103.6	1,174.8
Weather - Foreign	1.2	0.0	0.0	0.0	0.4	3.2	0.6	0.4	0.8	1.4	0.0	0.4	0.6	9.0
Passenger Loading - TOTAL	81.8	121.2	19.6	49.8	0.0	94.6	63.4	2.0	144.0	2.0	134.0	82.8	79.0	874.2
Lift Deployment - TOTAL	27.2	1.2	0.0	1.2	0.0	23.2	27.6	1.8	42.8	1.2	18.2	11.8	25.8	182.0
Obstruction/Debris - TOTAL	50.8	18.2	5.4	24.4	2.6	24.4	27.8	6.0	25.8	13.2	22.2	36.0	32.0	288.8
Catenary Failure - TOTAL	0.0	42.6	9.4	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	69.2
Other - TOTAL	35.6	17.8	4.4	12.4	0.8	15.6	18.0	4.8	21.2	11.6	22.4	18.2	32.4	215.2
<b>TOTAL TRAINS DELAYED</b>	<b>1,264.2</b>	<b>576.2</b>	<b>146.2</b>	<b>266.2</b>	<b>80.6</b>	<b>960.4</b>	<b>695.2</b>	<b>325.0</b>	<b>731.2</b>	<b>332.4</b>	<b>588.6</b>	<b>609.6</b>	<b>722.4</b>	<b>7,298.2</b>
Total Metra/PSA Delays	1,005.0	565.6	144.0	264.2	27.4	755.4	553.0	181.0	668.8	128.4	566.2	541.4	524.0	5,924.4
Total Foreign Carrier Delays	259.2	10.6	2.2	2.0	53.2	205.0	142.2	144.0	62.4	204.0	22.4	68.2	198.4	1,373.8

Data for latest month is final (09/14/15) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - August 2016 Divergence From January - August 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	7.6	0.0	-0.2	0.0	-15.2	-73.4	-20.8	-73.6	1.2	-72.6	-11.4	-37.2	-91.4	-387.0	
Freight Interference - Peak	10.4	0.0	-0.2	0.0	-18.2	-16.4	6.8	-31.8	7.8	-22.0	-2.4	-17.0	-10.2	-93.2	
Primary	5.6	0.0	0.0	0.0	-16.8	-9.0	0.4	-21.0	6.8	-17.0	-1.2	-6.2	-5.8	-64.2	
Secondary	4.8	0.0	-0.2	0.0	-1.4	-7.4	6.4	-10.8	1.0	-5.0	-1.2	-10.8	-4.4	-29.0	
Freight Interference - Off-Peak	-2.8	0.0	0.0	0.0	3.0	-57.0	-27.6	-41.8	-6.6	-50.6	-9.0	-20.2	-81.2	-293.8	
Primary	-3.6	0.0	0.0	0.0	3.0	-38.0	-35.2	-32.0	-9.4	-33.2	-5.4	-17.0	-69.2	-240.0	
Secondary	0.8	0.0	0.0	0.0	0.0	-19.0	7.6	-9.8	2.8	-17.4	-3.6	-3.2	-12.0	-53.8	
Signal/Switch Failure - TOTAL	106.4	-13.4	3.2	-0.6	6.8	-60.0	-14.0	-4.6	-9.8	17.2	-18.6	-21.2	36.4	27.8	
Signal/Switch Failure - Metra/PSA	-35.2	-13.4	3.4	-0.6	-6.8	-67.8	-14.2	-30.2	-6.0	0.4	-18.0	-23.6	38.8	-173.2	
Primary	-30.8	-27.2	0.6	0.4	-6.6	-37.8	-4.4	-16.8	-8.6	-2.4	-8.6	-2.2	-7.4	-151.8	
Secondary	-4.4	13.8	2.8	-1.0	-0.2	-30.0	-9.8	-13.4	2.6	2.8	-9.4	-21.4	46.2	-21.4	
Signal/Switch Failure - Foreign	141.6	0.0	-0.2	0.0	13.6	7.8	0.2	25.6	-3.8	16.8	-0.6	2.4	-2.4	201.0	
Primary	104.0	0.0	0.0	0.0	12.4	9.0	1.4	19.0	-2.2	15.4	-0.6	-0.4	-2.4	155.6	
Secondary	37.6	0.0	-0.2	0.0	1.2	-1.2	-1.2	6.6	-1.6	1.4	0.0	2.8	0.0	45.4	
Mechanical Failure - TOTAL	-24.2	-11.2	-9.6	-9.2	8.2	-32.6	29.8	3.8	94.6	-10.8	-4.8	5.2	36.2	75.4	
Mechanical Failure - Metra/PSA	-23.8	-9.6	-8.8	-9.0	8.2	-28.2	30.0	3.8	95.0	-10.8	-4.8	5.2	36.4	83.6	
Non-Locomotive Equipment Failure - Metra/PSA	-9.8	-9.6	-8.8	-9.0	1.2	-3.4	-5.8	0.8	-6.6	-5.4	4.0	-8.6	27.4	-33.6	
Primary	0.6	-3.8	-2.6	-4.6	0.4	1.4	0.4	-0.2	-5.0	-1.4	3.8	-1.2	8.0	-4.2	
Secondary	-10.4	-5.8	-6.2	-4.4	0.8	-4.8	-6.2	1.0	-1.6	-4.0	0.2	-7.4	19.4	-29.4	
Locomotive Failure - Metra/PSA	-14.0	0.0	0.0	0.0	7.0	-24.8	35.8	3.0	101.6	-5.4	-8.8	13.8	9.0	117.2	
Primary	4.0	0.0	0.0	0.0	5.4	0.0	10.0	1.8	12.6	-1.2	-3.8	4.2	4.8	37.8	
Secondary	-18.0	0.0	0.0	0.0	1.6	-24.8	25.8	1.2	89.0	-4.2	-5.0	9.6	4.2	79.4	
Mechanical Failure - Foreign	-0.4	-1.6	-0.8	-0.2	0.0	-4.4	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	-8.2	
Passenger Train Interference - TOTAL	5.4	-3.8	-0.8	0.0	-0.2	-45.0	-10.2	-2.8	-5.6	11.0	-8.6	-4.8	-9.8	-75.2	
Passenger Train Interference - Metra/PSA	-1.2	-2.4	-2.0	-3.0	-0.6	-29.6	-8.4	-3.4	-1.2	-1.4	-8.6	-4.6	-10.6	-77.0	
Passenger Train Interference - Foreign	6.6	-1.4	1.2	3.0	0.4	-15.4	-1.8	0.6	-4.4	12.4	0.0	-0.2	0.8	1.8	
Accident - TOTAL	-9.2	-10.0	-3.8	-6.4	0.2	18.4	18.8	16.0	-2.6	11.4	1.2	-20.6	-17.4	-4.0	
Accident - Metra/PSA	2.0	-10.0	-3.8	-6.4	0.4	10.6	18.4	12.6	-1.4	6.4	1.2	-23.6	-17.2	-10.8	
Accident - Foreign	-11.2	0.0	0.0	0.0	-0.2	7.8	0.4	3.4	-1.2	5.0	0.0	3.0	-0.2	6.8	
Track Work - TOTAL	-26.8	1.4	-2.8	-12.6	-1.6	9.4	-12.0	-13.0	7.2	-2.6	8.2	2.0	63.6	20.4	
Track Work - Metra/PSA	-53.8	1.4	-2.8	-12.6	-1.6	9.6	-14.8	-13.4	7.2	-1.2	8.2	2.0	63.6	-8.2	
Track Work - Foreign	27.0	0.0	0.0	0.0	0.0	-0.2	2.8	0.4	0.0	-1.4	0.0	0.0	0.0	28.6	
Human Error - TOTAL	-59.0	6.0	15.8	11.0	0.0	-1.8	7.4	-0.2	-0.2	-8.0	-27.6	-10.8	-26.2	-93.6	
Human Error - Metra/PSA	-37.2	8.6	16.0	11.8	-2.6	1.2	6.6	5.8	0.4	-1.2	-21.2	1.0	-12.8	-23.6	
Human Error - Foreign	-21.8	-2.6	-0.2	-0.8	2.6	-3.0	0.8	-6.0	-0.6	-6.8	-6.4	-11.8	-13.4	-70.0	
Sick, Injured, Unruly Passenger - TOTAL	-5.2	-8.8	-0.4	-0.4	0.2	17.0	14.2	-0.8	6.0	-1.0	-12.4	7.2	-2.4	13.2	
Sick, Injured, Unruly Passenger - Metra/PSA	-6.8	-8.8	-0.4	-0.4	0.2	17.0	14.2	-0.8	6.4	-1.0	-12.4	7.2	-2.4	12.0	
Sick, Injured, Unruly Passenger - Foreign	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	0.0	1.2	
Weather - TOTAL	-89.8	-74.4	-19.8	-21.2	-7.6	-83.6	-70.6	-35.2	-74.2	-20.0	-74.8	-114.4	-94.2	-779.8	
Weather - Metra/PSA	-88.6	-74.4	-19.8	-21.2	-7.2	-80.4	-70.0	-34.8	-73.4	-18.6	-74.8	-114.0	-93.6	-770.8	
Weather - Foreign	-1.2	0.0	0.0	0.0	-0.4	-3.2	-0.6	-0.4	-0.8	-1.4	0.0	-0.4	-0.6	-9.0	
Passenger Loading - TOTAL	-51.8	-103.2	-14.6	-42.8	0.0	-65.6	2.6	-2.0	-86.0	-1.0	-97.0	-11.8	-59.0	-532.2	
Lift Deployment - TOTAL	-17.2	-0.2	0.0	-1.2	0.0	7.8	-14.6	0.2	-31.8	1.8	-14.2	-0.8	-13.8	-84.0	
Obstruction/Debris - TOTAL	-22.8	7.8	1.6	-4.4	-0.6	6.6	18.2	-1.0	-10.8	7.8	12.8	-11.0	-3.0	1.2	
Catenary Failure - TOTAL	0.0	-15.6	-3.4	-1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-20.2	
Other - TOTAL	-15.6	-15.8	-3.4	-11.4	-0.8	2.4	-7.0	0.2	-4.2	-4.6	-9.4	-5.2	0.6	-74.2	
<b>TOTAL TRAINS DELAYED</b>	<b>-202.2</b>	<b>-241.2</b>	<b>-38.2</b>	<b>-100.2</b>	<b>-10.6</b>	<b>-300.4</b>	<b>-58.2</b>	<b>-113.0</b>	<b>-116.2</b>	<b>-71.4</b>	<b>-256.6</b>	<b>-223.6</b>	<b>-180.4</b>	<b>-1,912.2</b>	
Total Metra/PSA Delays	-352.0	-235.6	-38.0	-102.2	-11.4	-216.4	-39.0	-63.0	-105.8	-23.4	-238.2	-179.4	-73.0	-1,677.4	
Total Foreign Carrier Delays	149.8	-5.6	-0.2	2.0	0.8	-84.0	-19.2	-50.0	-10.4	-48.0	-18.4	-44.2	-107.4	-234.8	

Data for current month is final (09/22/16) 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  
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug
<b>Freight Interference - TOTAL</b>	<b>82</b>	<b>53</b>	<b>43</b>	<b>44</b>	<b>72</b>	<b>73</b>	<b>82</b>	<b>108</b>					<b>557</b> 10.3%
Freight Interference - Peak	32	17	14	9	28	20	32	50					202 3.8%
Primary	26	10	11	7	15	10	21	31					131 2.4%
Secondary	6	7	3	2	13	10	11	19					71 1.3%
Freight Interference - Off-Peak	50	36	29	35	44	53	50	58					355 6.6%
Primary	32	29	23	29	32	44	34	48					271 5.0%
Secondary	18	7	6	6	12	9	16	10					84 1.6%
<b>Signal/Switch Failure - TOTAL</b>	<b>154</b>	<b>155</b>	<b>123</b>	<b>98</b>	<b>145</b>	<b>143</b>	<b>108</b>	<b>63</b>					<b>989</b> 18.4%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84	84	51	55					622 11.5%
Primary	35	30	52	41	54	52	41	40					345 6.4%
Secondary	32	92	47	19	30	32	10	15					277 5.1%
Signal/Switch Failure - Foreign	87	33	24	38	61	59	57	8					367 6.8%
Primary	68	24	14	33	49	43	36	6					273 5.1%
Secondary	19	9	10	5	12	16	21	2					94 1.7%
<b>Mechanical Failure - TOTAL</b>	<b>107</b>	<b>68</b>	<b>131</b>	<b>43</b>	<b>80</b>	<b>88</b>	<b>120</b>	<b>78</b>					<b>715</b> 13.3%
Mechanical Failure - Metra/PSA	107	68	131	42	80	88	120	78					714 13.3%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13	17	19	30					139 2.6%
Primary	11	9	4	5	9	9	8	11					66 1.2%
Secondary	14	10	6	1	4	8	11	19					73 1.4%
Locomotive Failure - Metra/PSA	82	49	121	36	67	71	101	48					575 10.7%
Primary	28	18	24	14	18	27	36	20					185 3.4%
Secondary	54	31	97	22	49	44	65	28					390 7.2%
Mechanical Failure - Foreign	0	0	0	1	0	0	0	0					1 0.0%
<b>Passenger Train Interference - TOTAL</b>	<b>22</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>11</b>					<b>97</b> 1.8%
Passenger Train Interference - Metra/PSA	13	5	2	3	2	2	7	2					36 0.7%
Passenger Train Interference - Foreign	9	7	1	1	17	12	5	9					61 1.1%
<b>Accident - TOTAL</b>	<b>59</b>	<b>15</b>	<b>62</b>	<b>48</b>	<b>86</b>	<b>29</b>	<b>18</b>	<b>55</b>					<b>372</b> 6.9%
Accident - Metra/PSA	49	14	62	41	77	29	18	53					343 6.4%
Accident - Foreign	10	1	0	7	9	0	0	2					29 0.5%
<b>Track Work - TOTAL</b>	<b>40</b>	<b>21</b>	<b>36</b>	<b>44</b>	<b>141</b>	<b>114</b>	<b>99</b>	<b>133</b>					<b>628</b> 11.7%
Track Work - Metra/PSA	40	21	36	41	139	110	99	104					590 11.0%
Track Work - Foreign	0	0	0	3	2	4	0	29					38 0.7%
<b>Human Error - TOTAL</b>	<b>38</b>	<b>33</b>	<b>21</b>	<b>53</b>	<b>23</b>	<b>112</b>	<b>47</b>	<b>93</b>					<b>420</b> 7.8%
Human Error - Metra/PSA	30	25	15	42	15	94	34	81					336 6.2%
Human Error - Foreign	8	8	6	11	8	18	13	12					84 1.6%
<b>Sick, Injured, Unruly Passenger - TOTAL</b>	<b>20</b>	<b>39</b>	<b>27</b>	<b>50</b>	<b>44</b>	<b>32</b>	<b>29</b>	<b>43</b>					<b>284</b> 5.3%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44	30	29	43					282 5.2%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0					2 0.0%
<b>Weather - TOTAL</b>	<b>129</b>	<b>132</b>	<b>28</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>49</b>	<b>38</b>					<b>404</b> 7.5%
Weather - Metra/PSA	129	132	28	1	4	23	49	38					404 7.5%
Weather - Foreign	0	0	0	0	0	0	0	0					0 0.0%
Passenger Loading - TOTAL	13	7	29	8	51	83	109	42					342 6.3%
Lift Deployment - TOTAL	11	14	12	3	15	11	11	21					98 1.8%
Obstruction/Debris - TOTAL	18	30	40	54	22	31	44	51					290 5.4%
Catenary Failure - TOTAL	9	3	2	1	4	13	11	6					49 0.9%
Other - TOTAL	5	17	15	0	10	25	30	39					141 2.6%
<b>TOTAL TRAINS DELAYED</b>	<b>707</b>	<b>599</b>	<b>572</b>	<b>451</b>	<b>716</b>	<b>791</b>	<b>769</b>	<b>781</b>					<b>5,386</b> 100.0%
Total Metra/PSA Delays	511	497	498	346	547	623	612	613					4,247 78.9%
Total Foreign Carrier Delays	196	102	74	105	169	168	157	168					1,139 21.1%

Data for current month is final (09/22/16) version from TOPS.

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

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

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

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Freight Interference - TOTAL	122	158	113	87	59	90	116	89	84	60	65	49	834	14.5%
Freight Interference - Peak	35	48	42	36	23	42	38	31	27	12	29	8	295	5.1%
Primary	24	33	24	24	13	25	26	19	16	9	22	5	188	3.3%
Secondary	11	15	18	12	10	17	12	12	11	3	7	3	107	1.9%
Freight Interference - Off-Peak	87	110	71	51	36	48	78	58	57	48	36	41	539	9.4%
Primary	63	86	59	42	28	38	56	42	48	41	31	33	414	7.2%
Secondary	24	24	12	9	8	10	22	16	9	7	5	8	125	2.2%
Signal/Switch Failure - TOTAL	93	126	35	69	69	79	116	87	64	84	63	53	674	11.7%
Signal/Switch Failure - Metra/PSA	73	83	28	53	54	67	103	68	51	74	39	42	529	9.2%
Primary	38	54	25	29	30	42	63	32	34	35	35	26	313	5.4%
Secondary	35	29	3	24	24	25	40	36	17	39	4	16	216	3.8%
Signal/Switch Failure - Foreign	20	43	7	16	15	12	13	19	13	10	24	11	145	2.5%
Primary	17	23	5	12	7	6	11	11	9	7	10	8	92	1.6%
Secondary	3	20	2	4	8	6	2	8	4	3	14	3	53	0.9%
Mechanical Failure - TOTAL	82	102	69	66	51	100	65	62	67	46	80	40	597	10.4%
Mechanical Failure - Metra/PSA	71	93	69	56	51	100	65	62	67	46	80	40	567	9.9%
Non-Locomotive Equipment Failure - Metra/PSA	27	19	22	17	8	35	28	11	11	5	12	8	167	2.9%
Primary	10	6	10	7	6	4	9	4	5	4	4	7	56	1.0%
Secondary	17	13	12	10	2	31	19	7	6	1	8	1	111	1.9%
Locomotive Failure - Metra/PSA	44	74	47	39	43	65	37	51	56	41	68	32	400	7.0%
Primary	16	25	14	17	15	14	15	22	24	14	20	18	138	2.4%
Secondary	28	49	33	22	28	51	22	29	32	27	48	14	262	4.6%
Mechanical Failure - Foreign	11	9	0	10	0	0	0	0	0	0	0	0	30	0.5%
Passenger Train Interference - TOTAL	13	19	6	7	16	27	12	10	3	8	9	10	110	1.9%
Passenger Train Interference - Metra/PSA	6	14	5	4	4	15	1	4	1	3	3	10	53	0.9%
Passenger Train Interference - Foreign	7	5	1	3	12	12	11	6	2	5	6	0	57	1.0%
Accident - TOTAL	29	35	60	60	20	59	29	13	27	73	44	50	305	5.3%
Accident - Metra/PSA	28	34	60	60	18	59	25	13	27	73	43	50	297	5.2%
Accident - Foreign	1	1	0	0	2	0	4	0	0	0	1	0	8	0.1%
Track Work - TOTAL	38	50	19	52	57	49	85	79	60	71	34	23	429	7.5%
Track Work - Metra/PSA	38	32	19	52	57	49	71	73	58	71	34	23	391	6.8%
Track Work - Foreign	0	18	0	0	0	0	14	6	2	0	0	0	38	0.7%
Human Error - TOTAL	32	67	103	31	40	45	148	41	65	43	44	34	507	8.8%
Human Error - Metra/PSA	24	45	91	17	28	41	59	29	38	22	35	28	334	5.8%
Human Error - Foreign	8	22	12	14	12	4	89	12	27	21	9	6	173	3.0%
Sick, Injured, Unruly Passenger - TOTAL	21	25	20	29	24	36	36	28	22	27	19	25	219	3.8%
Sick, Injured, Unruly Passenger - Metra/PSA	21	25	20	29	24	36	36	28	21	27	19	25	219	3.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	0.0%
Weather - TOTAL	335	395	17	10	3	59	17	22	22	12	83	39	858	14.9%
Weather - Metra/PSA	333	381	17	10	3	59	17	22	21	12	83	39	842	14.6%
Weather - Foreign	2	14	0	0	0	0	0	0	1	0	0	0	16	0.3%
Passenger Loading - TOTAL	20	21	42	21	44	98	124	101	23	27	21	38	471	8.2%
Lift Deployment - TOTAL	22	23	20	9	9	24	18	10	14	8	8	7	135	2.3%
Obstruction/Debris - TOTAL	31	71	8	34	48	49	34	61	30	44	25	52	336	5.8%
Catenary Failure - TOTAL	4	34	10	0	3	4	23	9	37	14	13	15	87	1.5%
Other - TOTAL	23	59	10	10	19	16	31	19	24	11	22	12	187	3.3%
<b>TOTAL TRAINS DELAYED</b>	<b>865</b>	<b>1,185</b>	<b>532</b>	<b>485</b>	<b>462</b>	<b>735</b>	<b>854</b>	<b>631</b>	<b>542</b>	<b>528</b>	<b>530</b>	<b>447</b>	<b>5,749</b>	<b>100.0%</b>
Total Metra/PSA Delays	694	915	399	355	362	617	607	499	412	432	425	381	4,448	77.4%
Total Foreign Carrier Delays	171	270	133	130	100	118	247	132	130	96	105	66	1,301	22.6%

Data for latest month is final (01/14/16) version from TOPS.

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**TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH**  
**2016 Divergence From 2015**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Freight Interference - TOTAL	-40	-105	-70	-43	13	-17	-34	19					-277	-4.2%
Freight Interference - Peak	-3	-31	-28	-27	5	-22	-6	19					-93	-1.4%
Primary	2	-23	-13	-17	2	-15	-5	12					-57	-0.8%
Secondary	-5	-8	-15	-10	3	-7	-1	7					-36	-0.5%
Freight Interference - Off-Peak	-37	-74	-42	-16	8	5	-28	0					-184	-2.8%
Primary	-31	-57	-36	-13	4	6	-22	6					-143	-2.2%
Secondary	-6	-17	-6	-3	4	-1	-6	-6					-41	-0.6%
Signal/Switch Failure - TOTAL	61	29	88	29	76	64	-8	-24					315	6.6%
Signal/Switch Failure - Metra/PSA	-6	39	71	7	30	17	-52	-13					93	2.3%
Primary	-3	-24	27	12	24	10	-22	8					32	1.0%
Secondary	-3	63	44	-5	6	7	-30	-21					61	1.4%
Signal/Switch Failure - Foreign	67	-10	17	22	46	47	44	-11					222	4.3%
Primary	51	1	9	21	42	37	25	-5					181	3.5%
Secondary	16	-11	8	1	4	10	19	-6					41	0.8%
Mechanical Failure - TOTAL	25	-34	62	-23	29	-12	55	16					118	2.9%
Mechanical Failure - Metra/PSA	36	-25	62	-14	29	-12	55	16					147	3.4%
Non-Locomotive Equipment Failure - Metra/PSA	-2	0	-12	-11	5	-18	-9	19					-28	-0.3%
Primary	1	3	-6	-2	3	5	-1	7					10	0.3%
Secondary	-3	-3	-6	-9	2	-23	-8	12					-38	-0.6%
Locomotive Failure - Metra/PSA	38	-25	74	-3	24	6	64	-3					175	3.7%
Primary	12	-7	10	-3	3	13	21	-2					47	1.0%
Secondary	26	-18	64	0	21	-7	43	-1					128	2.7%
Mechanical Failure - Foreign	-11	-9	0	-9	0	0	0	0					-29	-0.5%
Passenger Train Interference - TOTAL	9	-7	-3	-3	3	-13	0	1					-13	-0.1%
Passenger Train Interference - Metra/PSA	7	-9	-3	-1	-2	-13	6	-2					-17	-0.3%
Passenger Train Interference - Foreign	2	2	0	-2	5	0	-6	3					4	0.1%
Accident - TOTAL	30	-20	2	-12	66	-30	-11	42					67	1.6%
Accident - Metra/PSA	21	-20	2	-19	59	-30	-7	40					46	1.2%
Accident - Foreign	9	0	0	7	7	0	-4	2					21	0.4%
Track Work - TOTAL	2	-29	17	-8	84	65	14	54					199	4.2%
Track Work - Metra/PSA	2	-11	17	-11	82	61	28	31					199	4.2%
Track Work - Foreign	0	-18	0	3	2	4	-14	23					0	0.0%
Human Error - TOTAL	6	-34	-82	22	-17	67	-101	52					-87	-1.0%
Human Error - Metra/PSA	6	-20	-76	25	-13	53	-25	52					2	0.4%
Human Error - Foreign	0	-14	-6	-3	-4	14	-76	0					-89	-1.4%
Sick, Injured, Unruly Passenger - TOTAL	-1	14	7	21	20	-4	-7	15					65	1.5%
Sick, Injured, Unruly Passenger - Metra/PSA	-1	14	7	21	20	-6	-7	15					63	1.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0					2	0.0%
Weather - TOTAL	-206	-263	11	-9	1	-36	32	16					-454	-7.4%
Weather - Metra/PSA	-204	-249	11	-9	1	-36	32	16					-438	-7.1%
Weather - Foreign	-2	-14	0	0	0	0	0	0					-16	-0.3%
Passenger Loading - TOTAL	-7	-14	-13	-13	7	-15	-15	-59					-129	-1.8%
Lift Deployment - TOTAL	-11	-9	-8	-6	6	-13	-7	11					-37	-0.5%
Obstruction/Debris - TOTAL	-13	-41	32	20	-26	-18	10	-10					-46	-0.5%
Catenary Failure - TOTAL	5	-31	-8	1	1	9	-12	-3					-38	-0.6%
Other - TOTAL	-18	-42	5	-10	-9	9	-1	20					-46	-0.6%
<b>TOTAL TRAINS DELAYED</b>	<b>-158</b>	<b>-586</b>	<b>40</b>	<b>-34</b>	<b>254</b>	<b>56</b>	<b>-85</b>	<b>150</b>					<b>-363</b>	
Total Metra/PSA Delays	-183	-418	99	-9	185	6	5	114					-201	
Total Foreign Carrier Delays	25	-168	-59	-25	69	50	-90	36					-162	

Data for current month is final (09/22/16) 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 September 2014 and August 2016**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Sep-14	24	0	0	0	5	5	22	8	0	24	5	0	7	100
Oct-14	68	0	0	0	0	10	19	20	3	16	4	11	16	167
Nov-14	13	0	0	0	2	12	14	5	1	25	0	1	7	80
Dec-14	11	0	0	0	2	11	20	6	2	6	0	3	14	75
Jan-15	13	0	0	0	3	29	17	11	3	16	0	3	27	122
Feb-15	5	0	0	0	4	31	14	26	2	19	5	13	39	158
Mar-15	18	0	0	0	3	3	12	12	3	16	5	7	34	113
Apr-15	8	0	0	0	6	11	4	13	4	12	4	9	16	87
May-15	20	0	0	0	4	5	2	8	2	9	0	3	6	59
Jun-15	12	0	0	0	4	11	1	9	3	24	0	6	20	90
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
<b>Total</b>	<b>228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>146</b>	<b>130</b>	<b>132</b>	<b>39</b>	<b>201</b>	<b>23</b>	<b>74</b>	<b>241</b>	<b>1,256</b>
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
Nov-15	15	0	0	0	7	0	4	7	5	10	3	6	8	65
Dec-15	9	0	0	0	2	4	4	5	4	5	0	1	15	49
Jan-16	14	0	0	0	1	4	23	5	24	3	0	3	5	82
Feb-16	11	0	0	0	3	5	6	1	16	2	0	2	7	53
Mar-16	4	0	0	0	2	6	8	6	2	7	0	0	8	43
Apr-16	13	0	0	0	3	8	4	3	1	8	0	1	3	44
May-16	17	0	0	0	0	9	12	7	0	8	0	1	18	72
Jun-16	19	0	0	0	1	4	6	9	4	10	0	0	20	73
Jul-16	25	0	0	0	2	5	24	6	2	9	0	1	8	82
<b>Aug-16</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>108</b>
<b>Total</b>	<b>219</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>107</b>	<b>67</b>	<b>78</b>	<b>84</b>	<b>4</b>	<b>22</b>	<b>137</b>	<b>815</b>

Data for current month is final (09/22/16) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH**  
**2016**

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	5	1	1	0	1	0	1	1					10	0.94%
Electric ML	1	0	0	0	0	0	0	0					1	0.30%
Electric BI	0	0	0	0	0	0	0	0					0	0.00%
Electric SC	0	0	0	0	0	0	0	0					0	0.00%
HER	0	0	0	0	0	0	0	0					0	0.00%
Milw N	1	6	8	0	7	3	0	6					31	4.70%
Milw W	0	0	1	2	0	2	7	1					13	2.04%
NCS	0	1	0	0	0	0	0	1					2	0.94%
RI	2	2	0	0	1	2	1	3					11	1.79%
SWS	0	0	0	0	2	1	0	0					3	1.15%
UP N	0	0	0	0	0	0	0	4					4	1.20%
UP NW	1	0	2	0	2	2	1	3					11	2.85%
UP W	1	4	0	1	2	1	1	2					12	2.21%
<b>Total Lift Delays</b>	<b>11</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>21</b>					<b>98</b>	<b>1.82%</b>
<b>ALL DELAYS</b>													<b>5,386</b>	

Data for current month is final (09/22/16) version from TOPS.

**2015**

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	6	7	8	1	1	2	7	1	3	3	1	0	40	2.70%
Electric ML	0	0	0	0	0	1	2	0	0	0	0	0	3	0.41%
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	0	0	0	0	0	0	0.00%
HER	0	0	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	2	0	23	2.51%
Milw W	4	1	1	1	1	11	2	3	0	1	1	1	27	4.35%
NCS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
RI	0	1	1	0	1	0	5	1	2	1	0	1	13	2.17%
SWS	0	0	0	0	1	0	0	0	0	0	0	0	1	0.23%
UP N	0	0	0	1	2	1	2	2	5	0	0	0	13	2.56%
UP NW	5	0	1	3	1	3	0	1	2	1	2	1	20	2.79%
UP W	3	5	9	2	0	4	0	2	0	1	2	4	32	4.06%
<b>Total Lift Delays</b>	<b>22</b>	<b>23</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>24</b>	<b>18</b>	<b>10</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>172</b>	<b>2.21%</b>
<b>ALL DELAYS</b>													<b>7,796</b>	

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

August 2016

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	49	8	3	0	3	14	16	3	15	11	15	7	11	155
11-15	11	1	0	1	0	13	8	3	6	3	6	8	7	67
16-20	14	2	0	0	0	4	4	0	2	1	0	1	4	32
21+	16	4	0	0	1	4	0	3	2	7	3	5	2	47
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>18</u>
Sub-Total	96	15	3	1	5	36	28	9	26	23	27	21	29	319
<b>Off-Peak **</b>														
6-10	58	18	4	13	2	37	13	5	26	9	15	12	14	226
11-15	17	6	0	1	0	17	13	3	9	5	6	5	6	88
16-20	6	2	0	0	2	5	5	0	6	4	6	5	3	44
21+	24	1	0	0	0	12	11	1	4	5	13	9	9	89
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>1</u>	<u>0</u>	<u>15</u>
Sub-Total	107	29	4	16	4	71	44	9	45	25	44	32	32	462
<b>August 2016 Total</b>														
6-10	107	26	7	13	5	51	29	8	41	20	30	19	25	381
11-15	28	7	0	2	0	30	21	6	15	8	12	13	13	155
16-20	20	4	0	0	2	9	9	0	8	5	6	6	7	76
21+	40	5	0	0	1	16	11	4	6	12	16	14	11	136
Annulled	<u>8</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>7</u>	<u>1</u>	<u>5</u>	<u>33</u>
TOTAL	203	44	7	17	9	107	72	18	71	48	71	53	61	781
<b>2016 Year-to-Date</b>														
6-10	483	164	65	90	31	292	237	86	289	124	104	152	209	2,326
11-15	202	66	8	21	9	134	145	44	108	43	62	89	104	1,035
16-20	98	32	3	8	6	73	68	28	66	29	35	41	62	549
21+	220	63	20	28	20	132	150	50	131	62	107	92	137	1,212
Annulled	<u>59</u>	<u>10</u>	<u>12</u>	<u>19</u>	<u>4</u>	<u>29</u>	<u>37</u>	<u>4</u>	<u>21</u>	<u>3</u>	<u>24</u>	<u>12</u>	<u>30</u>	<u>264</u>
TOTAL	1,062	335	108	166	70	660	637	212	615	261	332	386	542	5,386
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>August 2016 Total</b>														
6-10	52.7%	59.1%	100.0%	76.5%	55.6%	47.7%	40.3%	44.4%	57.7%	41.7%	42.3%	35.8%	41.0%	48.8%
11-15	13.8%	15.9%	0.0%	11.8%	0.0%	28.0%	29.2%	33.3%	21.1%	16.7%	16.9%	24.5%	21.3%	19.8%
16-20	9.9%	9.1%	0.0%	0.0%	22.2%	8.4%	12.5%	0.0%	11.3%	10.4%	8.5%	11.3%	11.5%	9.7%
21+	19.7%	11.4%	0.0%	0.0%	11.1%	15.0%	15.3%	22.2%	8.5%	25.0%	22.5%	26.4%	18.0%	17.4%
Annulled	<u>3.9%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>11.8%</u>	<u>11.1%</u>	<u>0.9%</u>	<u>2.8%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>6.3%</u>	<u>9.9%</u>	<u>1.9%</u>	<u>8.2%</u>	<u>4.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2016 Year-to-Date Delays By Duration</b>														
6-10	45.5%	49.0%	60.2%	54.2%	44.3%	44.2%	37.2%	40.6%	47.0%	47.5%	31.3%	39.4%	38.6%	43.2%
11-15	19.0%	19.7%	7.4%	12.7%	12.9%	20.3%	22.8%	20.8%	17.6%	16.5%	18.7%	23.1%	19.2%	19.2%
16-20	9.2%	9.6%	2.8%	4.8%	8.6%	11.1%	10.7%	13.2%	10.7%	11.1%	10.5%	10.6%	11.4%	10.2%
21+	20.7%	18.8%	18.5%	16.9%	28.6%	20.0%	23.5%	23.6%	21.3%	23.8%	32.2%	23.8%	25.3%	22.5%
Annulled	<u>5.6%</u>	<u>3.0%</u>	<u>11.1%</u>	<u>11.4%</u>	<u>5.7%</u>	<u>4.4%</u>	<u>5.8%</u>	<u>1.9%</u>	<u>3.4%</u>	<u>1.1%</u>	<u>7.2%</u>	<u>3.1%</u>	<u>5.5%</u>	<u>4.9%</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 (09/22/16) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>August 2016</b>														
Peak *	15.4	14.7	6.7	13.0	12.8	13.7	11.1	14.4	11.1	22.3	13.7	23.4	13.0	15.0
Off-Peak **	17.0	10.1	7.3	7.4	13.5	15.7	16.2	12.0	12.3	22.8	20.5	22.3	16.8	16.3
All	16.3	11.7	7.0	7.8	13.1	15.0	14.2	13.2	11.9	22.6	17.9	22.8	15.1	15.8
<b>2016 Year-to-Date</b>														
Peak *	17.2	15.7	19.4	15.3	21.7	17.3	20.4	18.8	19.5	17.8	25.6	19.3	18.1	18.6
Off-Peak **	17.3	16.2	21.3	15.3	12.5	16.2	16.3	16.1	15.1	18.7	20.4	19.4	20.8	17.4
All	17.2	16.0	20.6	15.3	20.1	16.5	17.6	17.5	17.2	18.4	22.3	19.3	19.6	17.9

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 (09/22/16) version from TOPS.