

COMMUTER RAIL SYSTEM

ON-TIME PERFORMANCE REPORT

September 2017



COMMUTER RAIL ON-TIME PERFORMANCE

September 2017

This report presents an analysis of the September 2017 train delays as reported for Metra's eleven commuter rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 presents the number of train delays by rail line and service period. During September 2017, Metra operated 16,203 scheduled trains, including scheduled "extras", if any. 773 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.2%. Table 2 lists on-time percentages by line for each month and year since 2012.

Table 3 lists each train that was on time for less than 85% of its weekday runs in September 2017, 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 September 2017. Of the 773 delays systemwide in September 2017, all but 395 (51%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous five Septembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in September 2017, 78 more delays than the average over the previous five Septembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 6,014 delays in 2017, all but 2,912 (48%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for September 2017.

Table 8.a shows the frequency of train delays by delay-cause category and by line during September 2017. Table 8.b shows the average frequencies over the previous five Septembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 773 delays systemwide in September 2017, 176 more than the average over the previous five Septembers. Table 9.a shows delays from the beginning of the year through September 2017. Table 9.b shows the average frequencies from the beginning of the year through September of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2017 and 2016 respectively, and Table 10.c shows the difference between the two. From January through September of 2017, a total of 6,014 trains were delayed, compared to 6,115 trains delayed in the same nine months of 2016.

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 September 2017 freight operations delayed 96 trains systemwide, compared to 78 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2017 and 2016 respectively. A total of 25 trains were delayed by lift deployment in September 2017.

A review of September 2017 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 45.9% of all late trains. Table 14 shows that the average length of delay was 20.1 minutes in September 2017. 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

“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.

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.

**TABLE 1: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE
September 2017**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,080	88	91.9%	803	58	92.8%	1,883	146	92.2%	140	6	95.7%	90	2	97.8%	2,113	154	92.7%
Elec -ML	852	28	96.7%	803	8	99.0%	1,655	36	97.8%	212	14	93.4%	104	1	99.0%	1,971	51	97.4%
-BI	265	8	97.0%	325	4	98.8%	590	12	98.0%	84	1	98.8%		--		674	13	98.1%
-SC	<u>295</u>	<u>1</u>	99.7%	<u>650</u>	<u>1</u>	99.8%	<u>945</u>	<u>2</u>	99.8%	<u>192</u>	<u>2</u>	99.0%	<u>100</u>	<u>2</u>	98.0%	<u>1,237</u>	<u>6</u>	99.5%
Subtotal	1,412	37	97.4%	1,778	13	99.3%	3,190	50	98.4%	488	17	96.5%	204	3	98.5%	3,882	70	98.2%
Heritage	120	6	95.0%	20	0	100.0%	140	6	95.7%		--			--		140	6	95.7%
Milw -N	499	42	91.6%	701	78	88.9%	1,200	120	90.0%	121	6	95.0%	102	11	89.2%	1,423	137	90.4%
-W	<u>539</u>	<u>22</u>	95.9%	<u>621</u>	<u>29</u>	95.3%	<u>1,160</u>	<u>51</u>	95.6%	<u>120</u>	<u>5</u>	95.8%	<u>90</u>	<u>5</u>	94.4%	<u>1,370</u>	<u>61</u>	95.5%
Subtotal	1,038	64	93.8%	1,322	107	91.9%	2,360	171	92.8%	241	11	95.4%	192	16	91.7%	2,793	198	92.9%
NCS	220	17	92.3%	220	15	93.2%	440	32	92.7%		--			--		440	32	92.7%
RI	720	32	95.6%	700	40	94.3%	1,420	72	94.9%	160	1	99.4%	140	1	99.3%	1,720	74	95.7%
SWS	220	10	95.5%	380	13	96.6%	600	23	96.2%	30	0	100.0%		--		630	23	96.3%
UP -N	598	20	96.7%	796	18	97.7%	1,394	38	97.3%	133	11	91.7%	95	1	98.9%	1,622	50	96.9%
-NW	656	46	93.0%	642	31	95.2%	1,298	77	94.1%	120	6	95.0%	75	10	86.7%	1,493	93	93.8%
-W	<u>539</u>	<u>31</u>	94.2%	<u>641</u>	<u>35</u>	94.5%	<u>1,180</u>	<u>66</u>	94.4%	<u>100</u>	<u>5</u>	95.0%	<u>90</u>	<u>2</u>	97.8%	<u>1,370</u>	<u>73</u>	94.7%
Subtotal	1,793	97	94.6%	2,079	84	96.0%	3,872	181	95.3%	353	22	93.8%	260	13	95.0%	4,485	216	95.2%
SYSTEM	6,603	351	94.7%	7,302	330	95.5%	13,905	681	95.1%	1,412	57	96.0%	886	35	96.0%	16,203	773	95.2%

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

Delays data for most recent month is final (10/16/17) 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-SEP	AVG
BNSF	2012	94.4	97.3	95.2	98.4	97.2	91.8	95.0	94.2	98.0	96.9	95.0	98.5	95.7%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.3%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.3%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.7%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7				95.2%	95.2%
	2012-2016 average	90.5	92.0	95.6	95.6	93.2	89.7	94.2	93.9	95.2	94.4	95.0	95.1	93.4%	93.7%
Electric	2012	93.7	98.4	97.9	98.7	98.0	97.0	97.3	97.7	97.5	96.6	97.1	98.2	97.4%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.2%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2				98.1%	98.1%
	2012-2016 average	95.9	97.4	98.3	98.5	98.3	97.4	96.1	97.8	97.7	97.7	97.6	98.1	97.5%	97.6%
Heritage	2012	95.2	99.2	94.7	98.4	97.7	92.1	91.3	95.7	98.2	94.9	92.9	96.7	95.8%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	89.4%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	89.7%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7				94.3%	94.3%
	2012-2016 average	90.7	91.5	94.3	95.1	93.3	92.7	92.7	93.9	93.7	97.1	93.5	93.9	93.1%	93.6%
Milw - N	2012	95.1	96.4	94.0	95.3	93.5	93.2	84.8	92.9	94.3	94.9	95.4	95.5	93.3%	93.8%
	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.6%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4				93.9%	93.9%
	2012-2016 average	90.1	90.6	93.4	96.2	94.4	92.3	93.2	93.9	94.7	95.9	95.7	93.4	93.2%	93.7%
Milw - W	2012	94.4	95.1	95.3	97.5	97.1	95.6	93.7	94.1	89.3	93.9	94.6	95.5	94.7%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	92.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.9%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.8%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5				96.1%	96.1%
	2012-2016 average	92.7	92.7	94.4	96.9	96.2	93.5	94.0	94.6	94.8	96.4	96.0	94.7	94.4%	94.7%
NCS	2012	94.8	94.4	94.4	85.1	95.2	94.8	82.5	91.9	95.7	93.9	92.0	94.8	92.1%	92.4%
	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.8%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.2%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7				94.6%	94.6%
	2012-2016 average	90.4	88.3	92.2	92.1	93.6	93.6	92.3	93.0	95.0	94.0	94.2	92.1	92.3%	92.6%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-SEP	AVG
RI	2012	94.3	96.8	94.8	96.1	95.8	94.1	92.9	93.7	96.8	95.6	97.1	96.4	95.0%	95.3%
	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.6%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	92.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.7%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7				96.1%	96.1%
	2012-2016 average	92.6	94.0	96.2	96.1	96.5	94.4	93.9	96.0	96.8	97.0	96.4	96.3	95.2%	95.5%
SWS	2012	94.2	96.6	94.8	95.3	95.8	93.2	95.3	94.5	93.8	94.3	93.7	96.3	94.8%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.1%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.1%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	94.7%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3				95.7%	95.7%
	2012-2016 average	92.4	94.6	95.8	95.9	94.4	92.7	94.7	94.7	94.9	95.7	94.0	94.9	94.5%	94.6%
UP - N	2012	94.6	98.4	97.9	98.1	95.1	95.1	95.9	95.1	96.3	97.3	96.6	95.8	96.3%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.3%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.6%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9				97.2%	97.2%
	2012-2016 average	95.9	96.4	97.7	97.6	97.0	96.4	96.7	96.0	97.4	97.4	97.4	97.7	96.8%	97.0%
UP - NW	2012	95.9	98.6	96.4	98.9	95.9	96.0	94.8	96.7	97.8	94.2	94.6	96.6	96.7%	96.3%
	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	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	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8				95.2%	95.2%
	2012-2016 average	94.3	95.5	96.8	97.4	95.5	94.8	94.5	96.2	97.1	95.6	95.2	95.6	95.8%	95.7%
UP - W	2012	93.1	97.1	95.2	95.5	95.6	92.4	93.8	94.3	97.2	97.2	96.0	96.4	94.9%	95.3%
	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.6%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.1%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.0%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7				94.5%	94.5%
	2012-2016 average	93.4	93.7	96.0	95.9	94.6	93.0	95.1	94.7	96.5	96.0	95.4	94.7	94.8%	94.9%
SYSTEM excluding South Shore	2012	94.3	97.4	96.1	97.2	96.3	94.7	94.0	95.2	96.2	95.9	95.8	96.9	95.7%	95.8%
	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2				96.1%	96.1%
2012-2016 average	93.4	94.4	96.3	96.9	96.0	94.3	94.9	95.6	96.4	96.4	96.2	96.0	95.4%	95.6%	

Delays data for most recent month is final (10/16/17) version from TOPS.

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'2012-2016 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2017**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1225 80% OT	Mon, Sep 18	8	E1	LATE FLIP
		Tue, Sep 19	8	U	2 ADAS - FVW AND NPV
		Wed, Sep 20	9	B	FOREMAN KLAYBORN FAILED TO ANSWER HIS RADIO ON FORM B 8185 CAUSING 1225 TO BE DELAYED @ CICERO
		Thu, Sep 28	0	M1	ANNULLED AT HINSDALE DUE TO 1242 PEDESTRIAN STRIKE
BNSF	1242 75% OT	Mon, Sep 11	11	T	RUNNING OUT OF SLOT DUE TO PASSENGER CUTTING OUT DOOR AT NAPERVILLE
		Mon, Sep 18	21	E1	WORKED MT1 AT RT 59 DUE TO 1220 ON MT3
		Mon, Sep 25	8	ZR	PTC BRAKING EVENT AT HILL EAST
		Tue, Sep 26	14	E1	TRAFFIC FROM 1234 DELAY
		Thu, Sep 28	0	XM	PEDESTRIAN STRIKE AT PROSPECT AVE M18.3
BNSF	1246 80% OT	Thu, Sep 14	23	RA	AMTRAK CUS SOUTH MISROUTE OF 1242
		Fri, Sep 15	7	G	SIGNAL DROPPED AT CICERO A AND WENT INTO TIME
		Wed, Sep 20	12	KP	SUSPICIOUS PACKAGE @ CUS
		Tue, Sep 26	12	E1	TRAFFIC FROM 1234 DELAY
BNSF	1248 75% OT	Thu, Sep 14	20	RA1	AMTRAK CUS SOUTH MISROUTE OF 1242
		Fri, Sep 15	10	G	SIGNAL DROPPED AT CICERO A AND WENT INTO TIME
		Wed, Sep 20	12	KP	SUSPICIOUS PACKAGE @ CUS
		Tue, Sep 26	13	E1	TRAFFIC FROM 1234 DELAY
		Thu, Sep 28	37	M1	PEDESTRIAN STRIKE PROSPECT AVE MP18.32
BNSF	1249 75% OT	Thu, Sep 14	14	GT	EE TMD5 FAILURE
		Tue, Sep 19	10	R	ENGINEER FIRST DAY
		Thu, Sep 21	10	B	TRACK LIGHT UNION AVE MT 1
		Mon, Sep 25	7	E1	STOPPED BEHIND 1247/METX 105.
BNSF	1250 80% OT	Wed, Sep 27	12	D	DELAYED WAITING BEHIND 1249 /1251 / 1253, ACCT DEPARTED THE Z-CHCPTL9-27 LATE
		Thu, Sep 14	8	RA1	AMTRAK CUS SOUTH MISROUTE OF 1242
		Wed, Sep 20	11	KP	SUSPICIOUS PACKAGE @ CUS
		Tue, Sep 26	11	E1	TRAFFIC FROM 1234 DELAY
		Thu, Sep 28	75	M1	1242 PEDESTRIAN STRIKE PROSPECT AVE MP18.32
BNSF	1251 80% OT	Thu, Sep 14	7	GT	EE TMD5 FAILURE
		Tue, Sep 19	8	R1	WAITING ON 1247 TO CLEAR INTO YARD
		Thu, Sep 21	8	B	TRACK LIGHT UNION AVE MT 1
		Wed, Sep 27	11	D	DELAYED WAITING BEHIND 1249 /1251 / 1253, ACCT DEPARTED THE Z-CHCPTL9-27 LATE
BNSF	1252 75% OT	Thu, Sep 14	15	RA1	AMTRAK CUS SOUTH MISROUTE OF 1242
		Mon, Sep 18	16	E1	ACCOMMODATING PASSENGERS AROUND 1220
		Wed, Sep 20	6	KP	SUSPICIOUS PACKAGE @ CUS
		Tue, Sep 26	8	E1	TRAFFIC FROM 1234 DELAY
BNSF	1255 80% OT	Thu, Sep 28	91	M1	1242 PEDESTRIAN STRIKE PROSPECT AVE MP18.32
		Thu, Sep 14	12	GT	EE TMD5 FAILURE
		Tue, Sep 19	7	R1	FOLLOWING 1249
		Thu, Sep 21	8	B	TRACK LIGHT UNION AVE MT 1
BNSF	1268 80% OT	Wed, Sep 27	12	D1	DELAYED WAITING BEHIND 1249 /1251 / 1253, ACCT DEPARTED THE Z-CHCPTL9-27 LATE
		Tue, Sep 12	23	D	TRAFFIC AT EOLA
		Fri, Sep 15	12	F	TRAIN WOULD NOT GENERATE MOTIVE POWER FROM CAB CAR
		Thu, Sep 28	19	E	METX 210 STOPPED LOADING AT WESTMONT
BNSF	1271 79% OT	Fri, Sep 29	27	G	SWITCH FAILURE CICERO B
		Tue, Sep 12	6	U	SLOW ADA AT BELMONT
		Thu, Sep 14	24	GT	EE TMD5 FAILURE
BNSF	1293 70% OT	Fri, Sep 15	6	U	SLOW ADA AT WESTMONT.
		Wed, Sep 27	6	D1	Z-CHCPTL9-27 LATE
		Tue, Sep 12	15	C	WELDERS WORKING ON BAD FROG.
		Fri, Sep 15	10	I	PASSENGER LOADING AND UNLOADING
		Tue, Sep 19	120	M	PEDESTRIAN STRIKE AT LISLE.
BNSF	1297 80% OT	Tue, Sep 26	7	CA	SCHEDULED TRACK WORK AMTRK
		Wed, Sep 27	7	CA	SCHEDULED AMTRK TRACK WORK
		Thu, Sep 28	13	I	SLOW PASSENGER UNLOADING
		Fri, Sep 01	14	CA	WAITING ON AMTRAK TO CLEAR THEN SLOW PASSENGER HANDLING
ELBI	506 80% OT	Tue, Sep 05	0	XE	METX 119 WOULD NOT START.
		Thu, Sep 07	10	CA	SINGLE TRACKING DUE TO AMTRAK MOW
		Tue, Sep 19	17	M1	1293 INCIDENT
		Wed, Sep 06	8	F	PROP PROBLEMS WITH CAR 1368
	80% OT	Mon, Sep 11	8	I	DEPARTED BI 1M LATE FOR AIR TEST, 3M KENSINGTON WAITING ON SIGNAL, 4M ENROUTE FOR SLOW PASSENGER HANDLING
		Tue, Sep 12	8	A1	DEPARTED 3M LATE DUE TO TURN AT BI
		Fri, Sep 15	6	A	SCHEDULE NOT CONDUCIVE TO ON TIME PERFORMANCE

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2017**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
EL.ML	129	Mon, Sep 11	10	I	10 MIN 5MIN ENROUTE AND 5MIN AT RICHTON NO REASON GIVEN A. MAXEY WAS AT UP.	
		35% OT	Wed, Sep 13	6	A	6MINS DELAYED DUE TO NEW SCHEDULED STOPS @ HYDE PARK AND WAITING ON 132 @ MATT
		Thu, Sep 14	6	A	6MINS DELAYED DUE TO NEW SCHEDULED STOPS @ 55, 56, 57	
		Mon, Sep 18	8	I	NO DELAY DEPARTURE AND ARRIVAL TIMES WRONG IN SYSTEM. DEPARTS 345 ARRIVES 450PM	
		Tue, Sep 19	7	I	MAKING STOPS @ 51-55-56-57ST STATIONS.	
		Wed, Sep 20	6	I	MAKING STOPS @ 51-55-56-57ST PLATFORMS	
		Thu, Sep 21	6	I	55TH, 56TH, 57TH, PASSENGER HANDLING	
		Fri, Sep 22	8	I	DUE TO PASSENGER PICK UP	
		Mon, Sep 25	6	R	6M ENGINEER IN WASHROOM	
		Tue, Sep 26	7	I	PASSENGER STOPS @ 51-55-56-57.	
		Wed, Sep 27	8	I	PASSANGERS AT 55TH,56TH,57TH	
		Thu, Sep 28	7	A	7M DELAYED AT RICHTON YARD WAITING ON THE ME132 TO CLEAR.	
Fri, Sep 29	7	A	7M WAITING ON THE ME132 AT RICHTON			
MN	2113	Thu, Sep 14	8	B1	8" LATE TURN FROM #2128; 5" X-TRAFFIC, MAYFAIR	
		80% OT	Mon, Sep 18	42	JM1	28" LATE TURN FROM #2128; 14" WAIT FOR #2143 TO CLEAR FOX LAKE SUB, RONDOUT
		Tue, Sep 26	9	U	8" 2 ADA'S LAKE FOREST TO PRAIRIE CROSSING; 4" LATE ARRIVAL/TURN OF #2128.	
		Fri, Sep 29	10	CC1	10" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF 2128.	
MN	2121	Thu, Sep 07	6	C	4" SPEED RESTRICTIONS; 3" STUCK DOOR CAR 7250, INGLESIDE	
		65% OT	Fri, Sep 08	6	I	3" SPEED RESTRICTIONS; 3" SLOW LOADING ENG 413
		Mon, Sep 11	7	L	3" ENGINEER PUT TRAIN INTO EMERGENCY, TRESPASSER, A-6; 2" SPEEDRESTRICTIONS, EN ROUTE; 4" CN X-TRAFFIC	
		Thu, Sep 14	6	C	WAITING FOR AMTRACK 2 LAKE COOK-2 WAITING FOR 2140 @ DEERFIELD-2 WAITING SPEED RESTRICTIONS -2	
		Fri, Sep 15	9	GM	3" WAIT ON BLUE FLAG, CUS; 4" COPY ITEM 2 FOR MILWAUKEE AVE; 2" SPEED RESTRICTIONS; 2" PASSENGER LOADING	
		Wed, Sep 20	6	U	ADA'S AT ROUNDLAKE	
Mon, Sep 25	6	D	6" CP FREIGHT, ROUND OUT.			
MN	2128	Fri, Sep 08	8	D1	4" LATE TURN FROM #2103; 3" SPEED RESTRICTIONS; 5" SLOW PASSENGER LOADING @ MOST STOPS; 1" DROP OFF COLLECTOR @ WESTERN	
		65% OT	Mon, Sep 11	14	CC	2" LATE TURN#2103; 6" WAIT FOR #2107,GRAYSLAKE; 3" CALL DEMONTE3 TIMES ALMOST STOPPED; 2" CALL LOPEZ TWICE(SAME); 3" FREIGHT, LAKE COOK RD;
		Thu, Sep 14	14	B	13" TALKED BY SIGNAL, MORTON GROVE & RESTRICTED TO FOREST GLEN;5" SLOW PASSENGER LOADING & SPEED RESTRICTIONS ON THE J-LINE	
		Mon, Sep 18	35	JM	8" WAIT ON #2107, GRAYSLAKE; 27" MEDICAL EMERGENCY, EDGEBROOK	
		Thu, Sep 21	8	CC	3" TRACK CONSTRUCTION, MAYFAIR	
		Tue, Sep 26	9	D1	2107 WAITING.	
		Fri, Sep 29	18	CC	TRACK CONSTRUCTION; STOP SIGNAL, MAYFAIR.	
MN	2136	Mon, Sep 18	22	JM1	23" LATE TURN FROM #2113	
		80% OT	Thu, Sep 21	0	XH	ANNULLED LOCO #414 SHUTDOWN, PASSENGERS ACCOMMODATED BY #2138; SWITCH CREW W/NIRC
		Wed, Sep 27	29	CG1	29" STOP SIGNAL WAITING ON #2115 TO CLEAR, GRAYSLAKE.	
		Fri, Sep 29	8	CC	10" TRACK WORK, EN ROUTE.	
MN	2140	Tue, Sep 05	14	L	9" POLICE ACTIVITY, OFFICERS LOOKING FOR CHILD ON TRACKS, ROUNDLAKE; 2" SPEED RESTRICTIONS, FOX LAKE; 3" PASSENGER LOADING.	
		70% OT	Fri, Sep 15	9	I	10" SLOW PASSENGER LOADING, EN ROUTE
		Mon, Sep 18	8	CC	2" X-TRAFFIC, CN; 6" TRACK WORK, EN ROUTE	
		Wed, Sep 20	8	U	5" ADA; 5" WAITING ON #2119, GRAYSLAKE	
		Thu, Sep 21	7	I	5" PASSENGER LOADING; 5" ADA	
		Fri, Sep 22	48	G1	48" SIGNAL/POWER FAILURE, MAYFAIR	
MN	2141	Tue, Sep 05	26	M1	30" STOPPED FOR UNRESPONSIVE MALE W/ HEAD TRAUMA LYING NEXT TO THE TRACKS, HEAD ON TIES, APPROX MP39.8 NEAR CN XING, #2139 FOUND/NOTIFIED	
		80% OT	Mon, Sep 18	9	I	2" LOST AIR, NORTHBROOK; 2" PASSENGER LOADING, LAKE COOK RD; 2" DOOR ISSUES, LIBERTYVILLE
		Tue, Sep 19	49	L1	49" #2244 POSSIBLY STRIKING TRESPASSER	
Fri, Sep 22	46	G1	47" SIGNAL/POWER FAILURE, MAYFAIR			
MN	2145	Fri, Sep 01	9	G	11" STOP SIGNAL RESTRICTED SPEED, MORTON GROVE-GOLF	
		80% OT	Fri, Sep 08	20	E1	7" LATE TURN FROM #2146
		Tue, Sep 19	0	L1	ANNULLED, EXPRESSED TO DEERFIELD TO COVER #2154	
		Fri, Sep 22	21	G1	21" SIGNAL/POWER FAILURE, MAYFAIR	
MN	2150	Thu, Sep 14	0	E1	ANNULLED	
		80% OT	Tue, Sep 19	14	L1	14" USED EQUIPMENT FOR #2155 DUE TO POSSIBLE #2244 STRIKING TRESPASSER
		Fri, Sep 22	0	G1	ANNULLED, USED EQUIPMENT FOR #2152 @ DEERFIELD	
		Thu, Sep 28	6	U	10" LATE TURN FROM #2133, DEERFIELD. 3 ADA FOR #2133.	
MN	2151	Fri, Sep 01	6	U1	10" WAITING ON #2158 TO CLEAR J-LINE, RONDOUT	
		70% OT	Fri, Sep 08	9	D	11" FREIGHT, GRAYSLAKE
		Mon, Sep 11	10	RD1	18" WAIT FOR #2158 TO CLEAR J-LINE	
		Fri, Sep 15	11	D1	14" WAIT ON #2158 TO CLEAR RONDOUT	
		Tue, Sep 19	11	L1	11" #2244 POSSIBLY STRIKING TRESPASSER	
		Fri, Sep 22	26	G1	26" SIGNAL/POWER FAILURE, MAYFAIR	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2017**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MN	2155 70% OT	Fri, Sep 01	8	UI	5" LATE TURN FROM #2158
		Thu, Sep 07	9	II	8" WAIT ON #2160, RONDOUT
		Fri, Sep 08	8	D1	5" LATE TURN FROM #2158
		Tue, Sep 12	8	J	9" MALE PASSENGER W/DOG REMOVED FROM TRAIN, REPEAT OFFENDER, HIDES IN DARK CARS BFORE DEPARTURE & WHEN CONFRONTED REFUSES TO PAY,GRAYLAND
		Wed, Sep 20	6	D1	9" WAITING ON #2160, RONDOUT
		Mon, Sep 25	6	A	7" WAITING ON #2160, ROUND OUT.
MN	2158 55% OT	Fri, Sep 01	9	UI	9" WAIT ON #2149 TO CLEAR GRAYSLAKE
		Tue, Sep 05	6	A	5" WAITED FOR OUTBOUND TRAIN #2149, EN ROUTE.
		Fri, Sep 08	9	D	10" FREIGHT, GRAYSLAKE
		Mon, Sep 11	8	RD1	7" WAIT FOR #2149 TO CLEAR, GRAYSLAKE
		Tue, Sep 12	8	D1	7" WAIT ON #2149 TO CLEAR, GRAYSLAKE
		Fri, Sep 15	13	D1	15" WAIT ON #2149 TO CLEAR, GRAYSLAKE
		Tue, Sep 19	15	L1	15" #2244 POSSIBLY STRIKING TRESPASSER
		Fri, Sep 22	27	G1	27" SIGNAL/POWER FAILURE, MAYFAIR
		Thu, Sep 28	56	KP	56" HELD AT HEALY 58" POLICE ACTIVITY SOMEWHERE NEAR POTOMAC AND CENTRAL AVE. #2155 EQUIP DEPARTED CUS AND EXPRESSED TO FOX LAKE.
MW	2253 80% OT	Thu, Sep 07	11	D	13" FREIGHT, B-17
		Tue, Sep 19	13	L1	10" LATE TURN FROM #2252; 11" PD ACTIVITY, IMPAIRED MALE PASSENGER, GALEWOOD
		Tue, Sep 26	37	M1	17" LATE ARRIVAL/TURN OF #2252; 20" WAITING ON #2256 @ ROSELLE.
		Thu, Sep 28	37	KP	37" HELD AT CUS DUE TO POLICE ACTIVITY.
RI	405 80% OT	Fri, Sep 01	6	I	6M LATE INTO JOLIET DUE TO HEAVY PASSENGER LOADING.UNLOADING
		Thu, Sep 14	0	XM	TRESPASSER STRUCK ON MT1 BY 183RD ST - TERMINATED AT HICKORY CREEK AND DEADHEADED TO LSS AS EX206 WITH NEW CREW
		Thu, Sep 21	10	G	11M TALKED BY SIGNAL AT GRESHAM DUE TO INTERMITANT TRACK CIRCUIT WEST ON 1 MAIN - RESTRICTED TO 99TH ST
		Fri, Sep 29	36	F	36M DUE TO HOT JOURNAL CAR #8561
RI	413 80% OT	Tue, Sep 05	21	H1	SWAPPED EQUIPMENT DUE TO MECHANICAL FAILURE.
		Fri, Sep 15	7	E1	DELAYED 9M AT CP RICHARDS ST ACCOUNT 411 DEAD IN JOLIET DEPOT AHEAD, LOCO 201 THAT WOULD NOT LOAD IN EITHER DIRECTION. UNLOADED ON UP CONN.
		Mon, Sep 25	7	R	9M BRIDGE A WAITING FOR ENGINE 406 TO CLEAR PLANT, DEPOT CREW STOPPED INSIDE PLANT FOR REASONS UNKNOWN.
		Fri, Sep 29	21	F1	DEPARTED LSS 3M LATE ACCT 303 ANNULLED, DEPARTED ON 303S SCHEDULE AND MADE 303S STOPS
RI	530 75% OT	Fri, Sep 01	7	I	3M AT OAK FOREST FOR DOUBLE STOP . 2M AT 123RD FOR MEETING RI 529. 1M AT MP1.1 FOR 10MPH.1M ON BEVERLY SUB DUE TO ENG 206 SLOW ACCELERATING.
		Mon, Sep 11	7	E1	7M PICKING UP RI529 PASSENGERS TO TAKE BACK DOWNTOWN
		Wed, Sep 13	9	KD	6M INSPECTING TRAIN AFTER STRIKING A "BIRD OR LARGE RODENT" PER THE CONDUCTOR, 3M ADA NEW LENOX TO 103RD ST.
		Fri, Sep 15	7	F	1M AT JOLIET WAITING ON PASSENGERS. 4M DUE TO CAB SIGNAL DROP AT 31.6. CABS CAME BACK AT MP31.0
		Wed, Sep 20	14	E1	DEPARTED JOLIET 13M LATE DUE TO LATE FLIP
UPNW	639 84% OT	Fri, Sep 08	8	M1	8" FOLLOW TRAINS AHEAD ACCT #625 STRUCK VEHICLE @ MP13.06
		Thu, Sep 14	9	E1	9" WAIT FOR #643 TO CLEAR, BARRINGTON; 40MPH, MP27.75-28.25
		Fri, Sep 22	57	G1	57" BAD PART ON VHLC CAUSED SWITCHES OUT OF CORRESPONDENCE; LINED SWITCHES AND FLAGGED THROUGH MAYFAIR
UPNW	641 84% OT	Fri, Sep 08	25	M1	25" FOLLOW TRAINS AHEAD ACCT #625 STRUCK VEHICLE @ MP13.06
		Wed, Sep 13	13	D	13" GSHDT AHEAD, OUTSIDE OF HARVARD
		Fri, Sep 22	82	G1	82" BAD PART ON VHLC CAUSED SWITCHES OUT OF CORRESPONDENCE; LINED SWITCHES AND FLAGGED THROUGH MAYFAIR
UPNW	643 80% OT	Fri, Sep 08	23	M1	23" FOLLOW TRAINS AHEAD ACCT #625 STRUCK VEHICLE @ MP13.06
		Tue, Sep 12	18	L1	18" HELD @ CARY DUE TO #637 STOPPED AHEAD WAITING FOR PD TO REMOVE PERSON INVOLVED IN NEAR MISS
		Thu, Sep 14	10	E1	10" LATE DEPARTING CPT. CONGESTION @ LAKE ST PLANT #337 MECH PROBLEMS; X-TRAFFIC #2139, MAYFAIR; FOLLOW #637, BARRINGTON-CRYSTAL LK JCT
		Fri, Sep 22	72	G1	71" BAD PART ON VHLC CAUSED SWITCHES OUT OF CORRESPONDENCE; LINED SWITCHES AND FLAGGED THROUGH MAYFAIR
UPNW	647 80% OT	Fri, Sep 08	15	M1	15" FOLLOW TRAINS AHEAD ACCT #625 STRUCK VEHICLE @ MP13.06
		Tue, Sep 12	13	L1	13" BEHIND TRAINS STOPPED DUE TO NEAR MISS & WAIT FOR PD TO REMOVE THE INDIVIDUAL; FOLLOWING TRAINS AHEAD; 40MPH , MP54.6-54.7
		Thu, Sep 14	6	E1	6" FOLLOWING TRAINS AHEAD
		Fri, Sep 22	61	G1	70" BAD PART ON VHLC CAUSED SWITCHES OUT OF CORRESPONDENCE; LINED SWITCHES AND FLAGGED THROUGH MAYFAIR
UPNW	651 84% OT	Fri, Sep 08	28	M1	15" LATE TURN FROM #650
		Tue, Sep 12	7	L1	7" FOLLWING TRAINS DUE TO #637 NEAR MISS
		Fri, Sep 22	85	G1	85" BAD PART ON VHLC CAUSED SWITCHES OUT OF CORRESPONDENCE; LINED SWITCHES AND FLAGGED THROUGH MAYFAIR
UPW	49 84% OT	Mon, Sep 11	8	D	8" WAIT FOR #56 TO CLEAR TK2 @ VALE DUE TO LCKSDJ BLOCKING SWITCH ON TK1 @ PARK
		Wed, Sep 13	6	RD	6" WRONG LINE UP(DISPATCHER ERROR) 25TH AVE. LINED FOR TK2 INSTEAD OF TK3 RUN SIGNAL TIMER
		Thu, Sep 14	20	DD	20" DELAYED WAITING FOR MPRCB TO CLEAR PROVISO (DISP 11 HAD WRONG STACK IN THE SYSTEM)

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME
September 2017**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	55	Tue, Sep 05	12	C	9" 10MPH SPEED RESTRICTION, MP33.5-33.6 TRACK DEFECT FOUND BY DETECTOR CAR; FOLLOWING TRAINS AHEAD	
		84% OT	Thu, Sep 14	20	DD1	20" DELAYED BEHIND M53 FREIGHT TRAIN INTERFERENCE WITH M49
		Thu, Sep 28	6	D1	6" TRAIN CONTROL BETWEEN CPY011-CPY015 FOLLOWING TRAINS AHEAD ON ACCT OF M47 TRAIN CONTROL FOLLOWING KGICL STARTING @ VALE.	
UPW	60	Thu, Sep 07	6	A1	6" LATE TURN FROM #59	
		75% OT	Thu, Sep 14	11	DD1	11" LATE TURN FROM #59
		Wed, Sep 20	6	I1	3" LATE TURN FROM #59; TRAIN CONTROL MP13.8 TO BELLWOOD & MP4.0-KEDZIE FOLLOWING #58	
		Wed, Sep 27	7	G1	7" LATE DEPARTURE FROM ELMHURST ON ACCT. OF LATE TURN OF M59 CREW & EQUIP, SIGNAL ISSUES @ LAKE STREET PLANT.	
		Thu, Sep 28	6	I1	TRAIN CONTROL LEAVING ELMHURST TO BERKELY (18:30-18:35) & NO SIGNAL @ VALE (18:37-18:35) FOLLOWING M58.	
UPW	62	80% OT	Fri, Sep 01	17	GM	17" ADA, WINFIELD; 4 XH ORDERS, M17.71, 18.21, 17.5 & 17.2; FOLLOW ZCIG1, PARK-MP13
		Tue, Sep 26	22	L1	22" HELD AT BERKELY, WAITED FOR POLICE TO CLEAR THE AREA AND RELEASE TRACK #1 DUE TO A NEAR MISS ON TRACK 3 WITH M63 @ MP14.	
		Thu, Sep 28	12	D	FREIGHT TRAIN INTERFERENCE ELBURN TO GENEVA (MPCRB-28)	
		Fri, Sep 29	22	L	DELAYED @ LOMBARD WAITED FOR THE POLICE TO REMOVE A MALE THAT WAS TRESPASSING ON THE TRACKS @ M.P 19.26 AND THEN TRIED TO BOARD TRAIN.	
UPW	63	80% OT	Fri, Sep 01	7	GM	7" 3 XH ORDERS, MP17.71, 18.21 & 17.2; WAIT FOR #60 TO CLEAR, KEDZIE; WAIT FOR A49191-01 TO CLEAR CN WEST CHICAGO
		Thu, Sep 14	14	DD1	14" DELAYED BEHIND M61 FREIGHT TRAIN INTERFERENCE WITH M49 CROSS TRAFFIC @CN @WEST CHICAGO WITH M61	
		Tue, Sep 26	14	L	14" DELAYED @ MP 14 DUE TO A NEAR MISS OF A MALE THAT WAS LAID ACCROSS TRACK 3, WAITED FOR TRAIN CREW TO INSPECT AREA, NO ONE WAS FOUND.	
		Fri, Sep 29	10	L1	HELD @ VILLA PARK DUE TO A REPORT BY RMCC OF A MALE TRESPASSER ON THE TRACKS @ M.P 19.26 WAITED FOR POLICE TO REMOVE TRESPASSER FROM M62.	

Data is final (10/16/17) 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						

Effective July 1, 2016 Revised July 19, 2016

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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
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
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)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
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
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
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
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
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	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				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	12 Locomotive Failure			
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.)	13 Human Error			
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
9 Track Work				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	14 Sick, Injured, Unruly Passenger			
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	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				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				
11 Non-Locomotive Equipment Failure				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				
12 Locomotive Failure											
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
September 2017

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	95	38	11	6	1	63	28	10	39	8	11	43	42	395	51%
Semi-controllable	25	0	0	0	4	27	5	11	1	14	1	5	14	107	14%
Uncontrollable	34	13	2	0	1	47	28	11	34	1	38	45	17	271	35%
TOTAL TRAINS DELAYED	154	51	13	6	6	137	61	32	74	23	50	93	73	773	100%

September - Average Over Previous Five Years: 2012-2016

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	65.0	38.4	6.4	19.8	3.4	43.2	26.6	9.8	29.0	11.2	22.4	20.0	21.6	316.8	53%
Semi-controllable	19.4	0.0	0.0	0.0	3.0	10.8	15.0	10.4	5.4	17.4	1.2	3.2	12.2	98.0	16%
Uncontrollable	17.0	16.2	7.6	9.2	1.6	21.4	30.0	2.4	18.8	4.2	18.2	21.0	14.2	181.8	30%
TOTAL TRAINS DELAYED	101.4	54.6	14.0	29.0	8.0	75.4	71.6	22.6	53.2	32.8	41.8	44.2	48.0	596.6	100%

September 2017 Divergence From September Average Over Previous Five Years

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	30.0	-0.4	4.6	-13.8	-2.4	19.8	1.4	0.2	10.0	-3.2	-11.4	23.0	20.4	78.2	44%
Semi-controllable	5.6	0.0	0.0	0.0	1.0	16.2	-10.0	0.6	-4.4	-3.4	-0.2	1.8	1.8	9.0	5%
Uncontrollable	17.0	-3.2	-5.6	-9.2	-0.6	25.6	-2.0	8.6	15.2	-3.2	19.8	24.0	2.8	89.2	51%
TOTAL TRAINS DELAYED	52.6	-3.6	-1.0	-23.0	-2.0	61.6	-10.6	9.4	20.8	-9.8	8.2	48.8	25.0	176.4	100%

January-September 2017

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	548	244	105	117	32	382	231	66	370	111	211	207	288	2,912	48%
Semi-controllable	81	0	1	0	29	128	68	106	50	115	14	43	163	798	13%
Uncontrollable	332	145	41	82	15	301	206	53	224	30	196	423	256	2,304	38%
TOTAL TRAINS DELAYED	961	389	147	199	76	811	505	225	644	256	421	673	707	6,014	100%

Data for current month is final (10/16/17) version from TOPS.

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10/17/2017

TABLE 7: NUMBER OF DELAYS BY DATE
September 2017

WEEKDAY	1	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL
	Fr	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	
BNSF	2	2	1	1	1	1	15	4	27	8	11	10	6	13	2	4	11	9	15	3	146
Elec -ML	0	0	0	1	0	6	0	1	3	3	1	1	1	1	1	12	1	2	1	1	36
-BI	1	0	1	0	0	3	2	0	0	1	0	0	0	0	0	4	0	0	0	0	12
-SC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Heritage	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	1	0	1	0	6
Milw -N	9	10	1	5	8	4	4	1	6	6	6	13	5	4	20	4	2	4	3	5	120
-W	13	1	0	3	0	0	1	1	1	2	3	10	0	0	1	2	6	5	2	0	51
NCS	1	2	3	2	0	1	0	0	6	2	2	6	3	0	0	1	0	0	0	3	32
RI	5	2	3	0	1	4	3	4	15	14	0	0	6	4	0	3	0	0	2	6	72
SWS	0	0	0	0	0	1	0	1	2	1	0	0	2	1	2	0	3	1	8	1	23
UP -N	1	0	1	0	0	1	0	0	30	0	0	0	0	1	0	1	1	1	1	0	38
-NW	0	4	0	1	16	2	5	2	5	0	0	0	0	25	0	0	2	11	4	0	77
-W	<u>2</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>15</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>6</u>	<u>8</u>	<u>6</u>	<u>2</u>	<u>66</u>
SYSTEM	34	25	11	15	27	25	31	19	112	40	24	41	24	28	52	35	33	41	43	21	681

SATURDAY	2	9	16	23	30	TOTAL	SUNDAY/HOLIDAY	3	4	10	17	24	TOTAL
BNSF	0	0	2	2	2	6	BNSF	0	0	0	2	0	2
Elec -ML	0	1	8	5	0	14	Elec -ML	0	0	1	0	0	1
-BI	1	0	0	0	0	1	-BI	-	-	-	-	-	0
-SC	0	2	0	0	0	2	-SC	2	0	0	0	0	2
Heritage	-	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	6	0	0	0	0	6	Milw -N	4	1	2	2	2	11
-W	5	0	0	0	0	5	-W	3	0	2	0	0	5
NCS	-	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	1	0	0	0	0	1	RI	1	0	0	0	0	1
SWS	0	0	0	0	0	0	SWS	-	-	-	-	-	0
UP -N	5	3	2	0	1	11	UP -N	0	0	0	1	0	1
-NW	1	1	3	1	0	6	-NW	4	3	2	0	1	10
-W	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>5</u>	-W	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>
SYSTEM	20	7	15	10	5	57	SYSTEM	15	4	8	5	3	35

Data is final (10/16/17) version from TOPS.

TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September 2017

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	17	0	0	0	2	21	2	8	1	14	1	5	25	96
Freight Interference - Peak	11	0	0	0	2	3	0	2	0	7	0	3	14	42
Primary	3	0	0	0	2	3	0	1	0	5	0	2	4	20
Secondary	8	0	0	0	0	0	0	1	0	2	0	1	10	22
Freight Interference - Off-Peak	6	0	0	0	0	18	2	6	1	7	1	2	11	54
Primary	5	0	0	0	0	9	2	6	1	6	1	2	7	39
Secondary	1	0	0	0	0	9	0	0	0	1	0	0	4	15
Signal/Switch Failure - TOTAL	25	0	0	0	2	30	9	3	6	8	0	26	10	119
Signal/Switch Failure - Metra/PSA	24	0	0	0	0	24	6	0	6	8	0	26	10	104
Primary	21	0	0	0	0	2	5	0	5	5	0	1	7	46
Secondary	3	0	0	0	0	22	1	0	1	3	0	25	3	58
Signal/Switch Failure - Foreign	1	0	0	0	2	6	3	3	0	0	0	0	0	15
Primary	1	0	0	0	2	5	3	3	0	0	0	0	0	14
Secondary	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Mechanical Failure - TOTAL	29	1	1	0	1	8	3	5	27	0	7	13	2	97
Mechanical Failure - Metra/PSA	29	1	1	0	1	8	3	5	27	0	7	13	2	97
Non-Locomotive Equipment Failure - Metra/PSA	2	1	1	0	0	0	0	0	5	0	2	0	0	11
Primary	2	1	1	0	0	0	0	0	2	0	1	0	0	7
Secondary	0	0	0	0	0	0	0	0	3	0	1	0	0	4
Locomotive Failure - Metra/PSA	27	0	0	0	1	8	3	5	22	0	5	13	2	86
Primary	6	0	0	0	0	3	1	2	6	0	0	3	1	22
Secondary	21	0	0	0	1	5	2	3	16	0	5	10	1	64
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	6	4	0	0	5	0	0	1	0	0	0	2	18
Passenger Train Interference - Metra/PSA	0	6	3	0	0	4	0	0	1	0	0	0	2	16
Passenger Train Interference - Foreign	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Accident - TOTAL	18	0	0	0	0	2	6	5	13	0	25	27	0	96
Accident - Metra/PSA	18	0	0	0	0	2	6	2	13	0	25	27	0	93
Accident - Foreign	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Track Work - TOTAL	19	15	0	2	0	20	18	5	1	0	0	1	3	84
Track Work - Metra/PSA	12	15	0	2	0	20	18	5	1	0	0	1	3	77
Track Work - Foreign	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Human Error - TOTAL	28	4	2	2	0	6	0	0	6	0	4	2	12	66
Human Error - Metra/PSA	20	4	2	0	0	6	0	0	6	0	3	2	12	55
Human Error - Foreign	8	0	0	2	0	0	0	0	0	0	1	0	0	11
Sick, Injured, Unruly Passenger - TOTAL	0	1	0	0	0	6	3	1	1	0	3	0	2	17
Sick, Injured, Unruly Passenger - Metra/PSA	0	1	0	0	0	6	3	1	1	0	3	0	2	17
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - Metra/PSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	7	12	2	0	0	10	2	0	13	0	6	8	4	64
Lift Deployment - TOTAL	4	0	0	0	0	9	1	0	1	0	2	4	4	25
Obstruction/Debris - TOTAL	4	0	0	0	1	4	7	1	4	1	1	1	1	25
Catenary Failure - TOTAL	0	12	4	2	0	0	0	0	0	0	0	0	0	18
Other - TOTAL	3	0	0	0	0	16	10	4	0	0	1	6	8	48
TOTAL TRAINS DELAYED	154	51	13	6	6	137	61	32	74	23	50	93	73	773
Total Metra/PSA Delays	121	51	12	4	2	109	56	18	73	9	48	88	48	639
Total Foreign Carrier Delays	33	0	1	2	4	28	5	14	1	14	2	5	25	134

Data for current month is final (10/16/17) version from TOPS.

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

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

TABLE 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September - Average Over Previous Five Years: 2012-2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	15.4	0.0	0.0	0.0	2.6	9.4	14.2	7.2	4.6	12.2	1.2	3.0	10.8	80.6
Freight Interference - Peak	4.0	0.0	0.0	0.0	2.6	1.2	1.2	2.0	2.4	4.2	0.8	1.2	1.8	21.4
<i>Primary</i>	2.6	0.0	0.0	0.0	2.6	1.2	0.6	1.6	0.8	4.0	0.4	1.0	1.4	16.2
<i>Secondary</i>	1.4	0.0	0.0	0.0	0.0	0.0	0.6	0.4	1.6	0.2	0.4	0.2	0.4	5.2
Freight Interference - Off-Peak	11.4	0.0	0.0	0.0	0.0	8.2	13.0	5.2	2.2	8.0	0.4	1.8	9.0	59.2
<i>Primary</i>	9.6	0.0	0.0	0.0	0.0	5.8	9.4	4.6	2.0	6.2	0.2	1.6	8.4	47.8
<i>Secondary</i>	1.8	0.0	0.0	0.0	0.0	2.4	3.6	0.6	0.2	1.8	0.2	0.2	0.6	11.4
Signal/Switch Failure - TOTAL	9.8	12.0	3.0	2.8	1.0	18.0	6.8	6.0	4.8	7.0	1.8	4.0	5.6	82.6
Signal/Switch Failure - Metra/PSA	2.8	12.0	3.0	2.8	0.4	16.6	5.4	2.8	3.8	1.8	1.8	3.8	4.2	61.2
<i>Primary</i>	2.4	8.8	1.4	1.6	0.4	9.2	3.8	1.6	3.6	1.8	1.2	3.2	2.2	41.2
<i>Secondary</i>	0.4	3.2	1.6	1.2	0.0	7.4	1.6	1.2	0.2	0.0	0.6	0.6	2.0	20.0
Signal/Switch Failure - Foreign	7.0	0.0	0.0	0.0	0.6	1.4	1.4	3.2	1.0	5.2	0.0	0.2	1.4	21.4
<i>Primary</i>	2.6	0.0	0.0	0.0	0.6	0.8	0.4	1.8	0.4	4.8	0.0	0.2	0.6	12.2
<i>Secondary</i>	4.4	0.0	0.0	0.0	0.0	0.6	1.0	1.4	0.6	0.4	0.0	0.0	0.8	9.2
Mechanical Failure - TOTAL	4.8	4.8	1.0	1.4	0.2	5.2	5.6	3.0	13.8	0.8	5.0	6.8	8.2	60.6
Mechanical Failure - Metra/PSA	4.8	4.4	0.8	1.2	0.2	5.2	5.6	3.0	13.8	0.8	5.0	6.8	8.2	59.8
Non-Locomotive Equipment Failure - Metra/PSA	0.2	4.4	0.8	1.2	0.0	0.6	0.8	0.2	1.0	0.4	1.0	2.4	0.4	13.4
<i>Primary</i>	0.2	1.2	0.2	0.6	0.0	0.6	0.6	0.2	0.4	0.4	0.4	1.2	0.4	6.4
<i>Secondary</i>	0.0	3.2	0.6	0.6	0.0	0.0	0.2	0.0	0.6	0.0	0.6	1.2	0.0	7.0
Locomotive Failure - Metra/PSA	4.6	0.0	0.0	0.0	0.2	4.6	4.8	2.8	12.8	0.4	4.0	4.4	7.8	46.4
<i>Primary</i>	2.2	0.0	0.0	0.0	0.0	1.6	1.8	1.0	4.6	0.4	2.2	1.0	2.4	17.2
<i>Secondary</i>	2.4	0.0	0.0	0.0	0.2	3.0	3.0	1.8	8.2	0.0	1.8	3.4	5.4	29.2
Mechanical Failure - Foreign	0.0	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
Passenger Train Interference - TOTAL	1.4	0.0	0.0	0.0	0.2	3.0	0.8	1.0	0.6	1.6	0.0	0.2	0.6	9.4
Passenger Train Interference - Metra/PSA	0.0	0.0	0.0	0.0	0.0	1.8	0.6	0.8	0.6	0.6	0.0	0.2	0.6	5.2
Passenger Train Interference - Foreign	1.4	0.0	0.0	0.0	0.2	1.2	0.2	0.2	0.0	1.0	0.0	0.0	0.0	4.2
Accident - TOTAL	3.2	0.0	0.0	0.0	0.6	7.2	1.8	0.0	0.8	1.6	1.8	2.4	1.6	21.0
Accident - Metra/PSA	2.2	0.0	0.0	0.0	0.6	7.2	1.8	0.0	0.8	1.6	1.8	2.4	1.6	20.0
Accident - Foreign	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Track Work - TOTAL	31.0	7.4	0.4	7.6	0.8	7.4	6.6	1.4	5.4	2.8	11.2	6.2	5.2	93.4
Track Work - Metra/PSA	30.2	7.4	0.4	7.6	0.8	7.4	6.6	1.4	5.4	2.4	11.2	6.2	5.2	92.2
Track Work - Foreign	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	1.2
Human Error - TOTAL	20.0	2.6	0.0	1.6	1.6	10.4	6.2	1.2	3.8	3.4	2.2	2.6	2.4	58.0
Human Error - Metra/PSA	15.4	2.6	0.0	1.6	0.4	4.2	4.8	0.2	3.8	1.0	1.4	2.0	1.4	38.8
Human Error - Foreign	4.6	0.0	0.0	0.0	1.2	6.2	1.4	1.0	0.0	2.4	0.8	0.6	1.0	19.2
Sick, Injured, Unruly Passenger - TOTAL	3.0	3.8	0.8	1.6	0.2	2.2	2.8	0.0	2.4	0.2	4.0	4.0	2.2	27.2
Sick, Injured, Unruly Passenger - Metra/PSA	2.8	3.8	0.8	1.6	0.2	2.2	2.8	0.0	2.4	0.2	4.0	4.0	2.2	27.0
Sick, Injured, Unruly Passenger - Foreign	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Weather - TOTAL	1.2	2.0	0.8	1.6	0.4	3.0	5.2	0.8	2.4	0.2	3.0	2.6	4.0	27.2
Weather - Metra/PSA	1.2	2.0	0.8	1.6	0.4	3.0	5.2	0.8	2.4	0.0	3.0	2.6	4.0	27.0
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Passenger Loading - TOTAL	3.0	5.8	2.4	4.0	0.0	4.4	12.0	0.4	5.6	0.0	3.8	5.0	4.0	50.4
Lift Deployment - TOTAL	1.0	0.0	0.0	0.2	0.0	2.8	3.6	1.2	2.8	0.2	1.8	1.6	1.0	16.2
Obstruction/Debris - TOTAL	4.6	3.4	1.2	1.4	0.2	1.2	3.6	0.4	3.8	1.8	1.2	4.4	0.6	27.8
Catenary Failure - TOTAL	0.0	9.8	1.8	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
Other - TOTAL	3.0	3.0	2.6	1.0	0.2	1.2	2.4	0.0	2.4	1.0	4.8	1.4	1.8	24.8
TOTAL TRAINS DELAYED	101.4	54.6	14.0	29.0	8.0	75.4	71.6	22.6	53.2	32.8	41.8	44.2	48.0	596.6
Total Metra/PSA Delays	71.0	54.2	13.8	28.8	3.4	57.2	54.4	11.0	47.6	11.4	39.8	40.4	34.8	467.8
Total Foreign Carrier Delays	30.4	0.4	0.2	0.2	4.6	18.2	17.2	11.6	5.6	21.4	2.0	3.8	13.2	128.8

Data for latest month is final (10/14/16) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
September 2017 Divergence From September Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	1.6	0.0	0.0	0.0	-0.6	11.6	-12.2	0.8	-3.6	1.8	-0.2	2.0	14.2	15.4
Freight Interference - Peak	7.0	0.0	0.0	0.0	-0.6	1.8	-1.2	0.0	-2.4	2.8	-0.8	1.8	12.2	20.6
<i>Primary</i>	0.4	0.0	0.0	0.0	0.0	3.2	-0.6	-0.6	-0.8	1.0	-0.4	1.0	2.6	3.8
<i>Secondary</i>	6.6	0.0	0.0	0.0	0.0	0.0	-0.6	0.6	-1.6	1.8	-0.4	0.8	9.6	16.8
Freight Interference - Off-Peak	-5.4	0.0	0.0	0.0	0.0	9.8	-11.0	0.8	-1.2	-1.0	0.6	0.2	2.0	-5.2
<i>Primary</i>	-4.6	0.0	0.0	0.0	0.0	3.2	-7.4	1.4	-1.0	-0.2	0.8	0.4	-1.4	-8.8
<i>Secondary</i>	-0.8	0.0	0.0	0.0	0.0	6.6	-3.6	-0.6	-0.2	-0.8	-0.2	-0.2	3.4	3.6
Signal/Switch Failure - TOTAL	15.2	-12.0	-3.0	-2.8	1.0	12.0	2.2	-3.0	1.2	1.0	-1.8	22.0	4.4	36.4
Signal/Switch Failure - Metra/PSA	21.2	-12.0	-3.0	-2.8	-0.4	7.4	0.6	-2.8	2.2	6.2	-1.8	22.2	5.8	42.8
<i>Primary</i>	18.6	-8.8	-1.4	-1.6	-0.4	-7.2	1.2	-1.6	1.4	3.2	-1.2	-2.2	4.8	4.8
<i>Secondary</i>	2.6	-3.2	-1.6	-1.2	0.0	14.6	-0.6	-1.2	0.8	3.0	-0.6	24.4	1.0	38.0
Signal/Switch Failure - Foreign	-6.0	0.0	0.0	0.0	1.4	4.6	1.6	-0.2	-1.0	-5.2	0.0	-0.2	-1.4	-6.4
<i>Primary</i>	-1.6	0.0	0.0	0.0	1.4	4.2	2.6	1.2	-0.4	-4.8	0.0	-0.2	-0.6	1.8
<i>Secondary</i>	-4.4	0.0	0.0	0.0	0.0	0.4	-1.0	-1.4	-0.6	-0.4	0.0	0.0	-0.8	-8.2
Mechanical Failure - TOTAL	24.2	-3.8	0.0	-1.4	0.8	2.8	-2.6	2.0	13.2	-0.8	2.0	6.2	-6.2	36.4
Mechanical Failure - Metra/PSA	24.2	-3.4	0.2	-1.2	0.8	2.8	-2.6	2.0	13.2	-0.8	2.0	6.2	-6.2	37.2
Non-Locomotive Equipment Failure - Metra/PSA	1.8	-3.4	0.2	-1.2	0.0	-0.6	-0.8	-0.2	4.0	-0.4	1.0	-2.4	-0.4	-2.4
<i>Primary</i>	1.8	-0.2	0.8	-0.6	0.0	-0.6	-0.6	-0.2	1.6	-0.4	0.6	-1.2	-0.4	0.6
<i>Secondary</i>	0.0	-3.2	-0.6	-0.6	0.0	0.0	-0.2	0.0	2.4	0.0	0.4	-1.2	0.0	-3.0
Locomotive Failure - Metra/PSA	22.4	0.0	0.0	0.0	0.8	3.4	-1.8	2.2	9.2	-0.4	1.0	8.6	-5.8	39.6
<i>Primary</i>	3.8	0.0	0.0	0.0	0.0	1.4	-0.8	1.0	1.4	-0.4	-2.2	2.0	-1.4	4.8
<i>Secondary</i>	18.6	0.0	0.0	0.0	0.8	2.0	-1.0	1.2	7.8	0.0	3.2	6.6	-4.4	34.8
Mechanical Failure - Foreign	0.0	-0.4	-0.2	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.8
Passenger Train Interference - TOTAL	-1.4	6.0	4.0	0.0	-0.2	2.0	-0.8	-1.0	0.4	-1.6	0.0	-0.2	1.4	8.6
Passenger Train Interference - Metra/PSA	0.0	6.0	3.0	0.0	0.0	2.2	-0.6	-0.8	0.4	-0.6	0.0	-0.2	1.4	10.8
Passenger Train Interference - Foreign	-1.4	0.0	1.0	0.0	-0.2	-0.2	-0.2	-0.2	0.0	-1.0	0.0	0.0	0.0	-2.2
Accident - TOTAL	14.8	0.0	0.0	0.0	-0.6	-5.2	4.2	5.0	12.2	-1.6	23.2	24.6	-1.6	75.0
Accident - Metra/PSA	15.8	0.0	0.0	0.0	-0.6	-5.2	4.2	2.0	12.2	-1.6	23.2	24.6	-1.6	73.0
Accident - Foreign	-1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.0
Track Work - TOTAL	-12.0	7.6	-0.4	-5.6	-0.8	12.6	11.4	3.6	-4.4	-2.8	-11.2	-5.2	-2.2	-9.4
Track Work - Metra/PSA	-18.2	7.6	-0.4	-5.6	-0.8	12.6	11.4	3.6	-4.4	-2.4	-11.2	-5.2	-2.2	-15.2
Track Work - Foreign	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.4	0.0	0.0	0.0	5.8
Human Error - TOTAL	8.0	1.4	2.0	0.4	-1.6	-4.4	-6.2	-1.2	2.2	-3.4	1.8	-0.6	9.6	8.0
Human Error - Metra/PSA	4.6	1.4	2.0	-1.6	-0.4	1.8	-4.8	-0.2	2.2	-1.0	1.6	0.0	10.6	16.2
Human Error - Foreign	3.4	0.0	0.0	2.0	-1.2	-6.2	-1.4	-1.0	0.0	-2.4	0.2	-0.6	-1.0	-8.2
Sick, Injured, Unruly Passenger - TOTAL	-3.0	-2.8	-0.8	-1.6	-0.2	3.8	0.2	1.0	-1.4	-0.2	-1.0	-4.0	-0.2	-10.2
Sick, Injured, Unruly Passenger - Metra/PSA	-2.8	-2.8	-0.8	-1.6	-0.2	3.8	0.2	1.0	-1.4	-0.2	-1.0	-4.0	-0.2	-10.0
Sick, Injured, Unruly Passenger - Foreign	-0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2
Weather - TOTAL	-1.2	-2.0	-0.8	-1.6	-0.4	-3.0	-5.2	-0.8	-2.4	-0.2	-3.0	-2.6	-4.0	-27.2
Weather - Metra/PSA	-1.2	-2.0	-0.8	-1.6	-0.4	-3.0	-5.2	-0.8	-2.4	0.0	-3.0	-2.6	-4.0	-27.0
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	-0.2
Passenger Loading - TOTAL	4.0	6.2	-0.4	-4.0	0.0	5.6	-10.0	-0.4	7.4	0.0	2.2	3.0	0.0	13.6
Lift Deployment - TOTAL	3.0	0.0	0.0	-0.2	0.0	6.2	-2.6	-1.2	-1.8	-0.2	0.2	2.4	3.0	8.8
Obstruction/Debris - TOTAL	-0.6	-3.4	-1.2	-1.4	0.8	2.8	3.4	0.6	0.2	-0.8	-0.2	-3.4	0.4	-2.8
Catenary Failure - TOTAL	0.0	2.2	2.2	-3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Other - TOTAL	0.0	-3.0	-2.6	-1.0	-0.2	14.8	7.6	4.0	-2.4	-1.0	-3.8	4.6	6.2	23.2
TOTAL TRAINS DELAYED	52.6	-3.6	-1.0	-23.0	-2.0	61.6	-10.6	9.4	20.8	-9.8	8.2	48.8	25.0	176.4
Total Metra/PSA Delays	50.0	-3.2	-1.8	-24.8	-1.4	51.8	1.6	7.0	25.4	-2.4	8.2	47.6	13.2	171.2
Total Foreign Carrier Delays	2.6	-0.4	0.8	1.8	-0.6	9.8	-12.2	2.4	-4.6	-7.4	0.0	1.2	11.8	5.2

Data for current month is final (10/16/17) version from TOPS.

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

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

TABLE 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September 2017

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	68	0	1	0	23	88	37	78	50	100	15	43	169	672
Freight Interference - Peak	30	0	1	0	19	15	9	28	8	30	4	20	74	238
Primary	20	0	0	0	16	12	9	21	5	24	2	10	32	151
Secondary	10	0	1	0	3	3	0	7	3	6	2	10	42	87
Freight Interference - Off-Peak	38	0	0	0	4	73	28	50	42	70	11	23	95	434
Primary	34	0	0	0	3	43	22	45	33	51	7	18	66	322
Secondary	4	0	0	0	1	30	6	5	9	19	4	5	29	112
Signal/Switch Failure - TOTAL	142	68	35	39	11	143	92	43	52	50	20	54	70	819
Signal/Switch Failure - Metra/PSA	113	68	35	39	0	101	60	15	52	27	20	51	62	643
Primary	83	46	30	27	0	57	44	12	41	17	12	14	34	417
Secondary	30	22	5	12	0	44	16	3	11	10	8	37	28	226
Signal/Switch Failure - Foreign	29	0	0	0	11	42	32	28	0	23	0	3	8	176
Primary	19	0	0	0	8	19	24	16	0	16	0	3	7	112
Secondary	10	0	0	0	3	23	8	12	0	7	0	0	1	64
Mechanical Failure - TOTAL	125	15	3	5	5	78	54	18	183	22	86	65	55	714
Mechanical Failure - Metra/PSA	119	10	3	5	4	68	54	18	183	22	86	65	55	692
Non-Locomotive Equipment Failure - Metra/PSA	36	10	3	5	1	5	8	3	14	5	10	23	28	151
Primary	15	3	2	2	1	3	4	1	8	2	4	10	14	69
Secondary	21	7	1	3	0	2	4	2	6	3	6	13	14	82
Locomotive Failure - Metra/PSA	83	0	0	0	3	63	46	15	169	17	76	42	27	541
Primary	29	0	0	0	2	25	22	8	56	4	19	16	9	190
Secondary	54	0	0	0	1	38	24	7	113	13	57	26	18	351
Mechanical Failure - Foreign	6	5	0	0	1	10	0	0	0	0	0	0	0	22
Passenger Train Interference - TOTAL	11	7	7	4	8	26	1	5	5	15	0	0	5	94
Passenger Train Interference - Metra/PSA	0	6	6	1	0	22	1	5	5	0	0	0	4	50
Passenger Train Interference - Foreign	11	1	1	3	8	4	0	0	0	15	0	0	1	44
Accident - TOTAL	97	28	11	21	0	5	38	12	38	3	61	170	16	500
Accident - Metra/PSA	94	28	11	21	0	5	35	9	33	0	55	137	1	429
Accident - Foreign	3	0	0	0	0	0	3	3	5	3	6	33	15	71
Track Work - TOTAL	105	91	29	46	1	81	40	7	65	12	47	51	67	642
Track Work - Metra/PSA	92	91	29	46	1	81	40	7	65	12	47	51	67	629
Track Work - Foreign	13	0	0	0	0	0	0	0	0	0	0	0	0	13
Human Error - TOTAL	156	29	15	10	14	97	64	16	56	21	52	36	77	643
Human Error - Metra/PSA	75	27	15	8	1	66	41	3	54	5	48	30	60	433
Human Error - Foreign	81	2	0	2	13	31	23	13	2	16	4	6	17	210
Sick, Injured, Unruly Passenger - TOTAL	24	36	4	11	0	32	32	4	25	0	22	29	52	271
Sick, Injured, Unruly Passenger - Metra/PSA	18	36	4	11	0	32	32	4	25	0	22	29	52	265
Sick, Injured, Unruly Passenger - Foreign	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Weather - TOTAL	52	22	8	15	4	85	43	12	31	1	28	18	7	326
Weather - Metra/PSA	52	22	8	15	4	84	43	12	31	1	28	18	7	325
Weather - Foreign	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Passenger Loading - TOTAL	32	43	8	9	0	60	33	1	49	0	54	98	62	449
Lift Deployment - TOTAL	18	4	0	1	0	56	11	1	25	0	14	22	25	177
Obstruction/Debris - TOTAL	93	23	13	25	9	34	30	19	43	22	7	49	64	431
Catenary Failure - TOTAL	0	17	6	8	0	0	0	0	0	0	0	0	0	31
Other - TOTAL	38	6	7	5	1	26	30	9	22	10	15	38	38	245
TOTAL TRAINS DELAYED	961	389	147	199	76	811	505	225	644	256	421	673	707	6,014
Total Metra/PSA Delays	744	381	145	194	20	635	410	103	587	99	396	588	497	4,799
Total Foreign Carrier Delays	217	8	2	5	56	176	95	122	57	157	25	85	210	1,215

Data for current month is final (10/16/17) version from TOPS.

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

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

TABLE 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September - Average Over Previous Five Years: 2012-2016

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	178.2	0.0	0.2	0.0	25.4	117.2	118.2	103.8	51.8	110.2	11.0	44.8	148.8	909.6
Freight Interference - Peak	68.2	0.0	0.2	0.0	24.8	23.6	23.0	39.2	15.4	36.0	2.8	20.4	36.6	290.2
Primary	43.2	0.0	0.0	0.0	23.8	16.6	14.8	27.6	9.2	27.8	1.4	11.4	18.2	194.0
Secondary	25.0	0.0	0.2	0.0	1.0	7.0	8.2	11.6	6.2	8.2	1.4	9.0	18.4	96.2
Freight Interference - Off-Peak	110.0	0.0	0.0	0.0	0.6	93.6	95.2	64.6	36.4	74.2	8.2	24.4	112.2	619.4
Primary	91.8	0.0	0.0	0.0	0.6	64.8	64.8	55.4	32.0	57.0	5.2	20.0	90.6	482.2
Secondary	18.2	0.0	0.0	0.0	0.0	28.8	30.4	9.2	4.4	17.2	3.0	4.4	21.6	137.2
Signal/Switch Failure - TOTAL	178.2	67.4	25.2	23.8	16.2	186.6	114.0	76.8	69.0	80.0	28.4	55.0	88.8	1,009.4
Signal/Switch Failure - Metra/PSA	103.4	67.4	25.0	23.8	2.2	157.2	96.2	50.2	64.2	17.6	27.8	48.8	83.8	767.6
Primary	75.6	47.8	17.8	17.0	2.0	75.0	55.8	27.6	47.6	13.0	14.6	20.4	30.8	445.0
Secondary	27.8	19.6	7.2	6.8	0.2	82.2	40.4	22.6	16.6	4.6	13.2	28.4	53.0	322.6
Signal/Switch Failure - Foreign	74.8	0.0	0.2	0.0	14.0	29.4	17.8	26.6	4.8	62.4	0.6	6.2	5.0	241.8
Primary	55.2	0.0	0.0	0.0	12.8	19.2	12.0	15.0	2.6	40.6	0.6	3.0	4.2	165.2
Secondary	19.6	0.0	0.2	0.0	1.2	10.2	5.8	11.6	2.2	21.8	0.0	3.2	0.8	76.6
Mechanical Failure - TOTAL	126.6	36.6	11.0	9.0	4.8	106.0	74.4	26.6	111.8	20.2	64.0	69.0	60.2	720.2
Mechanical Failure - Metra/PSA	126.2	33.4	10.0	8.6	4.8	101.6	74.2	26.6	111.4	20.2	64.0	69.0	60.0	710.0
Non-Locomotive Equipment Failure - Metra/PSA	29.6	33.4	10.0	8.6	1.2	12.6	15.0	4.0	13.6	7.0	14.0	13.6	20.8	183.4
Primary	11.2	11.4	4.0	4.2	0.8	4.6	7.6	1.6	5.8	3.0	6.0	5.6	10.0	75.8
Secondary	18.4	22.0	6.0	4.4	0.4	8.0	7.4	2.4	7.8	4.0	8.0	8.0	10.8	107.6
Locomotive Failure - Metra/PSA	96.6	0.0	0.0	0.0	3.6	89.0	59.2	22.6	97.8	13.2	50.0	55.4	39.2	526.6
Primary	30.6	0.0	0.0	0.0	2.6	23.4	22.4	6.8	31.6	6.4	19.0	15.8	14.4	173.0
Secondary	66.0	0.0	0.0	0.0	1.0	65.6	36.8	15.8	66.2	6.8	31.0	39.6	24.8	353.6
Mechanical Failure - Foreign	0.4	3.2	1.0	0.4	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	10.2
Passenger Train Interference - TOTAL	13.4	8.0	2.2	4.4	5.0	50.2	11.4	12.8	11.2	11.4	1.4	3.6	9.8	144.8
Passenger Train Interference - Metra/PSA	0.8	3.2	1.0	2.8	0.6	33.4	9.4	12.4	7.8	2.8	1.4	3.4	9.4	88.4
Passenger Train Interference - Foreign	12.6	4.8	1.2	1.6	4.4	16.8	2.0	0.4	3.4	8.6	0.0	0.2	0.4	56.4
Accident - TOTAL	96.6	16.6	5.4	7.8	1.6	50.4	44.0	14.8	31.2	10.4	27.2	58.2	28.6	392.8
Accident - Metra/PSA	79.6	16.6	5.4	7.8	1.4	47.4	42.0	12.2	30.0	9.4	27.2	57.6	27.2	363.8
Accident - Foreign	17.0	0.0	0.0	0.0	0.2	3.0	2.0	2.6	1.2	1.0	0.0	0.6	1.4	29.0
Track Work - TOTAL	213.4	49.4	15.2	50.2	3.6	57.8	31.4	17.2	58.6	11.4	58.8	39.0	50.6	656.6
Track Work - Metra/PSA	199.2	49.4	15.2	50.2	3.6	57.6	30.6	16.4	58.6	9.6	58.8	39.0	50.6	638.8
Track Work - Foreign	14.2	0.0	0.0	0.0	0.0	0.2	0.8	0.8	0.0	1.8	0.0	0.0	0.0	17.8
Human Error - TOTAL	128.0	38.8	11.8	21.0	13.8	71.0	45.4	18.4	51.2	30.4	36.8	39.4	35.2	541.2
Human Error - Metra/PSA	93.4	36.2	11.6	20.2	3.0	43.4	32.0	9.4	51.0	7.2	28.0	26.0	21.2	382.6
Human Error - Foreign	34.6	2.6	0.2	0.8	10.8	27.6	13.4	9.0	0.2	23.2	8.8	13.4	14.0	158.6
Sick, Injured, Unruly Passenger - TOTAL	26.2	52.4	9.8	15.2	1.2	28.6	31.0	3.2	25.0	4.0	31.8	35.2	25.4	289.0
Sick, Injured, Unruly Passenger - Metra/PSA	25.2	52.4	9.8	15.2	1.2	28.6	31.0	3.2	24.8	4.0	31.8	35.2	25.4	287.8
Sick, Injured, Unruly Passenger - Foreign	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.2
Weather - TOTAL	194.2	103.0	29.6	35.0	5.4	101.4	92.4	34.0	114.4	21.6	85.4	96.0	83.6	996.0
Weather - Metra/PSA	193.2	103.0	29.6	35.0	5.0	99.2	91.8	34.0	114.4	20.4	85.4	95.6	83.2	989.8
Weather - Foreign	1.0	0.0	0.0	0.0	0.4	2.2	0.6	0.0	0.0	1.2	0.0	0.4	0.4	6.2
Passenger Loading - TOTAL	54.4	93.6	17.4	35.4	0.0	65.2	72.8	1.8	121.8	1.6	82.6	81.2	57.4	685.2
Lift Deployment - TOTAL	23.2	1.4	0.0	1.0	0.0	25.0	24.2	3.2	30.2	1.4	11.4	13.8	21.0	155.8
Obstruction/Debris - TOTAL	54.4	24.2	7.6	23.8	3.2	29.4	38.4	6.6	27.4	18.0	27.0	39.4	27.6	327.0
Catenary Failure - TOTAL	0.0	53.6	11.4	24.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	90.0
Other - TOTAL	37.4	19.2	6.4	12.0	0.8	12.8	16.6	5.2	21.4	10.6	19.0	15.8	34.0	211.2
TOTAL TRAINS DELAYED	1,324.2	564.2	153.2	263.4	81.0	901.6	714.2	324.4	725.0	331.2	484.8	590.6	671.0	7,128.8
Total Metra/PSA Delays	990.4	553.6	150.4	260.6	25.8	700.8	559.2	181.2	663.0	122.8	464.4	525.0	500.8	5,698.0
Total Foreign Carrier Delays	333.8	10.6	2.8	2.8	55.2	200.8	155.0	143.2	62.0	208.4	20.4	65.6	170.2	1,430.8

Data for latest month is final (10/14/16) 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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - September 2017 Divergence From January - September Average Over Previous Five Years

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-110.2	0.0	0.8	0.0	-2.4	-29.2	-81.2	-25.8	-1.8	-10.2	4.0	-1.8	20.2	-237.6
Freight Interference - Peak	-38.2	0.0	0.8	0.0	-5.8	-8.6	-14.0	-11.2	-7.4	-6.0	1.2	-0.4	37.4	-52.2
Primary	-23.2	0.0	0.0	0.0	-7.8	-4.6	-5.8	-6.6	-4.2	-3.8	0.6	-1.4	13.8	-43.0
Secondary	-15.0	0.0	0.8	0.0	2.0	-4.0	-8.2	-4.6	-3.2	-2.2	0.6	1.0	23.6	-9.2
Freight Interference - Off-Peak	-72.0	0.0	0.0	0.0	3.4	-20.6	-67.2	-14.6	5.6	-4.2	2.8	-1.4	-17.2	-185.4
Primary	-57.8	0.0	0.0	0.0	2.4	-21.8	-42.8	-10.4	1.0	-6.0	1.8	-2.0	-24.6	-160.2
Secondary	-14.2	0.0	0.0	0.0	1.0	1.2	-24.4	-4.2	4.6	1.8	1.0	0.6	7.4	-25.2
Signal/Switch Failure - TOTAL	-36.2	0.6	9.8	15.2	-5.2	-43.6	-22.0	-33.8	-17.0	-30.0	-8.4	-1.0	-18.8	-190.4
Signal/Switch Failure - Metra/PSA	9.6	0.6	10.0	15.2	-2.2	-56.2	-36.2	-35.2	-12.2	9.4	-7.8	2.2	-21.8	-124.6
Primary	7.4	-1.8	12.2	10.0	-2.0	-18.0	-11.8	-15.6	-6.6	4.0	-2.6	-6.4	3.2	-28.0
Secondary	2.2	2.4	-2.2	5.2	-0.2	-38.2	-24.4	-19.6	-5.6	5.4	-5.2	8.6	-25.0	-96.6
Signal/Switch Failure - Foreign	-45.8	0.0	-0.2	0.0	-3.0	12.6	14.2	1.4	-4.8	-39.4	-0.6	-3.2	3.0	-65.8
Primary	-36.2	0.0	0.0	0.0	-4.8	-0.2	12.0	1.0	-2.6	-24.6	-0.6	0.0	2.8	-53.2
Secondary	-9.6	0.0	-0.2	0.0	1.8	12.8	2.2	0.4	-2.2	-14.8	0.0	-3.2	0.2	-12.6
Mechanical Failure - TOTAL	-1.6	-21.6	-8.0	-4.0	0.2	-28.0	-20.4	-8.6	71.2	1.8	22.0	-4.0	-5.2	-6.2
Mechanical Failure - Metra/PSA	-7.2	-23.4	-7.0	-3.6	-0.8	-33.6	-20.2	-8.6	71.6	1.8	22.0	-4.0	-5.0	-18.0
Non-Locomotive Equipment Failure - Metra/PSA	6.4	-23.4	-7.0	-3.6	-0.2	-7.6	-7.0	-1.0	0.4	-2.0	-4.0	9.4	7.2	-32.4
Primary	3.8	-8.4	-2.0	-2.2	0.2	-1.6	-3.6	-0.6	2.2	-1.0	-2.0	4.4	4.0	-6.8
Secondary	2.6	-15.0	-5.0	-1.4	-0.4	-6.0	-3.4	-0.4	-1.8	-1.0	-2.0	5.0	3.2	-25.6
Locomotive Failure - Metra/PSA	-13.6	0.0	0.0	0.0	-0.6	-26.0	-13.2	-7.6	71.2	3.8	26.0	-13.4	-12.2	14.4
Primary	-1.6	0.0	0.0	0.0	-0.6	1.6	-0.4	1.2	24.4	-2.4	0.0	0.2	-5.4	17.0
Secondary	-12.0	0.0	0.0	0.0	0.0	-27.6	-12.8	-8.8	46.8	6.2	26.0	-13.6	-6.8	-2.6
Mechanical Failure - Foreign	5.6	1.8	-1.0	-0.4	1.0	5.6	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	11.8
Passenger Train Interference - TOTAL	-2.4	-1.0	4.8	-0.4	3.0	-24.2	-10.4	-7.8	-6.2	3.6	-1.4	-3.6	-4.8	-50.8
Passenger Train Interference - Metra/PSA	-0.8	2.8	5.0	-1.8	-0.6	-11.4	-8.4	-7.4	-2.8	-2.8	-1.4	-3.4	-5.4	-38.4
Passenger Train Interference - Foreign	-1.6	-3.8	-0.2	1.4	3.6	-12.8	-2.0	-0.4	-3.4	6.4	0.0	-0.2	0.6	-12.4
Accident - TOTAL	0.4	11.4	5.6	13.2	-1.6	-45.4	-6.0	-2.8	6.8	-7.4	33.8	111.8	-12.6	107.2
Accident - Metra/PSA	14.4	11.4	5.6	13.2	-1.4	-42.4	-7.0	-3.2	3.0	-9.4	27.8	79.4	-26.2	65.2
Accident - Foreign	-14.0	0.0	0.0	0.0	-0.2	-3.0	1.0	0.4	3.8	2.0	6.0	32.4	13.6	42.0
Track Work - TOTAL	-108.4	41.6	13.8	-4.2	-2.6	23.2	8.6	-10.2	6.4	0.6	-11.8	12.0	16.4	-14.6
Track Work - Metra/PSA	-107.2	41.6	13.8	-4.2	-2.6	23.4	9.4	-9.4	6.4	2.4	-11.8	12.0	16.4	-9.8
Track Work - Foreign	-1.2	0.0	0.0	0.0	0.0	-0.2	-0.8	-0.8	0.0	-1.8	0.0	0.0	0.0	-4.8
Human Error - TOTAL	28.0	-9.8	3.2	-11.0	0.2	26.0	18.6	-2.4	4.8	-9.4	15.2	-3.4	41.8	101.8
Human Error - Metra/PSA	-18.4	-9.2	3.4	-12.2	-2.0	22.6	9.0	-6.4	3.0	-2.2	20.0	4.0	38.8	50.4
Human Error - Foreign	46.4	-0.6	-0.2	1.2	2.2	3.4	9.6	4.0	1.8	-7.2	-4.8	-7.4	3.0	51.4
Sick, Injured, Unruly Passenger - TOTAL	-2.2	-16.4	-5.8	-4.2	-1.2	3.4	1.0	0.8	0.0	-4.0	-9.8	-6.2	26.6	-18.0
Sick, Injured, Unruly Passenger - Metra/PSA	-7.2	-16.4	-5.8	-4.2	-1.2	3.4	1.0	0.8	0.2	-4.0	-9.8	-6.2	26.6	-22.8
Sick, Injured, Unruly Passenger - Foreign	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	4.8
Weather - TOTAL	-142.2	-81.0	-21.6	-20.0	-1.4	-16.4	-49.4	-22.0	-83.4	-20.6	-57.4	-78.0	-76.6	-670.0
Weather - Metra/PSA	-141.2	-81.0	-21.6	-20.0	-1.0	-15.2	-48.8	-22.0	-83.4	-19.4	-57.4	-77.6	-76.2	-664.8
Weather - Foreign	-1.0	0.0	0.0	0.0	-0.4	-1.2	-0.6	0.0	0.0	-1.2	0.0	-0.4	-0.4	-5.2
Passenger Loading - TOTAL	-22.4	-50.6	-9.4	-26.4	0.0	-5.2	-39.8	-0.8	-72.8	-1.6	-28.6	16.8	4.6	-236.2
Lift Deployment - TOTAL	-5.2	2.6	0.0	0.0	0.0	31.0	-13.2	-2.2	-5.2	-1.4	2.6	8.2	4.0	21.2
Obstruction/Debris - TOTAL	38.6	-1.2	5.4	1.2	5.8	4.6	-8.4	12.4	15.6	4.0	-20.0	9.6	36.4	104.0
Catenary Failure - TOTAL	0.0	-36.6	-5.4	-16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-59.0
Other - TOTAL	0.6	-13.2	0.6	-7.0	0.2	13.2	13.4	3.8	0.6	-0.6	-4.0	22.2	4.0	33.8
TOTAL TRAINS DELAYED	-363.2	-175.2	-6.2	-64.4	-5.0	-90.6	-209.2	-99.4	-81.0	-75.2	-63.8	82.4	36.0	-1,114.8
Total Metra/PSA Delays	-246.4	-172.6	-5.4	-66.6	-5.8	-65.8	-149.2	-78.2	-76.0	-23.8	-68.4	63.0	-3.8	-899.0
Total Foreign Carrier Delays	-116.8	-2.6	-0.8	2.2	0.8	-24.8	-60.0	-21.2	-5.0	-51.4	4.6	19.4	39.8	-215.8

Data for current month is final (10/16/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 10/17/2017

'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
2017**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Freight Interference - TOTAL	53	68	69	79	49	110	74	74	96				672 11.2%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42				238 4.0%
Primary	11	16	17	11	12	22	20	22	20				151 2.5%
Secondary	9	5	6	14	2	12	11	6	22				87 1.4%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54				434 7.2%
Primary	26	38	36	34	27	57	30	35	39				322 5.4%
Secondary	7	9	10	20	8	19	13	11	15				112 1.9%
Signal/Switch Failure - TOTAL	118	44	80	79	91	87	69	132	119				819 13.6%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104				643 10.7%
Primary	69	21	41	25	46	42	55	72	46				417 6.9%
Secondary	29	10	33	3	26	32	8	27	58				226 3.8%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15				176 2.9%
Primary	10	9	4	16	15	10	4	30	14				112 1.9%
Secondary	10	4	2	35	4	3	2	3	1				64 1.1%
Mechanical Failure - TOTAL	84	61	64	42	111	85	85	85	97				714 11.9%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97				692 11.5%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11				151 2.5%
Primary	6	8	5	7	7	13	6	10	7				69 1.1%
Secondary	6	0	10	3	16	22	10	11	4				82 1.4%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86				541 9.0%
Primary	18	21	20	17	29	25	21	17	22				190 3.2%
Secondary	53	26	27	15	59	24	43	40	64				351 5.8%
Mechanical Failure - Foreign	1	6	2	0	0	1	5	7	0				22 0.4%
Passenger Train Interference - TOTAL	16	2	2	5	19	9	9	14	18				94 1.6%
Passenger Train Interference - Metra/PSA	9	0	1	2	2	4	6	10	16				50 0.8%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2				44 0.7%
Accident - TOTAL	74	32	26	101	18	65	45	43	96				500 8.3%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93				429 7.1%
Accident - Foreign	5	0	3	3	9	1	5	42	3				71 1.2%
Track Work - TOTAL	78	17	29	72	98	107	71	86	84				642 10.7%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77				629 10.5%
Track Work - Foreign	0	0	0	0	0	0	0	6	7				13 0.2%
Human Error - TOTAL	68	140	54	69	56	75	73	42	66				643 10.7%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55				433 7.2%
Human Error - Foreign	10	90	17	20	15	17	25	5	11				210 3.5%
Sick, Injured, Unruly Passenger - TOTAL	27	28	40	27	20	38	44	30	17				271 4.5%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17				265 4.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	6	0	0	0	0	0	0				6 0.1%
Weather - TOTAL	97	25	59	4	2	33	104	2	0				326 5.4%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	0				325 5.4%
Weather - Foreign	1	0	0	0	0	0	0	0	0				1 0.0%
Passenger Loading - TOTAL	33	7	12	10	36	81	94	112	64				449 7.5%
Lift Deployment - TOTAL	17	8	8	13	23	31	29	23	25				177 2.9%
Obstruction/Debris - TOTAL	66	44	43	35	78	64	24	52	25				431 7.2%
Catenary Failure - TOTAL	6	1	4	1	0	0	1	0	18				31 0.5%
Other - TOTAL	15	15	24	20	22	37	32	32	48				245 4.1%
TOTAL TRAINS DELAYED	752	492	514	557	623	822	754	727	773				6,014 100.0%
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639				4,799 79.8%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134				1,215 20.2%

Data for current month is final (10/16/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 10/17/2017

'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
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - TOTAL	82	53	43	44	72	73	82	108	78	48	65	94	635	10.4%
Freight Interference - Peak	32	17	14	9	28	20	32	50	26	15	34	32	228	3.7%
Primary	26	10	11	7	15	10	21	31	20	13	18	20	151	2.5%
Secondary	6	7	3	2	13	10	11	19	6	2	16	12	77	1.3%
Freight Interference - Off-Peak	50	36	29	35	44	53	50	58	52	33	31	62	407	6.7%
Primary	32	29	23	29	32	44	34	48	43	29	28	52	314	5.1%
Secondary	18	7	6	6	12	9	16	10	9	4	3	10	93	1.5%
Signal/Switch Failure - TOTAL	154	155	123	98	145	143	108	63	105	67	110	120	1,094	17.9%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84	84	51	55	89	38	76	76	711	11.6%
Primary	35	30	52	41	54	52	41	40	58	32	57	52	403	6.6%
Secondary	32	92	47	19	30	32	10	15	31	6	19	24	308	5.0%
Signal/Switch Failure - Foreign	87	33	24	38	61	59	57	8	16	29	34	44	383	6.3%
Primary	68	24	14	33	49	43	36	6	12	21	19	29	285	4.7%
Secondary	19	9	10	5	12	16	21	2	4	8	15	15	98	1.6%
Mechanical Failure - TOTAL	107	68	131	43	80	88	120	78	114	64	71	88	829	13.6%
Mechanical Failure - Metra/PSA	107	68	131	42	80	88	120	78	114	64	71	80	828	13.5%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13	17	19	30	8	12	3	29	147	2.4%
Primary	11	9	4	5	9	9	8	11	7	7	3	9	73	1.2%
Secondary	14	10	6	1	4	8	11	19	1	5	0	20	74	1.2%
Locomotive Failure - Metra/PSA	82	49	121	36	67	71	101	48	106	52	68	51	681	11.1%
Primary	28	18	24	14	18	27	36	20	28	17	23	25	213	3.5%
Secondary	54	31	97	22	49	44	65	28	78	35	45	26	468	7.7%
Mechanical Failure - Foreign	0	0	0	1	0	0	0	0	0	0	0	8	1	0.0%
Passenger Train Interference - TOTAL	22	12	3	4	19	14	12	11	5	10	4	38	102	1.7%
Passenger Train Interference - Metra/PSA	13	5	2	3	2	2	7	2	2	6	3	2	38	0.6%
Passenger Train Interference - Foreign	9	7	1	1	17	12	5	9	3	4	1	36	64	1.0%
Accident - TOTAL	59	15	62	48	86	29	18	55	34	10	79	49	406	6.6%
Accident - Metra/PSA	49	14	62	41	77	29	18	53	30	10	73	49	373	6.1%
Accident - Foreign	10	1	0	7	9	0	0	2	4	0	6	0	33	0.5%
Track Work - TOTAL	40	21	36	44	141	114	99	133	177	75	59	61	805	13.2%
Track Work - Metra/PSA	40	21	36	41	139	110	99	104	175	74	59	61	765	12.5%
Track Work - Foreign	0	0	0	3	2	4	0	29	2	1	0	0	40	0.7%
Human Error - TOTAL	38	33	21	53	23	112	47	93	50	45	49	71	470	7.7%
Human Error - Metra/PSA	30	25	15	42	15	94	34	81	43	32	32	57	379	6.2%
Human Error - Foreign	8	8	6	11	8	18	13	12	7	13	17	14	91	1.5%
Sick, Injured, Unruly Passenger - TOTAL	20	39	27	50	44	32	29	43	30	24	35	34	314	5.1%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44	30	29	43	30	24	34	34	312	5.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0	0	0	1	0	2	0.0%
Weather - TOTAL	129	132	28	1	4	23	49	38	1	4	13	132	405	6.6%
Weather - Metra/PSA	129	132	28	1	4	23	49	38	1	4	13	131	405	6.6%
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	1	0	0.0%
Passenger Loading - TOTAL	13	7	29	8	51	83	109	42	32	28	68	71	374	6.1%
Lift Deployment - TOTAL	11	14	12	3	15	11	11	21	11	12	8	16	109	1.8%
Obstruction/Debris - TOTAL	18	30	40	54	22	31	44	51	28	39	47	42	318	5.2%
Catenary Failure - TOTAL	9	3	2	1	4	13	11	6	29	12	9	1	78	1.3%
Other - TOTAL	5	17	15	0	10	25	30	39	35	17	30	19	176	2.9%
TOTAL TRAINS DELAYED	707	599	572	451	716	791	769	781	729	455	647	836	6,115	100.0%
Total Metra/PSA Delays	511	497	498	346	547	623	612	613	619	360	523	639	4,866	79.6%
Total Foreign Carrier Delays	196	102	74	105	169	168	157	168	110	95	124	197	1,249	20.4%

Data for latest month is final (01/26/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 10/17/2017

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

TABLE 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2017 Divergence From 2016

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - TOTAL	-29	15	26	35	-23	37	-8	-34	18				37	0.8%
Freight Interference - Peak	-12	4	9	16	-14	14	-1	-22	16				10	0.2%
Primary	-15	6	6	4	-3	12	-1	-9	0				0	0.0%
Secondary	3	-2	3	12	-11	2	0	-13	16				10	0.2%
Freight Interference - Off-Peak	-17	11	17	19	-9	23	-7	-12	2				27	0.6%
Primary	-6	9	13	5	-5	13	-4	-13	-4				8	0.2%
Secondary	-11	2	4	14	-4	10	-3	1	6				19	0.3%
Signal/Switch Failure - TOTAL	-36	-111	-43	-19	-54	-56	-39	69	14				-275	-4.3%
Signal/Switch Failure - Metra/PSA	31	-91	-25	-32	-12	-10	12	44	15				-68	-0.9%
Primary	34	-9	-11	-16	-8	-10	14	32	-12				14	0.3%
Secondary	-3	-82	-14	-16	-4	0	-2	12	27				-82	-1.3%
Signal/Switch Failure - Foreign	-67	-20	-18	13	-42	-46	-51	25	-1				-207	-3.3%
Primary	-58	-15	-10	-17	-34	-33	-32	24	2				-173	-2.8%
Secondary	-9	-5	-8	30	-8	-13	-19	1	-3				-34	-0.5%
Mechanical Failure - TOTAL	-23	-7	-67	-1	31	-3	-35	7	-17				-115	-1.7%
Mechanical Failure - Metra/PSA	-24	-13	-69	0	31	-4	-40	0	-17				-136	-2.0%
Non-Locomotive Equipment Failure - Metra/PSA	-13	-11	5	4	10	18	-3	-9	3				4	0.1%
Primary	-5	-1	1	2	-2	4	-2	-1	0				-4	0.0%
Secondary	-8	-10	4	2	12	14	-1	-8	3				8	0.2%
Locomotive Failure - Metra/PSA	-11	-2	-74	-4	21	-22	-37	9	-20				-140	-2.1%
Primary	-10	3	-4	3	11	-2	-15	-3	-6				-23	-0.3%
Secondary	-1	-5	-70	-7	10	-20	-22	12	-14				-117	-1.8%
Mechanical Failure - Foreign	1	6	2	-1	0	1	5	7	0				21	0.3%
Passenger Train Interference - TOTAL	-6	-10	-1	1	0	-5	-3	3	13				-8	-0.1%
Passenger Train Interference - Metra/PSA	-4	-5	-1	-1	0	2	-1	8	14				12	0.2%
Passenger Train Interference - Foreign	-2	-5	0	2	0	-7	-2	-5	-1				-20	-0.3%
Accident - TOTAL	15	17	-36	53	-68	36	27	-12	62				94	1.7%
Accident - Metra/PSA	20	18	-39	57	-68	35	22	-52	63				56	1.0%
Accident - Foreign	-5	-1	3	-4	0	1	5	40	-1				38	0.6%
Track Work - TOTAL	38	-4	-7	28	-43	-7	-28	-47	-93				-163	-2.5%
Track Work - Metra/PSA	38	-4	-7	31	-41	-3	-28	-24	-98				-136	-2.1%
Track Work - Foreign	0	0	0	-3	-2	-4	0	-23	5				-27	-0.4%
Human Error - TOTAL	30	107	33	16	33	-37	26	-51	16				173	3.0%
Human Error - Metra/PSA	28	25	22	7	26	-36	14	-44	12				54	1.0%
Human Error - Foreign	2	82	11	9	7	-1	12	-7	4				119	2.0%
Sick, Injured, Unruly Passenger - TOTAL	7	-11	13	-23	-24	6	15	-13	-13				-43	-0.6%
Sick, Injured, Unruly Passenger - Metra/PSA	7	-11	7	-23	-24	8	15	-13	-13				-47	-0.7%
Sick, Injured, Unruly Passenger - Foreign	0	0	6	0	0	-2	0	0	0				4	0.1%
Weather - TOTAL	-32	-107	31	3	-2	10	55	-36	-1				-79	-1.2%
Weather - Metra/PSA	-33	-107	31	3	-2	10	55	-36	-1				-80	-1.2%
Weather - Foreign	1	0	0	0	0	0	0	0	0				1	0.0%
Passenger Loading - TOTAL	20	0	-17	2	-15	-2	-15	70	32				75	1.3%
Lift Deployment - TOTAL	6	-6	-4	10	8	20	18	2	14				68	1.2%
Obstruction/Debris - TOTAL	48	14	3	-19	56	33	-20	1	-3				113	2.0%
Catenary Failure - TOTAL	-3	-2	2	0	-4	-13	-10	-6	-11				-47	-0.8%
Other - TOTAL	10	-2	9	20	12	12	2	-7	13				69	1.2%
TOTAL TRAINS DELAYED	45	-107	-58	106	-93	31	-15	-54	44				-101	
Total Metra/PSA Delays	144	-184	-88	55	-33	52	24	-57	20				-67	
Total Foreign Carrier Delays	-99	77	30	51	-60	-21	-39	3	24				-34	

Data for current month is final (10/16/17) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 10/17/2017

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

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

TABLE 11: FREIGHT DELAYS
between October 2015 and September 2017

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
Aug-16	56	0	0	0	2	14	6	4	3	5	1	2	15	108
Sep-16	22	0	0	0	5	9	4	3	4	17	1	2	11	78
Total	221	0	0	0	28	73	105	59	68	95	5	22	133	809
Oct-16	11	0	0	0	2	2	2	9	3	2	1	3	13	48
Nov-16	8	0	0	0	5	3	5	7	2	9	1	4	21	65
Dec-16	9	0	0	0	4	7	4	8	6	9	2	8	37	94
Jan-17	3	0	0	0	2	6	5	6	3	3	2	1	22	53
Feb-17	4	0	0	0	2	9	3	13	3	10	2	7	15	68
Mar-17	6	0	0	0	4	6	7	5	2	17	1	6	15	69
Apr-17	0	0	0	0	1	8	9	12	4	7	0	4	34	79
May-17	2	0	0	0	2	5	2	11	2	15	2	2	6	49
Jun-17	19	0	1	0	3	9	2	14	18	8	4	5	27	110
Jul-17	7	0	0	0	4	13	5	5	11	4	3	8	14	74
Aug-17	10	0	0	0	3	11	2	4	6	22	0	5	11	74
Sep-17	17	0	0	0	2	21	2	8	1	14	1	5	25	96
Total	96	0	1	0	34	100	48	102	61	120	19	58	240	879

Data for current month is final (10/16/17) version from TOPS.

TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH
2017

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	1	1	0	0	4	5	2	1	4				18	1.87%
Electric ML	0	0	0	0	1	2	1	0	0				4	1.03%
Electric BI	0	0	0	0	0	0	0	0	0				0	0.00%
Electric SC	0	1	0	0	0	0	0	0	0				1	0.50%
HER	0	0	0	0	0	0	0	0	0				0	0.00%
Milw N	3	2	1	1	4	12	14	10	9				56	6.91%
Milw W	3	0	2	1	0	0	0	4	1				11	2.18%
NCS	0	0	0	0	0	0	1	0	0				1	0.44%
RI	2	1	0	2	4	8	4	3	1				25	3.88%
SWS	0	0	0	0	0	0	0	0	0				0	0.00%
UP N	2	1	1	0	4	0	2	2	2				14	3.33%
UP NW	2	1	0	6	3	2	2	2	4				22	3.27%
UP W	4	1	4	3	3	2	3	1	4				25	3.54%
Total Lift Delays	17	8	8	13	23	31	29	23	25				177	2.94%
ALL DELAYS													6,014	

Data for current month is final (10/16/17) version from TOPS.

2016

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	5	1	1	0	1	0	1	1	0	4	0	0	14	0.87%
Electric ML	1	0	0	0	0	0	0	0	0	1	0	0	2	0.33%
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	1	0	0	0	1	0.39%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	1	6	8	0	7	3	0	6	4	3	2	2	42	4.42%
Milw W	0	0	1	2	0	2	7	1	3	3	2	1	22	2.51%
NCS	0	1	0	0	0	0	0	1	0	0	0	0	2	0.65%
RI	2	2	0	0	1	2	1	3	1	0	2	8	22	2.60%
SWS	0	0	0	0	2	1	0	0	0	0	0	1	4	1.05%
UP N	0	0	0	0	0	0	0	4	0	0	0	1	5	1.12%
UP NW	1	0	2	0	2	2	1	3	1	1	1	1	15	2.16%
UP W	1	4	0	1	2	1	1	2	1	0	1	2	16	1.89%
Total Lift Delays	11	14	12	3	15	11	11	21	11	12	8	16	145	1.80%
ALL DELAYS													8,053	

TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION
September 2017

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	40	19	6	0	2	13	9	8	18	5	3	10	19	152
11-15	22	2	0	1	1	9	3	4	6	4	1	6	8	67
16-20	8	3	0	0	2	3	1	2	0	1	1	1	4	26
21+	15	2	1	0	1	12	6	2	6	0	9	26	0	80
Annulled	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>0</u>	<u>26</u>
Sub-Total	88	28	8	1	6	42	22	17	32	10	20	46	31	351
Off-Peak **														
6-10	36	14	5	3	0	55	10	6	24	6	17	8	19	203
11-15	9	7	0	1	0	12	9	2	6	2	3	2	9	62
16-20	8	2	0	0	0	9	8	1	4	1	0	6	7	46
21+	6	0	0	1	0	14	10	5	4	4	5	27	7	83
Annulled	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>5</u>	<u>4</u>	<u>0</u>	<u>28</u>
Sub-Total	66	23	5	5	0	95	39	15	42	13	30	47	42	422
September 2017 Total														
6-10	76	33	11	3	2	68	19	14	42	11	20	18	38	355
11-15	31	9	0	2	1	21	12	6	12	6	4	8	17	129
16-20	16	5	0	0	2	12	9	3	4	2	1	7	11	72
21+	21	2	1	1	1	26	16	7	10	4	14	53	7	163
Annulled	<u>10</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>5</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>11</u>	<u>7</u>	<u>0</u>	<u>54</u>
TOTAL	154	51	13	6	6	137	61	32	74	23	50	93	73	773
2017 Year-to-Date														
6-10	473	232	100	105	21	397	180	102	322	120	181	224	361	2,818
11-15	173	57	16	26	16	159	113	42	115	48	75	120	152	1,112
16-20	80	31	12	14	13	81	48	22	58	18	31	58	80	546
21+	167	67	17	40	26	127	127	49	124	63	100	229	105	1,241
Annulled	<u>68</u>	<u>2</u>	<u>2</u>	<u>14</u>	<u>0</u>	<u>47</u>	<u>37</u>	<u>10</u>	<u>25</u>	<u>7</u>	<u>34</u>	<u>42</u>	<u>9</u>	<u>297</u>
TOTAL	961	389	147	199	76	811	505	225	644	256	421	673	707	6,014
PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2017 Total														
6-10	49.4%	64.7%	84.6%	50.0%	33.3%	49.6%	31.1%	43.8%	56.8%	47.8%	40.0%	19.4%	52.1%	45.9%
11-15	20.1%	17.6%	0.0%	33.3%	16.7%	15.3%	19.7%	18.8%	16.2%	26.1%	8.0%	8.6%	23.3%	16.7%
16-20	10.4%	9.8%	0.0%	0.0%	33.3%	8.8%	14.8%	9.4%	5.4%	8.7%	2.0%	7.5%	15.1%	9.3%
21+	13.6%	3.9%	7.7%	16.7%	16.7%	19.0%	26.2%	21.9%	13.5%	17.4%	28.0%	57.0%	9.6%	21.1%
Annulled	<u>6.5%</u>	<u>3.9%</u>	<u>7.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.3%</u>	<u>8.2%</u>	<u>6.3%</u>	<u>8.1%</u>	<u>0.0%</u>	<u>22.0%</u>	<u>7.5%</u>	<u>0.0%</u>	<u>7.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2017 Year-to-Date Delays By Duration														
6-10	49.2%	59.6%	68.0%	52.8%	27.6%	49.0%	35.6%	45.3%	50.0%	46.9%	43.0%	33.3%	51.1%	46.9%
11-15	18.0%	14.7%	10.9%	13.1%	21.1%	19.6%	22.4%	18.7%	17.9%	18.8%	17.8%	17.8%	21.5%	18.5%
16-20	8.3%	8.0%	8.2%	7.0%	17.1%	10.0%	9.5%	9.8%	9.0%	7.0%	7.4%	8.6%	11.3%	9.1%
21+	17.4%	17.2%	11.6%	20.1%	34.2%	15.7%	25.1%	21.8%	19.3%	24.6%	23.8%	34.0%	14.9%	20.6%
Annulled	<u>7.1%</u>	<u>0.5%</u>	<u>1.4%</u>	<u>7.0%</u>	<u>0.0%</u>	<u>5.8%</u>	<u>7.3%</u>	<u>4.4%</u>	<u>3.9%</u>	<u>2.7%</u>	<u>8.1%</u>	<u>6.2%</u>	<u>1.3%</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 (10/16/17) version from TOPS.

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

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2017														
Peak *	15.5	10.2	11.7	11.0	14.5	19.8	17.8	13.9	13.5	10.5	87.6	41.0	10.1	21.2
Off-Peak **	13.6	9.9	7.6	11.0	--	13.6	21.9	33.4	13.1	14.5	18.8	50.4	14.6	19.2
All	14.8	10.1	10.0	11.0	14.5	15.4	20.5	23.0	13.3	12.7	43.5	45.7	12.7	20.1
2017 Year-to-Date														
Peak *	19.7	16.1	12.5	16.4	22.0	18.1	21.9	17.1	17.5	15.8	25.4	39.4	13.9	20.8
Off-Peak **	15.5	13.0	11.3	14.8	17.9	13.9	17.7	19.1	14.0	18.6	19.1	28.6	15.0	16.8
All	17.9	14.2	11.7	15.1	21.0	15.2	19.3	18.1	15.5	17.7	21.6	33.3	14.6	18.5

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (10/16/17) version from TOPS.