

On-Time Performance

September 2018



Prepared by the Division of Strategic Capital Planning

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This report presents an analysis of September 2018 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

Table 1 shows the total number of scheduled and delayed trains for each line by service period for the current month and year-to-date.

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

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

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

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

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

For Tables 5 through 7, delays by cause are separated into *Metra/PSA* and *Foreign* designations, where applicable. *Metra/PSA* refers to delays that may be directly or indirectly attributed to Metra or Metra Purchase of Service Agreement partners (BNSF and UP) in commuter rail operation. *Foreign* refers to delays that may be directly or indirectly attributed to other carriers, including freight carriers, Amtrak, and NICTD, that affect Metra trains. *Foreign* also includes delays attributable to BNSF and Union Pacific freight operations. See Table 4 for a detailed breakdown of delay codes by cause category and carrier designation.

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

Reporting Calculations for Temporary Schedules & Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

Changes in Reporting

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

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

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,026	68	93.4%	779	88	88.7%	1,805	156	91.4%	140	7	95.0%	108	1	99.1%	2,053	164	92.0%
Elec -ML	798	12	98.5%	798	17	97.9%	1,596	29	98.2%	200	5	97.5%	123	0	100.0%	1,919	34	98.2%
-BI	247	5	98.0%	266	1	99.6%	513	6	98.8%	40	2	95.0%	--	--	--	553	8	98.6%
-SC	<u>247</u>	<u>2</u>	99.2%	<u>589</u>	<u>5</u>	99.2%	<u>836</u>	<u>7</u>	99.2%	<u>160</u>	<u>3</u>	98.1%	<u>120</u>	<u>0</u>	100.0%	<u>1,116</u>	<u>10</u>	99.1%
Subtotal	1,292	19	98.5%	1,653	23	98.6%	2,945	42	98.6%	400	10	97.5%	243	0	100.0%	3,588	52	98.6%
Heritage	114	3	97.4%	19	2	89.5%	133	5	96.2%	--	--	--	--	--	--	133	5	96.2%
Milw -N	475	16	96.6%	665	65	90.2%	1,140	81	92.9%	100	11	89.0%	108	11	89.8%	1,348	103	92.4%
-W	<u>513</u>	<u>14</u>	97.3%	<u>589</u>	<u>18</u>	96.9%	<u>1,102</u>	<u>32</u>	97.1%	<u>120</u>	<u>15</u>	87.5%	<u>108</u>	<u>1</u>	99.1%	<u>1,330</u>	<u>48</u>	96.4%
Subtotal	988	30	97.0%	1,254	83	93.4%	2,242	113	95.0%	220	26	88.2%	216	12	94.4%	2,678	151	94.4%
NCS	171	13	92.4%	209	13	93.8%	380	26	93.2%	--	--	--	--	--	--	380	26	93.2%
RI	684	17	97.5%	589	47	92.0%	1,273	64	95.0%	160	0	100.0%	168	6	96.4%	1,601	70	95.6%
SWS	209	7	96.7%	362	24	93.4%	571	31	94.6%	30	0	100.0%	--	--	--	601	31	94.8%
UP -N	572	12	97.9%	752	13	98.3%	1,324	25	98.1%	133	11	91.7%	111	4	96.4%	1,568	40	97.4%
-NW	627	41	93.5%	608	20	96.7%	1,235	61	95.1%	120	3	97.5%	90	13	85.6%	1,445	77	94.7%
-W	<u>513</u>	<u>35</u>	93.2%	<u>608</u>	<u>37</u>	93.9%	<u>1,121</u>	<u>72</u>	93.6%	<u>100</u>	<u>9</u>	91.0%	<u>108</u>	<u>13</u>	88.0%	<u>1,329</u>	<u>94</u>	92.9%
Subtotal	1,712	88	94.9%	1,968	70	96.4%	3,680	158	95.7%	353	23	93.5%	309	30	90.3%	4,342	211	95.1%
System	6,196	245	96.0%	6,833	350	94.9%	13,029	595	95.4%	1,303	66	94.9%	1,044	49	95.3%	15,376	710	95.4%

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

Delays data for most recent month is final (11/05/18) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	10,298	908	91.2%	7,749	614	92.1%	18,047	1,522	91.6%	1,130	68	94.0%	796	31	96.1%	19,973	1,621	91.9%
Elec -ML	8,010	146	98.2%	8,034	95	98.8%	16,044	241	98.5%	1,561	39	97.5%	863	33	96.2%	18,468	313	98.3%
-BI	2,483	45	98.2%	2,674	48	98.2%	5,157	93	98.2%	312	17	94.6%	--	--	--	5,469	110	98.0%
-SC	<u>2,561</u>	<u>36</u>	98.6%	<u>5,922</u>	<u>74</u>	98.8%	<u>8,483</u>	<u>110</u>	98.7%	<u>1,247</u>	<u>20</u>	98.4%	<u>858</u>	<u>13</u>	98.5%	<u>10,588</u>	<u>143</u>	98.6%
Subtotal	13,054	227	98.3%	16,630	217	98.7%	29,684	444	98.5%	3,120	76	97.6%	1,721	46	97.3%	34,525	566	98.4%
Heritage	1,146	113	90.1%	191	27	85.9%	1,337	140	89.5%	--	--	--	--	--	--	1,337	140	89.5%
Milw -N	4,771	266	94.4%	6,689	536	92.0%	11,460	802	93.0%	808	73	91.0%	789	50	93.7%	13,057	925	92.9%
-W	<u>5,153</u>	<u>187</u>	96.4%	<u>5,925</u>	<u>247</u>	95.8%	<u>11,078</u>	<u>434</u>	96.1%	<u>941</u>	<u>54</u>	94.3%	<u>776</u>	<u>38</u>	95.1%	<u>12,795</u>	<u>526</u>	95.9%
Subtotal	9,924	453	95.4%	12,614	783	93.8%	22,538	1,236	94.5%	1,749	127	92.7%	1,565	88	94.4%	25,852	1,451	94.4%
NCS	1,767	129	92.7%	2,101	132	93.7%	3,868	261	93.3%	--	--	--	--	--	--	3,868	261	93.3%
RI	6,876	378	94.5%	5,998	357	94.0%	12,874	735	94.3%	1,237	27	97.8%	1,193	54	95.5%	15,304	816	94.7%
SWS	2,101	174	91.7%	3,630	275	92.4%	5,731	449	92.2%	234	10	95.7%	--	--	--	5,965	459	92.3%
UP -N	5,726	170	97.0%	7,588	151	98.0%	13,314	321	97.6%	1,031	75	92.7%	788	57	92.8%	15,133	453	97.0%
-NW	6,291	337	94.6%	6,122	222	96.4%	12,413	559	95.5%	950	79	91.7%	651	85	86.9%	14,014	723	94.8%
-W	<u>5,154</u>	<u>476</u>	90.8%	<u>6,119</u>	<u>467</u>	92.4%	<u>11,273</u>	<u>943</u>	91.6%	<u>791</u>	<u>65</u>	91.8%	<u>779</u>	<u>52</u>	93.3%	<u>12,843</u>	<u>1,060</u>	91.7%
Subtotal	17,171	983	94.3%	19,829	840	95.8%	37,000	1,823	95.1%	2,772	219	92.1%	2,218	194	91.3%	41,990	2,236	94.7%
System	62,337	3,365	94.6%	68,742	3,245	95.3%	131,079	6,610	95.0%	10,242	527	94.9%	7,493	413	94.5%	148,814	7,550	94.9%

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

Delays data for most recent month is final (11/05/18) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Sep	Annual
BNSF	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.3%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.3%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.7%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.2%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0				91.9%	
	2013-2017 average	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	93.2%	93.4%
Electric	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.2%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6				98.4%	
	2013-2017 average	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.6%	97.7%
Heritage	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	89.4%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	89.7%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.3%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2				89.5%	
	2013-2017 average	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	92.9%	93.1%
Milw - N	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.6%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4				92.9%	
	2013-2017 average	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	93.3%	93.7%
Milw - W	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	92.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.9%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.8%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4				95.9%	
	2013-2017 average	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	94.7%	94.9%
NCS	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.8%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.2%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.6%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2				93.3%	
	2013-2017 average	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	92.8%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Sep	Annual
RI	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.6%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	92.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.7%	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	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6				94.7%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.4%	95.6%
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.1%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.1%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	94.7%	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	95.7%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8				92.3%	
	2013-2017 average	92.8	94.1	96.1	96.3	93.8	93.5	95.1	94.6	95.3	95.6	93.2	94.4	94.6%	94.6%
UP - N	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.3%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.6%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4				97.0%	
	2013-2017 average	96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	97.0%	97.1%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.8%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	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	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7				94.8%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.5%	95.5%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.6%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.1%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.0%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	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	94.5%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9				91.7%	
	2013-2017 average	93.8	93.6	96.2	95.4	94.3	93.0	95.3	94.7	96.0	95.2	95.2	93.6	94.7%	94.7%
System excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.6%	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	95.9%	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	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.1%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4				94.9%	
2013-2017 average	93.7	94.3	96.5	96.7	96.0	94.4	95.1	95.8	96.2	96.4	96.0	95.4	95.4%	95.6%	

Delays data for most recent month is final (11/05/18) version from TOPS.

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

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
BNSF	1213	Tue, Sep 04	6	GW	2A SWITCH AT FAIRVIEW AVE WOULD NOT NORMAL. 1213 HAD TO BE TALKED BY RED SIGNAL AT FAIRVIEW AVE.	
		84% OT	Thu, Sep 06	7	G	1B SW AT LISLE WOULD NOT NORMAL
			Fri, Sep 14	6	CC	CROSSING REPLACEMENT DOWNER'S GROVE MAIN STREET.
BNSF	1227	Wed, Sep 05	8	AM	WAITING ON LINE UP AT CUS	
		79% OT	Wed, Sep 12	7	CC	GETTING TALKED THRU MULTIPLE FORM B'S
			Fri, Sep 14	7	CC	WORKED MT3 DOWNERS THRU LISLE
			Mon, Sep 24	7	CC	10MPH. NORTH & SOUTH LEAD.
BNSF	1231	Fri, Sep 07	11	CC	MOW AT DGM	
		68% OT	Mon, Sep 10	7	CC	FORM B'S AT THE HILL YARD TIE REPLACEMENT.
			Tue, Sep 11	15	B	FOREMAN FOR FORM B WOULD NOT ANSWER RADIO
			Mon, Sep 17	11	CC	10 MPH.
			Thu, Sep 20	6	CC	WAITING ON AUTHORITY THROUGH FORM B.
BNSF	1238	Fri, Sep 21	8	CC	TIE GANG AT WEST EOLA	
		74% OT	Wed, Sep 05	8	AM	ARRIVAL DELAYED BY A391'S DEPARTURE.
			Tue, Sep 11	8	I	PASSENGER LOADING AT ROUTE 59.
			Wed, Sep 12	11	I	SCHEDULED DEPARTURE OUT OF ROUTE 59 IS 0729. ACTUAL DEPARTURE WAS 0736. PASSENGER LOADING.
			Mon, Sep 17	13	E1	1230'S LOCOMOTIVE SHUT DOWN AT ROUTE 59 DELAYING 1238 AT ROUTE 59.
BNSF	1243	Fri, Sep 21	7	G	TRACK INDICATION AT BERWYN LED TO TRAIN BEING TALKED PAST A RED SIGNAL AND PROCEEDING AT RESTRICTED SPEED PER RULE.	
		84% OT	Fri, Sep 07	7	CC	TRACK WORK AT AURORA.
			Wed, Sep 12	8	U	CREW HAD TO REOPEN DOORS AND GET IN POSITION TO ACCOMMODATE AN ADA.
			Fri, Sep 14	8	R	ENGINEER DIDN'T HAVE CORRECT GTB'S FOR HIS TRAIN. HAD TO PRINT UP NEW GTB'S FOR THE ENGINEER. ENGINEER DIDN'T READ THROUGH GTB'S UNTIL 5 MIN
			Mon, Sep 10	7	CM1	HELD AT LA VERGNE DUE TO SWITCH FAILURE AND WAITING ON 1272 TO CLEAR SO 1251 COULD CROSSOVER FROM M.T 1 TO M.T 2.
BNSF	1251	Wed, Sep 05	7	CM1	HELD AT LA VERGNE DUE TO SWITCH FAILURE AND WAITING ON 1272 TO CLEAR SO 1251 COULD CROSSOVER FROM M.T 1 TO M.T 2.	
		63% OT	Fri, Sep 07	12	G	HAD TO HANDLINE SWITCH AT HILL EAST ACCOUNT D.S WAS UNABLE TO LINE THIS SWITCH.
			Mon, Sep 10	7	ZT	LOST TRAIN DUE TO 10 MPH SLOW ORDER ON THE INCORRECT LEAD AT AURORA. THIS CAUSED THEM TO GO INTO PTC SUPPRESSION WHILE TRAVELING ON THE NORTH
			Tue, Sep 11	9	RF	HELD AT FAIRVIEW FOR 1278 TO CROSSOVER.
			Wed, Sep 12	8	CC	10 MPH TRACK WORK NORTH & SOUTH LEAD.
			Fri, Sep 14	9	CC	10 MPH SLOW ORDER ON LEAD AT AURORA.
			Thu, Sep 20	15	RF	SLOW ROLL TO MAKE MEET WITH 1288 AT WEST EOLA.
BNSF	1266	Fri, Sep 07	26	E1	METRA 182 RAN OUT OF WATER WHILE ON TRAIN 1229. THIS CAUSED 1266 TO RUN LATE.	
		84% OT	Wed, Sep 12	9	KP	POLICE ACTIVITY ON TRACKS.
			Mon, Sep 24	25	DD	HELD FOR THE C NRMCGK0 07, WHILE PULLING THE AIR LINE.
BNSF	1267	Fri, Sep 07	10	CC	HAD TO WAIT 10 MINUTES FOR TIE GANG TO CLEAR AT HILL EAST.	
		68% OT	Mon, Sep 17	12	C1	FOLLOWING 1261/1265 DUE TO LATE FLIP 1272
			Tue, Sep 18	7	I	HELD AT FVW FOR 1255 LATE WITH LONG DWELL TIME.
			Wed, Sep 19	14	RA	AMTRAK D.S. SENT AMTRAK 393 OUT TO UNION AVE. WITHOUT INFORMING THE UNION AVE. D.S. THIS CAUSED DELAY TO 1267 AS THEY WAITED FOR 393 TO CLEA
			Thu, Sep 20	12	DE1	HELD AT CICERO B FOR LATE 1274
BNSF	1270	Wed, Sep 26	11	CC	10 MPH ON BOTH LEADS.	
		74% OT	Tue, Sep 04	11	U	HAD 5 ADA LOADINGS.
			Wed, Sep 12	8	CC	WORKING THE MIDDLE TRACK.
			Mon, Sep 17	11	C	LATE DUE TO MOW OVERSTAY.
			Mon, Sep 24	8	DD1	INBOUND TRAIN 1266 WAS LATE DUE TO COAL TRAIN INTERFERENCE AT UNION AVE. ...
BNSF	1272	Wed, Sep 26	10	CC	HELD AT ATC DUE TO SINGLE TRACKING ACCOUNT MOW WORKING ON THE LEAD... TIE GANG.	
		79% OT	Wed, Sep 05	15	CM	SWITCH WOULD NOT THROW INTO REVERSE CAUSING 15 MINUTE DELAY.
			Tue, Sep 11	8	RF	HOLDING ON 1237 TO CROSSOVER AT EOLA.
			Mon, Sep 17	9	C	OPERATED MT2 LILSE TO FVW MOW ON MT3
			Thu, Sep 20	16	CC	MOW OVERSTAY AT LA GRANGE
BNSF	1273	Fri, Sep 07	7	CC1	LATE DUE TO THEIR INBOUND FLIP 1274. 1274 WAS LATE DUE TO THEIR INBOUND FLIP OFF 1237 WAS LATE. LOST TIME DUE TO TIE GANG WORKING ON THE LEA	
		68% OT	Wed, Sep 12	9	AM	HELD AT CONGRESS PARK, WHILE HOLDING FOR AMTRAK 383 WHICH WAS WORKING LA GRANGE.
			Thu, Sep 20	21	DE1	LATE INBOUND DUE TO LATE ARRIVAL OF 1274, DUE TO H NTWBRC8 19 GOING INTO UDE AT CICERO.
			Fri, Sep 21	88	L1	1277 INCIDENT
			Mon, Sep 24	7	RF	DISPATCHER MISLINED 1273 AT BERWYN INSTEAD OF THE NORMAL CONTROL POINT AT CICERO.
			Wed, Sep 26	6	G1	TRACK INDICATION, M.T 2 & 3 THAT EFFECTED THEIR 1274 TRIP.
BNSF	1274	Fri, Sep 07	13	G1	D.S HELD 1237 AT FAIRVIEW UNTIL HE WAS ABLE TO GET SWITCH TO LINE, FOR HIS MOVEMENT. D.S WAS ABLE TO GET SWITCH TO LINEUP AFTER 3 MINUTES.TH	
		84% OT	Thu, Sep 20	18	DE1	H NTWBRC8 19 WENT INTO UDE WHILE PULLING INTO CICERO YARD.
			Wed, Sep 26	13	G	TRACK INDICATION, M.T 2 & 3.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1275 79% OT	Wed, Sep 12	10	RN1	LATE DUE TO INBOUND ARRIVAL OF 1276 AND LOADING.	
		Mon, Sep 17	13	AM1	LATE FLIP	
		Thu, Sep 20	19	DE1	H NTWBRC8 19 WENT INTO UDE WHILE PULLING INTO CICERO YARD. THIS DELAYED 1276, WHICH IS THE FLIP FOR 1275.	
		Mon, Sep 24	7	RF	DISPATCHER MISLINED 1275 AT BERWYN INSTEAD OF THE NORMAL CONTROL POINT AT CICERO.	
BNSF	1276 68% OT	Tue, Sep 04	8	ZT	ENGINEER TRIED TO INITILIZE PTC, BUT SYSTEM WOULD NOT ENGAGE. HE TRIED FOR EIGHT MINUTES BEFORE DEPARTING AURORA.	
		Wed, Sep 12	10	RN	HAD TO CHANGE ENGINEERS AT AURORA.	
		Fri, Sep 14	9	I	HEAVY PASSENGER LOADING.	
		Mon, Sep 17	20	AM1	LATE INBOUND OFF 1239 ACCOUNT FOLLOWING AMTRAK 3.	
		Thu, Sep 20	20	DE1	H NTWBRC8 19 WENT INTO UDE WHILE PULLING INTO CICERO YARD.	
		Wed, Sep 26	11	G	TRACK INDICATION, M.T 2 & 3.	
BNSF	1278 84% OT	Fri, Sep 14	9	I	HEAVY PASSENGER LOADING FOR THE RIOT FEST.	
		Thu, Sep 20	15	DE1	H NTWBRC8 19 WENT INTO UDE WHILE PULLING INTO CICERO YARD.	
		Wed, Sep 26	9	G	TRACK INDICATION, M.T 2 & 3.	
BNSF	1280 84% OT	Thu, Sep 20	10	DE1	H NTWBRC8 19 WENT INTO UDE WHILE PULLING INTO CICERO YARD.	
		Fri, Sep 21	10	ZR1	LATE TURN FROM 1241	
		Wed, Sep 26	12	G	TRACK INDICATION, M.T 2 & 3.	
BNSF	1281 84% OT	Mon, Sep 17	7	AM1	WAITING ON OTHER TRAINS	
		Fri, Sep 21	60	L1	1277 INCIDENT	
		Fri, Sep 28	6	I	SLOW PASSENGER HANDLING	
BNSF	1285 84% OT	Mon, Sep 17	6	VF	DOOR ISSUE	
		Fri, Sep 21	60	L1	1277 INCIDENT	
		Fri, Sep 28	11	D	DS HAD TO RUN TIME DUE TO CHI108 ASKING FOR MOVE THEN NOT READY.	
BNSF	1288 58% OT	Fri, Sep 07	7	CC1	LATE INBOUND OFF 1243 DUE TO TIE GANG WORKING ON THE LEAD AT AURORA.	
		Tue, Sep 11	9	B	288 HAD TO WAIT FOR THEIR INBOUND TRAIN THAT COULDN'T SHOVE ONTO CORRECT TRACK AT HILL YARD TO MAKE CREW CHANGE ACCOUNT M.O.W HAD A SWITCH L	
		Wed, Sep 12	6	CC	10 MPH SLOW ORDER ON THE SOUTH LEAD.	
		Fri, Sep 14	10	R1	LATE FLIP FROM 1243	
		Thu, Sep 20	10	CC	10 MPH SLOW ORDER.	
		Tue, Sep 25	7	KW	65 MPH WIND WARNINGS.	
		Wed, Sep 26	9	G	TRACK INDICATION, M.T 2 & 3.	
		Thu, Sep 27	11	CC	10 MPH ON NORTH & SOUTH LEAD.	
BNSF	1291 84% OT	Wed, Sep 12	9	U	4 ADA LIFTS BERWYN, WESTMONT, FVW, DGM	
		Thu, Sep 13	6	U	2 ADA LIFTS BERWYN AURORA AND CUS TO DGM	
		Wed, Sep 19	7	D	WORKED MT2 AT CICERO	
BNSF	1293 84% OT	Fri, Sep 07	7	RF	NO LINEUP FROM DS	
		Mon, Sep 17	7	ZT	PTC LOST SIGNAL	
		Tue, Sep 18	6	ZT	PTC BRAKING EVENT AT LA GRANGE.	
BNSF	1295 84% OT	Wed, Sep 19	8	D	WAITED FOR PASSENGERS TO CROSSOVER - WORKED MT3 AT CICERO	
		Thu, Sep 20	10	D	WORKED MT3 NPV AND RT 59 FREIGHT TRAFFIC AT EOLA	
		Fri, Sep 28	31	G	HAND LINE ROUTE CICERO B	
BNSF	1296 79% OT	Wed, Sep 05	10	JM	PASSENGER MEDICAL EMERGENCY	
		Tue, Sep 18	7	GT	TMDS FAILURE. DISPATCHER UNABLE TO LINE SIGNAL.	
		Fri, Sep 21	13	L1	1277 INCIDENT	
		Fri, Sep 28	11	DE1	U CXPEPP072T LOST POWER BLOCKING ROUTE	
ELML	144 84% OT	Mon, Sep 10	65	O1	STUCK AT 69TH POWER FAILURE.	
		Thu, Sep 27	12	CC1	22M 65TH TO 11TH PLACE FOLLOWING SS922 AND RUNNING AGAINST THE CURRENT OF TRAFFIC	
		Fri, Sep 28	6	J1	16M LATE DEPARTING UP DUE TO LATE FLIP FROM 143 PASSENGER REMOVAL AT HARVEY.	
MN	2125 84% OT	Tue, Sep 18	6	D1	7" WAITING ON A LATE #2146; 3" CN CROSS TRAFFIC.	
		Wed, Sep 19	28	GA1	28" WAITING ON A LATE #2146; 3" CN CROSS TRAFFIC.	
		Tue, Sep 25	7	F	4" ENROUTE DOOR PROBLEMS WITH CAR CAR #8209; 4" CUS WAITING ON HEP.	
MN	2140 84% OT	Fri, Sep 14	18	I	14" HEAVY PASSENGER LOADING ENROUTE; 6" FOLLOWING A LATE #2129 FROM A-2 TO CUS.	
		Mon, Sep 17	10	J1	8" WAITED FOR #2119 TO CLEAR GRAYSLAKE; 6" PASSENGER LOADING ENROUTE.	
		Fri, Sep 21	19	JM	12" MEDICAL EMERGENCY, WESTERN AVE; 8" WAITING ON #2119; 5" PASSENGER LOADING.	
MN	2148 84% OT	Wed, Sep 12	9	H1	10" LATE TURN FROM #2127.	
		Thu, Sep 13	7	U1	5" LATE TURN FROM #2127; 2" PASSENGER LOADING; 4" BAD SPEEDO ON CAB CAR #8544.	
		Wed, Sep 19	16	GA1	16" DELAY, LATE TURN FROM #2127 AND HEAVY PASSENGER LOADING.	
MN	2149 84% OT	Tue, Sep 04	23	D	20" CROSSING FREIGHT, CN; 15" FORM B MORTON GROVE-LAKE COOK RD. TRAIN CROSSED 1MT-2MT AT MORTON GROVE BACK TO 2 AT A-20.	
		Thu, Sep 13	30	F	20" SWAPPED EQUIPMENT WITH #2147/2158 AT GRAYSLAKE, CAB CAR #8544 BAD ORDER SPEEDO; 10" HAND LINE WEST GRAYSLAKE.	
		Mon, Sep 24	44	F1	35" RONDOUT WAITING ON A LATE #2156; 15" SWAP EQUIPMENT @ GRAYSLAKE.	
MN	2150 79% OT	Tue, Sep 04	6	A	6" DELAY, DEERFIELD TURNAROUND.	
		Wed, Sep 05	7	A	5" CROSS TRAFFIC AT A-5 AND A-2; 5" DEERFIELD TURNAROUND.	
		Thu, Sep 20	10	AM	AMTRAK 2112 + 2131 CAUSED DELAY	
		Tue, Sep 25	10	KD	17" STRUCK SOMETHING BETWEEN EDGEBROOK AND FOREST FLEN CREW INSPECTED EQUIP., INSPECTED TRACK, NOTHING FOUND.	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2151 79% OT	Tue, Sep 04	20	D1	20" WAITING FOR #2158 AT RONDOUT.	
		Wed, Sep 05	6	D1	6" STOPPED AT RONDOUT WAITING FOR #2158.	
		Thu, Sep 13	13	F1	6" COPY MOVEMENT AUTHORITY; 5" GRAYSLAKE COPY MOVEMENT AUTHORITY; 5" RONDOUT WAITING ON #2158.	
		Mon, Sep 24	41	F1	55" LIBERTYVILLE SIDING WAITING ON A LATE #2158.	
MN	2153 84% OT	Thu, Sep 06	13	H	13" DELAY, LOSS OF HEP LOCO #421 AT HEALY. HEP WAS PUT IN EMPLOYEE DID NOT BYPASS.	
		Mon, Sep 17	12	R	13" ENGINEER NEEDED A RESTROOM BREAK, GOLF; 3" CROSS TRAFFIC, CN.	
		Fri, Sep 28	17	D	6" CUS ENGINEER BREAK; 7" A-5; 3" MEETING TRAINS.	
MN	2155 53% OT	Tue, Sep 04	23	D1	23" DELAY, LATE TURN FROM #2158.	
		Wed, Sep 05	9	D1	9" DELAY, LATE TURN FROM #2158.	
		Thu, Sep 06	13	H1	13" DELAY, WAITED FOR #2160 TO CLEAR RONDOUT.	
		Fri, Sep 07	8	D	CN FREIGHT TRAIN	
		Mon, Sep 17	7	R1	7" DELAY, WAITED FOR #2160 TO CLEAR RONDOUT.	
		Thu, Sep 20	13	G	13" DELAY, SWITCH PROBLEMS @ A-20.	
		Fri, Sep 21	10	D1	10" DELAY, LATE TURN FROM #2155.	
		Mon, Sep 24	8	A	8" DELAY: STOP SIGNAL, MAYFAIR; ASSISTED PASSENGER OFF TRAIN AT PRAIRIE CROSSING; FORM B MP39.0-40.2.	
MN	2156 74% OT	Fri, Sep 28	26	D1	26" DELAY, WAITING FOR 2160 TO CLEAR RONDOUT.	
		Tue, Sep 04	6	D	15" STOP AT CN CROSSING, THEN RESTRICTED SPEED CN-LIBERTYVILLE; 3" WAITED AT A-20 FOR #2151 TO CLEAR.	
		Wed, Sep 19	7	D	6" CN CROSS TRAFFIC; 5" WAITING ON #2147.	
		Fri, Sep 21	9	D	9" DELAY, CN CROSS TRAFFIC.	
MN	2158 58% OT	Mon, Sep 24	28	F	28" DELAY, GRAYSLAKE SWAP, #2156 WITH BAD ORDER CAB CAR #8521.	
		Fri, Sep 28	7	D	5" WAITING FOR 2143 TO YARD; 6" FOLLOWING TRAIN AHEAD RONDOUT TO A-20	
		Tue, Sep 04	23	D1	WAITED AT GRAYSLAKE FOR #2149 TO CLEAR.	
		Wed, Sep 05	11	D	11" STOPPED AT GRAYLAKE WAITING FOR #2149 TO CLEAR, STOPPED AT CN FOR FREIGHT CROSS TRAFFIC, AND RAN ON 1 MT MOST OF THE WAY TO CUS.	
		Fri, Sep 14	7	GM1	7" WAITING ON #2149 AT GRAYSLAKE; 4" CN CROSS TRAFFIC. GATE CROSSING	
		Wed, Sep 19	8	GA1	12" WAITING ON #2149.	
		Fri, Sep 21	11	D1	10" WAITING ON #2149.	
MN	2159 84% OT	Mon, Sep 24	46	F1	48" DELAY, SWAPPING EQUIPMENT WITH #2149 AT GRAYSLAKE.	
		Thu, Sep 27	6	D	12" CROSS TRAFFIC AT CN.	
		Fri, Sep 28	6	D	5" WAITING ON 2145; 5" CN CROSS TRAFFIC	
		Thu, Sep 06	90	M	89" DELAY DUE TO VEHICLE STRUCK BY TRAIN NEAR GRAYSLAKE. NO OCCUPANTS IN VEHICLE.	
MN	2160 79% OT	Tue, Sep 11	19	B	19" DELAY, SIGNAL PROBLEMS AT RONDOUT, RESTRICTED SPEED.	
		Fri, Sep 14	10	KD	10" DELAY, STRUCK AN ANIMAL NEAR THE CN CROSSING.	
		Thu, Sep 06	12	H1	13" DELAY, LATE ARRIVAL/TURN OF #2153.	
MN	2160 79% OT	Mon, Sep 17	10	R1	10" DELAY, LATE TURN FROM #2153.	
		Thu, Sep 20	8	G	8" DELAY, TALKED BY SIGNAL A-20, RAN RESTRICTED SPEED.	
		Fri, Sep 28	20	D1	20" DELAY, LATE TURN FROM 2153.	
		Wed, Sep 05	20	R	12" SLOW LOADING (STUDENT); 2" EFFICIENCY TEST BY ROAD FOREMAN , SPAULDING; 2" STOP SIGNAL, CP MORGAN; 3" WALKING SPEED, MP3.0.	
MW	2230 84% OT	Mon, Sep 10	35	J	20" POLICE ACTIVITY WESTERN AVE, PASSENGER REMOVED FOR DECEPTION/THEFT OF SERVICE; 10" WAITED FOR PD, SUSPICIOUS PERSON.	
		Thu, Sep 27	8	J	5" SLOW PASSENGER LOADING; 5" POLICE ACTIVITY @ WESTERN AVE.	
NCS	110 74% OT	Tue, Sep 04	7	RF	8" STOP SIGNAL GRAYSLAKE; 2" SLOW PASSENGER LOADING VERNON HILLS DUE TO PLATFORM CONSTRUCTION.	
		Wed, Sep 05	6	I	6" DELAY, SLOW PASSENGER LOADING.	
		Thu, Sep 06	7	G	6" TEMPORARY SPEED RESTRICTION MP 46.0-45.0 30MPH; 3" STOP SIGNAL DEVAL.	
		Wed, Sep 12	15	RF	14" STOP SIGNAL GRAYSLAKE WAITING ON #2118; 2" STOP SIGNAL A-2; 3" SLOW LOADING PASSENGERS.	
		Tue, Sep 25	12	G	6" THREE 30MPH TEMP. SPEED RESTRICTIONS MP51.3-51.0, 33.3-33.1, 19.7-18.8; 4" STOP SIGNAL DEVAL; 3" STOP SIGNAL B-12; 3" X-ING MALF...	
NCS	114 68% OT	Wed, Sep 05	11	G	8" STOP SIGNAL, A2, RESTRICTED SPEED.	
		Mon, Sep 10	10	D	5" STOP SIGNAL GALEWOOD, X/O 2-1MT; 3" SPEED RESTRICTIONS; 3" 2MT, VERNON HILLS CAME IN SLOW PLATFORM WORK; 2" 10MPH MP23.44-23.45.	
		Mon, Sep 17	7	D	5" X/O 2MT TO MT @ GALEWOOD AND BACK @ A-3; 3" 10MPH TEMPORARY SPEED RESTRICTION OVER DIAMOND; 2" STOP SIGNAL CUS LAKE ST.	
		Thu, Sep 20	8	G	5" 10MPH TEMPORARY SPEED RESTRICTION, MP51.3-51.0; 3" X/O 1MT-2MT @ RAM, X/O 2MT-1MT, GRAYSLAKE; 3" B/O CAB RADIO #8525.	
		Mon, Sep 24	13	D	12" LATE DEPARTING ANTICH COACH YARD, FREIGHT INTEFERENCE, FOLLOWED TO MUNDELEIN; 3" TEMP. SPEED RESTRICTION, MP19-18.8.	
RI	420 84% OT	Tue, Sep 25	7	G	6" THREE TEMPORARY SPEED RESTRICTIONS; 5" SLOW LOADING ENGINE #423.	
		Mon, Sep 17	14	D	(FREIGHT TRAIN INTERFERENCE) - CSXJ945 LOST ENGINE AT MP 32. RI 420 HAD TO WAIT AT CP MOKENA FOR THE RIO405 TO CLEAR MOKENA	
		Mon, Sep 24	7	CC1	(PASSENGER TRAIN INTERFERENCE) - (SCHEDULED TRACK WORK TRN AHD)	
		Fri, Sep 28	24	C1	(M OF W WORK, TRN AHD) - 13M LATE DEPARTURE FROM 515 S TURN, FLAGGED THROUGH CP MILLER & EJE, WAITING FOR TRAFFIC TO CLEAR AT GRESHAM.	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	503 79% OT	Mon, Sep 10	7	I	(PSGR HANDLING) -	
		Thu, Sep 13	10	K	(PSGR HANDLING) - 3M B.I. TRYING TO CONTACT OPERATOR/4M ENROUTE SLOW LOADING/UNLOADING/3M CP RICHARD A TRUCK STRUCK THE BRIDGE/TRAIN HAD TO	
		Thu, Sep 20	8	I	(PSGR HANDLING) - 8 MIN	
		Thu, Sep 27	8	GX	BROKEN GATE MP 11.6	
RI	507 79% OT	Thu, Sep 06	16	G	(SIG/SWT MALFUNCTION) - HAD RESTRICTING SIGNALS FROM ROBBINS TO CP 66TH CT.	
		Wed, Sep 12	6	CC	(SCHEDULED TRACK WORK) - 10 MIN AT 46TH ST, SINGLE TRACK AT 81ST	
		Thu, Sep 13	11	D	(PSGR HANDLING) - FREIGHT TRAIN INTERFERENCE AT THE EJE CROSSING CN U260 WITH 122 CARS.	
		Mon, Sep 17	9	CC	(SCHEDULED TRACK WORK) - 10 MINS AT 46TH ST, AWATING I/B DUE TO SINGLE TRACK 81ST	
RI	508 79% OT	Fri, Sep 07	7	GX	(GATECROSSING MALFUNCTION) - 3 MINS 95TH ST FOR ITEM 1	
		Mon, Sep 10	10	E1	(LOCO MALFCN, TRN AHD) - DELAYED 7M OUT OF JOLIET, LATE TURN ACCT LATE ARRIVAL DUE TO ISSUES WITH 418 GOING INTO PENALTY. 2 MINS ADA FROM R	
		Thu, Sep 13	26	K	15M LATE DEPARTING JUD DUE TO (OBSTRUCTION ON TRACKS) - (OBSTRUCTION ON TRACKS)	
RI	509 79% OT	Thu, Sep 20	15	G	RESTRICTED SPEED SIGNALS.	
		Mon, Sep 10	20	CC	(SCHEDULED TRACK WORK) - DELAYED 12M WAITING FOR 508 TO CLEAR EAST, SINGLE TRACKING BETWEEN 81ST AND 54TH FOR B1586	
		Tue, Sep 11	8	C	M OF W WORK	
		Mon, Sep 17	8	CC	(SCHEDULED TRACK WORK) -	
RI	511 84% OT	Mon, Sep 24	29	DR1	FREIGHT TRAIN INTERFERENCE	
		Tue, Sep 11	6	C	M OF W WORK	
		Mon, Sep 24	12	DR1	(FRT TRN INF, TRN AHD) -	
RI	515 84% OT	Fri, Sep 28	6	C	(M OF W WORK) - 16M ENROUTE DUE TO TK WORK ON A SPEED RESTRICTION JUST WEST OF CP MOKENA, WITH 3 GATE MALFUNCTIONS AT MOKENA, & NO POWER AT	
		Mon, Sep 17	14	CC	(M OF W WORK) - SINGLE TRACKING FROM CP 46TH TO GRESHAM ON TK 1.	
		Mon, Sep 24	24	CC1	(SCHEDULED TRACK WORK TRN AHD) - DUE TO TRACK WORK.SINGLE TRACKING FROM GRESHAM TO CP 46TH ST.	
RI	524 68% OT	Fri, Sep 28	16	C1	WAITING FOR 418 TO CLEAR MOKENA, 3 ITEM 1 GATE MALFUNCTIONS AT MOKENA, BEING FLAGGED THROUGH EJE & CP MILLER	
		Tue, Sep 04	17	E1	(LOCO MALFCN, TRN AHD) - 10 MIN WAITING AT BI FOR 615 TO GET OFF SUBLINE	
		Wed, Sep 05	7	C	DELAYED 7M MEETING 409 AT CP MILLER ST REET ACCT SCHEDULED TRACK WORK ON MAIN 1 BETWEEN 35.5 AND CP MOKENA	
		Thu, Sep 06	12	G	(SIG/SWT MALFUNCTION) - 15M CP MILLER ACCT. SWITCH FAILURE, TRAIN SHOVED BACK INTO JOLIET DEPOT AFTER 409 YARDED,SENT DOWN TK 1ACCT. SINGLE	
		Mon, Sep 10	21	G	(SIG/SWT MALFUNCTION) - 24M CP 15.6 DUE TO SWITVH FAILING	
		Wed, Sep 12	12	G	(SIG/SWT MALFUNCTION) - 1 CROSSOVER FAILING NORMAL	
RI	617 84% OT	Fri, Sep 28	7	D	(FREIGHT TRAIN INTERFERENCE) - 7M EJE WAITING FOR CN M347 (CN5640, 9931) TO CLEAR	
		Tue, Sep 04	10	E1	(LOCO MALFCN, TRN AHD) - 12 IN WAITING TO GET INTO BI DUE TO CONGESTION FROM 613 ENGINE ISSUES	
		Mon, Sep 10	15	G	(SIG/SWT MALFUNCTION) - 15M CP 15.6 DUE TO SWITCH FAILURE	
RI	619 84% OT	Tue, Sep 25	35	E1	35" DUE TO RI615 LOSING HEP ON BEVERLY, RI617 TIED ON AND PUSHED RI615 TO BI.	
		Tue, Sep 04	7	E1	(LOCO MALFCN, TRN AHD) - 7 MIN DUE TO BACK UP AT BI FROM 613 DELAY	
		Mon, Sep 24	7	G	(SIG/SWT MALFUNCTION) - COULDN'T GET A SIGNAL GOING TK 2 TO TK 1 AT CP 15.6. HAD TO TALK TRAIN BY	
SWS	805 84% OT	Tue, Sep 25	25	E1	25" FOLLOWING RI615 AND RI617	
		Mon, Sep 10	0	XE	ANNULLED DUE TO MECHANICAL, SWAPPED EQUIPMENT WITH #806.	
		Mon, Sep 17	8	D	12M DELAY CP518, HEAD ROOM NS252 W65C, NS9921, 10090'. 726/38AM, 5M DELAY CSX MEETING SW810	
SWS	818 84% OT	Thu, Sep 20	17	GA1	17 MIN FOREST HILL. HAD TO WAIT FOR 803 EQUIPMENT AND SW 810 TO CLEAR ASHBURN	
		Mon, Sep 10	20	E1	20M DOWN COMING INTO CUS DUE TO LATE FLIP OF DH0805 EQUIPMENT. 805 HAD MECHANICAL PROBLEMS AT CUS TRAIN ANNULLED 805 DEAD HEADED TO 179TH.	
SWS	839 84% OT	Mon, Sep 17	6	GA	10M DELAY 21ST ACCT PLANT TROUBLE CUS 930/40AM.	
		Mon, Sep 24	74	DE1	IHB AP11 WITH 9400' OF TRAIN. LOCOMOTIVE UP5792 HASD MECHANICAL ISSUES WHILE CROSSING CPRIDGE 50M DELAY ACCT CN M337 FREIGHT BLOCKING 21ST.	
		Thu, Sep 06	9	D	18M DUE TO CROSS TRAFFIC AT CP 518.	
UPNW	616 84% OT	Thu, Sep 13	6	KP	10M WAITING FOR POLICE AT OAK LAWN.	
		Wed, Sep 26	11	D	11M CP518 DU TO FREIGHT INTERFERENCE. BC33 NS 9776 33 X 0 5223'. 1003PM - 1014PM	
		Wed, Sep 05	90	H1	FOLLOWING TRAINS AHEAD, STOPPED AT ERIE, #322 REPORTED HIS CAB WAS HITTING THE FROGS FROM LEAD 6 TO TRACK 8.	
UPNW	622 84% OT	Fri, Sep 14	11	E	STOPPED AT MP12.4 DUE TO HAVING TO CUT OUT THE TRACTION MOTOR NUMBER ONE.	
		Mon, Sep 24	12	K	VEHICLE INCIDENT ON THE RIGHT OF WAY @ MP38.07. TRAIN DID NOT STRIKE	
UPNW	640 84% OT	Wed, Sep 05	17	H1	FOLLOWING TRAINS AHEAD.	
		Thu, Sep 27	10	D	FOLLOWING TRAINS AHEAD DUE TO M616 BEING STOPPED AT THE CN FOR M34191-26TH	
		Fri, Sep 28	14	KW1	FOLLOWING TRAINS AHEAD	
UPW	21 84% OT	Wed, Sep 05	17	E1	DEPARTED HARVARD 13" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF #609.	
		Fri, Sep 21	7	CC	TRACK CONSTRUCTION AT CRYSTAL LAKE, 2 ADA LIFTS.	
		Mon, Sep 24	9	CC	SINGLE TRACK MP43.5-41.9 (RAIL REPLACEMENT).	
UPW	21 84% OT	Tue, Sep 04	31	VE	ATC FAILURE ON METX152, BAD ORDERED ATC-MADE REVERSE MOVE BACK TO CPT TRACK 7, SWAPPED EQUIP. USING #26 EQUIPMENT.	
		Wed, Sep 12	7	U	3 ADA LIFTS & CROSS TRAFFIC AT WESTERN AVE.	
		Wed, Sep 26	8	U	2 ADA LIFTS, MEETING M34 AT PARK	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPW	34 84% OT	Wed, Sep 05	12	U1	STOPPED AT HALSTED DUE TO TRAINS AHEAD.	
		Fri, Sep 14	11	CC	DEPARTED ELMHURST 8" LATE DUE TO WAITING FOR #32 TO CLEAR FORM B 54193 & ALSO GETTING CLEARED ON THE SAME FORM B.	
		Wed, Sep 19	9	GT	CAD FAILURE AT HALSTED, SIGNAL RAN TIME ON TRACK 4.	
UPW	45 79% OT	Thu, Sep 13	8	D1	TRAIN CONTROL FOLLOWING #43, FREIGHT INTERFERENCE AND 2 ADA LIFTS.	
		Wed, Sep 19	8	U	WAITED AT WESTERN FOR CROSS TRAFFIC(2"), 2 LIFTS AT OAK PARK (3"), XH AT MP 30.28 (1"), 40MPH FORM A(2").	
		Tue, Sep 25	8	U	ADA LIFTS AT OAK PARK, ELMHURST, AND WHEATON, ALSO NO SIGNAL AT PARK WAITING FOR M4302 TO CLEAR	
		Fri, Sep 28	8	D	WAITED @ KEDZIE FOR THE OSUSJ TO CLEAR	
UPW	54 84% OT	Mon, Sep 17	17	J1	LATE ARRIVAL OF EQUIPMENT FROM #35.	
		Mon, Sep 24	27	E1	LATE TURN OF EQUIPMENT FROM #35.	
		Fri, Sep 28	12	D	FOLLOWING THE OSUSJ FROM OAK PARK TO KEDZIE WAITED FOR THE OSUSJ TO CLEAR @ KEDZIE, HEAVY PASSENGER LOADING @ WHEATON & ELMHURST	
UPW	55 68% OT	Wed, Sep 05	7	I1	DELAYED FOLLOWING #53 OAK PARK-ELMHURST DUE TO HEAVY PASSENGER UNLOADING; HEAVY PASSENGER LOADING ENROUTE.	
		Thu, Sep 13	6	D1	TRAIN CONTROL FOLLOWING TRAINS AHEAD, #49 CN FREIGHT INTERFERENCE.	
		Mon, Sep 17	7	D1	TRAIN CONTROL FOLLOWING #53 ON ACCT. OF CN FREIGHT TRAIN INTEFERENCE (M34791-17).	
		Mon, Sep 24	12	E	METX 149 NOT LOADING PROPERLY CUT OUT TRACTION MOTOR #1 ALSO SLOW DEPARTURES OUT OF EVERY STATION STOP, METX 149 POOR LOADING.	
		Tue, Sep 25	12	D	WAITED FOR THE CNAFW9 TO CLEAR @ KEDZIE	
		Thu, Sep 27	7	E1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF M51 MECHANICAL ISSUES.	
UPW	57 84% OT	Wed, Sep 05	8	I1	DELAYED FOLLOWING #55 ON ACCT. OF #53 HEAVY PASSENGER UNLOADING EN ROUTE.	
		Mon, Sep 24	18	E1	DELAYED BEHIND #55 THAT WAS STOPPED @ GENEVA DUE TO POOR LOADING FROM THE METX 149.	
		Wed, Sep 26	8	D1	DELAYED FOLLOWING M55 ON ACCT. FREIGHT INTERFERENCE & FOLLOWED TO GENEVA	
UPW	60 79% OT	Wed, Sep 05	11	I1	LATE TURN OF #59 CREW & EQUIP DUE TO TRAIN CONTROL & TRAIN CONTROL MP13.5-12 WAITING ON #61 TO CLEAR 25TH AVE IN ORDER TO XO.	
		Tue, Sep 18	20	D	WAITED AT 25TH FOR MNPBL TO CLEAR INTO YARD, HAD TO MAKE A MELROSE PARK & MAYWOOD STOP, MNPBL WAS BLOCKING THEM FROM #58.	
		Tue, Sep 25	13	D	LATE TURN OF EQUIPMENT FROM M59; FOLLOWED A FREIGHT TRAIN PARK TO VALE	
		Wed, Sep 26	8	D1	TRAIN CONTROL MP5.6-KEDZIE ON ACCT. OF M58 AHEAD	
UPW	61 84% OT	Tue, Sep 18	7	D	WAITED AT KEDZIE FOR MNPBL TO CLEAR T2 AT VALE.	
		Mon, Sep 24	24	E1	DELAYED BEHIND #55(STOPPED GOING INTO EAST END OF ELBURN YARD, POOR LOADING METX 149) WAITED FOR #64 TO CLEAR PECK TO RUN AROUND #55.	
		Tue, Sep 25	7	E1	DEPARTED CPT 8" DOWN HAD EQUIPMENT SWAPS DUE TO M351 WITH THE METX 149 STOPPED LOADING @ HALSTED ST COMING FROM CAL AVE YARD	
UPW	63 79% OT	Thu, Sep 13	6	D	FREIGHT TRAIN INTERFERENCE WEST CHICAGO- GENEVA (MPCRB).	
		Fri, Sep 14	14	E1	LATE TURN OF EQUIP FROM #650/652 COMBO TRAIN THAT WAS DELAYED DUE TO THE METX #176 STOPPED LOADING.	
		Mon, Sep 24	9	E1	DELAYED BEHIND #55 THAT WAS NOT LOADING GOING INTO THE EAST END OF THE YARD @ ELBURN.	
		Tue, Sep 25	14	E1	DEPARTED CPT 14" DOWN HAD EQUIPMENT SWAPS DUE TO M351 WITH THE METX 149 STOPPED LOADING @ HALSTED ST COMING FROM CAL AVE YARD	
UPW	66 84% OT	Wed, Sep 12	11	D	FREIGHT TRAIN INTERFERENCE @ KEDZIE (ZG15C).	
		Fri, Sep 14	11	E1	LATE TURN OF EQUIPMENT FROM #63.	
		Tue, Sep 25	11	E1	LATE TURN OF EQUIPMENT FROM M63	
UPW	70 84% OT	Fri, Sep 07	9	D	RAN THROUGH THE SHORT CROSSOVERS @ KEDZIE RAN @ RESTRICTED SPEED.	
		Tue, Sep 11	20	K1	LATE DEPARTURE OUT OF ELBURN DUE TO LATE ARRIVAL OF #67 CREW & EQUIPMENT.	
		Wed, Sep 12	9	KP1	DEPARTED ELBURN 12" LATE, LATE ARRIVAL OF #67.	

Data is final (11/05/18) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective July 1, 2016

Revised July 19, 2016

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

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

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

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	27	-	-	-	2	24	8	6	12	15	2	2	35	133
Freight Interference - Peak	8	-	-	-	1	1	1	-	1	3	1	1	13	30
Primary	3	-	-	-	-	-	1	-	1	2	1	1	8	17
Secondary	5	-	-	-	1	1	-	-	-	1	-	-	5	13
Freight Interference - Off-Peak	19	-	-	-	1	23	7	6	11	12	1	1	22	103
Primary	12	-	-	-	1	14	6	6	8	7	-	1	13	68
Secondary	7	-	-	-	-	9	1	-	3	5	1	-	9	35
Signal/Switch Failure - Total	27	7	5	2	2	23	16	10	17	9	1	-	5	124
Signal/Switch Failure - Metra/PSA	25	7	5	2	-	13	14	8	17	-	1	-	5	97
Primary	19	2	5	1	-	9	11	7	16	-	-	-	3	73
Secondary	6	5	-	1	-	4	3	1	1	-	1	-	2	24
Signal/Switch Failure - Foreign	2	-	-	-	2	10	2	2	-	9	-	-	-	27
Primary	1	-	-	-	2	5	2	-	-	7	-	-	-	17
Secondary	1	-	-	-	-	5	-	2	-	2	-	-	-	10
Mechanical Failure - Total	4	-	-	-	1	11	6	1	10	4	2	18	13	70
Mechanical Failure - Metra/PSA	4	-	-	-	1	11	5	1	10	4	2	18	13	69
Non-Locomotive Equipment Failure - Metra/PSA	1	-	-	-	1	10	-	-	-	-	-	-	1	13
Primary	1	-	-	-	1	4	-	-	-	-	-	-	1	7
Secondary	-	-	-	-	-	6	-	-	-	-	-	-	-	6
Locomotive Failure - Metra/PSA	3	-	-	-	-	1	5	1	10	4	2	18	12	56
Primary	1	-	-	-	-	1	3	-	2	2	1	4	2	16
Secondary	2	-	-	-	-	-	2	1	8	2	1	14	10	40
Mechanical Failure - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Passenger Train Interference - Total	10	-	-	-	-	4	1	1	-	1	-	-	2	19
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	1	1	-	-	-	-	1	6
Passenger Train Interference - Foreign	10	-	-	-	-	1	-	-	-	1	-	-	1	13
Accident - Total	-	10	1	-	-	4	-	-	-	-	-	-	5	20
Accident - Metra/PSA	-	10	1	-	-	4	-	-	-	-	-	-	5	20
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	34	5	2	2	-	9	3	-	22	-	2	7	2	88
Track Work - Metra/PSA	34	5	2	2	-	9	3	-	22	-	2	7	2	88
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	20	1	-	-	-	12	4	2	1	-	14	13	2	69
Human Error - Metra/PSA	8	1	-	-	-	10	4	-	1	-	14	13	2	53
Human Error - Foreign	12	-	-	-	-	2	-	2	-	-	-	-	-	16
Sick, Injured, Unruly Passenger - Total	5	4	-	-	-	3	5	-	-	1	7	1	6	32
Sick, Injured, Unruly Passenger - Metra/PSA	5	4	-	-	-	3	5	-	-	1	7	1	6	32
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	3	-	-	-	-	3	-	-	-	-	1	27	-	34
Weather - Metra/PSA	3	-	-	-	-	3	-	-	-	-	1	27	-	34
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	8	1	-	-	-	4	1	1	2	-	8	3	5	33
Lift Deployment - Total	7	-	-	-	-	3	3	-	1	-	2	2	9	27
Obstruction/Debris - Total	2	-	-	3	-	2	-	5	5	1	-	4	8	30
Catenary Failure - Total	-	6	-	3	-	-	-	-	-	-	-	-	-	9
Other - Total	17	-	-	-	-	1	1	-	-	-	1	-	2	22
Total Trains Delayed	164	34	8	10	5	103	48	26	70	31	40	77	94	710
Total Metra/PSA Delays	113	34	8	10	1	66	37	16	58	6	38	75	58	520
Total Foreign Carrier Delays	51	0	0	0	4	37	11	10	12	25	2	2	36	190

Data for current month is FINAL (11/05/18) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average September Over Previous Five Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	18	-	-	-	3	11	11	8	4	13	1	3	14	86
Freight Interference - Peak	6	-	-	-	3	2	1	2	2	5	1	1	4	27
Primary	3	-	-	-	3	2	0	2	0	4	0	1	2	18
Secondary	3	-	-	-	-	-	0	0	1	1	0	0	2	9
Freight Interference - Off-Peak	12	-	-	-	-	9	10	5	2	8	1	2	9	59
Primary	10	-	-	-	-	6	7	5	2	7	0	1	8	47
Secondary	2	-	-	-	-	3	3	0	0	1	0	0	1	12
Signal/Switch Failure - Total	13	9	2	1	1	23	7	6	4	7	2	9	7	90
Signal/Switch Failure - Metra/PSA	8	9	2	1	0	21	6	2	4	3	2	9	5	71
Primary	7	6	0	0	0	9	4	1	4	2	1	3	3	42
Secondary	1	3	1	1	0	11	2	1	0	1	1	6	2	30
Signal/Switch Failure - Foreign	5	-	-	-	1	2	1	3	0	4	-	0	1	19
Primary	1	-	-	-	1	2	1	2	0	3	-	0	1	11
Secondary	4	-	-	-	-	1	0	1	-	0	-	-	0	8
Mechanical Failure - Total	10	4	1	1	0	6	4	4	19	1	6	9	8	74
Mechanical Failure - Metra/PSA	10	4	1	0	0	6	4	4	19	1	6	9	8	73
Non-Locomotive Equipment Failure - Metra/PSA	1	4	1	0	-	0	0	0	2	0	1	2	0	13
Primary	1	1	0	0	-	0	0	0	1	0	1	1	0	7
Secondary	-	3	0	0	-	-	-	-	1	-	1	1	-	6
Locomotive Failure - Metra/PSA	10	-	-	-	0	6	4	4	17	0	4	7	8	60
Primary	3	-	-	-	-	2	1	1	6	0	2	2	2	20
Secondary	6	-	-	-	0	4	3	2	11	-	3	5	6	41
Mechanical Failure - Foreign	-	0	0	0	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	1	1	1	-	0	2	1	1	1	1	-	0	1	9
Passenger Train Interference - Metra/PSA	-	1	1	-	-	1	1	1	1	1	-	0	1	6
Passenger Train Interference - Foreign	1	-	0	-	0	1	0	-	-	1	-	-	-	3
Accident - Total	7	-	-	-	1	8	1	1	3	2	7	8	2	38
Accident - Metra/PSA	6	-	-	-	1	8	1	0	3	2	7	8	2	37
Accident - Foreign	1	-	-	-	-	-	-	1	-	-	-	-	-	2
Track Work - Total	33	9	0	6	1	9	9	2	6	2	5	6	3	91
Track Work - Metra/PSA	31	9	0	6	1	9	9	2	6	1	5	6	3	89
Track Work - Foreign	2	-	-	-	-	-	-	-	-	0	-	-	-	3
Human Error - Total	25	3	0	2	2	9	5	1	5	2	2	2	4	60
Human Error - Metra/PSA	19	3	0	1	0	5	4	0	5	1	1	1	3	44
Human Error - Foreign	6	-	-	0	1	4	1	1	-	1	1	0	1	16
Sick, Injured, Unruly Passenger - Total	2	3	1	1	-	2	3	0	2	0	5	3	2	25
Sick, Injured, Unruly Passenger - Metra/PSA	2	3	1	1	-	2	3	0	2	0	5	3	2	25
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
Weather - Total	1	2	1	2	0	3	2	1	2	0	3	3	4	24
Weather - Metra/PSA	1	2	1	2	0	3	2	1	2	-	3	3	4	23
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0
Passenger Loading - Total	4	6	2	3	-	4	2	0	6	-	3	5	5	40
Lift Deployment - Total	2	-	-	0	-	4	3	1	1	-	2	2	2	17
Obstruction/Debris - Total	5	3	1	1	0	2	4	1	3	2	1	4	1	29
Catenary Failure - Total	-	11	3	4	-	-	-	-	-	-	-	-	-	18
Other - Total	3	3	3	1	0	4	4	1	2	1	4	2	3	30
Total Trains Delayed	124	55	14	22	9	87	55	25	58	30	40	56	55	632
Total Metra/PSA Delays	90	55	14	21	3	69	43	13	54	11	38	53	39	503
Total Foreign Carrier Delays	34	0	0	1	5	18	13	12	4	19	2	4	16	129

Data for current month is FINAL (11/05/18) version of TOPS

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

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

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	9	-	-	-	(1)	13	(3)	(2)	8	2	1	(1)	21	47
Freight Interference - Peak	2	-	-	-	(2)	(1)	0	(2)	(1)	(2)	0	(0)	9	3
Primary	-	-	-	-	(3)	(2)	1	(2)	1	(2)	1	(0)	6	(1)
Secondary	2	-	-	-	1	1	(0)	(0)	(1)	0	(0)	(0)	3	4
Freight Interference - Off-Peak	7	-	-	-	1	14	(3)	1	9	4	0	(1)	13	44
Primary	2	-	-	-	1	8	(1)	1	6	0	(0)	(0)	5	21
Secondary	5	-	-	-	-	6	(2)	(1)	3	3	1	(0)	8	23
Signal/Switch Failure - Total	14	(2)	3	1	1	-	9	4	13	2	(1)	(9)	(2)	34
Signal/Switch Failure - Metra/PSA	17	(2)	3	1	(0)	(8)	8	6	13	(3)	(1)	(9)	(0)	26
Primary	12	(4)	5	1	(0)	(0)	7	6	12	(2)	(1)	(3)	-	31
Secondary	5	2	(1)	0	-	(7)	1	(0)	1	(1)	0	(6)	(0)	(6)
Signal/Switch Failure - Foreign	(3)	-	-	-	1	8	1	(1)	(0)	5	-	(0)	(1)	8
Primary	0	-	-	-	1	3	1	(2)	(0)	4	-	(0)	(1)	6
Secondary	(3)	-	-	-	-	4	(0)	1	-	2	-	-	(1)	2
Mechanical Failure - Total	(6)	(4)	(1)	(1)	1	5	2	(3)	(9)	3	(4)	9	5	(4)
Mechanical Failure - Metra/PSA	(6)	(4)	(1)	(0)	1	5	1	(3)	(9)	3	(4)	9	5	(4)
Non-Locomotive Equipment Failure - Metra/PSA	0	(4)	(1)	(0)	1	10	(0)	(0)	(2)	(0)	(1)	(2)	1	-
Primary	0	(1)	(0)	(0)	1	4	(0)	(0)	(1)	(0)	(1)	(1)	1	0
Secondary	-	(3)	(0)	(0)	-	6	-	-	(1)	-	(1)	(1)	-	(0)
Locomotive Failure - Metra/PSA	(7)	-	-	-	(0)	(5)	1	(3)	(7)	4	(2)	11	4	(4)
Primary	(2)	-	-	-	-	(1)	2	(1)	(4)	2	(1)	2	(0)	(4)
Secondary	(4)	-	-	-	(0)	(4)	(1)	(1)	(3)	2	(2)	9	4	(1)
Mechanical Failure - Foreign	-	(0)	(0)	(0)	-	-	1	-	-	-	-	-	-	0
Passenger Train Interference - Total	9	(1)	(1)	-	(0)	2	0	0	(1)	(0)	-	(0)	1	10
Passenger Train Interference - Metra/PSA	-	(1)	(1)	-	-	2	0	0	(1)	(1)	-	(0)	0	(0)
Passenger Train Interference - Foreign	9	-	(0)	-	(0)	-	(0)	-	-	0	-	-	1	10
Accident - Total	(7)	10	1	-	(1)	(4)	(1)	(1)	(3)	(2)	(7)	(8)	3	(18)
Accident - Metra/PSA	(6)	10	1	-	(1)	(4)	(1)	(0)	(3)	(2)	(7)	(8)	3	(17)
Accident - Foreign	(1)	-	-	-	-	-	-	(1)	-	-	-	-	-	(2)
Track Work - Total	1	(4)	2	(4)	(1)	0	(6)	(2)	16	(2)	(3)	1	(1)	(3)
Track Work - Metra/PSA	3	(4)	2	(4)	(1)	0	(6)	(2)	16	(1)	(3)	1	(1)	(1)
Track Work - Foreign	(2)	-	-	-	-	-	-	-	-	(0)	-	-	-	(3)
Human Error - Total	(5)	(2)	(0)	(2)	(2)	3	(1)	1	(4)	(2)	12	11	(2)	9
Human Error - Metra/PSA	(11)	(2)	(0)	(1)	(0)	5	0	(0)	(4)	(1)	13	12	(1)	(9)
Human Error - Foreign	6	-	-	(0)	(1)	(2)	(1)	1	-	(1)	(1)	(0)	(1)	(0)
Sick, Injured, Unruly Passenger - Total	3	1	(1)	(1)	-	1	2	(0)	(2)	1	2	(2)	4	7
Sick, Injured, Unruly Passenger - Metra/PSA	3	1	(1)	(1)	-	1	2	(0)	(2)	1	2	(2)	4	7
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Weather - Total	2	(2)	(1)	(2)	(0)	-	(2)	(1)	(2)	(0)	(2)	24	(4)	10
Weather - Metra/PSA	2	(2)	(1)	(2)	(0)	-	(2)	(1)	(2)	-	(2)	24	(4)	11
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Passenger Loading - Total	4	(5)	(2)	(3)	-	(0)	(1)	1	(4)	-	5	(2)	0	(7)
Lift Deployment - Total	5	-	-	(0)	-	(1)	0	(1)	(0)	-	0	0	7	10
Obstruction/Debris - Total	(3)	(3)	(1)	2	(0)	-	(4)	4	2	(1)	(1)	(0)	7	1
Catenary Failure - Total	-	(5)	(3)	(1)	-	-	-	-	-	-	-	-	-	(9)
Other - Total	14	(3)	(3)	(1)	(0)	(3)	(3)	(1)	(2)	(1)	(3)	(2)	(1)	(8)
Total Trains Delayed	40	(21)	(6)	(12)	(4)	16	(7)	1	12	1	(0)	21	39	78
Total Metra/PSA Delays	23	(21)	(6)	(11)	(2)	(3)	(6)	3	4	(5)	0	22	19	17
Total Foreign Carrier Delays	17	(0)	(0)	(1)	(1)	19	(2)	(2)	8	6	(0)	(2)	20	61

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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 6.a: Train Delays by Cause & Line - YTD
January - September 2018

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	214	-	-	-	54	113	86	57	51	134	12	82	303	1,106	
Freight Interference - Peak	87	-	-	-	46	15	23	16	9	43	3	49	106	397	
Primary	36	-	-	-	36	8	12	12	5	31	3	20	49	212	
Secondary	51	-	-	-	10	7	11	4	4	12	-	29	57	185	
Freight Interference - Off-Peak	127	-	-	-	8	98	63	41	42	91	9	33	197	709	
Primary	92	-	-	-	8	61	46	35	31	66	4	23	159	525	
Secondary	35	-	-	-	-	37	17	6	11	25	5	10	38	184	
Signal/Switch Failure - Total	242	78	38	38	30	168	113	66	113	131	37	75	86	1,215	
Signal/Switch Failure - Metra/PSA	193	78	38	38	4	124	90	38	109	50	37	68	79	946	
Primary	125	58	32	34	3	86	69	31	88	31	17	29	47	650	
Secondary	68	20	6	4	1	38	21	7	21	19	20	39	32	296	
Signal/Switch Failure - Foreign	49	-	-	-	26	44	23	28	4	81	-	7	7	269	
Primary	37	-	-	-	22	15	15	19	4	50	-	1	5	168	
Secondary	12	-	-	-	4	29	8	9	-	31	-	6	2	101	
Mechanical Failure - Total	189	11	10	3	7	156	59	40	113	37	67	93	110	895	
Mechanical Failure - Metra/PSA	187	9	9	3	6	144	58	39	113	37	67	93	110	875	
Non-Locomotive Equipment Failure - Metra/PSA	41	9	9	3	1	15	-	2	5	9	26	33	38	191	
Primary	20	3	3	-	1	9	-	1	3	5	14	10	14	83	
Secondary	21	6	6	3	-	6	-	1	2	4	12	23	24	108	
Locomotive Failure - Metra/PSA	146	-	-	-	5	129	58	37	108	28	41	60	72	684	
Primary	27	-	-	-	2	29	16	8	28	11	18	16	21	176	
Secondary	119	-	-	-	3	100	42	29	80	17	23	44	51	508	
Mechanical Failure - Foreign	2	2	1	-	1	12	1	1	-	-	-	-	-	20	
Passenger Train Interference - Total	44	3	1	1	10	41	6	13	1	47	-	2	6	175	
Passenger Train Interference - Metra/PSA	6	-	-	-	-	30	3	11	-	-	-	2	5	57	
Passenger Train Interference - Foreign	38	3	1	1	10	11	3	2	1	47	-	-	1	118	
Accident - Total	45	37	3	8	-	8	26	13	27	11	35	27	36	276	
Accident - Metra/PSA	38	37	3	8	-	8	26	9	15	5	35	27	29	240	
Accident - Foreign	7	-	-	-	-	-	-	4	12	6	-	-	7	36	
Track Work - Total	130	27	9	28	22	90	13	7	110	9	50	42	41	578	
Track Work - Metra/PSA	128	27	9	28	22	90	13	7	110	6	50	42	41	573	
Track Work - Foreign	2	-	-	-	-	-	-	-	-	3	-	-	-	5	
Human Error - Total	297	26	9	13	12	91	25	21	72	32	50	66	67	781	
Human Error - Metra/PSA	164	25	9	12	3	65	23	11	72	25	47	56	51	563	
Human Error - Foreign	133	1	-	1	9	26	2	10	-	7	3	10	16	218	
Sick, Injured, Unruly Passenger - Total	35	29	3	4	-	36	24	3	29	8	52	25	73	321	
Sick, Injured, Unruly Passenger - Metra/PSA	35	29	3	4	-	36	24	3	29	8	52	25	73	321	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	171	34	14	11	3	85	60	11	132	16	33	94	49	713	
Weather - Metra/PSA	171	34	14	11	2	85	60	11	131	15	33	94	48	709	
Weather - Foreign	-	-	-	-	1	-	-	-	1	1	-	-	1	4	
Passenger Loading - Total	78	42	11	3	-	64	55	10	59	2	58	90	72	544	
Lift Deployment - Total	55	1	-	-	-	24	30	4	14	3	14	26	75	246	
Obstruction/Debris - Total	60	12	8	28	2	29	5	16	73	14	15	83	107	452	
Catenary Failure - Total	-	8	-	3	-	-	-	-	-	-	-	-	-	11	
Other - Total	61	5	4	3	-	20	24	-	22	15	30	18	35	237	
Total Trains Delayed	1,621	313	110	143	140	925	526	261	816	459	453	723	1,060	7,550	
Total Metra/PSA Delays	1,176	307	108	141	39	719	411	159	747	180	438	624	725	5,774	
Total Foreign Carrier Delays	445	6	2	2	101	206	115	102	69	279	15	99	335	1,776	

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

Cause Category	Top 2 causes for each line are shaded													SYSTEM	
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	177	-	0	-	27	108	104	100	52	110	13	45	157	892	
Freight Interference - Peak	71	-	0	-	26	22	22	37	15	35	3	20	47	300	
Primary	45	-	-	-	24	16	15	26	8	27	2	11	22	196	
Secondary	26	-	0	-	1	7	7	11	7	9	2	9	25	104	
Freight Interference - Off-Peak	105	-	-	-	1	86	82	62	37	75	9	24	110	593	
Primary	87	-	-	-	1	56	54	54	31	56	5	19	86	452	
Secondary	18	-	-	-	0	29	28	9	6	18	4	5	24	141	
Signal/Switch Failure - Total	180	57	26	27	16	179	113	70	68	69	28	61	94	988	
Signal/Switch Failure - Metra/PSA	109	57	25	27	1	148	95	41	65	17	28	55	89	756	
Primary	78	35	18	19	1	71	55	21	47	12	14	20	32	423	
Secondary	32	21	7	8	0	77	40	20	18	5	13	35	57	333	
Signal/Switch Failure - Foreign	70	-	0	-	15	31	19	30	3	51	1	6	5	231	
Primary	49	-	-	-	13	20	13	17	2	34	1	3	4	155	
Secondary	21	-	0	-	2	11	6	13	1	18	-	3	1	76	
Mechanical Failure - Total	128	35	9	7	6	103	75	27	135	24	74	70	60	752	
Mechanical Failure - Metra/PSA	127	31	8	7	6	96	75	27	135	24	74	70	60	738	
Non-Locomotive Equipment Failure - Metra/PSA	31	31	8	7	1	12	15	4	15	8	15	18	23	188	
Primary	12	9	3	3	1	5	8	2	7	3	6	8	12	79	
Secondary	19	21	4	3	0	8	8	3	8	5	9	11	11	110	
Locomotive Failure - Metra/PSA	96	-	-	-	4	84	60	23	120	16	59	52	37	550	
Primary	31	-	-	-	3	24	23	7	39	7	20	17	14	184	
Secondary	65	-	-	-	1	60	37	15	81	9	39	35	23	366	
Mechanical Failure - Foreign	1	4	1	0	0	6	0	-	0	-	-	-	0	14	
Passenger Train Interference - Total	14	6	3	4	6	42	8	11	10	13	1	2	9	129	
Passenger Train Interference - Metra/PSA	1	4	2	2	1	28	7	11	7	3	1	2	8	75	
Passenger Train Interference - Foreign	13	2	1	2	6	14	1	0	3	11	-	0	1	54	
Accident - Total	111	22	8	12	1	46	41	13	27	11	31	85	20	428	
Accident - Metra/PSA	94	22	8	12	1	43	39	10	25	9	29	78	16	385	
Accident - Foreign	18	-	-	-	0	3	3	3	2	2	1	7	4	43	
Track Work - Total	210	48	12	52	3	61	34	14	62	9	44	42	49	642	
Track Work - Metra/PSA	194	48	12	52	3	60	34	13	62	8	44	42	49	622	
Track Work - Foreign	17	-	-	-	-	0	1	1	-	2	-	-	-	20	
Human Error - Total	142	38	14	22	16	77	51	19	52	28	36	38	41	573	
Human Error - Metra/PSA	96	35	14	20	3	50	35	9	52	6	27	26	25	399	
Human Error - Foreign	46	2	0	1	13	27	16	10	0	22	9	12	16	174	
Sick, Injured, Unruly Passenger - Total	27	45	8	14	1	29	30	3	23	3	28	37	31	279	
Sick, Injured, Unruly Passenger - Metra/PSA	25	45	8	14	1	29	30	3	23	3	28	37	31	277	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2	
Weather - Total	185	98	29	35	5	104	86	26	112	19	83	92	77	950	
Weather - Metra/PSA	184	98	29	35	5	102	85	26	112	19	83	92	76	944	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	6	
Passenger Loading - Total	46	74	16	30	-	57	62	1	97	1	66	85	54	589	
Lift Deployment - Total	24	2	-	1	-	31	23	3	21	1	10	15	20	152	
Obstruction/Debris - Total	61	26	9	24	5	32	35	9	26	21	25	42	35	350	
Catenary Failure - Total	-	52	11	23	-	-	-	-	-	-	-	-	-	87	
Other - Total	42	11	6	9	1	17	17	6	21	11	18	20	33	211	
Total Trains Delayed	1,346	513	150	259	87	885	680	303	707	321	456	634	681	7,022	
Total Metra/PSA Delays	1,001	504	147	256	25	693	536	159	646	123	433	564	497	5,584	
Total Foreign Carrier Delays	345	9	2	4	61	192	144	144	62	198	23	70	184	1,438	

Data for current month is FINAL (11/05/18) 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 6.c: Train Delays by Cause & Line - YTD

January - September 2018 Compared to January - September Average Over Previous 5 Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	37	-	(0)	-	27	5	(18)	(43)	(1)	24	(1)	37	146	214
Freight Interference - Peak	16	-	(0)	-	20	(7)	1	(21)	(6)	8	(0)	29	59	97
Primary	(9)	-	-	-	12	(8)	(3)	(14)	(3)	4	1	9	27	16
Secondary	25	-	(0)	-	9	0	4	(7)	(3)	3	(2)	20	32	81
Freight Interference - Off-Peak	22	-	-	-	7	12	(19)	(21)	5	16	(0)	9	87	116
Primary	5	-	-	-	7	5	(8)	(19)	(0)	10	(1)	4	73	73
Secondary	17	-	-	-	(0)	8	(11)	(3)	5	7	1	5	14	43
Signal/Switch Failure - Total	62	21	12	11	14	(11)	(0)	(4)	45	62	9	14	(8)	227
Signal/Switch Failure - Metra/PSA	84	21	13	11	3	(24)	(5)	(3)	44	33	9	13	(10)	190
Primary	47	23	14	15	2	15	14	10	41	19	3	9	15	227
Secondary	36	(1)	(1)	(4)	1	(39)	(19)	(13)	3	14	7	4	(25)	(37)
Signal/Switch Failure - Foreign	(21)	-	(0)	-	11	13	4	(2)	1	30	(1)	1	2	38
Primary	(12)	-	-	-	9	(5)	2	2	2	16	(1)	(2)	1	13
Secondary	(9)	-	(0)	-	2	18	2	(4)	(1)	13	-	3	1	25
Mechanical Failure - Total	61	(24)	1	(4)	1	53	(16)	13	(22)	13	(7)	23	50	143
Mechanical Failure - Metra/PSA	60	(22)	1	(4)	0	48	(17)	12	(22)	13	(7)	23	50	137
Non-Locomotive Equipment Failure - Metra/PSA	10	(22)	1	(4)	(0)	3	(15)	(2)	(10)	1	11	15	15	3
Primary	8	(6)	(0)	(3)	-	4	(8)	(1)	(4)	2	8	2	2	4
Secondary	2	(15)	2	(0)	(0)	(2)	(8)	(2)	(6)	(1)	3	12	13	(2)
Locomotive Failure - Metra/PSA	50	-	-	-	1	45	(2)	14	(12)	12	(18)	8	35	134
Primary	(4)	-	-	-	(1)	5	(7)	1	(11)	4	(2)	(1)	7	(8)
Secondary	54	-	-	-	2	40	5	14	(1)	8	(16)	9	28	142
Mechanical Failure - Foreign	1	(2)	0	(0)	1	6	1	1	(0)	-	-	-	(0)	6
Passenger Train Interference - Total	30	(3)	(2)	(3)	4	(1)	(2)	2	(9)	34	(1)	(0)	(3)	46
Passenger Train Interference - Metra/PSA	5	(4)	(2)	(2)	(1)	2	(4)	0	(7)	(3)	(1)	(0)	(3)	(18)
Passenger Train Interference - Foreign	25	1	0	(1)	4	(3)	2	2	(2)	36	-	(0)	0	64
Accident - Total	(66)	15	(5)	(4)	(1)	(38)	(15)	(0)	(0)	0	4	(58)	16	(152)
Accident - Metra/PSA	(56)	15	(5)	(4)	(1)	(35)	(13)	(1)	(10)	(4)	6	(51)	13	(145)
Accident - Foreign	(11)	-	-	-	(0)	(3)	(3)	1	10	4	(1)	(7)	3	(7)
Track Work - Total	(80)	(21)	(3)	(24)	19	29	(21)	(7)	48	(0)	6	(0)	(8)	(64)
Track Work - Metra/PSA	(66)	(21)	(3)	(24)	19	30	(21)	(6)	48	(2)	6	(0)	(8)	(49)
Track Work - Foreign	(15)	-	-	-	-	(0)	(1)	(1)	-	1	-	-	-	(15)
Human Error - Total	155	(12)	(5)	(9)	(4)	14	(26)	2	20	4	14	28	26	208
Human Error - Metra/PSA	68	(10)	(5)	(8)	0	15	(12)	2	20	19	20	30	26	164
Human Error - Foreign	87	(1)	(0)	(0)	(4)	(1)	(14)	(0)	(0)	(15)	(6)	(2)	(0)	44
Sick, Injured, Unruly Passenger - Total	8	(16)	(5)	(10)	(1)	7	(6)	(0)	6	5	24	(12)	42	42
Sick, Injured, Unruly Passenger - Metra/PSA	10	(16)	(5)	(10)	(1)	7	(6)	(0)	6	5	24	(12)	42	44
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
Weather - Total	(14)	(64)	(15)	(24)	(2)	(19)	(26)	(15)	20	(3)	(50)	2	(28)	(237)
Weather - Metra/PSA	(13)	(64)	(15)	(24)	(3)	(17)	(25)	(15)	19	(4)	(50)	2	(28)	(235)
Weather - Foreign	(1)	-	-	-	1	(2)	(1)	-	1	0	-	-	1	(2)
Passenger Loading - Total	32	(32)	(5)	(27)	-	7	(7)	9	(38)	1	(8)	5	18	(45)
Lift Deployment - Total	31	(1)	-	(1)	-	(7)	7	1	(7)	2	4	11	55	94
Obstruction/Debris - Total	(1)	(14)	(1)	4	(3)	(3)	(30)	7	47	(7)	(10)	41	72	102
Catenary Failure - Total	-	(44)	(11)	(20)	-	-	-	-	-	-	-	-	-	(76)
Other - Total	19	(6)	(2)	(6)	(1)	3	7	(6)	1	4	12	(2)	2	26
Total Trains Delayed	275	(200)	(40)	(116)	53	40	(154)	(42)	109	138	(3)	89	379	528
Total Metra/PSA Delays	175	(197)	(39)	(115)	14	26	(125)	-	101	57	5	60	228	190
Total Foreign Carrier Delays	100	(3)	(0)	(2)	40	14	(29)	(42)	7	81	(8)	29	151	338

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep	
Freight Interference - Total	134	126	154	86	136	141	101	95	133				1,106	14.6%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30				397	5.3%
Primary	36	25	26	20	27	26	16	19	17				212	2.8%
Secondary	29	27	29	10	15	29	23	10	13				185	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103				709	9.4%
Primary	43	58	76	49	69	62	48	52	68				525	7.0%
Secondary	26	16	23	7	25	24	14	14	35				184	2.4%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124				1,215	16.1%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97				946	12.5%
Primary	68	105	51	52	92	63	74	72	73				650	8.6%
Secondary	29	28	45	21	21	40	29	59	24				296	3.9%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27				269	3.6%
Primary	22	33	5	20	17	30	16	8	17				168	2.2%
Secondary	41	5	1	2	15	16	9	2	10				101	1.3%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70				895	11.9%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69				875	11.6%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13				191	2.5%
Primary	13	13	8	5	8	8	15	6	7				83	1.1%
Secondary	33	36	13	5	2	4	8	1	6				108	1.4%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56				684	9.1%
Primary	25	19	20	15	20	21	20	20	16				176	2.3%
Secondary	129	64	47	30	44	59	20	75	40				508	6.7%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1				20	0.3%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19				175	2.3%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6				57	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13				118	1.6%
Accident - Total	25	82	70	12	25	-	19	23	20				276	3.7%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20				240	3.2%
Accident - Foreign	-	3	3	5	13	-	6	6	-				36	0.5%
Track Work - Total	11	18	43	101	100	100	58	59	88				578	7.7%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88				573	7.6%
Track Work - Foreign	-	-	-	-	1	3	1	-	-				5	0.1%
Human Error - Total	109	121	61	52	94	91	80	104	69				781	10.3%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53				563	7.5%
Human Error - Foreign	14	21	12	38	30	32	43	12	16				218	2.9%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32				321	4.3%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32				321	4.3%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-				-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34				713	9.4%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34				709	9.4%
Weather - Foreign	-	1	1	-	1	-	-	1	-				4	0.1%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33				544	7.2%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27				246	3.3%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30				452	6.0%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9				11	0.1%
Other - Total	38	27	25	19	33	22	31	20	22				237	3.1%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710				7,550	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520				5,774	76.5%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190				1,776	23.5%

Data for current month is FINAL (11/05/18) 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.b: Train Delays by Cause & Month
2017**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Freight Interference - Total	53	68	69	79	49	110	74	74	96	109	115	110	672 11.2%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	238 4.0%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	151 2.5%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	87 1.4%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	434 7.2%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	322 5.4%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	112 1.9%
Signal/Switch Failure - Total	118	44	80	79	91	87	69	132	119	64	110	230	819 13.6%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	643 10.7%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	417 6.9%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	226 3.8%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	176 2.9%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	112 1.9%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	64 1.1%
Mechanical Failure - Total	84	61	64	42	111	85	85	85	97	125	85	95	714 11.9%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	692 11.5%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	151 2.5%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	69 1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	82 1.4%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	541 9.0%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	190 3.2%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	351 5.8%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	22 0.4%
Passenger Train Interference - Total	16	2	2	5	19	9	9	14	18	17	11	11	94 1.6%
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	50 0.8%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	44 0.7%
Accident - Total	74	32	26	101	18	65	45	43	96	55	70	9	500 8.3%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	429 7.1%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	71 1.2%
Track Work - Total	78	17	29	72	98	107	71	86	84	94	129	83	642 10.7%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	629 10.5%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	13 0.2%
Human Error - Total	68	140	54	69	56	75	73	42	66	85	88	82	643 10.7%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	433 7.2%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	210 3.5%
Sick, Injured, Unruly Passenger - Total	27	28	40	27	20	38	44	30	17	37	26	22	271 4.5%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	265 4.4%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.1%
Weather - Total	97	25	59	4	2	33	104	2	-	37	22	212	326 5.4%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	325 5.4%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1 0.0%
Passenger Loading - Total	33	7	12	10	36	81	94	112	64	35	43	54	449 7.5%
Lift Deployment - Total	17	8	8	13	23	31	29	23	25	15	28	28	177 2.9%
Obstruction/Debris - Total	66	44	43	35	78	64	24	52	25	45	46	23	431 7.2%
Catenary Failure - Total	6	1	4	1	-	-	1	-	18	1	-	1	31 0.5%
Other - Total	15	15	24	20	22	37	32	32	48	22	24	29	245 4.1%
Total Trains Delayed	752	492	514	557	623	822	754	727	773	741	797	989	6,014 100.0%
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	4,799 79.8%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	1,215 20.2%

Data for latest month is final (01/25/18) version from 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 8: Train Delays by Duration
September 2018**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	42	7	4	1	2	11	7	6	8	3	4	6	25	126
11-15	13	1	1	1	0	3	4	5	3	0	2	5	7	45
16-20	3	0	0	0	0	0	1	1	2	2	6	2	2	19
21+	9	3	0	0	1	1	2	1	4	2	0	27	1	51
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>
Sub-Total	68	12	5	2	3	16	14	13	17	7	12	41	35	245
Weekday Off-Peak **														
6-10	51	4	1	1	2	35	9	8	24	12	6	5	10	168
11-15	22	4	0	1	0	13	3	3	10	3	1	2	11	73
16-20	6	0	0	0	0	7	3	0	5	3	4	2	7	37
21+	9	4	0	0	0	10	3	2	8	3	2	10	9	60
Annulled	<u>0</u>	<u>5</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>12</u>
Sub-Total	88	17	1	5	2	65	18	13	47	24	13	20	37	350
Saturday														
6-10	6	3	2	0	0	8	5	0	0	0	4	2	2	32
11-15	0	1	0	1	0	2	3	0	0	0	4	0	2	13
16-20	1	0	0	0	0	0	2	0	0	0	2	0	1	6
21+	0	0	0	2	0	1	5	0	0	0	1	1	3	13
Annulled	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>
Sub-Total	7	5	2	3	0	11	15	0	0	0	11	3	9	66
Sunday-Holiday														
6-10	1	0	0	0	0	2	1	0	3	0	2	8	4	21
11-15	0	0	0	0	0	3	0	0	0	0	2	2	4	11
16-20	0	0	0	0	0	2	0	0	1	0	0	1	1	5
21+	0	0	0	0	0	4	0	0	1	0	0	2	4	11
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>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	1	0	0	0	0	11	1	0	6	0	4	13	13	49
September 2018 Total														
6-10	100	14	7	2	4	56	22	14	35	15	16	21	41	347
11-15	35	6	1	3	0	21	10	8	13	3	9	9	24	142
16-20	10	0	0	0	0	9	6	1	8	5	12	5	11	67
21+	18	7	0	2	1	16	10	3	13	5	3	40	17	135
Annulled	<u>1</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>19</u>
TOTAL	164	34	8	10	5	103	48	26	70	31	40	77	94	710
2018 Year-to-Date														
6-10	853	167	71	74	57	457	264	127	420	202	175	287	499	3,653
11-15	353	60	22	21	31	194	122	44	150	96	104	149	211	1,557
16-20	133	28	9	7	16	86	51	33	77	55	68	79	129	771
21+	219	39	6	21	36	158	74	51	139	91	87	190	195	1,306
Annulled	<u>63</u>	<u>19</u>	<u>2</u>	<u>20</u>	<u>0</u>	<u>30</u>	<u>15</u>	<u>6</u>	<u>30</u>	<u>15</u>	<u>19</u>	<u>18</u>	<u>26</u>	<u>263</u>
TOTAL	1,621	313	110	143	140	925	526	261	816	459	453	723	1,060	7,550
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2018 Total														
6-10	61.0%	41.2%	87.5%	20.0%	80.0%	54.4%	45.8%	53.8%	50.0%	48.4%	40.0%	27.3%	43.6%	48.9%
11-15	21.3%	17.6%	12.5%	30.0%	0.0%	20.4%	20.8%	30.8%	18.6%	9.7%	22.5%	11.7%	25.5%	20.0%
16-20	6.1%	0.0%	0.0%	0.0%	0.0%	8.7%	12.5%	3.8%	11.4%	16.1%	30.0%	6.5%	11.7%	9.4%
21+	11.0%	20.6%	0.0%	20.0%	20.0%	15.5%	20.8%	11.5%	18.6%	16.1%	7.5%	51.9%	18.1%	19.0%
Annulled	<u>0.6%</u>	<u>20.6%</u>	<u>0.0%</u>	<u>30.0%</u>	<u>0.0%</u>	<u>1.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>9.7%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>1.1%</u>	<u>2.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2018 Year-to-Date Delays By Duration														
6-10	52.6%	53.4%	64.5%	51.7%	40.7%	49.4%	50.2%	48.7%	51.5%	44.0%	38.6%	39.7%	47.1%	48.4%
11-15	21.8%	19.2%	20.0%	14.7%	22.1%	21.0%	23.2%	16.9%	18.4%	20.9%	23.0%	20.6%	19.9%	20.6%
16-20	8.2%	8.9%	8.2%	4.9%	11.4%	9.3%	9.7%	12.6%	9.4%	12.0%	15.0%	10.9%	12.2%	10.2%
21+	13.5%	12.5%	5.5%	14.7%	25.7%	17.1%	14.1%	19.5%	17.0%	19.8%	19.2%	26.3%	18.4%	17.3%
Annulled	<u>3.9%</u>	<u>6.1%</u>	<u>1.8%</u>	<u>14.0%</u>	<u>0.0%</u>	<u>3.2%</u>	<u>2.9%</u>	<u>2.3%</u>	<u>3.7%</u>	<u>3.3%</u>	<u>4.2%</u>	<u>2.5%</u>	<u>2.5%</u>	<u>3.5%</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 (11/05/2018) version from TOPS.