

COMMUTER RAIL SYSTEM
ON-TIME PERFORMANCE REPORT

June 2017



COMMUTER RAIL ON-TIME PERFORMANCE

June 2017

This report presents an analysis of the June 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 June 2017, Metra operated 17,541 scheduled trains, including scheduled "extras", if any. 822 of these trains were delayed (late or annulled), representing an on-time performance rate of 95.3%. 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 June 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 June 2017. Of the 822 delays systemwide in June 2017, all but 421 (51%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous five Junes, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in June 2017, 34 fewer delays than the average over the previous five Junes were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 3,760 delays in 2017, all but 1,870 (50%) were beyond Metra's control.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during June 2017. Table 8.b shows the average frequencies over the previous five Junes, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 822 delays systemwide in June 2017, 143 less than the average over the previous five Junes. Table 9.a shows delays from the beginning of the year through June 2017. Table 9.b shows the average frequencies from the beginning of the year through June 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 June of 2017, a total of 3,760 trains were delayed, compared to 3,836 trains delayed in the same six 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 June 2017 freight operations delayed 110 trains systemwide, compared to 73 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 31 trains were delayed by lift deployment in June 2017.

A review of June 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 50.6% of all late trains. Table 14 shows that the average length of delay was 16.8 minutes in June 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
June 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 | 1,188 | 79 | 93.4% | 886 | 54 | 93.9% | 2,074 | 133 | 93.6% | 118 | 3 | 97.5% | 76 | 6 | 92.1% | 2,268 | 142 | 93.7% |
| Elec -ML | 987 | 25 | 97.5% | 751 | 26 | 96.5% | 1,738 | 51 | 97.1% | 184 | 2 | 98.9% | 80 | 8 | 90.0% | 2,002 | 61 | 97.0% |
| -BI | 308 | 8 | 97.4% | 506 | 28 | 94.5% | 814 | 36 | 95.6% | 120 | 0 | 100.0% | | -- | | 934 | 36 | 96.1% |
| -SC | <u>374</u> | <u>7</u> | 98.1% | <u>814</u> | <u>13</u> | 98.4% | <u>1,188</u> | <u>20</u> | 98.3% | <u>190</u> | <u>11</u> | 94.2% | <u>80</u> | <u>0</u> | 100.0% | <u>1,458</u> | <u>31</u> | 97.9% |
| Subtotal | 1,669 | 40 | 97.6% | 2,071 | 67 | 96.8% | 3,740 | 107 | 97.1% | 494 | 13 | 97.4% | 160 | 8 | 95.0% | 4,394 | 128 | 97.1% |
| Heritage | 132 | 12 | 90.9% | 22 | 5 | 77.3% | 154 | 17 | 89.0% | -- | | | -- | | | 154 | 17 | 89.0% |
| Milw -N | 549 | 22 | 96.0% | 771 | 52 | 93.3% | 1,320 | 74 | 94.4% | 96 | 17 | 82.3% | 80 | 7 | 91.3% | 1,496 | 98 | 93.4% |
| -W | <u>593</u> | <u>27</u> | 95.4% | <u>683</u> | <u>25</u> | 96.3% | <u>1,276</u> | <u>52</u> | 95.9% | <u>96</u> | <u>4</u> | 95.8% | <u>72</u> | <u>4</u> | 94.4% | <u>1,444</u> | <u>60</u> | 95.8% |
| Subtotal | 1,142 | 49 | 95.7% | 1,454 | 77 | 94.7% | 2,596 | 126 | 95.1% | 192 | 21 | 89.1% | 152 | 11 | 92.8% | 2,940 | 158 | 94.6% |
| NCS | 242 | 6 | 97.5% | 242 | 15 | 93.8% | 484 | 21 | 95.7% | -- | | | -- | | | 484 | 21 | 95.7% |
| RI | 792 | 20 | 97.5% | 836 | 37 | 95.6% | 1,628 | 57 | 96.5% | 128 | 7 | 94.5% | 112 | 10 | 91.1% | 1,868 | 74 | 96.0% |
| SWS | 242 | 8 | 96.7% | 418 | 12 | 97.1% | 660 | 20 | 97.0% | 24 | 0 | 100.0% | -- | | | 684 | 20 | 97.1% |
| UP -N | 654 | 14 | 97.9% | 874 | 17 | 98.1% | 1,528 | 31 | 98.0% | 108 | 9 | 91.7% | 75 | 6 | 92.0% | 1,711 | 46 | 97.3% |
| -NW | 720 | 45 | 93.8% | 707 | 28 | 96.0% | 1,427 | 73 | 94.9% | 97 | 20 | 79.4% | 61 | 13 | 78.7% | 1,585 | 106 | 93.3% |
| -W | <u>591</u> | <u>39</u> | 93.4% | <u>708</u> | <u>60</u> | 91.5% | <u>1,299</u> | <u>99</u> | 92.4% | <u>81</u> | <u>6</u> | 92.6% | <u>73</u> | <u>5</u> | 93.2% | <u>1,453</u> | <u>110</u> | 92.4% |
| Subtotal | 1,965 | 98 | 95.0% | 2,289 | 105 | 95.4% | 4,254 | 203 | 95.2% | 286 | 35 | 87.8% | 209 | 24 | 88.5% | 4,749 | 262 | 94.5% |
| SYSTEM | 7,372 | 312 | 95.8% | 8,218 | 372 | 95.5% | 15,590 | 684 | 95.6% | 1,242 | 79 | 93.6% | 709 | 59 | 91.7% | 17,541 | 822 | 95.3% |

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

Delays data for most recent month is final (07/25/17) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTFbyServPeriod&Line 08/07/17

TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH

| LINE | YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN- JUN | AVG |
|-----------------|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------------|-------|
| BNSF | 2012 | 94.4 | 97.3 | 95.2 | 98.4 | 97.2 | 91.8 | 95.0 | 94.2 | 98.0 | 96.9 | 95.0 | 98.5 | 95.7% | 96.0% |
| | 2013 | 95.8 | 93.9 | 94.6 | 93.3 | 96.0 | 88.5 | 95.2 | 97.1 | 97.2 | 94.0 | 95.8 | 92.2 | 93.7% | 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 | 85.9% | 89.7% |
| | 2015 | 90.9 | 90.1 | 96.8 | 97.5 | 96.6 | 92.4 | 93.0 | 95.4 | 95.8 | 93.6 | 93.5 | 97.4 | 94.1% | 94.4% |
| | 2016 | 93.2 | 93.8 | 95.9 | 96.8 | 94.0 | 93.5 | 93.8 | 91.4 | 91.3 | 95.2 | 95.4 | 93.1 | 94.5% | 94.0% |
| | 2017 | 95.9 | 95.6 | 96.2 | 96.3 | 95.4 | 93.7 | | | | | | | 95.5% | 95.5% |
| | 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 | 92.8% | 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 | 98.3% | 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 | 96.9% | 97.5% |
| | 2015 | 96.3 | 95.4 | 98.4 | 98.4 | 98.3 | 97.7 | 96.5 | 98.2 | 97.9 | 97.8 | 97.8 | 99.0 | 97.4% | 97.6% |
| | 2016 | 98.0 | 98.6 | 98.8 | 98.9 | 98.9 | 96.5 | 97.9 | 98.5 | 97.1 | 98.6 | 97.7 | 97.7 | 98.3% | 98.1% |
| | 2017 | 95.6 | 98.9 | 98.3 | 98.9 | 98.7 | 97.1 | | | | | | | 97.9% | 97.9% |
| | 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 | 97.6% | 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 | 96.2% | 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 | 95.9% | 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 | 87.3% | 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 | 90.4% | 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 | 94.8% | 94.2% |
| | 2017 | 93.9 | 94.3 | 96.9 | 96.4 | 94.2 | 89.0 | | | | | | | 94.1% | 94.1% |
| | 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 | 93.0% | 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 | 94.6% | 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 | 93.8% | 93.3% |
| | 2014 | 73.1 | 81.9 | 89.5 | 97.9 | 95.1 | 91.1 | 96.0 | 95.2 | 95.5 | 96.2 | 95.4 | 93.5 | 88.1% | 91.7% |
| | 2015 | 91.8 | 87.9 | 93.5 | 95.1 | 95.4 | 94.8 | 97.1 | 94.9 | 95.6 | 97.9 | 97.0 | 96.8 | 93.1% | 94.9% |
| | 2016 | 95.3 | 94.2 | 95.7 | 96.8 | 92.5 | 92.9 | 95.0 | 93.1 | 93.8 | 97.5 | 95.1 | 93.8 | 94.6% | 94.6% |
| | 2017 | 95.3 | 95.6 | 96.5 | 96.1 | 95.9 | 93.4 | | | | | | | 95.5% | 95.5% |
| | 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 | 92.8% | 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 | 95.8% | 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 | 94.6% | 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 | 91.7% | 93.5% |
| | 2015 | 93.6 | 93.0 | 94.8 | 97.7 | 97.2 | 95.4 | 96.6 | 96.8 | 97.8 | 99.0 | 98.2 | 96.5 | 95.3% | 96.4% |
| | 2016 | 94.0 | 95.3 | 94.4 | 96.0 | 94.9 | 93.6 | 92.1 | 95.2 | 97.4 | 97.0 | 95.6 | 93.3 | 94.7% | 94.9% |
| | 2017 | 96.9 | 95.2 | 95.2 | 95.6 | 97.5 | 95.8 | | | | | | | 96.0% | 96.0% |
| | 2012-2016 average | 92.7 | 92.7 | 94.4 | 96.9 | 96.2 | 93.5 | 94.0 | 94.6 | 94.8 | 96.4 | 96.0 | 94.7 | 94.4% | 94.7% |
| NCS | 2012 | 94.8 | 94.4 | 94.4 | 85.1 | 95.2 | 94.8 | 82.5 | 91.9 | 95.7 | 93.9 | 92.0 | 94.8 | 93.1% | 92.4% |
| | 2013 | 95.0 | 87.5 | 93.7 | 90.9 | 94.0 | 92.7 | 93.6 | 95.0 | 92.5 | 93.1 | 90.0 | 87.4 | 92.4% | 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 | 86.7% | 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 | 92.5% | 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 | 93.9% | 94.5% |
| | 2017 | 92.6 | 91.6 | 95.1 | 95.2 | 95.5 | 95.7 | | | | | | | 94.3% | 94.3% |
| | 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 | 91.7% | 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- JUN | 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 | 95.6% | 95.3% |
| | 2014 | 82.5 | 83.4 | 93.4 | 95.3 | 95.7 | 92.5 | 95.1 | 97.2 | 96.6 | 97.3 | 97.9 | 98.6 | 90.5% | 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 | 97.6% | 97.1% |
| | 2016 | 92.6 | 96.2 | 95.8 | 96.5 | 97.9 | 96.2 | 93.5 | 96.3 | 96.0 | 98.2 | 97.9 | 95.3 | 95.9% | 96.1% |
| | 2017 | 95.2 | 97.1 | 97.8 | 98.0 | 94.6 | 96.0 | | | | | | | 96.5% | 96.5% |
| | 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 | 95.0% |
| 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 | 95.0% | 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 | 95.5% | 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 | 91.5% | 92.6% |
| | 2015 | 94.7 | 89.7 | 95.6 | 96.1 | 96.3 | 91.1 | 92.4 | 93.8 | 97.6 | 96.8 | 96.0 | 94.4 | 93.9% | 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 | 95.6% | 95.2% |
| | 2017 | 96.2 | 94.1 | 96.4 | 97.3 | 92.8 | 97.1 | | | | | | | 95.6% | 95.6% |
| | 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 | 94.3% |
| 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 | 96.5% | 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 | 96.7% | 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 | 95.5% | 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 | 97.6% | 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 | 97.9% | 97.8% |
| | 2017 | 95.6 | 99.0 | 98.3 | 97.0 | 97.3 | 97.3 | | | | | | | 97.4% | 97.4% |
| | 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% |
| 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 | 96.9% | 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 | 93.9% | 95.2% |
| | 2015 | 96.0 | 91.6 | 97.6 | 96.3 | 96.9 | 96.8 | 94.1 | 96.5 | 96.1 | 97.5 | 96.7 | 97.5 | 95.9% | 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 | 97.3% | 96.3% |
| | 2017 | 96.2 | 97.4 | 98.1 | 93.7 | 97.2 | 93.3 | | | | | | | 97.0% | 96.0% |
| | 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% |
| UP - W | 2012 | 93.1 | 97.1 | 95.2 | 95.5 | 95.6 | 92.4 | 93.8 | 94.3 | 97.2 | 97.2 | 96.0 | 96.4 | 94.8% | 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 | 94.5% | 94.5% |
| | 2014 | 85.9 | 90.9 | 94.4 | 96.7 | 96.4 | 94.8 | 96.4 | 94.3 | 96.7 | 94.6 | 95.9 | 96.2 | 93.2% | 94.4% |
| | 2015 | 93.9 | 91.1 | 96.1 | 96.3 | 97.5 | 93.9 | 93.9 | 95.9 | 96.0 | 96.1 | 97.3 | 96.8 | 94.8% | 95.4% |
| | 2016 | 97.8 | 93.4 | 97.2 | 96.7 | 90.1 | 94.4 | 96.6 | 96.0 | 96.2 | 95.6 | 94.0 | 92.9 | 95.0% | 95.1% |
| | 2017 | 95.0 | 96.5 | 96.1 | 92.9 | 93.8 | 92.4 | | | | | | | 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 | 94.5% |
| 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 | 96.0% | 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 | 95.6% | 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 | 92.4% | 94.3% |
| | 2015 | 94.9 | 92.5 | 97.0 | 97.2 | 97.2 | 95.8 | 95.3 | 96.3 | 96.8 | 97.0 | 96.8 | 97.5 | 95.8% | 96.2% |
| | 2016 | 95.8 | 96.4 | 96.8 | 97.4 | 95.8 | 95.5 | 95.4 | 95.7 | 95.7 | 97.4 | 96.2 | 95.2 | 96.3% | 96.1% |
| | 2017 | 95.6 | 96.9 | 97.2 | 96.6 | 96.5 | 95.3 | | | | | | | 96.4% | 96.4% |
| | 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 | 95.2% |

Delays data for most recent month is final (07/25/17) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls|OTByLine&Month 8/7/2017

'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
June 2017

| Line | Train | Date | Minutes Delay | | Delay Explanation |
|------|-----------------------|-------------|---------------|------|---|
| | | | Late | Code | |
| BNSF | 1236 77% OT | Tue, Jun 06 | 10 | C | BROKEN RAIL MT3 RIDGELAND AVE |
| | | Mon, Jun 12 | 36 | KD | METX 213 AIR HOSE ISSUE AT LAVERGNE |
| | | Thu, Jun 15 | 8 | E1 | DELAYED WORKING AROUND 1210 AT EOLA |
| | | Fri, Jun 16 | 10 | DD | HNTWBRC214 LINED THRU WEST EOLA BY EAST END DS. |
| | | Wed, Jun 28 | 7 | F | DOOR FAILURE IN HILL YARD. CAR 810 |
| BNSF | 1253 82% OT | Wed, Jun 07 | 6 | G | FAIRVIEW AVE. - 1A WOULD NOT NORMAL |
| | | Tue, Jun 13 | 6 | U | ADA AT DOWNERS GROVE |
| | | Wed, Jun 14 | 28 | KW | TORNADO WARNING |
| | | Thu, Jun 15 | 7 | C | MULTIPLE FORM A RESTRICTIONS |
| BNSF | 1259 82% OT | Wed, Jun 14 | 28 | KW | TORNADO WARNING |
| | | Thu, Jun 15 | 8 | C | MULTIPLE FORM A RESTRICTIONS |
| | | Fri, Jun 16 | 8 | R | LATE SET AT CUS.TRAINMASTER.WRONG ORDER |
| | | Thu, Jun 29 | 16 | VE | METX 117 SHUTDOWN ON TRACK 0 |
| BNSF | 1271 76% OT | Fri, Jun 02 | 10 | R1 | 1267 S/O LOCOMOTIVE AND BLOCKING W/E YARD INEXPERIENCED YARD CREW, TRAIN TOO BIG TO CUT. |
| | | Tue, Jun 06 | 7 | U | ADA LIFT |
| | | Wed, Jun 07 | 6 | G1 | AURORA - CONGESTION AT ATC DUE TO FVW SWITCH FAILURE |
| | | Mon, Jun 12 | 8 | CW | HEAT INSP |
| BNSF | 1272 82% OT | Wed, Jun 14 | 25 | KW | TORNADO WARNING |
| | | Fri, Jun 02 | 13 | DD | YARDING THE Z-PTLCHC9-31 |
| | | Wed, Jun 07 | 7 | D | WAITING ON TRAFFIC AT EOLA |
| | | Fri, Jun 16 | 7 | D | FOLLOWING THE U ELUNSD0 18T |
| BNSF | 1279 82% OT | Thu, Jun 29 | 7 | VE1 | TRAFFIC FROM 1259 |
| | | Fri, Jun 02 | 8 | R1 | TRAFFIC AHEAD WHILE 1267 S/O LOCOMOTIVE IN THE HILL YARD |
| | | Mon, Jun 12 | 7 | CW | HEAT INSP |
| | | Wed, Jun 14 | 39 | KW | TORNADO WARNING |
| BNSF | 1288 82% OT | Thu, Jun 15 | 13 | C | M OF W WORK, MULTIPLE FORM A |
| | | Fri, Jun 02 | 13 | DD1 | LATE FLIP FROM TRAIN 1243 |
| | | Wed, Jun 14 | 22 | KW | TORNADO WARNING |
| | | Thu, Jun 22 | 36 | K | GATE FOULING MT3 AND TRAIN WAS FORCED TO REVERSE TO OPERATE EB ON OTHER MT, ACCT TRAFFIC ACCIDENT CLOSE TO ROW |
| BNSF | 1293 77% OT | Fri, Jun 30 | 6 | DD1 | FREIGHT TRAIN INTERFERENCE. |
| | | Thu, Jun 08 | 8 | U | ADA PASSENGER HANDLING |
| | | Fri, Jun 09 | 12 | U | 2 ADA LIFTS LAGRANGE ROAD AND DGM |
| | | Wed, Jun 14 | 8 | GA | WAITING ON SIGNAL FROM CUS AND DEPARTED 8 MINUTES LATE |
| | | Thu, Jun 15 | 14 | C | WORKED MT2 |
| HC | 915 77% OT | Wed, Jun 21 | 7 | U | ADA PASSENGER HANDLING AND ALSO ONLY 6 CARS, CONDUCTOR REPORTS HEAVY PASSENGER HANDLING |
| | | Thu, Jun 01 | 8 | RF | 11M CP CERMAK RED SIGNAL; ATTEMPTING TO CONTACT CN DISP., THEN COPYING AWDM FOR MP 36.6 (CP CERMAK IS MP 2.9) |
| | | Mon, Jun 12 | 27 | RF | 9M FOLLOWING AMTK #21 WITH HOT WEATHER SLOW ORDERS; 6M CP JUSTICE MEET AMT#22; 11M X036 WAITING ON UP DISPATCHER. |
| | | Wed, Jun 14 | 25 | RF1 | 8M FOLLOWING AMT#21 FROM CUS; 21M CORWITH (#21 AHEAD AT LEMOYNE W/ PLANT TROUBLE);6M CP CANAL UP YCHNP-14 UP8732; ALSO CN STORM WX WARNINGS |
| | | Mon, Jun 19 | 8 | AM | 12M DUE TO BRIDGE LIFT AND AMT21 |
| HC | 919 77% OT | Wed, Jun 28 | 7 | GF1 | 12M 47XO SWITCH OUT OF CORRESPONDENCE |
| | | Tue, Jun 13 | 17 | RF | 12M CORWITH; CN DID NOT LINE IN TRAIN TO BNSF DISP.; 5M LEMOYNE SIGNAL ISSUES; LOST 5M EN-ROUTE CN HEAT SPEED RESTRICTIONS. |
| | | Wed, Jun 14 | 27 | AM | 23M CP LUMBER, SWS#827 AHEAD ACCT. TRACK CIRCUIT 21ST ST., 6M CORWITH, CN RULE X HIGH WIND/ STORM SPEED RESTRICTIONS |
| | | Thu, Jun 15 | 11 | DD | 5M TALKED BY 21ST ST.; 5M CP CERMAK TALKED BY TRK CIRCUIT; 6M X036 UP DISP PUT U7625J-15 CN3081 W/114C 7000' AHEAD; SHORT TIME FREIGHT. |
| | | Mon, Jun 19 | 23 | D | 6M DUE TO FLAGGING INSTRUCTIONS AT CERMAK. 28M NO SIGNAL AT CORWITH CROSS TRAFFIC ZWSP819A W/ BNSF4557 46CARS LENGTH 4721. |
| ELBI | 220 82% OT | Fri, Jun 30 | 60 | K | HELD AT BRIGHTON 62M 532/634PM ACCT. TRUCK STRUCK BRIDGE MP 4.26 (33RD & WOLCOTT); WAITING FOR INSPECTOR. 6M CORWITH BNSF FREIGHT CLEARING. |
| | | Thu, Jun 08 | 6 | GT1 | 7" KENSINGTON WAITING FOR ME120 TO CLEAR. |
| | | Mon, Jun 19 | 6 | CC1 | HELD FOR MEET WITH ME120 |
| | | Tue, Jun 20 | 10 | CC1 | 6" KENSINGTON WAITING FOR ME120 TO CLEAR. |
| ELBI | 224 59% OT | Wed, Jun 21 | 8 | CC1 | 4" KENSINGTON WAITING FOR ME120. |
| | | Wed, Jun 07 | 6 | CC | 6M KENSINGTON WAITING ON ME124 |
| | | Thu, Jun 08 | 7 | CC1 | 5" KENSINGTON WAITING FOR ME124 TO CLEAR. |
| | | Fri, Jun 09 | 7 | CC1 | 6" KENSINGTON WAITING FOR ME124. |
| | | Tue, Jun 13 | 6 | CC1 | 6M KENSINGTON WAITING ON ME124 |
| | | Wed, Jun 14 | 6 | CC1 | 6M KENSINGTON WAITING ON ME124 |
| | | Thu, Jun 15 | 8 | CC1 | 2" KENSINGTON WAITING FOR ME124 TO CLEAR. |
| | | Fri, Jun 16 | 9 | CC | 9M DUE TO TRACK WORK AND GROUND LOADING BETWEEN KENSINGTON AND 69TH. |
| | | Mon, Jun 19 | 7 | CC1 | 7M KENS WAITING ON MEET WITH ME124 |
| | | Tue, Jun 20 | 7 | CC1 | 7" KENSINGTON WAITING FOR ME124 TO CLEAR. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|------|-------|---------------|--------------|------------|--|---|
| ELML | 127 | Fri, Jun 02 | 9 | RS1 | 5MIN STUCK BEHIND SS9209 WHICH WAS RUNNING LATE 2MINS 55TH 1 KEN AND 2MINS HARVEY ASSISTING PASSENGERS . | |
| | | 77% OT | Tue, Jun 06 | 10 | YCI | DELAYED DUE TO SS918 DERAILMENT AT RANDOLPH |
| | | | Thu, Jun 08 | 6 | U | 3M FOR ADA FROM RANDOLPH TO HW. 2M FOR PASSENGER WITH A BIKE EXITING TRAIN AT HARVEY |
| | | | Thu, Jun 22 | 9 | G | 9M DUE PASSENGERS ON THE WRONG PLATFORM AT VAN BUREN. SWITCH FAILURE. |
| | | | Fri, Jun 23 | 7 | U | 5MINS LOADING 30 PASS, 3 WHEELCHAIRS, 1STROLLER @ 11THTH PLACE UNLOADING @ 2 WHEEL @ HARVEY 1MIN & 1 WHEEL @ 211 1MIN |
| MN | 2121 | Fri, Jun 02 | 7 | U | 2" STOP, MAYFAIR; 2" HOLD FOR #2140 & CHECK PA CABLE ENG 401, DEERFIELD; 2" UNLOADING; 3" ADA, INGLESIDE | |
| | | 77% OT | Tue, Jun 13 | 9 | U | 5" ADA, LIBERTYVILLE; 3" ADA, GRAYSLAKE; 5" OLDER MAN WITH A BIKE GOING TO FOX LAKE, ROUND LAKE. |
| | | | Thu, Jun 15 | 18 | G | 3" CREW STOP TO CHECK AIR LEAK A END HEAD CAR, CUS-A-2; 4" CHECK LEAK, SULLIVAN'S SHANTY; 12" CN SIGNAL PROBLEMS STOP SIGNAL RESTRICTED |
| | | | Fri, Jun 16 | 15 | G | 3" ADA, HELAY; 4" RONDOUT STOP SIGNAL RESTRICTED SPEED; 4" SIGNAL PROBLEMS, LONG LAKE- FOX LAKE |
| | | | Thu, Jun 29 | 14 | U | 3" STICKING DOOR #7430, CUS; 5" STOP SIGNAL, A-4; 6" ADA, INGLESIDE. |
| MN | 2125 | Thu, Jun 15 | 12 | G | STOP SIGNAL | |
| | | 73% OT | Fri, Jun 16 | 13 | G1 | 14" WAITING ON LATE #2146, RONDOUT; 3" RESTRICTED SPEED 48.5 SIGNAL PROBLEM |
| | | | Thu, Jun 22 | 8 | CC | 12" STOP SIGNAL, MORTON GROVE |
| | | | Fri, Jun 23 | 9 | R | 5" PULLED LONG, GLENVIEW; 2" ADA, GLENVIEW; 4" PASSENGER LOADING |
| | | | Thu, Jun 29 | 7 | U1 | 10" WAITING ON LATE #2146, RONDOUT. |
| | | | Fri, Jun 30 | 8 | I | APPROACH SIGNALS GRAYLAND - MORTON GROVE; 3" ADA; 3" SLOW LOADING |
| MN | 2155 | Thu, Jun 15 | 8 | RF1 | 12" WAITING ON #2160 | |
| | | 82% OT | Fri, Jun 16 | 8 | A | 5" X-TRAFFIC, MAYFAIR; 4" MEET #2160 |
| | | | Fri, Jun 23 | 7 | A | 6" X-TRAFFIC, MAYFAIR |
| | | | Mon, Jun 26 | 11 | D1 | 16" LATE DEPARTURE DUE TO LATE TURN FROM # 2158, EN ROUTE. |
| MW | 2254 | Thu, Jun 01 | 16 | JM1 | 16" LATE TURN FROM #2249 | |
| | | 82% OT | Thu, Jun 08 | 14 | RD | 6" PASSENGER LOADING; 8" STOP SIGNAL, B-12 |
| | | | Fri, Jun 09 | 10 | II | 6" TURN FROM #2249; 5" PASSENGER LOADING. |
| | | | Wed, Jun 14 | 14 | J1 | 14" LATE TURN FROM #2249 |
| MW | 2255 | Thu, Jun 01 | 15 | JM1 | 12" LATE TURN FROM #2255 | |
| | | 82% OT | Thu, Jun 08 | 12 | RD1 | 12" LATE TURN FROM #2254 |
| | | | Fri, Jun 09 | 12 | II | 8" TURN FROM #2254. |
| | | | Wed, Jun 14 | 11 | J1 | 12" LATE TURN FROM #2254 |
| NCS | 114 | Wed, Jun 07 | 49 | D | 4" STOP/APPROACH SIGNALS, ROUND LAKE;30" STOP SIGNAL/RESTRICTEDFOLLOWING S/B FERIGHT, RAM' CP GRAYSLAKE STOP SIGNAL/REST FOLLOW FREIGHT; 10" | |
| | | 77% OT | Wed, Jun 14 | 26 | D1 | 26" LATE TURN FROM #103 |
| | | | Mon, Jun 19 | 19 | D | 16" DUE TO FREIGHT INTERFERENCE, GRAYSLAKE;2" SPD RESTRICTIONS,EN ROUTE. |
| | | | Mon, Jun 26 | 8 | D | 9" RESTRICTING SIGNAL FOLLOWING FREIGHT TRAIN, LEMOND; 6" RESTRICTING SIGNAL PANEL OUT, MP 42.3. |
| | | | Fri, Jun 30 | 9 | D | 6" RESTRICTED SPEED MP 50.8 FOLLOWING A FREIGHT TRAIN FROM LAKE VILLA; 2" STOP SIGNAL DEVAL N/B FREIGHT |
| RI | 508 | Fri, Jun 09 | 7 | CC | 7M LATE ENROUTE DUE TO PLANNED TRACK WORK | |
| | | 77% OT | Mon, Jun 12 | 10 | J | 12M @ 119TH WAITING ON PD DUE TO PASSENGER INCIDENT |
| | | | Tue, Jun 13 | 13 | U | 7M ADA ROBBINS - BLUE ISLAND/6M CP PERSHING WAITING ON TRAFFIC TO TUMBLE DUE TO UNPLANNED TRACK WORK @ MP 1.0 THRU MP 1.5 |
| | | | Wed, Jun 21 | 11 | U | 4M EJE X-TRAFFIC CNL521/ENGCN5779+1/W156C/9328FT, 4 ADA'S, 1ST @ NEW LENOX, 2ND @ MOKENA, 3M BROADWAY, 3M B.I./ ALL EXITED @ LSS |
| | | | Mon, Jun 26 | 7 | D | 8M ENROUTE FOLLOWING IAI712 ENG 712 W/102/4C, 12555TON, 6700FT |
| RI | 513 | Thu, Jun 08 | 7 | U | 9 ASSISTING 2 ADA'S FROM BI TO ROBBINS | |
| | | 82% OT | Mon, Jun 12 | 22 | JM | 22M OF WAITING ON EMERGENCY PERSONNEL FOR PASSENGER HAVING A SEIZURE. |
| | | | Tue, Jun 13 | 8 | U | 8M FOR 2 ADA FROM BI TO ROBBINS |
| | | | Fri, Jun 16 | 6 | U | 4M ADA 95TH TO ROBBINS, 2M ITEM 1 AT CEDAR RD |
| UPNW | 640 | Mon, Jun 12 | 7 | F1 | 17" LATE TURN FROM #609; TRAIN MEETS, EN ROUTE; HEAVY PASSENGERLOADING, EN ROUTE | |
| | | 82% OT | Thu, Jun 15 | 16 | CC | 26" WAIT FOR #611 TO CLEAR SINGLE TK, FOX RIVER GROVE, 2 X/O MOVES & 3 XING RESTRICTIONS, HELD BRIDGE A DUE TO TOWER OPERATOR |
| | | | Wed, Jun 21 | 13 | F1 | 23" WAIT FOR #611 TO CLEAR SINGLE TRACKING, FOX RIVER GROVE; 2 X/O MOVES @ RESTRICTED SPEED; HEAVY PASSENGER LOADING, EN ROUTE |
| | | | Fri, Jun 23 | 8 | I | 28" HEAVY PASSENGER LOADING, EN ROUTE; 11 ADA'S; HAD TO BE TALKED BY SOGNAL @ CPT046, TRACK WORK, CRYTSAL LAKE RUNNING TK1 |
| UPNW | 647 | Fri, Jun 02 | 12 | M1 | 11" FOLLOWING #643 | |
| | | 77% OT | Mon, Jun 05 | 20 | K1 | 20" CAR STUCK ON TRACKS @ MP18.77 MT PROSPECT RD, FOLLOW TRAINS AHEAD |
| | | | Wed, Jun 07 | 8 | VE | 6" LATE DEPARTING MECHANICAL ISSUES W/METX 152 HEAD END POWER ISSUES, CPT; XH, MP11.55 |
| | | | Wed, Jun 14 | 7 | KW | 5" FLASH FLOOD WARNING PROCEDURE BETWEEN MP40.0-54.0 |
| | | | Tue, Jun 27 | 9 | JM1 | 9" FOLLOWING TRAINS DELAYED BEHIND A LATE # 637 THAT WAS DELAYED FOR MED. EMERGENCY, CLYBOURN. |

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

| Line | Train | Date | Minutes Late | Delay Code | Delay Explanation | |
|---------------|-------------|---------------|--|-------------|--|--|
| UPW | 33 | Fri, Jun 09 | 10 | I1 | 10" WAITING FOR THE LATE #50 TO CLEAR TRACK ONE AT ELMURST. | |
| | | 82% OT | Fri, Jun 16 | 9 | CC1 | 19" HELD @ BERKELEY WAITING FOR LATE #48 TO CLEAR TK3; XG, MP39.4 |
| | | Thu, Jun 22 | 7 | I | 7" WAIT @ BERKELEY FOR #48 TO CLEAR PARK ON TK3 | |
| | | Fri, Jun 30 | 7 | I1 | 17" DELAYED FOLLOWING GX01 TURNER-ELBURN | |
| UPW | 42 | Thu, Jun 01 | 50 | W | 50" TURNED OFF #25 @ COLLEGE AVE DUE TO GAS LINE RUPTURE @ MP24.23 | |
| | | 59% OT | Tue, Jun 06 | 10 | CC | 10" TWO FORM B'S BETWEEN MP27.5-27 & MP 18.5-16. |
| | | Wed, Jun 07 | 8 | I | 6" HEAVY PASSENGER LOADING, MULTIPLE STOPS | |
| | | Fri, Jun 09 | 14 | VF | 14" TRAIN WENT INTO EMERGENCY AT COLLEGE AVE, ELMHURST, RIVER FOREST AND KEDZIE AFTER SETTING BRAKES AT EACH LOCATION. | |
| | | Wed, Jun 14 | 6 | G | 16" XG PROCEDURE, ELMHURST; HEAVY/SLOW PASSENGER LOADING, EN ROUTE | |
| | | Mon, Jun 19 | 8 | E1 | 8" DELAYED DUE TO DOUBLE HEADING OPERATING WITH AN ENGINE THAT WOULD NOT START, EN ROUTE. | |
| | | Tue, Jun 20 | 15 | F | 15" OPERATED ON ABSOLUTE BLOCKS FROM CPY019-CPY802 ACCT B/O ATCON CAR 8422(CAB SIGNALS SHOWED RESTRICTING) | |
| | | Wed, Jun 21 | 33 | G | 33" CPY029 PLANT WENT DOWN, CREW HAD TO GET FLAGGED PAST WEST CHICAGO SIGNAL & HAND LINE ROUTE ON THE PLANT | |
| | | Fri, Jun 23 | 10 | I | 10" HEAVY/SLOW PASSENGER LOADING, EN ROUTE | |
| | | UPW | 44 | Thu, Jun 01 | 50 | W1 |
| 73% OT | Fri, Jun 02 | | | 18 | I | 18" HEAVY/SLOW PASSENGER LOADING(CUBS), EN ROUTE |
| Mon, Jun 05 | 21 | | | D | 21" STOPPED AT BELLWOOD ACCT GS3GEV GOING INTO THE YARD @ 25TH AVE; GROUND RELAY ISSUES ON METX154; HEAVY PSGE LOADING, GENEVA, WHEATON, COL | |
| Wed, Jun 07 | 33 | | | J | 33" HEAVY PASSENGER LOADING, MULTIPLE STOPS; WAIT FOR PD & BACKUP TO MAYWOOD TO REMOVE APPROX 80 TEENAGERS DRINKING & SPRAYING BEER ON OTHER | |
| Thu, Jun 08 | 37 | | | G | 37" SW#47 FAILURE TK2, WAIT FOR PERMISSION TO REVERSE MOVE TO KEDZIE TO X/O TK1; ADA, GENEVA; HEAVY PASSENGER LOADING, ELMHURST | |
| Fri, Jun 23 | 13 | | | I | 13" HEAVY/SLOW PASSENGER LOADING, EN ROUTE | |
| UPW | 48 | Mon, Jun 05 | 19 | D1 | 19" LATE TURN FROM #29 | |
| | | 73% OT | Fri, Jun 16 | 7 | CC | 17" WAIT @ UNIVERSITY COR CSHAT9 TO CLEAR TK3 SO THEY COULD X/OTK1-TK3 ACCT TRACK WELDING & RESURFACING ON TK1, UNIVERSITY-GRACE |
| | | Wed, Jun 21 | 50 | G | 50" CPY029 PLANT WENT DOWN, CREW HAD TO GET FLAGGED PAST WEST CHICAGO SIGNAL | |
| | | Thu, Jun 22 | 10 | I | 10" SLOW PASSENGER LOADING, COLLEGE AVE | |
| | | Fri, Jun 23 | 9 | I | 9" HEAVY PASSENGER LOADING, GENEVA, WHEATON & GLEN ELLYN; SLOW UNLOADING ADA, LOMBARD | |
| Thu, Jun 29 | 17 | CC1 | 27" DEPARTED ELBURN 12" LATE DUE TO LATE TURN FROM #29; RAN CENTER TRACK COLLEGE AVE- LOMBARD; PASSENGERS ON WRONG SIDE AT COLLEGE AVE | | | |
| UPW | 49 | Thu, Jun 01 | 17 | D1 | 17" TRAIN CONTROL FROM MELROSE PARK-WHEATON FOLLOWING #47 ACCT FREIGHT INTERFERENCE W/ #45 | |
| | | 57% OT | Fri, Jun 02 | 9 | G1 | 9" TRAIN CONTROL FOLLOWING TRAINS AHEAD |
| | | Mon, Jun 05 | 8 | C | 8" 10MPH, MP0.6-1.1(#13 SWITCH @ HALSTED NEEDS REPAIR) | |
| | | Tue, Jun 06 | 8 | J1 | 8" FOLLOWING #45 DUE TO PASSENGER REMOVAL. | |
| | | Mon, Jun 19 | 10 | D1 | 10" DELAYED BEHIND # 47 WAITING FOR # 56 TO CLEAR CLK # 3 DUE TO IOJPRJ GOING INTO THE YARD AT 25TH AVE ON TRK # 1/ZCIG1 ON TRK #2, VALE. | |
| | | Tue, Jun 20 | 6 | RF | 6" FOLLOWED #47 THAT WAS DELAYED @ VALE DUE TO TK3 SWITCH WOULDNOT LINE UP OR LOCK FOR NORMAL.#47 WAIT YPRBL WENT OVER SWITCH & CORRECTED | |
| | | Thu, Jun 22 | 7 | GT1 | 7" STOPPED @ KEDZIE WAIT FOR ZBRG1 TO CLEAR INTO ROCKWELL (EARLIER SWITCH FAILURE DELAYED THIS TRAIN) | |
| | | Wed, Jun 28 | 7 | D1 | 7" LATE FOLLOWING # 47 AND RAN SHORT X-OVERS DUE TO IG3AH CROSSING INTO ROCKWELL ON T3, KEDZIE;X-OVER T1-T2,VALE;30 MPH,MP17.7-17.8. | |
| Thu, Jun 29 | 7 | D | 7" STOPPED BEHIND #47 AT KEDZIE WAITING FOR ZBRG1 CROSSING INTO THE ROCKWELL SUB. | | | |
| UPW | 55 | Thu, Jun 01 | 18 | J1 | 18" TRAIN CONTROL FROM OAK PARK-WEST CHICAGO FOLLOWING #53 ON ACCT PD ACTIVITY | |
| | | 76% OT | Fri, Jun 02 | 10 | G1 | 10" TRAIN CONTROL FOLLOWING TRAINS AHEAD |
| | | Mon, Jun 19 | 10 | D1 | 10" DELAYED FOLLOWING TRAINS AHEAD THAT WERE HELD WAITING FOR # 56 TO CLEAR TRK #3 DUE TO THE IOJPRJ GOING INTO YARD AT 25TH AVE/TRK #1. | |
| | | Thu, Jun 22 | 10 | GT1 | 10" RAN TRAIN CONTROL FOLLOWING TRAINS AHEAD | |
| | | Fri, Jun 23 | 10 | F1 | 10" FOLLOWING TRAINS AHEAD THAT WERE LATE DEPARTING THE DEPOT, LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YD ON TRAIN CONTROL, OAK PK-ELMH | |
| UPW | 58 | Wed, Jun 07 | 10 | L1 | 9" LATE TURN FROM #39; MCLPR, PARK | |
| | | 82% OT | Tue, Jun 13 | 7 | D | 7" 2CPPCA9 AHEAD CROSSING OVER @ GRACE. |
| | | Fri, Jun 16 | 15 | R | 15" MAKE REVERSE MOVE BACK TO KEDZIE DEPOT TO UNLOAD PASSENGERS DUE TO GOING PAST DEPOT | |
| | | Thu, Jun 22 | 10 | GT1 | 10" LATE TURN FRMO #39 | |
| UPW | 60 | Tue, Jun 13 | 8 | D1 | 8" FOLLOWING #58 THAT WAS DELAYED DUE TO 2CPPCA9 AHEAD CROSSINGOVER @ GRACE. | |
| | | 82% OT | Fri, Jun 16 | 16 | R1 | 16" WAIT FOR #56 TO CLEAR KEDZIE, MP7 |
| | | Tue, Jun 20 | 7 | RF | 7" LATE DEPARTING WAIT FOR SIGNAL TO TIME OUT PER DISPATCHER, HE HAD WRONG SIGNAL UP | |
| | | Thu, Jun 22 | 9 | GT1 | 10" LATE TURN FROM #59, ELMHURST | |

Data is final (07/25/17) 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 | | | | | | | | |

Effective July 1, 2016

Revised July 19, 2016

'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

June 2017

| DELAY CONTROL | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM | |
|-----------------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|------------|------------|------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | | |
| Controllable | 80 | 42 | 32 | 29 | 10 | 70 | 27 | 2 | 30 | 7 | 27 | 25 | 40 | 421 | 51% |
| Semi-controllable | 9 | 0 | 1 | 0 | 4 | 8 | 3 | 16 | 18 | 9 | 4 | 5 | 28 | 105 | 13% |
| Uncontrollable | 53 | 19 | 3 | 2 | 3 | 20 | 30 | 3 | 26 | 4 | 15 | 76 | 42 | 296 | 36% |
| TOTAL TRAINS DELAYED | 142 | 61 | 36 | 31 | 17 | 98 | 60 | 21 | 74 | 20 | 46 | 106 | 110 | 822 | 100% |

June - 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 | 128.8 | 38.4 | 12.0 | 20.8 | 5.8 | 63.2 | 36.4 | 14.0 | 37.0 | 14.6 | 22.8 | 23.2 | 38.0 | 455.0 | 47% |
| Semi-controllable | 27.6 | 0.0 | 0.0 | 0.0 | 2.8 | 12.6 | 16.4 | 11.6 | 6.6 | 25.8 | 0.4 | 6.4 | 23.6 | 133.8 | 14% |
| Uncontrollable | 70.4 | 24.4 | 5.2 | 13.6 | 1.0 | 36.4 | 38.6 | 4.2 | 48.8 | 8.0 | 36.8 | 50.8 | 38.0 | 376.2 | 39% |
| TOTAL TRAINS DELAYED | 226.8 | 62.8 | 17.2 | 34.4 | 9.6 | 112.2 | 91.4 | 29.8 | 92.4 | 48.4 | 60.0 | 80.4 | 99.6 | 965.0 | 100% |

June 2017 Divergence From June 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 | -48.8 | 3.6 | 20.0 | 8.2 | 4.2 | 6.8 | -9.4 | -12.0 | -7.0 | -7.6 | 4.2 | 1.8 | 2.0 | -34.0 | 24% |
| Semi-controllable | -18.6 | 0.0 | 1.0 | 0.0 | 1.2 | -4.6 | -13.4 | 4.4 | 11.4 | -16.8 | 3.6 | -1.4 | 4.4 | -28.8 | 20% |
| Uncontrollable | -17.4 | -5.4 | -2.2 | -11.6 | 2.0 | -16.4 | -8.6 | -1.2 | -22.8 | -4.0 | -21.8 | 25.2 | 4.0 | -80.2 | 56% |
| TOTAL TRAINS DELAYED | -84.8 | -1.8 | 18.8 | -3.4 | 7.4 | -14.2 | -31.4 | -8.8 | -18.4 | -28.4 | -14.0 | 25.6 | 10.4 | -143.0 | 100% |

January-June 2017

| DELAY CONTROL | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM | |
|-----------------------------|------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | | |
| Controllable | 325 | 169 | 84 | 91 | 27 | 221 | 163 | 44 | 210 | 75 | 167 | 104 | 190 | 1,870 | 50% |
| Semi-controllable | 29 | 0 | 1 | 0 | 16 | 68 | 50 | 84 | 32 | 75 | 10 | 25 | 123 | 513 | 14% |
| Uncontrollable | 238 | 100 | 36 | 63 | 10 | 111 | 124 | 32 | 149 | 24 | 83 | 244 | 163 | 1,377 | 37% |
| TOTAL TRAINS DELAYED | 592 | 269 | 121 | 154 | 53 | 400 | 337 | 160 | 391 | 174 | 260 | 373 | 476 | 3,760 | 100% |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine

08/07/2017

TABLE 7: NUMBER OF DELAYS BY DATE
June 2017

| WEEKDAY | 1 | 2 | 5 | 6 | 7 | 8 | 9 | 12 | 13 | 14 | 15 | 16 | 19 | 20 | 21 | 22 | 23 | 26 | 27 | 28 | 29 | 30 | TOTAL |
|-----------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | Mo | Tu | We | Th | Fr | |
| BNSF | 12 | 14 | 1 | 9 | 6 | 7 | 1 | 8 | 7 | 21 | 14 | 5 | 0 | 0 | 5 | 5 | 5 | 2 | 2 | 4 | 2 | 3 | 133 |
| Elec -ML | 0 | 7 | 0 | 22 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 1 | 7 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 51 |
| -BI | 0 | 1 | 0 | 9 | 1 | 2 | 1 | 0 | 2 | 3 | 1 | 3 | 3 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 36 |
| -SC | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 20 |
| Heritage | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 17 |
| Milw -N | 0 | 2 | 1 | 0 | 2 | 15 | 1 | 2 | 5 | 4 | 10 | 9 | 0 | 1 | 1 | 2 | 5 | 2 | 0 | 2 | 6 | 4 | 74 |
| -W | 4 | 0 | 1 | 0 | 0 | 4 | 2 | 5 | 4 | 11 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 1 | 52 |
| NCS | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 21 |
| RI | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 6 | 4 | 1 | 7 | 10 | 2 | 0 | 8 | 2 | 1 | 1 | 0 | 1 | 1 | 3 | 57 |
| SWS | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 20 |
| UP -N | 1 | 4 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 8 | 0 | 1 | 2 | 0 | 4 | 2 | 1 | 31 |
| -NW | 0 | 9 | 14 | 3 | 3 | 6 | 1 | 7 | 0 | 5 | 4 | 0 | 0 | 2 | 6 | 0 | 2 | 2 | 6 | 1 | 1 | 1 | 73 |
| -W | <u>15</u> | <u>5</u> | <u>6</u> | <u>5</u> | <u>5</u> | <u>3</u> | <u>3</u> | <u>0</u> | <u>3</u> | <u>1</u> | <u>1</u> | <u>6</u> | <u>5</u> | <u>5</u> | <u>7</u> | <u>9</u> | <u>6</u> | <u>2</u> | <u>0</u> | <u>1</u> | <u>8</u> | <u>3</u> | <u>99</u> |
| SYSTEM | 33 | 49 | 25 | 66 | 24 | 48 | 13 | 32 | 27 | 59 | 44 | 39 | 18 | 17 | 46 | 20 | 24 | 26 | 13 | 16 | 23 | 22 | 684 |

| SATURDAY | 3 | 10 | 17 | 24 | TOTAL | SUNDAY/HOLIDAY | 4 | 11 | 18 | 25 | TOTAL |
|-----------------|----------|----------|----------|----------|----------|-----------------|----------|----------|----------|----------|----------|
| BNSF | 1 | 0 | 1 | 1 | 3 | BNSF | 0 | 1 | 2 | 3 | 6 |
| Elec -ML | 0 | 1 | 0 | 1 | 2 | Elec -ML | 0 | 4 | 2 | 2 | 8 |
| -BI | 0 | 0 | 0 | 0 | 0 | -BI | - | - | - | - | 0 |
| -SC | 1 | 0 | 1 | 9 | 11 | -SC | 0 | 0 | 0 | 0 | 0 |
| Heritage | - | - | - | - | - | Heritage | - | - | - | - | 0 |
| Milw -N | 1 | 1 | 3 | 12 | 17 | Milw -N | 4 | 0 | 2 | 1 | 7 |
| -W | 1 | 3 | 0 | 0 | 4 | -W | 0 | 0 | 1 | 3 | 4 |
| NCS | - | - | - | - | - | NCS | - | - | - | - | 0 |
| RI | 1 | 5 | 0 | 1 | 7 | RI | 0 | 4 | 1 | 5 | 10 |
| SWS | 0 | 0 | 0 | 0 | 0 | SWS | - | - | - | - | 0 |
| UP -N | 4 | 4 | 0 | 1 | 9 | UP -N | 0 | 4 | 1 | 1 | 6 |
| -NW | 3 | 6 | 1 | 10 | 20 | -NW | 1 | 5 | 1 | 6 | 13 |
| -W | <u>2</u> | <u>4</u> | <u>0</u> | <u>0</u> | <u>6</u> | -W | <u>0</u> | <u>3</u> | <u>2</u> | <u>0</u> | <u>5</u> |
| SYSTEM | 14 | 24 | 6 | 35 | 79 | SYSTEM | 5 | 21 | 12 | 21 | 59 |

Data is final (07/25/17) version from TOPS.

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

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|------------|------------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Freight Interference - TOTAL | 19 | 0 | 1 | 0 | 3 | 9 | 2 | 14 | 18 | 8 | 4 | 5 | 27 | 110 |
| Freight Interference - Peak | 7 | 0 | 1 | 0 | 3 | 0 | 1 | 3 | 1 | 2 | 2 | 3 | 11 | 34 |
| Primary | 6 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 1 | 2 | 0 | 2 | 5 | 22 |
| Secondary | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 6 | 12 |
| Freight Interference - Off-Peak | 12 | 0 | 0 | 0 | 0 | 9 | 1 | 11 | 17 | 6 | 2 | 2 | 16 | 76 |
| Primary | 10 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 14 | 5 | 0 | 2 | 12 | 57 |
| Secondary | 2 | 0 | 0 | 0 | 0 | 4 | 1 | 2 | 3 | 1 | 2 | 0 | 4 | 19 |
| Signal/Switch Failure - TOTAL | 13 | 4 | 3 | 2 | 2 | 15 | 5 | 2 | 1 | 4 | 6 | 9 | 21 | 87 |
| Signal/Switch Failure - Metra/PSA | 9 | 4 | 3 | 2 | 0 | 15 | 4 | 0 | 1 | 2 | 6 | 9 | 19 | 74 |
| Primary | 5 | 2 | 2 | 2 | 0 | 10 | 2 | 0 | 1 | 2 | 6 | 2 | 8 | 42 |
| Secondary | 4 | 2 | 1 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 7 | 11 | 32 |
| Signal/Switch Failure - Foreign | 4 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 13 |
| Primary | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 2 | 10 |
| Secondary | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Mechanical Failure - TOTAL | 18 | 5 | 0 | 3 | 1 | 8 | 10 | 0 | 16 | 0 | 14 | 6 | 4 | 85 |
| Mechanical Failure - Metra/PSA | 18 | 4 | 0 | 3 | 1 | 8 | 10 | 0 | 16 | 0 | 14 | 6 | 4 | 84 |
| Non-Locomotive Equipment Failure - Metra/PSA | 9 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 6 | 2 | 35 |
| Primary | 3 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 3 | 1 | 13 |
| Secondary | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 3 | 1 | 22 |
| Locomotive Failure - Metra/PSA | 9 | 0 | 0 | 0 | 1 | 7 | 10 | 0 | 11 | 0 | 9 | 0 | 2 | 49 |
| Primary | 3 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 6 | 0 | 5 | 0 | 1 | 25 |
| Secondary | 6 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 5 | 0 | 4 | 0 | 1 | 24 |
| Mechanical Failure - Foreign | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Passenger Train Interference - TOTAL | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 9 |
| Passenger Train Interference - Metra/PSA | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Passenger Train Interference - Foreign | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| Accident - TOTAL | 11 | 22 | 9 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 1 | 65 |
| Accident - Metra/PSA | 11 | 22 | 9 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 0 | 64 |
| Accident - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Track Work - TOTAL | 23 | 8 | 16 | 11 | 0 | 21 | 2 | 0 | 9 | 0 | 4 | 4 | 9 | 107 |
| Track Work - Metra/PSA | 23 | 8 | 16 | 11 | 0 | 21 | 2 | 0 | 9 | 0 | 4 | 4 | 9 | 107 |
| Track Work - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Human Error - TOTAL | 12 | 4 | 3 | 1 | 5 | 21 | 9 | 2 | 2 | 2 | 2 | 7 | 5 | 75 |
| Human Error - Metra/PSA | 10 | 3 | 3 | 1 | 0 | 19 | 7 | 2 | 2 | 1 | 2 | 5 | 3 | 58 |
| Human Error - Foreign | 2 | 1 | 0 | 0 | 5 | 2 | 2 | 0 | 0 | 1 | 0 | 2 | 2 | 17 |
| Sick, Injured, Unruly Passenger - TOTAL | 0 | 2 | 1 | 2 | 0 | 1 | 9 | 0 | 4 | 0 | 2 | 6 | 11 | 38 |
| Sick, Injured, Unruly Passenger - Metra/PSA | 0 | 2 | 1 | 2 | 0 | 1 | 9 | 0 | 4 | 0 | 2 | 6 | 11 | 38 |
| Sick, Injured, Unruly Passenger - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Weather - TOTAL | 24 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | 0 | 33 |
| Weather - Metra/PSA | 24 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | 0 | 33 |
| Weather - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger Loading - TOTAL | 4 | 6 | 1 | 0 | 0 | 4 | 5 | 1 | 11 | 0 | 9 | 28 | 12 | 81 |
| Lift Deployment - TOTAL | 5 | 2 | 0 | 0 | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 2 | 2 | 31 |
| Obstruction/Debris - TOTAL | 8 | 7 | 1 | 0 | 3 | 2 | 6 | 2 | 3 | 4 | 1 | 21 | 6 | 64 |
| Catenary Failure - TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other - TOTAL | 5 | 1 | 1 | 0 | 0 | 1 | 9 | 0 | 2 | 0 | 3 | 4 | 11 | 37 |
| TOTAL TRAINS DELAYED | 142 | 61 | 36 | 31 | 17 | 98 | 60 | 21 | 74 | 20 | 46 | 106 | 110 | 822 |
| Total Metra/PSA Delays | 117 | 59 | 35 | 31 | 4 | 87 | 55 | 5 | 56 | 7 | 42 | 99 | 78 | 675 |
| Total Foreign Carrier Delays | 25 | 2 | 1 | 0 | 13 | 11 | 5 | 16 | 18 | 13 | 4 | 7 | 32 | 147 |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 08/07/2017

'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 8.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE

June - 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 | 22.8 | 0.0 | 0.0 | 0.0 | 2.0 | 9.4 | 14.0 | 9.8 | 6.6 | 16.6 | 0.4 | 6.4 | 22.0 | 110.0 |
| Freight Interference - Peak | 7.6 | 0.0 | 0.0 | 0.0 | 1.8 | 2.2 | 1.8 | 4.6 | 1.4 | 5.6 | 0.2 | 3.8 | 5.0 | 34.0 |
| <i>Primary</i> | 5.2 | 0.0 | 0.0 | 0.0 | 1.6 | 1.4 | 0.8 | 3.2 | 1.4 | 3.2 | 0.0 | 1.4 | 2.6 | 20.8 |
| <i>Secondary</i> | 2.4 | 0.0 | 0.0 | 0.0 | 0.2 | 0.8 | 1.0 | 1.4 | 0.0 | 2.4 | 0.2 | 2.4 | 2.4 | 13.2 |
| Freight Interference - Off-Peak | 15.2 | 0.0 | 0.0 | 0.0 | 0.2 | 7.2 | 12.2 | 5.2 | 5.2 | 11.0 | 0.2 | 2.6 | 17.0 | 76.0 |
| <i>Primary</i> | 13.0 | 0.0 | 0.0 | 0.0 | 0.2 | 5.2 | 8.2 | 4.8 | 4.6 | 7.8 | 0.2 | 1.8 | 12.2 | 58.0 |
| <i>Secondary</i> | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 4.0 | 0.4 | 0.6 | 3.2 | 0.0 | 0.8 | 4.8 | 18.0 |
| Signal/Switch Failure - TOTAL | 33.0 | 11.0 | 3.6 | 3.6 | 1.6 | 29.8 | 16.0 | 8.6 | 9.0 | 12.6 | 4.6 | 6.8 | 13.8 | 154.0 |
| Signal/Switch Failure - Metra/PSA | 25.2 | 11.0 | 3.6 | 3.6 | 0.2 | 26.4 | 13.6 | 6.6 | 9.0 | 3.0 | 4.6 | 6.2 | 12.2 | 125.2 |
| <i>Primary</i> | 18.6 | 9.8 | 2.2 | 2.4 | 0.2 | 9.8 | 6.4 | 2.4 | 5.6 | 2.2 | 1.8 | 1.4 | 3.8 | 66.6 |
| <i>Secondary</i> | 6.6 | 1.2 | 1.4 | 1.2 | 0.0 | 16.6 | 7.2 | 4.2 | 3.4 | 0.8 | 2.8 | 4.8 | 8.4 | 58.6 |
| Signal/Switch Failure - Foreign | 7.8 | 0.0 | 0.0 | 0.0 | 1.4 | 3.4 | 2.4 | 2.0 | 0.0 | 9.6 | 0.0 | 0.6 | 1.6 | 28.8 |
| <i>Primary</i> | 6.6 | 0.0 | 0.0 | 0.0 | 1.0 | 2.0 | 1.6 | 1.2 | 0.0 | 5.6 | 0.0 | 0.4 | 1.6 | 20.0 |
| <i>Secondary</i> | 1.2 | 0.0 | 0.0 | 0.0 | 0.4 | 1.4 | 0.8 | 0.8 | 0.0 | 4.0 | 0.0 | 0.2 | 0.0 | 8.8 |
| Mechanical Failure - TOTAL | 30.0 | 7.2 | 1.6 | 1.2 | 0.8 | 12.0 | 8.6 | 1.6 | 5.6 | 2.2 | 6.0 | 8.6 | 10.8 | 96.2 |
| Mechanical Failure - Metra/PSA | 30.0 | 7.2 | 1.6 | 1.2 | 0.8 | 12.0 | 8.6 | 1.6 | 5.6 | 2.2 | 6.0 | 8.6 | 10.8 | 96.2 |
| Non-Locomotive Equipment Failure - Metra/PSA | 4.2 | 7.2 | 1.6 | 1.2 | 0.0 | 0.0 | 0.8 | 0.0 | 0.8 | 0.4 | 1.6 | 1.8 | 3.8 | 23.4 |
| <i>Primary</i> | 2.2 | 1.4 | 0.4 | 0.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.6 | 0.2 | 0.6 | 0.6 | 1.4 | 8.4 |
| <i>Secondary</i> | 2.0 | 5.8 | 1.2 | 0.8 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.2 | 1.0 | 1.2 | 2.4 | 15.0 |
| Locomotive Failure - Metra/PSA | 25.8 | 0.0 | 0.0 | 0.0 | 0.8 | 12.0 | 7.8 | 1.6 | 4.8 | 1.8 | 4.4 | 6.8 | 7.0 | 72.8 |
| <i>Primary</i> | 5.6 | 0.0 | 0.0 | 0.0 | 0.6 | 2.8 | 2.8 | 0.2 | 2.2 | 1.0 | 2.4 | 1.8 | 2.2 | 21.6 |
| <i>Secondary</i> | 20.2 | 0.0 | 0.0 | 0.0 | 0.2 | 9.2 | 5.0 | 1.4 | 2.6 | 0.8 | 2.0 | 5.0 | 4.8 | 51.2 |
| Mechanical Failure - Foreign | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Passenger Train Interference - TOTAL | 2.4 | 1.2 | 0.4 | 1.0 | 0.8 | 4.0 | 1.6 | 2.2 | 0.8 | 2.8 | 0.2 | 0.2 | 0.4 | 18.0 |
| Passenger Train Interference - Metra/PSA | 0.2 | 0.6 | 0.2 | 0.8 | 0.2 | 2.2 | 1.4 | 2.2 | 0.6 | 1.0 | 0.2 | 0.0 | 0.4 | 10.0 |
| Passenger Train Interference - Foreign | 2.2 | 0.6 | 0.2 | 0.2 | 0.6 | 1.8 | 0.2 | 0.0 | 0.2 | 1.8 | 0.0 | 0.2 | 0.0 | 8.0 |
| Accident - TOTAL | 11.4 | 2.2 | 0.6 | 1.6 | 0.0 | 3.8 | 7.8 | 1.4 | 3.0 | 3.4 | 0.0 | 3.6 | 1.2 | 40.0 |
| Accident - Metra/PSA | 10.6 | 2.2 | 0.6 | 1.6 | 0.0 | 3.2 | 7.8 | 1.0 | 3.0 | 3.4 | 0.0 | 3.6 | 1.2 | 38.2 |
| Accident - Foreign | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| Track Work - TOTAL | 50.8 | 3.4 | 2.4 | 7.4 | 1.0 | 10.8 | 5.4 | 1.4 | 16.2 | 2.2 | 7.0 | 4.2 | 6.8 | 119.0 |
| Track Work - Metra/PSA | 50.2 | 3.4 | 2.4 | 7.4 | 1.0 | 10.8 | 5.2 | 1.4 | 16.2 | 2.2 | 7.0 | 4.2 | 6.8 | 118.2 |
| Track Work - Foreign | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 |
| Human Error - TOTAL | 14.6 | 11.4 | 3.2 | 5.0 | 2.4 | 9.4 | 5.2 | 1.4 | 3.8 | 4.4 | 3.8 | 2.4 | 4.8 | 71.8 |
| Human Error - Metra/PSA | 9.0 | 11.4 | 3.2 | 5.0 | 0.8 | 5.8 | 3.2 | 0.8 | 3.8 | 0.8 | 2.8 | 1.4 | 3.8 | 51.8 |
| Human Error - Foreign | 5.6 | 0.0 | 0.0 | 0.0 | 1.6 | 3.6 | 2.0 | 0.6 | 0.0 | 3.6 | 1.0 | 1.0 | 1.0 | 20.0 |
| Sick, Injured, Unruly Passenger - TOTAL | 5.0 | 4.8 | 0.8 | 1.6 | 0.0 | 5.2 | 3.6 | 0.0 | 3.6 | 0.8 | 3.8 | 4.2 | 4.2 | 37.6 |
| Sick, Injured, Unruly Passenger - Metra/PSA | 4.6 | 4.8 | 0.8 | 1.6 | 0.0 | 5.2 | 3.6 | 0.0 | 3.6 | 0.8 | 3.8 | 4.2 | 4.2 | 37.2 |
| Sick, Injured, Unruly Passenger - Foreign | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| Weather - TOTAL | 25.0 | 3.4 | 1.0 | 1.4 | 0.8 | 4.8 | 2.6 | 1.4 | 6.4 | 1.6 | 7.8 | 16.8 | 11.0 | 84.0 |
| Weather - Metra/PSA | 25.0 | 3.4 | 1.0 | 1.4 | 0.8 | 4.8 | 2.6 | 1.4 | 6.4 | 1.6 | 7.8 | 16.8 | 11.0 | 84.0 |
| 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 | 13.2 | 11.4 | 2.6 | 4.2 | 0.0 | 15.8 | 16.4 | 0.6 | 25.6 | 0.4 | 21.2 | 19.4 | 13.0 | 143.8 |
| Lift Deployment - TOTAL | 2.0 | 0.2 | 0.0 | 0.2 | 0.0 | 1.8 | 5.2 | 0.0 | 5.4 | 0.2 | 1.4 | 2.2 | 3.6 | 22.2 |
| Obstruction/Debris - TOTAL | 10.8 | 2.2 | 0.0 | 3.2 | 0.2 | 4.4 | 4.4 | 0.6 | 3.2 | 1.0 | 3.0 | 2.8 | 2.8 | 38.6 |
| Catenary Failure - TOTAL | 0.0 | 3.2 | 0.8 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 |
| Other - TOTAL | 5.8 | 1.2 | 0.2 | 3.4 | 0.0 | 1.0 | 0.6 | 0.8 | 3.2 | 0.2 | 0.8 | 2.8 | 5.2 | 25.2 |
| TOTAL TRAINS DELAYED | 226.8 | 62.8 | 17.2 | 34.4 | 9.6 | 112.2 | 91.4 | 29.8 | 92.4 | 48.4 | 60.0 | 80.4 | 99.6 | 965.0 |
| Total Metra/PSA Delays | 186.6 | 62.2 | 17.0 | 34.2 | 4.0 | 93.4 | 72.6 | 17.0 | 85.6 | 16.8 | 58.6 | 72.2 | 75.0 | 795.2 |
| Total Foreign Carrier Delays | 40.2 | 0.6 | 0.2 | 0.2 | 5.6 | 18.8 | 18.8 | 12.8 | 6.8 | 31.6 | 1.4 | 8.2 | 24.6 | 169.8 |

Data for latest month is final (07/15/16) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 08/07/2017

'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 8.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
June 2017 Divergence From June Average Over Previous Five Years

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|--------------|-------------|-------------|-------------|------------|--------------|--------------|-------------|--------------|--------------|---------------|-------------|-------------|---------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Freight Interference - TOTAL | -3.8 | 0.0 | 1.0 | 0.0 | 1.0 | -0.4 | -12.0 | 4.2 | 11.4 | -8.6 | 3.6 | -1.4 | 5.0 | 0.0 |
| Freight Interference - Peak | -0.6 | 0.0 | 1.0 | 0.0 | 1.2 | -2.2 | -0.8 | -1.6 | -0.4 | -3.6 | 1.8 | -0.8 | 6.0 | 0.0 |
| <i>Primary</i> | 0.8 | 0.0 | 0.0 | 0.0 | 1.4 | -1.4 | 0.2 | -1.2 | -0.4 | -1.2 | 0.0 | 0.6 | 2.4 | 1.2 |
| <i>Secondary</i> | -1.4 | 0.0 | 1.0 | 0.0 | -0.2 | -0.8 | -1.0 | -0.4 | 0.0 | -2.4 | 1.8 | -1.4 | 3.6 | -1.2 |
| Freight Interference - Off-Peak | -3.2 | 0.0 | 0.0 | 0.0 | -0.2 | 1.8 | -11.2 | 5.8 | 11.8 | -5.0 | 1.8 | -0.6 | -1.0 | 0.0 |
| <i>Primary</i> | -3.0 | 0.0 | 0.0 | 0.0 | -0.2 | 0.2 | -8.2 | 4.2 | 9.4 | -2.8 | 0.2 | 0.2 | -0.2 | -1.0 |
| <i>Secondary</i> | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | -3.0 | 1.6 | 2.4 | -2.2 | 2.0 | -0.8 | -0.8 | 1.0 |
| Signal/Switch Failure - TOTAL | -20.0 | -7.0 | -0.6 | -1.6 | 0.4 | -14.8 | -11.0 | -6.6 | -8.0 | -8.6 | 1.4 | 2.2 | 7.2 | -67.0 |
| Signal/Switch Failure - Metra/PSA | -16.2 | -7.0 | -0.6 | -1.6 | -0.2 | -11.4 | -9.6 | -6.6 | -8.0 | -1.0 | 1.4 | 2.8 | 6.8 | -51.2 |
| <i>Primary</i> | -13.6 | -7.8 | -0.2 | -0.4 | -0.2 | 0.2 | -4.4 | -2.4 | -4.6 | -0.2 | 4.2 | 0.6 | 4.2 | -24.6 |
| <i>Secondary</i> | -2.6 | 0.8 | -0.4 | -1.2 | 0.0 | -11.6 | -5.2 | -4.2 | -3.4 | -0.8 | -2.8 | 2.2 | 2.6 | -26.6 |
| Signal/Switch Failure - Foreign | -3.8 | 0.0 | 0.0 | 0.0 | 0.6 | -3.4 | -1.4 | 0.0 | 0.0 | -7.6 | 0.0 | -0.6 | 0.4 | -15.8 |
| <i>Primary</i> | -4.6 | 0.0 | 0.0 | 0.0 | 0.0 | -2.0 | -0.6 | 0.8 | 0.0 | -3.6 | 0.0 | -0.4 | 0.4 | -10.0 |
| <i>Secondary</i> | 0.8 | 0.0 | 0.0 | 0.0 | 0.6 | -1.4 | -0.8 | -0.8 | 0.0 | -4.0 | 0.0 | -0.2 | 0.0 | -5.8 |
| Mechanical Failure - TOTAL | -12.0 | -2.2 | -1.6 | 1.8 | 0.2 | -4.0 | 1.4 | -1.6 | 10.4 | -2.2 | 8.0 | -2.6 | -6.8 | -11.2 |
| Mechanical Failure - Metra/PSA | -12.0 | -3.2 | -1.6 | 1.8 | 0.2 | -4.0 | 1.4 | -1.6 | 10.4 | -2.2 | 8.0 | -2.6 | -6.8 | -12.2 |
| Non-Locomotive Equipment Failure - Metra/PSA | 4.8 | -3.2 | -1.6 | 1.8 | 0.0 | 1.0 | -0.8 | 0.0 | 4.2 | -0.4 | 3.4 | 4.2 | -1.8 | 11.6 |
| <i>Primary</i> | 0.8 | -1.4 | -0.4 | 1.6 | 0.0 | 1.0 | -0.6 | 0.0 | 1.4 | -0.2 | 0.4 | 2.4 | -0.4 | 4.6 |
| <i>Secondary</i> | 4.0 | -1.8 | -1.2 | 0.2 | 0.0 | 0.0 | -0.2 | 0.0 | 2.8 | -0.2 | 3.0 | 1.8 | -1.4 | 7.0 |
| Locomotive Failure - Metra/PSA | -16.8 | 0.0 | 0.0 | 0.0 | 0.2 | -5.0 | 2.2 | -1.6 | 6.2 | -1.8 | 4.6 | -6.8 | -5.0 | -23.8 |
| <i>Primary</i> | -2.6 | 0.0 | 0.0 | 0.0 | 0.4 | 1.2 | 2.2 | -0.2 | 3.8 | -1.0 | 2.6 | -1.8 | -1.2 | 3.4 |
| <i>Secondary</i> | -14.2 | 0.0 | 0.0 | 0.0 | -0.2 | -6.2 | 0.0 | -1.4 | 2.4 | -0.8 | 2.0 | -5.0 | -3.8 | -27.2 |
| Mechanical Failure - Foreign | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Passenger Train Interference - TOTAL | -2.4 | -1.2 | -0.4 | -1.0 | 2.2 | -1.0 | -1.6 | -2.2 | -0.8 | -0.8 | -0.2 | -0.2 | 0.6 | -9.0 |
| Passenger Train Interference - Metra/PSA | -0.2 | -0.6 | -0.2 | -0.8 | -0.2 | 0.8 | -1.4 | -2.2 | -0.6 | -1.0 | -0.2 | 0.0 | 0.6 | -6.0 |
| Passenger Train Interference - Foreign | -2.2 | -0.6 | -0.2 | -0.2 | 2.4 | -1.8 | -0.2 | 0.0 | -0.2 | 0.2 | 0.0 | -0.2 | 0.0 | -3.0 |
| Accident - TOTAL | -0.4 | 19.8 | 8.4 | 10.4 | 0.0 | -3.8 | -5.8 | -1.4 | -3.0 | -3.4 | 0.0 | 4.4 | -0.2 | 25.0 |
| Accident - Metra/PSA | 0.4 | 19.8 | 8.4 | 10.4 | 0.0 | -3.2 | -5.8 | -1.0 | -3.0 | -3.4 | 0.0 | 4.4 | -1.2 | 25.8 |
| Accident - Foreign | -0.8 | 0.0 | 0.0 | 0.0 | 0.0 | -0.6 | 0.0 | -0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | -0.8 |
| Track Work - TOTAL | -27.8 | 4.6 | 13.6 | 3.6 | -1.0 | 10.2 | -3.4 | -1.4 | -7.2 | -2.2 | -3.0 | -0.2 | 2.2 | -12.0 |
| Track Work - Metra/PSA | -27.2 | 4.6 | 13.6 | 3.6 | -1.0 | 10.2 | -3.2 | -1.4 | -7.2 | -2.2 | -3.0 | -0.2 | 2.2 | -11.2 |
| Track Work - Foreign | -0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.8 |
| Human Error - TOTAL | -2.6 | -7.4 | -0.2 | -4.0 | 2.6 | 11.6 | 3.8 | 0.6 | -1.8 | -2.4 | -1.8 | 4.6 | 0.2 | 3.2 |
| Human Error - Metra/PSA | 1.0 | -8.4 | -0.2 | -4.0 | -0.8 | 13.2 | 3.8 | 1.2 | -1.8 | 0.2 | -0.8 | 3.6 | -0.8 | 6.2 |
| Human Error - Foreign | -3.6 | 1.0 | 0.0 | 0.0 | 3.4 | -1.6 | 0.0 | -0.6 | 0.0 | -2.6 | -1.0 | 1.0 | 1.0 | -3.0 |
| Sick, Injured, Unruly Passenger - TOTAL | -5.0 | -2.8 | 0.2 | 0.4 | 0.0 | -4.2 | 5.4 | 0.0 | 0.4 | -0.8 | -1.8 | 1.8 | 6.8 | 0.4 |
| Sick, Injured, Unruly Passenger - Metra/PSA | -4.6 | -2.8 | 0.2 | 0.4 | 0.0 | -4.2 | 5.4 | 0.0 | 0.4 | -0.8 | -1.8 | 1.8 | 6.8 | 0.8 |
| Sick, Injured, Unruly Passenger - Foreign | -0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.4 |
| Weather - TOTAL | -1.0 | -3.4 | -1.0 | -1.4 | -0.8 | -3.8 | -1.6 | -1.4 | -6.4 | -1.6 | -6.8 | -10.8 | -11.0 | -51.0 |
| Weather - Metra/PSA | -1.0 | -3.4 | -1.0 | -1.4 | -0.8 | -3.8 | -1.6 | -1.4 | -6.4 | -1.6 | -6.8 | -10.8 | -11.0 | -51.0 |
| 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 | -9.2 | -5.4 | -1.6 | -4.2 | 0.0 | -11.8 | -11.4 | 0.4 | -14.6 | -0.4 | -12.2 | 8.6 | -1.0 | -62.8 |
| Lift Deployment - TOTAL | 3.0 | 1.8 | 0.0 | -0.2 | 0.0 | 10.2 | -5.2 | 0.0 | 2.6 | -0.2 | -1.4 | -0.2 | -1.6 | 8.8 |
| Obstruction/Debris - TOTAL | -2.8 | 4.8 | 1.0 | -3.2 | 2.8 | -2.4 | 1.6 | 1.4 | -0.2 | 3.0 | -2.0 | 18.2 | 3.2 | 25.4 |
| Catenary Failure - TOTAL | 0.0 | -3.2 | -0.8 | -0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -4.6 |
| Other - TOTAL | -0.8 | -0.2 | 0.8 | -3.4 | 0.0 | 0.0 | 8.4 | -0.8 | -1.2 | -0.2 | 2.2 | 1.2 | 5.8 | 11.8 |
| TOTAL TRAINS DELAYED | -84.8 | -1.8 | 18.8 | -3.4 | 7.4 | -14.2 | -31.4 | -8.8 | -18.4 | -28.4 | -14.0 | 25.6 | 10.4 | -143.0 |
| Total Metra/PSA Delays | -69.6 | -3.2 | 18.0 | -3.2 | 0.0 | -6.4 | -17.6 | -12.0 | -29.6 | -9.8 | -16.6 | 26.8 | 3.0 | -120.2 |
| Total Foreign Carrier Delays | -15.2 | 1.4 | 0.8 | -0.2 | 7.4 | -7.8 | -13.8 | 3.2 | 11.2 | -18.6 | 2.6 | -1.2 | 7.4 | -22.8 |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 08/07/2017

'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 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - June 2017

| CAUSE CATEGORY | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|--|------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|---------------|------------|------------|--------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Freight Interference - TOTAL | 34 | 0 | 1 | 0 | 14 | 43 | 28 | 61 | 32 | 60 | 11 | 25 | 119 | 428 |
| Freight Interference - Peak | 12 | 0 | 1 | 0 | 11 | 4 | 7 | 22 | 4 | 15 | 4 | 8 | 49 | 137 |
| Primary | 10 | 0 | 0 | 0 | 8 | 3 | 7 | 17 | 4 | 12 | 2 | 5 | 27 | 89 |
| Secondary | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 0 | 3 | 2 | 3 | 28 | 48 |
| Freight Interference - Off-Peak | 22 | 0 | 0 | 0 | 3 | 39 | 21 | 39 | 28 | 45 | 7 | 17 | 70 | 291 |
| Primary | 19 | 0 | 0 | 0 | 3 | 27 | 16 | 34 | 24 | 30 | 4 | 13 | 48 | 218 |
| Secondary | 3 | 0 | 0 | 0 | 0 | 12 | 5 | 5 | 4 | 15 | 3 | 4 | 22 | 73 |
| Signal/Switch Failure - TOTAL | 56 | 53 | 29 | 39 | 6 | 68 | 60 | 34 | 29 | 36 | 19 | 20 | 50 | 499 |
| Signal/Switch Failure - Metra/PSA | 41 | 53 | 29 | 39 | 0 | 41 | 37 | 11 | 29 | 16 | 19 | 19 | 43 | 377 |
| Primary | 23 | 36 | 24 | 27 | 0 | 25 | 27 | 8 | 23 | 10 | 11 | 9 | 21 | 244 |
| Secondary | 18 | 17 | 5 | 12 | 0 | 16 | 10 | 3 | 6 | 6 | 8 | 10 | 22 | 133 |
| Signal/Switch Failure - Foreign | 15 | 0 | 0 | 0 | 6 | 27 | 23 | 23 | 0 | 20 | 0 | 1 | 7 | 122 |
| Primary | 8 | 0 | 0 | 0 | 4 | 6 | 15 | 11 | 0 | 13 | 0 | 1 | 6 | 64 |
| Secondary | 7 | 0 | 0 | 0 | 2 | 21 | 8 | 12 | 0 | 7 | 0 | 0 | 1 | 58 |
| Mechanical Failure - TOTAL | 72 | 14 | 2 | 5 | 3 | 54 | 44 | 12 | 93 | 8 | 73 | 26 | 41 | 447 |
| Mechanical Failure - Metra/PSA | 70 | 9 | 2 | 5 | 2 | 52 | 44 | 12 | 93 | 8 | 73 | 26 | 41 | 437 |
| Non-Locomotive Equipment Failure - Metra/PSA | 25 | 9 | 2 | 5 | 1 | 3 | 4 | 3 | 8 | 0 | 8 | 12 | 23 | 103 |
| Primary | 11 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 5 | 0 | 3 | 5 | 10 | 46 |
| Secondary | 14 | 7 | 1 | 3 | 0 | 1 | 1 | 2 | 3 | 0 | 5 | 7 | 13 | 57 |
| Locomotive Failure - Metra/PSA | 45 | 0 | 0 | 0 | 1 | 49 | 40 | 9 | 85 | 8 | 65 | 14 | 18 | 334 |
| Primary | 19 | 0 | 0 | 0 | 1 | 20 | 18 | 5 | 34 | 3 | 14 | 10 | 6 | 130 |
| Secondary | 26 | 0 | 0 | 0 | 0 | 29 | 22 | 4 | 51 | 5 | 51 | 4 | 12 | 204 |
| Mechanical Failure - Foreign | 2 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Passenger Train Interference - TOTAL | 5 | 1 | 3 | 4 | 8 | 11 | 0 | 3 | 1 | 15 | 0 | 0 | 2 | 53 |
| Passenger Train Interference - Metra/PSA | 0 | 0 | 3 | 1 | 0 | 8 | 0 | 3 | 1 | 0 | 0 | 0 | 2 | 18 |
| Passenger Train Interference - Foreign | 5 | 1 | 0 | 3 | 8 | 3 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 35 |
| Accident - TOTAL | 76 | 28 | 11 | 21 | 0 | 2 | 31 | 7 | 25 | 3 | 14 | 90 | 8 | 316 |
| Accident - Metra/PSA | 76 | 28 | 11 | 21 | 0 | 2 | 28 | 7 | 20 | 0 | 14 | 87 | 1 | 295 |
| Accident - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 3 | 7 | 21 |
| Track Work - TOTAL | 60 | 61 | 28 | 27 | 1 | 33 | 13 | 1 | 42 | 11 | 33 | 40 | 51 | 401 |
| Track Work - Metra/PSA | 60 | 61 | 28 | 27 | 1 | 33 | 13 | 1 | 42 | 11 | 33 | 40 | 51 | 401 |
| Track Work - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Human Error - TOTAL | 113 | 19 | 10 | 5 | 12 | 77 | 60 | 14 | 36 | 16 | 38 | 18 | 44 | 462 |
| Human Error - Metra/PSA | 48 | 18 | 10 | 5 | 1 | 50 | 37 | 2 | 35 | 3 | 36 | 14 | 34 | 293 |
| Human Error - Foreign | 65 | 1 | 0 | 0 | 11 | 27 | 23 | 12 | 1 | 13 | 2 | 4 | 10 | 169 |
| Sick, Injured, Unruly Passenger - TOTAL | 16 | 27 | 3 | 8 | 0 | 20 | 25 | 3 | 15 | 0 | 12 | 24 | 27 | 180 |
| Sick, Injured, Unruly Passenger - Metra/PSA | 10 | 27 | 3 | 8 | 0 | 20 | 25 | 3 | 15 | 0 | 12 | 24 | 27 | 174 |
| Sick, Injured, Unruly Passenger - Foreign | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Weather - TOTAL | 47 | 22 | 8 | 14 | 4 | 29 | 24 | 5 | 30 | 1 | 16 | 13 | 7 | 220 |
| Weather - Metra/PSA | 47 | 22 | 8 | 14 | 4 | 28 | 24 | 5 | 30 | 1 | 16 | 13 | 7 | 219 |
| Weather - Foreign | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Passenger Loading - TOTAL | 11 | 11 | 6 | 5 | 0 | 9 | 8 | 1 | 22 | 0 | 22 | 46 | 38 | 179 |
| Lift Deployment - TOTAL | 11 | 3 | 0 | 1 | 0 | 23 | 6 | 0 | 17 | 0 | 8 | 14 | 17 | 100 |
| Obstruction/Debris - TOTAL | 70 | 20 | 13 | 16 | 4 | 27 | 21 | 15 | 35 | 17 | 2 | 40 | 50 | 330 |
| Catenary Failure - TOTAL | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Other - TOTAL | 21 | 6 | 5 | 3 | 1 | 4 | 17 | 4 | 14 | 7 | 12 | 17 | 22 | 133 |
| TOTAL TRAINS DELAYED | 592 | 269 | 121 | 154 | 53 | 400 | 337 | 160 | 391 | 174 | 260 | 373 | 476 | 3,760 |
| Total Metra/PSA Delays | 465 | 262 | 120 | 151 | 13 | 297 | 260 | 64 | 353 | 63 | 247 | 340 | 333 | 2,968 |
| Total Foreign Carrier Delays | 127 | 7 | 1 | 3 | 40 | 103 | 77 | 96 | 38 | 111 | 13 | 33 | 143 | 792 |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx|YTDByLine 08/07/2017

'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 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE
January - June - 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 | 121.6 | 0.0 | 0.0 | 0.0 | 18.0 | 77.2 | 77.8 | 74.2 | 35.2 | 75.2 | 8.8 | 29.0 | 104.6 | 621.6 |
| Freight Interference - Peak | 51.6 | 0.0 | 0.0 | 0.0 | 17.4 | 18.4 | 16.0 | 29.2 | 9.2 | 24.2 | 1.8 | 14.6 | 25.6 | 208.0 |
| <i>Primary</i> | 33.0 | 0.0 | 0.0 | 0.0 | 16.6 | 12.8 | 10.6 | 20.2 | 6.0 | 18.0 | 0.8 | 7.4 | 12.6 | 138.0 |
| <i>Secondary</i> | 18.6 | 0.0 | 0.0 | 0.0 | 0.8 | 5.6 | 5.4 | 9.0 | 3.2 | 6.2 | 1.0 | 7.2 | 13.0 | 70.0 |
| Freight Interference - Off-Peak | 70.0 | 0.0 | 0.0 | 0.0 | 0.6 | 58.8 | 61.8 | 45.0 | 26.0 | 51.0 | 7.0 | 14.4 | 79.0 | 413.6 |
| <i>Primary</i> | 58.4 | 0.0 | 0.0 | 0.0 | 0.6 | 40.6 | 43.8 | 38.0 | 22.4 | 40.4 | 4.2 | 10.6 | 62.6 | 321.6 |
| <i>Secondary</i> | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 18.2 | 18.0 | 7.0 | 3.6 | 10.6 | 2.8 | 3.8 | 16.4 | 92.0 |
| Signal/Switch Failure - TOTAL | 139.2 | 41.8 | 18.2 | 14.4 | 11.0 | 135.2 | 83.4 | 54.6 | 50.4 | 55.0 | 21.2 | 34.4 | 67.6 | 726.4 |
| Signal/Switch Failure - Metra/PSA | 82.4 | 41.8 | 18.2 | 14.4 | 1.8 | 113.8 | 69.0 | 33.8 | 47.8 | 11.4 | 20.6 | 31.6 | 65.0 | 551.6 |
| <i>Primary</i> | 58.2 | 29.6 | 13.2 | 10.8 | 1.6 | 53.8 | 38.0 | 18.8 | 33.8 | 8.2 | 10.0 | 12.6 | 21.8 | 310.4 |
| <i>Secondary</i> | 24.2 | 12.2 | 5.0 | 3.6 | 0.2 | 60.0 | 31.0 | 15.0 | 14.0 | 3.2 | 10.6 | 19.0 | 43.2 | 241.2 |
| Signal/Switch Failure - Foreign | 56.8 | 0.0 | 0.0 | 0.0 | 9.2 | 21.4 | 14.4 | 20.8 | 2.6 | 43.6 | 0.6 | 2.8 | 2.6 | 174.8 |
| <i>Primary</i> | 47.0 | 0.0 | 0.0 | 0.0 | 8.0 | 15.6 | 10.4 | 11.2 | 1.2 | 28.2 | 0.6 | 1.4 | 2.6 | 126.2 |
| <i>Secondary</i> | 9.8 | 0.0 | 0.0 | 0.0 | 1.2 | 5.8 | 4.0 | 9.6 | 1.4 | 15.4 | 0.0 | 1.4 | 0.0 | 48.6 |
| Mechanical Failure - TOTAL | 95.6 | 22.0 | 6.2 | 5.4 | 3.0 | 83.4 | 50.6 | 19.8 | 73.8 | 16.0 | 42.2 | 48.8 | 39.4 | 506.2 |
| Mechanical Failure - Metra/PSA | 95.2 | 19.2 | 5.6 | 5.2 | 3.0 | 79.0 | 50.4 | 19.8 | 73.4 | 16.0 | 42.2 | 48.8 | 39.2 | 497.0 |
| Non-Locomotive Equipment Failure - Metra/PSA | 22.4 | 19.2 | 5.6 | 5.2 | 1.0 | 10.2 | 10.2 | 3.2 | 9.4 | 6.2 | 11.2 | 7.6 | 13.2 | 124.6 |
| <i>Primary</i> | 8.6 | 7.4 | 2.4 | 3.0 | 0.6 | 3.0 | 4.8 | 1.2 | 4.2 | 2.2 | 4.2 | 3.2 | 6.4 | 51.2 |
| <i>Secondary</i> | 13.8 | 11.8 | 3.2 | 2.2 | 0.4 | 7.2 | 5.4 | 2.0 | 5.2 | 4.0 | 7.0 | 4.4 | 6.8 | 73.4 |
| Locomotive Failure - Metra/PSA | 72.8 | 0.0 | 0.0 | 0.0 | 2.0 | 68.8 | 40.2 | 16.6 | 64.0 | 9.8 | 31.0 | 41.2 | 26.0 | 372.4 |
| <i>Primary</i> | 21.0 | 0.0 | 0.0 | 0.0 | 1.6 | 16.4 | 14.6 | 4.4 | 19.8 | 4.8 | 11.0 | 10.8 | 10.2 | 114.6 |
| <i>Secondary</i> | 51.8 | 0.0 | 0.0 | 0.0 | 0.4 | 52.4 | 25.6 | 12.2 | 44.2 | 5.0 | 20.0 | 30.4 | 15.8 | 257.8 |
| Mechanical Failure - Foreign | 0.4 | 2.8 | 0.6 | 0.2 | 0.0 | 4.4 | 0.2 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.2 | 9.2 |
| Passenger Train Interference - TOTAL | 8.8 | 4.8 | 1.4 | 3.8 | 3.4 | 34.2 | 7.2 | 9.2 | 8.0 | 7.0 | 1.0 | 2.2 | 6.6 | 97.6 |
| Passenger Train Interference - Metra/PSA | 0.8 | 2.4 | 0.4 | 2.4 | 0.2 | 24.0 | 6.4 | 9.2 | 6.0 | 1.8 | 1.0 | 2.0 | 6.4 | 63.0 |
| Passenger Train Interference - Foreign | 8.0 | 2.4 | 1.0 | 1.4 | 3.2 | 10.2 | 0.8 | 0.0 | 2.0 | 5.2 | 0.0 | 0.2 | 0.2 | 34.6 |
| Accident - TOTAL | 73.4 | 9.4 | 3.2 | 3.4 | 0.6 | 34.2 | 36.4 | 13.4 | 21.4 | 7.0 | 22.8 | 47.2 | 21.2 | 293.6 |
| Accident - Metra/PSA | 58.8 | 9.4 | 3.2 | 3.4 | 0.6 | 31.8 | 35.6 | 10.8 | 20.2 | 6.0 | 22.8 | 46.6 | 20.0 | 269.2 |
| Accident - Foreign | 14.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.8 | 2.6 | 1.2 | 1.0 | 0.0 | 0.6 | 1.2 | 24.4 |
| Track Work - TOTAL | 139.0 | 26.0 | 12.2 | 19.4 | 2.4 | 38.4 | 19.4 | 12.2 | 35.6 | 4.2 | 30.4 | 17.4 | 33.4 | 390.0 |
| Track Work - Metra/PSA | 134.4 | 26.0 | 12.2 | 19.4 | 2.4 | 38.2 | 18.6 | 11.4 | 35.6 | 4.0 | 30.4 | 17.4 | 33.4 | 383.4 |
| Track Work - Foreign | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.8 | 0.8 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 6.6 |
| Human Error - TOTAL | 82.2 | 29.4 | 9.6 | 14.4 | 9.0 | 45.8 | 25.0 | 13.6 | 35.8 | 19.8 | 25.0 | 20.4 | 21.0 | 351.0 |
| Human Error - Metra/PSA | 58.4 | 26.8 | 9.4 | 13.6 | 2.4 | 28.2 | 15.2 | 6.6 | 35.8 | 5.0 | 21.4 | 15.4 | 14.4 | 252.6 |
| Human Error - Foreign | 23.8 | 2.6 | 0.2 | 0.8 | 6.6 | 17.6 | 9.8 | 7.0 | 0.0 | 14.8 | 3.6 | 5.0 | 6.6 | 98.4 |
| Sick, Injured, Unruly Passenger - TOTAL | 17.2 | 34.0 | 6.0 | 8.6 | 0.8 | 18.2 | 21.0 | 1.8 | 17.4 | 3.4 | 18.6 | 24.6 | 18.0 | 189.6 |
| Sick, Injured, Unruly Passenger - Metra/PSA | 16.4 | 34.0 | 6.0 | 8.6 | 0.8 | 18.2 | 21.0 | 1.8 | 17.2 | 3.4 | 18.6 | 24.6 | 18.0 | 188.6 |
| Sick, Injured, Unruly Passenger - Foreign | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 |
| Weather - TOTAL | 167.6 | 93.8 | 27.4 | 32.6 | 4.2 | 81.2 | 70.6 | 22.8 | 101.4 | 19.4 | 70.8 | 85.4 | 70.8 | 848.0 |
| Weather - Metra/PSA | 166.6 | 93.8 | 27.4 | 32.6 | 3.8 | 79.0 | 70.0 | 22.8 | 101.4 | 18.4 | 70.8 | 85.4 | 70.4 | 842.4 |
| Weather - Foreign | 1.0 | 0.0 | 0.0 | 0.0 | 0.4 | 2.2 | 0.6 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.4 | 5.6 |
| Passenger Loading - TOTAL | 30.0 | 45.0 | 10.0 | 14.2 | 0.0 | 36.6 | 34.6 | 1.0 | 67.0 | 1.4 | 40.6 | 42.6 | 31.4 | 354.4 |
| Lift Deployment - TOTAL | 13.4 | 0.4 | 0.0 | 0.4 | 0.0 | 18.0 | 13.2 | 1.0 | 17.2 | 0.8 | 6.6 | 9.2 | 16.2 | 96.4 |
| Obstruction/Debris - TOTAL | 34.8 | 18.4 | 5.0 | 16.8 | 2.4 | 20.8 | 27.0 | 3.6 | 19.2 | 10.0 | 18.2 | 26.4 | 19.8 | 222.4 |
| Catenary Failure - TOTAL | 0.0 | 22.8 | 4.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 34.0 |
| Other - TOTAL | 28.4 | 12.4 | 3.0 | 8.2 | 0.0 | 8.2 | 8.6 | 4.0 | 14.0 | 7.2 | 11.0 | 10.6 | 23.6 | 139.2 |
| TOTAL TRAINS DELAYED | 951.2 | 360.2 | 106.2 | 148.6 | 54.8 | 631.4 | 474.8 | 231.2 | 496.4 | 226.4 | 317.2 | 398.4 | 473.6 | 4,870.4 |
| Total Metra/PSA Delays | 719.6 | 352.4 | 104.4 | 146.2 | 17.4 | 495.8 | 369.6 | 125.8 | 454.8 | 85.4 | 304.2 | 360.8 | 357.8 | 3,894.2 |
| Total Foreign Carrier Delays | 231.6 | 7.8 | 1.8 | 2.4 | 37.4 | 135.6 | 105.2 | 105.4 | 41.6 | 141.0 | 13.0 | 37.6 | 115.8 | 976.2 |

Data for latest month is final (07/15/16) 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 - June 2017 Divergence From January - June 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 | -87.6 | 0.0 | 1.0 | 0.0 | -4.0 | -34.2 | -49.8 | -13.2 | -3.2 | -15.2 | 2.2 | -4.0 | 14.4 | -193.6 |
| Freight Interference - Peak | -39.6 | 0.0 | 1.0 | 0.0 | -6.4 | -14.4 | -9.0 | -7.2 | -5.2 | -9.2 | 2.2 | -6.6 | 23.4 | -71.0 |
| Primary | -23.0 | 0.0 | 0.0 | 0.0 | -8.6 | -9.8 | -3.6 | -3.2 | -2.0 | -6.0 | 1.2 | -2.4 | 8.4 | -49.0 |
| Secondary | -16.6 | 0.0 | 1.0 | 0.0 | 2.2 | -4.6 | -5.4 | -4.0 | -3.2 | -3.2 | 1.0 | -4.2 | 15.0 | -22.0 |
| Freight Interference - Off-Peak | -48.0 | 0.0 | 0.0 | 0.0 | 2.4 | -19.8 | -40.8 | -6.0 | 2.0 | -6.0 | 0.0 | 2.6 | -9.0 | -122.6 |
| Primary | -39.4 | 0.0 | 0.0 | 0.0 | 2.4 | -13.6 | -27.8 | -4.0 | 1.6 | -10.4 | -0.2 | 2.4 | -14.6 | -103.6 |
| Secondary | -8.6 | 0.0 | 0.0 | 0.0 | 0.0 | -6.2 | -13.0 | -2.0 | 0.4 | 4.4 | 0.2 | 0.2 | 5.6 | -19.0 |
| Signal/Switch Failure - TOTAL | -83.2 | 11.2 | 10.8 | 24.6 | -5.0 | -67.2 | -23.4 | -20.6 | -21.4 | -19.0 | -2.2 | -14.4 | -17.6 | -227.4 |
| Signal/Switch Failure - Metra/PSA | -41.4 | 11.2 | 10.8 | 24.6 | -1.8 | -72.8 | -32.0 | -22.8 | -18.8 | 4.6 | -1.6 | -12.6 | -22.0 | -174.6 |
| Primary | -35.2 | 6.4 | 10.8 | 16.2 | -1.6 | -28.8 | -11.0 | -10.8 | -10.8 | 1.8 | 1.0 | -3.6 | -0.8 | -66.4 |
| Secondary | -6.2 | 4.8 | 0.0 | 8.4 | -0.2 | -44.0 | -21.0 | -12.0 | -8.0 | 2.8 | -2.6 | -9.0 | -21.2 | -108.2 |
| Signal/Switch Failure - Foreign | -41.8 | 0.0 | 0.0 | 0.0 | -3.2 | 5.6 | 8.6 | 2.2 | -2.6 | -23.6 | -0.6 | -1.8 | 4.4 | -52.8 |
| Primary | -39.0 | 0.0 | 0.0 | 0.0 | -4.0 | -9.6 | 4.6 | 0.2 | -1.2 | -15.2 | -0.6 | -0.4 | 3.4 | -62.2 |
| Secondary | -2.8 | 0.0 | 0.0 | 0.0 | 0.8 | 15.2 | 4.0 | 2.4 | -1.4 | -8.4 | 0.0 | -1.4 | 1.0 | 9.4 |
| Mechanical Failure - TOTAL | -23.6 | -8.0 | -4.2 | -0.4 | 0.0 | -29.4 | -6.6 | -7.8 | 19.2 | -8.0 | 30.8 | -22.8 | 1.6 | -59.2 |
| Mechanical Failure - Metra/PSA | -25.2 | -10.2 | -3.6 | -0.2 | -1.0 | -27.0 | -6.4 | -7.8 | 19.6 | -8.0 | 30.8 | -22.8 | 1.8 | -60.0 |
| Non-Locomotive Equipment Failure - Metra/PSA | 2.6 | -10.2 | -3.6 | -0.2 | 0.0 | -7.2 | -6.2 | -0.2 | -1.4 | -6.2 | -3.2 | 4.4 | 9.8 | -21.6 |
| Primary | 2.4 | -5.4 | -1.4 | -1.0 | 0.4 | -1.0 | -1.8 | -0.2 | 0.8 | -2.2 | -1.2 | 1.8 | 3.6 | -5.2 |
| Secondary | 0.2 | -4.8 | -2.2 | 0.8 | -0.4 | -6.2 | -4.4 | 0.0 | -2.2 | -4.0 | -2.0 | 2.6 | 6.2 | -16.4 |
| Locomotive Failure - Metra/PSA | -27.8 | 0.0 | 0.0 | 0.0 | -1.0 | -19.8 | -0.2 | -7.6 | 21.0 | -1.8 | 34.0 | -27.2 | -8.0 | -38.4 |
| Primary | -2.0 | 0.0 | 0.0 | 0.0 | -0.6 | 3.6 | 3.4 | 0.6 | 14.2 | -1.8 | 3.0 | -0.8 | -4.2 | 15.4 |
| Secondary | -25.8 | 0.0 | 0.0 | 0.0 | -0.4 | -23.4 | -3.6 | -8.2 | 6.8 | 0.0 | 31.0 | -26.4 | -3.8 | -53.8 |
| Mechanical Failure - Foreign | 1.6 | 2.2 | -0.6 | -0.2 | 1.0 | -2.4 | -0.2 | 0.0 | -0.4 | 0.0 | 0.0 | 0.0 | -0.2 | 0.8 |
| Passenger Train Interference - TOTAL | -3.8 | -3.8 | 1.6 | 0.2 | 4.6 | -23.2 | -7.2 | -6.2 | -7.0 | 8.0 | -1.0 | -2.2 | -4.6 | -44.6 |
| Passenger Train Interference - Metra/PSA | -0.8 | -2.4 | 2.6 | -1.4 | -0.2 | -16.0 | -6.4 | -6.2 | -5.0 | -1.8 | -1.0 | -2.0 | -4.4 | -45.0 |
| Passenger Train Interference - Foreign | -3.0 | -1.4 | -1.0 | 1.6 | 4.8 | -7.2 | -0.8 | 0.0 | -2.0 | 9.8 | 0.0 | -0.2 | -0.2 | 0.4 |
| Accident - TOTAL | 2.6 | 18.6 | 7.8 | 17.6 | -0.6 | -32.2 | -5.4 | -6.4 | 3.6 | -4.0 | -8.8 | 42.8 | -13.2 | 22.4 |
| Accident - Metra/PSA | 17.2 | 18.6 | 7.8 | 17.6 | -0.6 | -29.8 | -7.6 | -3.8 | -0.2 | -6.0 | -8.8 | 40.4 | -19.0 | 25.8 |
| Accident - Foreign | -14.6 | 0.0 | 0.0 | 0.0 | 0.0 | -2.4 | 2.2 | -2.6 | 3.8 | 2.0 | 0.0 | 2.4 | 5.8 | -3.4 |
| Track Work - TOTAL | -79.0 | 35.0 | 15.8 | 7.6 | -1.4 | -5.4 | -6.4 | -11.2 | 6.4 | 6.8 | 2.6 | 22.6 | 17.6 | 11.0 |
| Track Work - Metra/PSA | -74.4 | 35.0 | 15.8 | 7.6 | -1.4 | -5.2 | -5.6 | -10.4 | 6.4 | 7.0 | 2.6 | 22.6 | 17.6 | 17.6 |
| Track Work - Foreign | -4.6 | 0.0 | 0.0 | 0.0 | 0.0 | -0.2 | -0.8 | -0.8 | 0.0 | -0.2 | 0.0 | 0.0 | 0.0 | -6.6 |
| Human Error - TOTAL | 30.8 | -10.4 | 0.4 | -9.4 | 3.0 | 31.2 | 35.0 | 0.4 | 0.2 | -3.8 | 13.0 | -2.4 | 23.0 | 111.0 |
| Human Error - Metra/PSA | -10.4 | -8.8 | 0.6 | -8.6 | -1.4 | 21.8 | 21.8 | -4.6 | -0.8 | -2.0 | 14.6 | -1.4 | 19.6 | 40.4 |
| Human Error - Foreign | 41.2 | -1.6 | -0.2 | -0.8 | 4.4 | 9.4 | 13.2 | 5.0 | 1.0 | -1.8 | -1.6 | -1.0 | 3.4 | 70.6 |
| Sick, Injured, Unruly Passenger - TOTAL | -1.2 | -7.0 | -3.0 | -0.6 | -0.8 | 1.8 | 4.0 | 1.2 | -2.4 | -3.4 | -6.6 | -0.6 | 9.0 | -9.6 |
| Sick, Injured, Unruly Passenger - Metra/PSA | -6.4 | -7.0 | -3.0 | -0.6 | -0.8 | 1.8 | 4.0 | 1.2 | -2.2 | -3.4 | -6.6 | -0.6 | 9.0 | -14.6 |
| Sick, Injured, Unruly Passenger - Foreign | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| Weather - TOTAL | -120.6 | -71.8 | -19.4 | -18.6 | -0.2 | -52.2 | -46.6 | -17.8 | -71.4 | -18.4 | -54.8 | -72.4 | -63.8 | -628.0 |
| Weather - Metra/PSA | -119.6 | -71.8 | -19.4 | -18.6 | 0.2 | -51.0 | -46.0 | -17.8 | -71.4 | -17.4 | -54.8 | -72.4 | -63.4 | -623.4 |
| Weather - Foreign | -1.0 | 0.0 | 0.0 | 0.0 | -0.4 | -1.2 | -0.6 | 0.0 | 0.0 | -1.0 | 0.0 | 0.0 | -0.4 | -4.6 |
| Passenger Loading - TOTAL | -19.0 | -34.0 | -4.0 | -9.2 | 0.0 | -27.6 | -26.6 | 0.0 | -45.0 | -1.4 | -18.6 | 3.4 | 6.6 | -175.4 |
| Lift Deployment - TOTAL | -2.4 | 2.6 | 0.0 | 0.6 | 0.0 | 5.0 | -7.2 | -1.0 | -0.2 | -0.8 | 1.4 | 4.8 | 0.8 | 3.6 |
| Obstruction/Debris - TOTAL | 35.2 | 1.6 | 8.0 | -0.8 | 1.6 | 6.2 | -6.0 | 11.4 | 15.8 | 7.0 | -16.2 | 13.6 | 30.2 | 107.6 |
| Catenary Failure - TOTAL | 0.0 | -18.8 | -2.0 | -1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | -0.2 | 0.0 | -22.0 |
| Other - TOTAL | -7.4 | -6.4 | 2.0 | -5.2 | 1.0 | -4.2 | 8.4 | 0.0 | 0.0 | -0.2 | 1.0 | 6.4 | -1.6 | -6.2 |
| TOTAL TRAINS DELAYED | -359.2 | -91.2 | 14.8 | 5.4 | -1.8 | -231.4 | -137.8 | -71.2 | -105.4 | -52.4 | -57.2 | -25.4 | 2.4 | -1,110.4 |
| Total Metra/PSA Delays | -254.6 | -90.4 | 15.6 | 4.8 | -4.4 | -198.8 | -109.6 | -61.8 | -101.8 | -22.4 | -57.2 | -20.8 | -24.8 | -926.2 |
| Total Foreign Carrier Delays | -104.6 | -0.8 | -0.8 | 0.6 | 2.6 | -32.6 | -28.2 | -9.4 | -3.6 | -30.0 | 0.0 | -4.6 | 27.2 | -184.2 |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 08/07/2017

'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 - Jun | |
|--|------------|------------|------------|------------|------------|------------|-----|-----|-----|-----|-----|-----|--------------|---------------|
| Freight Interference - TOTAL | 53 | 68 | 69 | 79 | 49 | 110 | | | | | | | 428 | 11.4% |
| Freight Interference - Peak | 20 | 21 | 23 | 25 | 14 | 34 | | | | | | | 137 | 3.6% |
| Primary | 11 | 16 | 17 | 11 | 12 | 22 | | | | | | | 89 | 2.4% |
| Secondary | 9 | 5 | 6 | 14 | 2 | 12 | | | | | | | 48 | 1.3% |
| Freight Interference - Off-Peak | 33 | 47 | 46 | 54 | 35 | 76 | | | | | | | 291 | 7.7% |
| Primary | 26 | 38 | 36 | 34 | 27 | 57 | | | | | | | 218 | 5.8% |
| Secondary | 7 | 9 | 10 | 20 | 8 | 19 | | | | | | | 73 | 1.9% |
| Signal/Switch Failure - TOTAL | 118 | 44 | 80 | 79 | 91 | 87 | | | | | | | 499 | 13.3% |
| Signal/Switch Failure - Metra/PSA | 98 | 31 | 74 | 28 | 72 | 74 | | | | | | | 377 | 10.0% |
| Primary | 69 | 21 | 41 | 25 | 46 | 42 | | | | | | | 244 | 6.5% |
| Secondary | 29 | 10 | 33 | 3 | 26 | 32 | | | | | | | 133 | 3.5% |
| Signal/Switch Failure - Foreign | 20 | 13 | 6 | 51 | 19 | 13 | | | | | | | 122 | 3.2% |
| Primary | 10 | 9 | 4 | 16 | 15 | 10 | | | | | | | 64 | 1.7% |
| Secondary | 10 | 4 | 2 | 35 | 4 | 3 | | | | | | | 58 | 1.5% |
| Mechanical Failure - TOTAL | 84 | 61 | 64 | 42 | 111 | 85 | | | | | | | 447 | 11.9% |
| Mechanical Failure - Metra/PSA | 83 | 55 | 62 | 42 | 111 | 84 | | | | | | | 437 | 11.6% |
| Non-Locomotive Equipment Failure - Metra/PSA | 12 | 8 | 15 | 10 | 23 | 35 | | | | | | | 103 | 2.7% |
| Primary | 6 | 8 | 5 | 7 | 7 | 13 | | | | | | | 46 | 1.2% |
| Secondary | 6 | 0 | 10 | 3 | 16 | 22 | | | | | | | 57 | 1.5% |
| Locomotive Failure - Metra/PSA | 71 | 47 | 47 | 32 | 88 | 49 | | | | | | | 334 | 8.9% |
| Primary | 18 | 21 | 20 | 17 | 29 | 25 | | | | | | | 130 | 3.5% |
| Secondary | 53 | 26 | 27 | 15 | 59 | 24 | | | | | | | 204 | 5.4% |
| Mechanical Failure - Foreign | 1 | 6 | 2 | 0 | 0 | 1 | | | | | | | 10 | 0.3% |
| Passenger Train Interference - TOTAL | 16 | 2 | 2 | 5 | 19 | 9 | | | | | | | 53 | 1.4% |
| Passenger Train Interference - Metra/PSA | 9 | 0 | 1 | 2 | 2 | 4 | | | | | | | 18 | 0.5% |
| Passenger Train Interference - Foreign | 7 | 2 | 1 | 3 | 17 | 5 | | | | | | | 35 | 0.9% |
| Accident - TOTAL | 74 | 32 | 26 | 101 | 18 | 65 | | | | | | | 316 | 8.4% |
| Accident - Metra/PSA | 69 | 32 | 23 | 98 | 9 | 64 | | | | | | | 295 | 7.8% |
| Accident - Foreign | 5 | 0 | 3 | 3 | 9 | 1 | | | | | | | 21 | 0.6% |
| Track Work - TOTAL | 78 | 17 | 29 | 72 | 98 | 107 | | | | | | | 401 | 10.7% |
| Track Work - Metra/PSA | 78 | 17 | 29 | 72 | 98 | 107 | | | | | | | 401 | 10.7% |
| Track Work - Foreign | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | 0 | 0.0% |
| Human Error - TOTAL | 68 | 140 | 54 | 69 | 56 | 75 | | | | | | | 462 | 12.3% |
| Human Error - Metra/PSA | 58 | 50 | 37 | 49 | 41 | 58 | | | | | | | 293 | 7.8% |
| Human Error - Foreign | 10 | 90 | 17 | 20 | 15 | 17 | | | | | | | 169 | 4.5% |
| Sick, Injured, Unruly Passenger - TOTAL | 27 | 28 | 40 | 27 | 20 | 38 | | | | | | | 180 | 4.8% |
| Sick, Injured, Unruly Passenger - Metra/PSA | 27 | 28 | 34 | 27 | 20 | 38 | | | | | | | 174 | 4.6% |
| Sick, Injured, Unruly Passenger - Foreign | 0 | 0 | 6 | 0 | 0 | 0 | | | | | | | 6 | 0.2% |
| Weather - TOTAL | 97 | 25 | 59 | 4 | 2 | 33 | | | | | | | 220 | 5.9% |
| Weather - Metra/PSA | 96 | 25 | 59 | 4 | 2 | 33 | | | | | | | 219 | 5.8% |
| Weather - Foreign | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | | 1 | 0.0% |
| Passenger Loading - TOTAL | 33 | 7 | 12 | 10 | 36 | 81 | | | | | | | 179 | 4.8% |
| Lift Deployment - TOTAL | 17 | 8 | 8 | 13 | 23 | 31 | | | | | | | 100 | 2.7% |
| Obstruction/Debris - TOTAL | 66 | 44 | 43 | 35 | 78 | 64 | | | | | | | 330 | 8.8% |
| Catenary Failure - TOTAL | 6 | 1 | 4 | 1 | 0 | 0 | | | | | | | 12 | 0.3% |
| Other - TOTAL | 15 | 15 | 24 | 20 | 22 | 37 | | | | | | | 133 | 3.5% |
| TOTAL TRAINS DELAYED | 752 | 492 | 514 | 557 | 623 | 822 | | | | | | | 3,760 | 100.0% |
| Total Metra/PSA Delays | 655 | 313 | 410 | 401 | 514 | 675 | | | | | | | 2,968 | 78.9% |
| Total Foreign Carrier Delays | 97 | 179 | 104 | 156 | 109 | 147 | | | | | | | 792 | 21.1% |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 08/07/2017

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

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

**TABLE 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH
2016**

| CAUSE CATEGORY | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan - Jun | |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|---------------|
| Freight Interference - TOTAL | 82 | 53 | 43 | 44 | 72 | 73 | 82 | 108 | 78 | 48 | 65 | 94 | 367 | 9.6% |
| Freight Interference - Peak | 32 | 17 | 14 | 9 | 28 | 20 | 32 | 50 | 26 | 15 | 34 | 32 | 120 | 3.1% |
| Primary | 26 | 10 | 11 | 7 | 15 | 10 | 21 | 31 | 20 | 13 | 18 | 20 | 79 | 2.1% |
| Secondary | 6 | 7 | 3 | 2 | 13 | 10 | 11 | 19 | 6 | 2 | 16 | 12 | 41 | 1.1% |
| Freight Interference - Off-Peak | 50 | 36 | 29 | 35 | 44 | 53 | 50 | 58 | 52 | 33 | 31 | 62 | 247 | 6.4% |
| Primary | 32 | 29 | 23 | 29 | 32 | 44 | 34 | 48 | 43 | 29 | 28 | 52 | 189 | 4.9% |
| Secondary | 18 | 7 | 6 | 6 | 12 | 9 | 16 | 10 | 9 | 4 | 3 | 10 | 58 | 1.5% |
| Signal/Switch Failure - TOTAL | 154 | 155 | 123 | 98 | 145 | 143 | 108 | 63 | 105 | 67 | 110 | 120 | 818 | 21.3% |
| Signal/Switch Failure - Metra/PSA | 67 | 122 | 99 | 60 | 84 | 84 | 51 | 55 | 89 | 38 | 76 | 76 | 516 | 13.5% |
| Primary | 35 | 30 | 52 | 41 | 54 | 52 | 41 | 40 | 58 | 32 | 57 | 52 | 264 | 6.9% |
| Secondary | 32 | 92 | 47 | 19 | 30 | 32 | 10 | 15 | 31 | 6 | 19 | 24 | 252 | 6.6% |
| Signal/Switch Failure - Foreign | 87 | 33 | 24 | 38 | 61 | 59 | 57 | 8 | 16 | 29 | 34 | 44 | 302 | 7.9% |
| Primary | 68 | 24 | 14 | 33 | 49 | 43 | 36 | 6 | 12 | 21 | 19 | 29 | 231 | 6.0% |
| Secondary | 19 | 9 | 10 | 5 | 12 | 16 | 21 | 2 | 4 | 8 | 15 | 15 | 71 | 1.9% |
| Mechanical Failure - TOTAL | 107 | 68 | 131 | 43 | 80 | 88 | 120 | 78 | 114 | 64 | 71 | 88 | 517 | 13.5% |
| Mechanical Failure - Metra/PSA | 107 | 68 | 131 | 42 | 80 | 88 | 120 | 78 | 114 | 64 | 71 | 80 | 516 | 13.5% |
| Non-Locomotive Equipment Failure - Metra/PSA | 25 | 19 | 10 | 6 | 13 | 17 | 19 | 30 | 8 | 12 | 3 | 29 | 90 | 2.3% |
| Primary | 11 | 9 | 4 | 5 | 9 | 9 | 8 | 11 | 7 | 7 | 3 | 9 | 47 | 1.2% |
| Secondary | 14 | 10 | 6 | 1 | 4 | 8 | 11 | 19 | 1 | 5 | 0 | 20 | 43 | 1.1% |
| Locomotive Failure - Metra/PSA | 82 | 49 | 121 | 36 | 67 | 71 | 101 | 48 | 106 | 52 | 68 | 51 | 426 | 11.1% |
| Primary | 28 | 18 | 24 | 14 | 18 | 27 | 36 | 20 | 28 | 17 | 23 | 25 | 129 | 3.4% |
| Secondary | 54 | 31 | 97 | 22 | 49 | 44 | 65 | 28 | 78 | 35 | 45 | 26 | 297 | 7.7% |
| Mechanical Failure - Foreign | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0.0% |
| Passenger Train Interference - TOTAL | 22 | 12 | 3 | 4 | 19 | 14 | 12 | 11 | 5 | 10 | 4 | 38 | 74 | 1.9% |
| Passenger Train Interference - Metra/PSA | 13 | 5 | 2 | 3 | 2 | 2 | 7 | 2 | 2 | 6 | 3 | 2 | 27 | 0.7% |
| Passenger Train Interference - Foreign | 9 | 7 | 1 | 1 | 17 | 12 | 5 | 9 | 3 | 4 | 1 | 36 | 47 | 1.2% |
| Accident - TOTAL | 59 | 15 | 62 | 48 | 86 | 29 | 18 | 55 | 34 | 10 | 79 | 49 | 299 | 7.8% |
| Accident - Metra/PSA | 49 | 14 | 62 | 41 | 77 | 29 | 18 | 53 | 30 | 10 | 73 | 49 | 272 | 7.1% |
| Accident - Foreign | 10 | 1 | 0 | 7 | 9 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 27 | 0.7% |
| Track Work - TOTAL | 40 | 21 | 36 | 44 | 141 | 114 | 99 | 133 | 177 | 75 | 59 | 61 | 396 | 10.3% |
| Track Work - Metra/PSA | 40 | 21 | 36 | 41 | 139 | 110 | 99 | 104 | 175 | 74 | 59 | 61 | 387 | 10.1% |
| Track Work - Foreign | 0 | 0 | 0 | 3 | 2 | 4 | 0 | 29 | 2 | 1 | 0 | 0 | 9 | 0.2% |
| Human Error - TOTAL | 38 | 33 | 21 | 53 | 23 | 112 | 47 | 93 | 50 | 45 | 49 | 71 | 280 | 7.3% |
| Human Error - Metra/PSA | 30 | 25 | 15 | 42 | 15 | 94 | 34 | 81 | 43 | 32 | 32 | 57 | 221 | 5.8% |
| Human Error - Foreign | 8 | 8 | 6 | 11 | 8 | 18 | 13 | 12 | 7 | 13 | 17 | 14 | 59 | 1.5% |
| Sick, Injured, Unruly Passenger - TOTAL | 20 | 39 | 27 | 50 | 44 | 32 | 29 | 43 | 30 | 24 | 35 | 34 | 212 | 5.5% |
| Sick, Injured, Unruly Passenger - Metra/PSA | 20 | 39 | 27 | 50 | 44 | 30 | 29 | 43 | 30 | 24 | 34 | 34 | 210 | 5.5% |
| Sick, Injured, Unruly Passenger - Foreign | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0.1% |
| Weather - TOTAL | 129 | 132 | 28 | 1 | 4 | 23 | 49 | 38 | 1 | 4 | 13 | 132 | 317 | 8.3% |
| Weather - Metra/PSA | 129 | 132 | 28 | 1 | 4 | 23 | 49 | 38 | 1 | 4 | 13 | 131 | 317 | 8.3% |
| 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 | 191 | 5.0% |
| Lift Deployment - TOTAL | 11 | 14 | 12 | 3 | 15 | 11 | 11 | 21 | 11 | 12 | 8 | 16 | 66 | 1.7% |
| Obstruction/Debris - TOTAL | 18 | 30 | 40 | 54 | 22 | 31 | 44 | 51 | 28 | 39 | 47 | 42 | 195 | 5.1% |
| Catenary Failure - TOTAL | 9 | 3 | 2 | 1 | 4 | 13 | 11 | 6 | 29 | 12 | 9 | 1 | 32 | 0.8% |
| Other - TOTAL | 5 | 17 | 15 | 0 | 10 | 25 | 30 | 39 | 35 | 17 | 30 | 19 | 72 | 1.9% |
| TOTAL TRAINS DELAYED | 707 | 599 | 572 | 451 | 716 | 791 | 769 | 781 | 729 | 455 | 647 | 836 | 3,836 | 100.0% |
| Total Metra/PSA Delays | 511 | 497 | 498 | 346 | 547 | 623 | 612 | 613 | 619 | 360 | 523 | 639 | 3,022 | 78.8% |
| Total Foreign Carrier Delays | 196 | 102 | 74 | 105 | 169 | 168 | 157 | 168 | 110 | 95 | 124 | 197 | 814 | 21.2% |

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 08/07/2017

'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.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 - Jun | |
|--|-----------|-------------|------------|------------|------------|-----------|-----|-----|-----|-----|-----|-----|------------|-------|
| Freight Interference - TOTAL | -29 | 15 | 26 | 35 | -23 | 37 | | | | | | | 61 | 1.8% |
| Freight Interference - Peak | -12 | 4 | 9 | 16 | -14 | 14 | | | | | | | 17 | 0.5% |
| Primary | -15 | 6 | 6 | 4 | -3 | 12 | | | | | | | 10 | 0.3% |
| Secondary | 3 | -2 | 3 | 12 | -11 | 2 | | | | | | | 7 | 0.2% |
| Freight Interference - Off-Peak | -17 | 11 | 17 | 19 | -9 | 23 | | | | | | | 44 | 1.3% |
| Primary | -6 | 9 | 13 | 5 | -5 | 13 | | | | | | | 29 | 0.9% |
| Secondary | -11 | 2 | 4 | 14 | -4 | 10 | | | | | | | 15 | 0.4% |
| Signal/Switch Failure - TOTAL | -36 | -111 | -43 | -19 | -54 | -56 | | | | | | | -319 | -8.1% |
| Signal/Switch Failure - Metra/PSA | 31 | -91 | -25 | -32 | -12 | -10 | | | | | | | -139 | -3.4% |
| Primary | 34 | -9 | -11 | -16 | -8 | -10 | | | | | | | -20 | -0.4% |
| Secondary | -3 | -82 | -14 | -16 | -4 | 0 | | | | | | | -119 | -3.0% |
| Signal/Switch Failure - Foreign | -67 | -20 | -18 | 13 | -42 | -46 | | | | | | | -180 | -4.6% |
| Primary | -58 | -15 | -10 | -17 | -34 | -33 | | | | | | | -167 | -4.3% |
| Secondary | -9 | -5 | -8 | 30 | -8 | -13 | | | | | | | -13 | -0.3% |
| Mechanical Failure - TOTAL | -23 | -7 | -67 | -1 | 31 | -3 | | | | | | | -70 | -1.6% |
| Mechanical Failure - Metra/PSA | -24 | -13 | -69 | 0 | 31 | -4 | | | | | | | -79 | -1.8% |
| Non-Locomotive Equipment Failure - Metra/PSA | -13 | -11 | 5 | 4 | 10 | 18 | | | | | | | 13 | 0.4% |
| Primary | -5 | -1 | 1 | 2 | -2 | 4 | | | | | | | -1 | 0.0% |
| Secondary | -8 | -10 | 4 | 2 | 12 | 14 | | | | | | | 14 | 0.4% |
| Locomotive Failure - Metra/PSA | -11 | -2 | -74 | -4 | 21 | -22 | | | | | | | -92 | -2.2% |
| Primary | -10 | 3 | -4 | 3 | 11 | -2 | | | | | | | 1 | 0.1% |
| Secondary | -1 | -5 | -70 | -7 | 10 | -20 | | | | | | | -93 | -2.3% |
| Mechanical Failure - Foreign | 1 | 6 | 2 | -1 | 0 | 1 | | | | | | | 9 | 0.2% |
| Passenger Train Interference - TOTAL | -6 | -10 | -1 | 1 | 0 | -5 | | | | | | | -21 | -0.5% |
| Passenger Train Interference - Metra/PSA | -4 | -5 | -1 | -1 | 0 | 2 | | | | | | | -9 | -0.2% |
| Passenger Train Interference - Foreign | -2 | -5 | 0 | 2 | 0 | -7 | | | | | | | -12 | -0.3% |
| Accident - TOTAL | 15 | 17 | -36 | 53 | -68 | 36 | | | | | | | 17 | 0.6% |
| Accident - Metra/PSA | 20 | 18 | -39 | 57 | -68 | 35 | | | | | | | 23 | 0.8% |
| Accident - Foreign | -5 | -1 | 3 | -4 | 0 | 1 | | | | | | | -6 | -0.1% |
| Track Work - TOTAL | 38 | -4 | -7 | 28 | -43 | -7 | | | | | | | 5 | 0.3% |
| Track Work - Metra/PSA | 38 | -4 | -7 | 31 | -41 | -3 | | | | | | | 14 | 0.6% |
| Track Work - Foreign | 0 | 0 | 0 | -3 | -2 | -4 | | | | | | | -9 | -0.2% |
| Human Error - TOTAL | 30 | 107 | 33 | 16 | 33 | -37 | | | | | | | 182 | 5.0% |
| Human Error - Metra/PSA | 28 | 25 | 22 | 7 | 26 | -36 | | | | | | | 72 | 2.0% |
| Human Error - Foreign | 2 | 82 | 11 | 9 | 7 | -1 | | | | | | | 110 | 3.0% |
| Sick, Injured, Unruly Passenger - TOTAL | 7 | -11 | 13 | -23 | -24 | 6 | | | | | | | -32 | -0.7% |
| Sick, Injured, Unruly Passenger - Metra/PSA | 7 | -11 | 7 | -23 | -24 | 8 | | | | | | | -36 | -0.8% |
| Sick, Injured, Unruly Passenger - Foreign | 0 | 0 | 6 | 0 | 0 | -2 | | | | | | | 4 | 0.1% |
| Weather - TOTAL | -32 | -107 | 31 | 3 | -2 | 10 | | | | | | | -97 | -2.4% |
| Weather - Metra/PSA | -33 | -107 | 31 | 3 | -2 | 10 | | | | | | | -98 | -2.4% |
| Weather - Foreign | 1 | 0 | 0 | 0 | 0 | 0 | | | | | | | 1 | 0.0% |
| Passenger Loading - TOTAL | 20 | 0 | -17 | 2 | -15 | -2 | | | | | | | -12 | -0.2% |
| Lift Deployment - TOTAL | 6 | -6 | -4 | 10 | 8 | 20 | | | | | | | 34 | 0.9% |
| Obstruction/Debris - TOTAL | 48 | 14 | 3 | -19 | 56 | 33 | | | | | | | 135 | 3.7% |
| Catenary Failure - TOTAL | -3 | -2 | 2 | 0 | -4 | -13 | | | | | | | -20 | -0.5% |
| Other - TOTAL | 10 | -2 | 9 | 20 | 12 | 12 | | | | | | | 61 | 1.7% |
| TOTAL TRAINS DELAYED | 45 | -107 | -58 | 106 | -93 | 31 | | | | | | | -76 | |
| Total Metra/PSA Delays | 144 | -184 | -88 | 55 | -33 | 52 | | | | | | | -54 | |
| Total Foreign Carrier Delays | -99 | 77 | 30 | 51 | -60 | -21 | | | | | | | -22 | |

Data for current month is final (07/25/17) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 08/07/2017

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

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

**TABLE 11: FREIGHT DELAYS
between July 2015 and June 2017**

| | BNSF | Electric | | | HER | Milw | | NCS | RI | SWS | Union Pacific | | | SYSTEM |
|---------------|------------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|------------|---------------|-----------|------------|------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Jul-15 | 23 | 0 | 0 | 0 | 1 | 11 | 0 | 3 | 12 | 17 | 0 | 18 | 31 | 116 |
| Aug-15 | 13 | 0 | 0 | 0 | 8 | 7 | 5 | 11 | 4 | 17 | 0 | 0 | 24 | 89 |
| Sep-15 | 20 | 0 | 0 | 0 | 1 | 9 | 6 | 11 | 14 | 6 | 0 | 2 | 15 | 84 |
| Oct-15 | 16 | 0 | 0 | 0 | 0 | 5 | 4 | 3 | 3 | 11 | 0 | 3 | 15 | 60 |
| Nov-15 | 15 | 0 | 0 | 0 | 7 | 0 | 4 | 7 | 5 | 10 | 3 | 6 | 8 | 65 |
| Dec-15 | 9 | 0 | 0 | 0 | 2 | 4 | 4 | 5 | 4 | 5 | 0 | 1 | 15 | 49 |
| Jan-16 | 14 | 0 | 0 | 0 | 1 | 4 | 23 | 5 | 24 | 3 | 0 | 3 | 5 | 82 |
| Feb-16 | 11 | 0 | 0 | 0 | 3 | 5 | 6 | 1 | 16 | 2 | 0 | 2 | 7 | 53 |
| Mar-16 | 4 | 0 | 0 | 0 | 2 | 6 | 8 | 6 | 2 | 7 | 0 | 0 | 8 | 43 |
| Apr-16 | 13 | 0 | 0 | 0 | 3 | 8 | 4 | 3 | 1 | 8 | 0 | 1 | 3 | 44 |
| May-16 | 17 | 0 | 0 | 0 | 0 | 9 | 12 | 7 | 0 | 8 | 0 | 1 | 18 | 72 |
| Jun-16 | 19 | 0 | 0 | 0 | 1 | 4 | 6 | 9 | 4 | 10 | 0 | 0 | 20 | 73 |
| Total | 174 | 0 | 0 | 0 | 29 | 72 | 82 | 71 | 89 | 104 | 3 | 37 | 169 | 830 |
| 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 |
| 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 |
| Total | 165 | 0 | 1 | 0 | 34 | 83 | 73 | 98 | 52 | 111 | 17 | 45 | 224 | 903 |

Data for current month is final (07/25/17) 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 | | | | | | | 11 | 1.86% |
| Electric ML | 0 | 0 | 0 | 0 | 1 | 2 | | | | | | | 3 | 1.12% |
| Electric BI | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | 0 | 0.00% |
| Electric SC | 0 | 1 | 0 | 0 | 0 | 0 | | | | | | | 1 | 0.65% |
| HER | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | 0 | 0.00% |
| Milw N | 3 | 2 | 1 | 1 | 4 | 12 | | | | | | | 23 | 5.75% |
| Milw W | 3 | 0 | 2 | 1 | 0 | 0 | | | | | | | 6 | 1.78% |
| NCS | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | 0 | 0.00% |
| RI | 2 | 1 | 0 | 2 | 4 | 8 | | | | | | | 17 | 4.35% |
| SWS | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | 0 | 0.00% |
| UP N | 2 | 1 | 1 | 0 | 4 | 0 | | | | | | | 8 | 3.08% |
| UP NW | 2 | 1 | 0 | 6 | 3 | 2 | | | | | | | 14 | 3.75% |
| UP W | 4 | 1 | 4 | 3 | 3 | 2 | | | | | | | 17 | 3.57% |
| Total Lift Delays | 17 | 8 | 8 | 13 | 23 | 31 | | | | | | | 100 | 2.66% |
| ALL DELAYS | | | | | | | | | | | | | 3,760 | |

Data for current month is final (07/25/17) 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

June 2017

| Minutes | BNSF | Electric | | | Her | Milwaukee | | NCS | RI | SWS | UP | | | System |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | ML | BI | SC | | N | W | | | | N | NW | W | |
| Peak * | | | | | | | | | | | | | | |
| 6-10 | 41 | 10 | 3 | 2 | 3 | 10 | 12 | 4 | 12 | 4 | 12 | 19 | 29 | 161 |
| 11-15 | 10 | 2 | 2 | 1 | 2 | 4 | 4 | 0 | 5 | 2 | 0 | 10 | 5 | 47 |
| 16-20 | 5 | 5 | 1 | 0 | 2 | 0 | 3 | 1 | 2 | 1 | 1 | 6 | 5 | 32 |
| 21+ | 21 | 8 | 2 | 1 | 5 | 5 | 7 | 1 | 1 | 1 | 1 | 10 | 0 | 63 |
| Annulled | <u>2</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>3</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>9</u> |
| Sub-Total | 79 | 25 | 8 | 7 | 12 | 22 | 27 | 6 | 20 | 8 | 14 | 45 | 39 | 312 |
| Off-Peak ** | | | | | | | | | | | | | | |
| 6-10 | 39 | 27 | 21 | 11 | 3 | 29 | 10 | 4 | 37 | 8 | 13 | 22 | 31 | 255 |
| 11-15 | 11 | 3 | 2 | 3 | 0 | 21 | 18 | 2 | 10 | 2 | 7 | 12 | 11 | 102 |
| 16-20 | 1 | 1 | 1 | 4 | 0 | 9 | 1 | 4 | 2 | 0 | 2 | 13 | 8 | 46 |
| 21+ | 10 | 5 | 4 | 6 | 2 | 12 | 3 | 5 | 5 | 2 | 7 | 12 | 20 | 93 |
| Annulled | <u>2</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>5</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>2</u> | <u>1</u> | <u>14</u> |
| Sub-Total | 63 | 36 | 28 | 24 | 5 | 76 | 33 | 15 | 54 | 12 | 32 | 61 | 71 | 510 |
| June 2017 Total | | | | | | | | | | | | | | |
| 6-10 | 80 | 37 | 24 | 13 | 6 | 39 | 22 | 8 | 49 | 12 | 25 | 41 | 60 | 416 |
| 11-15 | 21 | 5 | 4 | 4 | 2 | 25 | 22 | 2 | 15 | 4 | 7 | 22 | 16 | 149 |
| 16-20 | 6 | 6 | 2 | 4 | 2 | 9 | 4 | 5 | 4 | 1 | 3 | 19 | 13 | 78 |
| 21+ | 31 | 13 | 6 | 7 | 7 | 17 | 10 | 6 | 6 | 3 | 8 | 22 | 20 | 156 |
| Annulled | <u>4</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>0</u> | <u>8</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>3</u> | <u>2</u> | <u>1</u> | <u>23</u> |
| TOTAL | 142 | 61 | 36 | 31 | 17 | 98 | 60 | 21 | 74 | 20 | 46 | 106 | 110 | 822 |
| 2017 Year-to-Date | | | | | | | | | | | | | | |
| 6-10 | 272 | 150 | 81 | 77 | 13 | 192 | 114 | 73 | 200 | 78 | 111 | 134 | 252 | 1,747 |
| 11-15 | 93 | 37 | 14 | 17 | 10 | 88 | 87 | 31 | 72 | 27 | 54 | 71 | 93 | 694 |
| 16-20 | 45 | 23 | 11 | 12 | 9 | 41 | 29 | 17 | 32 | 11 | 24 | 38 | 51 | 343 |
| 21+ | 126 | 59 | 15 | 36 | 21 | 59 | 80 | 32 | 76 | 53 | 60 | 107 | 76 | 800 |
| Annulled | <u>56</u> | <u>0</u> | <u>0</u> | <u>12</u> | <u>0</u> | <u>20</u> | <u>27</u> | <u>7</u> | <u>11</u> | <u>5</u> | <u>11</u> | <u>23</u> | <u>4</u> | <u>176</u> |
| TOTAL | 592 | 269 | 121 | 154 | 53 | 400 | 337 | 160 | 391 | 174 | 260 | 373 | 476 | 3,760 |
| 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 | |
| June 2017 Total | | | | | | | | | | | | | | |
| 6-10 | 56.3% | 60.7% | 66.7% | 41.9% | 35.3% | 39.8% | 36.7% | 38.1% | 66.2% | 60.0% | 54.3% | 38.7% | 54.5% | 50.6% |
| 11-15 | 14.8% | 8.2% | 11.1% | 12.9% | 11.8% | 25.5% | 36.7% | 9.5% | 20.3% | 20.0% | 15.2% | 20.8% | 14.5% | 18.1% |
| 16-20 | 4.2% | 9.8% | 5.6% | 12.9% | 11.8% | 9.2% | 6.7% | 23.8% | 5.4% | 5.0% | 6.5% | 17.9% | 11.8% | 9.5% |
| 21+ | 21.8% | 21.3% | 16.7% | 22.6% | 41.2% | 17.3% | 16.7% | 28.6% | 8.1% | 15.0% | 17.4% | 20.8% | 18.2% | 19.0% |
| Annulled | <u>2.8%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>9.7%</u> | <u>0.0%</u> | <u>8.2%</u> | <u>3.3%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>6.5%</u> | <u>1.9%</u> | <u>0.9%</u> | <u>2.8%</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 | 45.9% | 55.8% | 66.9% | 50.0% | 24.5% | 48.0% | 33.8% | 45.6% | 51.2% | 44.8% | 42.7% | 35.9% | 52.9% | 46.5% |
| 11-15 | 15.7% | 13.8% | 11.6% | 11.0% | 18.9% | 22.0% | 25.8% | 19.4% | 18.4% | 15.5% | 20.8% | 19.0% | 19.5% | 18.5% |
| 16-20 | 7.6% | 8.6% | 9.1% | 7.8% | 17.0% | 10.3% | 8.6% | 10.6% | 8.2% | 6.3% | 9.2% | 10.2% | 10.7% | 9.1% |
| 21+ | 21.3% | 21.9% | 12.4% | 23.4% | 39.6% | 14.8% | 23.7% | 20.0% | 19.4% | 30.5% | 23.1% | 28.7% | 16.0% | 21.3% |
| Annulled | <u>9.5%</u> | <u>0.0%</u> | <u>0.0%</u> | <u>7.8%</u> | <u>0.0%</u> | <u>5.0%</u> | <u>8.0%</u> | <u>4.4%</u> | <u>2.8%</u> | <u>2.9%</u> | <u>4.2%</u> | <u>6.2%</u> | <u>0.8%</u> | <u>4.7%</u> |
| TOTAL | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

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

Data for most recent month is final (07/25/17) 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 | |
| June 2017 | | | | | | | | | | | | | | |
| Peak * | 24.2 | 22.4 | 16.9 | 17.8 | 21.0 | 14.9 | 18.2 | 12.2 | 13.5 | 13.1 | 9.4 | 15.0 | 9.9 | 17.4 |
| Off-Peak ** | 18.4 | 13.3 | 12.0 | 20.0 | 15.0 | 15.5 | 16.5 | 18.6 | 12.0 | 12.3 | 16.9 | 18.6 | 20.0 | 16.5 |
| All | 21.6 | 17.0 | 13.1 | 19.6 | 19.2 | 15.4 | 17.3 | 16.8 | 12.4 | 12.7 | 14.4 | 17.0 | 16.4 | 16.8 |
| 2017 Year-to-Date | | | | | | | | | | | | | | |
| Peak * | 23.2 | 18.5 | 12.8 | 16.7 | 24.4 | 16.6 | 20.0 | 16.2 | 17.9 | 18.3 | 14.8 | 35.8 | 13.6 | 20.1 |
| Off-Peak ** | 17.0 | 14.2 | 11.6 | 16.2 | 17.9 | 15.0 | 17.5 | 16.5 | 14.7 | 20.5 | 18.5 | 27.1 | 15.6 | 17.2 |
| All | 20.5 | 15.9 | 12.0 | 16.4 | 22.6 | 15.5 | 18.5 | 16.4 | 16.1 | 19.8 | 17.0 | 30.8 | 14.8 | 18.4 |

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 (07/25/17) version from TOPS.