

**METRO RAIL PERFORMANCE – FY16 –NOVEMBER 2015**

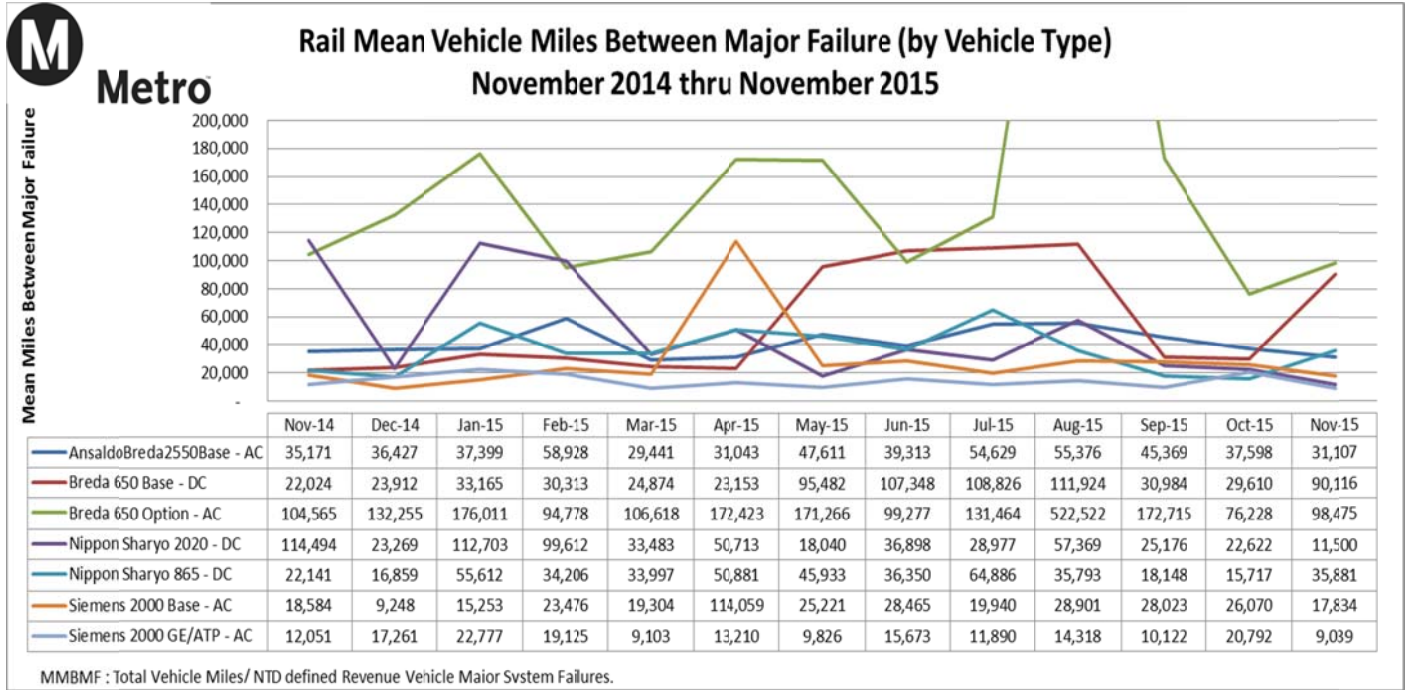


METRO RAIL PERFORMANCE – FY16 –NOVEMBER 2015

<b>Contents</b>	<b>Page</b>
<b>Systemwide Performance</b>	
Rail Mean Miles Between Major Failure by Vehicle Type	3
Vehicle Availability by Division	4
<b>Blue Line Performance</b>	
Performance Summary	5
Major Incident Detail	6
Performance Charts	10
<b>EXPO Line Performance</b>	
Performance Summary	13
Major Incident Detail	14
Performance Charts	15
<b>Red / Purple Line Performance</b>	
Performance Summary	18
Major Incident Detail	19
Performance Charts	21
<b>Green Line Performance</b>	
Performance Summary	24
Major Incident Detail	25
Performance Charts	27
<b>Gold Line Performance</b>	
Performance Summary	30
Major Incident Detail	31
Performance Charts	33

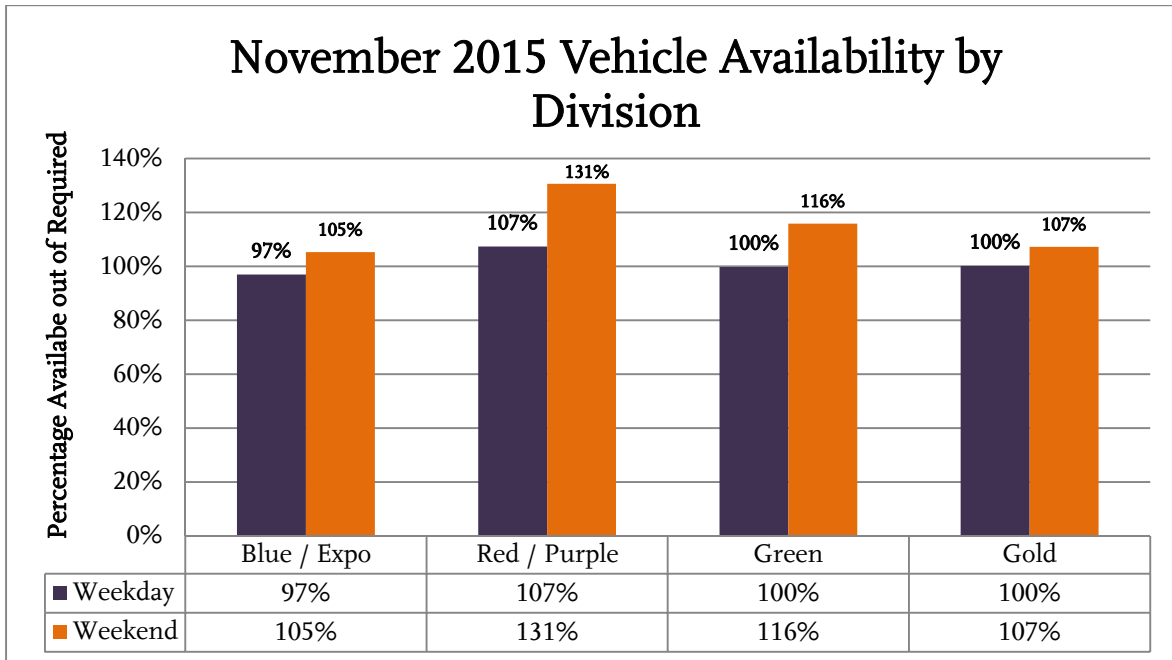
METRO RAIL PERFORMANCE – FY16 –NOVEMBER 2015

RAIL PERFORMANCE SYSTEMWIDE



Number of Rail Vehicle Type by Division	<u>RED/ PURPLE</u>	<u>BLUE/ EXPO</u>	<u>GREEN</u>	<u>GOLD</u>
AnsaldoBreda2550Base - AC				50
Breda 650 Base - DC	30			
Breda 650 Option - AC	74			
Nippon Sharyo 2020 - DC		15		
Nippon Sharyo 865 - DC		54		
Siemens 2000 Base - AC			29	
Siemens 2000 GE/ATP - AC		23		
<b>TOTALS</b>	<b>104</b>	<b>92</b>	<b>29</b>	<b>50</b>

### VEHICLE AVAILABILITY SYSTEMWIDE



#### NOVEMBER 2015 VEHICLE AVAILABILITY

Blue/ Expo			
Pullout Type	Vehicles Required	Average Available	Average % Available
Weekday	78	76	97%
Weekend	60	63	105%
Red/ Purple			
Pullout Type	Vehicles Required	Average Available	Average % Available
Weekday	74	79	107%
Weekend	54	71	131%
Green			
Pullout Type	Vehicles Required	Average Available	Average % Available
Weekday	22	22	100%
Weekend	14	16	116%
Gold			
Pullout Type	Vehicles Required	Average Available	Average % Available
Weekday	42	42	100%
Weekend	36	39	107%

## RAIL PERFORMANCE BY LINE

### BLUE LINE

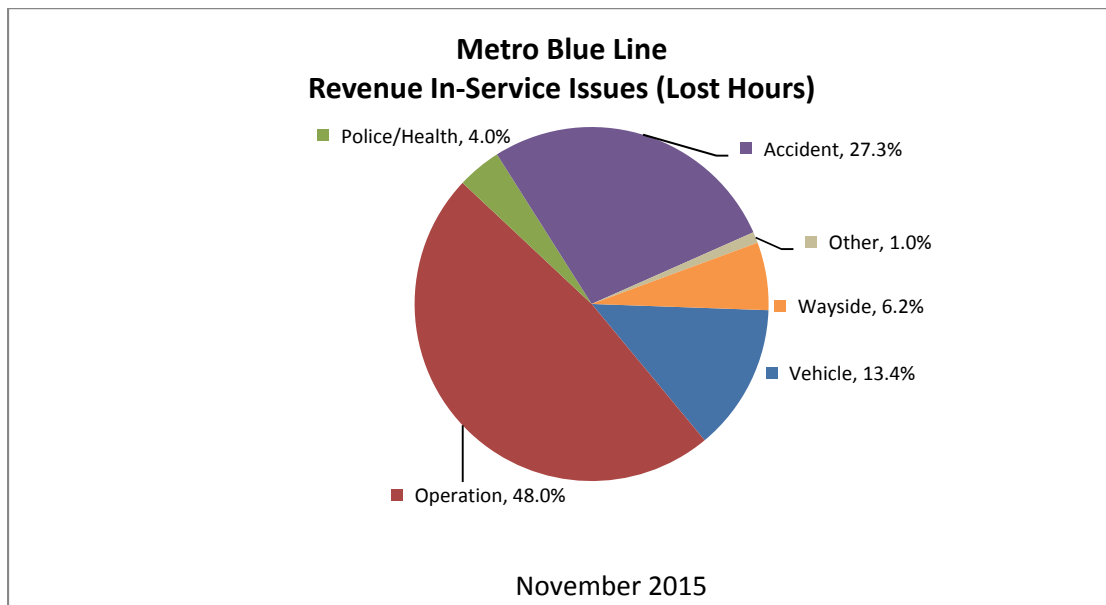
Out of a total of 22,523 hours operated, there were approximately 606 total hours of service delays.

November 2015 Service Hours:

Revenue Hours without Delays	21,917	97%
Hours Delayed	606	3%
Total Revenue Hours	22,523	100%

Summary of the major contributors:

• Operations	291 hours	48%
• Accidents	166 hours	27%
• Vehicle	81 hours	13%
• Wayside	37 hours	6%
• Police & Health	24 hours	4%
• Other	7 hours	1%
<b>Total:</b>	<b>606 hours</b>	<b>100%</b>



The major contributors were as follows:

**Blue Line:**

**11/03/15 - Accident**

Train 107 reported a trespasser vs. train at 8th and Long Beach southbound on Track 2. No injuries reported on train. Trespasser sustained some head and arm injuries. Turn back & shuttle operations implemented. The incident area was released at 2352 hrs and normal operations resumed. 29 trips partially canceled with a max delay of 134 mins. due to no revenue service from Anaheim to 5th Street.

**11/04/15 - Vehicle Maint**

Train 103 reported Re-occurring self-applying brakes on Car 230 Southbound at Florence station. Train 103 was off loaded at Compton station and removed to the Blue Line Yard. Trip canceled to and from Transit Mall. 2 trips canceled with a max delay of 12 mins.

**11/04/15 - Police/Health**

Train 112 reported a Medical Emergency onboard Southbound at Willow Station. Train 112 held for emergency services. Train 103 turned back from Wardlow to go north. 1 trip canceled with a max delay of 25 mins.

**11/05/15 - Vehicle Maint**

Train 121 reported smoking brakes on Car 111 Southbound at Compton Station. Train 121 offload at Compton Station and proceed to Blue Line Yard. Northbound trip also cancelled from Willow to 7MC North. 2 trips canceled with a max delay of 15 mins.

**11/06/15 - Vehicle Maint**

Train 111 reported no movement on Car 161 northbound in the 7th Metro Portal. A Vehicle Tech advised the "Reverser" was faulty & train needed to be put out of service. Train 111 was towed to 7th Metro Center platform. Normal operations resumed at 1058 hrs. 1 trip canceled with a max delay of 20 mins.

**11/11/15 - Accident**

Train 110 reported a Train vs. Auto Northbound at Washington and Olive. Turnback and single tracking operations implemented with every other train going through to 7th/Metro center. LASD was on-scene assisting with the evacuation of Train 110 at 1539 hrs. LAPD released the train at 1619 hrs. 10 trips canceled and 24 affected with a max delay of 20 mins.

**11/11/15 - Vehicle Maint**

Train 102 reported a passenger pulled a T-handle on Car 112 and unable to reset Northbound 100 feet south of Pico Station. Single tracking and turnback operations implemented. A Vehicle tech responded to troubleshoot and noted Car 112 had a broken T at the circuits. At 1958, Train 102 reversed ends and proceeded southbound and offloaded 50 passengers at Grand station, then proceeded to the Yard out of service. Normal operations resumed at 2035 hrs. 3 trips canceled with a max delay of 33 mins.



### **11/12/15 - Vehicle Maint**

Train 118 reported self-applying brakes on Car 230 upon arrival to Wardlow Station. A Vehicle Tech met the train at Motorman's platform and was unable to clear train. Train 118 offloaded and removed from service on arrival to Artesia Station. Upon arrival to Metro Center Station, pull in Train 125 was cancelled southbound and replaced Train 118. 2 trips canceled with a max delay of 13 mins.

### **11/13/15 - Accident**

Train 120 reported Train vs. Vehicle at Flower and 18th street Southbound. Single Tracking and turnback operations in implemented. The Vehicle made a left turn in an attempt to make entrance onto the 10 freeway on ramp eastbound. At 2030, the tracks were cleared for train movement with trains traveling at restricted speed through the incident area due to towing of Vehicle. All clear was given at 2109 hours and normal operations resumed. 2 trips canceled and 7 trips affected with a max delay of 15 mins.

### **11/13/15 - Vehicle Maint**

Train 105 reported faulty door on Car 229 and unable to clear door Southbound at Slauson Station. Operator was able to clear door problem and proceed southbound by utilizing equipment from northbound train on arrival to Slauson Station. 4 trains affected with a max delay of 20 mins.

### **11/16/15 - Accident**

Train 111 reported a Train vs. Vehicle Southbound at 20th Street in Long Beach. Turnback and single tracking operations implemented. Incident Vehicle fled the scene. Incident train moved to PCH Station to offloaded patrons and proceeded to Transit Mall. Normal operations resumed at 1802 hrs. 4 trips canceled with a max delay of 24 mins.

### **11/17/15 - Power**

SCADA System indicated the San Pedro TPSS opened causing a loss of traction power at Maple Interlocking. 2 trains were stranded in the affected area. Turnback and shuttle operations from 7th & Metro to Grand and then Grand to Washington Station maintained a 20 minute headway were implemented beginning at 1029 hrs. At 1055 hrs both trains were evacuated. 1345 hrs traction power was able to establish power with a test train making two round trips through the affected area. Normal operations resumed. 14 trips canceled with a max delay of 20 mins.

### **11/18/15 -Vehicle Maint**

Train 114 reported extremely sluggish/weak propulsion on Car 100 Northbound at Compton Station. Approximately 150-200 patrons off-loaded at Compton Station and the train was removed to the Yard. Metro Blue Line Yard had no available replacement equipment. First pull-in train canceled to replace missing equipment. 2 trips canceled with a max delay of 6 mins.



### **11/20/15 - Operations**

All trains after Train 109 were delayed 12 mins due to unscheduled signal maintenance north of Del Amo Station Northbound. 19 trips affected with a max delay of 12 mins.

### **11/21/15 - Vehicle Maint**

Train 122 at the Washington Junction reported no movement on Car 246 Southbound. Single Tracking operations & turnback operations were implemented around disabled train. At 2206 hrs, the disabled train regained movement Southbound with a 25 minute delay to patrons on board. 5 trips canceled due to turnbacks with a 25 mins max delay.

### **11/21/15 - Signal**

Signals requested single tracking north of Del Amo Station for emergency repairs to the signaling system that were not completed and continued producing a false occupancy for the entire duration of service. This incident began 11/20/15. 115 trips affected with a max delay of 8 mins.

### **11/22/15 - Signal**

Signals requested single tracking north of Del Amo Station for emergency repairs to the signaling system that were not completed and continued producing a false occupancy for the entire duration of service. This incident began 11/20/15. 20 trips affected with a max delay of 5 mins.

### **11/23/15 - Accident**

Train 110 reported a Train vs. Auto with a derailment Southbound at 119th Street grade crossing with major pantograph damage & multiple passengers claiming injury on Track 2. SCADA System also indicated an out-of-correspondence switch which made single tracking impossible. Turnback operations implemented from Compton on the south and Willowbrook on the north. At 0802 hrs, the BOC provided 3 busses for a shuttle between Compton and Willowbrook. Approximately 33 trips canceled with a max delay of 42 mins.

### **11/24/15 - Operations**

Service disruption due to 10-73 at 119 Street and repairs to the OCS. Approximately 34 trips canceled with a 12 max delay.

### **11/25/15 - Operations**

Service disruption due to 10-73 at 119 Street and repairs to the OCS. Approximately 34 trips canceled with a 12 min max delay.

### **11/26/15 - Operations**

Service disruption due to 10-73 at 119 Street and repairs to the OCS. Approximately 34 trips canceled with a 12 min max delay.

### **11/26/15 - Vehicle Maint**

Train 13, northbound, from Willowbrook Station reported no movement on Car 146. Train 13 was canceled and routed south of the Willowbrook Station to the Yard. 2 trips canceled with a max delay of 12 mins.



### **11/27/15 -Operations**

Service disruption due to 10-73 at 119 Street and repairs to the OCS. Approximately 24 trips canceled with a 12 min max delay.

### **11/27/15 - Vehicle Maint**

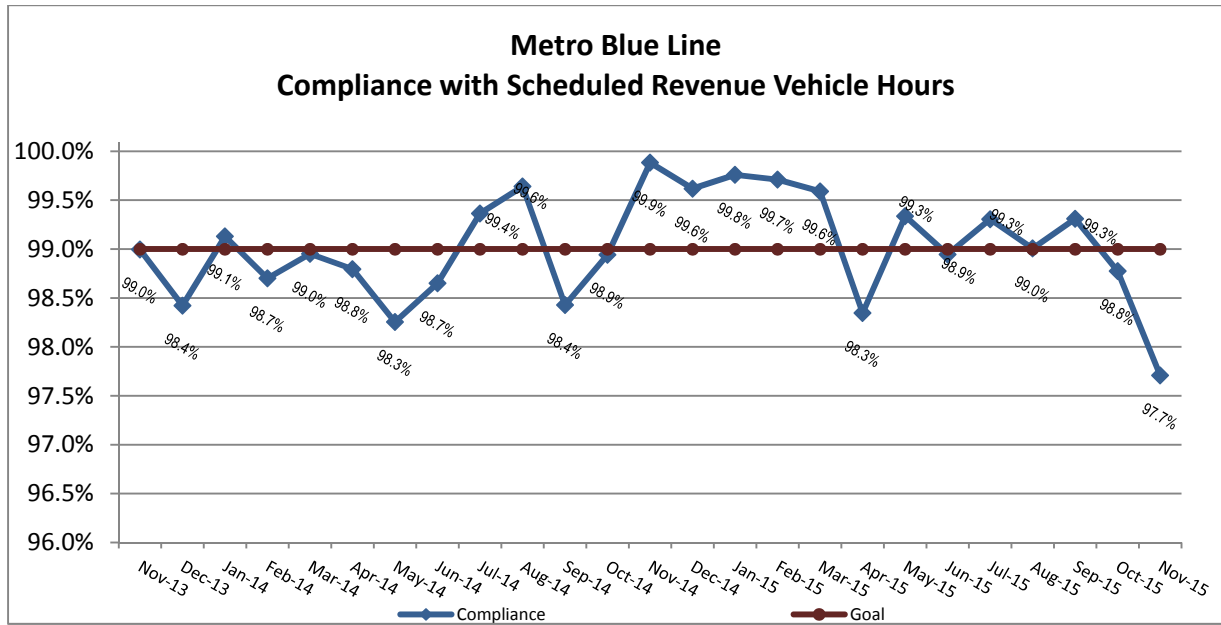
First sweep Train 119 reported a reoccurring prop faults on Car 237 Northbound at Del Amo Station. A 90 second shut down performed & unable to clear. Train 119 was canceled and sent back to Blue Line Yard. A replacement was at BLY interlocking & operators swapped seats. 1 trip canceled with a max delay of 20 mins.

### **11/28/15 - Yard Operations**

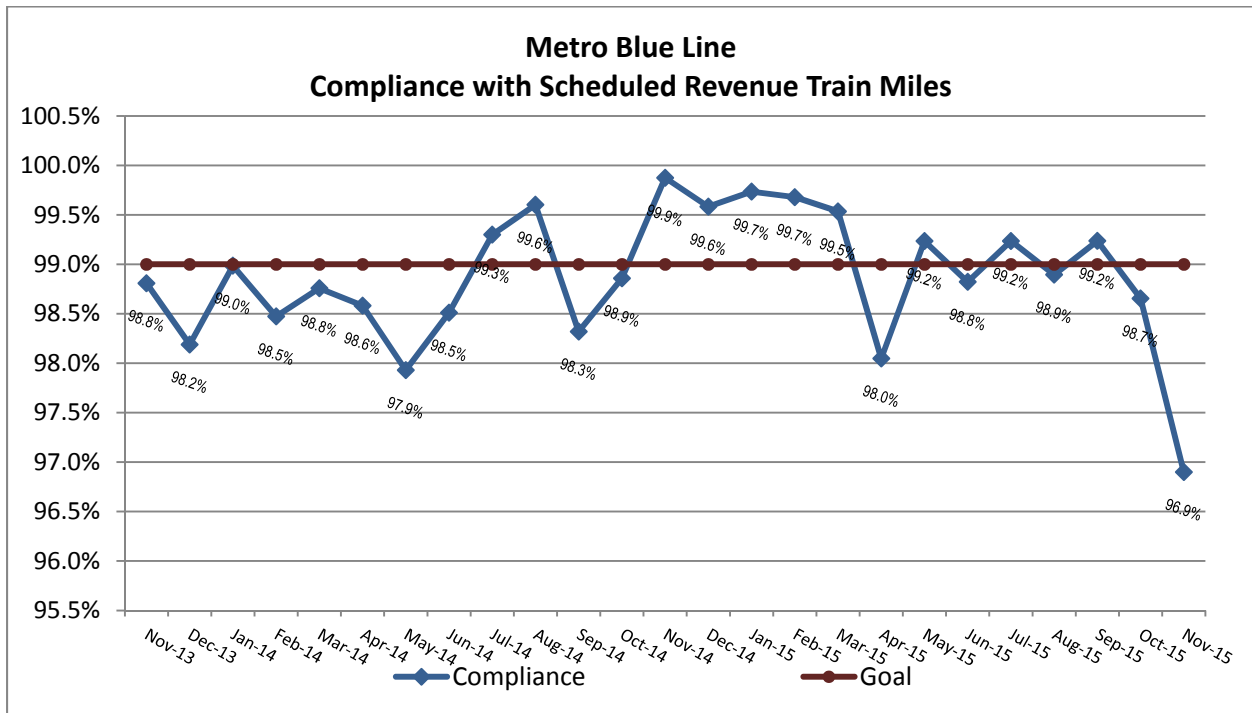
Blue Line Yard Control reported no equipment for last three pull out trains. All three were canceled. 5 cars coming back from Expo test control were used at 7th & Metro. 3 trips were canceled with a max delay of 7 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

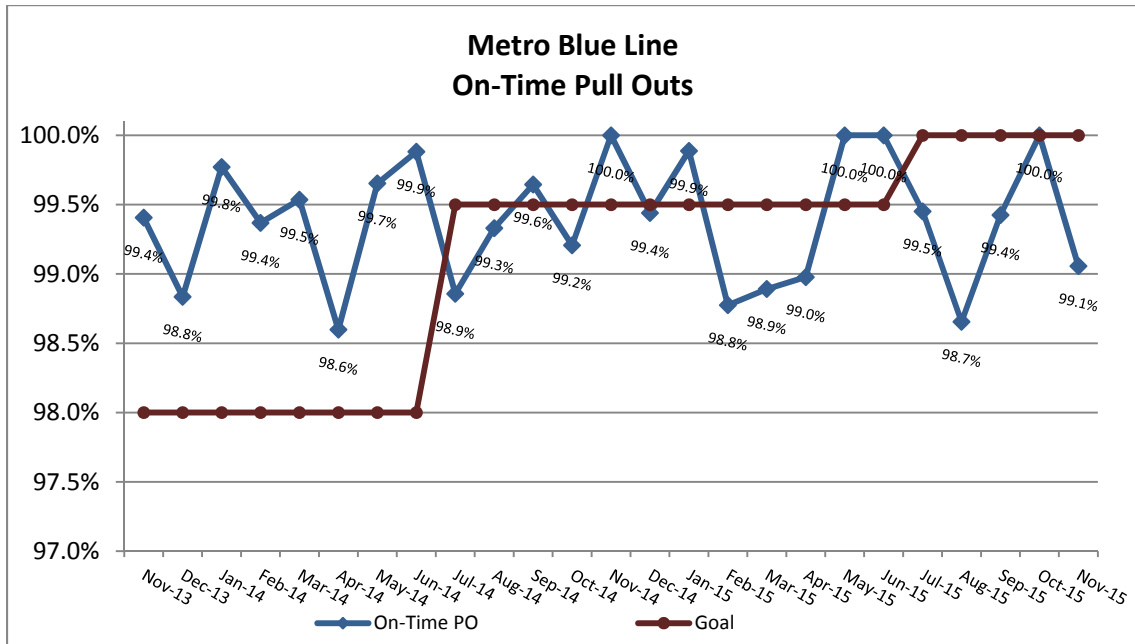
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



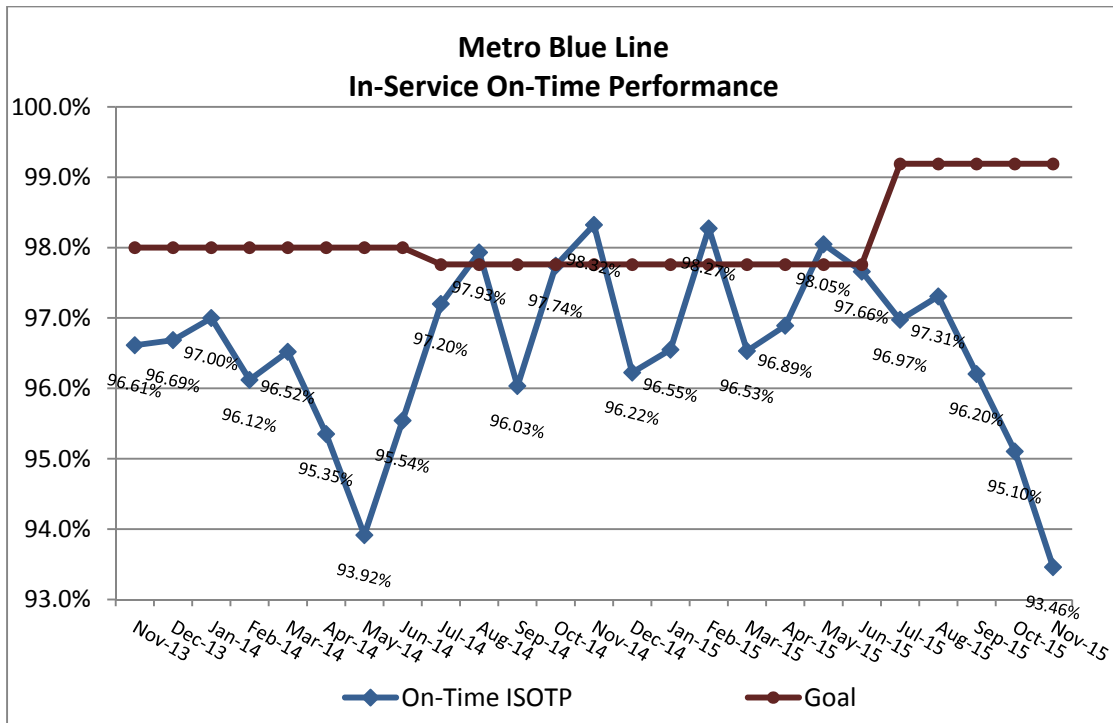
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

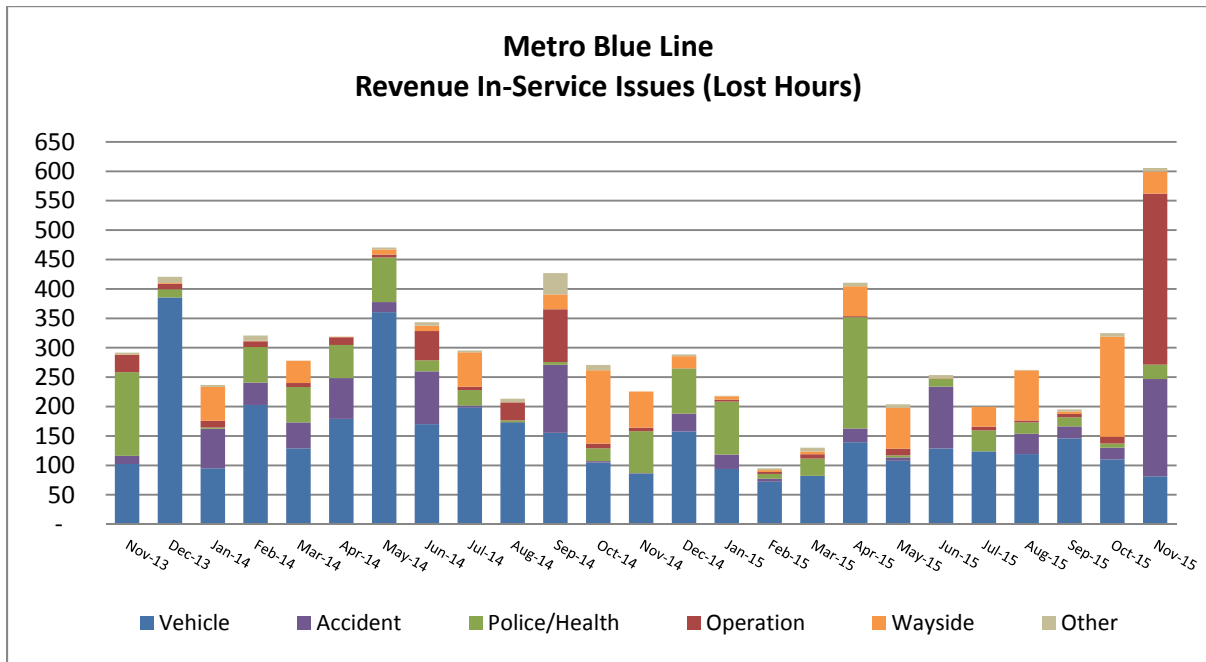
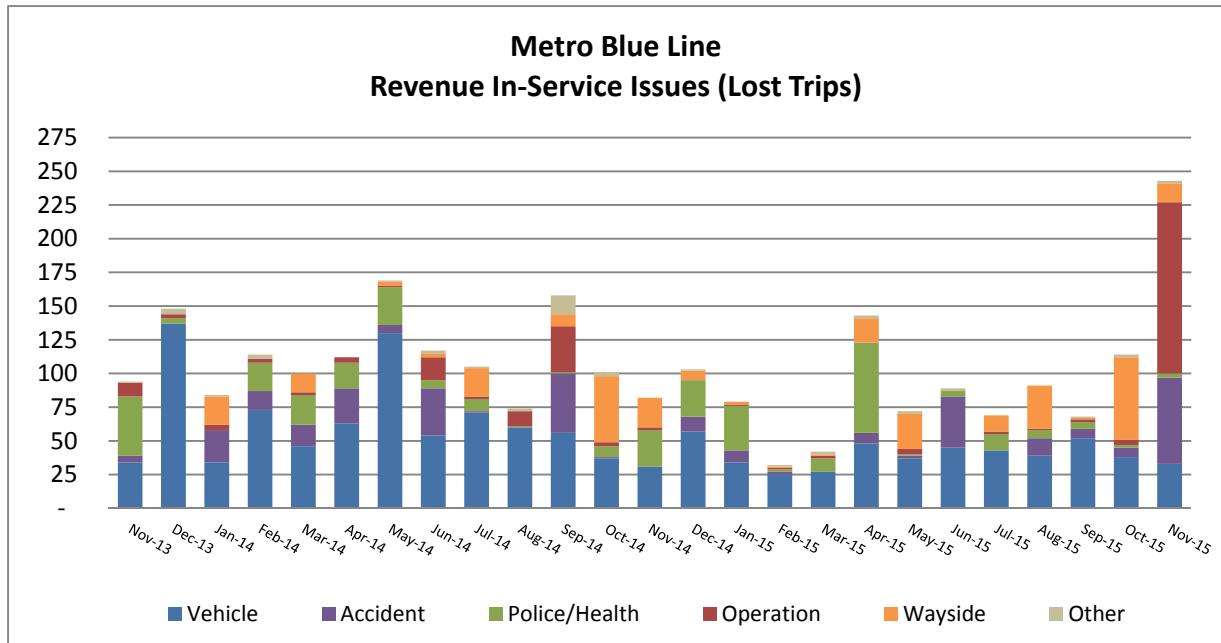


### ON-TIME PULL OUTS CHART



### IN-SERVICE ON-TIME PERFORMANCE CHART





## EXPO LINE

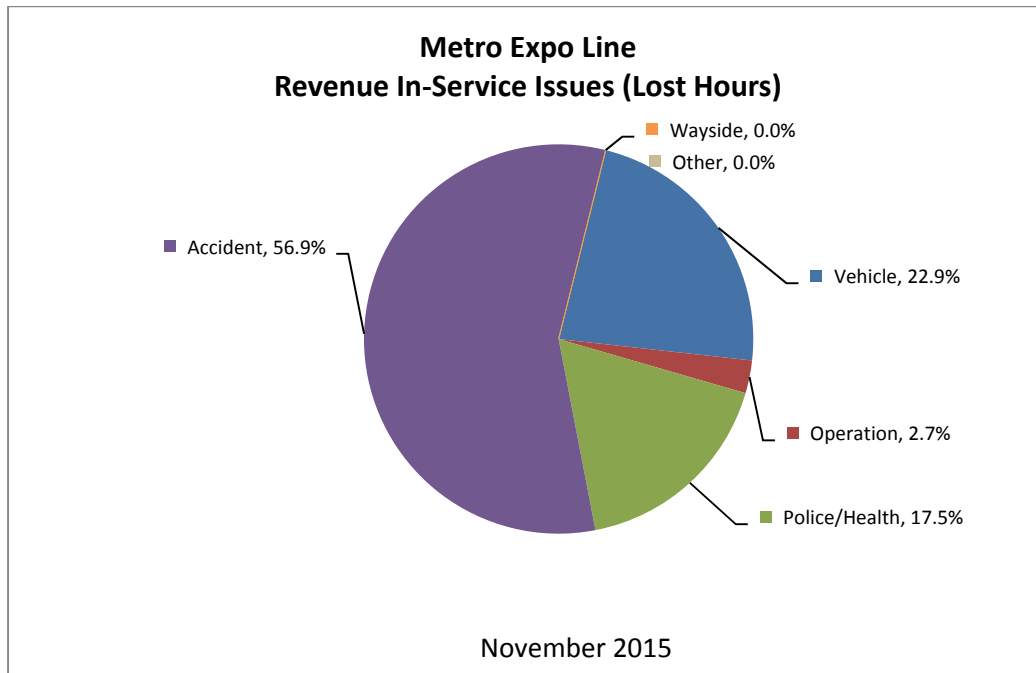
Out of a total of 10,496 hours operated, there were approximately 51 total hours of service delays.

### November 2015 Service Hours:

Revenue Hours without Delays	10,445	99.5%
Hours Delayed	51	0.5%
Total Revenue Hours	10,496	100.0%

### Summary of the major contributors:

- Accidents 29 hours 57%
- Vehicle 12 hours 23%
- Police & Health 9 hours 17%
- Operations 1 hour 3%
- Wayside 0 hours 0%
- Other 0 hours 0%
- Total: 51 hours 100%**



The major contributors were as follows:

### Expo Line

#### **11/13/15 - Vehicle Maint**

Train 105 reported a Prop Fault on Car 161 with speed restriction Northbound at La Brea Station. The train proceeded to 7/MC with a speed restriction. Upon arrival the consist experienced another prop fault and the train was canceled to Willow and stored in the tail track. Train 125 was also canceled to Del Amo so the affected consist could be removed from the mainline. 2 trips canceled with a max delay of 7 mins.

#### **11/14/15 - Accident**

Train 110 reported a Train vs. Vehicle at Watt Way. Tracks 3 and 4 were blocked. Turnback operations implemented at Jefferson Station Southbound and Vermont Northbound. At 1042 hrs, single tracking operations were implemented Northbound. At 1105 hrs, the first Southbound train was sent through the single tracking area. At 1144 hrs, normal operations in both directions were re-established. 20 trips canceled with a max delay of 108 mins.

#### **11/14/15 - Police/Health**

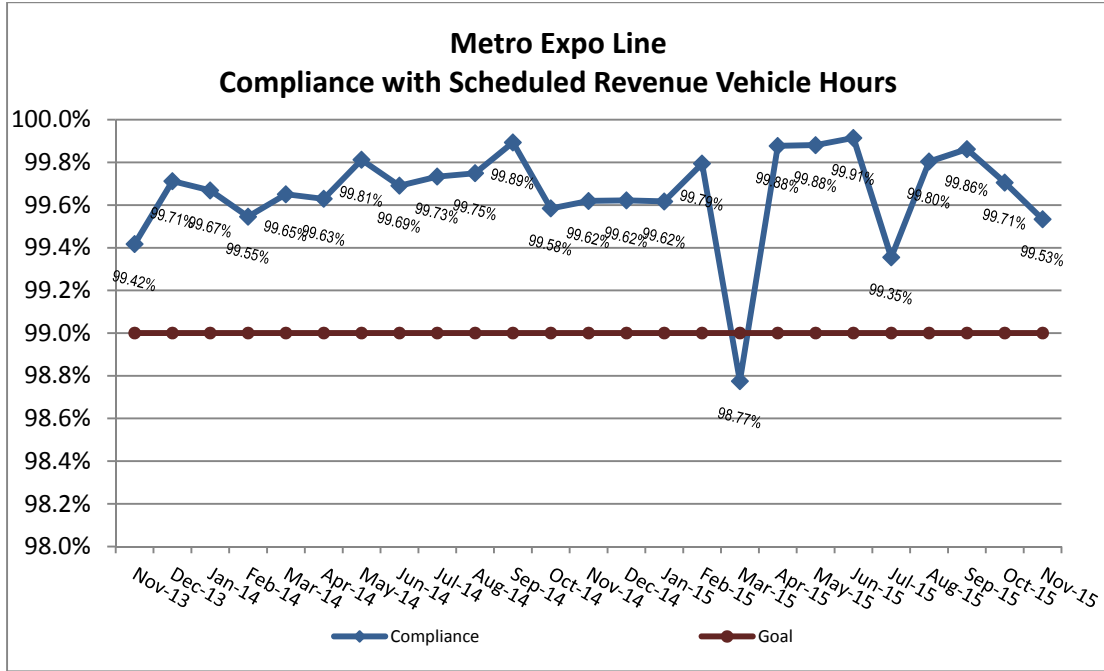
Tracks 1/2 at 18th Street (Flower) were blocked due to a single vehicle collision coming to rest onto ROW. All train movement was unavailable. Turnback operations implemented. Tracks cleared as of 0528 hours. 5 trips canceled with a max delay of 42 mins.

#### **11/20/15 - Vehicle Maint**

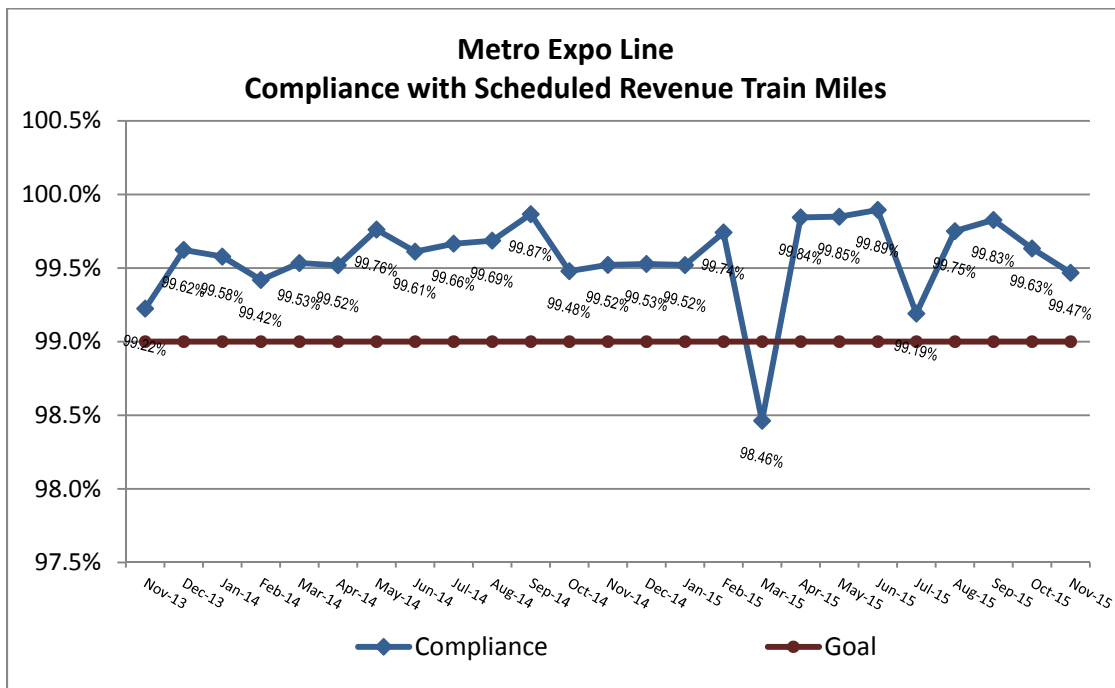
Train 111 reported self-applying brakes on Cars 104 & 162 and unable to proceed Northbound at La Brea Station. Train 111 swapped with a southbound train 103 and departed north with a 10 min delay to 7<sup>th</sup>/Metro. Single tracking operations implemented from National to Crenshaw. Train 103 was canceled from La Brea to Culver and back to 7<sup>th</sup>/Metro. Train 106 was turned back from Farmdale. At 1435 hrs incident train arrived at Culver Station and normal operations resumed. 4 trips canceled with a max delay of 24 mins.

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



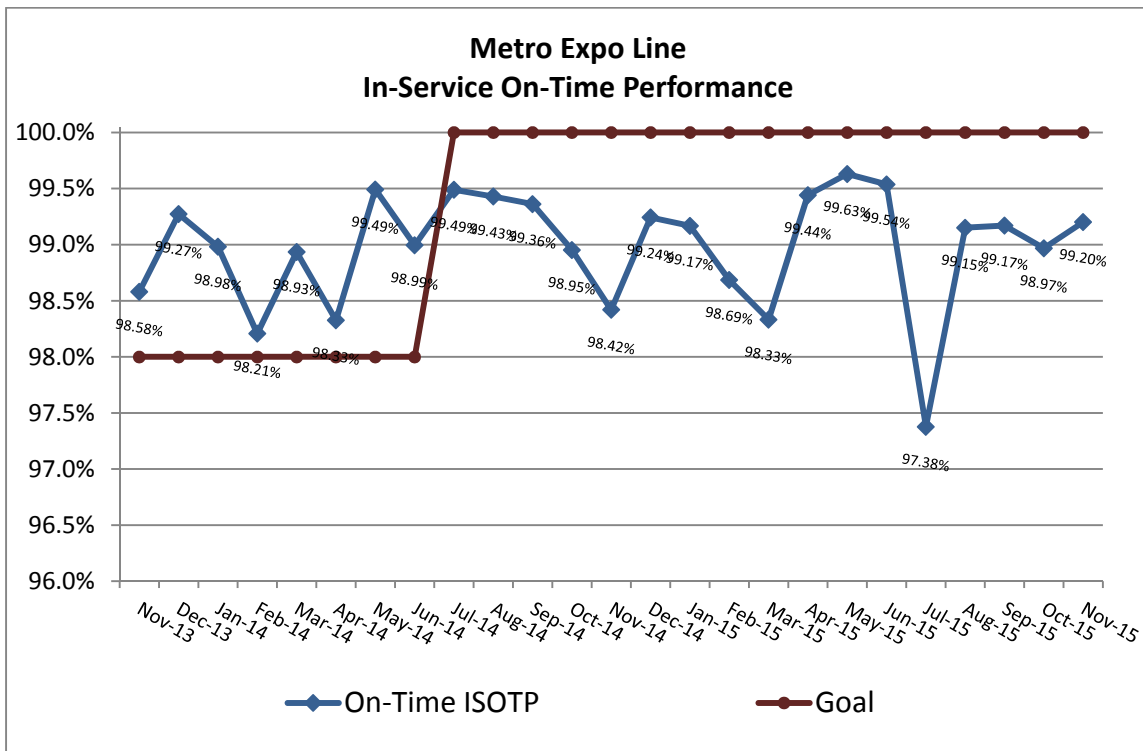
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



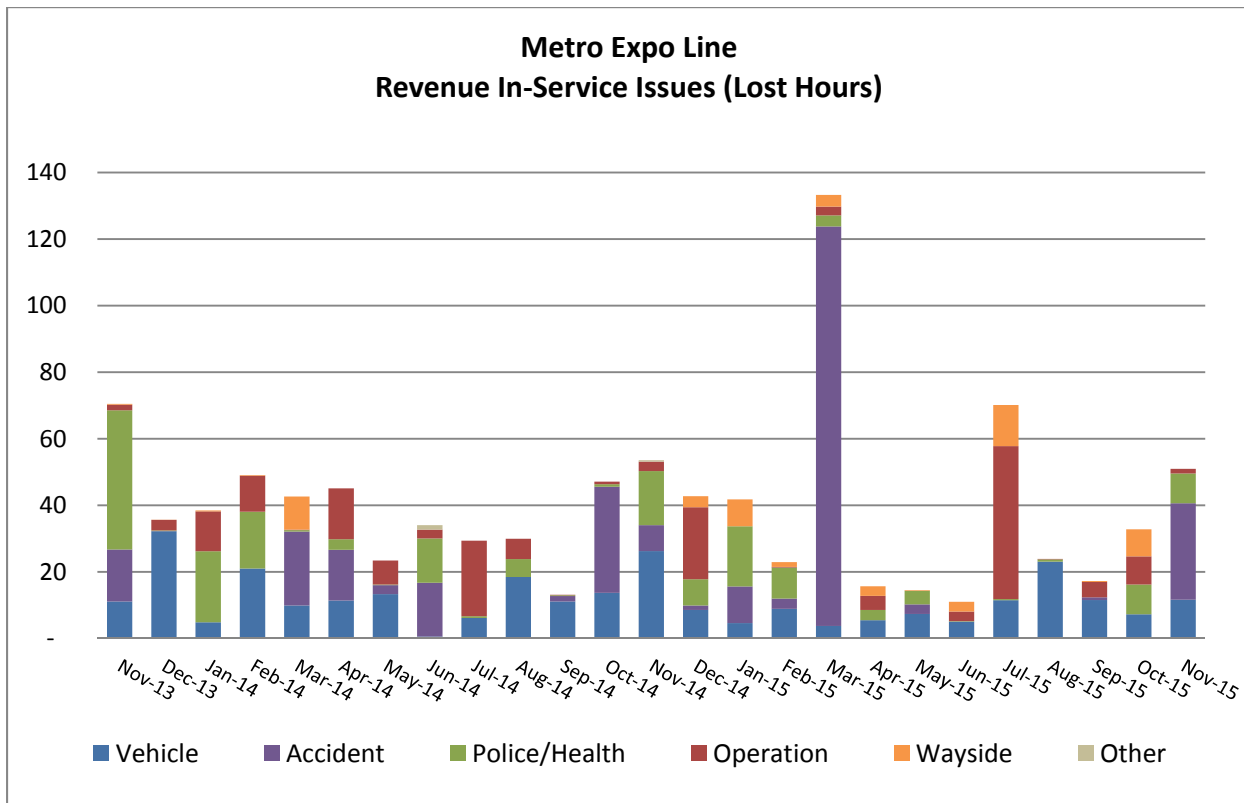
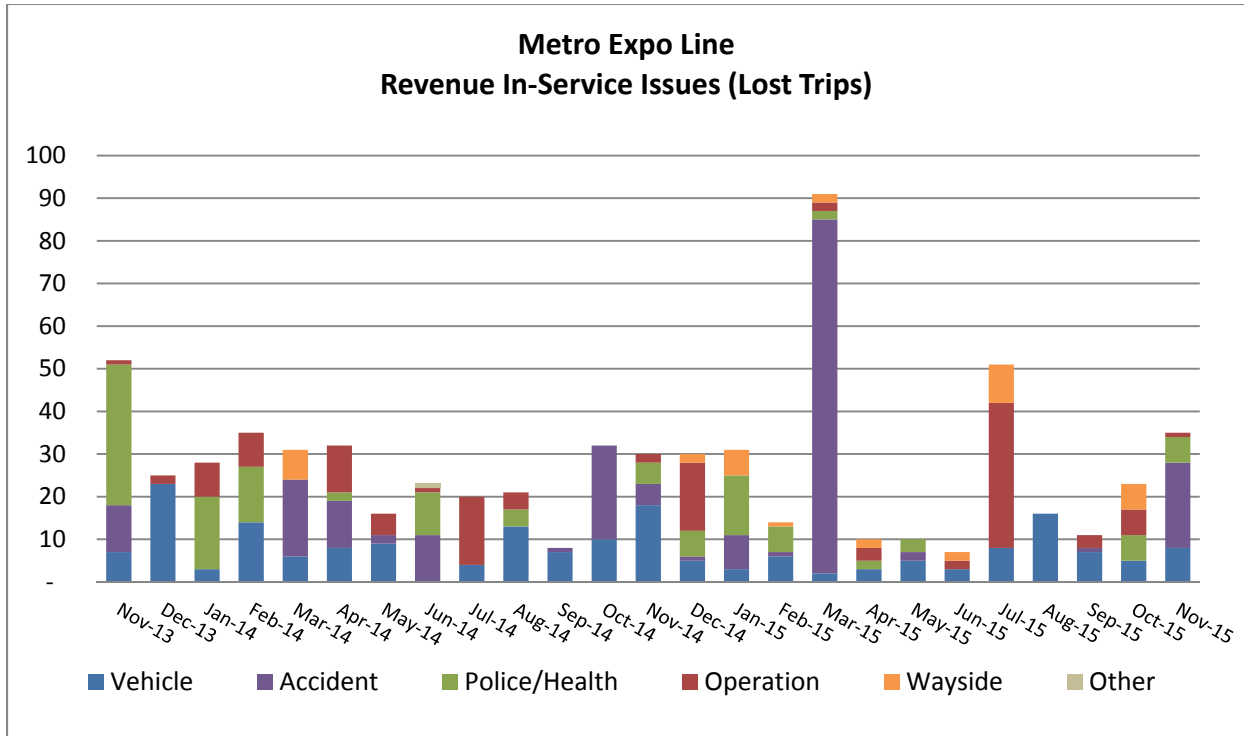
### ON-TIME PULL OUTS

Expo Line Pull Outs are included in Blue line Pull Outs.

### IN-SERVICE ON-TIME PERFORMANCE CHART







## RED / PURPLE LINE

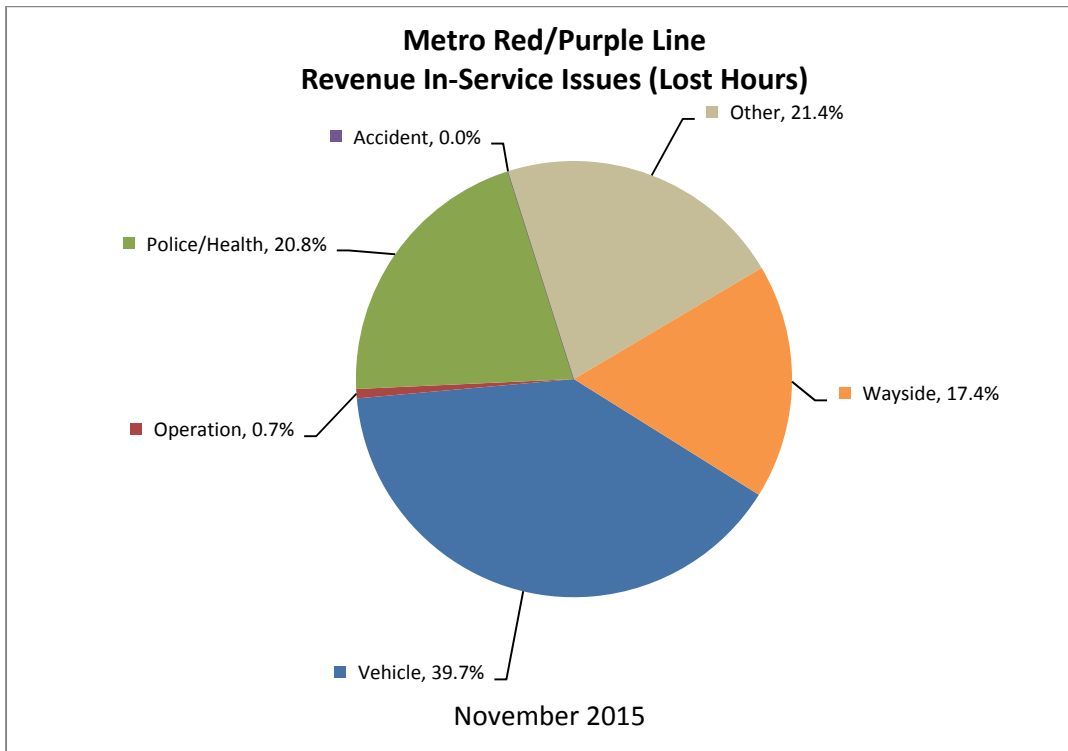
Out of a total of 27,052 hours operated, there were approximately 51 total hours of service delays.

### November 2015 Service Hours:

Revenue Hours without Delays	27,001	99.8%
Hours Delayed	51	0.2%
Total Revenue Hours	27,052	100.0%

### Summary of the major contributors:

• Police & Health	11 hours	21%
• Vehicle	20 hours	40%
• Wayside	9 hours	17%
• Other	11 hours	21%
• Operations	<1 hour	<1%
• Accidents	0 hours	0%
<b>Total:</b>	<b>51 hours</b>	<b>100%</b>



The major contributors were as follows:

**Red/Purple Line:**

**11/03/15 - Vehicle Maint**

Train 204 reported no movement with a right doors open indication on Car 537 departing Union Station. Train 204 was stuck at the Union Station west interlocking. Turnback operations implemented. At 1516 hrs, Train 204 was pulled back into Union Station and offloaded. Normal operations resumed. 4 trips canceled with a max delay of 20 mins.

**11/05/15 - Rail Communications**

SCADA System indicated the RTUs down at Civic Center with no communication. Train 201 at Civic had no communication with control and did not proceed for 30 mins. Train 211 was reverse run to 7th Metro from Westlake then turned back at 7th Metro. Trains 201, 210, 205, 209, delayed at Union Station. Train 208 was turned back at Westlake. The trains were put back on schedule at 1859 hrs and communication was re-established at the Station the next revenue day. 4 trips canceled with a max delay of 30 mins.

**11/07/15 - Signal**

SCADA System indicated switch out-of-correspondence at west interlocking at Union Station. The operators were cranking switches manually. Train 202 and Train 205 were turned back from Westlake Macarthur; max delay for all other trains departing Union Station was 12 mins. Normal operations resumed at 1222 hours. 4 trips canceled with a max delay of 12 mins.

**11/10/15 - Police/Health**

Train 209 reported a mentally challenged patron in car 526 Westbound at Union Station was blocking path of passengers and behaving aggressively. Train 209 round trip canceled to Wilshire Western. 2 trips canceled with a max delay of 6 mins.

**11/18/15 - Signal**

Train 229 delayed 20 mins from Westlake Eastbound due to signal problems at Westlake interlocking. Signal personnel responded to the interlocking to manually set the proper switch positions for train movement. 20 mins max delay.

**11/19/15 - Vehicle Maint**

Train 210 reported recurring emergency brake application on Car 542 Eastbound at Westlake Station. Train 210 offloaded and reverse ends. A clearance card was issued for EMO bypass & authorized to proceed at North Hollywood Station. 20 mins max delay.

**11/19/15 - Power**

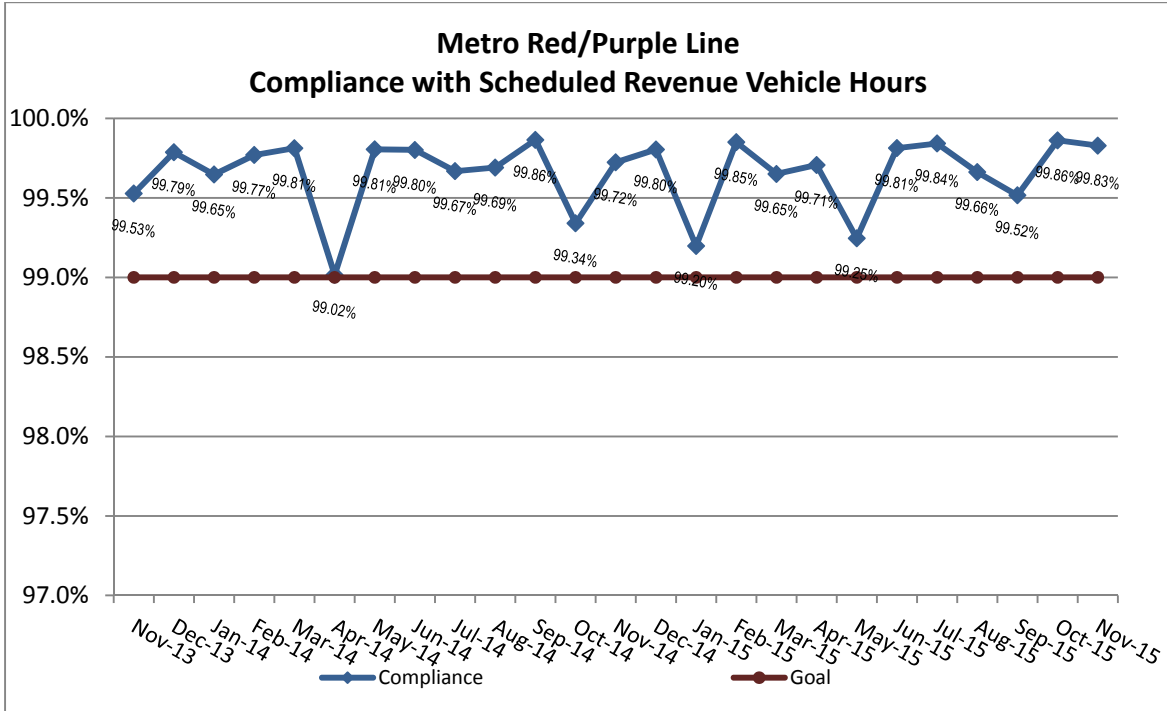
Train 210 to Union Station was turned back at Westlake Macarthur to North Hollywood. Train 210 was turning back through the pocket track when breaker D02 opened. Train 210 was stuck in the pocket with de-energized track. At 2337 hrs, traction power closed Breaker D02 & train 210 was able to move through the pocket to North Hollywood. 20 mins max delay.

### **11/30/15 - Power**

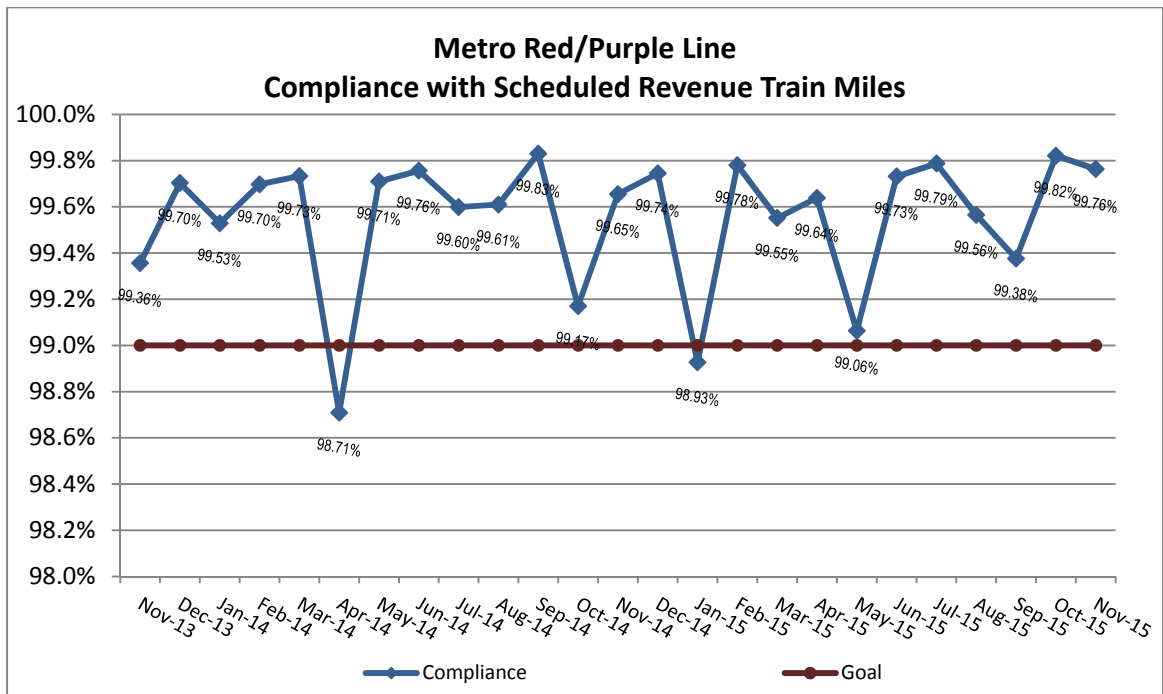
SCADA system indicated a loss of Remote Transmitting Units at Hollywood Highland and Hollywood Vine with loss of traction power. Train 210 stopped on the platform at Hollywood Highland with no radio communication with Control. Train held on the platform for approximately 30 mins with no service west. After communication was restored all DC breakers at Highland closed remotely and restoring train movement. Normal operations restored at 0850 hours with delays. 30 mins max delay

MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

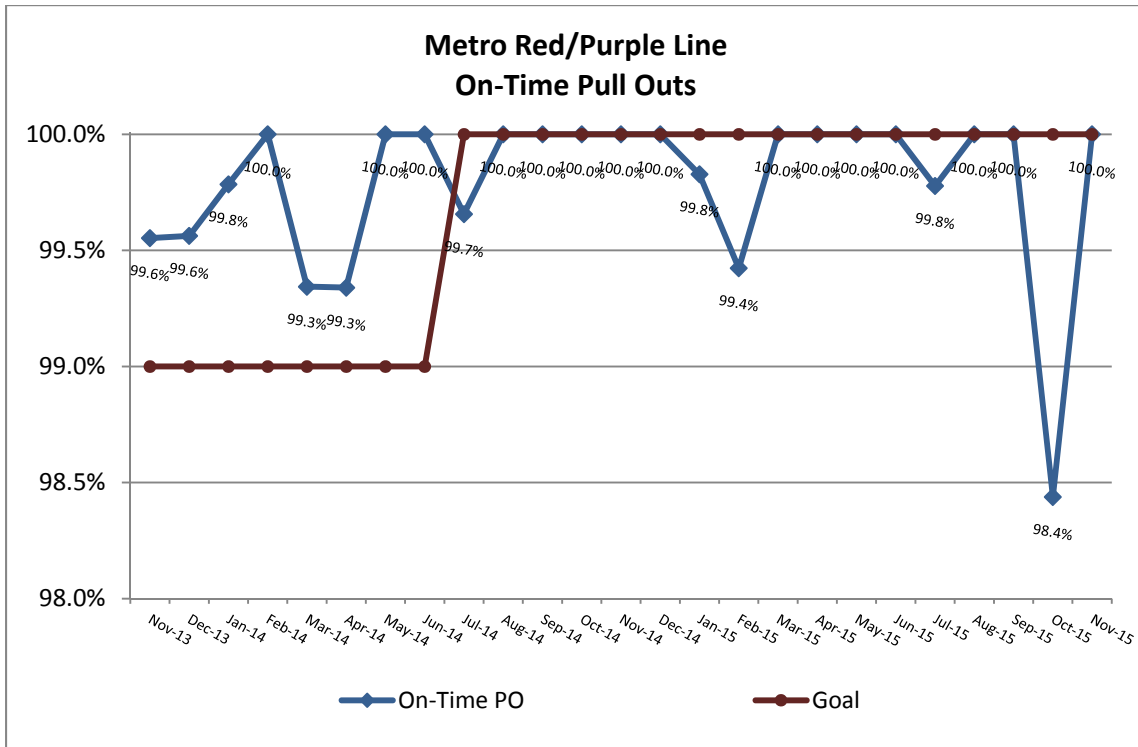
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



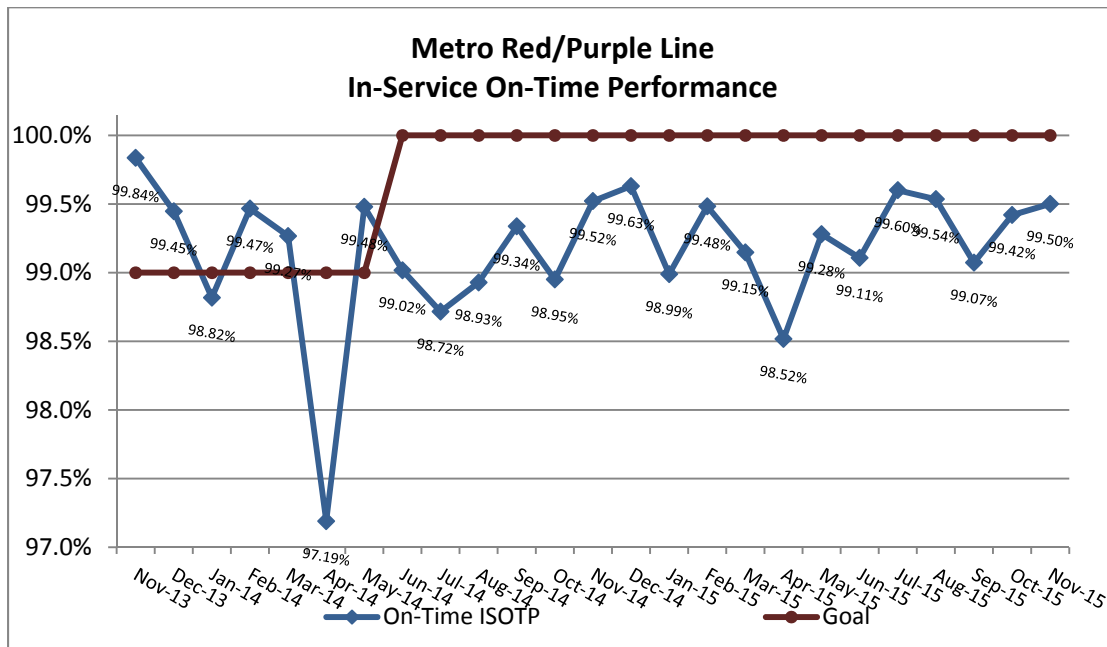
COMPLIANCE WITH SCHEDULED TRAIN MILES CHART

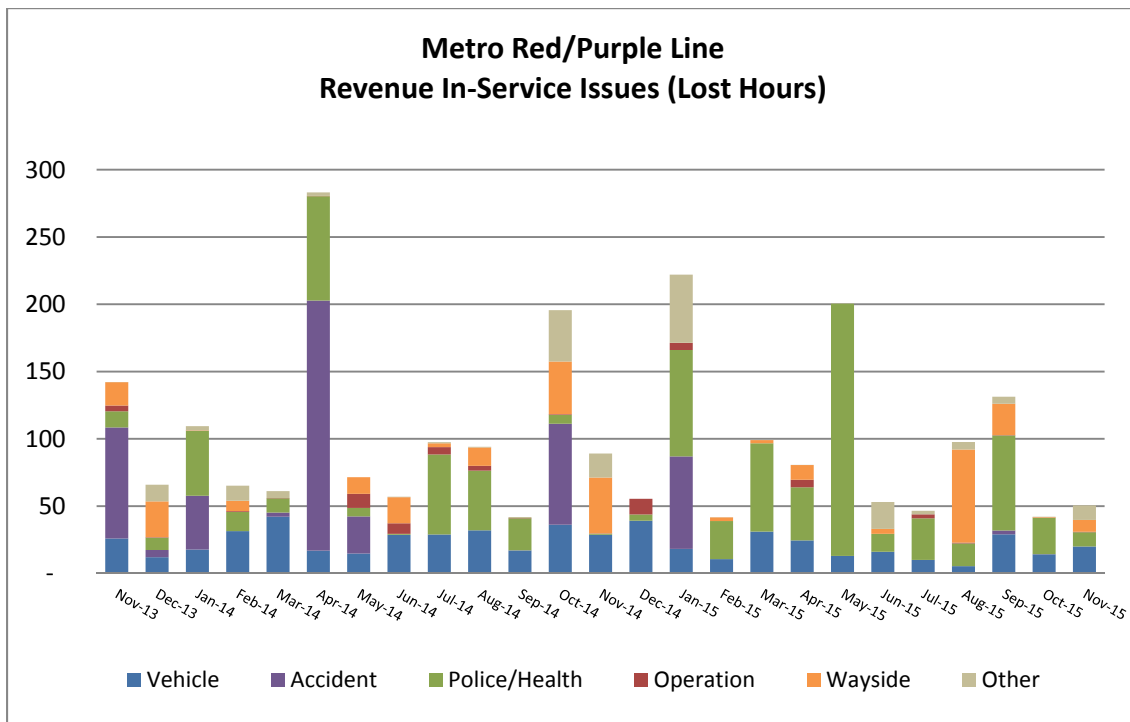
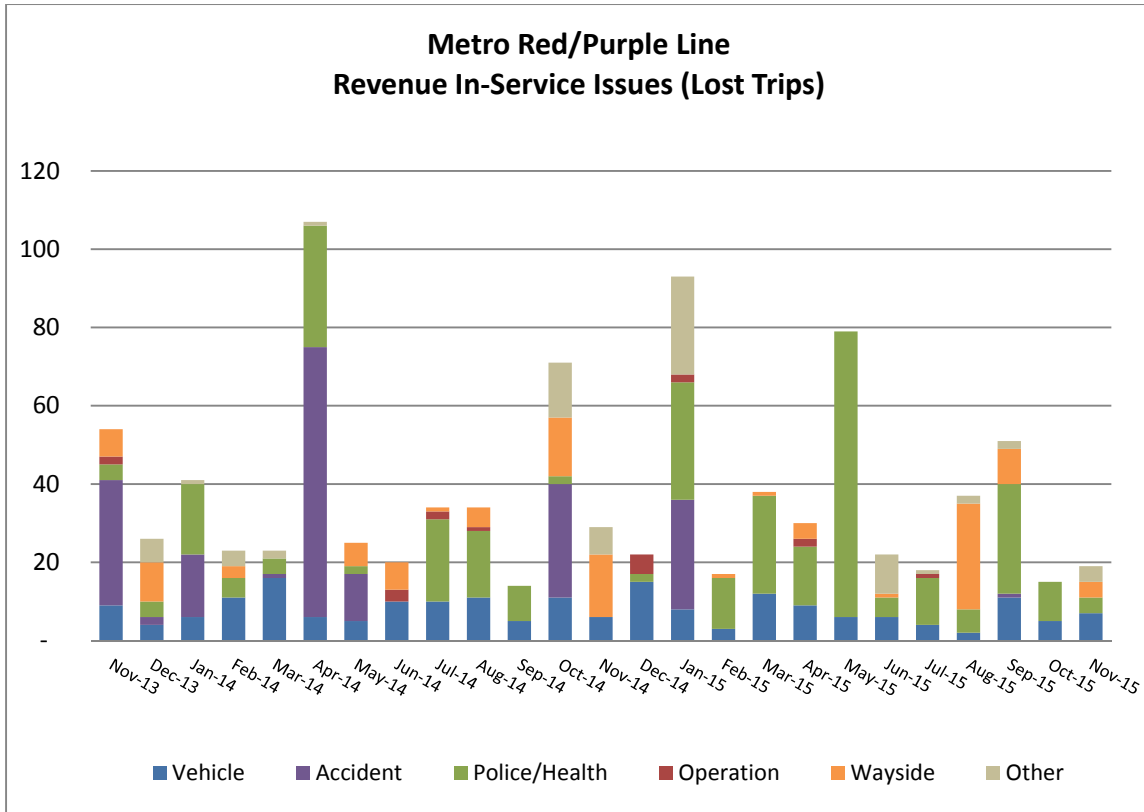


### ON-TIME PULL OUTS CHART



### IN-SERVICE ON-TIME PERFORMANCE CHART





## GREEN LINE

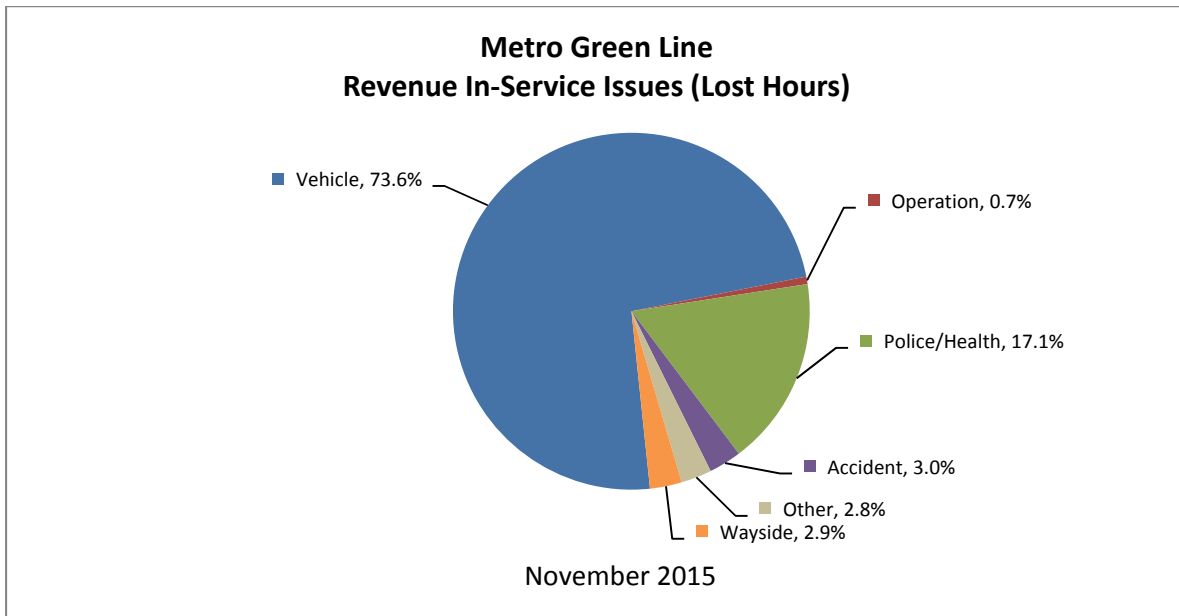
Out of a total of 7,724 hours operated, there were approximately 40 total hours of service delays.

### November 2015 Service Hours:

Revenue Hours without Delays	7,684	99.5%
Hours Delayed	40	0.5%
Total Revenue Hours	7,724	100.0%

### Summary of the major contributors:

• Vehicle	29 hours	74%
• Police & Health	7 hours	17%
• Wayside	1 hour	3%
• Accidents	1 hour	3%
• Other	1 hour	3%
• Operations	<1 hour	<1%
<b>Total:</b>	<b>40 hours</b>	<b>100%</b>





The major contributors were as follows:

**Green Line:**

**11/02/15 - Vehicle Maint**

Train 245 reported a propulsion fault on Car 203 Eastbound at Aviation Station. A Vehicle Tech attempted to reset at Vermont. The reset was unsuccessful. Patrons offloaded at Vermont Station and Train 245 roundtrip was canceled. 2 trips canceled with a max delay of 8 mins.

**11/05/15 - Police/Health**

The trespasser jumped from the fence on the TRK 1 side at Marine Station and proceeded to the Yard interface. Control had trains swap passengers at Douglas Station & a shuttle train was used from Douglas to Marine Station. At 2215, the suspect was detained by LASD and normal operations resumed. 20 mins max delay.

**11/12/15 - Vehicle Maint**

Train 333 received an ATC failure with no speed codes on Car 333 and unable to clear faults Westbound at the Norwalk interlocking. Control instructed the operator to reverse back to Norwalk. Eastbound Train 334 offloaded and turned back at Lakewood station. Train 351 lost a round trip from Norwalk to Marine. 4 trips canceled with a max delay of 12 mins.

**11/13/15 - Vehicle Maint**

332 pulled out of the yard with severe flats and returned to the Yard for a replacement. The replacement Train 332 was unable to make scheduled round trip and connections. 2 trips canceled with a max delay of 14 mins.

**11/13/15 - Vehicle Maint**

Train 355 reported an over-speed when in ATO in Car 243 Eastbound at Vermont Station. Train 355 offloaded at Avalon Station and a replacement was put in service Westbound at Wilmington. 2 trips canceled with a max delay of 7 mins.

**11/20/15 - Vehicle Maint**

Train 333 reported propulsion fault with no movement on Car 222 at Norwalk Station. After trouble-shooting, train still had no movement Westbound. Train 333 off loaded and swapped with GAP train. Train 334 turned back at Long Beach Station and sent Westbound where it was offloaded again at El Segundo and sent back Eastbound. 3 trips canceled with a max delay of 22 mins.

**11/21/15 - Vehicle Maint**

Train 333 reported no movement on Car 212 and unable to reset existing trouble codes Eastbound at Mariposa Station. 20 patrons were off loaded and boarded the follower train for continued service Eastbound to Harbor. 2 trips canceled with a max delay of 15 mins.

**11/24/15 - Accident**

Train 334 reported Train vs. Trespasser Westbound at Hawthorne. Initial reports indicated the person involved may have climbed back on the platform. Single-Tracking operations implemented around the incident location. The scene was all clear for normal operations at 1400 hrs. 1 trip canceled and 37 trips affected with a max delay of 15 mins.

**11/26/15 - Police/Health**

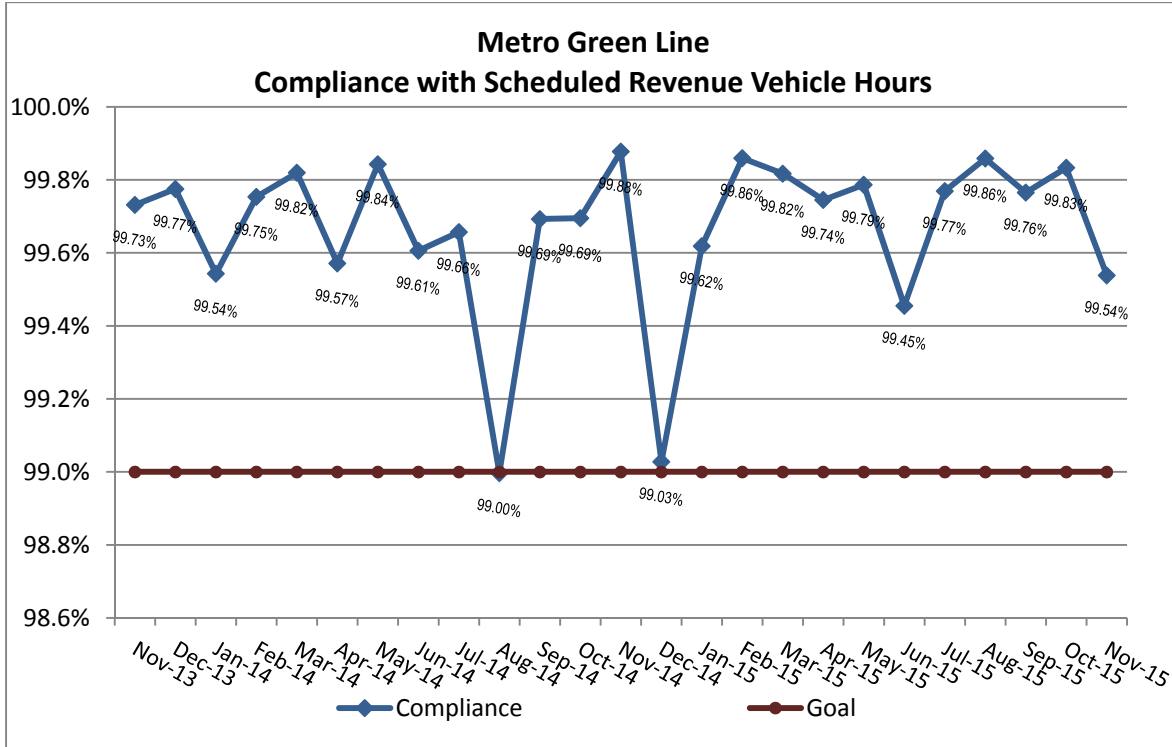
Train 331 reported a trespasser standing in between the tracks at Douglas. All trains held for LASD to respond. Turnback operations implemented. At 1235, Sheriffs on scene with the individual in custody being held, but trains being held for a bag that the individual left on the tracks. At 1320, LASD Canine unit declared all clear and released the station for normal operations. 6 trips canceled with a max delay of 60 mins.

**11/30/15 - Vehicle Maint**

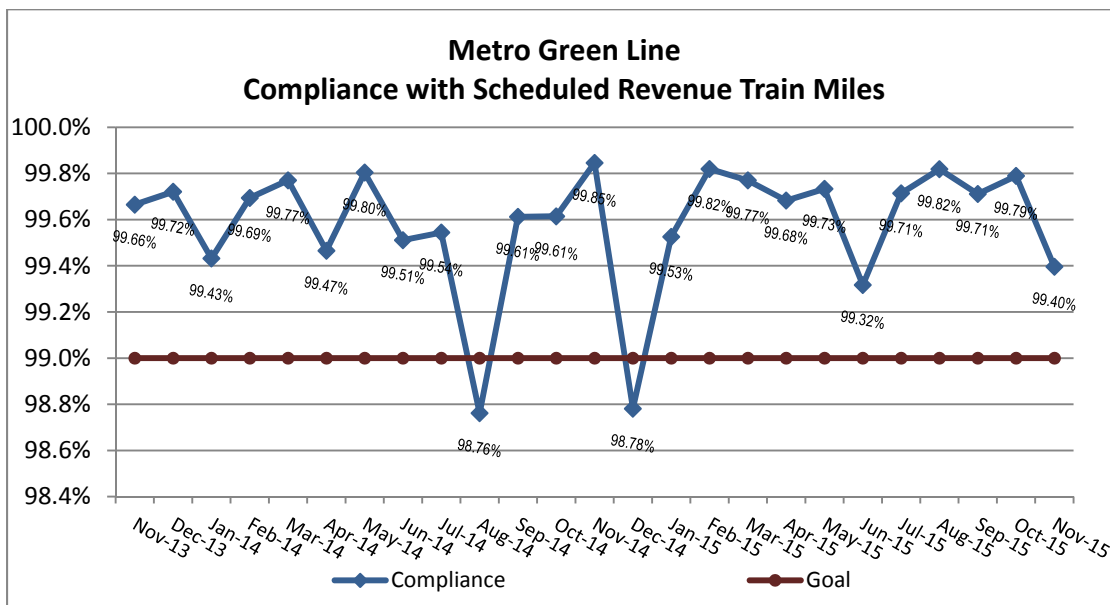
Train 342 reported door will not close on Car 217 Eastbound at Avalon Station. Train 342 offloaded and was canceled. Single-Tracking operations initiated. The train was removed from the mainline at 0740 hrs. Normal operations resumed. 2 trips canceled with a max delay of 10 mins.

**MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:**

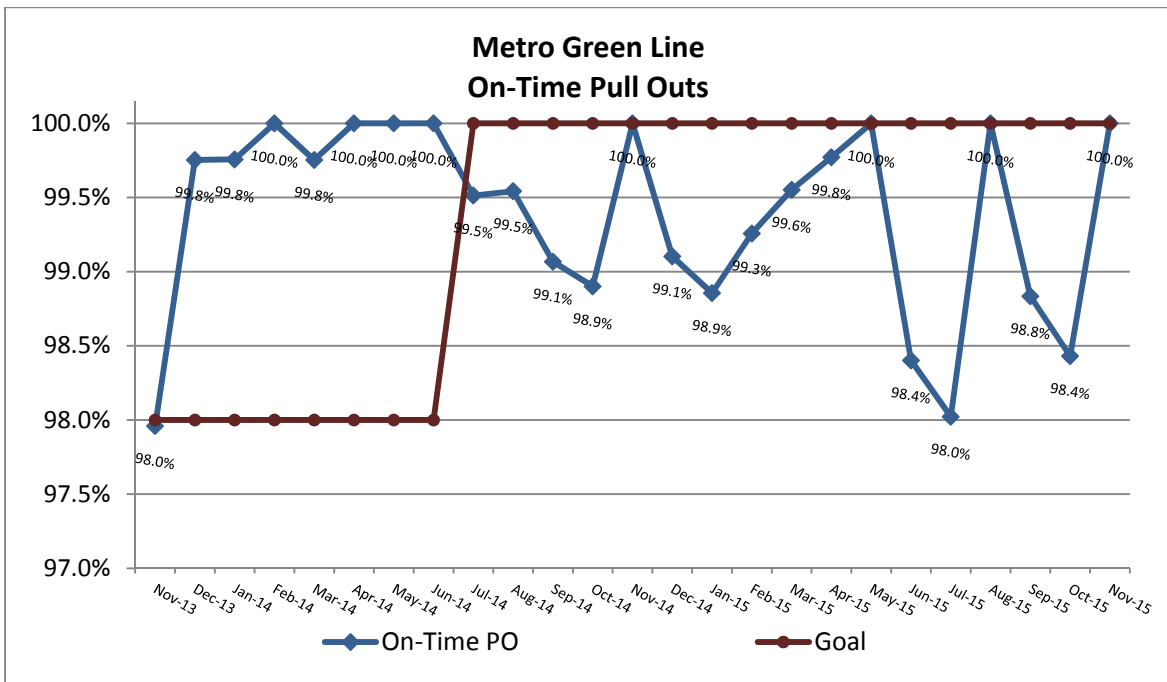
**COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART**



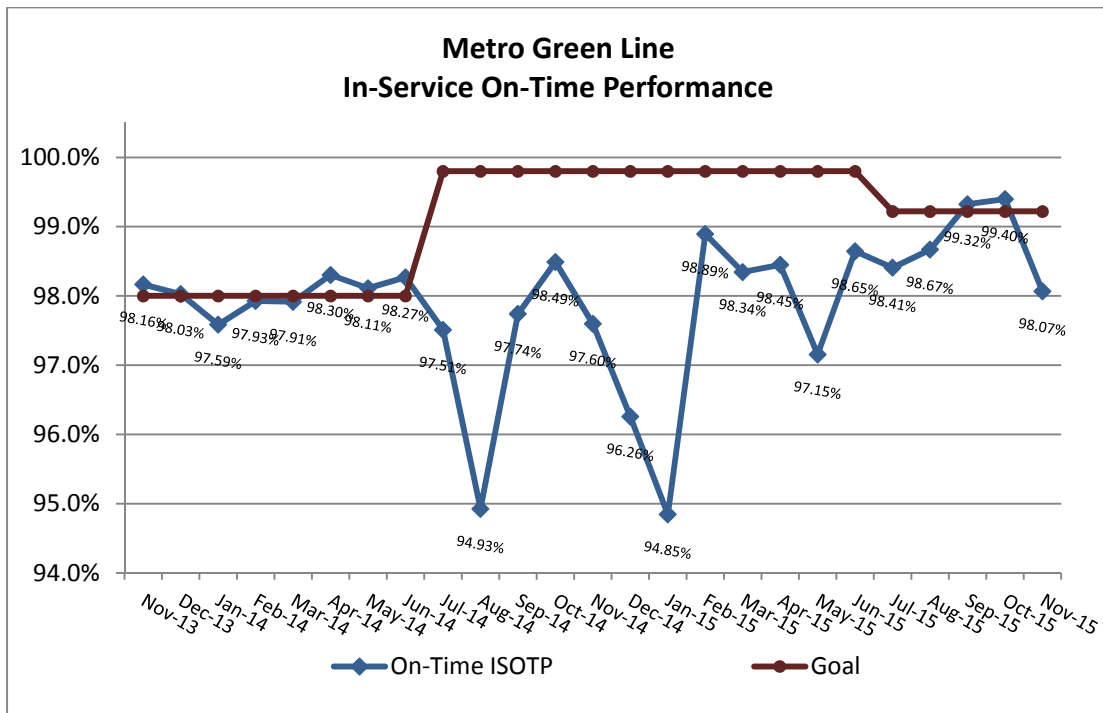
**COMPLIANCE WITH SCHEDULED TRAIN MILES CHART**

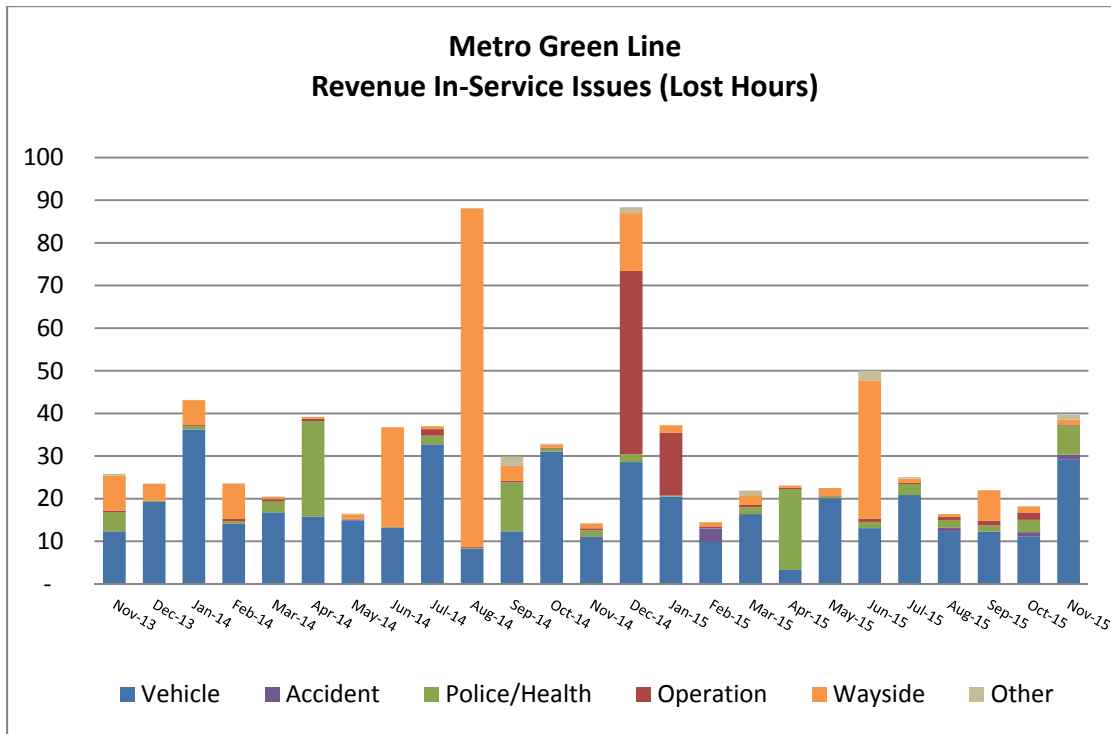
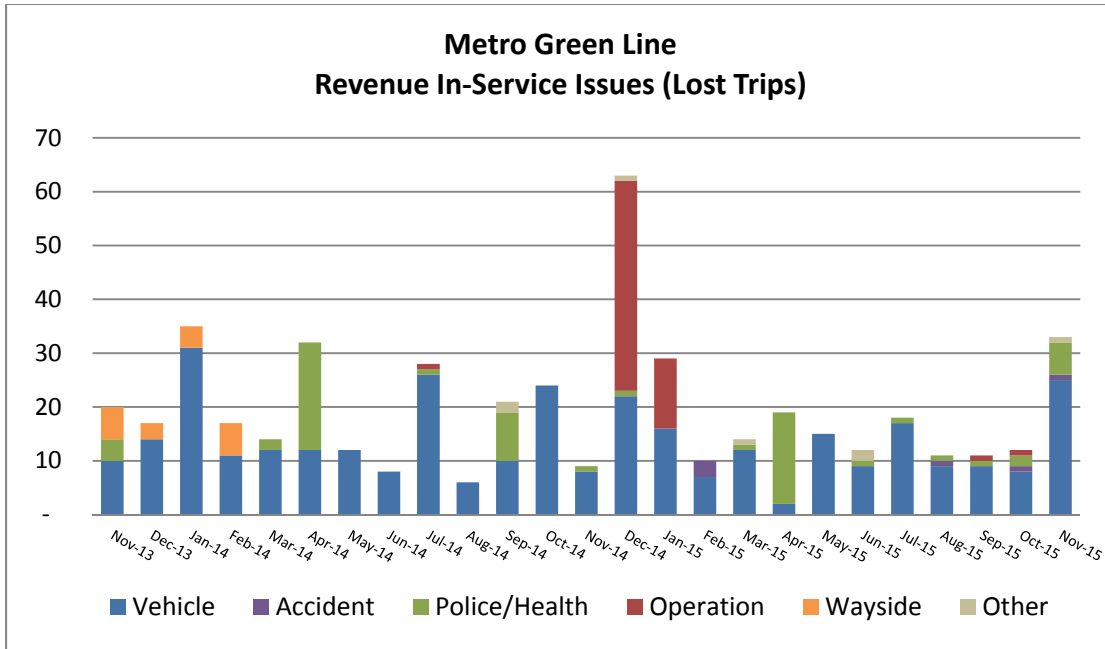


### ON-TIME PULL OUTS CHART



### IN-SERVICE ON-TIME PERFORMANCE CHART





**GOLD LINE**

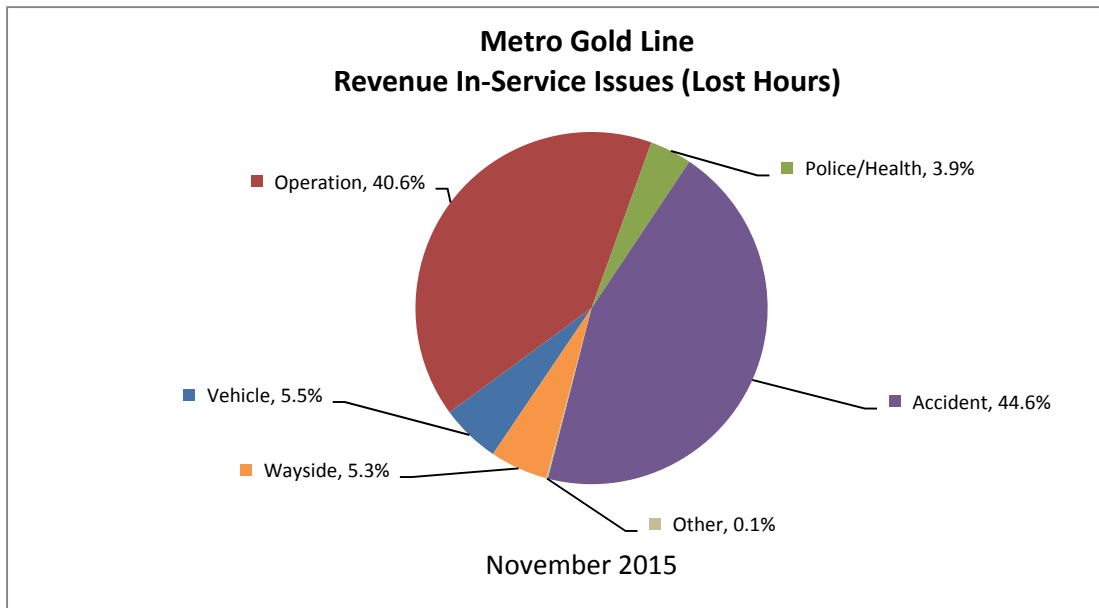
Out of a total of 15,818 hours operated, there were approximately 144 total hours of service delays.

November 2015 Service Hours:

Revenue Hours without Delays	15,674	99%
Hours Delayed	144	1%
Total Revenue Hours	15,818	100%

Summary of the major contributors:

- Accidents 64 hours 45%
- Operations 59hours 41%
- Vehicle 8 hours 5%
- Wayside 8 hours 5%
- Police & Health 6 hours 4%
- Other <1 hour <1%
- Total: 144 hours 100%**



The major contributors were as follows:

**Gold Line:**

**11/03/15 - Accident**

Train 403 reported a Train vs. Auto Southbound at 3rd street and Mednick Ave. Single track procedures implemented. At 1435 hrs, emergency services shut down both tracks for the preliminary investigation. At 1457 hrs, single tracking resumed. The track was cleared 1524 hrs. Normal operations resumed. 5 trips canceled with a max delay of 25 mins.

**11/07/15 - Operations**

Track Department was installing Spring Frog Retarder on Track 1 turnout Indiana Siding (Switch 5). The headway had to be adjusted to 40 minutes with a 3 car consist with single tracking from Southwest Interlocking to Del Mar Interlocking. Trains 409 and 408 were canceled and held in the Yard. Every other train was turned back from Union Station south to Atlantic; a total of 6 trains. At 0900 hrs, the work crew reported work will need to continue until after 1100 hrs. Pull-out trains 411, 413, 407, 415, 403 405, and 406 in the yard. At 1126 hrs, the tracks were cleared and normal operations resumed. Approximately 30 trips were canceled with a max delay of 40 mins.

**11/11/15 - Power**

Signals personnel reported 3 broken hanger wires at Indiana Interlocking near switch 3. A Code 1 was issued to all trains on the mainline to proceed no more than 15 mph through the Indiana Interlocking. Repairs were completed at 1445 hrs. Control held Train 411 in the Yard and canceled northbound from Union Station to Sierra Madre Villa. Control also cancelled Trains 408 and 406 from Atlantic & Train 401 from Sierra Madre Villa to Chinatown. 4 trips canceled with a max delay of 15 mins.

**11/12/15 - Signal**

SCADA System indicated a false occupancy at Lake Station that keeps going in and out. Clearance cards and manual block procedures were implemented. Signals was able to clear the fault at 0928 hrs. Normal operations resumed. 72 trips affected with a max delay of 12 mins.

**11/16/15 – Operations**

Train 401 operator failed to read summary and service Union Station south and proceed to Little Tokyo. Operator failed to proceed south to Little Tokyo before pull-in. Train 408 was routed around Train 401 to service Little Tokyo to mitigate any further delays. 2 trips canceled with a max delay of 10 mins.

**11/16/15 - Operations**

Single Tracking for Track department performing scheduled work as per Track Allocation. Due to this work there were delays generated north and south between Indiana Interlocking and Del Mar Interlocking. 12 trips affected with a max delay of 16 mins.

### **11/17/15 - Signal**

SCADA System indicated the switches out of correspondence at Allen interlocking. Clearance Card and manual blocks were used for train movement. The incident cleared at 0615 hrs. 35 trips affected with a max delay of 18 mins.

### **11/23/15 - Police/Health**

Train 408 reported a man brandishing knife at patrons & swinging weapon at patrons Northbound at South Pasadena. The train offloaded & held for LASD & South Pasadena Police. Single tracking implemented. LASD released train and station at 1150 hours. 2 trips canceled with a max delay of 15 mins.

### **11/24/15 - Accident**

Train 106 reported a Train vs. Trespasser Southbound at Little Tokyo Station. Single Tracking implemented between Pico Aliso to Union South interlocking. At 1136, the incident was declared fatality by LAFD.

The station was shut down by civil emergency responders. Turn back operations implemented from Union Station to Sierra Madre Villa Station and Pico Aliso to Atlantic Station. At 1233 hrs, Track 1 was released for train movement by bypassing Little Tokyo Station. Every other train was turned back from Union station to maintain normal schedule from Union to Sierra Madre Villa Station. Union to Atlantic Station maintained 30 minutes headway. At 1613 hours, Hazmat completed the cleanup of the incident area and Wayside personnel cleared the scene for normal operations. 32 trips canceled with a max delay of 57 mins due to station closure. "

### **11/25/15 - Operations**

Due to Pink letter M-771, Single tracking on Track #1 between Del Mar and Indiana Interlocking. All trains are experiencing a 10 minute delay Northbound and Southbound until personnel/high rail is off the mainline and service is restored. 20 trips affected with a max delay of 10 mins.

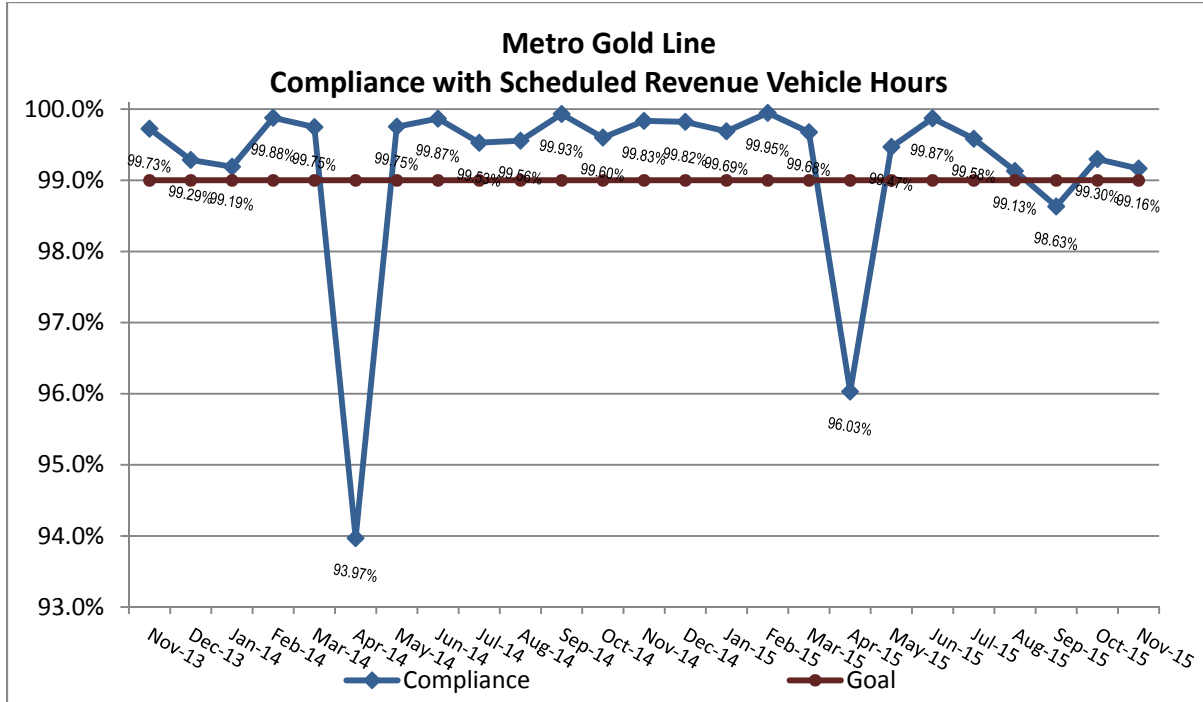
### **11/30/15 - Signal**

SCADA system indicated the Indiana interlocking switches 5 and 1 were out of correspondence. Field RTOS responded to flag trains through the affected area. Signals was able to repair issues and normal operations resumed at 0916 hrs. 30 trips affected with a max delay of 10 mins.

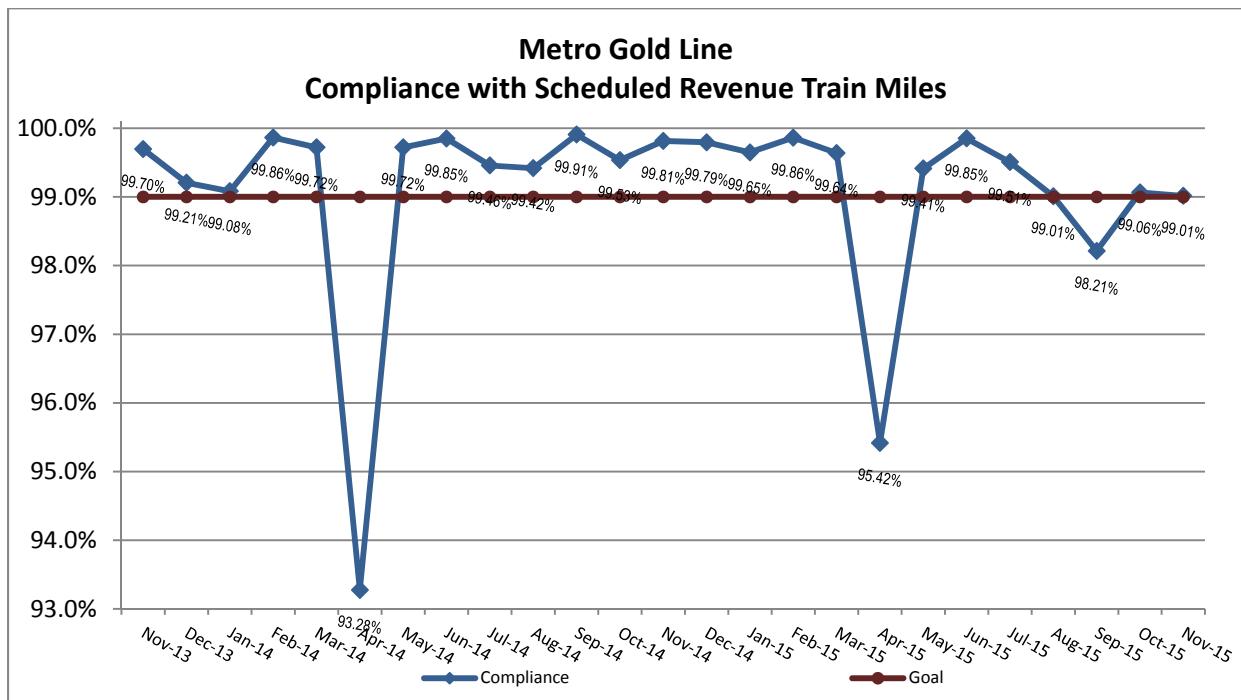


MEASURES OF THE OVERALL SERVICE IMPACT OF RAIL INCIDENTS FOLLOWS:

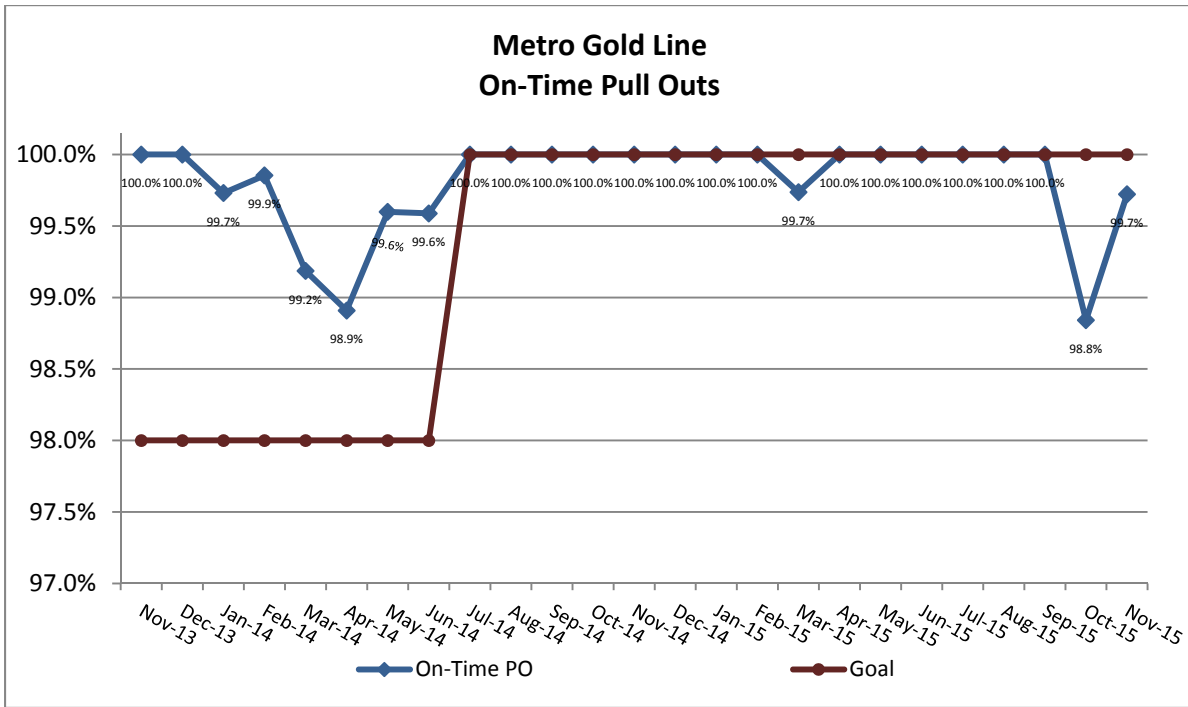
COMPLIANCE WITH SCHEDULED VEHICLE HOURS CHART



COMPLIANCE WITH SCHEDULED TRAIN MILES CHART



### ON-TIME PULL OUTS CHART



### IN-SERVICE ON-TIME PERFORMANCE CHART

