

# On-Time Performance

January 2019



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance January 2019

This report presents an analysis of January 2019 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.

Table 2 lists on-time percentages by line for each month and year since 2014.

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 (except for January report).
- *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: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January 2019**

	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>	1,126	115	89.8%	864	43	95.0%	1,990	158	92.1%	112	3	97.3%	90	0	100.0%	2,192	161	92.7%
<b>Elec -ML</b>	847	21	97.5%	872	39	95.5%	1,719	60	96.5%	160	2	98.8%	100	0	100.0%	1,979	62	96.9%
<b>-BI</b>	263	15	94.3%	287	10	96.5%	550	25	95.5%	32	0	100.0%	--	--	--	582	25	95.7%
<b>-SC</b>	<u>266</u>	<u>12</u>	95.5%	<u>646</u>	<u>32</u>	95.0%	<u>912</u>	<u>44</u>	95.2%	<u>128</u>	<u>1</u>	99.2%	<u>100</u>	<u>2</u>	98.0%	<u>1,140</u>	<u>47</u>	95.9%
<b>Subtotal</b>	1,376	48	96.5%	1,805	81	95.5%	3,181	129	95.9%	320	3	99.1%	200	2	99.0%	3,701	134	96.4%
<b>Heritage</b>	132	24	81.8%	22	4	81.8%	154	28	81.8%	--	--	--	--	--	--	154	28	81.8%
<b>Milw -N</b>	528	69	86.9%	730	78	89.3%	1,258	147	88.3%	80	3	96.3%	90	15	83.3%	1,428	165	88.4%
<b>-W</b>	<u>568</u>	<u>52</u>	90.8%	<u>662</u>	<u>49</u>	92.6%	<u>1,230</u>	<u>101</u>	91.8%	<u>96</u>	<u>5</u>	94.8%	<u>90</u>	<u>3</u>	96.7%	<u>1,416</u>	<u>109</u>	92.3%
<b>Subtotal</b>	1,096	121	89.0%	1,392	127	90.9%	2,488	248	90.0%	176	8	95.5%	180	18	90.0%	2,844	274	90.4%
<b>NCS</b>	194	30	84.5%	234	23	90.2%	428	53	87.6%	--	--	--	--	--	--	428	53	87.6%
<b>RI</b>	762	108	85.8%	680	64	90.6%	1,442	172	88.1%	128	2	98.4%	140	1	99.3%	1,710	175	89.8%
<b>SWS</b>	236	21	91.1%	414	44	89.4%	650	65	90.0%	24	0	100.0%	--	--	--	674	65	90.4%
<b>UP -N</b>	644	91	85.9%	859	49	94.3%	1,503	140	90.7%	104	16	84.6%	90	2	97.8%	1,697	158	90.7%
<b>-NW</b>	720	99	86.3%	691	40	94.2%	1,411	139	90.1%	96	5	94.8%	75	10	86.7%	1,582	154	90.3%
<b>-W</b>	<u>586</u>	<u>59</u>	89.9%	<u>695</u>	<u>71</u>	89.8%	<u>1,281</u>	<u>130</u>	89.9%	<u>80</u>	<u>4</u>	95.0%	<u>90</u>	<u>5</u>	94.4%	<u>1,451</u>	<u>139</u>	90.4%
<b>Subtotal</b>	1,950	249	87.2%	2,245	160	92.9%	4,195	409	90.3%	280	25	91.1%	255	17	93.3%	4,730	451	90.5%
<b>System</b>	6,872	716	89.6%	7,656	546	92.9%	14,528	1,262	91.3%	1,040	41	96.1%	865	38	95.6%	16,433	1,341	91.8%

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

Delays data for most recent month is final (03/06/19) 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-Jan	Annual
<b>BNSF</b>	<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	78.6%	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	90.9%	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	93.2%	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	95.9%	94.5%
	<b>2018</b>	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	89.6%	92.2%
	<b>2019</b>	92.7												92.7%	
	<b>2014-2018 average</b>	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	89.6%	93.0%
<b>Electric</b>	<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	93.7%	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	96.3%	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	98.0%	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	95.6%	98.1%
	<b>2018</b>	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.7%	98.1%
	<b>2019</b>	96.4												96.4%	
	<b>2014-2018 average</b>	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	96.2%	97.9%
<b>Heritage</b>	<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	79.5%	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	92.1%	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	90.0%	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	93.9%	93.2%
	<b>2018</b>	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	86.4%	89.4%
	<b>2019</b>	81.8												81.8%	
	<b>2014-2018 average</b>	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	88.4%	91.7%
<b>Milw - N</b>	<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	73.1%	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	91.8%	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	95.3%	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	95.3%	93.8%
	<b>2018</b>	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	91.8%	92.7%
	<b>2019</b>	88.4												88.4%	
	<b>2014-2018 average</b>	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	89.4%	93.6%
<b>Milw - W</b>	<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	84.8%	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	93.6%	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	94.0%	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	96.9%	95.5%
	<b>2018</b>	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.7%	95.7%
	<b>2019</b>	92.3												92.3%	
	<b>2014-2018 average</b>	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	92.8%	95.2%
<b>NCS</b>	<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	76.0%	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	93.9%	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	92.3%	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	92.6%	94.0%
	<b>2018</b>	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.2%	92.9%
	<b>2019</b>	87.6												87.6%	
	<b>2014-2018 average</b>	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	89.6%	93.0%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jan	Annual
RI	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	82.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.4%	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	92.6%	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	95.2%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	92.2%	94.8%
	2019	89.8												89.8%	
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	92.0%	95.5%
SWS	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	83.0%	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	94.7%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	96.2%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	93.9%	92.7%
	2019	90.4												90.4%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	92.6%	94.0%
UP - N	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	91.2%	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	98.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	96.9%	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	95.6%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.6%	96.6%
	2019	90.7												90.7%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	96.0%	97.1%
UP - NW	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	86.6%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.0%	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	96.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	95.7%	94.9%
	2019	90.3												90.3%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	94.3%	95.5%
UP - W	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	85.9%	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	93.9%	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	97.8%	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	95.0%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.3%	91.5%
	2019	90.4												90.4%	
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	92.9%	94.1%
System excluding South Shore	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	85.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	94.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	95.8%	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	95.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	94.8%
	2019	91.8												91.8%	
2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	93.2%	95.5%	

Delays data for most recent month is final (03/06/19) version from TOPS.

'2014-2018 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  
January 2019**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1227 <b>80% OT</b>	Tue, Jan 08	6	GA	ROOSEVELT, AMTK SIGNAL FAILURE
		Tue, Jan 22	8	R	STUDENT ENGINEER RUNNING TRAIN.
		Wed, Jan 23	6	IW	SLOW PASSENGER HANDLING, ICY PLATFORMS
		Mon, Jan 28	7	AM	WAITED FOR A58 TO CLEAR INTO CUS, THEN ROUTED OUT B3
BNSF	1246 <b>80% OT</b>	Tue, Jan 15	14	RF	MISROUTED AT CPK AND FOLLOWED 1250
		Mon, Jan 21	8	D	WAITING FOR LINEUP AT UNION AVE, WORKED AROUND UTIOCPX @ CICERO
		Wed, Jan 23	9	IW	SLOW PASSENGER HANDLING, FOLLOWED 1248
		Fri, Jan 25	9	CW	MULTIPLE CROSSING MALFUNCTIONS - BROKEN RAIL
BNSF	1258 <b>80% OT</b>	Thu, Jan 03	11	E1	FOLLOWED 1256 - LATE FOR LOCO
		Tue, Jan 08	10	GA	AMTK SIGNAL FAIL
		Mon, Jan 14	8	CW	BROKEN RAIL
		Tue, Jan 29	7	GW1	UNION AVE B SW FAILURES 2A & 2B. WAITING FOR TRAFFIC
BNSF	1269 <b>80% OT</b>	Wed, Jan 23	10	E1	LATE DUE TO 1255 RUNNING OUT OF SEQUENCE ACCOUNT ENGINE PROBLEMS.
		Fri, Jan 25	10	FW1	DUE TO AN INEXPERIENCE SWITCH CREW, IT TOOK THE CREW SEVERAL HOURS TO SWITCH OUT BAD ORDER CARS AY 14ST YARD.
		Mon, Jan 28	8	DD	DISPATCHER LINED A UP YG166 LIGHT POWER MOVE THAT DIDN'T TAKE LINEUP. DS HAD TO RUN TIME ON THE SIGNAL.
		Tue, Jan 29	22	GA1	FOLLOWING LATE TRAFFIC AFTER 01 SWITCH FAILURE CUS.
BNSF	1271 <b>80% OT</b>	Wed, Jan 16	22	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH.
		Wed, Jan 23	13	E1	LATE DUE TO 1255 RUNNING OUT OF SEQUENCE ACCOUNT ENGINE PROBLEMS.
		Fri, Jan 25	40	KD	TRAIN STRUCK DEBRIS
		Tue, Jan 29	27	EW1	HILLYARD FUELING TRAINS AT AURORA.
BNSF	1273 <b>80% OT</b>	Wed, Jan 16	12	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH CAUSING TRAINS TO BACKUP.
		Fri, Jan 25	12	KW1	WORKED MT2 W. HIN-FVW, 1271 ISSUE
		Mon, Jan 28	24	K	VEHICLE STUCK ON THE TRACKS. ALL MAINS WERE SHUT DOWN.
		Tue, Jan 29	21	EW	HILLYARD FUELING TRAINS AT AURORA.
BNSF	1277 <b>75% OT</b>	Wed, Jan 09	6	E	METX 125 HAD MAIN RESERVOIR ISSUES AT 14ST. YARD. HAD TO SWAP OUT ENGINE.
		Wed, Jan 16	7	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH CAUSING TRAINS TO BACKUP.
		Thu, Jan 24	7	FW1	LATE DUE TO HAVING TO SETOUT A BAD ORDER AND LATE PLACING POWER ON 1277'S TRAIN SET IN THE YARD.
		Mon, Jan 28	19	K	VEHICLE STUCK ON THE TRACKS. ALL MAINS WERE SHUT DOWN.
BNSF	1281 <b>75% OT</b>	Tue, Jan 29	13	GA1	FOLLOWING LATE TRAFFIC AFTER 01 SWITCH FAILURE CUS.
		Wed, Jan 16	7	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH CAUSING TRAINS TO BACKUP.
		Fri, Jan 18	7	ZA1	A-383 WAS STOPPED DUE TO PTC HARDWARE ISSUES.THIS CAUSED DELAY TO 1281.
		Fri, Jan 25	30	RW1	LATE DUE TO THEIR INBOUND TRIP 1280 BEING LATE ACCOUNT CREW LATE DUE TO HEAVY SNOW SHOWERS.
BNSF	1283 <b>65% OT</b>	Mon, Jan 28	31	K	VEHICLE STUCK ON THE TRACKS. ALL MAINS WERE SHUT DOWN.
		Tue, Jan 29	23	EW1	HILLYARD FUELING TRAINS AT AURORA.
		Thu, Jan 03	6	GM	DELAYED BY 5 CROSSING WARNING NOTIFICATIONS-MP8.92 TRUCK CROSSING, MP9.32 EAST AVE, MP9.59 OAK PARK AVE, MP9.65 GROVE AVE, MP9.85 HOME AVE.
		Wed, Jan 16	9	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH CAUSING TRAINS TO BACKUP.
BNSF	1373 <b>80% OT</b>	Thu, Jan 17	17	F1	DUE TO 1247 SEPARATION. 1253'S CREW P/U 1247'S PASSENGERS. 1253 DIDN'T RUN BACK TO CUS TO PROTECT 1373.1283 & 1373 RAN COMBINED OUT OF CUS.
		Fri, Jan 18	17	ZA1	A-383 WAS STOPPED DUE TO PTC HARDWARE ISSUES.THIS CAUSED DELAY TO 1283.
		Fri, Jan 25	14	KW1	FOLLOWING DELAYED 1273, 1271 ISSUE
		Mon, Jan 28	32	K	VEHICLE STUCK ON THE TRACKS. ALL MAINS WERE SHUT DOWN.
BNSF	1373 <b>80% OT</b>	Tue, Jan 29	19	EW1	HILLYARD FUELING TRAINS AT AURORA.
		Thu, Jan 03	10	GM	DELAYED BY 5 CROSSING WARNING NOTIFICATIONS-MP8.92 TRUCK CROSSING, MP9.32 EAST AVE, MP9.59 OAK PARK AVE, MP9.65 GROVE AVE, MP9.85 HOME AVE.
		Wed, Jan 16	8	G	1A SWITCH WOULD NOT LINE AT HIGHLANDS. 1271 HAD TO HANDLINE THIS SWITCH CAUSING TRAINS TO BACKUP.
		Thu, Jan 17	0	F1	DUE TO SEPERATION ON 1247. 1253'S CREW HAD TO P/U PASSENGERS OFF 1247. THEIR REMAINING TRIP 1373 WAS ANNULLED.
HC	915 <b>82% OT</b>	Mon, Jan 28	30	K	VEHICLE STUCK ON THE TRACKS. ALL MAINS WERE SHUT DOWN.
		Mon, Jan 14	0	XYF	ANNULLED- CN DERAILMENT.
		Thu, Jan 17	45	H	(LOCOMOTIVE MALFUNCTION) - ENGINE FAILURE METX 98 AT MP 21 LOW GOVERNOR OIL.
		Mon, Jan 21	29	AM	(OBSTN ON TRKS, TRN AHD) - 30M CP LUMBER SWS#819 AHEAD SOUTH BRANCH BRIDGE WOULD NOT SEAT.
		Tue, Jan 29	7	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - 6M LEMOYNE STOP SIGNAL TALKED BY RESTRICTED SPEED TO NEXT FAVORABLE SIGNAL.

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	917 <b>73% OT</b>	Mon, Jan 14	0		XYF	ANNULLED- CN DERAILMENT
		Thu, Jan 17	12		CC1	(SCHEDULED TRACK WORK TRN AHD) - 12 MINS, CN TRACK WORK.
		Thu, Jan 24	9		CC	(SCHEDULED TRACK WORK) - 8M SPEED RESTRICTIONS BY CN TRACKWORK
		Fri, Jan 25	9		Q	(LATE ISSUANCE OF TRK WARRANT) - 10M DELAY DEPARTING CUS ACCT. DELAY OF UP PAPERWORK
		Mon, Jan 28	14		GM	(GATECROSSING MALFUNCTION) - 15 MINUTE SLOW ORDERS MULTIPLE CROSSING MALFUNCTIONS
		Wed, Jan 30	29		DD1	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - 13M CP CANAL MISCOMMUNICATION BETWEEN CN AND IHB DISP. (CN INFORMED IHB THAT #917 WAS RUNNING LATE AND W
HC	918 <b>82% OT</b>	Mon, Jan 14	0		XYF	ANNULLED- CN DERAILMENT.
		Wed, Jan 23	9		D	(FREIGHT TRAIN INTERFERENCE) - DELAYED AT CP-CANAL FOR X-TRAFFIC WEST BUPIEMP622 ENG CSX5244 W/87C, 5600 . BN OK D TRAIN THEN RAN OTHER TRAF
		Mon, Jan 28	19		KW	(OBSTN ON TRKS, WEATHER) - WEATHER RELATED PROBLEMS , MULTIPLE ISSUES
		Wed, Jan 30	83		GF	(SIG/SWT MALFUNCTION FOREIGN LI) - TRACK CIRCUIT DOWN BETWEEN CP JUSTICE AND CP CANAL
HC	919 <b>73% OT</b>	Fri, Jan 11	21		D	(FREIGHT TRAIN INTERFERENCE) - 20M BRIGHTON CROSS TRAFFIC NS TV30
		Mon, Jan 14	0		XYF	ANNULLED- CN DERAILMENT.
		Tue, Jan 22	13		D	(FREIGHT TRAIN INTERFERENCE) - 10 MINS AT BRIGHTON 541/552PM NS848 UP2526 W/ 124CARS 6700
		Tue, Jan 29	16		GW	(NON-REVENUE PASS EQUIP AHEAD) - DEPT CUS 13M LATE SWAPPED EQUIP. ACCT. REGULAR TRAIN SET LATE OUT OF WACY
		Wed, Jan 30	0		XKW	COLD
		Thu, Jan 31	21		GA1	(SIG/SWT FAILURE AMTK TRN AHD) - DEPARTED CUS 20MIN LATE (SWAPPED EQUIP DUE TO SWITCH FAILURE.)
HC	921 <b>82% OT</b>	Mon, Jan 14	0		XYF	ANNULLED- CN DERAILMENT.
		Thu, Jan 17	53		H1	(LOCO MALFCN, TRN AHD) - DEPT CUS 50M LATE ACCT. LATE FLIP OF #924
		Mon, Jan 28	8		GM	(GATECROSSING MALFUNCTION) - MULTIPLE GRADE CROSSING MALFUNCTIONS ON CN AND UPRR AT JOLIET
		Thu, Jan 31	20		GF1	(SIG/SWT MALFN.FOREIGN LINE TRN) - 21M STATEVILLE SWITCH FAILURE ON UPRR TIMING OUT SIGNALS TO CROSS OVER MAINS HCD #919 AHEAD.
MN	2122 <b>82% OT</b>	Fri, Jan 25	25		CW1	10" OPERATING ON APPROACHING SIGNAL DEERFIELD TO MORTON GROVE; 8" WAITING ON M2120 @DEERFIELD;7" DEPARTING FOX LAKE MECHANICAL PROBLEMS.
		Mon, Jan 28	15		EW1	DEPARTED FOX LAKE LATE DUE TO WAITING ON 2118
		Wed, Jan 30	14		FW1	15" FOLLOWING M2118
		Thu, Jan 31	23		FW1	FOLLOWING M2118
MN	2124 <b>73% OT</b>	Wed, Jan 23	7		IW	7" SLOW BOARDING PASSENGERS (SNOW).
		Fri, Jan 25	24		CW1	FOLLOWING M2122 (SIGNAL PROBLEMS)
		Mon, Jan 28	12		EW1	DEPARTED FOX LAKE LATE DUE TO WAITING ON 2122
		Tue, Jan 29	19		I	10" SLOW PASSENGER LOADING EN ROUTE; 9" DEPARTED FOX LAKE LATE
		Wed, Jan 30	12		E	20" DEPARTED FOX LAKE DUE TO MECHANICAL PROBLEMS (ENGINE #427) , SWAPPED EQUIPMENT WITH 3W
		Thu, Jan 31	7		FW1	FOLLOWING M2122
MN	2125 <b>70% OT</b>	Wed, Jan 09	19		G	20" STOPPED AT GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL AT MP 47.1.
		Mon, Jan 14	8		G1	11" RONDOUT WAITING ON A LATE #2146.
		Fri, Jan 18	7		U	6" ADA; 4" MEETING INBOUND TRAINS.
		Fri, Jan 25	28		K1	-30" RONDOUT WAITING ON A LATE2146
		Mon, Jan 28	9		E1	WAITING ON 2146
		Tue, Jan 29	12		FW1	12" LATE, WAITING ON M2146
MN	2128 <b>73% OT</b>	Tue, Jan 08	11		R	6" ENGINEER RE-QUALIFYING TRIP, SLOW ENTERING & SPOTTING TRAIN @ STATION STOPS; 3" COPYING ITEM #1, LIBERTYVILLE; 4" X-ING MALFUNCTIONS
		Fri, Jan 11	10		G	14" SWITCH FAILURE A-2; 5" STOP SIGNAL CN X-ING.
		Wed, Jan 23	13		RF	6" STOP SIGNAL GRAYSLAKE WAITING ON #2107; 2" APPROACH MP 37.2; 5" RESTRICTING MILWAUKEE AVE, VERBAL PERMISSION BY; 2" ITEM #2.
		Fri, Jan 25	21		CW1	-25" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF 2103; -5" STOP SIGNAL MAYFAIR
		Mon, Jan 28	11		EW1	-6" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL OF 2103; -6" GRAYSLAKE RESTRICTING, WAITING ON 2107
		Wed, Jan 30	6		FW1	18" DEPARTED FOX LAKE LATE DUE TO LATE TURN OF M2103;5" FOX LAKE DIFFICULTIES PERFORMING CLASS 2 BRAKE TESTS PRIOR TO DEPARTURE
MN	2129 <b>80% OT</b>	Wed, Jan 09	16		G	17" @ GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL AT MP 47.1.
		Fri, Jan 25	24		FW	-29" MECHANICAL DELAY AT WESTERN AVE. AIR SYSTEM FROZEN
		Mon, Jan 28	8		E1	FOLLOWING TRAINS
		Tue, Jan 29	10		FW	5" STICKING DOORS; 3" STOPPED SIGNAL @ MAYFAIR
MN	2131 <b>77% OT</b>	Wed, Jan 09	21		G	18" STOPPED AT GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL AT MP 47.1; 4" FREIGHT CROSS TRAFFIC AT CN CROSSING.
		Tue, Jan 22	40		H	40" DELAY, THE FRONT FOUR COAHED SEPERATED FROM THE REAR THREE COACHED, JUST WEST OF CANAL ST.
		Thu, Jan 24	12		GW1	12" DELAY, STOP SIGNAL CN WAITING ON NCS 109 TO CLEAR UP THE PLANT.
		Fri, Jan 25	25		FW1	FOLLOWING 2129
		Tue, Jan 29	8		FW1	6" FOLLOWING 2129 : 2" STICKING DOORS
MN	2135 <b>77% OT</b>	Wed, Jan 09	17		G	13" STOPPED AT GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL @ MP 47.1; 2" ADA, NORTH GLENVIEW; 2" ADA, ROUND LAKE; 4" CN X-ING.
		Tue, Jan 22	32		H1	32" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.
		Thu, Jan 24	11		D	12" DELAY, WAITING ON CN FREIGHT TO CLEAR.
		Fri, Jan 25	17		FW1	FOLLOWING 2133
		Tue, Jan 29	14		FW	5" STICKING DOORS; 4" LATE ARRIVAL OF EQUIPMENT FROM WACY; 4" ADA



**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2139 <b>82% OT</b>	Wed, Jan 09	11	G	11" STOPPED AT GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL AT MP 47.1 AND FOLLOWING #2135.	
		Tue, Jan 22	25	H1	25" DELAY, DUE TO #2131'S MECHANICAL PROBLEMS	
		Fri, Jan 25	25	FW1	FOLLOWING 2137	
		Tue, Jan 29	8	FW1	11" FOLLOWING TRAINS AHEAD	
MN	2141 <b>73% OT</b>	Wed, Jan 09	13	G	13" STOPPED AT GRAYSLAKE WEST, THE RESTRICTED SPEED TO SIGNAL AT MP 47.1.	
		Thu, Jan 10	12	D	STOP CN/ WAITED FOR NCS 115 TO HAND LINE THEIR ROUTE. THEN WE RECEIVED FLAGGING INSTRUCTIONS PASS, DOING RESTRICTING SPPED TO GRAYSLAKE EAS	
		Tue, Jan 22	25	H1	25" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.	
		Fri, Jan 25	20	FW1	FOLLOWING 2139	
		Mon, Jan 28	6	FW	STICKING DOORS	
MN	2143 <b>73% OT</b>	Thu, Jan 03	7	A	6" STOPPED AT MAYFAIR.	
		Wed, Jan 09	13	G	11" TALKED BY STOP SIGNAL AT GRAYSLAKE WEST, THEN RESTRICTED SPEED TO SIGNAL AT MP 47.1; 3" STOPPED AT GRAYSLAKE WEST.	
		Thu, Jan 10	10	D	6" CROSS TRAFFIC @ CN CROSSING; 3" HEP FAILURES COACH YARD- CUS; 3" HEP FAILURES (LOCO #401) CUS TO GLENVIEW.	
		Wed, Jan 16	6	A	4" CROSS TRAFFIC MAYFAIR; 3" RESTRICTING 47.1.	
		Tue, Jan 22	18	H1	18" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.	
		Fri, Jan 25	24	FW1	FOLLOWING 2141	
MN	2145 <b>80% OT</b>	Tue, Jan 22	15	H1	15" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.	
		Fri, Jan 25	13	K1	-13" LATE TURN FROM 2146	
		Mon, Jan 28	24	E1	LATE TURN FROM 2146 AND FOLLOWING TRAINS AHEAD	
		Tue, Jan 29	24	FW1	20" LATE TURN FROM M2146 AND FOLLOWING TRAINS AHEAD	
MN	2147 <b>77% OT</b>	Tue, Jan 22	7	H1	7" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.	
		Thu, Jan 24	7	D	RED SIGNAL AT CN PRAIRIE X	
		Fri, Jan 25	14	K1	-14" LATE TURN FROM 2148	
		Mon, Jan 28	17	E1	5" LATE TURN FROM 2148, 13" FOLLOWING 2145	
MN	2149 <b>70% OT</b>	Tue, Jan 29	17	FW1	13" FOLLOWING M2145; 5" LATE TURN FROM M2148	
		Fri, Jan 04	24	DE1	35" STOPPED AT DEERFIELD WAITING FOR #2156.	
		Wed, Jan 09	11	G	18" SIGNAL PROBLEMS GRAYSLAKE TO FOX LAKE AND STOPPED AT RONDOUT WAITING FOR #2156 TO CLEAR.	
		Tue, Jan 22	17	H1	17" DELAY, LATE WAITING ON A LATE #2156.	
		Thu, Jan 24	44	GW1	27" RONDOUT WAITING ON #2156; 25" CN SIGNAL PROBLEMS AND CN FREIGHT.	
MN	2151 <b>70% OT</b>	Fri, Jan 25	24	FW1	-23" LATE TURN FROM 2150	
		Mon, Jan 28	14	GW1	20" RONDOUT WAITING ON 2156	
		Wed, Jan 09	6	G1	6" DELAY, MEETS WITH OTHER LATE TRAINS	
		Wed, Jan 16	6	G1	6" RONDOUT WAITING ON #2158; 5" CROSS TRAFFIC CN.	
		Tue, Jan 22	36	H1	36" DELAY, DUE TO #2131'S MECHANICAL PROBLEM.	
		Thu, Jan 24	46	GW1	45" RONDOUT WAITING ON A LATE #2158.	
MN	2155 <b>70% OT</b>	Fri, Jan 25	36	FW1	-34" RONDOUT WAITING ON A LATE 2158	
		Mon, Jan 28	20	GW1	18" RONDOUT WAITING ON 2158, 7" CN CROSS TRAFFIC	
		Thu, Jan 10	9	UF	9" DELAY, DUE TO ADA LIFT ISSUES.	
		Fri, Jan 11	6	D1	6" DELAY, WAITING FOR #2160 TO CLEAR RONDOUT.	
		Mon, Jan 14	6	D1	6" DELAY, WAITING FOR #2160 TO CLEAR RONDOUT.	
MN	2156 <b>77% OT</b>	Tue, Jan 22	10	G1	10" DELAY, WAITED FOR #2160 TO CLEAR ROUNDOUT.	
		Thu, Jan 24	14	GW1	14" DELAY, SWAPPING EQUIPMENT WITH #2158 AT GRAYLAND.	
		Mon, Jan 28	7	GW1	LATE ARRIVAL/TURN OF 2158	
		Fri, Jan 04	7	DE1	DELAYED DUE TO SINGLE TRACKING THROUGH RONDOUT (A FREIGHT TRAIN STRUCK A DETECTOR).	
MN	2158 <b>65% OT</b>	Tue, Jan 22	18	H1	18" DELAY, LATE TURN FROM #2147	
		Thu, Jan 24	17	GW1	18" CREW HAD TO HAND LINE CN CUTOVER SWITCH AFTER #120 CLEARED ON THE THE J-LINE; 8" WAITING ON #2143 TO YARD.	
		Fri, Jan 25	12	K1	GRAYSLAKE SWAP	
		Mon, Jan 28	16	GW	7" WAITING ON 2143 TO YARD, 15" TALKED BY CN, STOP SIGNAL RESTRICTED SPEED	
		Fri, Jan 04	62	DE1	62" DELAY, HELD AT GRAYSLAKE WAITING FOR #2149 AND #2151 TO PASS (SINGLE TRACKING THROUGH RONDOUT).	
		Tue, Jan 15	10	D1	14" WAITING ON #2149 TO CLEAR.	
MN	2160 <b>76% OT</b>	Fri, Jan 18	11	EA1	11" LATE WAITING ON #342 (AMTRAK MECHANICAL ISSUES).	
		Tue, Jan 22	29	H1	29" DELAY, LATE TURN FROM #2157.	
		Thu, Jan 24	53	GW1	53" DELAY, WAITING ON #2149 TO CLEAR AND SWAPPING EQUIPMENT WITH #2155.	
		Fri, Jan 25	53	K1	WAITING ON 2149 TO CLEAR AND SWAPPING EQUIP. WITH 2155	
		Mon, Jan 28	12	GW1	15" WAITING ON 2149	
		Fri, Jan 11	10	D	10" DELAY, FREIGHT TRAIN INTERFERENCE AT CN CROSSING.	
		Mon, Jan 14	10	D	10" DELAY, FREIGHT TRAIN INTERFERENCE @ CN CROSSING.	
Mon, Jan 21	12	RO	12" DELAY, WAITING FOR UPW #73 TO CLEAR A-2.			
Tue, Jan 22	11	G	11" DELAY, TALKED BY SIGNAL AT CN XING.			
Mon, Jan 28	14	IW	DELAYED DUE TO SLOW PASSENGER LOADING			

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
MW	2213	Mon, Jan 21	6	GM	3" SIGNAL PROBLEMS, VERBAL PERMISSION BY B-35; ITEM #2 CROSSING MALFUNCTION RODENBURG RD MP 26.2.	
		<b>82% OT</b>	Wed, Jan 23	7	GM	GATE MALFUNCTION
			Fri, Jan 25	11	G	-2" DEPARTED CUS LATE DUE TO LATE ARRIVAL OF LIGHT ENGINE FROM WACY; -2" CROSS MALFUNCTION @ KIMBALL ST; -6" STOP SIGNAL @ ALMORA
			Tue, Jan 29	0	M1	ANNULLED/TERMINATED @ELGIN @ 12:13 PM ; 23" ELGIN DUE TO M2234 GRADE CROSSING ACCIDENT
MW	2216	Mon, Jan 21	12	GW1	12" FOLLOWING #2214.	
		<b>82% OT</b>	Fri, Jan 25	10	E1	-10" X/O 2MT TO 1MT TO GET AROUND DISABLED 2214
			Mon, Jan 28	13	E1	FOLLOWING 2214
			Thu, Jan 31	19	E	30" MECHANICAL PROBLEMS (ENGINE 84) , DIED ON THE WAY TO BIG TIMBER RD., YARDED @ELGIN & SWAPPED EQUIPMENT
MW	2221	Tue, Jan 08	6	G	6" STOPPED AT B-35. TALKED BY SIGNAL AND HAND LINED SWITCH EAST OF THE BRIDGE.	
		<b>77% OT</b>	Wed, Jan 09	8	D	7" STOPPED AT B-17 FOR FREIGHT CROSS TRAFFIC.
			Wed, Jan 23	12	G	7" STOP SIGNAL ITASCA EAST AND RESTRICTED SPEED; 5" PASSENGER LOADING ENROUTE.
			Mon, Jan 28	10	RN	3" CUS NO ENGINEER, 5" CAL AVE. PICK UP REAL ENGINEER, 5" COPY ITEM 2
			Tue, Jan 29	7	KW	5" PASSENGER LOADING ; 5" ITEM 1 @ GRAND AVE.
MW	2222	Tue, Jan 22	6	IW	6 FOLLOWING #2220; 2" ADA (COLD) SLOW WORKING LIFT; 2" STOP SIGNAL B-35; 1" SLOW LOADING PASSENGERS (COLD).	
		<b>77% OT</b>	Fri, Jan 25	31	E1	-32" FOLLOWING TRAINS AHEAD, OPERATING ON RESTRICTING SIGNALS/ STOP SIGNALS
			Mon, Jan 28	13	E1	-4" DEPARTED BIG TIMBER LATE DUE TO LATE TURN OF 2201; -4" CROSSING MALFUNCTION; -4" OPERATING ON APPROACH SIGNALS,FOLLOWING TRAINS AHEAD
			Tue, Jan 29	9	FW	8" DOOR PROBLEMS (FROZEN) THROUGHOUT ENTIRE CONSIST, SLOW PASSENGER BOARDING ; 1" STOPPED SIGNAL @ B-12
		Thu, Jan 31	29	EW1	36" DEPARTING ELGIN DUE TO WAITING ON 2216 (MECHANICAL ISSUES)	
MW	2224	Mon, Jan 21	6	GW1	6" DEPARTING FRANKLIN PARK, WAITING ON #2222; 1" STOP SIGNAL A-2.	
		<b>80% OT</b>	Fri, Jan 25	20	E1	FOLLOWING 2222
			Mon, Jan 28	9	E1	FOLLOWING 2222
			Tue, Jan 29	9	D	FRANKLIN PARK TRAIN AHEAD
NCS	110	Tue, Jan 22	9	IW1	9"DELAY, FOLLOWING #2222.	
		<b>68% OT</b>	Wed, Jan 23	7	C1	CONGESTION DUE TO BROKEN RAIL.
			Thu, Jan 24	7	IW	7" DELAY, NO REASON GIVEN.
			Fri, Jan 25	16	EW1	17" FOLLOWING NCS 108 (MECHANICAL PROBLEMS)
			Mon, Jan 28	10	CW1	INCLEMENT WEATHER, SLOW BOARDING PASSENGERS, FOLLOWING TRAINS AHEAD
			Tue, Jan 29	10	FW	5" DEPARTED ANTIOCH COACH YARD LATE DUE TO MECHANICAL PROBLEMS (H.E.P); COLD WEATHER, FROZEN DOORS
		Thu, Jan 31	9	GW	22" STOPPED AT JCT. 19 WAITING ON M101 TO HAND OPERATE	
NCS	115	Thu, Jan 10	8	G	12" HAND LINED SWITCH AT GRAYSLAKE TO 2MT, THEN RESTRICTED SPEED TO RAM; 2" ADA OFF AT VERNON HILLS.	
		<b>75% OT</b>	Mon, Jan 14	13	GF1	13" DES PLAINES WAITING ON #118 TO CLEAR.
			Tue, Jan 22	36	K	36" DELAY, DUE TO THE CEILING COLLAPSING ABOVE TRACK FIVE THAT BLOCKED A FIVE CAR SET (NCS #115).
			Thu, Jan 24	15	GW1	15" DELAY, FOLLOWING TRAINS AHEAD.
		Tue, Jan 29	7	G	8" STOPPED SIGNAL @ DES PLAINES ; 5" WEATHER RESTRICTIONS @RAM	
NCS	117	Thu, Jan 03	7	G	9" TALKED BY STOP SIGNAL AT GRAYSLAKE.	
		<b>73% OT</b>	Thu, Jan 10	6	G1	10" STOPPED AT RAM WAITING FOR #120 (DUE TO SWITCH FAILURE AT CN CROSSING).
			Fri, Jan 18	7	GF	4" FOLLOWING #2145 10MPH X/O 3-1MT A5-A6; 3" 529A 22.03.
			Tue, Jan 22	25	K1	25" DELAY, DUE TO THE CEILING COLLAPSING ABOVE TRACK FIVE.
			Fri, Jan 25	13	D	15" RAM WAITING ON CN FREIGHT
			Tue, Jan 29	8	KW	5" WEATHER RESTRICTIONS ; 5" STICKING DOORS ; 4" STOPPED SIGNAL @ RAM
NCS	119	Tue, Jan 22	10	K	10" DELAY, DUE TO CEILING COLLAPSING ABOVE TRACK FIVE AT CUS.	
		<b>80% OT</b>	Wed, Jan 23	7	D	7" LOMOND WAITING ON A SOUTHBOUND CN FREIGHT.
			Thu, Jan 24	8	GW	8" DELAY, STOP SIGNAL GRAYSLAKE RESTRICTED SPEED.
		Mon, Jan 28	7	D	10" CN CROSS TRAFFIC	
NCS	120	Tue, Jan 22	12	K1	12" DELAY, DUE TO CEILING COLLAPSING ABOVE TRACK FIVE AT CUS.	
		<b>75% OT</b>	Thu, Jan 24	14	GW1	14" DELAY, LATE TURN FROM #113.
			Fri, Jan 25	18	K1	WAITING ON A LATE 2147
			Mon, Jan 28	22	VE1	20" LATE TURN FROM 113, 10" WAITING ON A LATE 2147
		Tue, Jan 29	10	FW1	13" WAITING ON LATE M2147 TO THE J	
NCS	121	Tue, Jan 22	8	K1	8" DELAY, DUE TO CEILING COLLAPSING ABOVE TRACK FIVE AT CUS.	
		<b>82% OT</b>	Thu, Jan 24	9	GW1	9" DELAY, LATE TURN FROM #120 AND LOCO #422 SHUTDOWN DUE TO LOW WATER, RUNNING WITH THE LOCO #101.
			Fri, Jan 25	11	K1	LATE TURN FROM 120
		Mon, Jan 28	24	VE1	16" LATE TURN FROM 120	
RI	408	Thu, Jan 10	12	G1	INCIDENT REFERENCE NUM - (SIG/SWT MALFN. WEATHER TRN AHD)	
		<b>82% OT</b>	Wed, Jan 16	13	K1	(OBSTN ON TRKS, TRN AHD) - 13M 57TH ST DUE TO TRUCK STUCK UNDER THE VIADUCT
			Mon, Jan 28	6	FW1	(CAB CAR/TRL/MU MALFCN, TRN AHD) -
			Wed, Jan 30	8	GW	(SIG/SWT MALFUNCTION WEATHER) - #1SW WAS FAILING NORMAL 16TH ST

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	416 <b>82% OT</b>	Thu, Jan 10	10	G1	(FREIGHT TRAIN INTERFERENCE) - (SIG/SWT MALFN. WEATHER TRN AHD) /LATE TURN OF EQUIP FROM RI401	
		Mon, Jan 14	16	GX1	(CROSSING MAIFUNTION TRN AHD) - FOLLOWING TRAINS DUE TO AWDMM 191ST	
		Mon, Jan 28	9	FW1	(CAB CAR/TRL/MU MALFCN, TRN AHD) DOOR PROBLEMS	
		Wed, Jan 30	20	GW	(SIG/SWT MALFUNCTION WEATHER) - 30M EN ROUTE DUE TO WEATHER & MUTIPLE SWITCH FAILURES	
RI	417 <b>75% OT</b>	Mon, Jan 14	14	YR1	(DERAILMENT - ACCIDENT) - DEPARTED LSS 14M LATE ACCOUNT OF EARLIER YARD DERAILMENT	
		Tue, Jan 15	6	GM	(SIG/SWT MALFUNCTION) - 4M 191ST DOING WALKING SPEED FOR MAINTAINER TO OBSERVE GATE.	
		Tue, Jan 22	6	IW	3M IN ROUTE SLOW LOADING/UNLOADING ACCOUNT WEATHER	
		Mon, Jan 28	28	GW1	(CROSSING MAIFUNTION TRN AHD) - 28M NO TTR1	
		Tue, Jan 29	6	FW1	(LATE EQUIP. COACH YD., TRN AHEA) - FOLLOWING 615	
RI	419 <b>73% OT</b>	Fri, Jan 04	21	G	(SIG/SWT MALFUNCTION) - DEPARTED LSS 26M LATE ACCT POLK ST IN FAILURE, FLAG STOP SIGNAL AND HAND LINE ROUTE	
		Thu, Jan 10	8	G	(SIG/SWT MALFUNCTION) - 15M AT BLUE ISLAND ACCT. BLUE ISLAND OPERATOR UNABLE TO DISPLAY SIGNALS AT BLUE ISLAND.	
		Mon, Jan 21	7	GW1	(SIG/SWT MALFN. WEATHER TRN AHD) - 3M WAITING ON SIGNAL ACCOUNT OF SWITCH FAILURE AND WAITING FOR TRAFFIC TO AS 419 WAS REROUTED TO TK 2 W O	
		Fri, Jan 25	6	I	(PSGR HANDLING) - 6M ACCT. SLOW PASSENGER LOADING AND UNLOADING DUE TO COLD WEATHER.	
		Mon, Jan 28	21	GW1	(CROSSING MAIFUNTION TRN AHD) - 15M NO TTR1	
		Tue, Jan 29	19	FW	(CAB CAR/TRL/MU MALFCN, WEATHER) - 10M IN ROUTE ACCOUNT DOOR ISSUES DUE TO WEATHER/ICE	
RI	421 <b>82% OT</b>	Mon, Jan 14	8	YR1	(DERAILMENT - HUMAN ERROR, MECH) - DEPARTED LSS 4M LATE DUE TO EARLIER YARD DERAILMENT	
		Mon, Jan 28	23	GW1	(CROSSING MAIFUNTION TRN AHD) - 23M NO TTR1	
		Wed, Jan 30	12	IW	(PSGR HANDLING, WEATHER) - DEPARTED LSS 20M LATE DUE TO ALTERNATE SCHEDULE, HAD TO USE 613S EQUIPMENT FROM BI	
		Thu, Jan 31	0	XKW	EXTREME WEATHER	
RI	503 <b>80% OT</b>	Fri, Jan 11	6	E	(LOCOMOTIVE MALFUNCTION) - AT NEW LENOX THE ENGINEERS SEAT ON THE 503 RIPPED OUT OF THE FLOOR AND THE ENGINEER FELL. STOPPED FOR 10 MIN. CRE	
		Wed, Jan 16	8	K1	(PASSENGER TRAIN INTERFERENCE) - LATE TURN OF EQUIP FROM 606/3M 16TH ST WAITING ON RI410 TO CLEAR	
		Fri, Jan 18	8	CW	(SIG/SWT MALFUNCTION) - DELAYED AT BLUE ISLAND DUE TO TRACK CIRCUIT AND RESTRICTING SIGNALS	
		Mon, Jan 28	65	FW1	(CAB CAR/TRL/MU MALFCN, TRN AHD) GATES	
RI	506 <b>82% OT</b>	Mon, Jan 14	12	GX1	(CROSSING MAIFUNTION TRN AHD) - LATE TURN OF EQUIP FROM RI403/DEPARTED JUD 20M LATE	
		Tue, Jan 15	10	E	(CAR CAB/TRAILER/MU MALFUNCTION) - PRESSURE BUILDING UP NOT ABLE TO MAKE TRACK SPEED/ ONLY ABLE TO BUILD UP 75LBS B/O BLOWER	
		Fri, Jan 25	8	IW1	(PSGR HANDLING, WEATHER TRN AHD) - AWDMM 119TH & 107TH ST 11TH 80TH & CP66CT	
		Mon, Jan 28	15	FW1	(CAB CAR/TRL/MU MALFCN, TRN AHD) GATES	
RI	528 <b>77% OT</b>	Fri, Jan 04	13	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - M ACCT. LATE TURN FROM RI419 DUE TO SIQNL/SWITCH MALFUNCTION AT CHICAGO TERMINAL.	
		Wed, Jan 23	22	EW	(LOCOMOTIVE MALFUNCTION) - 28M ACCT. TRAIN LOST AIR AND COULD NOT RECOVER. (#1 MAIN RESERVOIR VALVE WAS FROZEN.)	
		Fri, Jan 25	6	W	(GAS LEAK) - 24M ACCT. POSSIBLE GAS LEAK AT BLUE ISLAND DUE TO A VEHICLE DRIVING OVER THE TRACKS.	
		Mon, Jan 28	33	GW1	(CROSSING MAIFUNTION TRN AHD) - DEPARTED JOLIET 23M LATE ACCT LATE TURN FROM 419	
Tue, Jan 29	13	FW1	(CAB CAR/TRL/MU MALFCN, WEATHER) - DEPARTED CPRICHARDS ST 12M LATE DUE TO LATE TURN FROM RI419			
RI	606 <b>64% OT</b>	Tue, Jan 08	7	ZG	DEPARTED BI 3M LATE DUE TO PTC WAS NOT ABLE TO READ SIGNALS AT VERMONT ST. MST COULDN'T BE ISSUED AT BI. 5M AT 119 CUT-IN PTC.	
		Wed, Jan 16	13	K	(OBSTRUCTION ON TRACKS) - 57TH ST THE CONDUCTOR HAD TO WALK THE TRACKS & INSPECT BEFORE GOING RESTRICTING SPEED OVER THEM.	
		Fri, Jan 18	7	ZT1	(PTC MALFUNCTION) - /7M LATE ENROUTE FOLLOWING RI604 OUT OF THE YARD BACK OFFICE	
		Fri, Jan 25	6	K	(OBSTRUCTION ON TRACKS) - TRUCK STUCK UNDER THE BRIDGE POLK	
		Mon, Jan 28	0	XE	(ANNULLED - B/O CAR) -UNABLE TO BUILD AIR AIR COMPRESSOR ISSUE.	
		Tue, Jan 29	9	ZW	(PTC WEATHER) - /PROBLEMS CHANGING SPEEDO DUE TO TEMP SPEED RESTICTION	
		Wed, Jan 30	26	GW	(SIG/SWT MALFUNCTION WEATHER) - #9 SW FAILING REVERSE GRESHAM/13M LATE DEPARTING BI	
		Thu, Jan 31	26	GW	(SIG/SWT MALFUNCTION WEATHER) - SWITCH FAILURE (9SW) AT GRESHAM.	
RI	613 <b>68% OT</b>	Mon, Jan 14	13	YR1	(DERAILMENT - (DERAILMENT - ACCIDENT)	
		Mon, Jan 21	7	GW	(SIG/SWT MALFUNCTION) - 4M ITEM 1 AWDMM 95TH ST	
		Tue, Jan 22	7	KW	WHEEL SLIP ON THE BEVERLY.	
		Wed, Jan 23	6	U1	(PASSENGER TRAIN INTERFERENCE) - 3M ACCT. RUNNING ON APPROACH SIGNALS DUE TO FOLLOWING RI413 AND RI303.	
		Fri, Jan 25	8	FW	(CAR CAB/TRAILER/MU MALFUNCTION) - 3M ACCT. INOPERABLE DOORS AND SLOW LOADING PASSENGERS.	
		Mon, Jan 28	16	GW1	(CROSSING MAIFUNTION TRN AHD) - 14M WAITING ON TRAINS AHEAD TO RECEIVE MULTIPLE AWDMM	
Tue, Jan 29	25	FW	(LATE EQUIP. FROM COACH YD.) - DEPARTED LSS 21M LATE DUE TO LATE EQUIPT. SWAPPED WITH 620			
RI	614 <b>82% OT</b>	Fri, Jan 25	6	K	(PSGR HANDLING, WEATHER) - WALKING SPEED POLK ST	
		Mon, Jan 28	25	FW1	(CAB CAR/TRL/MU MALFCN, TRN AHD) -	
		Wed, Jan 30	26	GW	SW #3 FAILING REVERSE CP 46TH & WAITED ON W/B TRAIN TO CLEAR	
		Thu, Jan 31	38	GW	(SIG/SWT MALFUNCTION WEATHER) - 50M LSS DUE TO SWICH FAILURE #5 FAILING REVERSE	
RI	615 <b>80% OT</b>	Mon, Jan 14	20	YR1	(DERAILMENT - ACCIDENT) - DEPARTED LSS 16M LATE ACCOUNT OF EARLIER YARD DERAILMENT	
		Thu, Jan 17	8	F1	(PASSENGER TRAIN INTERFERENCE) - 8M DELAY DUE TO FOLLOWING RI415 FROM LA SALLE ST. TO 16TH. ST.	
		Mon, Jan 28	8	GW1	(CROSSING MAIFUNTION TRN AHD) - 6M WAITING ON TRAINS AHEAD TO RECEIVE MULTIPLE AWDMM	
		Tue, Jan 29	13	FW1	(PASSENGER TRAIN INTERFERENCE) - (LATE EQUIP. COACH YD., TRN AHEA)	

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	617 <b>82% OT</b>	Fri, Jan 04	16	G	(SIG/SWT MALFUNCTION) - DEPARTED LSS 18M LATE POLK ST IN FAILURE, FLAG SIGNAL AND HAND LINE ROUTE	
		Mon, Jan 14	0	YR1	ANNULLED	
		Mon, Jan 28	7	GW1	(CROSSING MAIFUNCTION TRN AHD) - DEPARTED LSS 7M LATE DUE TO LATE TURN FROM 6172	
		Tue, Jan 29	10	FW	(CAB CAR/TRL/MU MALFCN, WEATHER) - DEPARTED LSS 9M LATE FROZEN DOORS	
RI	619 <b>82% OT</b>	Fri, Jan 04	34	G	(SIG/SWT MALFUNCTION) - DEPARTED LSS 35M LATE ACCT POLK ST IN FAILURE, FLAG SIGNAL AND HAND LINE ROUTE.   HAD DIFFICULTY HAND LINING 7 SWIT	
		Mon, Jan 14	17	YR	(DERAILMENT - ACCIDENT) - DEPARTED LSS 11M LATE ACCT DERAILMENT AT 47TH ST YARD	
		Mon, Jan 28	10	GW1	(CROSSING MAIFUNCTION TRN AHD) - DEPARTED LSS 7M LATE DUE TO LATE EQUIPMENT TURN FROM 6192	
		Tue, Jan 29	6	IW	WAITING ON PASSENGERS	
SWS	808 <b>82% OT</b>	Mon, Jan 14	14	H	MU CABLE NOT CONNECTED PROPERLY.	
		Wed, Jan 16	8	D	(FREIGHT TRAIN INTERFERENCE) - 10 MIS STOPPED AT 518, WAITING ON HEADROOM MOVE, BC41 7880	
		Mon, Jan 28	16	D	(FREIGHT TRAIN INTERFERENCE) - 12M DELAY AT CP-RIDGE ACCT HEADROOM MOVE AT LANDERS FOR NS282 W/7100	
		Wed, Jan 30	16	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - SWITCH FAILURE CP518	
SWS	829 <b>82% OT</b>	Fri, Jan 11	74	YF1	(DERAILMENT - ACCIDENT, FOREIGN) - 52M CP518 WAITING FOR THE NS PILOT TO RETURN TO CP518	
		Mon, Jan 21	11	AM1	MECHANICAL ISSUES WITH #827 COULD NOT GET OF BNSF COACH YARD ACCT. CONGESTION AT CUS. DEPARTED CUS 14 MI	
		Tue, Jan 22	13	DD	(FREIGHT TRAIN INTERFERENCE) - 23 MINS CP 518 552/615PM FOR NS BC17 7900 INTO UP CANAL ST YARD.	
		Wed, Jan 30	24	DW	(FREIGHT TRAIN INTERFERENCE) - 30M ASHBURN 620/650PM NS NS31 NS9852 WITH 4666FT HEADROOM MOVE WEST END OF LANDERS, TRACK THEY WERE SHOWING I	
SWS	833 <b>82% OT</b>	Fri, Jan 11	0	XYF	DERAILMENT AT CP518	
		Fri, Jan 25	23	D	(FREIGHT TRAIN INTERFERENCE) - 25M CP518 708/733PM FOR NS BC-31 NS9012 W/63CARS 10437FT HEADROOM MOVE AT 55TH ST YARD.	
		Mon, Jan 28	9	DD1	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - DEPARTED CUS 12MIN LATE LATE FLIP FROM SWS#836.	
		Wed, Jan 30	66	DW	(FREIGHT TRAIN INTERFERENCE) - DEPT CUS 52MIN LATE ACCT. LATE FLIP OF SWS#836	
SWS	836 <b>73% OT</b>	Mon, Jan 07	8	DE1	(FRT TRN INF, MECH TRN AHD) - 7M ASHBURN 617/624PM MEET SWS #829	
		Fri, Jan 11	0	XYF	ANNULLED, DERAILMENT AT 518.	
		Mon, Jan 21	11	AM1	- 12 M ASHBURN MEET DELAYED SW829 (FOLLOWING DELAYED SWS#827.)	
		Tue, Jan 22	17	DD1	(FRT TRN INF, TRN AHD) - 15MINS AT ASHBURN 618/633PM WAITING FOR SW0829 TO CLEAR.	
		Mon, Jan 28	18	D	(FREIGHT TRAIN INTERFERENCE) - 27M CHICAGO RIDGE RED SIGNAL ACCT. NS B15 NS2673 SWITCHING 9000FT OF TRAIN (NS233) WEST END OF LANDERS. NS B1	
		Wed, Jan 30	46	DW	(FRT TRN INF HUMAN ERROR TRN AH) - 38M ASHBURN WAITING FOR SWS#829 TO CLEAR (DELAYED BY NS BS31, AND THEN SWITCH FAILURE.)	
SWS	838 <b>82% OT</b>	Fri, Jan 11	49	YF	(DERAILMENT - ACCIDENT, FOREIGN) - 32M DELAY DETOURING THRU NS 55TH ST YARD/ REVERSE MOVE TO NS ENGLEWOOD	
		Mon, Jan 21	21	AM1	DEPART 179TH ST LATE ACCT. LATE FLIP OF SWS827.	
		Tue, Jan 22	8	DD1	(FRT TRN INF, TRN AHD) - WAITING FOR SW0829 TO CLEAR.	
		Mon, Jan 28	7	DD1	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - 12M ASHBURN MEET DELAYED SWS#831 (DELAYED BY SWS#836.)	
UPN	300 <b>82% OT</b>	Thu, Jan 03	8	D	DEPARTED WAUKEGAN 5" FOLLOWING CWKNA-03 TO LAKE BLUFF.	
		Mon, Jan 07	7	ZR	ENGINEER HAD TROUBLE SETTING UP THE PTC.	
		Tue, Jan 22	12	ZR	DELAYED, PTC CAB CAR #8435 WAS REQUESTING ENGINEER TO ACKNOWLEDGE A SWITCH, RESTRICTED WAUKEGAN-N. CHICAGO.	
		Thu, Jan 31	12	FW	12"; DEPARTING WAUKEGAN 15" DOWN DUE TO WAITING FOR THE 371X TO CLEAR OFF THE MAIN LINE	
UPN	318 <b>77% OT</b>	Mon, Jan 21	6	E1	CONGESTION AT BRIDGE "A" LAKE STREET INTERLOCKING. FOLLOWING LATE WEST LINE TRAINS.	
		Wed, Jan 23	11	GW	FOLLOWING #316 EN ROUTE DUE TO #311 WHO TURNS FOR #316 BEING AFFECTED BY SIGNAL ISSUES GOING NORTH CENTRAL ST.	
		Fri, Jan 25	14	GW1	FOLLOWING TRAINS AHEAD ENROUTE	
		Tue, Jan 29	11	H1	DELAYED FOLLOWING 316 DUE TO 307/312 ANNULMENT.	
UPN	320 <b>77% OT</b>	Thu, Jan 31	10	GW1	23" FOLLOWING TRAINS AHEAD EN ROUTE; STUCK DOORS EN ROUTE	
		Mon, Jan 07	9	ZR1	DELAYED FOLLOWING #318 ON ACCT. OF PTC ISSUES.	
		Fri, Jan 25	14	GW1	FOLLOWING TRAINS AHEAD ENROUTE	
		Mon, Jan 28	10	IW1	FOLLOWING TRAINS AHEAD, SLOW PASSENGER LOADING DUE TO WEATHER CONDITIONS.	
		Tue, Jan 29	12	H1	DELAYED FOLLOWING 813 DUE TO 307/312 ANNULMENT AND RESTRICTED SPPED THRU WAUKEGAN YARD LIMITS.	
UPN	322 <b>68% OT</b>	Thu, Jan 31	19	GW1	30" FOLLOWING TRAINS AHEAD EN ROUTE; STOP AND PROCEEDED OFF SIGNAL 42.6.2 , STUCK DOORS EN ROUTE	
		Mon, Jan 07	9	ZR1	DELAYED FOLLOWING #320 ON ACCT. OF #318 PTC ISSUES.	
		Mon, Jan 14	6	I	HEAVY/SLOW PASSENGER LOADING EN ROUTE; FORM B @MP6.6-5.1 & MP 3.5-3; FOLLOWED #320 FROM WAUKEGAN-CPT.	
		Tue, Jan 22	7	ZT	DELAYED OUT OF WAUKEGAN, WAITED ON #320 TO CLEAR, RESTRICTED SPEED THROUGH YARD LIMITS & HEAVY PASSENGER LOADING EN ROUTE.	
		Fri, Jan 25	10	GW1	FOLLOWING TRAINS AHEAD ENROUTE	
		Mon, Jan 28	14	IW1	FOLLOWING M320 AND XH PROCEDURE AT MP 25.70	
		Tue, Jan 29	15	H1	DELAYED FOLLOWING 320 DUE TO 307/312 ANNULMENT AND SWITCH FAILURE ON LAKE ST PLANT #51.	
Thu, Jan 31	10	GW1	25" FOLLOWING TRAINS AHEAD EN ROUTE ; STUCK DOORS EN ROUTE			

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPN	324 <b>80% OT</b>	Tue, Jan 15	6	ZT	PTC ISSUES @ HIGHLAND PARK (CREW DID NOT SPECIFY THE ISSUE) CUT OUT
		Fri, Jan 25	9	GW1	DEPARTED HIGHLAND PARK 9 MIN LATE DUE TO LATE TURN OF CREW & EQUIP OFF M313 WAS STOPPED BEHIND M311 & M309 FOR SWITCH FAIL @WK
		Mon, Jan 28	9	IW1	FOLLOWING M322 FROM HIGHLAND PARK
		Tue, Jan 29	12	H1	DELAYED FOLLOWING 322 DUE TO 307/312 ANNULMENT AND WAITED FOR 322 AHEAD @LAKE ST PLANT SWITCH #51.
UPN	326 <b>77% OT</b>	Fri, Jan 25	11	GW1	FOLLOWING TRAINS AHEAD ENROUTE
		Mon, Jan 28	16	IW1	FOLLOWING TRAINS AHEAD
		Tue, Jan 29	8	H1	DELAYED FOLLOWING 324 DUE TO 307/312 ANNULMENT AND WAITED FOR 324 AHEAD @LAKE ST PLANT ON ACCT OF SWITCH #51
		Wed, Jan 30	11	FW1	28" FOLLOWING TRAINS AHEAD EN ROUTE
		Thu, Jan 31	6	GW1	23" FOLLOWING TRAINS AHEAD EN ROUTE; STUCK DOORS EN ROUTE
UPN	330 <b>73% OT</b>	Mon, Jan 07	15	ZR	DELAYED OUT OF KENOSHA ON ACCT. OF ENGINEER UNFAMILIAR WITH PTC & HAD ISSUES SETTING IT UP.
		Mon, Jan 14	9	S	DELAYED ON ACCT. OF RESTRICTED SPEED THROUGH YARD LIMITS & FTX @ HIGHLAND PARK.
		Tue, Jan 15	6	U	4 ADA LIFTS & RESTRICTED SPEED THROUGH YARD LIMITS @ KENOSHA AND WAUKEGAN.
		Wed, Jan 23	8	IW	HEAVY PASSENGER LOADING EN ROUTE DUE TO WEATHER.
		Mon, Jan 28	8	IW1	SLOW PASSENGER LOADING DUE TO INCREMENT OF WEATHER AND TRAINS AHEAD
		Thu, Jan 31	16	GW1	26" FOLLOWING TRAINS AHEAD EN ROUTE ; STUCK DOORS EN ROUTE
UPN	336 <b>77% OT</b>	Fri, Jan 04	7	ZT	PTC ON #8470 HAD NON-COMMUNICATION AT INDIAN HILL-WILMETTE, HAD TO RUN RESTRICTED SPEED, SINGLE TRACKING RP-CY & 2 ADA LIFTS.
		Mon, Jan 14	8	CC	SINGLE TRACK BETWEEN MP35.7-28.7 (DUMPING BALLAST).
		Tue, Jan 15	7	CC	SINGLE TRACKING MP35.7-28.7 (DUMPING BALLAST).
		Wed, Jan 16	11	J	STOPPED @ LAKE FOREST WAITING FOR LOCAL POLICE TO REMOVE AN UNRULY ADA PASSENGER.
		Wed, Jan 23	9	R	DELAYED AT KENILWORTH DEU TO EQUIPMENT SLIDING THROUGH DEPOT.
UPN	343 <b>68% OT</b>	Wed, Jan 16	6	U	FOUR ADA LIFTS.
		Thu, Jan 17	22	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 22	8	J	STOPPED AT CLYBOURN WAITING FOR PD TO REMOVE A MAN W/ A BICYCLEFROM TRAIN, AFTER 10" MAN GOT OFF ON HIS OWN.
		Thu, Jan 24	12	GW1	DEPARTED CPT 12" LATE ON ACCOUNT OF LATE ARRIVAL FROM THE YARD.
		Tue, Jan 29	80	GW	DELAYED DUE TO SWITCH FAILURE @ CALI AVE COACH YARD, WESTERN AVE
		Wed, Jan 30	12	H1	22" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE & M641 SEPERATED ACROSS LAKE STREET PLANT
		Thu, Jan 31	82	EW	92" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)
UPN	345 <b>68% OT</b>	Wed, Jan 16	7	I	SLOW PASSENGER UNLOADING @ MAIN ST 2"; CROSS TRAFFIC @ LAKE STREET PLANT 2";RESTRICTED SPEED THROUGH YARD LIMITS @ WAUKEGAN.
		Thu, Jan 17	25	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 22	15	J1	DELAYED FOLLOWING TRAINS AHEAD ALSO RAN @ RESTRICTED SPEED THROUGH PTC YARD LIMITS.
		Thu, Jan 24	20	GW1	DEPARTED CPT 10" ON ACCOUNT OF LATE ARRIVAL FROM THE YARD, ALSO DELAYED FOLLOWING #343.
		Mon, Jan 28	10	ZT	DELAYED DUE TO PTC ISSUES RAN @ RESTRICTED SPEED @ MP 9.6-10.6 AND MP35.2-35.9
		Tue, Jan 29	70	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Thu, Jan 31	0	XEW	ANNULLED - NO ENGINE PREPARED FOR M345
UPN	347 <b>75% OT</b>	Thu, Jan 17	27	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 22	11	J1	DELAYED FOLLOWING TRAINS AHEAD.
		Thu, Jan 24	14	GW	DEPARTED CPT 8" LATE ON ACCT. OF #343 & #345 ARRIVING TO CPT LATE, ALSO EXCESSIVE CROSS TRAFFIC AT LAKE DT DUE TO LATE TRAINS.
		Mon, Jan 28	9	ZT	DELAYED FOLLOWING M345 AHEAD WITH PTC ISSUES
UPN	349 <b>77% OT</b>	Tue, Jan 29	10	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Thu, Jan 17	15	KP1	DEAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Thu, Jan 24	10	GW1	DEPARTED CPT 12" LATE ON ACCT. OF LATE ARRIVAL FROM THE YARD.
		Tue, Jan 29	70	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Wed, Jan 30	59	H1	73" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE & M641 SEPERATED ACROSS LAKE STREET PLANT
UPN	350 <b>75% OT</b>	Thu, Jan 31	96	EW	110" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)
		Tue, Jan 08	8	ZT	DEPARTED HIGHLAND PARK 8" LATE ON ACCT. OF ENGINEER COULD NOT GET PTC TO INITIALIZE.
		Wed, Jan 09	8	ZT	PTC ISSUES (TRAIN WAS STUCK ON TRAIN SUMMARY SCREEN TOOK LONG TO INITIALIZE).
		Mon, Jan 14	16	L	WAITED FOR POLICE TO CLEAR THE TRACKS @ ERIE ST DUE TO A REPORT OF TRESPASSERS.
		Fri, Jan 25	7	ZT	PTC SCREEN WENT DARK @ HIGHLAND PARK HAD TO CONTACT DISPATCH & RUN ON ATS, SLOW PASSENGERS LOADING DUE TO WEATHER CONDITIONS
		Tue, Jan 29	10	IW	SLOW PASSENGERS LOADING AND UNLOADING AND INCREMENT WEATHER.
UPN	351 <b>73% OT</b>	Wed, Jan 16	8	ZT	PTC ISSUES @ MAIN ST, PTC PENALTY BRAKE APPLICATION ON A CLEAR SIGNAL @ RESTRICTED SPEED TO NEXT SIGNAL, OPERATED IN ATS.
		Thu, Jan 17	24	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Thu, Jan 24	7	GW1	DEPARTED CPT 8" LATE ON ACCT. OF LATE ARRIVAL FROM THE YARD.
		Tue, Jan 29	60	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Wed, Jan 30	29	H1	39" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE & M641 SEPERATED ACROSS LAKE STREET PLANT
		Thu, Jan 31	69	EW	79" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPN	354 <b>75% OT</b>	Thu, Jan 17	26	KP1	LATE TURN OFF #347, REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 22	10	J1	DEPARTED WINNETKA 10" LATE ON ACCT. OF LATE ARRIVAL OF #347.
		Thu, Jan 24	21	GW	DEPARTED WK 20" LATE DUE TO LATE ARRIVAL OF #347 & ALSO PTC WOULD NOT INITILIZE LEAVING WK.
		Mon, Jan 28	11	ZT	LATE TURN OF EQUIPMENT FROM M347
		Tue, Jan 29	10	GW	LATE ARRIVAL OF 347.
UPN	355 <b>82% OT</b>	Mon, Jan 14	14	L	WAITED FOR POLICE TO CLEAR THE TRACKS @ ERIE ST. DUE TO A REPORT OF TRESPASSERS.
		Thu, Jan 17	19	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 29	30	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Thu, Jan 31	46	EW	50" LATE ARRIVAL OF EQUIPMENT FROM CALL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)
UPN	356 <b>82% OT</b>	Tue, Jan 15	8	ZT	DELAYED SETTING UP PTC @ KENOSHA ALSO RAN RESTRICTED SPEED YARD LIMITS @ KENOSHA & WAUKEGAN.
		Thu, Jan 17	12	ZT	LATE DEPARTING KENOSHA, PTC ISSUES (PTC CUT IN, BUT BEFORE MAPS COULD DOWNLOAD, PTC CUT ITSELF OUT, OPERATED IN ATS).
		Tue, Jan 22	25	FW	DEPARTED KENOSHA 25" DUE TO RED BATTERY INDICATOR LIGHT ON CAB CAR #8467 WAITED FOR KENOSHA CARMAN TO RESET BREAKER & TEST EQUIP.
		Wed, Jan 23	45	FW	LATE DEPARTURE FROM KENOSHA ON ACCT. OF CAB CAR 8424 RED BATTERY VOLTAGE INDICATOR LIGHT ON, WAITED FOR MIC TO DO SLAP TEST.
UPN	357 <b>73% OT</b>	Mon, Jan 14	14	L1	DELAYED FOLLOWING TRAINS AHEAD DUE TO POLICE REMOVING TRESPASSERS @ ERIE ST.
		Wed, Jan 16	6	ZT	RESTRICTED SPEED THROUGH YARD LIMITS & APPROACH SIGNAL FROM LAKE FOREST-WAUKEGAN FOLLOWING TRAINS AHEAD.
		Thu, Jan 17	17	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.
		Tue, Jan 29	40	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD, WESTERN AVE.
		Wed, Jan 30	30	H1	40" DELAYED DUE TO M641 SEPERATED ACROSS LAKE STREET PLANT
UPNW	622 <b>73% OT</b>	Tue, Jan 08	6	D1	DELAYED FOLLOWING #624 @ BARRINGTON ON ACCT. OF CN FREIGHT INTERFERENCE (Q11651-02 SHORT ON TIME).
		Thu, Jan 10	8	ZT	PTC MAP SCREEN FAILURE, RAN RESTRICTED SPEED FROM MCHENRY TO PINGREE.
		Wed, Jan 23	11	GW	5 XH'S BETWEEN BARRINGTON AND DEVAL, FOLLOWING #624.
		Thu, Jan 24	48	E1	STOPPED @ PINGREE RD DUE TO #624 & #620 AHEAD, FOLLOWING TRAINS AHEAD & MAKING EXTRA STOPS TO HELP ACCOMMODATE PASSENGERS.
		Wed, Jan 30	44	CW1	54" FOLLOWING TRAINS AHEAD, 7 XH PROCEDURES
UPNW	624 <b>82% OT</b>	Thu, Jan 24	12	E1	STOPPED AT CARY DUE TO #620 AHEAD.
		Fri, Jan 25	0	XFW	ANNULLED DUE TO FEDERAL SHELL OUT ON THE 6052
		Wed, Jan 30	54	CW1	64" FOLLOWING TRAINS AHEAD, 7 XH PROCEDURES. BROKEN RAIL ON TRACK 3 @ MP26.4 RESTRICTED SPEED TO 10 MPH
		Thu, Jan 31	16	FW	26" FOLLOWING TRAINS AHEAD EN ROUTE
UPNW	626 <b>82% OT</b>	Thu, Jan 24	37	E1	DEPARTED BARRINGTON 26" LATE, WAITING FOR #620, #624 & #622 TO CLEAR, MADE EXTRA STOPS TO HELP ACCOMMODATE PASSENGERS.
		Fri, Jan 25	14	FW1	MADE ALL STOPS BARRINGTON TO CPT TO HELP ACCOMMODATE PASSENGERS
		Wed, Jan 30	41	CW1	51" DEPARTED BARRINGTON 40" LATE DUE TO TRAINS AHEAD, 7 XH PROCEDURES
		Thu, Jan 31	7	FW	17" FOLLOWING TRAINS AHEAD EN ROUTE
UPNW	630 <b>82% OT</b>	Thu, Jan 24	34	E1	FOLLOWING TRAINS AHEAD MADE EXTRA STOPS TO HELP ACCOMMODATE PASSENGERS.
		Mon, Jan 28	9	KW	WAIT FOR M605 TO CROSS OVER @ BARRINGTON & FOLLOWING TRAINS AHEAD DUE TO INCLEMENT OF WEATHER
		Wed, Jan 30	114	CW1	124"; DEPARTED HARVARD 37" LATE DUE TO TRAINS AHEAD, 7 XH PROCEDURES. BROKEN RAIL MP16 TRACK 2, REVERSED TO DEVAL AND CROSS TO TRACK 3
UPNW	632 <b>70% OT</b>	Thu, Jan 31	9	FW	19" FOLLOWING TRAINS AHEAD EN ROUTE
		Fri, Jan 18	6	FW1	FOLLOWING TRAINS AHEAD CY THRU ERIE PLANT.
		Wed, Jan 23	7	GW1	FOLLOWING TRAINS AHEAD.
		Thu, Jan 24	26	E1	FOLLOWING TRAINS AHEAD.
		Fri, Jan 25	15	D	COLD WEATHER RESTRICTIONS ON THE MCHENRY SUB, STOPPED AT THE CN FOR CROSS TRAFFIC FOR THE M34791-25TH
UPNW	637 <b>82% OT</b>	Mon, Jan 28	8	KW1	FOLLOWING M630
		Tue, Jan 29	9	FW	40MPH FORM C COLD WEATHER. STICKY DOORS ON COACH 7203 AND 8402.
		Mon, Jan 07	8	GF	DELAYED BEHIND #635 THAT WAS FLAGGED BY THE SGINAL @ CN BARRINGTON PLANT DUE TO A TRACK LIGHT.
		Thu, Jan 17	13	KP	DELAYED DUE TO A REPORT OF TWO TRESPASSERS ON THE TRKS FIGHTING @ CLYBOURN.
		Tue, Jan 29	8	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD WESTERN AVE....
UPNW	638 <b>82% OT</b>	Thu, Jan 31	12	EW	25" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)
		Tue, Jan 22	10	D	CROSSTRAFFIC @ MAYFAIR AND DEVAL.
		Thu, Jan 24	7	E1	DEPARTED CRYSTAL LAKE 11" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF #626.
		Fri, Jan 25	9	D	WAITING FOR THE CROSS TRAFFIC TO CLEAR AT DEVAL AND MAYFAIR
		Thu, Jan 31	12	EW	17" STOPPED @ ARLINGTON HEIGHTS DUE TO LOSING AIR ON 8442

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPNW	641 <b>82% OT</b>	Thu, Jan 17	13	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRKS @ CLYBOURN.	
		Thu, Jan 24	60	F	ARRIVED CPT 9" AFTER DEPARTURE TIME, AND DELAYED FURTHER FOR NO DOORS CLOSING ON THE ENTIRE SET OF EQUIPMENT.LOOSE DOOR CABLE	
		Wed, Jan 30	50	H	60" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE. & M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	120	EW	120" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)	
UPNW	643 <b>64% OT</b>	Mon, Jan 07	22	E	LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO BAD ORDER METX 130 HAD TO SWAP EQUIPMENT AT CAL AVE. (HEP)	
		Thu, Jan 10	6	U1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF #635 ADA LIFTS & CROSS TRAFFIC @ DEVAL.	
		Thu, Jan 17	16	KP1	DELAYED DUE TO A REPORT TO TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.	
		Thu, Jan 24	11	GW1	DEPARTED CPT 15" LATE ON ACCOUNT OF LATE ARRIVAL FROM THE YARD.	
		Fri, Jan 25	8	F	DEPARTED CPT 8" DOWN LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO BAD ORDER LOADING DOORS ON 2 CARS	
		Mon, Jan 28	8	RF	HELD @ CN BARRINGTON INT. WAITED FOR SIGNAL DISPATCHER, HAD AN OUT DATED SCHEDULE WITH WRONG ARRIVAL TIMES	
		Tue, Jan 29	14	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD WESTERN AVE.	
Wed, Jan 30	12	EW	20" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE. & M641 SEPERATED ACROSS LAKE STREET PLANT			
UPNW	647 <b>77% OT</b>	Thu, Jan 17	9	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.	
		Thu, Jan 24	21	F1	DEPARTED CPT 25" LATE ON ACCOUNT OF LATE ARRIVAL FROM THE YARD, ALSO TRAIN WAS HELD AT CPT TO ACCOMMODATE PASSENGERS FROM DISABLED #641.	
		Tue, Jan 29	50	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE WESTERN AVE.	
		Wed, Jan 30	46	H1	56" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE. & M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	62	EW	72" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)	
UPNW	649 <b>64% OT</b>	Mon, Jan 07	7	E1	DEPARTED 12" DOWN, WAITED FOR LATE X-TRAFFIC TO CLEAR @ LAKE ST. DUE TO #643 EQUIPMENT LATE OUT OF YARD.	
		Mon, Jan 14	18	L1	DELAYED BEHIND #651 @ BARRINGTON DUE TO BEING HELD FOR POLICE TO REMOVE TRESPASSERS @ ERIE ST.	
		Thu, Jan 17	6	KP1	DELAYED DUE TO A REPORT OF TWO TRESPASSERS FIGHTING ON THE TRACKS @ CLYBOURN.	
		Thu, Jan 24	10	GW1	DEPARTED CPT 10" LATE ON ACCT. OF LATE ARRIVAL FROM YARD.	
		Mon, Jan 28	15	RF1	FOLLOWING TRAINS AHEAD	
		Tue, Jan 29	60	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACH YARD WESTERN AVE	
		Wed, Jan 30	15	H1	25" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE & M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	40	EW	50" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)	
UPNW	651 <b>68% OT</b>	Mon, Jan 14	18	L	WAITED FOR POLICE TO CLEAR THE TRACKS @ ERIE ST. DUE TO A REPORT OF TRESPASSERS.	
		Tue, Jan 22	12	KD	DELAYED DUE TO AIR HOSES CAME APART BETWEEN THE METX 141 & THE CAR NEXT TO THE ENGINE @ MP 21.	
		Thu, Jan 24	18	GW1	DEPARTED CPT 7" LATE ON ACCT. OF LATE ARRIVAL OF EQUIP. FROM YARD, ALSO DELAYED FOLLOWING TRAINS AHEAD.	
		Mon, Jan 28	17	RF1	FOLLOWING M645 THAT WAS DELAYED CROSSING OVER AND YARDING IN THE YARD @ BARRINGTON. HAD ISSUES WITH THE LOADING DOORS ON CAR #7811	
		Tue, Jan 29	50	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACHYARD WESTERN AVE.	
		Wed, Jan 30	42	H1	52" DELAYED DUE TO M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	40	EW	50" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)	
UPNW	652 <b>82% OT</b>	Tue, Jan 08	10	E	ENGINE STOPPED LOADING AT DEE ROAD, CREW CUT OUT TRACTION MOTOR #1 AND WERE BACK ON THE MOVE. (METX152)	
		Mon, Jan 14	6	U	2 SLOW ADA LIFTS.	
		Fri, Jan 25	9	FW	EAST SIDE LOADING DOORS STICKING ON CAR #8259 DUE TO SNOW	
		Tue, Jan 29	15	GW1	DELAYED @BRIDGE A DUE TO DUE TO TRAIN PROBLEMS @CPT	
UPNW	653 <b>82% OT</b>	Mon, Jan 07	14	D	DEPARTED CPT 5" DOWN DUE TO EQUIPMENT SWAPS @ CAL AVE; WAITED FOR X-TRAFFIC (U26641-04) TO CLEAR THE CN BARRINGTON INTERLOCKING.	
		Tue, Jan 29	30	GW	DELAYED DUE TO SWITCH FAILURE @CALIFORNIA AVE COACHYARD WESTERN AVE.	
		Wed, Jan 30	56	H1	66" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE & M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	50	EW1	60" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO LATE FUELING OF EQUIPMENT (WEATHER CONDITIONS)	
UPNW	655 <b>82% OT</b>	Thu, Jan 24	11	F1	DEPARTED CPT 9" LATE ON ACCT. OF ENGINE NEEDED FUEL WITH A SHORT TURNAROUND OF #652, ALSO HAD DOOR PROBLEMS, & 2 ADA LIFTS.	
		Mon, Jan 28	15	JM	HELD @ MT. PROSPECT WAITED FOR AN AMBULANCE TO ASSIST A PASSENGER WHO HAD A DRUG OVER DOSE.	
		Tue, Jan 29	40	GW	DELAYED DUE TO SWITCH PROBLEMS @CALIFORNIA AVE COACHYARD WESTERN AVE.	
		Thu, Jan 31	16	EW	26" STOPPED AT ERLE INTERLOCK DUE TO HAVING TO CUT OUT P.T.C ; FOLLOWING TRAINS AHEAD AT BARRINGTON	

**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPNW	658	Fri, Jan 18	10	ZT	PTC DISENGAGED AT PARK RIDGE, CAME BACK UP AND RAN RESTRICTED SPEED TO THE NEXT SIGNAL; 2" LATE ARRIVAL OF #625.	
		<b>82% OT</b>	Tue, Jan 22	12	F1	DEPARTED HARVARD 15" LATE TURN OF EQUIP FROM #625 THAT HAD LOADING DOORS ON CAR #7811 NOT WORKING PROPERLY.
		Tue, Jan 29	20	GW1	LATE ARRIVAL OF 625	
		Thu, Jan 31	13	FW	23" LATE DEPARTURE FROM HARVARD DUE TO BATTERY CHARGER ALARM LIGHT WAS ON FROM HARVARD TO C.P.T , WAITED FOR LP515 TO CLEAR	
UPNW	660	Mon, Jan 21	25	KW	STOPPED AT PALATINE WITH AIR ISSUES, TRAIN CREW WALKED THE TRAIN AND FOUND AIR BLOWING FROM A MAIN RESERVOIR HOSE.	
		<b>82% OT</b>	Tue, Jan 29	40	GW1	LATE ARRIVAL OF 649.
		Wed, Jan 30	50	H1	60" LATE ARRIVAL OF M649	
		Thu, Jan 31	20	EW1	30" LATE ARRIVAL OF M649	
UPNW	662	Tue, Jan 22	13	IW	DELAYED, SLOW PASSENGER LOADING CAUSED BY WEATHER CONDITIONS, RAN @ RESTRICTED SPEED BETWEEN HARVARD & WOODSTOCK, PTC ISSUES.	
		<b>82% OT</b>	Tue, Jan 29	30	GW1	LATE ARRIVAL OF 653.
		Wed, Jan 30	60	H1	70" LATE ARRIVAL OF M653	
		Thu, Jan 31	50	EW1	60" LATE ARRIVAL OF M653	
UPNW	664	Fri, Jan 04	10	GF	FLAGGED AT CN BARRINGTON DUE TO CN SIGNAL PROBLEMS (CN TRACK LIGHT).	
		<b>81% OT</b>	Tue, Jan 22	8	FW	STOPPED AT CARY STATION DUE TO RED BATTERY INDICATOR LIGHT ON CAB CAR #8470. ENGINEER HAD TO RESET BREAKER & TEST EQUIP. ICE IN BATTERY BOX
		Fri, Jan 25	10	FW	DEPARTED CRYSTAL LAKE 15" LATE ON ACCOUNT OF AN ADA LIFT ISSUE ON CAB 8470	
		Wed, Jan 30	0	XKW	MODIFIED SCHEDULE	
UPW	26	Wed, Jan 02	10	JM1	FOLLOWING #24 EN ROUTE.	
		<b>77% OT</b>	Thu, Jan 03	50	R	DEPARTED ELBURN 30" LATE HAVING SWITCH AND SIGNAL ISSUE TRYING TO COME OUT OF ELBURN YARD, STILL UNDER INVESTIGATION. INCORRECT LINEUP
		Tue, Jan 08	14	ZT	PTC ISSUES @ KEDZIE & HAD AIR BLOWING FROM CAB CAR.	
		Thu, Jan 17	171	DM1	DUE TO THE MELNP-16TH BEING INVOLVED IN A CRITICAL INCIDENT AT MP 20.09.	
		Fri, Jan 25	10	ZT	PTC FAILURE OUT OF ELBURN, FOLLOWING TRAINS AHEAD ENROUTE	
UPW	30	Thu, Jan 17	0	DM1	ANNULLED DUE TO THE MELNP-16TH BEING INVOLVED IN A CRITICAL INCIDENT AT MP 20.09.	
		<b>77% OT</b>	Wed, Jan 23	7	IW	SLOW PASSENGER LOADING EN ROUTE DUE TO WEATHER, XH AT MP 5.2.
		Fri, Jan 25	10	ZT1	FOLLOWING TRAINS AHEAD ENROUTE. 2XH PROCEDURES AT MP10.47 AND MP10.20	
		Wed, Jan 30	0	XEW	ANNULLED AT RIVER FOREST DUE TO THE METX149. FROZEN BLOW VALVE	
		Thu, Jan 31	28	EW	10" STUCK LOADING DOORS EN ROUTE, SLOW PASSENGER LOADING EN ROUTE	
UPW	32	Thu, Jan 17	0	DM1	ANNULLED DUE TO THE MELNP-16TH BEING INVOLVED IN A CRITICAL INCIDENT AT MP20.09.	
		<b>73% OT</b>	Mon, Jan 21	0	XE	ANNULLED AT ELBURN DEU TO HEP ISSUES ON THE METX 130.
		Wed, Jan 23	6	IW	SLOW PASSENGER LOADING EN ROUTE EN ROUTE DUE TO WEATHER, XH AT MP 5.2.	
		Fri, Jan 25	30	GF	STOPPED AT WESTERN AVE FOR PLANT FAILURE, 3 XH PROCEDURES AT MP10.47 AND MP10.20 AND MP11.38	
		Tue, Jan 29	24	ZT	"24" PTC ISSUES @ ELBURN (RED BOX-OPERATED RESTRICTED SPEED FOR A MILE & HALF; CN FREIGHT TRAIN INTERFERENCE (M34241-26), FOLLOWED M34	
		Wed, Jan 30	0	EW1	ANNULLED - TIED ON TO M30 AT RIVER FOREST AND SHOVED INTO YARD	
UPW	34	Thu, Jan 03	18	JM	DEPARTED ELMHURST 20" LATE DUE TO A MEDICAL EMERGENCY. PARAMEDICS REMOVED A PASSENGER TAT WAS FEELING ILL.	
		<b>75% OT</b>	Tue, Jan 15	8	ZT	PTC ISSUES @ ELMHURST (WOULD NOT INITIALIZE, OPERATED IN ATC) & CROSS TRAFFIC @ WESTERN AVE.
		Thu, Jan 17	0	DM1	ANNULLED DUE TO THE MELNP-16TH BEING INVOLVED IN A CRITICAL INCIDENT AT MP20.09.	
		Mon, Jan 21	25	E1	DELAYED DUE TO #19 TURNED AT GRACE INSTEAD OF PARK TO ACCOMMODATE PASSENGERS FOR #32.	
		Fri, Jan 25	15	GF1	STOPPED AT WESTERN AVE FOR PLANT FAILURE, FOLLOW MP32 ENROUTE	
UPW	35	Wed, Jan 09	6	ZT	PTC ISSUES (HAD TO GO RESTRICTED SPEED FOR 1500FT @ KEDZIE CUT OUT PTC & RAN ATC).	
		<b>82% OT</b>	Fri, Jan 11	13	D	WAITED FOR A SIGNAL AT KEDZIE DUE TO ZG1BRB COMING OUT OF THE ROCKWELL, ALSO RAN BEHIND THEM TO LOMBARD.
		Fri, Jan 25	10	DE1	DELAYED WAITING FOR M50 TO CLEAR PROVO ON ACCOUNT OF CLRSKI-24 DISABLED AT PARK. PTC FAILURE AND ENGINE UP6543 STOP LOADING	
		Mon, Jan 28	7	ZT	PTC ISSUES AT KEDZIE HAD TO GO RESTRICTED SPEED (SHORT CROSSOVERS @ KEDZIE)	
UPW	44	Tue, Jan 08	8	ZT	PTC ISSUES OUT OF GENEVA (OPERATED IN ATC ON ACCT. OF PTC WOULD NOT RECOGNIZE SIGNALS).	
		<b>59% OT</b>	Wed, Jan 16	10	U	6 ADA LIFTS EN ROUTE AND SLOW PASSENGER LOADING OF ELDERLY PASSENGERS EN ROUTE.
		Thu, Jan 17	123	DM1	DUE TO THE MELNP-16TH BEING INVOLVED IN A CRITICAL INCIDENT AT MP 20.09.	
		Fri, Jan 18	7	E	LOADING ISSUES ON THE METX 161 @ ELBURN ALSO 2 ADA LIFTS @ GENEVA.	
		Wed, Jan 23	11	IW	SLOW PASSENGER LOADING EN ROUTE.	
		Thu, Jan 24	7	GF	STOPPED AT WESTERN FOR 5" DUE TO SWITCH FAILURE ON THE PLANT, SWITCH 33 FAILED.	
		Mon, Jan 28	12	IW	SLOW PASSENGER LOADING DUE TO WEATHER CONDITIONS.	
		Tue, Jan 29	16	G	"16" LATE DEPARTURE FROM ELBURN ON ACCT. OF PTC BAD ORDER (PTC WOULD NOT ACCEPT THE ENGINEER CREDENTIALS) XH @ MP 22.5 & SWITCH FAILURE	
Thu, Jan 31	34	EW1	44"; DEPARTED ELBURN 36" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M25			
UPW	51	Thu, Jan 10	10	ZT	PTC ISSUES @ WHEATON (SIGNAL STATUS UNKNOWN MESSAGE- OPERATED IN ATC).	
		<b>82% OT</b>	Wed, Jan 23	10	D	CN FREIGHT TRAIN INTERFERENCE (L51891-23) 5".
		Tue, Jan 29	80	GW	"80" DELAY DUE TO SWITCH FAILURES @ CALIFORNIA AVENUE COACHYARD, WESTERN AVENUE	
		Wed, Jan 30	10	H1	LATE ARRIVAL OF EQUIPMENT FROM CAL AVE. & M641 EQUIPMENT SEPERATED ACROSS LAKE STREET PLANT	



**Table 3 (continued): Weekday Trains less than 85% On-Time  
January 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPW	54 <b>59% OT</b>	Fri, Jan 04	7	ZT1	LATE TURN FROM #35.	
		Thu, Jan 10	9	ZT	PTC ISSUES @ BERKELEY (NO COMM-HAD TO OPERATE @ RESTRICTED SPEED TO NEXT SIGNAL).	
		Fri, Jan 11	17	D1	LATE TURN OF EQUIPMENT FROM #35.	
		Mon, Jan 21	9	ZT	PTC NO COM LEAVING WINFIELD, RESTRICTED SPEED TO WHEATON, ALSO NO SIGNAL AT KEDZIE, FOLLOWING #49 OUT OF CAL AVE.	
		Tue, Jan 22	7	IW	SLOW PASSENGER LOADING AND UNLOADING DUE TO SLIPPERY PLATFORMS.	
		Thu, Jan 24	12	GW	XH MP30.6 HELD @ KEDZIE WAITING FOR #49 TO COME OUT OF THE YARD @ KEDZIE, TRAINS LEAVING THE YARD WERE LATE DUE TO FROZEN SWITCH.	
		Fri, Jan 25	20	DE1	DEPARTED ELBURN 14 MINS DOWN LATE ARRIVAL OF M35 ALSO HAD AIR ISSUES ON EQUIPMENT	
		Mon, Jan 28	12	ZT1	LATE DEPARTURE FROM M35. SLOW PASSENGER LOADING, WHEATON & LOMBARD	
		Tue, Jan 29	20	GW	"20" DELAY DUE TO SWITCH FAILURE @ CALIFORNIA AVENUE COACHYARD, WESTERN AVENUE	
UPW	55 <b>77% OT</b>	Thu, Jan 10	13	ZT	PTC FAILURE @ HALSTED (PTC DUMPED THE AIR GOING OVER HALSTED- BRAKING ENFORCEMENT & UNRESOLVED POSITION MESSAGE-OPERATED IN ATC.	
		Tue, Jan 22	7	D1	DELAYED FOLLOWING #53 THAT WAS HELD @ WESTERN AVE FOR METRA CROSS TRAFFIC TO CLEAR.	
		Fri, Jan 25	31	EW	DEPART CPT 18 MIN DOWN SWAP EQUIP @ DEPARTURE TIME DUE TO AIR ISSUES ON EQUIP & ENGINE NEED REPLACE, DELAY FOLLOW M57 & M59	
		Wed, Jan 30	21	H1	31" DUE TO M641 SEPERATED ACROSS LAKE STREET PLANT	
		Thu, Jan 31	15	EW	25" LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO WEATHER CONDITIONS, CAUSING LATE ENGINE FUELING	
UPW	62 <b>73% OT</b>	Fri, Jan 04	13	K	HELD DUE TO CAR STUCK ON THE TRACKS @ MP 15.49 (HAVEN AVE) WAITED FOR CAR TO BE REMOVED & TRACKS TO BE INSPECTED.	
		Mon, Jan 14	17	ZR	DEPARTED ELBURN 20" DOWN DUE TO ENGINEER SETTING UP PTC ALSO RAN @ RESTRICTED SPEED FROM KEELER-KEDZIE.	
		Tue, Jan 15	34	D	DELAYED AT PARK STOPPED BEHIND THE MNPPR THAT WAS GOING INTO PROVISIO ON TRK #1.	
		Thu, Jan 24	9	ZT	PTC WAS NOT COMMUNICATING AT LA FOX, CUT PTC OUT AND RAN RESTRICTED TO NEXT SIGNAL.	
		Fri, Jan 25	15	D	DEPARTED ELBURN MINS DOWN LATE TURN FROM M47 ALSO HELD @ PARK FOR THE 2CNAOK TO CLEAR INTO PROVISIO ON TRK #1	
		Tue, Jan 29	10	GW	"10" DELAY DUE TO SWITCH FAILURES @ CALIFORNIA AVENUE COACHYARD, WESTERN AVENUE	

Data is final (03/06/19) 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

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'Metra/PSA' refers to delays that either directly affect or are directly attributable to Metra or its Purchase of Service Agreement partners (BNSF and Union Pacific) on Metra or PSA-controlled rail lines or trains in commuter operation.

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

**Table 5.a: Train Delays by Cause and Line**  
January 2019

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>11</b>	-	-	-	<b>6</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>17</b>	<b>2</b>	<b>11</b>	<b>19</b>	<b>100</b>
Freight Interference - Peak	3	-	-	-	6	5	3	1	-	6	1	8	5	38
Primary	2	-	-	-	4	5	3	1	-	4	1	5	2	27
Secondary	1	-	-	-	2	-	-	-	-	2	-	3	3	11
Freight Interference - Off-Peak	8	-	-	-	-	14	3	4	4	11	1	3	14	62
Primary	6	-	-	-	-	7	2	4	1	4	-	2	9	35
Secondary	2	-	-	-	-	7	1	-	3	7	1	1	5	27
<b>Signal/Switch Failure - Total</b>	<b>29</b>	<b>3</b>	-	<b>1</b>	<b>6</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>30</b>	<b>6</b>	<b>28</b>	<b>13</b>	<b>37</b>	<b>196</b>
Signal/Switch Failure - Metra/PSA	12	3	-	1	2	15	14	7	30	4	28	10	34	160
Primary	12	3	-	1	2	11	13	6	20	4	27	8	25	132
Secondary	-	-	-	-	-	4	1	1	10	-	1	2	9	28
Signal/Switch Failure - Foreign	17	-	-	-	4	3	1	3	-	2	-	3	3	36
Primary	13	-	-	-	2	2	1	2	-	2	-	3	2	27
Secondary	4	-	-	-	2	1	-	1	-	-	-	-	1	9
<b>Mechanical Failure - Total</b>	<b>21</b>	-	<b>1</b>	<b>1</b>	-	<b>18</b>	<b>32</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>121</b>
Mechanical Failure - Metra/PSA	19	-	-	-	-	17	32	2	11	5	2	24	4	116
Non-Locomotive Equipment Failure - Metra/PSA	5	-	-	-	-	-	1	1	1	4	-	8	1	21
Primary	2	-	-	-	-	-	1	1	-	2	-	4	1	11
Secondary	3	-	-	-	-	-	-	-	1	2	-	4	-	10
Locomotive Failure - Metra/PSA	14	-	-	-	-	17	31	1	10	1	2	16	3	95
Primary	5	-	-	-	-	4	7	-	4	-	1	3	2	26
Secondary	9	-	-	-	-	13	24	1	6	1	1	13	1	69
Mechanical Failure - Foreign	2	-	1	1	-	1	-	-	-	-	-	-	-	5
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>4</b>	-	<b>1</b>	-	<b>10</b>	-	-	-	<b>20</b>
Passenger Train Interference - Metra/PSA	-	1	-	-	-	4	-	1	-	-	-	-	-	6
Passenger Train Interference - Foreign	1	-	-	2	1	-	-	-	-	10	-	-	-	14
<b>Accident - Total</b>	<b>1</b>	-	-	-	<b>7</b>	-	<b>3</b>	-	-	<b>12</b>	-	-	<b>24</b>	<b>47</b>
Accident - Metra/PSA	-	-	-	-	-	-	2	-	-	-	-	-	5	7
Accident - Foreign	1	-	-	-	7	-	1	-	-	12	-	-	19	40
<b>Track Work - Total</b>	-	<b>2</b>	-	-	<b>2</b>	-	-	<b>2</b>	<b>3</b>	-	<b>2</b>	-	-	<b>11</b>
Track Work - Metra/PSA	-	2	-	-	2	-	-	2	3	-	2	-	-	11
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>5</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>106</b>
Human Error - Metra/PSA	7	5	1	2	2	19	3	1	13	1	21	11	8	94
Human Error - Foreign	1	-	-	-	-	1	-	-	-	4	-	6	-	12
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	<b>2</b>	-	-	-	-	<b>1</b>	-	-	-	<b>6</b>	<b>3</b>	<b>6</b>	<b>19</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	2	-	-	-	-	1	-	-	-	6	3	6	19
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>70</b>	<b>49</b>	<b>21</b>	<b>39</b>	<b>3</b>	<b>74</b>	<b>33</b>	<b>21</b>	<b>92</b>	<b>10</b>	<b>72</b>	<b>71</b>	<b>36</b>	<b>591</b>
Weather - Metra/PSA	69	49	21	39	3	74	33	21	92	6	72	71	36	586
Weather - Foreign	1	-	-	-	-	-	-	-	-	4	-	-	-	5
<b>Passenger Loading - Total</b>	-	-	<b>1</b>	-	-	<b>1</b>	<b>1</b>	-	<b>1</b>	-	<b>7</b>	<b>1</b>	-	<b>12</b>
<b>Lift Deployment - Total</b>	-	-	-	-	-	<b>2</b>	-	-	<b>2</b>	-	<b>2</b>	<b>4</b>	<b>1</b>	<b>11</b>
<b>Obstruction/Debris - Total</b>	<b>17</b>	-	-	<b>1</b>	-	<b>9</b>	<b>11</b>	<b>7</b>	<b>14</b>	-	<b>11</b>	<b>8</b>	<b>1</b>	<b>79</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	<b>2</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>4</b>	<b>4</b>	<b>5</b>	-	<b>5</b>	<b>2</b>	<b>3</b>	<b>28</b>
<b>Total Trains Delayed</b>	<b>161</b>	<b>62</b>	<b>25</b>	<b>47</b>	<b>28</b>	<b>165</b>	<b>109</b>	<b>53</b>	<b>175</b>	<b>65</b>	<b>158</b>	<b>154</b>	<b>139</b>	<b>1,341</b>
Total Metra/PSA Delays	127	62	24	44	10	141	101	45	171	16	156	134	98	1,129
Total Foreign Carrier Delays	34	0	1	3	18	24	8	8	4	49	2	20	41	212

Data for current month is FINAL (03/06/19) version of TOPS

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

**Table 5.b: Train Delays by Cause and Line**  
Average January Over Previous Five Years: 2014-2018

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>32</b>	-	-	-	<b>4</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>120</b>
Freight Interference - Peak	21	-	-	-	4	3	5	3	3	4	0	1	7	51
Primary	15	-	-	-	4	2	3	3	3	3	0	1	3	37
Secondary	6	-	-	-	0	1	1	0	0	1	-	0	4	14
Freight Interference - Off-Peak	11	-	-	-	0	12	8	5	6	9	0	3	13	69
Primary	7	-	-	-	0	7	5	4	5	6	0	2	11	47
Secondary	4	-	-	-	-	5	3	1	2	3	-	1	2	21
<b>Signal/Switch Failure - Total</b>	<b>27</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>143</b>
Signal/Switch Failure - Metra/PSA	16	11	4	8	0	13	15	3	12	2	0	4	9	97
Primary	7	7	3	6	0	7	8	2	8	2	0	3	5	58
Secondary	9	5	1	1	0	6	6	1	3	0	0	1	5	39
Signal/Switch Failure - Foreign	11	-	-	-	3	9	4	5	0	12	-	0	1	46
Primary	7	-	-	-	3	5	3	2	0	7	-	-	0	28
Secondary	4	-	-	-	1	4	2	2	0	4	-	0	1	18
<b>Mechanical Failure - Total</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>18</b>	<b>10</b>	<b>11</b>	<b>133</b>
Mechanical Failure - Metra/PSA	24	2	2	1	2	22	10	4	21	3	18	10	11	130
Non-Locomotive Equipment Failure - Metra/PSA	8	2	2	1	0	4	3	0	2	1	6	3	7	40
Primary	3	1	1	0	0	1	1	-	1	1	1	1	3	14
Secondary	5	1	1	1	-	3	3	0	1	1	5	2	4	27
Locomotive Failure - Metra/PSA	16	-	-	-	1	18	7	4	19	2	12	6	4	89
Primary	4	-	-	-	1	2	2	1	5	1	2	2	2	22
Secondary	12	-	-	-	0	15	4	3	14	1	10	4	3	67
Mechanical Failure - Foreign	0	0	0	-	0	2	-	-	-	-	-	-	-	3
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>21</b>
Passenger Train Interference - Metra/PSA	-	0	1	0	-	5	1	2	2	0	-	0	1	13
Passenger Train Interference - Foreign	2	1	0	0	1	2	0	-	1	0	-	-	-	8
<b>Accident - Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>61</b>
Accident - Metra/PSA	1	2	0	1	0	13	6	2	6	1	4	13	1	52
Accident - Foreign	6	-	-	-	-	2	-	0	1	-	-	-	-	9
<b>Track Work - Total</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>42</b>
Track Work - Metra/PSA	12	6	1	4	0	5	1	3	2	2	2	2	1	42
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>69</b>
Human Error - Metra/PSA	15	2	2	2	0	7	4	2	7	0	3	4	6	54
Human Error - Foreign	5	-	-	-	1	2	0	1	-	3	1	1	1	14
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>24</b>
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	1	2	0	2	1	0	1	-	2	3	4	24
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>85</b>	<b>56</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>43</b>	<b>38</b>	<b>14</b>	<b>62</b>	<b>10</b>	<b>29</b>	<b>33</b>	<b>30</b>	<b>433</b>
Weather - Metra/PSA	84	56	14	15	3	43	37	14	62	10	29	33	30	431
Weather - Foreign	0	-	-	-	-	0	1	-	-	0	-	-	-	1
<b>Passenger Loading - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>-</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>25</b>
<b>Lift Deployment - Total</b>	<b>4</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>20</b>
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>48</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>
<b>Other - Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>22</b>
<b>Total Trains Delayed</b>	<b>230</b>	<b>94</b>	<b>28</b>	<b>39</b>	<b>16</b>	<b>158</b>	<b>104</b>	<b>48</b>	<b>138</b>	<b>49</b>	<b>68</b>	<b>90</b>	<b>102</b>	<b>1,164</b>
Total Metra/PSA Delays	173	92	28	39	6	125	86	34	127	21	67	85	80	963
Total Foreign Carrier Delays	57	1	1	0	10	33	18	14	12	28	1	5	22	201

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

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

**Table 5.c: Train Delays by Cause and Line**  
**January 2019 Compared to Average January Over Previous Five Years: 2014-2018**

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>(21)</b>	-	-	-	<b>2</b>	<b>4</b>	<b>(7)</b>	<b>(3)</b>	<b>(5)</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>(1)</b>	<b>(20)</b>
Freight Interference - Peak	(18)	-	-	-	2	2	(2)	(2)	(3)	2	1	7	(2)	(13)
Primary	(13)	-	-	-	0	3	(0)	(2)	(3)	1	1	4	(1)	(10)
Secondary	(5)	-	-	-	2	(1)	(1)	(0)	(0)	1	-	3	(1)	(3)
Freight Interference - Off-Peak	(3)	-	-	-	(0)	2	(5)	(1)	(2)	2	1	0	1	(7)
Primary	(1)	-	-	-	(0)	(0)	(3)	-	(4)	(2)	(0)	0	(2)	(12)
Secondary	(2)	-	-	-	-	2	(2)	(1)	1	4	1	(0)	3	6
<b>Signal/Switch Failure - Total</b>	<b>2</b>	<b>(8)</b>	<b>(4)</b>	<b>(7)</b>	<b>2</b>	<b>(4)</b>	<b>(4)</b>	<b>2</b>	<b>18</b>	<b>(8)</b>	<b>28</b>	<b>9</b>	<b>27</b>	<b>53</b>
Signal/Switch Failure - Metra/PSA	(4)	(8)	(4)	(7)	2	2	(1)	4	18	2	28	6	25	63
Primary	5	(4)	(3)	(5)	2	4	5	4	12	2	27	5	20	74
Secondary	(9)	(5)	(1)	(1)	(0)	(2)	(5)	(0)	7	(0)	1	1	4	(11)
Signal/Switch Failure - Foreign	6	-	-	-	1	(6)	(3)	(2)	(0)	(10)	-	3	2	(10)
Primary	6	-	-	-	(1)	(3)	(2)	(0)	(0)	(5)	-	3	2	(9)
Secondary	0	-	-	-	1	(3)	(2)	(1)	(0)	(4)	-	(0)	0	(1)
<b>Mechanical Failure - Total</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	-	<b>(2)</b>	<b>(6)</b>	<b>22</b>	<b>(2)</b>	<b>(10)</b>	<b>2</b>	<b>(16)</b>	<b>14</b>	<b>(7)</b>	<b>(12)</b>
Mechanical Failure - Metra/PSA	(5)	(2)	(2)	(1)	(2)	(5)	22	(2)	(10)	2	(16)	14	(7)	(14)
Non-Locomotive Equipment Failure - Metra/PSA	(3)	(2)	(2)	(1)	(0)	(4)	(2)	1	(1)	3	(6)	5	(6)	(19)
Primary	(1)	(1)	(1)	(0)	(0)	(1)	0	1	(1)	1	(1)	3	(2)	(3)
Secondary	(2)	(1)	(1)	(1)	-	(3)	(3)	(0)	0	1	(5)	2	(4)	(17)
Locomotive Failure - Metra/PSA	(2)	-	-	-	(1)	(1)	24	(3)	(9)	(1)	(10)	10	(1)	6
Primary	1	-	-	-	(1)	2	5	(1)	(1)	(1)	(1)	1	0	4
Secondary	(3)	-	-	-	(0)	(2)	20	(2)	(8)	-	(9)	9	(2)	2
Mechanical Failure - Foreign	2	(0)	1	1	(0)	(1)	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>0</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>9</b>	<b>-</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>
Passenger Train Interference - Metra/PSA	-	1	(1)	(0)	-	(1)	(1)	(1)	(2)	(0)	-	(0)	(1)	(7)
Passenger Train Interference - Foreign	(1)	(1)	(0)	2	0	(2)	(0)	-	(1)	10	-	-	-	6
<b>Accident - Total</b>	<b>(6)</b>	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	<b>7</b>	<b>(15)</b>	<b>(3)</b>	<b>(3)</b>	<b>(8)</b>	<b>11</b>	<b>(4)</b>	<b>(13)</b>	<b>23</b>	<b>(14)</b>
Accident - Metra/PSA	(1)	(2)	(0)	(1)	(0)	(13)	(4)	(2)	(6)	(1)	(4)	(13)	4	(45)
Accident - Foreign	(5)	-	-	-	7	(2)	1	(0)	(1)	12	-	-	19	31
<b>Track Work - Total</b>	<b>(12)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>2</b>	<b>(5)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(31)</b>
Track Work - Metra/PSA	(12)	(4)	(1)	(4)	2	(5)	(1)	(1)	1	(2)	0	(2)	(1)	(31)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>(12)</b>	<b>3</b>	<b>(1)</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>(1)</b>	<b>(2)</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>37</b>
Human Error - Metra/PSA	(8)	3	(1)	0	2	12	(1)	(1)	6	1	18	7	2	40
Human Error - Foreign	(4)	-	-	-	(1)	(1)	(0)	(1)	-	1	(1)	5	(1)	(2)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(2)</b>	<b>0</b>	<b>(0)</b>	<b>(1)</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>2</b>	<b>(5)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(1)	(3)	(1)	(2)	(0)	(2)	0	(0)	(1)	-	4	-	2	(5)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>(15)</b>	<b>(7)</b>	<b>7</b>	<b>24</b>	<b>(0)</b>	<b>31</b>	<b>(5)</b>	<b>7</b>	<b>30</b>	<b>-</b>	<b>43</b>	<b>38</b>	<b>6</b>	<b>158</b>
Weather - Metra/PSA	(15)	(7)	7	24	(0)	31	(4)	7	30	(4)	43	38	6	155
Weather - Foreign	1	-	-	-	-	(0)	(1)	-	-	4	-	-	-	4
<b>Passenger Loading - Total</b>	<b>(1)</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>-</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>-</b>	<b>4</b>	<b>(1)</b>	<b>(3)</b>	<b>(13)</b>
<b>Lift Deployment - Total</b>	<b>(4)</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(2)</b>	<b>(4)</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>(3)</b>	<b>(9)</b>
<b>Obstruction/Debris - Total</b>	<b>9</b>	<b>(3)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>11</b>	<b>(2)</b>	<b>10</b>	<b>(0)</b>	<b>(7)</b>	<b>31</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(4)</b>
<b>Other - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>(3)</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>(1)</b>	<b>2</b>	<b>(0)</b>	<b>2</b>	<b>6</b>
<b>Total Trains Delayed</b>	<b>(69)</b>	<b>(32)</b>	<b>(3)</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>37</b>	<b>16</b>	<b>90</b>	<b>64</b>	<b>37</b>	<b>177</b>
Total Metra/PSA Delays	(46)	(30)	(4)	5	4	16	15	11	44	(5)	89	49	18	166
Total Foreign Carrier Delays	(23)	(1)	0	3	8	(9)	(10)	(6)	(8)	21	1	15	19	11

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

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

**Table 6.a: Train Delays by Cause & Line - YTD**  
January - January 2019

Cause Category	Top 2 causes for each line are shaded													
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>11</b>	-	-	-	<b>6</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>17</b>	<b>2</b>	<b>11</b>	<b>19</b>	<b>100</b>
Freight Interference - Peak	3	-	-	-	6	5	3	1	-	6	1	8	5	38
Primary	2	-	-	-	4	5	3	1	-	4	1	5	2	27
Secondary	1	-	-	-	2	-	-	-	-	2	-	3	3	11
Freight Interference - Off-Peak	8	-	-	-	-	14	3	4	4	11	1	3	14	62
Primary	6	-	-	-	-	7	2	4	1	4	-	2	9	35
Secondary	2	-	-	-	-	7	1	-	3	7	1	1	5	27
<b>Signal/Switch Failure - Total</b>	<b>29</b>	<b>3</b>	-	<b>1</b>	<b>6</b>	<b>18</b>	<b>15</b>	<b>10</b>	<b>30</b>	<b>6</b>	<b>28</b>	<b>13</b>	<b>37</b>	<b>196</b>
Signal/Switch Failure - Metra/PSA	12	3	-	1	2	15	14	7	30	4	28	10	34	160
Primary	12	3	-	1	2	11	13	6	20	4	27	8	25	132
Secondary	-	-	-	-	-	4	1	1	10	-	1	2	9	28
Signal/Switch Failure - Foreign	17	-	-	-	4	3	1	3	-	2	-	3	3	36
Primary	13	-	-	-	2	2	1	2	-	2	-	3	2	27
Secondary	4	-	-	-	2	1	-	1	-	-	-	-	1	9
<b>Mechanical Failure - Total</b>	<b>21</b>	-	<b>1</b>	<b>1</b>	-	<b>18</b>	<b>32</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>121</b>
Mechanical Failure - Metra/PSA	19	-	-	-	-	17	32	2	11	5	2	24	4	116
Non-Locomotive Equipment Failure - Metra/PSA	5	-	-	-	-	-	1	1	1	4	-	8	1	21
Primary	2	-	-	-	-	-	1	1	-	2	-	4	1	11
Secondary	3	-	-	-	-	-	-	-	1	2	-	4	-	10
Locomotive Failure - Metra/PSA	14	-	-	-	-	17	31	1	10	1	2	16	3	95
Primary	5	-	-	-	-	4	7	-	4	-	1	3	2	26
Secondary	9	-	-	-	-	13	24	1	6	1	1	13	1	69
Mechanical Failure - Foreign	2	-	1	1	-	1	-	-	-	-	-	-	-	5
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>1</b>	<b>4</b>	-	<b>1</b>	-	<b>10</b>	-	-	-	<b>20</b>
Passenger Train Interference - Metra/PSA	-	1	-	-	-	4	-	1	-	-	-	-	-	6
Passenger Train Interference - Foreign	1	-	-	2	1	-	-	-	-	10	-	-	-	14
<b>Accident - Total</b>	<b>1</b>	-	-	-	<b>7</b>	-	<b>3</b>	-	-	<b>12</b>	-	-	<b>24</b>	<b>47</b>
Accident - Metra/PSA	-	-	-	-	-	-	2	-	-	-	-	-	5	7
Accident - Foreign	1	-	-	-	7	-	1	-	-	12	-	-	19	40
<b>Track Work - Total</b>	-	<b>2</b>	-	-	<b>2</b>	-	-	<b>2</b>	<b>3</b>	-	<b>2</b>	-	-	<b>11</b>
Track Work - Metra/PSA	-	2	-	-	2	-	-	2	3	-	2	-	-	11
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>5</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>106</b>
Human Error - Metra/PSA	7	5	1	2	2	19	3	1	13	1	21	11	8	94
Human Error - Foreign	1	-	-	-	-	1	-	-	-	4	-	6	-	12
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	<b>2</b>	-	-	-	-	<b>1</b>	-	-	-	<b>6</b>	<b>3</b>	<b>6</b>	<b>19</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	2	-	-	-	-	1	-	-	-	6	3	6	19
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>70</b>	<b>49</b>	<b>21</b>	<b>39</b>	<b>3</b>	<b>74</b>	<b>33</b>	<b>21</b>	<b>92</b>	<b>10</b>	<b>72</b>	<b>71</b>	<b>36</b>	<b>591</b>
Weather - Metra/PSA	69	49	21	39	3	74	33	21	92	6	72	71	36	586
Weather - Foreign	1	-	-	-	-	-	-	-	-	4	-	-	-	5
<b>Passenger Loading - Total</b>	-	-	<b>1</b>	-	-	<b>1</b>	<b>1</b>	-	<b>1</b>	-	<b>7</b>	<b>1</b>	-	<b>12</b>
<b>Lift Deployment - Total</b>	-	-	-	-	-	<b>2</b>	-	-	<b>2</b>	-	<b>2</b>	<b>4</b>	<b>1</b>	<b>11</b>
<b>Obstruction/Debris - Total</b>	<b>17</b>	-	-	<b>1</b>	-	<b>9</b>	<b>11</b>	<b>7</b>	<b>14</b>	-	<b>11</b>	<b>8</b>	<b>1</b>	<b>79</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	<b>2</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>4</b>	<b>4</b>	<b>5</b>	-	<b>5</b>	<b>2</b>	<b>3</b>	<b>28</b>
<b>Total Trains Delayed</b>	<b>161</b>	<b>62</b>	<b>25</b>	<b>47</b>	<b>28</b>	<b>165</b>	<b>109</b>	<b>53</b>	<b>175</b>	<b>65</b>	<b>158</b>	<b>154</b>	<b>139</b>	<b>1,341</b>
Total Metra/PSA Delays	127	62	24	44	10	141	101	45	171	16	156	134	98	1,129
Total Foreign Carrier Delays	34	0	1	3	18	24	8	8	4	49	2	20	41	212

Data for current month is FINAL (03/06/19) 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 - January Average Over Previous 5 Years: 2014-2018**

Cause Category	Top 2 causes for each line are shaded														
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
<b>Freight Interference - Total</b>	<b>32</b>	-	-	-	<b>4</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>120</b>	
Freight Interference - Peak	21	-	-	-	4	3	5	3	3	4	0	1	7	51	
Primary	15	-	-	-	4	2	3	3	3	3	0	1	3	37	
Secondary	6	-	-	-	0	1	1	0	0	1	-	0	4	14	
Freight Interference - Off-Peak	11	-	-	-	0	12	8	5	6	9	0	3	13	69	
Primary	7	-	-	-	0	7	5	4	5	6	0	2	11	47	
Secondary	4	-	-	-	-	5	3	1	2	3	-	1	2	21	
<b>Signal/Switch Failure - Total</b>	<b>27</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>22</b>	<b>19</b>	<b>8</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>143</b>	
Signal/Switch Failure - Metra/PSA	16	11	4	8	0	13	15	3	12	2	0	4	9	97	
Primary	7	7	3	6	0	7	8	2	8	2	0	3	5	58	
Secondary	9	5	1	1	0	6	6	1	3	0	0	1	5	39	
Signal/Switch Failure - Foreign	11	-	-	-	3	9	4	5	0	12	-	0	1	46	
Primary	7	-	-	-	3	5	3	2	0	7	-	-	0	28	
Secondary	4	-	-	-	1	4	2	2	0	4	-	0	1	18	
<b>Mechanical Failure - Total</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>18</b>	<b>10</b>	<b>11</b>	<b>133</b>	
Mechanical Failure - Metra/PSA	24	2	2	1	2	22	10	4	21	3	18	10	11	130	
Non-Locomotive Equipment Failure - Metra/PSA	8	2	2	1	0	4	3	0	2	1	6	3	7	40	
Primary	3	1	1	0	0	1	1	-	1	1	1	1	3	14	
Secondary	5	1	1	1	-	3	3	0	1	1	5	2	4	27	
Locomotive Failure - Metra/PSA	16	-	-	-	1	18	7	4	19	2	12	6	4	89	
Primary	4	-	-	-	1	2	2	1	5	1	2	2	2	22	
Secondary	12	-	-	-	0	15	4	3	14	1	10	4	3	67	
Mechanical Failure - Foreign	0	0	0	-	0	2	-	-	-	-	-	-	-	3	
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>21</b>	
Passenger Train Interference - Metra/PSA	-	0	1	0	-	5	1	2	2	0	-	0	1	13	
Passenger Train Interference - Foreign	2	1	0	0	1	2	0	-	1	0	-	-	-	8	
<b>Accident - Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>61</b>	
Accident - Metra/PSA	1	2	0	1	0	13	6	2	6	1	4	13	1	52	
Accident - Foreign	6	-	-	-	-	2	-	0	1	-	-	-	-	9	
<b>Track Work - Total</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>42</b>	
Track Work - Metra/PSA	12	6	1	4	0	5	1	3	2	2	2	2	1	42	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Human Error - Total</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>69</b>	
Human Error - Metra/PSA	15	2	2	2	0	7	4	2	7	0	3	4	6	54	
Human Error - Foreign	5	-	-	-	1	2	0	1	-	3	1	1	1	14	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>24</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	1	2	0	2	1	0	1	-	2	3	4	24	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	<b>85</b>	<b>56</b>	<b>14</b>	<b>15</b>	<b>3</b>	<b>43</b>	<b>38</b>	<b>14</b>	<b>62</b>	<b>10</b>	<b>29</b>	<b>33</b>	<b>30</b>	<b>433</b>	
Weather - Metra/PSA	84	56	14	15	3	43	37	14	62	10	29	33	30	431	
Weather - Foreign	0	-	-	-	-	0	1	-	-	0	-	-	-	1	
<b>Passenger Loading - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>-</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>25</b>	
<b>Lift Deployment - Total</b>	<b>4</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>20</b>	
<b>Obstruction/Debris - Total</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>8</b>	<b>48</b>	
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	
<b>Other - Total</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>22</b>	
<b>Total Trains Delayed</b>	<b>230</b>	<b>94</b>	<b>28</b>	<b>39</b>	<b>16</b>	<b>158</b>	<b>104</b>	<b>48</b>	<b>138</b>	<b>49</b>	<b>68</b>	<b>90</b>	<b>102</b>	<b>1,164</b>	
Total Metra/PSA Delays	173	92	28	39	6	125	86	34	127	21	67	85	80	963	
Total Foreign Carrier Delays	57	1	1	0	10	33	18	14	12	28	1	5	22	201	

Data for current month is FINAL 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 - January 2019 Compared to January - January Average Over Previous 5 Years: 2014-2018**

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>(21)</b>	-	-	-	<b>2</b>	<b>4</b>	<b>(7)</b>	<b>(3)</b>	<b>(5)</b>	<b>4</b>	<b>2</b>	<b>7</b>	<b>(1)</b>	<b>(20)</b>
Freight Interference - Peak	(18)	-	-	-	2	2	(2)	(2)	(3)	2	1	7	(2)	(13)
Primary	(13)	-	-	-	0	3	(0)	(2)	(3)	1	1	4	(1)	(10)
Secondary	(5)	-	-	-	2	(1)	(1)	(0)	(0)	1	-	3	(1)	(3)
Freight Interference - Off-Peak	(3)	-	-	-	(0)	2	(5)	(1)	(2)	2	1	0	1	(7)
Primary	(1)	-	-	-	(0)	(0)	(3)	-	(4)	(2)	(0)	0	(2)	(12)
Secondary	(2)	-	-	-	-	2	(2)	(1)	1	4	1	(0)	3	6
<b>Signal/Switch Failure - Total</b>	<b>2</b>	<b>(8)</b>	<b>(4)</b>	<b>(7)</b>	<b>2</b>	<b>(4)</b>	<b>(4)</b>	<b>2</b>	<b>18</b>	<b>(8)</b>	<b>28</b>	<b>9</b>	<b>27</b>	<b>53</b>
Signal/Switch Failure - Metra/PSA	(4)	(8)	(4)	(7)	2	2	(1)	4	18	2	28	6	25	63
Primary	5	(4)	(3)	(5)	2	4	5	4	12	2	27	5	20	74
Secondary	(9)	(5)	(1)	(1)	(0)	(2)	(5)	(0)	7	(0)	1	1	4	(11)
Signal/Switch Failure - Foreign	6	-	-	-	1	(6)	(3)	(2)	(0)	(10)	-	3	2	(10)
Primary	6	-	-	-	(1)	(3)	(2)	(0)	(0)	(5)	-	3	2	(1)
Secondary	0	-	-	-	1	(3)	(2)	(2)	(0)	(4)	-	(0)	0	(9)
<b>Mechanical Failure - Total</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	-	<b>(2)</b>	<b>(6)</b>	<b>22</b>	<b>(2)</b>	<b>(10)</b>	<b>2</b>	<b>(16)</b>	<b>14</b>	<b>(7)</b>	<b>(12)</b>
Mechanical Failure - Metra/PSA	(5)	(2)	(2)	(1)	(2)	(5)	22	(2)	(10)	2	(16)	14	(7)	(14)
Non-Locomotive Equipment Failure - Metra/PSA	(3)	(2)	(2)	(1)	(0)	(4)	(2)	1	(1)	3	(6)	5	(6)	(19)
Primary	(1)	(1)	(1)	(0)	(0)	(1)	0	1	(1)	1	(1)	3	(2)	(3)
Secondary	(2)	(1)	(1)	(1)	-	(3)	(3)	(0)	0	1	(5)	2	(4)	(17)
Locomotive Failure - Metra/PSA	(2)	-	-	-	(1)	(1)	24	(3)	(9)	(1)	(10)	10	(1)	6
Primary	1	-	-	-	(1)	2	5	(1)	(1)	(1)	(1)	1	0	4
Secondary	(3)	-	-	-	(0)	(2)	20	(2)	(8)	-	(9)	9	(2)	2
Mechanical Failure - Foreign	2	(0)	1	1	(0)	(1)	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>0</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>9</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>
Passenger Train Interference - Metra/PSA	-	1	(1)	(0)	-	(1)	(1)	(1)	(2)	(0)	-	(0)	(1)	(7)
Passenger Train Interference - Foreign	(1)	(1)	(0)	2	0	(2)	(0)	-	(1)	10	-	-	-	6
<b>Accident - Total</b>	<b>(6)</b>	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	<b>7</b>	<b>(15)</b>	<b>(3)</b>	<b>(3)</b>	<b>(8)</b>	<b>11</b>	<b>(4)</b>	<b>(13)</b>	<b>23</b>	<b>(14)</b>
Accident - Metra/PSA	(1)	(2)	(0)	(1)	(0)	(13)	(4)	(2)	(6)	(1)	(4)	(13)	4	(45)
Accident - Foreign	(5)	-	-	-	7	(2)	1	(0)	(1)	12	-	-	19	31
<b>Track Work - Total</b>	<b>(12)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>2</b>	<b>(5)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(31)</b>
Track Work - Metra/PSA	(12)	(4)	(1)	(4)	2	(5)	(1)	(1)	1	(2)	0	(2)	(1)	(31)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>(12)</b>	<b>3</b>	<b>(1)</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>(1)</b>	<b>(2)</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>37</b>
Human Error - Metra/PSA	(8)	3	(1)	0	2	12	(1)	(1)	6	1	18	7	2	40
Human Error - Foreign	(4)	-	-	-	(1)	(1)	(0)	(1)	-	1	(1)	5	(1)	(2)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(2)</b>	<b>0</b>	<b>(0)</b>	<b>(1)</b>	-	<b>4</b>	-	<b>2</b>	<b>(5)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(1)	(3)	(1)	(2)	(0)	(2)	0	(0)	(1)	-	4	-	2	(5)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>(15)</b>	<b>(7)</b>	<b>7</b>	<b>24</b>	<b>(0)</b>	<b>31</b>	<b>(5)</b>	<b>7</b>	<b>30</b>	-	<b>43</b>	<b>38</b>	<b>6</b>	<b>158</b>
Weather - Metra/PSA	(15)	(7)	7	24	(0)	31	(4)	7	30	(4)	43	38	6	155
Weather - Foreign	1	-	-	-	-	(0)	(1)	-	-	4	-	-	-	4
<b>Passenger Loading - Total</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(1)</b>	-	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	-	<b>4</b>	<b>(1)</b>	<b>(3)</b>	<b>(13)</b>
Lift Deployment - Total	(4)	(0)	-	-	-	(2)	(4)	-	0	-	1	1	(3)	(9)
Obstruction/Debris - Total	9	(3)	(1)	(3)	(0)	4	8	6	11	(2)	10	(0)	(7)	31
Catenary Failure - Total	-	(3)	(1)	(1)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	(4)	(1)	0	1	1	(3)	3	4	2	(1)	2	(0)	2	6
<b>Total Trains Delayed</b>	<b>(69)</b>	<b>(32)</b>	<b>(3)</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>37</b>	<b>16</b>	<b>90</b>	<b>64</b>	<b>37</b>	<b>177</b>
Total Metra/PSA Delays	(46)	(30)	(4)	5	4	16	15	11	44	(5)	89	49	18	166
Total Foreign Carrier Delays	(23)	(1)	0	3	8	(9)	(10)	(6)	(8)	21	1	15	19	11

Data for current month is FINAL version of TOPS

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



**Table 7.a: Train Delays by Cause & Month  
2019**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jan
<b>Freight Interference - Total</b>	<b>100</b>												<b>100</b> <b>7.5%</b>
Freight Interference - Peak	38												38 2.8%
<i>Primary</i>	27												27 2.0%
<i>Secondary</i>	11												11 0.8%
Freight Interference - Off-Peak	62												62 4.6%
<i>Primary</i>	35												35 2.6%
<i>Secondary</i>	27												27 2.0%
<b>Signal/Switch Failure - Total</b>	<b>196</b>												<b>196</b> <b>14.6%</b>
Signal/Switch Failure - Metra/PSA	160												160 11.9%
<i>Primary</i>	132												132 9.8%
<i>Secondary</i>	28												28 2.1%
Signal/Switch Failure - Foreign	36												36 2.7%
<i>Primary</i>	27												27 2.0%
<i>Secondary</i>	9												9 0.7%
<b>Mechanical Failure - Total</b>	<b>121</b>												<b>121</b> <b>9.0%</b>
Mechanical Failure - Metra/PSA	116												116 8.7%
Non-Locomotive Equipment Failure - Metra/PSA	21												21 1.6%
<i>Primary</i>	11												11 0.8%
<i>Secondary</i>	10												10 0.7%
Locomotive Failure - Metra/PSA	95												95 7.1%
<i>Primary</i>	26												26 1.9%
<i>Secondary</i>	69												69 5.1%
Mechanical Failure - Foreign	5												5 0.4%
<b>Passenger Train Interference - Total</b>	<b>20</b>												<b>20</b> <b>1.5%</b>
Passenger Train Interference - Metra/PSA	6												6 0.4%
Passenger Train Interference - Foreign	14												14 1.0%
<b>Accident - Total</b>	<b>47</b>												<b>47</b> <b>3.5%</b>
Accident - Metra/PSA	7												7 0.5%
Accident - Foreign	40												40 3.0%
<b>Track Work - Total</b>	<b>11</b>												<b>11</b> <b>0.8%</b>
Track Work - Metra/PSA	11												11 0.8%
Track Work - Foreign	-												- 0.0%
<b>Human Error - Total</b>	<b>106</b>												<b>106</b> <b>7.9%</b>
Human Error - Metra/PSA	94												94 7.0%
Human Error - Foreign	12												12 0.9%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>19</b>												<b>19</b> <b>1.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	19												19 1.4%
Sick, Injured, Unruly Passenger - Foreign	-												- 0.0%
<b>Weather - Total</b>	<b>591</b>												<b>591</b> <b>44.1%</b>
Weather - Metra/PSA	586												586 43.7%
Weather - Foreign	5												5 0.4%
<b>Passenger Loading - Total</b>	<b>12</b>												<b>12</b> <b>0.9%</b>
<b>Lift Deployment - Total</b>	<b>11</b>												<b>11</b> <b>0.8%</b>
<b>Obstruction/Debris - Total</b>	<b>79</b>												<b>79</b> <b>5.9%</b>
<b>Catenary Failure - Total</b>	<b>-</b>												<b>-</b> <b>0.0%</b>
<b>Other - Total</b>	<b>28</b>												<b>28</b> <b>2.1%</b>
<b>Total Trains Delayed</b>	<b>1,341</b>												<b>1,341</b> <b>100.0%</b>
Total Metra/PSA Delays	1,129												1,129 84.2%
Total Foreign Carrier Delays	212												212 15.8%

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

**Table 7.b: 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 - Jan
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>	<b>86</b>	<b>136</b>	<b>141</b>	<b>101</b>	<b>95</b>	<b>133</b>	<b>159</b>	<b>112</b>	<b>137</b>	<b>134</b> <b>13.6%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	65 6.6%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	36 3.6%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	29 2.9%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	69 7.0%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	43 4.4%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	26 2.6%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>	<b>95</b>	<b>145</b>	<b>149</b>	<b>128</b>	<b>141</b>	<b>124</b>	<b>110</b>	<b>217</b>	<b>197</b>	<b>160</b> <b>16.2%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	97 9.8%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	68 6.9%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	29 2.9%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	63 6.4%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	22 2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	41 4.2%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>	<b>60</b>	<b>74</b>	<b>92</b>	<b>65</b>	<b>102</b>	<b>70</b>	<b>95</b>	<b>94</b>	<b>98</b>	<b>204</b> <b>20.7%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	200 20.3%
Non-Loomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	46 4.7%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	13 1.3%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	33 3.3%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	154 15.6%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	25 2.5%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	129 13.1%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	4 0.4%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>29</b>	<b>33</b>	<b>28</b>	<b>25</b>	<b>5</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>7</b>	<b>15</b> <b>1.5%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	7 0.7%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	8 0.8%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>	<b>12</b>	<b>25</b>	<b>-</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>43</b>	<b>45</b>	<b>43</b>	<b>25</b> <b>2.5%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	25 2.5%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	- 0.0%
<b>Track Work - Total</b>	<b>11</b>	<b>18</b>	<b>43</b>	<b>101</b>	<b>100</b>	<b>100</b>	<b>58</b>	<b>59</b>	<b>88</b>	<b>120</b>	<b>51</b>	<b>36</b>	<b>11</b> <b>1.1%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	11 1.1%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	- 0.0%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>	<b>52</b>	<b>94</b>	<b>91</b>	<b>80</b>	<b>104</b>	<b>69</b>	<b>72</b>	<b>63</b>	<b>79</b>	<b>109</b> <b>11.0%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	95 9.6%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	14 1.4%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>	<b>33</b>	<b>43</b>	<b>44</b>	<b>36</b>	<b>32</b>	<b>32</b>	<b>25</b>	<b>20</b>	<b>22</b>	<b>24</b> <b>2.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	24 2.4%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	- 0.0%
<b>Weather - Total</b>	<b>172</b>	<b>295</b>	<b>14</b>	<b>27</b>	<b>71</b>	<b>51</b>	<b>8</b>	<b>41</b>	<b>34</b>	<b>10</b>	<b>295</b>	<b>36</b>	<b>172</b> <b>17.4%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	172 17.4%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	- 0.0%
<b>Passenger Loading - Total</b>	<b>31</b>	<b>56</b>	<b>32</b>	<b>13</b>	<b>67</b>	<b>95</b>	<b>78</b>	<b>139</b>	<b>33</b>	<b>35</b>	<b>37</b>	<b>46</b>	<b>31</b> <b>3.1%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>13</b>	<b>45</b>	<b>23</b>	<b>30</b>	<b>36</b>	<b>27</b>	<b>18</b>	<b>27</b>	<b>29</b>	<b>24</b> <b>2.4%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>	<b>62</b>	<b>60</b>	<b>51</b>	<b>63</b>	<b>35</b>	<b>30</b>	<b>59</b>	<b>47</b>	<b>57</b>	<b>40</b> <b>4.1%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>3</b>	<b>63</b>	<b>-</b> <b>0.0%</b>
<b>Other - Total</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>19</b>	<b>33</b>	<b>22</b>	<b>31</b>	<b>20</b>	<b>22</b>	<b>19</b>	<b>5</b>	<b>20</b>	<b>38</b> <b>3.9%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>	<b>602</b>	<b>926</b>	<b>887</b>	<b>722</b>	<b>832</b>	<b>710</b>	<b>782</b>	<b>1,039</b>	<b>870</b>	<b>987</b> <b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	764 77.4%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	223 22.6%

Data for latest month is final (01/28/19) 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**  
**January 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	59	9	10	3	5	17	21	18	55	3	35	29	21	285
11-15	18	4	1	2	3	17	8	5	13	8	24	23	7	133
16-20	9	0	0	1	3	15	11	2	12	2	8	12	3	78
21+	25	2	1	0	6	20	9	5	23	7	22	34	18	172
Annulled	<u>4</u>	<u>6</u>	<u>3</u>	<u>6</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>10</u>	<u>48</u>
Sub-Total	115	21	15	12	24	69	52	30	108	21	91	99	59	716
<b>Weekday Off-Peak **</b>														
6-10	15	2	1	4	1	30	14	8	33	12	24	20	19	183
11-15	6	2	0	2	0	20	13	7	14	5	8	6	17	100
16-20	6	0	1	0	0	11	5	3	3	4	3	4	13	53
21+	11	2	1	0	2	17	10	4	12	18	9	7	17	110
Annulled	<u>5</u>	<u>33</u>	<u>7</u>	<u>26</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>1</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>100</u>
Sub-Total	43	39	10	32	4	78	49	23	64	44	49	40	71	546
<b>Saturday</b>														
6-10	0	1	0	1	0	3	1	0	1	0	8	2	2	19
11-15	2	1	0	0	0	0	3	0	0	0	3	0	0	9
16-20	0	0	0	0	0	0	0	0	1	0	4	1	1	7
21+	1	0	0	0	0	0	1	0	0	0	1	2	1	6
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>0</u>	<u>0</u>	<u>0</u>
Sub-Total	3	2	0	1	0	3	5	0	2	0	16	5	4	41
<b>Sunday-Holiday</b>														
6-10	0	0	0	2	0	2	3	0	0	0	2	6	2	17
11-15	0	0	0	0	0	3	0	0	0	0	0	0	1	4
16-20	0	0	0	0	0	2	0	0	1	0	0	1	0	4
21+	0	0	0	0	0	8	0	0	0	0	0	3	2	13
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>0</u>	<u>0</u>	<u>0</u>
Sub-Total	0	0	0	2	0	15	3	0	1	0	2	10	5	38
<b>January 2019 Total</b>														
6-10	74	12	11	10	6	52	39	26	89	15	69	57	44	504
11-15	26	7	1	4	3	40	24	12	27	13	35	29	25	246
16-20	15	0	1	1	3	28	16	5	17	6	15	18	17	142
21+	37	4	2	0	8	45	20	9	35	25	32	46	38	301
Annulled	<u>9</u>	<u>39</u>	<u>10</u>	<u>32</u>	<u>8</u>	<u>0</u>	<u>10</u>	<u>1</u>	<u>7</u>	<u>6</u>	<u>7</u>	<u>4</u>	<u>15</u>	<u>148</u>
TOTAL	161	62	25	47	28	165	109	53	175	65	158	154	139	1,341
<b>2019 Year-to-Date</b>														
6-10	74	12	11	10	6	52	39	26	89	15	69	57	44	504
11-15	26	7	1	4	3	40	24	12	27	13	35	29	25	246
16-20	15	0	1	1	3	28	16	5	17	6	15	18	17	142
21+	37	4	2	0	8	45	20	9	35	25	32	46	38	301
Annulled	<u>9</u>	<u>39</u>	<u>10</u>	<u>32</u>	<u>8</u>	<u>0</u>	<u>10</u>	<u>1</u>	<u>7</u>	<u>6</u>	<u>7</u>	<u>4</u>	<u>15</u>	<u>148</u>
TOTAL	161	62	25	47	28	165	109	53	175	65	158	154	139	1,341
<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>January 2019 Total</b>														
6-10	46.0%	19.4%	44.0%	21.3%	21.4%	31.5%	35.8%	49.1%	50.9%	23.1%	43.7%	37.0%	31.7%	37.6%
11-15	16.1%	11.3%	4.0%	8.5%	10.7%	24.2%	22.0%	22.6%	15.4%	20.0%	22.2%	18.8%	18.0%	18.3%
16-20	9.3%	0.0%	4.0%	2.1%	10.7%	17.0%	14.7%	9.4%	9.7%	9.2%	9.5%	11.7%	12.2%	10.6%
21+	23.0%	6.5%	8.0%	0.0%	28.6%	27.3%	18.3%	17.0%	20.0%	38.5%	20.3%	29.9%	27.3%	22.4%
Annulled	<u>5.6%</u>	<u>62.9%</u>	<u>40.0%</u>	<u>68.1%</u>	<u>28.6%</u>	<u>0.0%</u>	<u>9.2%</u>	<u>1.9%</u>	<u>4.0%</u>	<u>9.2%</u>	<u>4.4%</u>	<u>2.6%</u>	<u>10.8%</u>	<u>11.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2019 Year-to-Date Delays By Duration</b>														
6-10	46.0%	19.4%	44.0%	21.3%	21.4%	31.5%	35.8%	49.1%	50.9%	23.1%	43.7%	37.0%	31.7%	37.6%
11-15	16.1%	11.3%	4.0%	8.5%	10.7%	24.2%	22.0%	22.6%	15.4%	20.0%	22.2%	18.8%	18.0%	18.3%
16-20	9.3%	0.0%	4.0%	2.1%	10.7%	17.0%	14.7%	9.4%	9.7%	9.2%	9.5%	11.7%	12.2%	10.6%
21+	23.0%	6.5%	8.0%	0.0%	28.6%	27.3%	18.3%	17.0%	20.0%	38.5%	20.3%	29.9%	27.3%	22.4%
Annulled	<u>5.6%</u>	<u>62.9%</u>	<u>40.0%</u>	<u>68.1%</u>	<u>28.6%</u>	<u>0.0%</u>	<u>9.2%</u>	<u>1.9%</u>	<u>4.0%</u>	<u>9.2%</u>	<u>4.4%</u>	<u>2.6%</u>	<u>10.8%</u>	<u>11.0%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/06/2019) version from TOPS.