

# On-Time Performance

April 2018



---

Prepared by the Division of Strategic Capital Planning  
June 2018

## On-Time Performance April 2018

This report presents an analysis of April 2018 train delays as reported for Metra's eleven 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 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

Table 2 lists on-time percentages by line for each month and year since 2013.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4.

Table 5 shows the number of delays by cause and line for the current month, including a 5-year average. The table highlights the top two delay causes for each line.

Table 6 shows the number of delays by cause and line for year-to-date, including a 5-year average. The table highlights the top two delay causes for each line.

Table 7 shows the number of delays by cause and month for the current year and prior year. The table highlights the top two delay causes for each month.

For Tables 5 through 7, 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 4 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 8 shows the number of delays by duration and service period for each line.

## Reporting Calculations for Temporary Schedules & 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.

### Changes in Reporting

In continued efforts to streamline and enhance the information provided in this report, Metra staff modified or removed the following tables effective with the March 2018 Report:

- *Table 1: Scheduled and Delayed Trains, and On-Time Performance by Service Period and Line* – Modified to include a year-to-date time period.
- *Table 2: On-Time Performance by Line and Branch* – Made minor formatting changes.
- *Table 3: List of Weekday Trains less than 85% On-Time* – Made minor formatting changes.
- *Table 4: Delay Incident Codes and Definitions* – Removed
- *Table 5: Delay Incident Codes Sorted by Cause Category & Carrier Designation* – Made minor formatting changes. Changed table number and title to *Table 4: Delay Codes by Cause Category & Carrier*.
- *Table 6: Frequency of Train Delays by Control and Line* – Removed
- *Table 7: Number of Delays by Date* – Removed
- *Table 8: Frequency of Train Delays by Cause and Line* – Added shading to highlight the top two delay causes for each line. Changed table number and title to *Table 5: Train Delays by Cause and Line*.
- *Table 9: Frequency of Train Delays by Cause and Line* – Added shading to highlight the top two delay causes for each line. Changed table number and title to *Table 6: Train Delays by Cause & Line – YTD*.
- *Table 10: Frequency of Train Delays by Cause & Month* - Added shading to highlight the top two delay causes for each month. Changed table number and title to *Table 7: Train Delays by Cause & Month*.
- *Table 11: Freight Delays* – Removed
- *Table 12: Frequency of Lift-Deployment Train Delays by Line & Month* - Removed
- *Table 13: Frequency of Train Delays by Duration* – Included delay information for the Saturday and Sunday service periods. Changed table number and title to *Table 8: Train Delays by Duration*.
- *Table 14: Average Length of Delay by Service Period, in Minutes* - Removed

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
April 2018**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,134	87	92.3%	840	38	95.5%	1,974	125	93.7%	112	1	99.1%	90	1	98.9%	2,176	127	94.2%
<b>Elec -ML</b>	882	10	98.9%	882	8	99.1%	1,764	18	99.0%	160	3	98.1%	100	1	99.0%	2,024	22	98.9%
<b>-BI</b>	273	3	98.9%	294	2	99.3%	567	5	99.1%	32	0	100.0%	--	--	--	599	5	99.2%
<b>-SC</b>	<u>288</u>	<u>4</u>	98.6%	<u>651</u>	<u>6</u>	99.1%	<u>939</u>	<u>10</u>	98.9%	<u>128</u>	<u>1</u>	99.2%	<u>100</u>	<u>0</u>	100.0%	<u>1,167</u>	<u>11</u>	99.1%
<b>Subtotal</b>	1,443	17	98.8%	1,827	16	99.1%	3,270	33	99.0%	320	4	98.8%	200	1	99.5%	3,790	38	99.0%
<b>Heritage</b>	126	7	94.4%	21	0	100.0%	147	7	95.2%	--	--	--	--	--	--	147	7	95.2%
<b>Milw -N</b>	525	39	92.6%	735	73	90.1%	1,260	112	91.1%	80	1	98.8%	90	7	92.2%	1,430	120	91.6%
<b>-W</b>	<u>567</u>	<u>14</u>	97.5%	<u>651</u>	<u>15</u>	97.7%	<u>1,218</u>	<u>29</u>	97.6%	<u>96</u>	<u>1</u>	99.0%	<u>90</u>	<u>2</u>	97.8%	<u>1,404</u>	<u>32</u>	97.7%
<b>Subtotal</b>	1,092	53	95.1%	1,386	88	93.7%	2,478	141	94.3%	176	2	98.9%	180	9	95.0%	2,834	152	94.6%
<b>NCS</b>	189	10	94.7%	231	9	96.1%	420	19	95.5%	--	--	--	--	--	--	420	19	95.5%
<b>RI</b>	756	21	97.2%	651	21	96.8%	1,407	42	97.0%	128	1	99.2%	140	11	92.1%	1,675	54	96.8%
<b>SWS</b>	231	12	94.8%	399	17	95.7%	630	29	95.4%	24	1	95.8%	--	--	--	654	30	95.4%
<b>UP -N</b>	630	18	97.1%	840	8	99.0%	1,470	26	98.2%	104	13	87.5%	90	4	95.6%	1,664	43	97.4%
<b>-NW</b>	693	9	98.7%	672	12	98.2%	1,365	21	98.5%	96	5	94.8%	75	4	94.7%	1,536	30	98.0%
<b>-W</b>	<u>567</u>	<u>56</u>	90.1%	<u>672</u>	<u>38</u>	94.3%	<u>1,239</u>	<u>94</u>	92.4%	<u>80</u>	<u>7</u>	91.3%	<u>90</u>	<u>1</u>	98.9%	<u>1,409</u>	<u>102</u>	92.8%
<b>Subtotal</b>	1,890	83	95.6%	2,184	58	97.3%	4,074	141	96.5%	280	25	91.1%	255	9	96.5%	4,609	175	96.2%
<b>System</b>	6,861	290	95.8%	7,539	247	96.7%	14,400	537	96.3%	1,040	34	96.7%	865	31	96.4%	16,305	602	96.3%

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

Delays data for most recent month is final (05/18/18) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - April 2018**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	4,574	470	89.7%	3,403	201	94.1%	7,977	671	91.6%	486	27	94.4%	324	5	98.5%	8,787	703	92.0%
<b>Elec -ML</b>	3,567	86	97.6%	3,573	36	99.0%	7,140	122	98.3%	680	10	98.5%	360	5	98.6%	8,180	137	98.3%
<b>-BI</b>	1,105	31	97.2%	1,190	23	98.1%	2,295	54	97.6%	136	4	97.1%	--	--	--	2,431	58	97.6%
<b>-SC</b>	<u>1,183</u>	<u>27</u>	97.7%	<u>2,635</u>	<u>40</u>	98.5%	<u>3,818</u>	<u>67</u>	98.2%	<u>542</u>	<u>4</u>	99.3%	<u>358</u>	<u>0</u>	100.0%	<u>4,718</u>	<u>71</u>	98.5%
<b>Subtotal</b>	5,855	144	97.5%	7,398	99	98.7%	13,253	243	98.2%	1,358	18	98.7%	718	5	99.3%	15,329	266	98.3%
<b>Heritage</b>	510	45	91.2%	85	10	88.2%	595	55	90.8%	--	--	--	--	--	--	595	55	90.8%
<b>Milw -N</b>	2,124	161	92.4%	2,976	269	91.0%	5,100	430	91.6%	365	17	95.3%	336	16	95.2%	5,801	463	92.0%
<b>-W</b>	<u>2,294</u>	<u>127</u>	94.5%	<u>2,636</u>	<u>126</u>	95.2%	<u>4,930</u>	<u>253</u>	94.9%	<u>411</u>	<u>8</u>	98.1%	<u>324</u>	<u>19</u>	94.1%	<u>5,665</u>	<u>280</u>	95.1%
<b>Subtotal</b>	4,418	288	93.5%	5,612	395	93.0%	10,030	683	93.2%	776	25	96.8%	660	35	94.7%	11,466	743	93.5%
<b>NCS</b>	813	64	92.1%	935	61	93.5%	1,748	125	92.8%	--	--	--	--	--	--	1,748	125	92.8%
<b>RI</b>	3,060	223	92.7%	2,708	166	93.9%	5,768	389	93.3%	544	13	97.6%	504	23	95.4%	6,816	425	93.8%
<b>SWS</b>	935	75	92.0%	1,615	108	93.3%	2,550	183	92.8%	102	3	97.1%	--	--	--	2,652	186	93.0%
<b>UP -N</b>	2,550	109	95.7%	3,401	69	98.0%	5,951	178	97.0%	444	27	93.9%	324	20	93.8%	6,719	225	96.7%
<b>-NW</b>	2,805	170	93.9%	2,721	84	96.9%	5,526	254	95.4%	414	22	94.7%	270	26	90.4%	6,210	302	95.1%
<b>-W</b>	<u>2,295</u>	<u>198</u>	91.4%	<u>2,721</u>	<u>214</u>	92.1%	<u>5,016</u>	<u>412</u>	91.8%	<u>346</u>	<u>21</u>	93.9%	<u>324</u>	<u>10</u>	96.9%	<u>5,686</u>	<u>443</u>	92.2%
<b>Subtotal</b>	7,650	477	93.8%	8,843	367	95.8%	16,493	844	94.9%	1,204	70	94.2%	918	56	93.9%	18,615	970	94.8%
<b>System</b>	27,815	1,786	93.6%	30,599	1,407	95.4%	58,414	3,193	94.5%	4,470	156	96.5%	3,124	124	96.0%	66,008	3,473	94.7%

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

Delays data for most recent month is final (05/18/18) version from TOPS.

**Table 2: On-Time Performance by Line**

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	Annual	
<b>BNSF</b>	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.4%	94.5%	
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	87.7%	89.7%	
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	93.9%	94.4%	
	<b>2016</b>	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	95.0%	94.0%	
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	96.0%	94.5%	
	<b>2018</b>	89.6	91.6	92.7	94.2										92.0%	
	<b>2013-2017 average</b>	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	93.4%	93.4%	
<b>Electric</b>	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.4%	97.2%	
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.4%	97.5%	
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.2%	97.6%	
	<b>2016</b>	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.6%	98.1%	
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.9%	98.1%	
	<b>2018</b>	97.7	97.2	99.1	99.0										98.3%	
	<b>2013-2017 average</b>	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.7%	97.7%	
<b>Heritage</b>	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	97.1%	96.4%	
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	84.3%	91.4%	
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	91.8%	90.2%	
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.7%	94.2%	
	<b>2017</b>	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	95.4%	93.2%	
	<b>2018</b>	86.4	90.7	90.9	95.2										90.8%	
	<b>2013-2017 average</b>	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	92.8%	93.1%	
<b>Milw - N</b>	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.5%	93.3%	
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	85.6%	91.7%	
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	92.2%	94.9%	
	<b>2016</b>	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	95.5%	94.6%	
	<b>2017</b>	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.9%	93.8%	
	<b>2018</b>	91.8	89.2	95.2	91.6										92.0%	
	<b>2013-2017 average</b>	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	92.7%	93.7%	
<b>Milw - W</b>	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	95.1%	94.2%	
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	90.6%	93.5%	
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	94.8%	96.4%	
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.9%	94.9%	
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.7%	95.5%	
	<b>2018</b>	94.7	91.3	96.3	97.7										95.1%	
	<b>2013-2017 average</b>	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	94.2%	94.9%	
<b>NCS</b>	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	91.9%	92.2%	
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	85.7%	89.9%	
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	91.1%	93.8%	
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.2%	94.5%	
	<b>2017</b>	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	93.7%	94.0%	
	<b>2018</b>	93.2	86.4	95.9	95.5										92.8%	
	<b>2013-2017 average</b>	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	91.1%	92.9%	

**Table 2 (continued): On-Time Performance by Line**

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Apr	Annual	
RI	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	96.6%	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	88.7%	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	95.3%	96.1%	
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	97.1%	95.7%	
	2018	92.2	90.2	95.7	96.8										93.8%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.1%	95.6%	
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.7%	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	90.8%	92.6%	
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.1%	94.5%	
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.6%	95.2%	
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	96.0%	94.9%	
	2018	93.9	90.5	92.0	95.4										93.0%	
	2013-2017 average	92.8	94.1	96.1	96.3	93.8	93.5	95.1	94.6	95.3	95.6	93.2	94.4	94.8%	94.6%	
UP - N	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	97.5%	96.6%	
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	94.7%	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	97.5%	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	97.7%	97.8%	
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.5%	97.2%	
	2018	97.6	94.2	97.1	97.4										96.7%	
	2013-2017 average	96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	97.0%	97.1%	
UP - NW	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	96.2%	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	93.2%	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	95.5%	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	97.8%	96.3%	
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.4%	95.1%	
	2018	95.7	90.7	95.8	98.0										95.1%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.8%	95.5%	
UP - W	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	96.0%	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	92.0%	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	94.4%	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	96.3%	95.1%	
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.1%	94.1%	
	2018	92.3	89.0	94.4	92.8										92.2%	
	2013-2017 average	93.8	93.6	96.2	95.4	94.3	93.0	95.3	94.7	96.0	95.2	95.2	93.6	94.8%	94.7%	
System excluding South Shore	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	96.3%	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	91.7%	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	95.5%	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	96.6%	96.1%	
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%	
	2018	94.2	92.3	95.9	96.3										94.7%	
	2013-2017 average	93.7	94.3	96.5	96.7	96.0	94.4	95.1	95.8	96.2	96.4	96.0	95.4	95.3%	95.6%	

Delays data for most recent month is final (05/18/18) version from TOPS.

'2013-2017 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time  
April 2018**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1251 <b>76% OT</b>	Thu, Apr 12	6	C	BROKEN RAIL W HINSDALE
		Wed, Apr 18	7	GM	PRAIRIE AVE
		Thu, Apr 26	10	GM1	BOX 2, FOLLOWING DELAYED 1247
		Fri, Apr 27	8	KW	WHEEL SLIP
		Mon, Apr 30	12	C	10MPH FORM A MT2 WEST HINSDALE FROG DEFECT
BNSF	1255 <b>76% OT</b>	Mon, Apr 02	12	E	METX 113 WOULD NOT LOAD. RESET COMPUTER BREAKER.
		Thu, Apr 05	6	ZT	PTC CUTTING IN AND OUT ON METX119
		Thu, Apr 12	12	C	BROKEN RAIL W HINSDALE
		Wed, Apr 18	0	XVE	LOCOMOTIVE FAILURE
		Thu, Apr 19	16	G	SW FAILURE ON AIRLINE FOR 393
BNSF	1259 <b>76% OT</b>	Wed, Apr 11	7	KP	TRESSPASSERS MP 5.6
		Thu, Apr 12	10	C	BROKEN RAIL W, HINSDALE
		Thu, Apr 19	11	G	DELAYED BY A393 SW FAILURE
		Thu, Apr 26	9	GM1	BOX 2, WAITING ON DELAYED 1251
		Mon, Apr 30	12	C	10MPH FORM A MT2 WEST HINSDALE FROG DEFECT
BNSF	1269 <b>81% OT</b>	Mon, Apr 02	14	E1	COMPUTER FAILURE.
		Thu, Apr 12	15	C	BROKEN RAIL W, HINSDALE
		Thu, Apr 19	12	G	DELAYED BY A393 SW FAILURE
		Mon, Apr 30	12	C	10MPH FORM A MT2 WEST HINSDALE FROG DEFECT
BNSF	1271 <b>67% OT</b>	Mon, Apr 02	7	E1	FOLLOWING TRAFFIC AHEAD
		Wed, Apr 04	7	GM	PRAIRIE AVENUE
		Thu, Apr 12	7	RF	MISROUTED
		Tue, Apr 17	6	AD	WAITING FOR 1269 TO SHOVE INTO THE YARD
		Wed, Apr 18	6	GM	PRAIRIE AVE
		Thu, Apr 19	6	G1	TRAFFIC FROM EARLIER A393 DELAY/SW FAIL
		Mon, Apr 30	10	C	10MPH FORM A MT2 WEST HINSDALE FROG DEFECT
BNSF	1279 <b>71% OT</b>	Tue, Apr 03	6	U	ADA PASSENGER HANDLING
		Fri, Apr 06	11	RF	MISROUTED AT BERWYN
		Mon, Apr 09	8	U	MULTIPLE ADA LIFTS
		Thu, Apr 12	6	RF1	WAITING FOR 1271 TO SHOVE INTO YARD
		Fri, Apr 27	7	KW	RAIN WHEEL SLIP PUT TRAIN IN PENALTY
		Mon, Apr 30	11	C	10MPH FORM A MT2 WEST HINSDALE FROG DEFECT
BNSF	1288 <b>76% OT</b>	Thu, Apr 05	12	ZP	CONSIST INFO NOT IN SYSTEM
		Thu, Apr 12	10	C1	BROKEN RAIL W, HINSDALE
		Wed, Apr 18	9	GM1	LATE FLIP FROM 1243
		Fri, Apr 27	9	D	FREIGHT TRAIN INTERFERENCE EOLA
		Mon, Apr 30	9	E	METX 183 NOT LOADING AT DWG
BNSF	1373 <b>76% OT</b>	Thu, Apr 05	6	ZT1	LATE FLIP OFF 1255/1284
		Wed, Apr 11	7	KP	CPD BOARDED TRAIN LOOKING FOR SUSPECT
		Thu, Apr 12	12	C1	LATE FLIP FROM EARLIER BROKEN RAIL
		Thu, Apr 19	7	G1	LATE FLIP FROM A393 DELAY/EQ SWAP
		Mon, Apr 30	7	GA	10MPH FORM A MT2 WEST HINSDALE
HC	918 <b>81% OT</b>	Tue, Apr 10	9	D	14M DELAY CP-CANAL , CN RAN A LOCAL AHEAD OF METRA AND FAILED TO INFORM IHB , ROUTES WERE STACKED FOR METRA FOLLOWED BY IHB FREIGHT.
		Fri, Apr 13	17	D	17M DELAY CORWITH ACCT X-TRAFFIC, NO ANSWER FROM BN
		Tue, Apr 17	7	D	10M AT CORWITH DUE TO CROSS TRAFFIC.
		Thu, Apr 19	28	AM1	28M AT CP CERMACK WAITING FOR THE 21ST ST BRIDGE TO BE SEATED PROPERLY
MN	2103 <b>81% OT</b>	Thu, Apr 05	6	CC	6" STOP SIGNAL RONDOUT, WAITING ON #2124 TO CLEAR FOX LAKE SUB.
		Mon, Apr 09	8	CC	13" MULTIPLE SPEED RESTRICTIONS (7); TRACK CONSTRUCTION; WEATHER CONDITIONS (SNOW); STOP SIGNAL RONDOUT, WAITING FOR #2124.
		Thu, Apr 12	9	D1	11" STOP SIGNAL RONDOUT WAITING ON #2124 TO CLEAR; 8" STOP SIGNAL, MAYFAIR.
		Mon, Apr 16	15	CC	10" TRACK CONSTRUCTION; 2" LATE TURN FROM #2104; 5" WESTERN AVE WAITING ON COLLECTOR (GRASS); 3" DARK SIGNAL RESTRICTING, AUGUSTA.
MN	2121 <b>81% OT</b>	Mon, Apr 09	6	CC	3" SLOW ORDER, GRAYLAKE; 2" PASSENGER LOADING , GLENVIEW; 1" APPROACH, MAYFAIR.
		Fri, Apr 13	7	CC	5" SLOW LOADING ON LOCO #414 ENROUTE; 2" COPY CROSSING CANCELLATIONS; 2" SLOW ORDER.
		Wed, Apr 18	10	CC	8" DELAY LATE FLAG 32.6; 4" 25MPH MP47.0-49.0.
		Fri, Apr 20	7	CC	3" SLOW ORDERS; 3" SLOW LOADING LOCO #413; 2" MEET FREIGHT, LAKE FOREST.
MN	2124 <b>76% OT</b>	Mon, Apr 09	23	E	25" MECHANICAL PROBLEMS ENGINE #137, LAKE FOREST, NOT LOADING. UNLOADING SHORTS @ NORTHBROOK, EXPRESSED TO WESTERN. #2126 ACCOMMODATED.
		Thu, Apr 12	8	D	5" STOP SIGNAL CN CROSSING; 2" DEPARTED FOX LAKE LATE.
		Mon, Apr 16	8	CC1	8" DELAY FOLLOWING #2122.
		Wed, Apr 18	12	G	12" DELAY MULTIPLE SPEED RESTRICTIONS ON THE FOX LAKE SUB, MEET @ HEALY, HELD OUT FOR OUTBOUND; APPROACH A-6 TO A-2.
		Mon, Apr 23	8	D1	8" FOLLOWING 2122



**Table 3 (continued): Weekday Trains less than 85% On-Time  
April 2018**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2125 62% OT	Mon, Apr 09	7	CC1	7" WAITING ON #2146 AT RONOUT; 5" SPEED RESTRICTION J-LINE; 3" ADA, ROUND LAKE.
		Thu, Apr 12	6	EA1	6" WAITING ON #2146 TO CLEAR THE J-LINE.
		Fri, Apr 13	7	D1	9" WAITING ON #2146 TO CLEAR THE J-LINE.
		Mon, Apr 16	7	CC	9" WAITING ON #2146 TO CLEAR THE J-LINE.
		Tue, Apr 17	6	CC1	8" WAITING ON #2146 TO CLEAR THE J-LINE.
		Wed, Apr 18	8	CC1	9" WAITING ON #2146 TO CLEAR THE J-LINE.
		Fri, Apr 20	8	CC1	9" WAITING ON #2146 AT RONDOUT. 3" J-LINE SPEED RESTRICTIONS.
	Thu, Apr 26	12	G	12" ENROUTE STOP SIGNAL DESPLAINES RESTRICTED SPEED.	
MN	2128 71% OT	Mon, Apr 09	21	CC1	18" DEPARTED GRAYLAKE LATE DUE TO WAITING ON #2107; 5" TRACK CONSTRUCTION.
		Thu, Apr 12	8	C	10" DEPARTED GRAYLAKE LATE DUE TO WAITING ON #2107 TO CLEAR.
		Mon, Apr 16	7	VE	4" MECHANICAL PROBLEMS, PRAIRIE CROSSING, AIR PROBLEMS, SHUT DOWN DRYERS, ENGINE #426; 4" MULTIPLE SPEED RESTRICTIONS FOX LAKE SUB.
		Tue, Apr 17	6	CC	3" STOP SIGNAL AT MAYFAIR UP CROSS TRAFFIC; 3" DEPARTED GRAYSLAKE LATE DUE TO WAITING IN #2107.
		Wed, Apr 18	7	D	12" STOP SIGNAL AT CN CROSSING FOR S/B FREIGHT INTERFERENCE, UNABLE TO CONTACT CN DISPATCHER.
	Tue, Apr 24	10	CC1	12" DEPARTED GRAYLAKE LATE DUE TO WAITING ON #2107.	
MN	2129 81% OT	Tue, Apr 03	16	E	16" DELAY ENROUTE CREW HAND OPERATED DOORS; 6" LATE DEPARTURE NO HEP.
		Mon, Apr 16	8	D	5" CN CROSS TRAFFIC 109; 5" RESTRICTED SIGNAL GRAYSLAKE.
		Wed, Apr 18	6	G	4" RESTRICTING SIGNAL, GRAYSLAKE EAST; 2" 25MPH RESTRICTION.
		Mon, Apr 23	15	E1	15" FOLLOWING A LATE 2127.
MN	2140 71% OT	Thu, Apr 05	10	D	13" CROSS TRAFFIC, CN CROSSING.
		Thu, Apr 12	9	EA1	6" A-20, AMTRAK 8 TO PASS ON 2 MAIN; 5" SASHAYING AROUND AMTRAK8, AIR HOSE PROBLEM; 4" WAITING ON #2121 TO CLEAR 1 MAIN AT DEEFIELD.
		Thu, Apr 19	10	D	11" CN CROSS TRAFFIC; 3" PASSENGER LOADING EN ROUTE.
		Fri, Apr 20	7	CC	7" DELAY, LATE DEPARTURE FROM GRAYSLAKE
		Thu, Apr 26	9	RF	7" WAITING FOR MOVEMENT AUTHORITY, GRAYSLAKE; 5" PASSENGER LOADING.
		Mon, Apr 30	9	D	8" CN CROSS TRAFFIC; 5" PASSENGER LOADING.
MN	2151 81% OT	Thu, Apr 05	15	G1	18" WAITING ON #2158 TO CLEAR RONDOUT.
		Fri, Apr 06	13	G1	14" FOLLOWING A LATE #2149 FROM RONDOUT.
		Mon, Apr 16	12	CC	8" RONDOUT WAITING ON #2158; 5" SPEED RESTRICTIONS; 3" RESTRICTING SIGNAL GRAYSLAKE.
		Tue, Apr 17	6	CC1	5" WAITING ON #2158 AT RONDOUT; 3" SPEED RESTRICTIONS.
MN	2155 57% OT	Wed, Apr 04	6	A	6" DELAY STOP SIGNAL, MAYFAIR.
		Thu, Apr 12	8	C	5" WAITING ON #2160 AT RONDOUT; 3" LATE TURN FROM #2158; SLOW PASSENGER UNLOADING ENROUTE.
		Fri, Apr 13	7	CC1	7" DELAY WAITING ON #2160 AT RONDOUT.
		Mon, Apr 16	8	CC1	8" DELAY, WAITING ON #2160 AT RONDOUT AND SPEED RESTRICTIONS.
		Tue, Apr 17	11	CC	11" DELAY SIGNAL PROBLEMS.
		Wed, Apr 18	10	D	5" FREIGHT INTERFERENCE, CN CROSSING; 4" WAITING FOR #2160 @ RONDOUT.
		Thu, Apr 19	8	KP1	5" LATE TURN FROM #2158.
		Fri, Apr 20	10	CC1	7" WAITING ON #2160 AT RONDOUT; 3" LATE TURN FROM #2158.
	Fri, Apr 27	9	J	8" DEPARTING CUS LATE, AMTRAK POLICE REMOVED AN INTOXICATED MALE AND FEMALE FROM TRAIN.	
MN	2158 81% OT	Thu, Apr 05	13	G1	13" WAITING ON #2149 TO CLEAR INTO GRAYSLAKE SIDING.
		Fri, Apr 06	6	G1	8" OBTAINING EARLY MOVEMENT AUTHORITY AND WAITING ON RTA #404 TO CLEAR.
		Thu, Apr 19	7	KP1	6" WAITING ON #2149; 3" STOP SIGNAL, CN.
		Fri, Apr 20	7	CC	9" WAITING ON #2149.
MN	2159 81% OT	Tue, Apr 17	11	JM	14" MEDICAL EMERGENCY AT NORTHBROOK.
		Wed, Apr 18	9	KD	9" DELAY #2159 STRUCK AN ANIMAL NEAR GRAYSLAKE.
		Fri, Apr 20	14	D	14" DELAY, WAITING FOR WSOR FREIGHT TO CLEAR RONDOUT.
		Fri, Apr 27	14	G	14" DELAY, SIGNAL PROBLEMS AT DEERFIELD, RAN RESTRICTED TO LAKE FOREST.
MN	2160 81% OT	Fri, Apr 13	8	CC	8" DELAY, SLOW PASSENGER LOADING EN ROUTE.
		Thu, Apr 19	8	KP1	8" DELAY, REASON UNKNOWN.
		Fri, Apr 20	13	CC1	13" DELAY, LATE TURN FROM #2153.
		Thu, Apr 26	10	CC	6" STOP SIGNAL AT A-3 DUE TO TRACK WORK; 5" LATE TURN FROM #2153.
SWS	822 81% OT	Tue, Apr 10	10	GF	8M DELAY CP-RIDGE, 3M ACCT TRACK CAR IN PLANT, 4M ACCT SIGNAL PROBLEM, TALKED BY RED AFTER SIGNAL DROPPED. 5M DELAY CP518 SIGNAL IN TIME.
		Wed, Apr 11	13	K	6M DELAY 79TH ST WALKING BRIDGE AFTER A REPORTED BRIDGE STRIKE BY TRUCK. 10M 21ST ACCT. SOUTH BRANCH BRIDGE FAILING, LOST RAIL LOCKS.
		Thu, Apr 12	6	GF	10M DELAY ASHBURN ACCT X-TRAFFIC CSX Y310 , 5100'. CSX WAS STOPPED AT HAYFORD ACCT BRC SWITCH FAILURE
	Thu, Apr 19	22	AM1	22M DUE TO LATE TURN.	
UPN	343 81% OT	Wed, Apr 04	12	UF	BAD ORDER ADA ON CAB CAR 8427 (WOULD NOT STOW) @ GLENCOE, HAD TO MANUALLY OPERATE LIFT.
		Thu, Apr 12	7	U	3 ADA LIFTS.
		Wed, Apr 18	15	L1	DELAYED DUE TO A REPORT OF A SUICIDAL PERSON ON THE TRACKS BETWEEN MP17-18.4, RESTRICTED SPEED THROUGH WK.
		Wed, Apr 25	6	RO	WRONG LINE UP @ ERIE (LINED FOR TRACK 3 TO 3, INSTEAD OF TRACK 4 TO 3).
UPW	12 81% OT	Wed, Apr 04	57	K1	STOPPED AT ELMHURST DUE TO CAR STUCK ON THE TRACKS AT MP13.75.
		Mon, Apr 09	8	GF	DELAYED @ CN @ WEST CHICAGO ON ACCT. OF SIGNAL DROPPED, PER CN DISPATCHER.
		Mon, Apr 16	28	D	STOPPED AT THE CN, CROSSTRAFFIC, THE M34191-15 DIED EN ROUTE AND WAS GETTING CREWEED.
	Tue, Apr 17	6	D	CN FREIGHT TRAIN INTERFERENCE M33681-16.	

**Table 3 (continued): Weekday Trains less than 85% On-Time  
April 2018**

Line	Train	Date	Minutes		Delay	Explanation
			Late	Code		
UPW	30	Wed, Apr 04	8	K1	FOLLOWING TRAINS AHEAD DUE TO CAR STUCK ON THE TRACKS AT MP13.75.	
	76% OT	Mon, Apr 16	9	D1	DELAYED FOLLOWING #28 ON ACCT. OF CN FREIGHT INTERFERENCE.	
		Tue, Apr 17	15	F1	DELAYED FOLLOWING #28 WITH AIR ISSUES (BERKELEY-KEDZIE).	
		Wed, Apr 18	10	RF1	FOLLOWING #26 EN ROUTE DUE TO #26 WAITING FOR SIGNAL TO TIME OUT DUE TO DISPATCHER ERROR.	
		Tue, Apr 24	7	D	FREIGHT TRAIN INTERFERENCE @ CN @ WEST CHICAGO (A4919-23 & XH PROCEDURE @MP5.22).	
UPW	42	Tue, Apr 10	11	U	2 ADA LIFTS; MEET #25 @ TURNER & SLOW PASSENGER LOADING WINFIELD & WHEATON.	
	81% OT	Fri, Apr 13	6	CC	FORM B AT VALE.	
		Mon, Apr 16	0	XVE	ANNULLED @ VILLA PARK ON ACCT. OF HEP ISSUES (METX142-UNDER INVESTIGATION).	
		Thu, Apr 19	8	U	SLOW PASSENGER LOADING OF 5 VISUALLY IMPAIRED PASSENGERS AND 2 ADA LIFTS AT VILLA PARK AND UNLOADING THE SAME GROUP AT OAK PARK.	
UPW	49	Fri, Apr 06	10	RF1	DELAYED FOLLOWING #47.	
	76% OT	Wed, Apr 11	7	D	DELAYED @ VALE WAITING ON #56 TO CLEAR AN ACCT. OF FREIGHT TRAIN INTERFERENCE OVPSV GOING INTO YARD ON TRACK 1.	
		Fri, Apr 20	6	RF	WAITED @ PROVO FOR A SIGNAL TO TIME OUT DUE TO DISPATCHER ERROR.	
		Thu, Apr 26	7	D	RAN ON TRAIN CONTROL BEHIND #47 WAITING FOR ZBRG1 TO CLEAR AT VALE.	
		Fri, Apr 27	31	K1	FOLLOWING #47 FROM HALSTED TO WOLF RD. AND Y019 TO COLLEGE AVE DUE TO BRIDGE STRIKE @ MP 7.61 (RIDGELAND).	

Data is final (05/18/18) version from TOPS.

**Table 4: Delay Codes by Cause Category & Carrier**

METRA/PSA				METRA/PSA (continued)				Foreign Carrier			
Category Codes				Category Codes				Category Codes			
Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition	Pri.	Sec.	Ann.	Definition
<b>1 Passenger Train Interference</b>				<b>13 Human Error</b>				<b>1 Passenger Train Interference</b>			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	<b>2 &amp; 3 Freight Interference - Peak &amp; Off-Peak</b>			
<b>4 Accident</b>				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
<b>5 Passenger Loading</b>				YB	YB1	XYB	Derailment - Human Error, Engineering	<b>4 Accident</b>			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
<b>6 Lift Deployment</b>				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	<b>8 Signal/Switch Failure</b>			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
<b>7 Obstruction/Debris</b>				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	<b>14 Sick, Injured, Unruly Passenger</b>				<b>9 Track Work</b>			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	<b>11 Non-Locomotive Equipment Failure</b>			
<b>8 Signal/Switch Failure</b>				<b>15 Weather</b>				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	<b>12 Locomotive Failure</b>			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	<b>13 Human Error</b>			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
<b>9 Track Work</b>				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	<b>14 Sick, Injured, Unruly Passenger</b>			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	<b>15 Weather</b>			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	<b>16 Other</b>							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
<b>10 Catenary Failure</b>				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
<b>11 Non-Locomotive Equipment Failure</b>				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
<b>12 Locomotive Failure</b>											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

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.

**Table 5.a: Train Delays by Cause and Line**  
April 2018

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>4</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>9</b>	-	<b>5</b>	<b>25</b>	<b>86</b>
Freight Interference - Peak	-	-	-	-	4	6	2	-	-	4	-	-	14	30
Primary	-	-	-	-	4	4	2	-	-	3	-	-	7	20
Secondary	-	-	-	-	-	2	-	-	-	1	-	-	7	10
Freight Interference - Off-Peak	7	-	-	-	-	12	7	4	5	5	-	5	11	56
Primary	7	-	-	-	-	10	6	4	4	4	-	5	9	49
Secondary	-	-	-	-	-	2	1	-	1	1	-	-	2	7
<b>Signal/Switch Failure - Total</b>	<b>36</b>	<b>9</b>	<b>4</b>	<b>5</b>	-	<b>19</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>5</b>	-	-	<b>3</b>	<b>95</b>
Signal/Switch Failure - Metra/PSA	26	9	4	5	-	19	5	1	3	-	-	-	1	73
Primary	17	8	4	5	-	12	3	-	2	-	-	-	1	52
Secondary	9	1	-	-	-	7	2	1	1	-	-	-	-	21
Signal/Switch Failure - Foreign	10	-	-	-	-	-	-	5	-	5	-	-	2	22
Primary	10	-	-	-	-	-	-	5	-	3	-	-	2	20
Secondary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
<b>Mechanical Failure - Total</b>	<b>11</b>	<b>2</b>	-	-	-	<b>19</b>	<b>8</b>	<b>4</b>	<b>3</b>	-	<b>1</b>	<b>7</b>	<b>5</b>	<b>60</b>
Mechanical Failure - Metra/PSA	10	2	-	-	-	15	8	4	3	-	1	7	5	55
Non-Locomotive Equipment Failure - Metra/PSA	2	2	-	-	-	-	-	-	-	-	1	2	3	10
Primary	1	1	-	-	-	-	-	-	-	-	1	1	1	5
Secondary	1	1	-	-	-	-	-	-	-	-	-	1	2	5
Locomotive Failure - Metra/PSA	8	-	-	-	-	15	8	4	3	-	-	5	2	45
Primary	3	-	-	-	-	5	2	-	3	-	-	-	2	15
Secondary	5	-	-	-	-	10	6	4	-	-	-	5	-	30
Mechanical Failure - Foreign	1	-	-	-	-	4	-	-	-	-	-	-	-	5
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>3</b>	<b>4</b>	-	<b>2</b>	-	<b>12</b>	-	<b>1</b>	<b>4</b>	<b>29</b>
Passenger Train Interference - Metra/PSA	1	-	-	-	-	4	-	2	-	-	-	1	4	12
Passenger Train Interference - Foreign	-	1	-	1	3	-	-	-	-	12	-	-	-	17
<b>Accident - Total</b>	-	-	-	-	-	-	-	-	<b>12</b>	-	-	-	-	<b>12</b>
Accident - Metra/PSA	-	-	-	-	-	-	-	-	7	-	-	-	-	7
Accident - Foreign	-	-	-	-	-	-	-	-	5	-	-	-	-	5
<b>Track Work - Total</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>2</b>	-	<b>42</b>	-	-	<b>4</b>	-	<b>16</b>	<b>1</b>	<b>5</b>	<b>101</b>
Track Work - Metra/PSA	23	7	1	2	-	42	-	-	4	-	16	1	5	101
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>26</b>	<b>1</b>	-	<b>1</b>	-	<b>8</b>	-	-	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>52</b>
Human Error - Metra/PSA	3	1	-	1	-	3	-	-	4	-	1	1	-	14
Human Error - Foreign	23	-	-	-	-	5	-	-	-	2	-	-	8	38
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>1</b>	-	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	-	<b>9</b>	<b>6</b>	<b>7</b>	<b>33</b>
Sick, Injured, Unruly Passenger - Metra/PSA	2	1	-	1	-	2	1	1	3	-	9	6	7	33
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>4</b>	-	-	-	-	-	<b>6</b>	-	<b>11</b>	-	<b>6</b>	-	-	<b>27</b>
Weather - Metra/PSA	4	-	-	-	-	-	6	-	11	-	6	-	-	27
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	<b>1</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>13</b>
<b>Lift Deployment - Total</b>	<b>4</b>	-	-	-	-	-	<b>1</b>	-	-	-	<b>3</b>	<b>1</b>	<b>4</b>	<b>13</b>
<b>Obstruction/Debris - Total</b>	<b>7</b>	-	-	-	-	<b>6</b>	-	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>37</b>	<b>62</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	<b>5</b>	-	-	<b>1</b>	-	<b>2</b>	<b>2</b>	-	<b>1</b>	-	<b>5</b>	-	<b>3</b>	<b>19</b>
<b>Total Trains Delayed</b>	<b>127</b>	<b>22</b>	<b>5</b>	<b>11</b>	<b>7</b>	<b>120</b>	<b>32</b>	<b>19</b>	<b>54</b>	<b>30</b>	<b>43</b>	<b>30</b>	<b>102</b>	<b>602</b>
Total Metra/PSA Delays	86	21	5	10	0	93	23	10	44	2	43	25	67	429
Total Foreign Carrier Delays	41	1	0	1	7	27	9	9	10	28	0	5	35	173

Data for current month is FINAL (05/18/18) version of TOPS

'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 5.b: Train Delays by Cause and Line**  
Average April Over Previous Five Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>15</b>	-	-	-	<b>2</b>	<b>8</b>	<b>9</b>	<b>12</b>	<b>5</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>18</b>	<b>85</b>
Freight Interference - Peak	5	-	-	-	2	2	2	4	2	2	0	2	6	28
Primary	2	-	-	-	2	1	1	3	1	2	0	1	2	16
Secondary	3	-	-	-	-	1	0	1	1	0	0	1	3	11
Freight Interference - Off-Peak	10	-	-	-	0	6	7	8	3	7	1	3	12	57
Primary	8	-	-	-	0	5	5	6	3	5	1	2	8	44
Secondary	2	-	-	-	-	1	2	2	0	2	0	1	4	13
<b>Signal/Switch Failure - Total</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>84</b>
Signal/Switch Failure - Metra/PSA	8	3	2	1	-	13	7	2	4	1	3	3	9	56
Primary	6	3	1	1	-	7	5	2	3	1	2	2	3	36
Secondary	2	1	0	0	-	6	2	0	1	0	1	1	6	20
Signal/Switch Failure - Foreign	5	-	-	-	2	8	5	4	1	4	-	0	-	28
Primary	5	-	-	-	1	2	2	1	0	3	-	0	-	14
Secondary	1	-	-	-	0	5	3	3	0	1	-	-	-	13
<b>Mechanical Failure - Total</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	-	<b>4</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>48</b>
Mechanical Failure - Metra/PSA	8	3	1	0	-	4	3	2	8	3	3	4	5	45
Non-Locomotive Equipment Failure - Metra/PSA	2	3	1	0	-	-	1	0	0	0	1	2	0	12
Primary	2	1	0	0	-	-	0	0	0	0	1	1	0	7
Secondary	1	2	0	0	-	-	0	0	-	0	-	1	0	5
Locomotive Failure - Metra/PSA	6	-	-	-	-	4	3	2	8	3	2	2	5	33
Primary	3	-	-	-	-	2	1	1	3	1	1	1	2	15
Secondary	3	-	-	-	-	2	1	1	5	2	1	1	3	19
Mechanical Failure - Foreign	-	1	1	0	-	-	-	-	0	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>0</b>	-	-	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	-	-	-	<b>0</b>	<b>7</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	0	1	0	-	-	-	0	5
Passenger Train Interference - Foreign	0	-	-	0	1	1	-	-	-	-	-	-	-	2
<b>Accident - Total</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>3</b>	-	-	<b>6</b>	<b>3</b>	<b>4</b>	-	<b>6</b>	<b>12</b>	<b>4</b>	<b>55</b>
Accident - Metra/PSA	12	4	2	3	-	-	6	2	4	-	6	12	3	53
Accident - Foreign	-	-	-	-	-	-	0	1	-	-	-	1	1	2
<b>Track Work - Total</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>4</b>	-	<b>4</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>58</b>
Track Work - Metra/PSA	13	5	0	4	-	4	3	1	9	0	8	5	4	58
Track Work - Foreign	-	-	-	-	-	-	0	0	-	-	-	-	-	1
<b>Human Error - Total</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>57</b>
Human Error - Metra/PSA	12	1	1	1	1	4	3	0	8	1	5	3	4	43
Human Error - Foreign	4	-	-	-	1	2	2	1	-	2	0	0	2	14
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>32</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	4	1	1	0	3	4	1	4	1	3	4	3	32
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	0	-	-	-	-	1
<b>Weather - Total</b>	<b>19</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>48</b>
Weather - Metra/PSA	19	1	1	-	0	3	1	0	6	1	6	7	4	48
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>2</b>	-	<b>1</b>	<b>1</b>	-	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>21</b>
<b>Lift Deployment - Total</b>	<b>1</b>	-	-	-	-	<b>1</b>	<b>1</b>	-	<b>2</b>	-	<b>1</b>	<b>2</b>	<b>2</b>	<b>9</b>
<b>Obstruction/Debris - Total</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>39</b>
<b>Catenary Failure - Total</b>	-	<b>2</b>	-	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	-	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	-	<b>3</b>	<b>2</b>	<b>1</b>	<b>12</b>
<b>Total Trains Delayed</b>	<b>107</b>	<b>37</b>	<b>10</b>	<b>15</b>	<b>7</b>	<b>54</b>	<b>49</b>	<b>28</b>	<b>59</b>	<b>25</b>	<b>44</b>	<b>56</b>	<b>65</b>	<b>557</b>
Total Metra/PSA Delays	81	36	9	15	2	35	33	11	53	10	43	50	45	423
Total Foreign Carrier Delays	25	1	1	0	5	19	16	17	6	15	2	6	20	135

Data for current month is FINAL (05/18/18) version of TOPS

'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 5.c: Train Delays by Cause and Line**  
**April 2018 Compared to Average April Over Previous Five Years: 2013-2017**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(8)</b>	-	-	-	<b>2</b>	<b>10</b>	<b>0</b>	<b>(8)</b>	<b>(0)</b>	<b>(0)</b>	<b>(2)</b>	<b>0</b>	<b>7</b>	<b>1</b>
Freight Interference - Peak	(5)	-	-	-	2	4	0	(4)	(2)	2	(0)	(2)	8	2
Primary	(2)	-	-	-	2	3	1	(3)	(1)	1	(0)	(1)	5	4
Secondary	(3)	-	-	-	-	1	(0)	(1)	(1)	1	(0)	(1)	4	(1)
Freight Interference - Off-Peak	(3)	-	-	-	(0)	6	0	(4)	2	(2)	(1)	2	(1)	(1)
Primary	(1)	-	-	-	(0)	5	1	(2)	1	(1)	(1)	3	1	5
Secondary	(2)	-	-	-	-	1	(1)	(2)	1	(1)	(0)	(1)	(2)	(6)
<b>Signal/Switch Failure - Total</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>(2)</b>	<b>(1)</b>	<b>(7)</b>	<b>0</b>	<b>(1)</b>	<b>0</b>	<b>(3)</b>	<b>(3)</b>	<b>(6)</b>	<b>11</b>
Signal/Switch Failure - Metra/PSA	18	6	2	4	-	6	(2)	(1)	(1)	(1)	(3)	(3)	(8)	17
Primary	11	5	3	4	-	5	(2)	(2)	(1)	(1)	(2)	(2)	(2)	16
Secondary	7	0	(0)	(0)	-	1	0	1	0	(0)	(1)	(1)	(6)	1
Signal/Switch Failure - Foreign	5	-	-	-	(2)	(8)	(5)	1	(1)	1	-	(0)	2	(6)
Primary	5	-	-	-	(1)	(2)	(2)	4	(0)	0	-	(0)	2	6
Secondary	(1)	-	-	-	(0)	(5)	(3)	(3)	(0)	1	-	-	-	(11)
<b>Mechanical Failure - Total</b>	<b>3</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>15</b>	<b>5</b>	<b>2</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>3</b>	-	<b>12</b>
Mechanical Failure - Metra/PSA	2	(1)	(1)	(0)	-	11	5	2	(5)	(3)	(2)	3	-	10
Non-Locomotive Equipment Failure - Metra/PSA	(0)	(1)	(1)	(0)	-	-	(1)	(0)	(0)	(0)	0	-	3	(2)
Primary	(1)	(0)	(0)	(0)	-	-	(0)	(0)	(0)	(0)	0	-	1	(2)
Secondary	0	(1)	(0)	(0)	-	-	(0)	(0)	-	(0)	-	-	2	-
Locomotive Failure - Metra/PSA	2	-	-	-	-	11	5	2	(5)	(3)	(2)	3	(3)	12
Primary	0	-	-	-	-	3	1	(1)	0	(1)	(1)	(1)	0	0
Secondary	2	-	-	-	-	8	5	3	(5)	(2)	(1)	4	(3)	11
Mechanical Failure - Foreign	1	(1)	(1)	(0)	-	4	-	-	(0)	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>2</b>	<b>0</b>	<b>(0)</b>	<b>1</b>	<b>(0)</b>	<b>12</b>	-	<b>1</b>	<b>4</b>	<b>22</b>
Passenger Train Interference - Metra/PSA	1	-	-	-	-	1	(0)	1	(0)	-	-	1	4	7
Passenger Train Interference - Foreign	(0)	1	-	1	2	(1)	-	-	-	12	-	-	-	15
<b>Accident - Total</b>	<b>(12)</b>	<b>(4)</b>	<b>(2)</b>	<b>(3)</b>	-	-	<b>(6)</b>	<b>(3)</b>	<b>8</b>	-	<b>(6)</b>	<b>(12)</b>	<b>(4)</b>	<b>(43)</b>
Accident - Metra/PSA	(12)	(4)	(2)	(3)	-	-	(6)	(2)	3	-	(6)	(12)	(3)	(46)
Accident - Foreign	-	-	-	-	-	-	(0)	(1)	5	-	-	(1)	(1)	3
<b>Track Work - Total</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>(2)</b>	-	<b>38</b>	<b>(3)</b>	<b>(2)</b>	<b>(5)</b>	<b>(0)</b>	<b>8</b>	<b>(4)</b>	<b>1</b>	<b>43</b>
Track Work - Metra/PSA	10	2	1	(2)	-	38	(3)	(1)	(5)	(0)	8	(4)	1	43
Track Work - Foreign	-	-	-	-	-	-	(0)	(0)	-	-	-	-	-	(1)
<b>Human Error - Total</b>	<b>10</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>(3)</b>	<b>2</b>	<b>(5)</b>
Human Error - Metra/PSA	(9)	(0)	(1)	(0)	(1)	(1)	(3)	(0)	(4)	(1)	(4)	(2)	(4)	(29)
Human Error - Foreign	19	-	-	-	(1)	3	(2)	(1)	-	(0)	(0)	(0)	6	24
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>0</b>	<b>(3)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>(3)</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	(3)	(1)	(0)	(0)	(1)	(3)	0	(1)	(1)	6	2	4	1
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	(0)	-	-	-	-	(1)
<b>Weather - Total</b>	<b>(15)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(3)</b>	<b>5</b>	<b>(0)</b>	<b>5</b>	<b>(1)</b>	<b>0</b>	<b>(7)</b>	<b>(4)</b>	<b>(21)</b>
Weather - Metra/PSA	(15)	(1)	(1)	-	(0)	(3)	5	(0)	5	(1)	0	(7)	(4)	(21)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>(0)</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	-	<b>(1)</b>	<b>(1)</b>	<b>1</b>	-	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>(1)</b>	<b>(8)</b>
<b>Lift Deployment - Total</b>	<b>3</b>	-	-	-	-	<b>(1)</b>	-	-	<b>(2)</b>	-	<b>2</b>	<b>(1)</b>	<b>2</b>	<b>4</b>
<b>Obstruction/Debris - Total</b>	<b>2</b>	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>5</b>	<b>(3)</b>	<b>1</b>	<b>0</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>31</b>	<b>23</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	-	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(2)</b>
<b>Other - Total</b>	<b>4</b>	<b>(1)</b>	-	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>(0)</b>	<b>0</b>	-	<b>2</b>	<b>(2)</b>	<b>2</b>	<b>7</b>
<b>Total Trains Delayed</b>	<b>20</b>	<b>(15)</b>	<b>(5)</b>	<b>(4)</b>	<b>(0)</b>	<b>66</b>	<b>(17)</b>	<b>(9)</b>	<b>(5)</b>	<b>5</b>	<b>(1)</b>	<b>(26)</b>	<b>37</b>	<b>45</b>
Total Metra/PSA Delays	5	(15)	(4)	(5)	(2)	58	(10)	(1)	(9)	(8)	0	(25)	22	6
Total Foreign Carrier Delays	16	(0)	(1)	1	2	8	(7)	(8)	4	13	(2)	(1)	15	38

Data for current month is FINAL (05/18/18) version of TOPS

'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 6.a: Train Delays by Cause & Line - YTD**  
January - April 2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>104</b>	-	-	-	<b>28</b>	<b>44</b>	<b>39</b>	<b>16</b>	<b>28</b>	<b>59</b>	<b>3</b>	<b>36</b>	<b>143</b>	<b>500</b>
Freight Interference - Peak	56	-	-	-	24	11	13	3	7	25	-	19	44	202
Primary	22	-	-	-	20	7	6	3	3	18	-	11	17	107
Secondary	34	-	-	-	4	4	7	-	4	7	-	8	27	95
Freight Interference - Off-Peak	48	-	-	-	4	33	26	13	21	34	3	17	99	298
Primary	34	-	-	-	4	22	17	12	16	24	1	12	84	226
Secondary	14	-	-	-	-	11	9	1	5	10	2	5	15	72
<b>Signal/Switch Failure - Total</b>	<b>118</b>	<b>49</b>	<b>18</b>	<b>26</b>	<b>13</b>	<b>61</b>	<b>67</b>	<b>30</b>	<b>38</b>	<b>51</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>528</b>
Signal/Switch Failure - Metra/PSA	87	49	18	26	3	44	56	17	37	14	18	19	11	399
Primary	49	41	14	23	2	26	42	11	25	10	10	12	11	276
Secondary	38	8	4	3	1	18	14	6	12	4	8	7	-	123
Signal/Switch Failure - Foreign	31	-	-	-	10	17	11	13	1	37	-	2	7	129
Primary	25	-	-	-	8	2	4	8	1	27	-	-	5	80
Secondary	6	-	-	-	2	15	7	5	-	10	-	2	2	49
<b>Mechanical Failure - Total</b>	<b>97</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>101</b>	<b>31</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>38</b>	<b>47</b>	<b>48</b>	<b>492</b>
Mechanical Failure - Metra/PSA	95	9	8	3	1	91	31	21	69	14	38	47	48	475
Non-Locomotive Equipment Failure - Metra/PSA	27	9	8	3	-	2	-	2	1	2	15	29	28	126
Primary	10	3	2	-	-	2	-	1	1	1	6	6	7	39
Secondary	17	6	6	3	-	-	-	1	-	1	9	23	21	87
Locomotive Failure - Metra/PSA	68	-	-	-	1	89	31	19	68	12	23	18	20	349
Primary	10	-	-	-	1	18	9	3	17	6	7	2	6	79
Secondary	58	-	-	-	-	71	22	16	51	6	16	16	14	270
Mechanical Failure - Foreign	2	2	1	-	1	10	-	1	-	-	-	-	-	17
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>25</b>	-	<b>6</b>	<b>1</b>	<b>17</b>	-	<b>1</b>	<b>4</b>	<b>65</b>
Passenger Train Interference - Metra/PSA	1	-	-	-	-	19	-	5	-	-	-	1	4	30
Passenger Train Interference - Foreign	1	2	1	1	5	6	-	1	1	17	-	-	-	35
<b>Accident - Total</b>	<b>44</b>	<b>8</b>	<b>2</b>	<b>6</b>	-	<b>4</b>	<b>21</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>30</b>	<b>24</b>	<b>24</b>	<b>189</b>
Accident - Metra/PSA	38	8	2	6	-	4	21	8	8	5	30	24	24	178
Accident - Foreign	6	-	-	-	-	-	-	-	5	-	-	-	-	11
<b>Track Work - Total</b>	<b>38</b>	<b>13</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>55</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>28</b>	<b>5</b>	<b>9</b>	<b>173</b>
Track Work - Metra/PSA	38	13	1	7	1	55	2	3	7	4	28	5	9	173
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>105</b>	<b>20</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>45</b>	<b>13</b>	<b>14</b>	<b>48</b>	<b>7</b>	<b>16</b>	<b>25</b>	<b>33</b>	<b>343</b>
Human Error - Metra/PSA	56	20	7	6	1	31	13	11	48	3	15	24	23	258
Human Error - Foreign	49	-	-	-	3	14	-	3	-	4	1	1	10	85
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>3</b>	-	<b>15</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>27</b>	<b>14</b>	<b>27</b>	<b>134</b>
Sick, Injured, Unruly Passenger - Metra/PSA	12	10	1	3	-	15	6	2	13	4	27	14	27	134
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>119</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>51</b>	<b>58</b>	<b>9</b>	<b>125</b>	<b>16</b>	<b>29</b>	<b>62</b>	<b>13</b>	<b>508</b>
Weather - Metra/PSA	119	11	7	6	2	51	58	9	124	15	29	62	13	506
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	-	-	2
<b>Passenger Loading - Total</b>	<b>8</b>	<b>4</b>	<b>5</b>	-	-	<b>23</b>	<b>6</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>8</b>	<b>18</b>	<b>23</b>	<b>132</b>
<b>Lift Deployment - Total</b>	<b>13</b>	-	-	-	-	<b>12</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>19</b>	<b>85</b>
<b>Obstruction/Debris - Total</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>11</b>	-	<b>16</b>	<b>5</b>	<b>7</b>	<b>32</b>	<b>4</b>	<b>4</b>	<b>37</b>	<b>70</b>	<b>213</b>
<b>Catenary Failure - Total</b>	-	<b>2</b>	-	-	-	-	-	-	-	-	-	-	-	<b>2</b>
<b>Other - Total</b>	<b>27</b>	-	<b>3</b>	<b>2</b>	-	<b>11</b>	<b>16</b>	-	<b>17</b>	<b>2</b>	<b>18</b>	<b>1</b>	<b>12</b>	<b>109</b>
<b>Total Trains Delayed</b>	<b>703</b>	<b>137</b>	<b>58</b>	<b>71</b>	<b>55</b>	<b>463</b>	<b>280</b>	<b>125</b>	<b>425</b>	<b>186</b>	<b>225</b>	<b>302</b>	<b>443</b>	<b>3,473</b>
Total Metra/PSA Delays	510	133	56	70	8	372	230	91	389	68	221	263	283	2,694
Total Foreign Carrier Delays	193	4	2	1	47	91	50	34	36	118	4	39	160	779

Data for current month is FINAL (05/18/18) version of TOPS

'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 6.b: Train Delays by Cause & Line - YTD**  
**January - April Average Over Previous 5 Years: 2013-2017**

Cause Category	Top 2 causes for each line are shaded														SYSTEM
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific				
		ML	BI	SC		N	W				N	NW	W		
<b>Freight Interference - Total</b>	<b>71</b>	-	-	-	<b>14</b>	<b>53</b>	<b>48</b>	<b>51</b>	<b>25</b>	<b>43</b>	<b>7</b>	<b>20</b>	<b>70</b>	<b>401</b>	
Freight Interference - Peak	30	-	-	-	13	11	12	18	8	14	1	9	20	136	
Primary	20	-	-	-	12	7	8	12	5	11	1	5	10	91	
Secondary	10	-	-	-	1	4	3	6	3	3	1	4	10	45	
Freight Interference - Off-Peak	41	-	-	-	1	42	36	32	17	29	6	11	50	265	
Primary	33	-	-	-	1	27	25	26	14	23	3	8	40	201	
Secondary	7	-	-	-	-	15	11	6	3	6	3	3	10	64	
<b>Signal/Switch Failure - Total</b>	<b>75</b>	<b>26</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>79</b>	<b>55</b>	<b>36</b>	<b>35</b>	<b>31</b>	<b>12</b>	<b>16</b>	<b>46</b>	<b>444</b>	
Signal/Switch Failure - Metra/PSA	44	26	13	13	1	58	43	18	32	5	12	14	45	325	
Primary	27	14	9	10	0	29	26	10	22	4	7	8	14	181	
Secondary	16	12	4	3	0	29	18	9	10	2	5	6	31	144	
Signal/Switch Failure - Foreign	32	-	-	-	6	20	12	18	3	26	0	2	1	119	
Primary	25	-	-	-	6	12	8	8	1	16	0	1	1	78	
Secondary	6	-	-	-	1	8	4	9	1	10	-	1	0	41	
<b>Mechanical Failure - Total</b>	<b>46</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>38</b>	<b>15</b>	<b>59</b>	<b>12</b>	<b>36</b>	<b>25</b>	<b>24</b>	<b>335</b>	
Mechanical Failure - Metra/PSA	46	9	3	3	2	55	38	15	58	12	36	25	24	326	
Non-Locomotive Equipment Failure - Metra/PSA	14	9	3	3	1	10	8	4	7	6	8	6	9	88	
Primary	6	4	1	2	1	3	4	1	3	2	3	2	5	37	
Secondary	8	5	2	1	0	7	4	2	4	4	5	4	4	52	
Locomotive Failure - Metra/PSA	32	-	-	-	1	44	30	11	51	6	28	19	15	238	
Primary	11	-	-	-	1	12	11	3	15	3	7	8	7	78	
Secondary	20	-	-	-	0	33	19	9	36	4	20	11	8	160	
Mechanical Failure - Foreign	1	2	1	0	0	5	0	-	0	-	-	-	0	10	
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>60</b>	
Passenger Train Interference - Metra/PSA	0	1	1	1	-	18	3	6	3	1	0	1	5	42	
Passenger Train Interference - Foreign	4	1	0	1	2	7	0	-	1	1	-	-	0	18	
<b>Accident - Total</b>	<b>60</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>23</b>	<b>7</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>46</b>	<b>6</b>	<b>208</b>	
Accident - Metra/PSA	47	7	3	4	0	19	23	4	11	1	16	45	4	186	
Accident - Foreign	13	-	-	-	-	2	0	2	2	1	-	1	2	22	
<b>Track Work - Total</b>	<b>44</b>	<b>16</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>16</b>	<b>2</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>155</b>	
Track Work - Metra/PSA	40	16	3	9	0	13	10	7	16	2	13	11	9	150	
Track Work - Foreign	4	-	-	-	-	-	0	0	-	-	-	-	-	4	
<b>Human Error - Total</b>	<b>70</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>38</b>	<b>25</b>	<b>12</b>	<b>25</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>19</b>	<b>255</b>	
Human Error - Metra/PSA	44	7	5	6	2	23	15	5	25	2	14	9	13	170	
Human Error - Foreign	26	2	0	1	5	15	10	7	-	9	1	2	6	85	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>11</b>	<b>21</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>18</b>	<b>13</b>	<b>118</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	9	21	3	5	1	13	13	2	8	1	9	18	13	116	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2	
<b>Weather - Total</b>	<b>138</b>	<b>87</b>	<b>26</b>	<b>31</b>	<b>4</b>	<b>77</b>	<b>67</b>	<b>20</b>	<b>95</b>	<b>16</b>	<b>59</b>	<b>65</b>	<b>55</b>	<b>742</b>	
Weather - Metra/PSA	137	87	26	31	4	74	67	20	95	15	59	65	55	736	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	5	
<b>Passenger Loading - Total</b>	<b>6</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>-</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>10</b>	<b>9</b>	<b>14</b>	<b>118</b>	
<b>Lift Deployment - Total</b>	<b>10</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>-</b>	<b>3</b>	<b>7</b>	<b>11</b>	<b>59</b>	
<b>Obstruction/Debris - Total</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>17</b>	<b>17</b>	<b>5</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>22</b>	<b>15</b>	<b>164</b>	
<b>Catenary Failure - Total</b>	<b>-</b>	<b>16</b>	<b>3</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26</b>	
<b>Other - Total</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>82</b>	
<b>Total Trains Delayed</b>	<b>579</b>	<b>229</b>	<b>73</b>	<b>99</b>	<b>39</b>	<b>427</b>	<b>327</b>	<b>166</b>	<b>331</b>	<b>137</b>	<b>203</b>	<b>260</b>	<b>297</b>	<b>3,167</b>	
Total Metra/PSA Delays	426	224	72	97	12	323	255	88	299	56	194	236	219	2,500	
Total Foreign Carrier Delays	153	5	1	2	27	104	72	78	31	81	9	25	79	667	

Data for current month is FINAL (05/18/18) version of TOPS

'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 6.c: Train Delays by Cause & Line - YTD**  
**January - April 2018 Compared to January - April Average Over Previous 5 Years: 2013-2017**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>33</b>	-	-	-	<b>14</b>	(9)	(9)	(35)	<b>3</b>	<b>16</b>	(4)	<b>16</b>	<b>73</b>	<b>99</b>
Freight Interference - Peak	26	-	-	-	11	0	1	(15)	(1)	11	(1)	10	24	66
Primary	2	-	-	-	8	(0)	(2)	(9)	(2)	7	(1)	6	7	16
Secondary	24	-	-	-	3	0	4	(6)	1	4	(1)	4	17	50
Freight Interference - Off-Peak	7	-	-	-	3	(9)	(10)	(19)	4	5	(3)	6	49	33
Primary	1	-	-	-	3	(5)	(8)	(14)	2	1	(2)	4	44	25
Secondary	7	-	-	-	-	(4)	(2)	(5)	2	4	(1)	2	5	8
<b>Signal/Switch Failure - Total</b>	<b>43</b>	<b>23</b>	<b>5</b>	<b>13</b>	<b>6</b>	<b>(18)</b>	<b>12</b>	<b>(6)</b>	<b>3</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>(28)</b>	<b>84</b>
Signal/Switch Failure - Metra/PSA	43	23	5	13	2	(14)	13	(1)	5	9	6	5	(34)	74
Primary	22	27	5	13	2	(3)	16	1	3	6	3	4	(3)	95
Secondary	22	(4)	0	0	1	(11)	(4)	(3)	2	2	3	1	(31)	(21)
Signal/Switch Failure - Foreign	(1)	-	-	-	4	(3)	(1)	(5)	(2)	11	(0)	-	6	10
Primary	(0)	-	-	-	2	(10)	(4)	(0)	(0)	11	(0)	(1)	4	2
Secondary	(0)	-	-	-	1	7	3	(4)	(1)	0	-	1	2	8
<b>Mechanical Failure - Total</b>	<b>51</b>	<b>(1)</b>	<b>5</b>	<b>0</b>	<b>(0)</b>	<b>42</b>	<b>(7)</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>24</b>	<b>157</b>
Mechanical Failure - Metra/PSA	49	(0)	5	0	(1)	36	(7)	6	11	2	2	22	24	149
Non-Locomotive Equipment Failure - Metra/PSA	13	(0)	5	0	(1)	(8)	(8)	(2)	(6)	(4)	7	23	19	38
Primary	4	(1)	1	(2)	(1)	(1)	(4)	(0)	(2)	(1)	3	4	2	2
Secondary	9	1	4	2	(0)	(7)	(4)	(1)	(4)	(3)	4	19	17	35
Locomotive Failure - Metra/PSA	36	-	-	-	-	45	1	8	17	6	(5)	(1)	5	111
Primary	(1)	-	-	-	0	6	(2)	0	2	3	(0)	(6)	(1)	1
Secondary	38	-	-	-	(0)	38	3	7	15	2	(4)	5	6	110
Mechanical Failure - Foreign	1	(0)	0	(0)	1	5	(0)	1	(0)	-	-	-	(0)	7
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>0</b>	<b>(1)</b>	<b>3</b>	-	<b>(4)</b>	<b>(0)</b>	<b>(3)</b>	<b>15</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>5</b>
Passenger Train Interference - Metra/PSA	1	(1)	(1)	(1)	-	1	(3)	(1)	(3)	(1)	(0)	(0)	(1)	(12)
Passenger Train Interference - Foreign	(3)	1	1	-	3	(1)	(0)	1	0	16	-	-	(0)	17
<b>Accident - Total</b>	<b>(16)</b>	<b>1</b>	<b>(1)</b>	<b>2</b>	<b>(0)</b>	<b>(17)</b>	<b>(2)</b>	<b>1</b>	<b>(0)</b>	<b>3</b>	<b>14</b>	<b>(22)</b>	<b>18</b>	<b>(19)</b>
Accident - Metra/PSA	(9)	1	(1)	2	(0)	(15)	(2)	4	(3)	4	14	(21)	20	(8)
Accident - Foreign	(7)	-	-	-	-	(2)	(0)	(2)	3	(1)	-	(1)	(2)	(11)
<b>Track Work - Total</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>(2)</b>	<b>1</b>	<b>42</b>	<b>(8)</b>	<b>(4)</b>	<b>(9)</b>	<b>2</b>	<b>15</b>	<b>(6)</b>	<b>(0)</b>	<b>18</b>
Track Work - Metra/PSA	(2)	(3)	(2)	(2)	1	42	(8)	(4)	(9)	2	15	(6)	(0)	23
Track Work - Foreign	(4)	-	-	-	-	-	(0)	(0)	-	-	-	-	-	(4)
<b>Human Error - Total</b>	<b>35</b>	<b>11</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>7</b>	<b>(12)</b>	<b>2</b>	<b>23</b>	<b>(5)</b>	<b>1</b>	<b>13</b>	<b>14</b>	<b>88</b>
Human Error - Metra/PSA	12	13	2	-	(1)	8	(2)	6	23	1	1	15	10	88
Human Error - Foreign	23	(2)	(0)	(1)	(2)	(1)	(10)	(4)	-	(5)	(0)	(1)	4	-
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	<b>(11)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>2</b>	<b>(7)</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>18</b>	<b>(4)</b>	<b>14</b>	<b>16</b>
Sick, Injured, Unruly Passenger - Metra/PSA	3	(11)	(2)	(2)	(1)	2	(7)	0	5	3	18	(4)	14	18
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
<b>Weather - Total</b>	<b>(19)</b>	<b>(76)</b>	<b>(19)</b>	<b>(25)</b>	<b>(2)</b>	<b>(26)</b>	<b>(9)</b>	<b>(11)</b>	<b>30</b>	<b>0</b>	<b>(30)</b>	<b>(3)</b>	<b>(42)</b>	<b>(234)</b>
Weather - Metra/PSA	(18)	(76)	(19)	(25)	(2)	(23)	(9)	(11)	29	(0)	(30)	(3)	(42)	(230)
Weather - Foreign	(1)	-	-	-	(0)	(2)	(1)	-	1	0	-	-	(0)	(3)
<b>Passenger Loading - Total</b>	<b>2</b>	<b>(11)</b>	<b>(1)</b>	<b>(6)</b>	<b>-</b>	<b>11</b>	<b>(8)</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>(2)</b>	<b>9</b>	<b>9</b>	<b>14</b>
<b>Lift Deployment - Total</b>	<b>3</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>8</b>	<b>0</b>	<b>(2)</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>26</b>
<b>Obstruction/Debris - Total</b>	<b>(6)</b>	<b>(7)</b>	<b>(1)</b>	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(12)</b>	<b>2</b>	<b>20</b>	<b>(4)</b>	<b>(8)</b>	<b>15</b>	<b>55</b>	<b>49</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(14)</b>	<b>(3)</b>	<b>(7)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(24)</b>
<b>Other - Total</b>	<b>7</b>	<b>(4)</b>	<b>2</b>	<b>0</b>	<b>-</b>	<b>4</b>	<b>11</b>	<b>(3)</b>	<b>11</b>	<b>(4)</b>	<b>9</b>	<b>(8)</b>	<b>2</b>	<b>27</b>
<b>Total Trains Delayed</b>	<b>124</b>	<b>(92)</b>	<b>(15)</b>	<b>(28)</b>	<b>16</b>	<b>36</b>	<b>(47)</b>	<b>(41)</b>	<b>94</b>	<b>49</b>	<b>22</b>	<b>42</b>	<b>146</b>	<b>306</b>
Total Metra/PSA Delays	84	(91)	(16)	(27)	(4)	49	(25)	3	90	12	27	27	64	194
Total Foreign Carrier Delays	40	(1)	1	(1)	20	(13)	(22)	(44)	5	37	(5)	14	81	112

Data for current month is FINAL (05/18/18) version of TOPS

'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 7.a: Train Delays by Cause & Month  
2018**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>	<b>86</b>									<b>500</b> <b>14.4%</b>
Freight Interference - Peak	65	52	55	30									202 5.8%
Primary	36	25	26	20									107 3.1%
Secondary	29	27	29	10									95 2.7%
Freight Interference - Off-Peak	69	74	99	56									298 8.6%
Primary	43	58	76	49									226 6.5%
Secondary	26	16	23	7									72 2.1%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>	<b>95</b>									<b>528</b> <b>15.2%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73									399 11.5%
Primary	68	105	51	52									276 7.9%
Secondary	29	28	45	21									123 3.5%
Signal/Switch Failure - Foreign	63	38	6	22									129 3.7%
Primary	22	33	5	20									80 2.3%
Secondary	41	5	1	2									49 1.4%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>	<b>60</b>									<b>492</b> <b>14.2%</b>
Mechanical Failure - Metra/PSA	200	132	88	55									475 13.7%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10									126 3.6%
Primary	13	13	8	5									39 1.1%
Secondary	33	36	13	5									87 2.5%
Locomotive Failure - Metra/PSA	154	83	67	45									349 10.0%
Primary	25	19	20	15									79 2.3%
Secondary	129	64	47	30									270 7.8%
Mechanical Failure - Foreign	4	7	1	5									17 0.5%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>29</b>									<b>65</b> <b>1.9%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12									30 0.9%
Passenger Train Interference - Foreign	8	7	3	17									35 1.0%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>	<b>12</b>									<b>189</b> <b>5.4%</b>
Accident - Metra/PSA	25	79	67	7									178 5.1%
Accident - Foreign	-	3	3	5									11 0.3%
<b>Track Work - Total</b>	<b>11</b>	<b>18</b>	<b>43</b>	<b>101</b>									<b>173</b> <b>5.0%</b>
Track Work - Metra/PSA	11	18	43	101									173 5.0%
Track Work - Foreign	-	-	-	-									- 0.0%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>	<b>52</b>									<b>343</b> <b>9.9%</b>
Human Error - Metra/PSA	95	100	49	14									258 7.4%
Human Error - Foreign	14	21	12	38									85 2.4%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>	<b>33</b>									<b>134</b> <b>3.9%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33									134 3.9%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-									- 0.0%
<b>Weather - Total</b>	<b>172</b>	<b>295</b>	<b>14</b>	<b>27</b>									<b>508</b> <b>14.6%</b>
Weather - Metra/PSA	172	294	13	27									506 14.6%
Weather - Foreign	-	1	1	-									2 0.1%
<b>Passenger Loading - Total</b>	<b>31</b>	<b>56</b>	<b>32</b>	<b>13</b>									<b>132</b> <b>3.8%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>13</b>									<b>85</b> <b>2.4%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>	<b>62</b>									<b>213</b> <b>6.1%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>									<b>2</b> <b>0.1%</b>
<b>Other - Total</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>19</b>									<b>109</b> <b>3.1%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>	<b>602</b>									<b>3,473</b> <b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429									2,694 77.6%
Total Foreign Carrier Delays	223	203	180	173									779 22.4%

Data for current month is FINAL (05/18/18) version of TOPS

'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 7.b: Train Delays by Cause & Month  
2017**

Top 2 causes for each month are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Apr	
<b>Freight Interference - Total</b>	<b>53</b>	<b>68</b>	<b>69</b>	<b>79</b>	<b>49</b>	<b>110</b>	<b>74</b>	<b>74</b>	<b>96</b>	<b>109</b>	<b>115</b>	<b>110</b>	<b>269</b>	<b>11.6%</b>
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	89	3.8%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	55	2.4%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	34	1.5%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	180	7.8%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	134	5.8%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	46	2.0%
<b>Signal/Switch Failure - Total</b>	<b>118</b>	<b>44</b>	<b>80</b>	<b>79</b>	<b>91</b>	<b>87</b>	<b>69</b>	<b>132</b>	<b>119</b>	<b>64</b>	<b>110</b>	<b>230</b>	<b>321</b>	<b>13.9%</b>
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	231	10.0%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	156	6.7%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	75	3.2%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	90	3.9%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	39	1.7%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	51	2.2%
<b>Mechanical Failure - Total</b>	<b>84</b>	<b>61</b>	<b>64</b>	<b>42</b>	<b>111</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>97</b>	<b>125</b>	<b>85</b>	<b>95</b>	<b>251</b>	<b>10.8%</b>
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	242	10.5%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	45	1.9%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	26	1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	19	0.8%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	197	8.5%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	76	3.3%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	121	5.2%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	9	0.4%
<b>Passenger Train Interference - Total</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>25</b>	<b>1.1%</b>
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	12	0.5%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	13	0.6%
<b>Accident - Total</b>	<b>74</b>	<b>32</b>	<b>26</b>	<b>101</b>	<b>18</b>	<b>65</b>	<b>45</b>	<b>43</b>	<b>96</b>	<b>55</b>	<b>70</b>	<b>9</b>	<b>233</b>	<b>10.1%</b>
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	222	9.6%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	11	0.5%
<b>Track Work - Total</b>	<b>78</b>	<b>17</b>	<b>29</b>	<b>72</b>	<b>98</b>	<b>107</b>	<b>71</b>	<b>86</b>	<b>84</b>	<b>94</b>	<b>129</b>	<b>83</b>	<b>196</b>	<b>8.5%</b>
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	196	8.5%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	-	0.0%
<b>Human Error - Total</b>	<b>68</b>	<b>140</b>	<b>54</b>	<b>69</b>	<b>56</b>	<b>75</b>	<b>73</b>	<b>42</b>	<b>66</b>	<b>85</b>	<b>88</b>	<b>82</b>	<b>331</b>	<b>14.3%</b>
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	194	8.4%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	137	5.9%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>27</b>	<b>28</b>	<b>40</b>	<b>27</b>	<b>20</b>	<b>38</b>	<b>44</b>	<b>30</b>	<b>17</b>	<b>37</b>	<b>26</b>	<b>22</b>	<b>122</b>	<b>5.3%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	116	5.0%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6	0.3%
<b>Weather - Total</b>	<b>97</b>	<b>25</b>	<b>59</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>104</b>	<b>2</b>	<b>-</b>	<b>37</b>	<b>22</b>	<b>212</b>	<b>185</b>	<b>8.0%</b>
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	184	7.9%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1	0.0%
<b>Passenger Loading - Total</b>	<b>33</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>36</b>	<b>81</b>	<b>94</b>	<b>112</b>	<b>64</b>	<b>35</b>	<b>43</b>	<b>54</b>	<b>62</b>	<b>2.7%</b>
<b>Lift Deployment - Total</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>15</b>	<b>28</b>	<b>28</b>	<b>46</b>	<b>2.0%</b>
<b>Obstruction/Debris - Total</b>	<b>66</b>	<b>44</b>	<b>43</b>	<b>35</b>	<b>78</b>	<b>64</b>	<b>24</b>	<b>52</b>	<b>25</b>	<b>45</b>	<b>46</b>	<b>23</b>	<b>188</b>	<b>8.1%</b>
<b>Catenary Failure - Total</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>18</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>12</b>	<b>0.5%</b>
<b>Other - Total</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>20</b>	<b>22</b>	<b>37</b>	<b>32</b>	<b>32</b>	<b>48</b>	<b>22</b>	<b>24</b>	<b>29</b>	<b>74</b>	<b>3.2%</b>
<b>Total Trains Delayed</b>	<b>752</b>	<b>492</b>	<b>514</b>	<b>557</b>	<b>623</b>	<b>822</b>	<b>754</b>	<b>727</b>	<b>773</b>	<b>741</b>	<b>797</b>	<b>989</b>	<b>2,315</b>	<b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	1,779	76.8%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	536	23.2%

Data for latest month is final (01/25/18) version from TOPS.

'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: Train Delays by Duration**  
April 2018

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	56	6	2	3	2	30	5	6	10	5	7	6	24	162
11-15	27	2	1	1	1	5	3	1	2	3	8	1	8	63
16-20	2	2	0	0	1	2	1	1	3	1	1	0	5	19
21+	1	0	0	0	3	1	3	2	5	2	2	1	18	38
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>8</u>
Sub-Total	87	10	3	4	7	39	14	10	21	12	18	9	56	290
<b>Weekday Off-Peak **</b>														
6-10	26	4	1	2	0	47	7	5	7	9	2	6	18	134
11-15	6	0	1	4	0	18	3	2	5	2	2	1	4	48
16-20	3	1	0	0	0	4	2	0	2	1	2	1	3	19
21+	3	3	0	0	0	4	2	2	4	4	2	4	10	38
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>8</u>
Sub-Total	38	8	2	6	0	73	15	9	21	17	8	12	38	247
<b>Saturday</b>														
6-10	0	2	0	1	0	0	1	0	1	1	4	1	2	13
11-15	1	1	0	0	0	0	0	0	0	0	8	0	2	12
16-20	0	0	0	0	0	0	0	0	0	0	0	2	2	4
21+	0	0	0	0	0	1	0	0	0	0	1	1	1	4
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Sub-Total	1	3	0	1	0	1	1	0	1	1	13	5	7	34
<b>Sunday-Holiday</b>														
6-10	0	0	0	0	0	1	1	0	2	0	2	1	0	7
11-15	1	1	0	0	0	1	1	0	2	0	0	3	1	10
16-20	0	0	0	0	0	1	0	0	1	0	2	0	0	4
21+	0	0	0	0	0	4	0	0	3	0	0	0	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Sub-Total	1	1	0	0	0	7	2	0	11	0	4	4	1	31
<b>April 2018 Total</b>														
6-10	82	12	3	6	2	78	14	11	20	15	15	14	44	316
11-15	35	4	2	5	1	24	7	3	9	5	18	5	15	133
16-20	5	3	0	0	1	7	3	1	6	2	5	3	10	46
21+	4	3	0	0	3	10	5	4	12	6	5	6	29	87
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>20</u>
TOTAL	127	22	5	11	7	120	32	19	54	30	43	30	102	602
<b>2018 Year-to-Date</b>														
6-10	332	69	37	35	19	234	126	60	217	79	69	119	212	1,608
11-15	158	32	10	12	15	90	66	15	76	43	55	62	82	716
16-20	65	12	4	4	8	44	31	19	35	14	32	36	57	361
21+	115	16	5	12	13	80	43	26	77	44	53	76	77	637
Annulled	<u>33</u>	<u>8</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>15</u>	<u>14</u>	<u>5</u>	<u>20</u>	<u>6</u>	<u>16</u>	<u>9</u>	<u>15</u>	<u>151</u>
TOTAL	703	137	58	71	55	463	280	125	425	186	225	302	443	3,473
<b>Share of Delays by Duration</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>April 2018 Total</b>														
6-10	64.6%	54.5%	60.0%	54.5%	28.6%	65.0%	43.8%	57.9%	37.0%	50.0%	34.9%	46.7%	43.1%	52.5%
11-15	27.6%	18.2%	40.0%	45.5%	14.3%	20.0%	21.9%	15.8%	16.7%	16.7%	41.9%	16.7%	14.7%	22.1%
16-20	3.9%	13.6%	0.0%	0.0%	14.3%	5.8%	9.4%	5.3%	11.1%	6.7%	11.6%	10.0%	9.8%	7.6%
21+	3.1%	13.6%	0.0%	0.0%	42.9%	8.3%	15.6%	21.1%	22.2%	20.0%	11.6%	20.0%	28.4%	14.5%
Annulled	<u>0.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.8%</u>	<u>9.4%</u>	<u>0.0%</u>	<u>13.0%</u>	<u>6.7%</u>	<u>0.0%</u>	<u>6.7%</u>	<u>3.9%</u>	<u>3.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2018 Year-to-Date Delays By Duration</b>														
6-10	47.2%	50.4%	63.8%	49.3%	34.5%	50.5%	45.0%	48.0%	51.1%	42.5%	30.7%	39.4%	47.9%	46.3%
11-15	22.5%	23.4%	17.2%	16.9%	27.3%	19.4%	23.6%	12.0%	17.9%	23.1%	24.4%	20.5%	18.5%	20.6%
16-20	9.2%	8.8%	6.9%	5.6%	14.5%	9.5%	11.1%	15.2%	8.2%	7.5%	14.2%	11.9%	12.9%	10.4%
21+	16.4%	11.7%	8.6%	16.9%	23.6%	17.3%	15.4%	20.8%	18.1%	23.7%	23.6%	25.2%	17.4%	18.3%
Annulled	<u>4.7%</u>	<u>5.8%</u>	<u>3.4%</u>	<u>11.3%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>5.0%</u>	<u>4.0%</u>	<u>4.7%</u>	<u>3.2%</u>	<u>7.1%</u>	<u>3.0%</u>	<u>3.4%</u>	<u>4.3%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (05/18/2018) version from TOPS.