

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

November 2017



COMMUTER RAIL ON-TIME PERFORMANCE

November 2017

This report presents an analysis of the November 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 November 2017, Metra operated 16,455 scheduled trains, including scheduled "extras", if any. 797 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 November 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 November 2017. Of the 797 delays systemwide in November 2017, all but 431 (54%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous five Novembers, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in November 2017, 165 more delays than the average over the previous five Novembers were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 7,552 delays in 2017, all but 3,729 (49%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during November 2017. Table 8.b shows the average frequencies over the previous five Novembers, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 797 delays systemwide in November 2017, 164 more than the average over the previous five Novembers. Table 9.a shows delays from the beginning of the year through November 2017. Table 9.b shows the average frequencies from the beginning of the year through November 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 November of 2017, a total of 7,552 trains were delayed, compared to 7,217 trains delayed in the same eleven 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 November 2017 freight operations delayed 115 trains systemwide, compared to 65 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 28 trains were delayed by lift deployment in November 2017.

A review of November 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 50.1% of all late trains. Table 14 shows that the average length of delay was 14.9 minutes in November 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
November 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	1,131	116	89.7%	848	52	93.9%	1,979	168	91.5%	115	2	98.3%	90	9	90.0%	2,184	179	91.8%
Elec -ML	879	10	98.9%	884	11	98.8%	1,763	21	98.8%	160	9	94.4%	102	2	98.0%	2,025	32	98.4%
-BI	273	7	97.4%	294	6	98.0%	567	13	97.7%	32	3	90.6%		--		599	16	97.3%
-SC	<u>294</u>	<u>4</u>	98.6%	<u>651</u>	<u>27</u>	95.9%	<u>945</u>	<u>31</u>	96.7%	<u>128</u>	<u>5</u>	96.1%	<u>100</u>	<u>1</u>	99.0%	<u>1,173</u>	<u>37</u>	96.8%
Subtotal	1,446	21	98.5%	1,829	44	97.6%	3,275	65	98.0%	320	17	94.7%	202	3	98.5%	3,797	85	97.8%
Heritage	126	17	86.5%	21	0	100.0%	147	17	88.4%	--			--			147	17	88.4%
Milw -N	524	20	96.2%	736	52	92.9%	1,260	72	94.3%	96	1	99.0%	100	3	97.0%	1,456	76	94.8%
-W	<u>565</u>	<u>15</u>	97.3%	<u>653</u>	<u>28</u>	95.7%	<u>1,218</u>	<u>43</u>	96.5%	<u>96</u>	<u>0</u>	100.0%	<u>90</u>	<u>1</u>	98.9%	<u>1,404</u>	<u>44</u>	96.9%
Subtotal	1,089	35	96.8%	1,389	80	94.2%	2,478	115	95.4%	192	1	99.5%	190	4	97.9%	2,860	120	95.8%
NCS	230	15	93.5%	232	19	91.8%	462	34	92.6%	--			--			462	34	92.6%
RI	756	37	95.1%	716	66	90.8%	1,472	103	93.0%	128	0	100.0%	140	1	99.3%	1,740	104	94.0%
SWS	231	26	88.7%	399	38	90.5%	630	64	89.8%	24	1	95.8%	--			654	65	90.1%
UP -N	628	19	97.0%	842	22	97.4%	1,470	41	97.2%	104	4	96.2%	90	7	92.2%	1,664	52	96.9%
-NW	689	31	95.5%	674	24	96.4%	1,363	55	96.0%	98	0	100.0%	75	13	82.7%	1,536	68	95.6%
-W	<u>566</u>	<u>31</u>	94.5%	<u>673</u>	<u>39</u>	94.2%	<u>1,239</u>	<u>70</u>	94.4%	<u>82</u>	<u>1</u>	98.8%	<u>90</u>	<u>2</u>	97.8%	<u>1,411</u>	<u>73</u>	94.8%
Subtotal	1,883	81	95.7%	2,189	85	96.1%	4,072	166	95.9%	284	5	98.2%	255	22	91.4%	4,611	193	95.8%
SYSTEM	6,892	348	95.0%	7,623	384	95.0%	14,515	732	95.0%	1,063	26	97.6%	877	39	95.6%	16,455	797	95.2%

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

Delays data for most recent month is final (12/20/17) 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-NOV	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	95.8%	96.0%
	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	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	89.3%	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	94.2%	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	94.0%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8		94.7%	94.7%
	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	93.6%	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	97.3%	97.3%
	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.4%	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	98.3	97.8		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	95.5%	95.6%
	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.8%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	90.8%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.1%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4		93.4%	93.4%
	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	93.5%	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	93.6%	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	93.9%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	91.6%	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	94.7%	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	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8		94.0%	94.0%
	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	93.7%	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	94.6%	94.7%
	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.3%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	93.4%	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	96.4%	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	95.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9		96.2%	96.2%
	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	94.7%	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	92.2%	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	92.6%	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	89.7%	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	93.8%	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	94.7%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6		94.2%	94.2%
	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	92.6%	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-NOV	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	95.3%	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	95.4%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	93.4%	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	96.1%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0		95.9%	95.9%
	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	95.5%	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	94.7%	94.8%
	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.0%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.6%	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	95.1%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1		95.0%	95.0%
	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	96.4%	96.4%
	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.5%	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	96.5%	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	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9		97.3%	97.3%
	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	96.9%	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	96.3%	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	95.1%	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	96.0%	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	96.5%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6		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	95.7%	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	95.2%	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	94.7%	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	94.3%	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	95.3%	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	95.3%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8		94.4%	94.4%
	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	95.0%	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	94.1%	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	96.1%	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	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2		96.0%	96.0%
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	95.5%	95.6%	

Delays data for most recent month is final (12/20/17) 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
November 2017**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1234	Fri, Nov 17	7	G1	OUT OF SLOT DUE TO LISLE SWITCH FAILURE.	
		76% OT	Wed, Nov 22	10	G	TWO SWITCH FAILURES AT FAIRVIEW AVE.
		Mon, Nov 27	34	C1	BROKEN RAIL ON MT2	
		Tue, Nov 28	16	G	#4 SWITCH FAILED ON MT2	
		Wed, Nov 29	0	YF1	DERAILMENT AT CUS, COMBINED 1234/1238	
BNSF	1236	Fri, Nov 10	11	E	HEP FAILURE AT HILL YARD, SWAPPED TO TRAIN 1242	
		81% OT	Mon, Nov 13	21	KD	PARTED AIR HOSE ON 7116
		Mon, Nov 27	48	C1	BROKEN RAIL ON MT2	
		Wed, Nov 29	6	YF1	DERAILMENT AT CUS	
BNSF	1242	Thu, Nov 09	9	ZF1	1220 WITH LAODING ISSUE, WORKED TRAIN FROM NP AT THE ATC THRU THE HILL YARD	
		71% OT	Fri, Nov 10	14	E1	HEP ISSUE ON TRAIN 1236, SWAPPED WITH 1242
		Mon, Nov 13	12	KD1	HELD BEHIND 1236 AT UNION AVE FOR A PARTED AIR HOSE ON 7116	
		Mon, Nov 27	30	C1	BROKEN RAIL	
		Tue, Nov 28	7	G	#4 SWITCH FAILURE ON MT2	
BNSF	1248	Wed, Nov 22	8	G1	LATE TURN DUE TO 2A FAILURE AT FVW.	
		81% OT	Mon, Nov 27	30	C1	BROKEN RAIL
		Tue, Nov 28	7	G	#4 SWITCH FAILURE ON MT2	
		Wed, Nov 29	15	YF1	DERAILMENT AT CUS	
BNSF	1250	Wed, Nov 22	12	G1	LATE TURN DUE TO 2A FAILURE	
		76% OT	Mon, Nov 27	31	C1	BROKEN RAIL
		Tue, Nov 28	7	G	#4 SWITCH FAILURE ON MT2	
		Wed, Nov 29	17	YF1	DERAILMENT AT CUS	
BNSF	1252	Fri, Nov 10	19	G1	LATE FLIP, EARLIER CICERO B FAILURE	
		81% OT	Mon, Nov 27	33	C1	TRACK INDICATION ON SOUTH LEAD AND HELD FOR TRAFFIC ACCT SINGLE TRACKING
		Wed, Nov 29	28	YF1	BROKEN RAIL	
		Thu, Nov 30	10	G1	DERAILMENT AT CUS	
BNSF	1254	Fri, Nov 10	20	E1	LATE FLIP	
		76% OT	Mon, Nov 27	54	C1	1232 OPERATED TRAIN TO PROTECT 1254, ACCT 1220 / 1219 WITH THE METX 179
		Tue, Nov 28	11	DD	BROKEN RAIL	
		Wed, Nov 29	16	YF1	UNION AVE STACKED WRONG ROUTE, TRAIN FOLLOWED 1256	
BNSF	1258	Fri, Nov 10	19	E1	DERAILMENT AT CUS	
		76% OT	Wed, Nov 22	27	F	LATE FLIP
		Mon, Nov 27	49	C1	PROTECTED 1258 ACCT 1219 BREAKDOWN INSICE CUS WITH THE METX 179	
		Wed, Nov 29	37	YF1	DOOR ON CAR WOULD NOT CLOSE. PROTECTED AND RAN WITH DOOR OPEN.	
BNSF	1269	Thu, Nov 30	15	G1	BROKEN RAIL	
		76% OT	Wed, Nov 01	6	IW	DERAILMENT AT CUS
		Thu, Nov 02	8	DD	LATE FLIP	
		Fri, Nov 10	29	FW	PROTECTING BOX 2, SLOW UNLOADING WITH RAIN.	
BNSF	1271	Thu, Nov 02	7	DD	BRCGAL1-02 DOL ON MT2 AT LAVERGNE.	
		74% OT	Tue, Nov 07	8	E1	COACH ISSUE IN 14TH STREET YARD. CAR SET OUT
		Fri, Nov 17	8	IW	PASSENGER HANDLING WEATHER. HEAVY RAIN	
		Tue, Nov 21	12	E1	PASSENGER HANDLING WEATHER. HEAVY RAIN	
		Mon, Nov 27	14	II	WAITING ON TRAFFIC DUE TO EARLIER DELAY HEP FROM 1288	
BNSF	1279	Thu, Nov 02	9	DD1	HELD AT CPK FOR 1282. DS PRIORITIZED IHB GP1. DS DRP.	
		71% OT	Tue, Nov 07	9	E1	HELD AT BERWYN FOR LATE 1284 RUNNING AROUND IB GP1.
		Fri, Nov 10	7	HI	DELAYED DUE TO 1249 LOCO ISSUE	
		Mon, Nov 20	6	U	PASSENGER HANDLING FROM 1259 AND 1269	
		Tue, Nov 21	11	RF	SLOW UNLOADING ADA PASSENGER BOARDING.	
BNSF	1283	Mon, Nov 27	13	RF	MISROUTED AT FVW BY EE DS	
		84% OT	Tue, Nov 07	0	E1	HELD AT EAST NAPERVILLE TO MEET 1292 TO CONTINUE ON MT3.
		Wed, Nov 08	15	G	ANNULUED DUE TO 1249 LOCO ISSUE	
BNSF	1285	Thu, Nov 16	8	KP	TRACK INDICATION CAUSING 8 BOX 2S HIGHLANDS	
		81% OT	Thu, Nov 02	8	DD1	POLICE ACTIVITY CICERO MP8.5
		Thu, Nov 16	12	KP	DISPATCHER ERROR, IHB GP1 OPERATED OUT OF SLOT.	
		Fri, Nov 17	17	E1	POLICE ACTIVITY CICERO MP8.5	
BNSF	1287	Wed, Nov 01	59	M	FOLLOWING 1283 DUE TO EARLIER METX 210 DELAY	
		81% OT	Thu, Nov 02	6	DD1	NO LINEUP AT CONGRESS PARK. DISPATCHER ERROR.
		Tue, Nov 07	8	E1	STRUCK EMPTY VEHICLE EAST.	
		Tue, Nov 21	24	E1	FOLLOWING DELAYED 1285.	

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1288	Tue, Nov 07	10	E1	DELAYED DUE TO 1249 LOCO ISSUE	
		76% OT	Fri, Nov 10	11	H	DELAYED DUE TO BEING REFUELED IN HILL YARD
			Thu, Nov 16	14	KP	POLICE ACTIVITY CICERO MP8.5
			Fri, Nov 17	9	ZW1	LATE FLIP FROM 1243
			Tue, Nov 21	0	XE	METX 186 HEP FAILURE
BNSF	1371	Fri, Nov 10	9	G1	TRACK INDICATION ON SOUTH LEAD, SINGLE TRACKING INTO ATC	
		76% OT	Wed, Nov 22	6	G1	2A FAILURE AT FVW
			Mon, Nov 27	11	C1	BROKEN RAIL
			Wed, Nov 29	16	YF1	DERAILMENT AT CUS
			Thu, Nov 30	17	G1	CICERO B #5 SWITCH FAILURE
BNSF	1373	Thu, Nov 02	6	DD1	LATE TURN FROM 1284, DISPATCHER RAN IHB GP1 OUT OF SLOT.	
		68% OT	Tue, Nov 07	34	E1	DELAYED DUE TO 1249 LOCO ISSUE
			Wed, Nov 08	20	G	TRACK INDICATION CAUSING 8 BOX 2S HIGHLANDS
			Thu, Nov 16	10	KP	POLICE ACTIVITY CICERO MP8.5
			Fri, Nov 17	17	RF1	LATE TURN FROM DELAYED 1255.
			Wed, Nov 29	8	YF1	2A SWITCH FAILURE AT BERWYN DERAILMENT AT CUS.
HC	914	Tue, Nov 07	0	XH	TRAIN ANNULLED AT JA COACH YARD. MECHANICAL FAILURE. POOR INSTALLATION OF FILTERS AFTER INSPECTION	
		81% OT	Thu, Nov 09	6	D	4M LEMOYNE ACCT. CN DID NOT RELEASE TRAIN 626/30AM, 9M DELAY CORWITH AACT X-TRAFFIC BN YLPC1651008T ENG BN6642, 7000' EAST TO YARD.
			Wed, Nov 22	33	DE	40M DELAY CP CANAL ACCT FREIGHT IN EMERGENCY, VLUALT321, ENG BN6992 W/54C, 5030'
			Wed, Nov 29	22	K	3M CORWITH ACCT X-TRAFFIC , 10M 21ST ACCT BOAT TRAFFIC
ELSC	317	Wed, Nov 01	8	CC	SINGLE TRACKING ON THE NWD TRACK	
		81% OT	Thu, Nov 02	8	CC	SINGLE TRACKING ON THE NWDSC
			Fri, Nov 03	11	CC	WAITING FOR ME316 TO CLEAR & COPYING TRACK PERMIT SINGLE TRACKING SWCSD AROUND TRACK DEPT.
			Wed, Nov 29	11	C	DELAYED 11M DUE TO SINGLE TRACKING ON S CHI BRANCH
ELSC	319	Wed, Nov 01	9	CG	SINGLE TRACKING ON THE NWDSC	
		76% OT	Thu, Nov 02	12	CC	SINGLE TRACKING ON THE NWDSC
			Fri, Nov 03	9	CC	WAITING FOR ME318 TO CLEAR & COPYING TRACK PERMIT SINGLE TRACKING SCSD AROUND TRACK DEPT.
			Wed, Nov 08	18	G	LOST CONTROL RANDOLPH INTER
			Wed, Nov 29	7	C	DELAYED 7M ACCT SINGLE TRACKING ON SCHI BRANCH
ELSC	321	Wed, Nov 01	9	CC	SINGLE TRACKING ON THE NWDSC	
		71% OT	Thu, Nov 02	10	CC	SINGLE TRACKING ON THE NWDSC
			Fri, Nov 03	10	CC	WAITING FOR ME320 TO CLEAR & COPYING TRACK PERMIT SINGLE TRACKING SCSD AROUND TRACK DEPT
			Fri, Nov 10	17	CW	12 "M SINGLE TRACKING SCSD AROUND BROKEN RAIL. 5" UNSPECIFIED YELLOW FLAG
			Tue, Nov 14	6	K	CAR ON THE TRACKS BLOCKING SWD SC AT 83RD PL
			Wed, Nov 29	11	C	DELAYED A11M CCT SINGLE TRACKING ON SCHI BRANCH
MN	2148	Fri, Nov 10	9	G	9" WAITING ON #2146, DEERFIELD	
		76% OT	Fri, Nov 17	11	CH	11" LATE TURN FROM 2127
			Mon, Nov 20	6	J1	6" LATE TURN FROM #2124, EXPRESSED NORTHBROOK-WESTERN
			Wed, Nov 29	6	A	2" LATE TURN FROM #2127; 3" STOP SIGNAL, MAYFAIR
			Thu, Nov 30	10	A	10" LATE TURN FROM #2127; 3" STOP SIGNAL, MAYFAIR
MN	2155	Fri, Nov 03	6	A	8" WAIT ON LATE #2160 MAYFAIR.	
		81% OT	Mon, Nov 20	15	J1	15" WAIT ON #2160, RONDOUT
			Mon, Nov 27	9	J1	11" LATE TURN FROM #2158, CUS
			Tue, Nov 28	12	H1	6" LATE TURN FROM #2158, CUS; 9" CLEARING GRAYSLAKE, #2160 IN GRAYSLAKE SIDING
MN	2156	Fri, Nov 10	7	G1	7" WAIT ON #2143 TO YARD	
		81% OT	Tue, Nov 21	19	G	4" WAIT #2143 TO CLEAR; 18" WAIT ON #120 TO CLEAR CN XING & HAND LINE ROUTE, CN DIAMOND; 3" RESTRICTED SPEED PRAIRIE XING-MP38.5
			Wed, Nov 22	56	U	ADA
	Tue, Nov 28	9	H1	12" WAIT ON #2147, GRAYSLAKE		
MN	2158	Fri, Nov 17	20	R	17" ENGINEER BELIEVES HE HAD A PENALTY APPLICATION ON ENGINE GETTING OUT OF GRAYSLAKE, HAD AIR PROBLEMS; 4" WAITING ON LINEUP @CN	
		81% OT	Tue, Nov 21	36	G	31" STOPPED @ GRAYSLAKE WAIT FOR #2149 TO CLEAR, CN XING; 5" #2156'S CREW TOOK #2155'S TRAIN OUT TO WESTERN, MAINLINE CREW CHANGE W/2158
			Mon, Nov 27	16	J1	24" WAIT ON #2149 TO CLEAR, GRAYSLAKE
			Tue, Nov 28	11	H1	12" LATE TURN FROM #2147, GRAYSLAKE
MW	2221	Wed, Nov 01	9	IW	ENROUTE- SLOW UNLOADING DUE TO RAIN	
		81% OT	Mon, Nov 06	7	U	3" X/O 3-1, A-5; 5" 2 ADA'S
			Fri, Nov 10	13	GT	3" ADA, SCHAUMBURG; 6" X/O 1-3, 3-1 A-2 & B-6; 5" STOP SIGNAL RESTRICTED SPEED, B-17
			Tue, Nov 14	7	U	2 ADA'S
NCS	119	Fri, Nov 17	12	D	18" STOPPED AT TRAFTEEN FOR S/B FREIGHT TRAIN; CROSSED OVER TO MT2 THEN WAITED AT LOMOND FOR THE FREIGHT TO CLEAR	
		76% OT	Tue, Nov 21	24	D	15" STOPPED, S/B FREIGHT, LOMOND; 10" TALKED BY SIGNAL, GRAYSLAKE
			Wed, Nov 22	6	I1	6" LOCO 427 SLOW
			Fri, Nov 24	11	K	-15 STOPPED AT JUNCTION 19 FOR A REPORT OF CAR ON TRACKS AT TOUHY
			Tue, Nov 28	14	G	16" SWITCH FAILURE #11, A-5; HAD TO MAKE SEE-SAW MOVE FROM 1 TO0 BACK TO 2 THEN WEST ON 2

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	419	Mon, Nov 06	64	M1	STOPPED 64M NEAR ROBBINS ACCOUNT OF TRAIN 424 STRIKING A TRESPASSER AND 3M FOLLOWING TRAINS AHEAD ACCOUNT OF ISSUE
	81% OT	Wed, Nov 08	16	K1	16M LATE INTO JOLIET TRAIN AHEAD
		Thu, Nov 09	26	L1	26M DELAY FOLLOWING RI417
		Thu, Nov 16	0	E1	DELAYED BY 422 ENGINE FAILURE.
RI	421	Mon, Nov 06	46	M1	DEPARTED LSS 13M LATE HELD ACCT 424 ACCIDENT AT MIDLOTHIAN. STOPPED 30M BI ACCOUNT OF INCIDENT. AND 4M FOLLOWING TRAINS AHEAD
	81% OT	Tue, Nov 07	7	KP	12M 22ND ST CHICAGO POLICE ACTIVITY - 27TH AND STATE
		Thu, Nov 09	9	L1	DEPARTED LSS 12M LATE ACCT LATE TURN FROM DH4212 (303S NEAR MISS)
		Thu, Nov 16	38	E1	DEPARTED LSS 35M LATE ACCT LATE ARRIVAL OF DH4212 DUE TO 422 BROKE DOWN AHEAD
RI	503	Mon, Nov 06	16	RD	16M HELD AT EJE DUE TO CN TRAIN A/C STUDENT DISPATCHER ERROR
	76% OT	Tue, Nov 07	10	AD	DELAYED AT CP MILLER DUE TO EXTRA METRA EQUIPMENT FROM HERITAGE TO GO IN TO THE EAST END OF THE JOLIET COACH YARD
		Thu, Nov 09	7	VE	CAB SIGNAL MALFUNCTION 3 TIMES PER CONDUCTOR. NOTHING FOUND
		Mon, Nov 20	13	D	12M LATE AT EJE DUE TO X-TRAFFIC. CNM347 W/ 132 CARS, 9995 FT.
		Fri, Nov 24	10	E1	WAITING ON 506 TO CLEAR 15" @CP 66TH COURT
RI	507	Fri, Nov 03	6	E	6M DELAY ENROUTE DUE TO SMOKE COMING FROM TRAIN/THE DYNAMIC BRAKES & SMLIKE GRID WAS FRIED
	71% OT	Mon, Nov 06	13	E1	FULL CONSIST RELATED TO ENGINE 401.
		Tue, Nov 07	9	AD	FOLLOWING WA416 DELAYED DUE TO CROSS TRAFFIC AT 16TH ST ST - ADDL 4' ACCOMADATING PASSENGERS
		Tue, Nov 14	7	C	8M CP46TH ST SINGLE TRACKING AROUND UNSCHEDULED TRACK WORK
		Tue, Nov 21	7	KW	10M EN ROUTE DUE TO SEVER WHEEL SLIPPAGE
		Wed, Nov 22	6	AD	8M CP46TH ST WAITING ON RI506 TO CLEAR/SINGLE TRACKING AROUND THE EXECUTIVE BOARD THAT WAS TRAVELING W/TRACK INSPECTOR
RI	508	Mon, Nov 06	13	D	13M EJE WAITING ON X-TRAFFIC TO CLEAR/ LATE TURN OF EQUIP AS RI503
	62% OT	Tue, Nov 07	21	AD1	DELAYED DUE TO FOREMAN IN CHARGE OF LINE 1507 ON DOB 111072 NOT ANSWERING THE RADIO
		Wed, Nov 08	7	C	4' DUE SPEED RESTRICTION AT B.I. 3' 15.6 WAITING ON RI0507
		Thu, Nov 09	12	VE1	7M LATE DEPARTING JUD DUE TO LATE TURN OF EQUIP AS RI503, 3M ROBBINS CONTACTING 1505 BAD RADIO, 2M ENROUTE ACCOMODATING PASSENGERS
		Mon, Nov 13	10	C	5M MP7.2 WAITING ON FORMAN IN CHARGE OF B1505 & 4M MP 5.25 WAITING ON FOREMAN B1503/NO ANSWER FROM FOREMAN
		Mon, Nov 20	13	D1	11M LATE DEPARTING JUD DUE TO LATE TURN OF EQUIP AS RI503
		Wed, Nov 22	7	I	2M MOKENA GUY LOADING A BIKE/2M HICKORY CREEK ELDERLY COUPLE/3M EN-ROUTE PASSENGER LOADING
		Fri, Nov 24	29	F	HAVING RADIO ISSUES WITH CAB 8507
RI	509	Mon, Nov 06	8	E1	8M LATE DEPARTING LSS WAITING ON WA414 TO DEPART WHICH WAS HAVING ENG PROBLEMS. RELATED TO RI401
	67% OT	Wed, Nov 08	11	C	DELAYED 6 MINS ARRIVING AT BI, 2 MINS TO CLEAR AT MOKENA TO CROSS OVER AROUND TRACK WORK
		Mon, Nov 13	12	R	15M LATE DEPARTING LSS DUE TO POWER LATE OUT OF THE YARD
		Tue, Nov 14	12	J	5M LATE DEPARTING CP46TH ST WAITING ON RI-508 TO CLEAR SINGLE TRACKING AROUND UNDSCHEDULED TRACK WORK/7M B.I. WAITING ON MPD UNRULY PASS
		Wed, Nov 15	12	C1	10M CP54TH WAITING ON RI508 TO CLEAR DUE TO UNPLANNED TRACK WORK/2M CONTACTING B1504
		Tue, Nov 21	9	KW	9M EN-ROUTE DUE TO SLICK RAIL ALL THE WAY TO JUD
		Wed, Nov 22	13	C	13M CP46TH ST WAITING ON RI508 DUE TO TRACK BEING REPAIRED @ CP81ST ST
RI	511	Tue, Nov 07	8	U	2 ADA FROM BI TO ROBBINS
	81% OT	Mon, Nov 13	6	R	6M LATE DEPARTING LSS DUE TO EQUIP LATE OUT OF THE YARDC
		Tue, Nov 14	7	C	7M WAITING ON TRAIN AT CP46TH DUE TO SINGLE TRACKING AROUND TRACK WORK
		Wed, Nov 15	6	C1	7M CP54TH WAITING ON RI510 TO CLEAR DUE SINGLE TRACKING AROUND UNPLANNED TRACK WORK, 3M CONTACTING B1504
RI	513	Mon, Nov 13	7	U	4M ADA, 2M N.L. AND 2M MOK. 2M CP15.6 WAITING FOR SIGNAL. 1M CP RICHARDS WAITING ON SIG DUE TO ISSUES WITH RI516
	81% OT	Tue, Nov 14	9	C1	13M CP46TH WAITING ON RI512 DUE TO SINGLE TRACKING AROUND UNPLANNED TRACK WORK
		Wed, Nov 15	7	C1	4M CP54TH WAITING ON RI512 DUE TO UNPLANNED/3M LATE EN-ROUTE ACCOMADATING PASSENGERS
		Wed, Nov 22	9	I	13MM LATE ENROUTE DUE TO FULL CONSIST & ACCOMODATING PASSENGERS
SWS	825	Thu, Nov 09	7	D	10" CP518 511/521PM FOR NS BC28 NS9705 W/7400FT FROM 55TH ST YARD TO UP CANAL ST. YARD. 4" BELT JCT. 10MPH SLOW ORDER.
	76% OT	Fri, Nov 17	8	K1	3M FOREST HILL RED SIGNAL, 7M CP143RD ST, MEET SWS#836
		Tue, Nov 21	6	GF	16M FOREST HILL; SWITCH FAILURE (CSX #4SW FAILING NORMAL) DELAY CONTACTING RB DISP, FOR FLAGGING INSTRUCTIONS HAND-LINING THE ROUTE.
		Tue, Nov 28	10	D	17M CP 518 512/529PM FOR NS-23K NS 9273 9480FT YARDING 55TH ST./ HEADROOM AT CP518.; 3M BELT JCT. 10MPH SLOW ORDER.
		Thu, Nov 30	22	B1	NEW MAINTAINER TESTING.
SWS	831	Thu, Nov 02	10	D	17" FOREST HILL 639/656PM FOR CSX Q-137 CSXT830 WEST W/75 CARS 11973FT YARDING HIS TRAIN AT 59TH ST.
	80% OT	Tue, Nov 21	33	GF1	20" BELT JCT. MEET SWS#836; 14" FOREST HILL, TALKED BY RED SIGNAL AND HAND-LINING THE ROUTE; 6" CP RIDGE TK CIRCUIT; TALKED BY RED.
		Mon, Nov 27	22	D1	17M STOPPED AT FOREST HILL WAITING FOR QN13725 (12000FT) TO CLEAR WITH THE 829 DIRECTLY AHEAD.
		Thu, Nov 30	11	B1	NEW MAINTAINER TESTING.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	833	Fri, Nov 03	46	E1	35" CP PALOS 742/817PM ACCT. DISABLED TRAIN AHEAD; THEN TALKED BY SIGNAL RESTRICTED SPEED TO DISABLED TRAIN/ TIE ON AND SHOVE.	
		76% OT	Fri, Nov 17	21	K1	DEPART CUS 21M LATE ; LATE FLIP OF SWS#836
		Tue, Nov 21	20	GF1	DEPARTED CUS 19"LATE, LATE FLIP OF #836, 4" LUMBER NS 879; 6" CP RIDGE TALKED BY SIGNAL IHB TK CIRCUIT. (FOREST HILL OK'D AS #833 ARRIVED.)	
		Mon, Nov 27	34	D1	39M DOWN DEPARTING CUS DUE TO LATE FLIP FROM THE 836 (FOREST HILL QN13725 12000FT).	
		Thu, Nov 30	29	B1	NEW MAINTAINER TESTING.	
SWS	836	Fri, Nov 17	28	K1	DEPT 17M LATE ACCT. LATE FLIP OF SWS#823; WALKING SPEED MP12.87 13M ASHBURN MEET SWS#831; (NS 295 MAKING HEADROOM MOVE EAST OF LANDERS.)	
		76% OT	Tue, Nov 21	26	GF1	15M ASHBURN MEET SWS#829. 16M FOREST HILL SWITCH FAILURE, TALKED BY RED AND HAND LINED HIS ROUTE.
		Mon, Nov 27	47	D1	51M STOPPED AT ASHBURN WAITING ON THE 829 & 831 TO CLEAR SINGLE TRACK WHOM WERE STOPPED AT FOREST HILL BY QN13725 (12000FT).	
		Tue, Nov 28	6	D	6M FOREST HILL 617/625PM FOR CSX Q-138 CSX5367 W/ 8188 FT LEAVING YARD.; 5M BELT JCT FOR NS BH20 W/ 20 CARS AND 10MPH SLOW ORDER.	
		Thu, Nov 30	33	B1	NEW MAINTAINER TESTING.	
SWS	838	Fri, Nov 03	45	E	ENGINE FAILURE AT ORLAND PARK 143RD ST.	
		76% OT	Fri, Nov 10	7	D1	10" ASBURN, WAITING ON SWS #833.
		Fri, Nov 17	17	K1	22M ASHBURN MEET SWS#833.	
		Tue, Nov 21	18	GF1	DEPARTED 179TH ST 5M LATE, MEET DELAYED SWS#829; 7" CP RIDGE TALKED BY RED IHB TK CIRCUIT; 16" ASHBURN MEET SWS#833.	
		Thu, Nov 30	14	B1	NEW MAINTAINER TESTING.	
SWS	840	Fri, Nov 03	34	E1	34 MINS LATE TURN OFF 833	
		76% OT	Fri, Nov 17	13	K1	DEPARTED 179TH ST 15" LATE ACCT. LATE FLIP OF SWS#833
		Tue, Nov 21	8	GF1	DEPARTED 179TH ST 5" LATE ACCT. LATE FLIP OF SWS#833.	
		Mon, Nov 27	8	D1	LATE TURN FROM 831	
		Thu, Nov 30	9	B1	NEW MAINTAINER TESTING.	
UPW	55	Wed, Nov 08	8	I1	8" TRAIN CONTROL FOLLOWING TRAINS AHEAD, OAK PARK-ELMHURST	
		75% OT	Thu, Nov 09	6	D1	6" FOLLOWING #49 ACCT ZSKG2P
		Fri, Nov 10	60	K1	60" STOPPED @ GLEN ELLYN WAIT FOR TRACK INSPECTOR TO CLEAR MP28.85 CAR ON TRACKS	
		Mon, Nov 13	10	R1	10" FOLLOW #53, THAT DEPARTED 4" LATE FROM CAL AVE YD, STOPPED BEHIND #351 ENGINE, TRAINEE ON #351 READ SWITCH WRONG, THOUGHT LINED UP WRO	
		Mon, Nov 27	8	UF1	8" FOLLOWING TRAINS AHEAD; WAIT FOR L5219-27 TO CLEAR, CN WASHINGTON ST INT	
UPW	62	Wed, Nov 01	10	DE	10" OPERATE CENTER TK,WHEATON & WINFIELD & MEET #51 @ PECK ACCTAGBNPB DISABLED W/ ENGINE ISSUES @MP27;WAIT FOR UP2559 W TO CLEAR, CPY011	
		76% OT	Wed, Nov 08	20	D	20" ZSCG1
		Fri, Nov 10	19	K1	19" STOPPED @ WEST CHICAGO WAIT FOR TRACK INSPECTOR TO CLEAR MP28.85 CAR ON TRACKS	
		Wed, Nov 29	34	DE	34" STOPPED @ LA FOX ACCT MNPPR BLOCKING TK1 @ PECK, MNPPR LOST CONNECTION W/DPU WHILE COMING OVER THE HILL @ GENEVA; #62 WAIT FOR #52 CLEAR	
		Thu, Nov 30	16	UF	16" ADA LIFT ISSUES, WOULD NOT STOW AFTER BOARDING PASSENGER, COLLEGE AVE	

Data is final (12/20/17) 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

November 2017

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	114	22	9	29	3	49	13	7	68	23	28	43	23	431	54%
Semi-controllable	4	0	0	0	6	5	5	21	7	28	9	9	29	123	15%
Uncontrollable	61	10	7	8	8	22	26	6	29	14	15	16	21	243	30%
TOTAL TRAINS DELAYED	179	32	16	37	17	76	44	34	104	65	52	68	73	797	100%

November - 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	45.4	31.8	9.2	12.8	2.8	39.0	15.8	8.6	26.2	11.0	15.4	25.2	22.8	266.0	42%
Semi-controllable	24.8	0.0	0.0	0.0	4.6	9.6	14.8	10.8	6.6	23.8	2.2	4.4	13.8	115.4	18%
Uncontrollable	36.4	25.2	7.2	14.6	0.8	12.8	24.8	6.4	26.2	3.2	25.2	42.4	26.4	251.6	40%
TOTAL TRAINS DELAYED	106.6	57.0	16.4	27.4	8.2	61.4	55.4	25.8	59.0	38.0	42.8	72.0	63.0	633.0	100%

November 2017 Divergence From November 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	68.6	-9.8	-0.2	16.2	0.2	10.0	-2.8	-1.6	41.8	12.0	12.6	17.8	0.2	165.0	101%
Semi-controllable	-20.8	0.0	0.0	0.0	1.4	-4.6	-9.8	10.2	0.4	4.2	6.8	4.6	15.2	7.6	5%
Uncontrollable	24.6	-15.2	-0.2	-6.6	7.2	9.2	1.2	-0.4	2.8	10.8	-10.2	-26.4	-5.4	-8.6	-5%
TOTAL TRAINS DELAYED	72.4	-25.0	-0.4	9.6	8.8	14.6	-11.4	8.2	45.0	27.0	9.2	-4.0	10.0	164.0	100%

January-November 2017

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	780	294	118	157	40	466	276	88	487	150	247	270	356	3,729	49%
Semi-controllable	89	0	1	0	44	145	77	145	62	159	25	69	223	1,039	14%
Uncontrollable	413	170	50	97	24	368	244	65	273	55	234	485	306	2,784	37%
TOTAL TRAINS DELAYED	1,282	464	169	254	108	979	597	298	822	364	506	824	885	7,552	100%

Data for current month is final (12/20/17) version from TOPS.

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12/20/2017

TABLE 7: NUMBER OF DELAYS BY DATE
November 2017

WEEKDAY	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	24	27	28	29	30	TOTAL
	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Fr	Mo	Tu	We	Th	
BNSF	11	8	3	1	9	2	2	15	2	1	1	5	13	7	9	10	1	20	6	29	13	168
Elec -ML	2	1	1	2	3	3	1	3	0	0	0	0	1	1	0	1	0	0	1	0	1	21
-BI	0	1	0	1	2	2	1	1	0	1	1	0	1	1	0	0	0	0	0	1	0	13
-SC	3	3	5	0	1	2	0	5	0	2	1	0	3	1	0	0	0	1	0	4	0	31
Heritage	2	0	0	0	2	0	1	0	0	3	0	0	0	0	0	3	0	0	0	5	1	17
Milw -N	2	1	3	0	0	0	0	15	1	3	0	3	6	7	4	7	4	3	9	1	3	72
-W	5	1	0	4	5	0	0	2	2	1	0	10	4	6	0	0	1	1	0	1	0	43
NCS	1	3	1	2	5	1	1	1	0	0	0	1	5	2	3	4	2	0	2	0	0	34
RI	3	0	2	17	8	8	8	0	7	9	8	5	3	2	6	5	6	3	1	1	1	103
SWS	1	1	6	2	1	0	2	2	0	3	0	0	6	2	7	2	0	5	4	8	12	64
UP -N	1	1	0	0	1	1	0	12	2	0	1	0	2	8	1	4	0	0	0	5	2	41
-NW	7	0	0	4	1	10	0	5	3	0	5	1	2	4	0	1	0	2	5	3	2	55
-W	<u>5</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>8</u>	<u>2</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>10</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>1</u>	<u>70</u>
SYSTEM	43	22	23	36	39	33	19	70	25	25	19	30	46	51	32	40	14	37	29	63	36	732

SATURDAY	4	11	18	25	TOTAL	SUNDAY/HOLIDAY	5	12	19	23	26	TOTAL
BNSF	0	2	0	0	2	BNSF	1	2	1	1	4	9
Elec -ML	8	0	0	1	9	Elec -ML	0	2	0	0	0	2
-BI	1	1	0	1	3	-BI	-	-	-	-	-	0
-SC	3	0	2	0	5	-SC	0	1	0	0	0	1
Heritage	-	-	-	-	-	Heritage	-	-	-	-	-	0
Milw -N	0	0	0	1	1	Milw -N	0	1	1	1	0	3
-W	0	0	0	0	0	-W	0	0	1	0	0	1
NCS	-	-	-	-	-	NCS	-	-	-	-	-	0
RI	0	0	0	0	0	RI	0	1	0	0	0	1
SWS	1	0	0	0	1	SWS	-	-	-	-	-	0
UP -N	1	3	0	0	4	UP -N	1	1	4	0	1	7
-NW	0	0	0	0	0	-NW	1	3	6	0	3	13
-W	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	-W	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>
SYSTEM	14	6	3	3	26	SYSTEM	3	12	14	2	8	39

Data is final (12/20/17) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	16	0	0	0	4	5	5	15	8	17	9	7	29	115
Freight Interference - Peak	8	0	0	0	4	0	0	5	0	9	7	4	9	46
Primary	5	0	0	0	3	0	0	4	0	7	1	4	4	28
Secondary	3	0	0	0	1	0	0	1	0	2	6	0	5	18
Freight Interference - Off-Peak	8	0	0	0	0	5	5	10	8	8	2	3	20	69
Primary	7	0	0	0	0	3	5	10	7	3	0	3	17	55
Secondary	1	0	0	0	0	2	0	0	1	5	2	0	3	14
Signal/Switch Failure - TOTAL	37	4	3	4	3	24	3	9	1	12	0	9	1	110
Signal/Switch Failure - Metra/PSA	37	4	3	4	1	24	3	3	1	2	0	7	1	90
Primary	18	3	3	4	1	15	2	2	1	2	0	5	1	57
Secondary	19	1	0	0	0	9	1	1	0	0	0	2	0	33
Signal/Switch Failure - Foreign	0	0	0	0	2	0	0	6	0	10	0	2	0	20
Primary	0	0	0	0	2	0	0	6	0	4	0	1	0	13
Secondary	0	0	0	0	0	0	0	0	0	6	0	1	0	7
Mechanical Failure - TOTAL	26	0	0	1	0	3	0	0	30	6	4	8	7	85
Mechanical Failure - Metra/PSA	26	0	0	1	0	3	0	0	30	6	4	8	7	85
Non-Locomotive Equipment Failure - Metra/PSA	3	0	0	1	0	1	0	0	8	0	0	0	7	20
Primary	2	0	0	1	0	1	0	0	4	0	0	0	2	10
Secondary	1	0	0	0	0	0	0	0	4	0	0	0	5	10
Locomotive Failure - Metra/PSA	23	0	0	0	0	2	0	0	22	6	4	8	0	65
Primary	4	0	0	0	0	1	0	0	7	1	3	3	0	19
Secondary	19	0	0	0	0	1	0	0	15	5	1	5	0	46
Mechanical Failure - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Train Interference - TOTAL	0	1	1	1	0	3	1	0	4	0	0	0	0	11
Passenger Train Interference - Metra/PSA	0	0	1	0	0	3	0	0	4	0	0	0	0	8
Passenger Train Interference - Foreign	0	1	0	1	0	0	1	0	0	0	0	0	0	3
Accident - TOTAL	35	0	0	0	4	2	15	0	6	8	0	0	0	70
Accident - Metra/PSA	7	0	0	0	0	2	11	0	6	0	0	0	0	26
Accident - Foreign	28	0	0	0	4	0	4	0	0	8	0	0	0	44
Track Work - TOTAL	24	12	2	22	0	2	6	2	18	1	12	22	6	129
Track Work - Metra/PSA	24	12	2	22	0	2	6	2	18	0	12	22	6	128
Track Work - Foreign	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Human Error - TOTAL	17	4	3	2	3	17	4	2	7	15	5	5	4	88
Human Error - Metra/PSA	4	4	3	2	1	17	4	1	7	14	3	3	4	67
Human Error - Foreign	13	0	0	0	2	0	0	1	0	1	2	2	0	21
Sick, Injured, Unruly Passenger - TOTAL	2	3	0	1	0	11	2	2	1	0	3	1	0	26
Sick, Injured, Unruly Passenger - Metra/PSA	2	3	0	1	0	11	2	2	1	0	3	1	0	26
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	7	0	3	3	0	0	2	0	3	0	1	3	0	22
Weather - Metra/PSA	7	0	3	3	0	0	2	0	3	0	1	3	0	22
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	4	5	2	1	0	5	0	3	4	0	7	4	8	43
Lift Deployment - TOTAL	4	0	0	0	0	4	3	0	6	0	2	4	5	28
Obstruction/Debris - TOTAL	7	2	2	1	3	0	3	1	6	6	1	2	12	46
Catenary Failure - TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - TOTAL	0	1	0	1	0	0	0	0	10	0	8	3	1	24
TOTAL TRAINS DELAYED	179	32	16	37	17	76	44	34	104	65	52	68	73	797
Total Metra/PSA Delays	122	31	16	36	5	71	34	12	96	28	41	57	44	593
Total Foreign Carrier Delays	57	1	0	1	12	5	10	22	8	37	11	11	29	204

Data for current month is final (12/20/17) 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
November - 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	15.2	0.0	0.0	0.0	3.6	6.0	12.6	9.0	6.6	14.6	1.0	3.8	12.6	85.0
Freight Interference - Peak	5.6	0.0	0.0	0.0	3.2	1.4	2.0	3.0	2.8	5.0	0.2	2.0	5.2	30.4
<i>Primary</i>	4.4	0.0	0.0	0.0	3.2	0.4	1.4	1.8	1.0	4.2	0.2	1.4	1.8	19.8
<i>Secondary</i>	1.2	0.0	0.0	0.0	0.0	1.0	0.6	1.2	1.8	0.8	0.0	0.6	3.4	10.6
Freight Interference - Off-Peak	9.6	0.0	0.0	0.0	0.4	4.6	10.6	6.0	3.8	9.6	0.8	1.8	7.4	54.6
<i>Primary</i>	8.6	0.0	0.0	0.0	0.4	3.8	7.4	5.8	2.4	7.4	0.4	1.6	6.8	44.6
<i>Secondary</i>	1.0	0.0	0.0	0.0	0.0	0.8	3.2	0.2	1.4	2.2	0.4	0.2	0.6	10.0
Signal/Switch Failure - TOTAL	23.4	7.2	2.0	1.2	1.4	14.0	10.0	5.2	6.6	11.4	3.4	1.6	13.4	100.8
Signal/Switch Failure - Metra/PSA	11.8	7.2	2.0	1.2	0.2	10.4	7.8	3.2	6.4	1.4	2.0	1.0	12.2	66.8
<i>Primary</i>	8.6	4.2	1.2	0.8	0.2	5.0	5.6	2.0	5.4	1.0	1.8	1.0	6.4	43.2
<i>Secondary</i>	3.2	3.0	0.8	0.4	0.0	5.4	2.2	1.2	1.0	0.4	0.2	0.0	5.8	23.6
Signal/Switch Failure - Foreign	11.6	0.0	0.0	0.0	1.2	3.6	2.2	2.0	0.2	10.0	1.4	0.6	1.2	34.0
<i>Primary</i>	5.6	0.0	0.0	0.0	1.2	2.8	1.4	1.8	0.2	6.6	0.4	0.6	0.4	21.0
<i>Secondary</i>	6.0	0.0	0.0	0.0	0.0	0.8	0.8	0.2	0.0	3.4	1.0	0.0	0.8	13.0
Mechanical Failure - TOTAL	12.0	8.8	3.4	2.2	0.0	8.4	4.4	1.2	8.4	4.2	7.8	13.6	2.4	76.8
Mechanical Failure - Metra/PSA	12.0	6.8	2.4	1.0	0.0	8.4	4.4	1.2	8.4	4.2	7.8	13.6	2.4	72.6
Non-Locomotive Equipment Failure - Metra/PSA	1.2	6.8	2.4	1.0	0.0	1.8	1.2	0.0	0.4	1.2	2.2	4.6	0.6	23.4
<i>Primary</i>	0.8	1.8	0.6	0.0	0.0	0.6	0.2	0.0	0.4	0.6	0.4	0.8	0.6	6.8
<i>Secondary</i>	0.4	5.0	1.8	1.0	0.0	1.2	1.0	0.0	0.0	0.6	1.8	3.8	0.0	16.6
Locomotive Failure - Metra/PSA	10.8	0.0	0.0	0.0	0.0	6.6	3.2	1.2	8.0	3.0	5.6	9.0	1.8	49.2
<i>Primary</i>	3.0	0.0	0.0	0.0	0.0	2.4	1.8	0.4	3.2	1.4	2.6	2.2	0.6	17.6
<i>Secondary</i>	7.8	0.0	0.0	0.0	0.0	4.2	1.4	0.8	4.8	1.6	3.0	6.8	1.2	31.6
Mechanical Failure - Foreign	0.0	2.0	1.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
Passenger Train Interference - TOTAL	0.4	0.2	0.2	0.0	0.4	3.0	0.6	2.8	1.2	1.4	0.2	0.4	0.4	11.2
Passenger Train Interference - Metra/PSA	0.0	0.2	0.2	0.0	0.0	2.0	0.6	2.4	1.2	0.2	0.2	0.4	0.4	7.8
Passenger Train Interference - Foreign	0.4	0.0	0.0	0.0	0.4	1.0	0.0	0.4	0.0	1.2	0.0	0.0	0.0	3.4
Accident - TOTAL	6.6	0.0	0.0	1.4	0.6	2.0	5.2	0.0	7.8	0.0	6.0	17.0	5.4	52.0
Accident - Metra/PSA	6.0	0.0	0.0	1.4	0.6	1.6	4.8	0.0	7.8	0.0	6.0	16.8	4.2	49.2
Accident - Foreign	0.6	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.2	1.2	2.8
Track Work - TOTAL	8.4	4.8	0.8	4.8	0.8	10.2	2.2	0.4	6.8	1.4	3.6	4.6	1.0	49.8
Track Work - Metra/PSA	8.4	4.8	0.8	4.8	0.8	10.2	2.2	0.4	6.8	1.4	3.6	4.6	1.0	49.8
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Human Error - TOTAL	8.4	7.8	1.6	3.2	1.2	5.6	0.8	0.8	3.2	0.8	0.4	3.4	4.0	41.2
Human Error - Metra/PSA	5.2	7.8	1.6	3.2	0.6	2.0	0.8	0.2	3.2	0.2	0.4	1.8	3.4	30.4
Human Error - Foreign	3.2	0.0	0.0	0.0	0.6	3.6	0.0	0.6	0.0	0.6	0.0	1.6	0.6	10.8
Sick, Injured, Unruly Passenger - TOTAL	3.6	4.6	0.4	0.0	0.0	2.0	2.8	0.6	1.8	1.0	5.4	3.4	4.8	30.4
Sick, Injured, Unruly Passenger - Metra/PSA	3.4	4.6	0.4	0.0	0.0	2.0	2.8	0.6	1.8	1.0	5.4	3.4	4.8	30.2
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	7.4	5.0	4.0	3.2	0.0	2.8	6.8	0.8	3.6	0.8	5.4	6.4	2.4	48.6
Weather - Metra/PSA	7.4	5.0	4.0	3.2	0.0	2.8	6.8	0.8	3.6	0.8	5.4	6.4	2.4	48.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Loading - TOTAL	2.6	8.8	1.0	4.8	0.0	3.0	3.6	0.6	6.4	0.0	4.8	9.0	4.2	48.8
Lift Deployment - TOTAL	1.0	0.2	0.0	0.0	0.0	1.2	1.2	0.0	2.6	0.2	0.6	3.2	1.2	11.4
Obstruction/Debris - TOTAL	10.8	3.6	0.6	3.4	0.2	0.6	2.6	3.8	1.0	1.0	1.4	5.0	6.8	40.8
Catenary Failure - TOTAL	0.0	3.8	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8
Other - TOTAL	6.8	2.2	0.6	1.0	0.0	2.6	2.6	0.6	3.0	1.2	2.8	0.6	4.4	28.4
TOTAL TRAINS DELAYED	106.6	57.0	16.4	27.4	8.2	61.4	55.4	25.8	59.0	38.0	42.8	72.0	63.0	633.0
Total Metra/PSA Delays	75.4	55.0	15.4	26.2	2.4	46.8	40.2	13.8	52.2	11.6	40.4	65.8	47.4	492.6
Total Foreign Carrier Delays	31.2	2.0	1.0	1.2	5.8	14.6	15.2	12.0	6.8	26.4	2.4	6.2	15.6	140.4

Data for latest month is final (12/15/16) 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
November 2017 Divergence From November 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	0.8	0.0	0.0	0.0	0.4	-1.0	-7.6	6.0	1.4	2.4	8.0	3.2	16.4	30.0
Freight Interference - Peak	2.4	0.0	0.0	0.0	0.8	-1.4	-2.0	2.0	-2.8	4.0	6.8	2.0	3.8	15.6
<i>Primary</i>	0.6	0.0	0.0	0.0	-0.2	-0.4	-1.4	2.2	-1.0	2.8	0.8	2.6	2.2	8.2
<i>Secondary</i>	1.8	0.0	0.0	0.0	1.0	-1.0	-0.6	-0.2	-1.8	1.2	6.0	-0.6	1.6	7.4
Freight Interference - Off-Peak	-1.6	0.0	0.0	0.0	-0.4	0.4	-5.6	4.0	4.2	-1.6	1.2	1.2	12.6	14.4
<i>Primary</i>	-1.6	0.0	0.0	0.0	-0.4	0.4	-5.6	4.2	4.6	-1.6	-0.4	1.4	10.2	10.4
<i>Secondary</i>	0.0	0.0	0.0	0.0	0.0	1.2	-3.2	-0.2	-0.4	2.8	1.6	-0.2	2.4	4.0
Signal/Switch Failure - TOTAL	13.6	-3.2	1.0	2.8	1.6	10.0	-7.0	3.8	-5.6	0.6	-3.4	7.4	-12.4	9.2
Signal/Switch Failure - Metra/PSA	25.2	-3.2	1.0	2.8	0.8	13.6	-4.8	-0.2	-5.4	0.6	-2.0	6.0	-11.2	23.2
<i>Primary</i>	9.4	-1.2	1.8	3.2	0.8	10.0	-3.6	0.0	-4.4	1.0	-1.8	4.0	-5.4	13.8
<i>Secondary</i>	15.8	-2.0	-0.8	-0.4	0.0	3.6	-1.2	-0.2	-1.0	-0.4	-0.2	2.0	-5.8	9.4
Signal/Switch Failure - Foreign	-11.6	0.0	0.0	0.0	0.8	-3.6	-2.2	4.0	-0.2	0.0	-1.4	1.4	-1.2	-14.0
<i>Primary</i>	-5.6	0.0	0.0	0.0	0.8	-2.8	-1.4	4.2	-0.2	-2.6	-0.4	0.4	-0.4	-8.0
<i>Secondary</i>	-6.0	0.0	0.0	0.0	0.0	-0.8	-0.8	-0.2	0.0	2.6	-1.0	1.0	-0.8	-6.0
Mechanical Failure - TOTAL	14.0	-8.8	-3.4	-1.2	0.0	-5.4	-4.4	-1.2	21.6	1.8	-3.8	-5.6	4.6	8.2
Mechanical Failure - Metra/PSA	14.0	-6.8	-2.4	0.0	0.0	-5.4	-4.4	-1.2	21.6	1.8	-3.8	-5.6	4.6	12.4
Non-Locomotive Equipment Failure - Metra/PSA	1.8	-6.8	-2.4	0.0	0.0	-0.8	-1.2	0.0	7.6	-1.2	-2.2	-4.6	6.4	-3.4
<i>Primary</i>	1.2	-1.8	-0.6	1.0	0.0	0.4	-0.2	0.0	3.6	-0.6	-0.4	-0.8	1.4	3.2
<i>Secondary</i>	0.6	-5.0	-1.8	-1.0	0.0	-1.2	-1.0	0.0	4.0	-0.6	-1.8	-3.8	5.0	-6.6
Locomotive Failure - Metra/PSA	12.2	0.0	0.0	0.0	0.0	-4.6	-3.2	-1.2	14.0	3.0	-1.6	-1.0	-1.8	15.8
<i>Primary</i>	1.0	0.0	0.0	0.0	0.0	-1.4	-1.8	-0.4	3.8	-0.4	0.4	0.8	-0.6	1.4
<i>Secondary</i>	11.2	0.0	0.0	0.0	0.0	-3.2	-1.4	-0.8	10.2	3.4	-2.0	-1.8	-1.2	14.4
Mechanical Failure - Foreign	0.0	-2.0	-1.0	-1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-4.2
Passenger Train Interference - TOTAL	-0.4	0.8	0.8	1.0	-0.4	0.0	0.4	-2.8	2.8	-1.4	-0.2	-0.4	-0.4	-0.2
Passenger Train Interference - Metra/PSA	0.0	-0.2	0.8	0.0	0.0	1.0	-0.6	-2.4	2.8	-0.2	-0.2	-0.4	-0.4	0.2
Passenger Train Interference - Foreign	-0.4	1.0	0.0	1.0	-0.4	-1.0	1.0	-0.4	0.0	-1.2	0.0	0.0	0.0	-0.4
Accident - TOTAL	28.4	0.0	0.0	-1.4	3.4	0.0	9.8	0.0	-1.8	8.0	-6.0	-17.0	-5.4	18.0
Accident - Metra/PSA	1.0	0.0	0.0	-1.4	-0.6	0.4	6.2	0.0	-1.8	0.0	-6.0	-16.8	-4.2	-23.2
Accident - Foreign	27.4	0.0	0.0	0.0	4.0	-0.4	3.6	0.0	0.0	8.0	0.0	-0.2	-1.2	41.2
Track Work - TOTAL	15.6	7.2	1.2	17.2	-0.8	-8.2	3.8	1.6	11.2	-0.4	8.4	17.4	5.0	79.2
Track Work - Metra/PSA	15.6	7.2	1.2	17.2	-0.8	-8.2	3.8	1.6	11.2	-1.4	8.4	17.4	5.0	78.2
Track Work - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0
Human Error - TOTAL	8.6	-3.8	1.4	-1.2	1.8	11.4	3.2	1.2	3.8	14.2	4.6	1.6	0.0	46.8
Human Error - Metra/PSA	-1.2	-3.8	1.4	-1.2	0.4	15.0	3.2	0.8	3.8	13.8	2.6	1.2	0.6	36.6
Human Error - Foreign	9.8	0.0	0.0	0.0	1.4	-3.6	0.0	0.4	0.0	0.4	2.0	0.4	-0.6	10.2
Sick, Injured, Unruly Passenger - TOTAL	-1.6	-1.6	-0.4	1.0	0.0	9.0	-0.8	1.4	-0.8	-1.0	-2.4	-2.4	-4.8	-4.4
Sick, Injured, Unruly Passenger - Metra/PSA	-1.4	-1.6	-0.4	1.0	0.0	9.0	-0.8	1.4	-0.8	-1.0	-2.4	-2.4	-4.8	-4.2
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	-0.4	-5.0	-1.0	-0.2	0.0	-2.8	-4.8	-0.8	-0.6	-0.8	-4.4	-3.4	-2.4	-26.6
Weather - Metra/PSA	-0.4	-5.0	-1.0	-0.2	0.0	-2.8	-4.8	-0.8	-0.6	-0.8	-4.4	-3.4	-2.4	-26.6
Weather - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Passenger Loading - TOTAL	1.4	-3.8	1.0	-3.8	0.0	2.0	-3.6	2.4	-2.4	0.0	2.2	-5.0	3.8	-5.8
Lift Deployment - TOTAL	3.0	-0.2	0.0	0.0	0.0	2.8	1.8	0.0	3.4	-0.2	1.4	0.8	3.8	16.6
Obstruction/Debris - TOTAL	-3.8	-1.6	1.4	-2.4	2.8	-0.6	0.4	-2.8	5.0	5.0	-0.4	-3.0	5.2	5.2
Catenary Failure - TOTAL	0.0	-3.8	-1.8	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-7.8
Other - TOTAL	-6.8	-1.2	-0.6	0.0	0.0	-2.6	-2.6	-0.6	7.0	-1.2	5.2	2.4	-3.4	-4.4
TOTAL TRAINS DELAYED	72.4	-25.0	-0.4	9.6	8.8	14.6	-11.4	8.2	45.0	27.0	9.2	-4.0	10.0	164.0
Total Metra/PSA Delays	46.6	-24.0	0.6	9.8	2.6	24.2	-6.2	-1.8	43.8	16.4	0.6	-8.8	-3.4	100.4
Total Foreign Carrier Delays	25.8	-1.0	-1.0	-0.2	6.2	-9.6	-5.2	10.0	1.2	10.6	8.6	4.8	13.4	63.6

Data for current month is final (12/20/17) 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 - November 2017

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	89	0	1	0	32	103	46	111	63	132	26	64	229	896
Freight Interference - Peak	40	0	1	0	28	18	11	37	8	45	11	33	97	329
Primary	27	0	0	0	24	14	11	27	5	37	3	18	43	209
Secondary	13	0	1	0	4	4	0	10	3	8	8	15	54	120
Freight Interference - Off-Peak	49	0	0	0	4	85	35	74	55	87	15	31	132	567
Primary	44	0	0	0	3	51	29	69	44	60	9	25	93	427
Secondary	5	0	0	0	1	34	6	5	11	27	6	6	39	140
Signal/Switch Failure - TOTAL	185	75	40	46	18	173	98	58	65	64	20	75	76	993
Signal/Switch Failure - Metra/PSA	156	75	40	46	1	129	66	24	65	30	20	67	68	787
Primary	106	50	34	34	1	75	49	20	51	19	12	22	36	509
Secondary	50	25	6	12	0	54	17	4	14	11	8	45	32	278
Signal/Switch Failure - Foreign	29	0	0	0	17	44	32	34	0	34	0	8	8	206
Primary	19	0	0	0	11	20	24	22	0	21	0	5	7	129
Secondary	10	0	0	0	6	24	8	12	0	13	0	3	1	77
Mechanical Failure - TOTAL	206	15	3	6	5	93	75	21	229	31	95	79	66	924
Mechanical Failure - Metra/PSA	200	10	3	6	4	83	75	21	229	31	95	79	66	902
Non-Locomotive Equipment Failure - Metra/PSA	52	10	3	6	1	6	8	3	22	5	12	25	38	191
Primary	22	3	2	3	1	4	4	1	12	2	5	11	17	87
Secondary	30	7	1	3	0	2	4	2	10	3	7	14	21	104
Locomotive Failure - Metra/PSA	148	0	0	0	3	77	67	18	207	26	83	54	28	711
Primary	44	0	0	0	2	31	28	9	68	7	23	21	10	243
Secondary	104	0	0	0	1	46	39	9	139	19	60	33	18	468
Mechanical Failure - Foreign	6	5	0	0	1	10	0	0	0	0	0	0	0	22
Passenger Train Interference - TOTAL	13	18	8	5	9	29	2	5	10	17	0	0	6	122
Passenger Train Interference - Metra/PSA	0	16	7	1	0	25	1	5	10	0	0	0	5	70
Passenger Train Interference - Foreign	13	2	1	4	9	4	1	0	0	17	0	0	1	52
Accident - TOTAL	132	28	11	27	4	17	57	12	45	18	63	193	18	625
Accident - Metra/PSA	101	28	11	27	0	17	46	9	40	7	57	160	1	504
Accident - Foreign	31	0	0	0	4	0	11	3	5	11	6	33	17	121
Track Work - TOTAL	156	113	32	73	1	87	51	10	90	18	61	79	94	865
Track Work - Metra/PSA	143	113	32	73	1	87	51	10	90	17	61	79	94	851
Track Work - Foreign	13	0	0	0	0	0	0	0	0	1	0	0	0	14
Human Error - TOTAL	198	38	19	14	20	129	71	20	73	40	58	42	94	816
Human Error - Metra/PSA	95	36	19	12	2	84	46	5	71	19	52	34	75	550
Human Error - Foreign	103	2	0	2	18	45	25	15	2	21	6	8	19	266
Sick, Injured, Unruly Passenger - TOTAL	29	39	4	12	0	65	37	8	26	0	29	31	54	334
Sick, Injured, Unruly Passenger - Metra/PSA	23	39	4	12	0	65	37	8	26	0	29	31	54	328
Sick, Injured, Unruly Passenger - Foreign	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Weather - TOTAL	65	22	11	18	4	87	45	13	39	1	42	26	12	385
Weather - Metra/PSA	65	22	11	18	4	86	45	13	39	1	42	26	12	384
Weather - Foreign	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Passenger Loading - TOTAL	39	62	11	10	0	67	33	4	54	0	64	109	74	527
Lift Deployment - TOTAL	24	4	0	1	0	63	15	3	34	0	16	27	33	220
Obstruction/Debris - TOTAL	105	26	16	27	13	38	36	21	57	32	9	54	88	522
Catenary Failure - TOTAL	0	17	6	9	0	0	0	0	0	0	0	0	0	32
Other - TOTAL	41	7	7	6	2	28	31	12	37	11	23	45	41	291
TOTAL TRAINS DELAYED	1,282	464	169	254	108	979	597	298	822	364	506	824	885	7,552
Total Metra/PSA Delays	992	455	167	248	27	772	482	135	752	148	468	711	611	5,968
Total Foreign Carrier Delays	290	9	2	6	81	207	115	163	70	216	38	113	274	1,584

Data for current month is final (12/20/17) 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 - November - 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	218.8	0.0	0.2	0.0	30.6	131.2	142.0	124.4	62.8	134.6	13.0	57.2	174.6	1,089.4
Freight Interference - Peak	80.8	0.0	0.2	0.0	29.6	26.4	27.8	46.8	19.4	43.4	3.0	26.6	44.6	348.6
<i>Primary</i>	51.4	0.0	0.0	0.0	28.6	18.2	17.8	32.2	11.2	33.8	1.6	14.6	22.0	231.4
<i>Secondary</i>	29.4	0.0	0.2	0.0	1.0	8.2	10.0	14.6	8.2	9.6	1.4	12.0	22.6	117.2
Freight Interference - Off-Peak	138.0	0.0	0.0	0.0	1.0	104.8	114.2	77.6	43.4	91.2	10.0	30.6	130.0	740.8
<i>Primary</i>	115.8	0.0	0.0	0.0	1.0	73.4	78.6	67.2	37.6	70.6	6.2	25.0	106.2	581.6
<i>Secondary</i>	22.2	0.0	0.0	0.0	0.0	31.4	35.6	10.4	5.8	20.6	3.8	5.6	23.8	159.2
Signal/Switch Failure - TOTAL	219.2	81.8	29.0	28.0	18.2	214.8	134.6	87.2	82.2	100.4	38.6	62.2	107.4	1,203.6
Signal/Switch Failure - Metra/PSA	130.2	81.8	28.8	28.0	2.4	180.0	113.8	56.8	76.8	20.8	36.6	55.0	101.2	912.2
<i>Primary</i>	95.8	55.2	20.4	19.2	2.2	87.8	68.8	32.4	58.8	15.6	18.4	23.2	40.0	537.8
<i>Secondary</i>	34.4	26.6	8.4	8.8	0.2	92.2	45.0	24.4	18.0	5.2	18.2	31.8	61.2	374.4
Signal/Switch Failure - Foreign	89.0	0.0	0.2	0.0	15.8	34.8	20.8	30.4	5.4	79.6	2.0	7.2	6.2	291.4
<i>Primary</i>	63.4	0.0	0.0	0.0	14.6	22.8	13.8	18.2	3.0	52.4	1.0	4.0	4.6	197.8
<i>Secondary</i>	25.6	0.0	0.2	0.0	1.2	12.0	7.0	12.2	2.4	27.2	1.0	3.2	1.6	93.6
Mechanical Failure - TOTAL	148.4	47.0	15.0	11.4	4.8	119.2	83.0	32.8	132.6	25.6	79.8	93.2	75.8	868.6
Mechanical Failure - Metra/PSA	148.0	41.4	12.8	9.8	4.8	114.8	82.8	32.8	132.2	25.6	79.8	93.2	75.6	853.6
Non-Locomotive Equipment Failure - Metra/PSA	32.6	41.4	12.8	9.8	1.2	15.2	16.6	5.0	14.2	8.6	16.8	19.0	25.6	218.8
<i>Primary</i>	13.6	13.8	4.8	4.4	0.8	5.4	8.0	2.0	6.4	4.0	7.0	6.8	11.6	88.6
<i>Secondary</i>	19.0	27.6	8.0	5.4	0.4	9.8	8.6	3.0	7.8	4.6	9.8	12.2	14.0	130.2
Locomotive Failure - Metra/PSA	115.4	0.0	0.0	0.0	3.6	99.6	66.2	27.8	118.0	17.0	63.0	74.2	50.0	634.8
<i>Primary</i>	37.0	0.0	0.0	0.0	2.6	26.8	25.6	9.0	38.8	8.0	23.6	20.4	17.0	208.8
<i>Secondary</i>	78.4	0.0	0.0	0.0	1.0	72.8	40.6	18.8	79.2	9.0	39.4	53.8	33.0	426.0
Mechanical Failure - Foreign	0.4	5.6	2.2	1.6	0.0	4.4	0.2	0.0	0.4	0.0	0.0	0.0	0.2	15.0
Passenger Train Interference - TOTAL	16.4	8.8	2.4	4.8	6.2	56.6	12.8	16.8	13.0	13.2	1.6	4.2	10.6	167.4
Passenger Train Interference - Metra/PSA	1.4	4.0	1.2	3.0	0.6	38.2	10.6	16.0	9.2	3.0	1.6	4.0	10.2	103.0
Passenger Train Interference - Foreign	15.0	4.8	1.2	1.8	5.6	18.4	2.2	0.8	3.8	10.2	0.0	0.2	0.4	64.4
Accident - TOTAL	110.4	18.2	6.0	10.6	2.2	57.0	54.2	15.2	44.6	10.6	38.6	82.2	39.2	489.0
Accident - Metra/PSA	92.8	18.2	6.0	10.6	2.0	53.6	51.8	12.6	43.4	9.6	38.6	81.4	35.8	456.4
Accident - Foreign	17.6	0.0	0.0	0.0	0.2	3.4	2.4	2.6	1.2	1.0	0.0	0.8	3.4	32.6
Track Work - TOTAL	246.6	62.2	17.4	65.4	4.4	78.4	38.0	19.2	73.2	13.4	67.6	57.0	54.6	797.4
Track Work - Metra/PSA	232.4	62.2	17.4	65.4	4.4	78.2	37.2	18.4	73.2	11.4	67.6	57.0	54.6	779.4
Track Work - Foreign	14.2	0.0	0.0	0.0	0.0	0.2	0.8	0.8	0.0	2.0	0.0	0.0	0.0	18.0
Human Error - TOTAL	149.0	48.4	13.8	25.0	15.6	81.6	50.8	20.8	59.4	35.6	40.0	44.6	44.8	629.4
Human Error - Metra/PSA	105.4	45.8	13.6	24.2	3.8	47.6	35.0	10.0	59.0	8.8	31.0	29.0	27.0	440.2
Human Error - Foreign	43.6	2.6	0.2	0.8	11.8	34.0	15.8	10.8	0.4	26.8	9.0	15.6	17.8	189.2
Sick, Injured, Unruly Passenger - TOTAL	33.2	62.4	11.4	17.0	1.6	33.4	36.2	4.8	29.4	5.2	42.4	43.4	32.8	353.2
Sick, Injured, Unruly Passenger - Metra/PSA	32.0	62.4	11.4	17.0	1.6	33.4	36.2	4.8	29.2	5.2	42.4	43.4	32.8	351.8
Sick, Injured, Unruly Passenger - Foreign	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.4
Weather - TOTAL	203.6	110.4	34.8	39.4	5.4	106.2	103.0	35.0	119.6	22.8	93.2	109.2	86.6	1,069.2
Weather - Metra/PSA	202.6	110.4	34.8	39.4	5.0	104.0	102.4	35.0	119.6	21.6	93.2	108.8	86.2	1,063.0
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	61.6	110.2	19.8	43.8	0.0	71.2	77.6	2.4	130.8	1.8	90.8	94.8	64.6	769.4
Lift Deployment - TOTAL	27.2	1.8	0.0	1.0	0.0	28.0	27.2	3.4	35.2	1.6	12.2	18.4	23.6	179.6
Obstruction/Debris - TOTAL	79.2	35.0	10.8	30.8	3.4	31.4	42.8	11.2	29.6	22.2	32.2	51.0	39.4	419.0
Catenary Failure - TOTAL	0.0	67.6	14.4	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	112.4
Other - TOTAL	46.8	27.0	7.2	13.8	0.8	16.2	21.2	6.4	24.8	12.2	22.6	17.2	39.2	255.4
TOTAL TRAINS DELAYED	1,560.4	680.8	182.2	321.2	93.2	1,025.2	823.4	379.6	837.2	399.2	572.6	734.8	793.2	8,403.0
Total Metra/PSA Delays	1,159.6	667.8	178.2	317.0	28.8	796.6	638.6	209.8	763.0	143.8	548.6	653.4	590.2	6,695.4
Total Foreign Carrier Delays	400.8	13.0	4.0	4.2	64.4	228.6	184.8	169.8	74.2	255.4	24.0	81.4	203.0	1,707.6

Data for latest month is final (12/15/16) 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 - November 2017 Divergence From January - November 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	-129.8	0.0	0.8	0.0	1.4	-28.2	-96.0	-13.4	0.2	-2.6	13.0	6.8	54.4	-193.4
Freight Interference - Peak	-40.8	0.0	0.8	0.0	-1.6	-8.4	-16.8	-9.8	-11.4	1.6	8.0	6.4	52.4	-19.6
Primary	-24.4	0.0	0.0	0.0	-4.6	-4.2	-6.8	-5.2	-6.2	3.2	1.4	3.4	21.0	-22.4
Secondary	-16.4	0.0	0.8	0.0	3.0	-4.2	-10.0	-4.6	-5.2	-1.6	6.6	3.0	31.4	2.8
Freight Interference - Off-Peak	-89.0	0.0	0.0	0.0	3.0	-19.8	-79.2	-3.6	11.6	-4.2	5.0	0.4	2.0	-173.8
Primary	-71.8	0.0	0.0	0.0	2.0	-22.4	-49.6	1.8	6.4	-10.6	2.8	0.0	-13.2	-154.6
Secondary	-17.2	0.0	0.0	0.0	1.0	2.6	-29.6	-5.4	5.2	6.4	2.2	0.4	15.2	-19.2
Signal/Switch Failure - TOTAL	-34.2	-6.8	11.0	18.0	-0.2	-41.8	-36.6	-29.2	-17.2	-36.4	-18.6	12.8	-31.4	-210.6
Signal/Switch Failure - Metra/PSA	25.8	-6.8	11.2	18.0	-1.4	-51.0	-47.8	-32.8	-11.8	9.2	-16.6	12.0	-33.2	-125.2
Primary	10.2	-5.2	13.6	14.8	-1.2	-12.8	-19.8	-12.4	-7.8	3.4	-6.4	-1.2	-4.0	-28.8
Secondary	15.6	-1.6	-2.4	3.2	-0.2	-38.2	-28.0	-20.4	-4.0	5.8	-10.2	13.2	-29.2	-96.4
Signal/Switch Failure - Foreign	-60.0	0.0	-0.2	0.0	1.2	9.2	11.2	3.6	-5.4	-45.6	-2.0	0.8	1.8	-85.4
Primary	-44.4	0.0	0.0	0.0	-3.6	-2.8	10.2	3.8	-3.0	-31.4	-1.0	1.0	2.4	-68.8
Secondary	-15.6	0.0	-0.2	0.0	4.8	12.0	1.0	-0.2	-2.4	-14.2	-1.0	-0.2	-0.6	-16.6
Mechanical Failure - TOTAL	57.6	-32.0	-12.0	-5.4	0.2	-26.2	-8.0	-11.8	96.4	5.4	15.2	-14.2	-9.8	55.4
Mechanical Failure - Metra/PSA	52.0	-31.4	-9.8	-3.8	-0.8	-31.8	-7.8	-11.8	96.8	5.4	15.2	-14.2	-9.6	48.4
Non-Locomotive Equipment Failure - Metra/PSA	19.4	-31.4	-9.8	-3.8	-0.2	-9.2	-8.6	-2.0	7.8	-3.6	-4.8	6.0	12.4	-27.8
Primary	8.4	-10.8	-2.8	-1.4	0.2	-1.4	-4.0	-1.0	5.6	-2.0	-2.0	4.2	5.4	-1.6
Secondary	11.0	-20.6	-7.0	-2.4	-0.4	-7.8	-4.6	-1.0	2.2	-1.6	-2.8	1.8	7.0	-26.2
Locomotive Failure - Metra/PSA	32.6	0.0	0.0	0.0	-0.6	-22.6	0.8	-9.8	89.0	9.0	20.0	-20.2	-22.0	76.2
Primary	7.0	0.0	0.0	0.0	-0.6	4.2	2.4	0.0	29.2	-1.0	-0.6	0.6	-7.0	34.2
Secondary	25.6	0.0	0.0	0.0	0.0	-26.8	-1.6	-9.8	59.8	10.0	20.6	-20.8	-15.0	42.0
Mechanical Failure - Foreign	5.6	-0.6	-2.2	-1.6	1.0	5.6	-0.2	0.0	-0.4	0.0	0.0	0.0	-0.2	7.0
Passenger Train Interference - TOTAL	-3.4	9.2	5.6	0.2	2.8	-27.6	-10.8	-11.8	-3.0	3.8	-1.6	-4.2	-4.6	-45.4
Passenger Train Interference - Metra/PSA	-1.4	12.0	5.8	-2.0	-0.6	-13.2	-9.6	-11.0	0.8	-3.0	-1.6	-4.0	-5.2	-33.0
Passenger Train Interference - Foreign	-2.0	-2.8	-0.2	2.2	3.4	-14.4	-1.2	-0.8	-3.8	6.8	0.0	-0.2	0.6	-12.4
Accident - TOTAL	21.6	9.8	5.0	16.4	1.8	-40.0	2.8	-3.2	0.4	7.4	24.4	110.8	-21.2	136.0
Accident - Metra/PSA	8.2	9.8	5.0	16.4	-2.0	-36.6	-5.8	-3.6	-3.4	-2.6	18.4	78.6	-34.8	47.6
Accident - Foreign	13.4	0.0	0.0	0.0	3.8	-3.4	8.6	0.4	3.8	10.0	6.0	32.2	13.6	88.4
Track Work - TOTAL	-90.6	50.8	14.6	7.6	-3.4	8.6	13.0	-9.2	16.8	4.6	-6.6	22.0	39.4	67.6
Track Work - Metra/PSA	-89.4	50.8	14.6	7.6	-3.4	8.6	13.8	-8.4	16.8	5.6	-6.6	22.0	39.4	71.6
Track Work - Foreign	-1.2	0.0	0.0	0.0	0.0	-0.2	-0.8	-0.8	0.0	-1.0	0.0	0.0	0.0	-4.0
Human Error - TOTAL	49.0	-10.4	5.2	-11.0	4.4	47.4	20.2	-0.8	13.6	4.4	18.0	-2.6	49.2	186.6
Human Error - Metra/PSA	-10.4	-9.8	5.4	-12.2	-1.8	36.4	11.0	-5.0	12.0	10.2	21.0	5.0	48.0	109.8
Human Error - Foreign	59.4	-0.6	-0.2	1.2	6.2	11.0	9.2	4.2	1.6	-5.8	-3.0	-7.6	1.2	76.8
Sick, Injured, Unruly Passenger - TOTAL	-4.2	-23.4	-7.4	-5.0	-1.6	31.6	0.8	3.2	-3.4	-5.2	-13.4	-12.4	21.2	-19.2
Sick, Injured, Unruly Passenger - Metra/PSA	-9.0	-23.4	-7.4	-5.0	-1.6	31.6	0.8	3.2	-3.2	-5.2	-13.4	-12.4	21.2	-23.8
Sick, Injured, Unruly Passenger - Foreign	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	0.0	0.0	0.0	4.6
Weather - TOTAL	-138.6	-88.4	-23.8	-21.4	-1.0	-19.2	-58.0	-22.0	-80.6	-21.8	-51.2	-83.2	-74.6	-684.2
Weather - Metra/PSA	-137.6	-88.4	-23.8	-21.4	-1.0	-18.0	-57.4	-22.0	-80.6	-20.6	-51.2	-82.8	-74.2	-679.0
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	-22.6	-48.2	-8.8	-33.8	0.0	-4.2	-44.6	1.6	-76.8	-1.8	-26.8	14.2	9.4	-242.4
Lift Deployment - TOTAL	-3.2	2.2	0.0	0.0	0.0	35.0	-12.2	-0.4	-1.2	-1.6	3.8	8.6	9.4	40.4
Obstruction/Debris - TOTAL	25.8	-9.0	5.2	-3.8	9.6	6.6	-6.8	9.8	27.4	9.8	-23.2	3.0	48.6	103.0
Catenary Failure - TOTAL	0.0	-50.6	-8.4	-21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-80.4
Other - TOTAL	-5.8	-20.0	-0.2	-7.8	1.2	11.8	9.8	5.6	12.2	-1.2	0.4	27.8	1.8	35.6
TOTAL TRAINS DELAYED	-278.4	-216.8	-13.2	-67.2	14.8	-46.2	-226.4	-81.6	-15.2	-35.2	-66.6	89.2	91.8	-851.0
Total Metra/PSA Delays	-167.6	-212.8	-11.2	-69.0	-1.8	-24.6	-156.6	-74.8	-11.0	4.2	-80.6	57.6	20.8	-727.4
Total Foreign Carrier Delays	-110.8	-4.0	-2.0	1.8	16.6	-21.6	-69.8	-6.8	-4.2	-39.4	14.0	31.6	71.0	-123.6

Data for current month is final (12/20/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 12/20/2017

'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 - Nov
Freight Interference - TOTAL	53	68	69	79	49	110	74	74	96	109	115		896 11.9%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46		329 4.4%
Primary	11	16	17	11	12	22	20	22	20	30	28		209 2.8%
Secondary	9	5	6	14	2	12	11	6	22	15	18		120 1.6%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69		567 7.5%
Primary	26	38	36	34	27	57	30	35	39	50	55		427 5.7%
Secondary	7	9	10	20	8	19	13	11	15	14	14		140 1.9%
Signal/Switch Failure - TOTAL	118	44	80	79	91	87	69	132	119	64	110		993 13.1%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90		787 10.4%
Primary	69	21	41	25	46	42	55	72	46	35	57		509 6.7%
Secondary	29	10	33	3	26	32	8	27	58	19	33		278 3.7%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20		206 2.7%
Primary	10	9	4	16	15	10	4	30	14	4	13		129 1.7%
Secondary	10	4	2	35	4	3	2	3	1	6	7		77 1.0%
Mechanical Failure - TOTAL	84	61	64	42	111	85	85	85	97	125	85		924 12.2%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85		902 11.9%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20		191 2.5%
Primary	6	8	5	7	7	13	6	10	7	8	10		87 1.2%
Secondary	6	0	10	3	16	22	10	11	4	12	10		104 1.4%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65		711 9.4%
Primary	18	21	20	17	29	25	21	17	22	34	19		243 3.2%
Secondary	53	26	27	15	59	24	43	40	64	71	46		468 6.2%
Mechanical Failure - Foreign	1	6	2	0	0	1	5	7	0	0	0		22 0.3%
Passenger Train Interference - TOTAL	16	2	2	5	19	9	9	14	18	17	11		122 1.6%
Passenger Train Interference - Metra/PSA	9	0	1	2	2	4	6	10	16	12	8		70 0.9%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3		52 0.7%
Accident - TOTAL	74	32	26	101	18	65	45	43	96	55	70		625 8.3%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26		504 6.7%
Accident - Foreign	5	0	3	3	9	1	5	42	3	6	44		121 1.6%
Track Work - TOTAL	78	17	29	72	98	107	71	86	84	94	129		865 11.5%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128		851 11.3%
Track Work - Foreign	0	0	0	0	0	0	0	6	7	0	1		14 0.2%
Human Error - TOTAL	68	140	54	69	56	75	73	42	66	85	88		816 10.8%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67		550 7.3%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21		266 3.5%
Sick, Injured, Unruly Passenger - TOTAL	27	28	40	27	20	38	44	30	17	37	26		334 4.4%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26		328 4.3%
Sick, Injured, Unruly Passenger - Foreign	0	0	6	0	0	0	0	0	0	0	0		6 0.1%
Weather - TOTAL	97	25	59	4	2	33	104	2	0	37	22		385 5.1%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	0	37	22		384 5.1%
Weather - Foreign	1	0	0	0	0	0	0	0	0	0	0		1 0.0%
Passenger Loading - TOTAL	33	7	12	10	36	81	94	112	64	35	43		527 7.0%
Lift Deployment - TOTAL	17	8	8	13	23	31	29	23	25	15	28		220 2.9%
Obstruction/Debris - TOTAL	66	44	43	35	78	64	24	52	25	45	46		522 6.9%
Catenary Failure - TOTAL	6	1	4	1	0	0	1	0	18	1	0		32 0.4%
Other - TOTAL	15	15	24	20	22	37	32	32	48	22	24		291 3.9%
TOTAL TRAINS DELAYED	752	492	514	557	623	822	754	727	773	741	797		7,552 100.0%
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593		5,968 79.0%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204		1,584 21.0%

Data for current month is final (12/20/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 12/20/2017

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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.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2016**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov
Freight Interference - TOTAL	82	53	43	44	72	73	82	108	78	48	65	94	748 10.4%
Freight Interference - Peak	32	17	14	9	28	20	32	50	26	15	34	32	277 3.8%
Primary	26	10	11	7	15	10	21	31	20	13	18	20	182 2.5%
Secondary	6	7	3	2	13	10	11	19	6	2	16	12	95 1.3%
Freight Interference - Off-Peak	50	36	29	35	44	53	50	58	52	33	31	62	471 6.5%
Primary	32	29	23	29	32	44	34	48	43	29	28	52	371 5.1%
Secondary	18	7	6	6	12	9	16	10	9	4	3	10	100 1.4%
Signal/Switch Failure - TOTAL	154	155	123	98	145	143	108	63	105	67	110	120	1,271 17.6%
Signal/Switch Failure - Metra/PSA	67	122	99	60	84	84	51	55	89	38	76	76	825 11.4%
Primary	35	30	52	41	54	52	41	40	58	32	57	52	492 6.8%
Secondary	32	92	47	19	30	32	10	15	31	6	19	24	333 4.6%
Signal/Switch Failure - Foreign	87	33	24	38	61	59	57	8	16	29	34	44	446 6.2%
Primary	68	24	14	33	49	43	36	6	12	21	19	29	325 4.5%
Secondary	19	9	10	5	12	16	21	2	4	8	15	15	121 1.7%
Mechanical Failure - TOTAL	107	68	131	43	80	88	120	78	114	64	71	88	964 13.4%
Mechanical Failure - Metra/PSA	107	68	131	42	80	88	120	78	114	64	71	80	963 13.3%
Non-Locomotive Equipment Failure - Metra/PSA	25	19	10	6	13	17	19	30	8	12	3	29	162 2.2%
Primary	11	9	4	5	9	9	8	11	7	7	3	9	83 1.2%
Secondary	14	10	6	1	4	8	11	19	1	5	0	20	79 1.1%
Locomotive Failure - Metra/PSA	82	49	121	36	67	71	101	48	106	52	68	51	801 11.1%
Primary	28	18	24	14	18	27	36	20	28	17	23	25	253 3.5%
Secondary	54	31	97	22	49	44	65	28	78	35	45	26	548 7.6%
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	116 1.6%
Passenger Train Interference - Metra/PSA	13	5	2	3	2	2	7	2	2	6	3	2	47 0.7%
Passenger Train Interference - Foreign	9	7	1	1	17	12	5	9	3	4	1	36	69 1.0%
Accident - TOTAL	59	15	62	48	86	29	18	55	34	10	79	49	495 6.9%
Accident - Metra/PSA	49	14	62	41	77	29	18	53	30	10	73	49	456 6.3%
Accident - Foreign	10	1	0	7	9	0	0	2	4	0	6	0	39 0.5%
Track Work - TOTAL	40	21	36	44	141	114	99	133	177	75	59	61	939 13.0%
Track Work - Metra/PSA	40	21	36	41	139	110	99	104	175	74	59	61	898 12.4%
Track Work - Foreign	0	0	0	3	2	4	0	29	2	1	0	0	41 0.6%
Human Error - TOTAL	38	33	21	53	23	112	47	93	50	45	49	71	564 7.8%
Human Error - Metra/PSA	30	25	15	42	15	94	34	81	43	32	32	57	443 6.1%
Human Error - Foreign	8	8	6	11	8	18	13	12	7	13	17	14	121 1.7%
Sick, Injured, Unruly Passenger - TOTAL	20	39	27	50	44	32	29	43	30	24	35	34	373 5.2%
Sick, Injured, Unruly Passenger - Metra/PSA	20	39	27	50	44	30	29	43	30	24	34	34	370 5.1%
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	2	0	0	0	0	1	0	3 0.0%
Weather - TOTAL	129	132	28	1	4	23	49	38	1	4	13	132	422 5.8%
Weather - Metra/PSA	129	132	28	1	4	23	49	38	1	4	13	131	422 5.8%
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	470 6.5%
Lift Deployment - TOTAL	11	14	12	3	15	11	11	21	11	12	8	16	129 1.8%
Obstruction/Debris - TOTAL	18	30	40	54	22	31	44	51	28	39	47	42	404 5.6%
Catenary Failure - TOTAL	9	3	2	1	4	13	11	6	29	12	9	1	99 1.4%
Other - TOTAL	5	17	15	0	10	25	30	39	35	17	30	19	223 3.1%
TOTAL TRAINS DELAYED	707	599	572	451	716	791	769	781	729	455	647	836	7,217 100.0%
Total Metra/PSA Delays	511	497	498	346	547	623	612	613	619	360	523	639	5,749 79.7%
Total Foreign Carrier Delays	196	102	74	105	169	168	157	168	110	95	124	197	1,468 20.3%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 12/20/2017

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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 - Nov
Freight Interference - TOTAL	-29	15	26	35	-23	37	-8	-34	18	61	50		148 1.5%
Freight Interference - Peak	-12	4	9	16	-14	14	-1	-22	16	30	12		52 0.5%
Primary	-15	6	6	4	-3	12	-1	-9	0	17	10		27 0.2%
Secondary	3	-2	3	12	-11	2	0	-13	16	13	2		25 0.3%
Freight Interference - Off-Peak	-17	11	17	19	-9	23	-7	-12	2	31	38		96 1.0%
Primary	-6	9	13	5	-5	13	-4	-13	-4	21	27		56 0.5%
Secondary	-11	2	4	14	-4	10	-3	1	6	10	11		40 0.5%
Signal/Switch Failure - TOTAL	-36	-111	-43	-19	-54	-56	-39	69	14	-3	0		-278 -4.5%
Signal/Switch Failure - Metra/PSA	31	-91	-25	-32	-12	-10	12	44	15	16	14		-38 -1.0%
Primary	34	-9	-11	-16	-8	-10	14	32	-12	3	0		17 -0.1%
Secondary	-3	-82	-14	-16	-4	0	-2	12	27	13	14		-55 -0.9%
Signal/Switch Failure - Foreign	-67	-20	-18	13	-42	-46	-51	25	-1	-19	-14		-240 -3.5%
Primary	-58	-15	-10	-17	-34	-33	-32	24	2	-17	-6		-196 -2.8%
Secondary	-9	-5	-8	30	-8	-13	-19	1	-3	-2	-8		-44 -0.7%
Mechanical Failure - TOTAL	-23	-7	-67	-1	31	-3	-35	7	-17	61	14		-40 -1.1%
Mechanical Failure - Metra/PSA	-24	-13	-69	0	31	-4	-40	0	-17	61	14		-61 -1.4%
Non-Locomotive Equipment Failure - Metra/PSA	-13	-11	5	4	10	18	-3	-9	3	8	17		29 0.3%
Primary	-5	-1	1	2	-2	4	-2	-1	0	1	7		4 0.0%
Secondary	-8	-10	4	2	12	14	-1	-8	3	7	10		25 0.3%
Locomotive Failure - Metra/PSA	-11	-2	-74	-4	21	-22	-37	9	-20	53	-3		-90 -1.7%
Primary	-10	3	-4	3	11	-2	-15	-3	-6	17	-4		-10 -0.3%
Secondary	-1	-5	-70	-7	10	-20	-22	12	-14	36	1		-80 -1.4%
Mechanical Failure - Foreign	1	6	2	-1	0	1	5	7	0	0	0		21 0.3%
Passenger Train Interference - TOTAL	-6	-10	-1	1	0	-5	-3	3	13	7	7		6 0.0%
Passenger Train Interference - Metra/PSA	-4	-5	-1	-1	0	2	-1	8	14	6	5		23 0.3%
Passenger Train Interference - Foreign	-2	-5	0	2	0	-7	-2	-5	-1	1	2		-17 -0.3%
Accident - TOTAL	15	17	-36	53	-68	36	27	-12	62	45	-9		130 1.4%
Accident - Metra/PSA	20	18	-39	57	-68	35	22	-52	63	39	-47		48 0.4%
Accident - Foreign	-5	-1	3	-4	0	1	5	40	-1	6	38		82 1.1%
Track Work - TOTAL	38	-4	-7	28	-43	-7	-28	-47	-93	19	70		-74 -1.6%
Track Work - Metra/PSA	38	-4	-7	31	-41	-3	-28	-24	-98	20	69		-47 -1.2%
Track Work - Foreign	0	0	0	-3	-2	-4	0	-23	5	-1	1		-27 -0.4%
Human Error - TOTAL	30	107	33	16	33	-37	26	-51	16	40	39		252 3.0%
Human Error - Metra/PSA	28	25	22	7	26	-36	14	-44	12	18	35		107 1.1%
Human Error - Foreign	2	82	11	9	7	-1	12	-7	4	22	4		145 1.8%
Sick, Injured, Unruly Passenger - TOTAL	7	-11	13	-23	-24	6	15	-13	-13	13	-9		-39 -0.7%
Sick, Injured, Unruly Passenger - Metra/PSA	7	-11	7	-23	-24	8	15	-13	-13	13	-8		-42 -0.8%
Sick, Injured, Unruly Passenger - Foreign	0	0	6	0	0	-2	0	0	0	0	-1		3 0.0%
Weather - TOTAL	-32	-107	31	3	-2	10	55	-36	-1	33	9		-37 -0.7%
Weather - Metra/PSA	-33	-107	31	3	-2	10	55	-36	-1	33	9		-38 -0.8%
Weather - Foreign	1	0	0	0	0	0	0	0	0	0	0		1 0.0%
Passenger Loading - TOTAL	20	0	-17	2	-15	-2	-15	70	32	7	-25		57 0.5%
Lift Deployment - TOTAL	6	-6	-4	10	8	20	18	2	14	3	20		91 1.1%
Obstruction/Debris - TOTAL	48	14	3	-19	56	33	-20	1	-3	6	-1		118 1.3%
Catenary Failure - TOTAL	-3	-2	2	0	-4	-13	-10	-6	-11	-11	-9		-67 -0.9%
Other - TOTAL	10	-2	9	20	12	12	2	-7	13	5	-6		68 0.8%
TOTAL TRAINS DELAYED	45	-107	-58	106	-93	31	-15	-54	44	286	150		335
Total Metra/PSA Delays	144	-184	-88	55	-33	52	24	-57	20	216	70		219
Total Foreign Carrier Delays	-99	77	30	51	-60	-21	-39	3	24	70	80		116

Data for current month is final (12/20/17) version from TOPS.

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TABLE 11: FREIGHT DELAYS
between December 2015 and November 2017

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
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
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
Total	209	0	0	0	28	73	104	65	65	85	4	20	144	797
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
Oct-17	5	0	0	0	5	10	4	18	5	15	2	14	31	109
Nov-17	16	0	0	0	4	5	5	15	8	17	9	7	29	115
Total	98	0	1	0	36	110	50	119	69	141	28	72	266	990

Data for current month is final (12/20/17) 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	2	4		24	1.87%
Electric ML	0	0	0	0	1	2	1	0	0	0	0		4	0.86%
Electric BI	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Electric SC	0	1	0	0	0	0	0	0	0	0	0		1	0.39%
HER	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
Milw N	3	2	1	1	4	12	14	10	9	3	4		63	6.44%
Milw W	3	0	2	1	0	0	0	4	1	1	3		15	2.51%
NCS	0	0	0	0	0	0	1	0	0	2	0		3	1.01%
RI	2	1	0	2	4	8	4	3	1	3	6		34	4.14%
SWS	0	0	0	0	0	0	0	0	0	0	0		0	0.00%
UP N	2	1	1	0	4	0	2	2	2	0	2		16	3.16%
UP NW	2	1	0	6	3	2	2	2	4	1	4		27	3.28%
UP W	4	1	4	3	3	2	3	1	4	3	5		33	3.73%
Total Lift Delays	17	8	8	13	23	31	29	23	25	15	28		220	2.91%
ALL DELAYS													7,552	

Data for current month is final (12/20/17) 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

November 2017

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Peak *														
6-10	48	8	7	4	6	14	9	8	14	12	10	15	16	171
11-15	28	0	0	0	2	1	4	1	4	4	8	6	6	64
16-20	13	1	0	0	2	2	1	3	3	1	0	4	2	32
21+	23	1	0	0	6	2	0	2	12	7	0	5	7	65
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>16</u>
Sub-Total	116	10	7	4	17	20	15	15	37	26	19	31	31	348
Off-Peak **														
6-10	38	15	8	22	0	25	13	8	35	15	17	13	19	228
11-15	10	5	0	8	0	13	7	7	17	5	8	10	8	98
16-20	5	1	0	2	0	6	0	1	3	4	0	6	7	35
21+	9	1	1	1	0	11	7	3	10	13	7	7	8	78
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>10</u>
Sub-Total	63	22	9	33	0	56	29	19	67	39	33	37	42	449
November 2017 Total														
6-10	86	23	15	26	6	39	22	16	49	27	27	28	35	399
11-15	38	5	0	8	2	14	11	8	21	9	16	16	14	162
16-20	18	2	0	2	2	8	1	4	6	5	0	10	9	67
21+	32	2	1	1	6	13	7	5	22	20	7	12	15	143
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>26</u>
TOTAL	179	32	16	37	17	76	44	34	104	65	52	68	73	797
2017 Year-to-Date														
6-10	627	296	120	143	33	469	224	143	405	168	217	287	449	3,581
11-15	248	63	16	35	20	200	130	57	150	61	101	147	182	1,410
16-20	112	34	12	17	19	100	55	31	68	26	34	79	98	685
21+	217	69	19	43	35	157	143	56	163	97	115	266	145	1,525
Annulled	<u>78</u>	<u>2</u>	<u>2</u>	<u>16</u>	<u>1</u>	<u>53</u>	<u>45</u>	<u>11</u>	<u>36</u>	<u>12</u>	<u>39</u>	<u>45</u>	<u>11</u>	<u>351</u>
TOTAL	1,282	464	169	254	108	979	597	298	822	364	506	824	885	7,552
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	
November 2017 Total														
6-10	48.0%	71.9%	93.8%	70.3%	35.3%	51.3%	50.0%	47.1%	47.1%	41.5%	51.9%	41.2%	47.9%	50.1%
11-15	21.2%	15.6%	0.0%	21.6%	11.8%	18.4%	25.0%	23.5%	20.2%	13.8%	30.8%	23.5%	19.2%	20.3%
16-20	10.1%	6.3%	0.0%	5.4%	11.8%	10.5%	2.3%	11.8%	5.8%	7.7%	0.0%	14.7%	12.3%	8.4%
21+	17.9%	6.3%	6.3%	2.7%	35.3%	17.1%	15.9%	14.7%	21.2%	30.8%	13.5%	17.6%	20.5%	17.9%
Annulled	<u>2.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>5.9%</u>	<u>2.6%</u>	<u>6.8%</u>	<u>2.9%</u>	<u>5.8%</u>	<u>6.2%</u>	<u>3.8%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>3.3%</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	48.9%	63.8%	71.0%	56.3%	30.6%	47.9%	37.5%	48.0%	49.3%	46.2%	42.9%	34.8%	50.7%	47.4%
11-15	19.3%	13.6%	9.5%	13.8%	18.5%	20.4%	21.8%	19.1%	18.2%	16.8%	20.0%	17.8%	20.6%	18.7%
16-20	8.7%	7.3%	7.1%	6.7%	17.6%	10.2%	9.2%	10.4%	8.3%	7.1%	6.7%	9.6%	11.1%	9.1%
21+	16.9%	14.9%	11.2%	16.9%	32.4%	16.0%	24.0%	18.8%	19.8%	26.6%	22.7%	32.3%	16.4%	20.2%
Annulled	<u>6.1%</u>	<u>0.4%</u>	<u>1.2%</u>	<u>6.3%</u>	<u>0.9%</u>	<u>5.4%</u>	<u>7.5%</u>	<u>3.7%</u>	<u>4.4%</u>	<u>3.3%</u>	<u>7.7%</u>	<u>5.5%</u>	<u>1.2%</u>	<u>4.6%</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 (12/20/17) 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	
November 2017														
Peak *	16.2	9.4	6.9	8.0	19.5	11.1	9.4	12.5	20.4	15.1	10.3	15.6	18.3	15.3
Off-Peak **	13.2	11.0	10.7	9.8	--	17.5	16.1	12.4	14.5	18.6	13.8	16.9	15.6	14.7
All	15.1	10.5	9.0	9.6	19.5	15.8	13.8	12.4	16.5	17.3	12.6	16.3	16.7	14.9
2017 Year-to-Date														
Peak *	18.4	14.3	11.6	15.9	20.6	17.4	20.7	16.1	17.5	15.9	23.5	36.8	14.3	19.7
Off-Peak **	15.1	12.6	11.2	13.7	18.9	14.3	17.2	17.1	14.3	18.5	18.4	26.9	15.7	16.5
All	17.0	13.3	11.3	14.1	20.3	15.3	18.5	16.6	15.6	17.6	20.3	31.3	15.1	17.9

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (12/20/17) version from TOPS.