

# On-Time Performance

**December 2018**

(Revised)



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance December 2018

This report presents an analysis of December 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.

Table 9 shows the annual number of train delays and annual on-time performance by line for the past five years. Table 9 is only included in the December monthly report.

Table 10 shows the annual number of train delays and annual on-time performance by cause and line for the past five years. Table 10 is only included in the December monthly report.

## 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
- *(December monthly report only) Table 15: Annual Train Delays and On-Time Performance* – Made minor formatting changes. Changed table number and title to *Table 9: Annual Train Delays and On-Time Performance*.
- *(December monthly report only) Table 16: Frequency of Train Delays by Cause and Line* – Removed

- *(December monthly report only) Table 17: Annual System Causes of Delay* – Made minor formatting changes. Changed table number and title to *Table 10: Annual System Causes of Train Delays*.
- *(December monthly report only) Table 18: Frequency of Train Delays by Duration* – Removed
- *(December monthly report only) Table 19: Frequency of Train Delays by Duration and Line* – Removed

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,074	75	93.0%	832	25	97.0%	1,906	100	94.8%	140	6	95.7%	108	0	100.0%	2,154	106	95.1%
<b>Elec -ML</b>	828	64	92.3%	852	27	96.8%	1,680	91	94.6%	200	6	97.0%	122	1	99.2%	2,002	98	95.1%
<b>-BI</b>	260	19	92.7%	280	13	95.4%	540	32	94.1%	40	1	97.5%	--	--	--	580	33	94.3%
<b>-SC</b>	<u>260</u>	<u>7</u>	97.3%	<u>620</u>	<u>9</u>	98.5%	<u>880</u>	<u>16</u>	98.2%	<u>160</u>	<u>1</u>	99.4%	<u>118</u>	<u>4</u>	96.6%	<u>1,158</u>	<u>21</u>	98.2%
<b>Subtotal</b>	1,348	90	93.3%	1,752	49	97.2%	3,100	139	95.5%	400	8	98.0%	240	5	97.9%	3,740	152	95.9%
<b>Heritage</b>	120	11	90.8%	20	2	90.0%	140	13	90.7%	--	--	--	--	--	--	140	13	90.7%
<b>Milw -N</b>	496	16	96.8%	704	49	93.0%	1,200	65	94.6%	100	11	89.0%	108	4	96.3%	1,408	80	94.3%
<b>-W</b>	<u>532</u>	<u>20</u>	96.2%	<u>628</u>	<u>23</u>	96.3%	<u>1,160</u>	<u>43</u>	96.3%	<u>120</u>	<u>2</u>	98.3%	<u>108</u>	<u>2</u>	98.1%	<u>1,388</u>	<u>47</u>	96.6%
<b>Subtotal</b>	1,028	36	96.5%	1,332	72	94.6%	2,360	108	95.4%	220	13	94.1%	216	6	97.2%	2,796	127	95.5%
<b>NCS</b>	176	15	91.5%	224	31	86.2%	400	46	88.5%	--	--	--	--	--	--	400	46	88.5%
<b>RI</b>	712	38	94.7%	628	27	95.7%	1,340	65	95.1%	160	9	94.4%	168	2	98.8%	1,668	76	95.4%
<b>SWS</b>	220	9	95.9%	380	20	94.7%	600	29	95.2%	30	1	96.7%	--	--	--	630	30	95.2%
<b>UP -N</b>	576	34	94.1%	808	41	94.9%	1,384	75	94.6%	130	6	95.4%	108	3	97.2%	1,622	84	94.8%
<b>-NW</b>	636	28	95.6%	648	28	95.7%	1,284	56	95.6%	120	11	90.8%	90	9	90.0%	1,494	76	94.9%
<b>-W</b>	<u>528</u>	<u>54</u>	89.8%	<u>652</u>	<u>97</u>	85.1%	<u>1,180</u>	<u>151</u>	87.2%	<u>100</u>	<u>5</u>	95.0%	<u>108</u>	<u>4</u>	96.3%	<u>1,388</u>	<u>160</u>	88.5%
<b>Subtotal</b>	1,740	116	93.3%	2,108	166	92.1%	3,848	282	92.7%	350	22	93.7%	306	16	94.8%	4,504	320	92.9%
<b>System</b>	6,418	390	93.9%	7,276	392	94.6%	13,694	782	94.3%	1,300	59	95.5%	1,038	29	97.2%	16,032	870	94.6%

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

Delays data for most recent month is final (01/28/19) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	13,747	1,165	91.5%	10,387	764	92.6%	24,134	1,929	92.0%	1,497	94	93.7%	1,066	49	95.4%	26,697	2,072	92.2%
<b>Elec -ML</b>	10,683	248	97.7%	10,737	151	98.6%	21,420	399	98.1%	2,081	59	97.2%	1,170	39	96.7%	24,671	497	98.0%
<b>-BI</b>	3,315	78	97.6%	3,570	75	97.9%	6,885	153	97.8%	416	22	94.7%		--		7,301	175	97.6%
<b>-SC</b>	<u>3,393</u>	<u>55</u>	98.4%	<u>7,906</u>	<u>98</u>	98.8%	<u>11,299</u>	<u>153</u>	98.6%	<u>1,661</u>	<u>33</u>	98.0%	<u>1,153</u>	<u>20</u>	98.3%	<u>14,113</u>	<u>206</u>	98.5%
<b>Subtotal</b>	17,391	381	97.8%	22,213	324	98.5%	39,604	705	98.2%	4,158	114	97.3%	2,323	59	97.5%	46,085	878	98.1%
<b>Heritage</b>	1,530	155	89.9%	255	34	86.7%	1,785	189	89.4%		--			--		1,785	189	89.4%
<b>Milw -N</b>	6,366	354	94.4%	8,934	752	91.6%	15,300	1,106	92.8%	1,068	99	90.7%	1,059	60	94.3%	17,427	1,265	92.7%
<b>-W</b>	<u>6,871</u>	<u>273</u>	96.0%	<u>7,919</u>	<u>355</u>	95.5%	<u>14,790</u>	<u>628</u>	95.8%	<u>1,253</u>	<u>62</u>	95.1%	<u>1,046</u>	<u>43</u>	95.9%	<u>17,089</u>	<u>733</u>	95.7%
<b>Subtotal</b>	13,237	627	95.3%	16,853	1,107	93.4%	30,090	1,734	94.2%	2,321	161	93.1%	2,105	103	95.1%	34,516	1,998	94.2%
<b>NCS</b>	2,338	170	92.7%	2,810	197	93.0%	5,148	367	92.9%		--			--		5,148	367	92.9%
<b>RI</b>	9,172	491	94.6%	7,992	456	94.3%	17,164	947	94.5%	1,653	46	97.2%	1,613	60	96.3%	20,430	1,053	94.8%
<b>SWS</b>	2,805	210	92.5%	4,846	357	92.6%	7,651	567	92.6%	312	13	95.8%		--		7,963	580	92.7%
<b>UP -N</b>	7,620	268	96.5%	10,159	252	97.5%	17,779	520	97.1%	1,369	105	92.3%	1,058	66	93.8%	20,206	691	96.6%
<b>-NW</b>	8,375	431	94.9%	8,181	312	96.2%	16,556	743	95.5%	1,264	100	92.1%	878	108	87.7%	18,698	951	94.9%
<b>-W</b>	<u>6,869</u>	<u>640</u>	90.7%	<u>8,181</u>	<u>677</u>	91.7%	<u>15,050</u>	<u>1,317</u>	91.2%	<u>1,053</u>	<u>84</u>	92.0%	<u>1,051</u>	<u>61</u>	94.2%	<u>17,154</u>	<u>1,462</u>	91.5%
<b>Subtotal</b>	22,864	1,339	94.1%	26,521	1,241	95.3%	49,385	2,580	94.8%	3,686	289	92.2%	2,987	235	92.1%	56,058	3,104	94.5%
<b>System</b>	83,084	4,538	94.5%	91,877	4,480	95.1%	174,961	9,018	94.8%	13,627	717	94.7%	10,094	506	95.0%	198,682	10,241	94.8%

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

Delays data for most recent month is final (01/28/19) 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-Dec	Annual
<b>BNSF</b>	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.5%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	89.7%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.4%	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	94.0%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	94.5%	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	92.2%	92.2%
	<b>2013-2017 average</b>	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	93.4%	93.4%
<b>Electric</b>	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.2%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.5%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.6%	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	98.1%	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	98.1%	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	98.1%	98.1%
	<b>2013-2017 average</b>	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.7%	97.7%
<b>Heritage</b>	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.4%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	91.4%	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	90.2%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.2%	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	93.2%	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	89.4%	89.4%
	<b>2013-2017 average</b>	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	93.1%	93.1%
<b>Milw - N</b>	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.3%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	91.7%	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	94.9%	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	94.6%	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	93.8%	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	92.7%	92.7%
	<b>2013-2017 average</b>	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	93.7%	93.7%
<b>Milw - W</b>	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.2%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	93.5%	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	96.4%	96.4%
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.9%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.5%	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	95.7%	95.7%
	<b>2013-2017 average</b>	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	94.9%	94.9%
<b>NCS</b>	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.2%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	89.9%	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	93.8%	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	94.5%	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	94.0%	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	92.9%	92.9%
	<b>2013-2017 average</b>	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	92.9%	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-Dec	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	95.3%	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	93.8%	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	97.1%	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	96.1%	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	95.7%	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	94.8%	94.8%
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.6%	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	95.6%	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	92.6%	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	94.5%	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	95.2%	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	94.9%	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	92.7%	92.7%
	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	96.6%	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	96.7%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	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	96.8	94.2	94.8	96.6%	96.6%
	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	97.1%	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	95.2%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.2%	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	96.3%	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	95.1%	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	94.9%	94.9%
	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	94.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.4%	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	95.4%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.1%	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	94.1%	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	91.5%	91.5%
	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	95.4%	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	94.3%	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	96.2%	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	95.8%	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	94.8%	94.8%
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	95.6%	95.6%	

Delays data for most recent month is final (01/28/19) 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  
December 2018**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1238 <b>80% OT</b>	Fri, Dec 07	17	E	METRA 199 COULDN'T MAKE TRACK SPEED DUE TO AN UNKNOWN MECHANICAL ISSUES. GOVENOR DEFECTIVE	
		Tue, Dec 11	21	F	COULDN'T MAINTAIN TRACK SPEED. HAD TO CUTOUT TRACTION MOTOR ON METX 212. LOOSE CABLE MV CABLE WORN OUT.	
		Thu, Dec 13	21	F	TRAIN COULDN'T MAINTAIN TRACK SPEED. CREW CUTOUT THE NUMBER TWO TRACTION MOTOR ON METX 210. THROTTLE ISSUE	
		Thu, Dec 20	20	K	WIRES BLOCKING THE TRACKS AT THE TRUCK CROSSING.	
BNSF	1251 <b>75% OT</b>	Tue, Dec 04	6	E1	WAITING ON 1249 TO LEAVE	
		Thu, Dec 13	9	F1	FOLLOWING DELAYED 1245, 1243 LOCO ISSUE	
		Mon, Dec 24	7	RN1	MADE ALL STOPS MAIN STREET THROUGH AURORA TO ACCOMODATE CREW SHORTAGES ON OTHER TRAINS.	
		Thu, Dec 27	7	GM	BOX TWO IN EFFECT AT HINSDALE ACROSS FIVE CROSSINGS: MP. 16.83 S GARFIELD AVE, MP17.48 S MONROE ST., MP 17.19 S. VINE, MP 17.02 S. LINCOLN S	
		Mon, Dec 31	19	G	INTERMITTENT CODE BROWN AT UNION AVE B REQUIRING ALL TRAINS TO STOP AND BE TALKED BY THE SIGNAL.	
BNSF	1265 <b>80% OT</b>	Wed, Dec 05	16	E	METX 125 WOULD NOT LOAD ABOVE 1MPH	
		Mon, Dec 17	10	H	NO WORKING SPEEDOMETER ON LOCOMOTIVE UNTIL MECHANICAL CLIMBED ON. SPEED INDICATOR DISCONNECTED	
		Tue, Dec 18	15	GT	TMDS FROZE UP PREVENTING THE DISPATCHING OF TRAINS.	
		Mon, Dec 24	0	XRN	NO CREW, EXCESSIVE LAYOFFS	
BNSF	1269 <b>80% OT</b>	Mon, Dec 03	8	GM	BOX 2 MONROE MP 17.48	
		Wed, Dec 05	6	E1	FOLLOWING 1265	
		Mon, Dec 10	10	F1	1255 HAD DOOR ISSUES, DELAYING DEPARTURE AND DELAYING ANY FOLLOWING TRAINS.	
		Tue, Dec 18	14	GT	TMDS FROZE UP PREVENTING THE DISPATCHING OF TRAINS.	
BNSF	1271 <b>63% OT</b>	Tue, Dec 04	7	GM	BOX 2 MP 17.48 MONROE STREET	
		Wed, Dec 05	6	E1	FOLLOWING TRAFFIC AHEAD 1265 LATE DEPARTURE	
		Mon, Dec 17	9	H1	1265 DID NOT HAVE A WORKING SPEEDOMETER DELAYING PARADE TRAFFIC.	
		Tue, Dec 18	13	GT	TMDS FROZE UP PREVENTING THE DISPATCHING OF TRAINS.	
		Wed, Dec 26	8	R1	WAITING FOR 1292 TO DEPART ATC - 1292 ISSUE CHANGING ENDS	
		Thu, Dec 27	7	GM	BOX TWO IN EFFECT AT HINSDALE ACROSS FIVE CROSSINGS: MP. 16.83 S GARFIELD AVE, MP17.48 S MONROE ST., MP 17.19 S. VINE, MP 17.02 S. LINCOLN S	
HC	914 <b>80% OT</b>	Tue, Dec 04	58	DE1	(FREIGHT TRN INTERFERENCE-MECH) - IHB X-TRAFFIC STOPPED AT CP CANAL WITH AIR TROUBLE, IHB-VBLUDIL103 ENG BN4317 W/100C, 10155	
		Thu, Dec 13	10	D	(FREIGHT TRAIN INTERFERENCE) - RED SIGNAL	
		Fri, Dec 14	12	D	(FREIGHT TRAIN INTERFERENCE) - CSXT CROSS TRAFFIC, UP WOULD NOT TAKE FREIGHT TRAIN AT OGDEN JCT.	
		Fri, Dec 21	16	GF	(SIG/SWT MALFUNCTION FOREIGN LJ) - SWITCH DERAIL ISSUES AT CORWITH, TALKED BY RED 626/44AM 18M	
ELBI	505 <b>75% OT</b>	Mon, Dec 03	0	O1	ANNULLED AT KENS DUE TO WIRES DOWN, EQUIP RAN EXTRA TO BI	
		Mon, Dec 10	16	O1	13M LATE LEAVING RAND DUE TO WIRE ISSUES	
		Tue, Dec 11	12	G1	10 MIN LATE OUT OF RANDOLPH DUE TO CONGESTION IN DEPOT FROM EARLIER SWITCH FAILURE	
		Fri, Dec 14	14	G1	14M DUE TO TRACK CIRCUIT AT RAND	
		Wed, Dec 19	6	I	PASSENGER HANDLING AND RUNNING TIME.	
ELML	707 <b>80% OT</b>	Mon, Dec 03	82	O1	56 M KENS DUE TO WIRES DOWN	
		Mon, Dec 10	15	O1	12M LATE LEAVING RAND DUE TO WIRE ISSUES	
		Tue, Dec 11	7	G1	11M LATE OUT OF RANDOLPH DUE TO CONGESTION FROM SWITCH FAILURE	
		Fri, Dec 14	8	G	8M DUE TO TRACK CIRCUIT AT RAND	
ELML	709 <b>75% OT</b>	Mon, Dec 03	96	O1	18M AT RANDOLPH SWITCH MALFUNCTION 709 EQUIPMENT TRAIN DELAYED.	
		Mon, Dec 10	11	O1	17M LATE LEAVING RAND DUE TO WIRE ISSUES	
		Tue, Dec 11	9	G1	8 MIN LATE OUT OF RANDOLPH DUE TO CONGESTION FROM SWITCH FAILURE	
		Fri, Dec 14	8	G1	7M DUE TO TRACK CIRCUIT AT RAND	
ELML	735 <b>81% OT</b>	Mon, Dec 17	10	O1	10 MIN AT KENSINGTON DUE TO POSSIBLE WIRE PROBLEM	
		Mon, Dec 03	66	O1	STOPPED KENS DUE TO WIRES DOWN	
		Fri, Dec 07	7	FS1	7M DUE TO FOLLOWING S.SHORE WHO HAD DOOR PROBLEMS AT VAN BUREN	
ELML	737 <b>75% OT</b>	Fri, Dec 14	7	G1	7M DUE TO TRACK CIRCUIT AT RAND	
		Mon, Dec 03	96	O1	ACCT WIRE PROBS KENS	
		Mon, Dec 10	24	O1	19M LATE LEAVING RAND DUE TO WIRE ISSUES	
		Tue, Dec 11	11	G1	12M LATE OUT OF RANDOLPH DUE TO CONGESTION IN DEPOT FROM EARLIER SWITCH FAILURE	
ELML	739 <b>80% OT</b>	Fri, Dec 14	11	G1	11M DUE TO TRACK CIRCUIT AT RAND	
		Mon, Dec 03	121	G1	20M AT RANDOLPH SWITCH MALFUNCTION DELAYED 739 EQUIPMENT TRAIN.	
		Mon, Dec 10	16	O1	17M LATE LEAVING RAND DUE TO WIRE ISSUES	
ELML	755 <b>75% OT</b>	Fri, Dec 14	15	G1	16M DUE TO TRACK CIRCUIT AT RAND	
		Mon, Dec 17	9	O1	9M AT KENSINGTON DUE TO POSSIBLE WIRE PROBLEMS	
		Mon, Dec 03	69	O1	56M AT KENSINGTON WIRES DOWN.	
		Fri, Dec 07	6	FS1	6M DUE TO FOLLOWING S.SHORE WHO HAD DOOR PROBLEMS AT VAN BUREN	
		Mon, Dec 10	17	O1	16M LATE LEAVING RAND DUE TO WIRE ISSUES	
ELML	755 <b>75% OT</b>	Tue, Dec 11	8	G1	10 MIN LATE OUT OF RANDOLPH DUE TO CONGESTION FROM A SWITCH FAILURE	
		Fri, Dec 14	9	G1	20M DUE TO TRACK CIRCUIT AT RAND	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
ELML	757 75% OT	Mon, Dec 03	89	O1	76M AT KENSINGTON WIRES DOWN.
		Mon, Dec 10	19	O1	19M LATE LEAVING RAND DUE TO WIRE ISSUES
		Tue, Dec 11	7	G1	9 MIN LATE OUT OF DEPOT TO EARLIER SWITCH FAILURE CAUSING CONGESTION
		Fri, Dec 14	10	G1	21M DUE TO TRACK CIRCUIT AT RAND
		Mon, Dec 17	9	O	STOPPED 9M DUE TO POSSIBLE WIRE PROBLEMS
MN	2125 70% OT	Tue, Dec 04	23	KP	25" WAITING FOR CLEARANCE FROM LAW INFORMANT TO RELEASE MAIN TRACK (ACCIDENT NEAR TRACK).
		Wed, Dec 05	6	D1	16" DELAY WAITING FOR #2146 TO CLEAR THE J.
		Mon, Dec 10	10	G1	10" DELAY, WAITING ON #2146 TO CLEAR RONDOUT.
		Wed, Dec 12	7	G	9" STOP SIGNAL SIGNAL AND RESTRICTED SPEED MILWAUKEE AVE, RESTRICTED SPEED BUTTERFIELD ROAD.
		Fri, Dec 21	14	G	12" STOPPED AT RONDOUT; 3" RESTRICTED SPEED AT PRAIRIE CROSSING.
		Mon, Dec 24	9	I	4" SLOW PASSENGERS; 4" APPROACH SIGNALS AT MORTON GROVE & GOLF; 3" WAITING ON OTHER TRAINS.
MN	2128 75% OT	Wed, Dec 05	36	DE1	53" FREIGHT INTERFERENCE CN X-ING (Q198 OVERHEATED AXEL 300+ BACK); EXPRESSED GLENVIEW TO WESTERN AVE.
		Thu, Dec 20	8	G	7" SIGNAL PROBLEMS, TRACK CIRCUIT 2MT BETWEEN RONDOUT @ LAKE FOREST, X/O 2MT-1MT RONDOUT-DEERFIELD; 3" ADA LAKE COOK RD.
		Mon, Dec 24	8	GW1	5" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF #2103; 9" GRAYSLAKE WAITING ON #2107.
		Thu, Dec 27	9	G	9" DELAY, SIGNAL PROBLEMS A-20, SIGNAL DROPPED, TALKED BY, RESTRICTED SPEED TO NEXT SIGNAL; TWO ADA'S DEERFIELD-CUS.
		Fri, Dec 28	9	D	8" STOP SIGNAL CN X-ING, S/B FREIGHT INTERFERENCE; 5" X/O 2MT-1MT MAYFAIR TO WESTERN, PASSENGERS ON THE WRONG SIDE.
MN	2155 80% OT	Mon, Dec 03	59	E1	59" DELAY, LATE TURN FROM #2158 AND WAITED FOR A LATE #2160 TO CLEAR RONDOUT.
		Fri, Dec 07	19	B1	19" DELAY, LATE TURN FROM #2158.
		Wed, Dec 19	7	A	MAYFAIR STOP
		Thu, Dec 27	14	GF1	14" DELAY, LATE TURN FROM #2158.
MN	2158 80% OT	Mon, Dec 03	38	E1	38" DELAY, DUE TO #2151'S MECHANICAL PROBLEM.
		Fri, Dec 07	23	B1	21" WAITING ON #2149 TO CLEAR.
		Thu, Dec 27	16	GF1	20" HELD AT GRAYSLAKE WAITING FOR #2149 TO CLEAR (DUE TO SWITCH PROBLEM AT CN CROSSING).
		Mon, Dec 31	17	J	12" PROBLEM WITH PASSENGER, REMOVED BY CHICAGO PD @ GRAYLAND; 10" STOPPED @ CN XING, COULDN'T GET AHOLD OF CN DISPATCHER.
NCS	109 80% OT	Fri, Dec 07	14	D	10" FREIGHT TRAIN LOMOND; 10" CREW HAD TO HAND LINE ROUTE AND RESTRICTED SPEED.
		Mon, Dec 10	14	D	10" FREIGHT TRAIN LOMOND; 10" HAD TO HAND LINE ROUTE AND RESTRICTED SPEED.
		Thu, Dec 13	19	D1	23" TRAFFOT AND LOMOND WAITING ON #118 AND A CN SOUTHBOUND FREIGHT.
		Wed, Dec 26	63	KP	63" POLICE ACTIVITY NEAR VERNON HILLS.
NCS	114 80% OT	Wed, Dec 05	22	D	11" FREIGHT INTERFERENCE FOLLOWING S/B FREIGHT TO LAKE VILLA; 10" DEPARTING ANTIOCH, LATE TURN FROM #103; 5" POLAR EXPRESS.
		Fri, Dec 14	7	CC	10" TRACK CONSTRUCTION & MULTIPLE TEMPORARY SPEED RESTRICTIONS; POLAR EXPRESS GROUP MOVEMENT
		Wed, Dec 26	14	GT	16" STOP SIGNAL DEVAL, UP COMPUTER CRASHED; 3" SLOW LOADING PASSENGERS.
NCS	117 81% OT	Mon, Dec 10	6	GM	6" DELAY, 529-A MP 50.8.
		Tue, Dec 18	9	D1	12" STOPPED AT RAM WAITING FOR #120.
		Wed, Dec 26	28	KP	18" HELD AT PRAIRIE VIEW BY RTC DUE TO DEATH INVESTIGATION NEAR VERNON HILLS.
NCS	118 80% OT	Tue, Dec 04	33	K	33" DELAY, AUTOMOBILE BLOCKING THE TRACKS AT MP 29.9.
		Thu, Dec 13	8	D	4" LAKE VILLA NORTHBOUND CN FREIGHT; 4" ADA.
		Wed, Dec 26	44	KP	30" STOPPED AT LEITHTON FOR POLICE ACTIVITY; 13" FUZEE RULE; 2" ADA ON, MUNDELEIN; 2" ADA OFF PROSPECT HEIGHTS.
		Thu, Dec 27	8	D	4" STOPPED AT RAM FOR FREIGHT CROSS TRAFFIC; 3" RESPOT THE TRAIN AT PROSPECT HEIGHTS FOR PASSENGERS ON THE WRONG SIDE; 2" ADA.
NCS	119 80% OT	Tue, Dec 04	20	K1	20" DELAY, LATE TURN FROM #118.
		Tue, Dec 18	7	D	7" FREIGHT CROSS TRAFFIC AT LOMOND.
		Fri, Dec 21	6	GM	4" STOPPED TO COPY ITEM 2; 2" ITEM 2 AT THATCHER.
		Wed, Dec 26	33	KP1	33" LATE TURN FROM #118 POLICE ACTIVITY NEAR VERNON HILLS.
RI	503 50% OT	Mon, Dec 03	14	ZR1	(PTC HUMAN ERROR, ENGINEERING D) - LATE ARRIVAL FOR 606 DUE TO PTC ISSUES
		Tue, Dec 04	8	ZG	(PTC MALFUNCTION LOCOMOTIVE) - PTC UNKNOWN SIGNAL AT MP 21.5 RAN RESTRICTED SPEED
		Wed, Dec 05	9	ZT	(PTC MALFUNCTION LOCOMOTIVE) - PTC FORCED RESTRICTED SPEED FOR WHEEL SLIP
		Thu, Dec 06	14	ZG	MECHANICAL MALFUNCTION
		Fri, Dec 07	11	ZG	PTC RESTRICTING SIGNAL.
		Mon, Dec 10	26	ZG	PTC B/O
		Tue, Dec 11	9	ZG	(PTC MALFUNCTION LOCOMOTIVE) - PTC DISENGAGED ENROUTE MULTIPLE TIMES
		Wed, Dec 19	22	ZG1	(PTC MALFUNCTION COACH) -
		Thu, Dec 20	16	GX	(GATECROSSING MALFUNCTION) - AT 95TH ST
Thu, Dec 27	7	IW	(PSGR HANDLING) - (PSGR HANDLING, WEATHER)		
UPN	336 75% OT	Mon, Dec 10	7	CC	WAITING FOR #321 TO CLEAR RP, SINGLE TRACKING.
		Tue, Dec 11	12	I	PASSENGERS ON THE WRONG SIDE @ SEVERAL STATIONS DUE TO EARLIER SINGLE TRACK THAT WAS CANCELLED, PTC WENT IN AND OUT TWICE EN ROUTE.
		Thu, Dec 13	11	F	STICKY DOORS ON THE #8402 & THE #7810 CAUSING A DOOR LIGHT ISSUE EN ROUTE.
		Mon, Dec 17	12	CC	SINGLE TRACKING MP48.7-35.7 (DUMPING BALLAST) & ONE ADA LIFT.
		Fri, Dec 28	24	H	TRAIN WOULDN'T LOAD FROM CAB CAR CREW SHOVED TO CHICAGO @ 30MPHFOUND 27 PT JUMPER MISSING ON COACH 7319 A-END CABLE WAS NOT CONNECTED.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPN	341 <b>81% OT</b>	Tue, Dec 18	20		H	ENGINE SHUT DOWN SEVERAL TIMES ENROUTE. OVER FILL OIL.
		Thu, Dec 20	109		VE	MECHANICAL ISSUES WITH METX163 @ BRAESIDE (#343 TIED ONTO EQUIPMENT-UNDER INVESTIGATION).
		Wed, Dec 26	13		E	DELAYED @ FORT SHERIDAN ON ACCT. OF CREW ALERTER ISSUES ON METX156 (CUT IT OUT).
UPN	343 <b>75% OT</b>	Thu, Dec 06	7		E1	LATE DEPARTURE FROM CPT, LATE ARRIVAL OF EQUIP. FROM CAL AVE COACH YARD, DUE TO #35 MECHANICAL ISSUES.
		Tue, Dec 18	18		H1	DELAYED FOLLOWING #341.
		Thu, Dec 20	98		VE1	TIED ONTO #341 DUE TO MECHANICAL ISSUES & SHOVED TO KENOSHA.
		Wed, Dec 26	12		E1	DELAYED FOLLOWING #341 TO KENOSHA ON ACCT. OF MECHANICAL ISSUES.
UPN	356 <b>80% OT</b>	Wed, Dec 12	6		U	TWO ADA LIFTS AND SLOW PASSENGER LOADING @ WAUKEGAN.
		Thu, Dec 20	20		VE1	DELAYED @ HIGHWOOD WAITING ON #349-#353 TO CLEAR TRK 2 @ HIGHLAND PARK ON ACCT. OF MECHANICAL ISSUES WITH #341.
		Mon, Dec 24	0		E1	ANNULLED DUE TO #335 ANNULMENT AT MAIN ST.
		Fri, Dec 28	18		ZT1	LATE TURN OF EQUIPMENT FROM #335.
UPNW	625 <b>80% OT</b>	Thu, Dec 06	11		GW	STOPPED BY THE HBD @ MP48.5 FOR DROGGING EQUIP. (CREW INSPECTEDEQUIP. & NOTHING WAS FOUND-PER SIGNAL, FROST WAS ON THE CONTACT).
		Fri, Dec 07	11		E	LOST HEAD END POWER TWICE WHILE OPERATING THE ADA LIFT 2 ADA LIFTS ENROUTE.
		Tue, Dec 11	6		I	SLOW PASSENGER UNLOADING @ DES PLAINES AND MOUNT PROSPECT.
		Wed, Dec 12	8		JM	MEDICAL EMERGENCY @ CLYBOURN, ELDERLY MAN HAD A SEIZURE ON THE TRAIN.
UPNW	658 <b>75% OT</b>	Mon, Dec 03	36		K1	DELAYED DUE TO CAR STUCK ON TRAKCS @ M35.14 WAITED FOR CAR REMOVAL & FOR TRACKS TO BE INSPECTED AND RELEASED...
		Wed, Dec 05	7		ZT	PTC INITIALIZATION. FREEZING UP.
		Thu, Dec 06	16		GW1	LATE TURN OF #625 ON ACCT. OF STOPPED BY THE HBD FOR DRAGGING EQUIPMENT.
		Fri, Dec 07	25		E1	LATE TURN OF EQUIP FROM #625, SLOW & HEAVY LOADING @ PALATINE, ARLINGTON HEAIGHT SLOW UNLOADING @ EDISON PARK AND CLYBOURN.
		Mon, Dec 10	7		ZT	PTC FAILURE. NAVIGATION FAULT
UPW	21 <b>75% OT</b>	Tue, Dec 04	8		U	FOUR ADA LIFTS @ DELAYED OUT OF PTC (METX 153 PTC WOULD NOT INITIALIZE).
		Wed, Dec 05	7		U	2 ADA LIFTS, HEAVY PASSENGER LOADING AT MELROSE PARK.
		Fri, Dec 07	7		U	2 ADA LIFTS GLEN ELLYN AND WHEATON.
		Fri, Dec 14	6		ZT	PTC ON THE METX 132 DISENGAGED AT BRIDGE A, CUT ITSELF OUT AND ENGINEER HAD TO RESET AT BRIDGE B
		Mon, Dec 17	9		ZT	DELAYED ON ACCT. OF PTC ISSUES (PTC NEVER ENGAGED-MAPS & SPEED UNAVAILABLE, CUT PTC OUT AFTER NOBLE ST & OPERATED IN ATC).
UPW	31 <b>80% OT</b>	Tue, Dec 04	7		D	CAVVEO-04 AHEAD AT KEDZIE.
		Fri, Dec 07	17		ZH	HAD TO CUT OUT PTC ON THE METX 136 DUE TO A COMMUNICATION FAILURE.
		Thu, Dec 13	9		D	FOLLOWING THE IG2LB012TH TURNER TO PECK.
		Fri, Dec 14	10		D	M31-14TH FOLLOWING THE MELPRJ-14TH KEDZIE TO 25TH AVE.
UPW	33 <b>75% OT</b>	Tue, Dec 04	12		CC	PTC PENALTY AT MELROSE PARK DUE TO FORM B AHEAD, 10MPH MP19.42-19.44.
		Thu, Dec 06	6		D	STOPPED @ PROVO FOR IG4G1R-06.
		Mon, Dec 10	23		CC	SLOW GETTING THROUGH FORM B MP 21-22.25 (8"), ALSO STOPPED AT MP21.5 TO DO A SOFT CUTOUT OF THE PTC (8").
		Thu, Dec 13	11		D	STOPPED AT BERKELEY 12" FREIGHT TRAIN INTERFERENCE (UP4224 LIGHT POWER).
		Mon, Dec 17	10		ZG	PTC ISSUES @ PECK (NO COM ERROR-TOOK AIR & WOULDN'T LET ENGINE RECOVER-METX 138 CUT IT OUT & OPERATED ON ATC).
UPW	34 <b>65% OT</b>	Mon, Dec 03	8		U1	DELAYED OUT OF ELMHURST, WAITING ON #32 TO CLEAR DUE TO 3 ADA LIFTS.
		Fri, Dec 07	8		DE1	DEPARTED PARK 4" LATE DUE TO TRAINS CLEARING AHEAD.
		Wed, Dec 12	13		ZT1	DEPARTED ELMHURST 6" LATE DUE TO #32 CLEARING, HEAVY PASSENGER LOADING AT MAYWOOD-CPT.
		Thu, Dec 13	13		R1	DELAYED ELMHURST 10" LATE, WAITING FOR #32 TO CLEAR, HEAVY PASSENGER LOADING AT RIVER FOREST & OAK PARK. ENG. HAD TO THROW IN EMERGENCY
		Fri, Dec 14	14		D1	DEPARTED ELMHURST 10" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M19
		Mon, Dec 17	9		ZT	DELAYED OUT OF ELMHURST ONN ACCT. OF PTC ISSUES (DIDN'T INITIALIZE CORRECTLY, HAD TO RE-ENTER ALL INFO).
		Thu, Dec 27	10		ZT	DELAYED 10" LEAVING ELMHURST, PTC SLOW TO INITIALIZE.
UPW	35 <b>70% OT</b>	Tue, Dec 04	17		K	FOLLOWED ZG1BR FROM RIVER FOREST-PARK, ZG1BR STOPPED DUE TO A BRIDGE STRIKE AT MP8.12 CAUSING #35 TO BE LATE.
		Thu, Dec 06	0		XE	ANNULLED ON ACCT. OF LOADING ISSUES @ RIVER FOREST AXLE DRIVE DETECTED GIVING INACCURATE SPEED
		Fri, Dec 07	24		ZT	PTC FAILURE AT KEDZIE AND FREIGHT INTERFERENCE AT PARK.
		Wed, Dec 19	13		ZT	PTC ISSUES @ MELROSE PARK.
		Wed, Dec 26	6		C	FLAGGED @ CN @ WEST CHICAGO DUE TO A BROKEN RAIL @ CORNER OF CN DIAMOND.
		Mon, Dec 31	24		E	DEPARTED CPT 25" LATE ON ACCT. OF LATE ENGIN SWAP, AND ENGINEER STILL WAITED FOR PTC TO INITIALIZE.
UPW	41 <b>80% OT</b>	Thu, Dec 06	10		D	FREIGHT INTERFERENCE @ PROVO (MELNP) & WAITED ON EASTBOUND METRA @ CPY038.
		Fri, Dec 07	20		E	GROUND RELAY ISSUES HAD TO CUT OUT THE #1 & #3 TRACTION MOTOR ALSO NO DYNAMIC BRAKS & HEAVY AND SLOW PASSENGER UNLOADING @ GENEVA.
		Wed, Dec 12	13		ZT	PTC DUMPED THE AIR DEPARTING LAKE ST PLANT (OPERATED WITH ATC) & MADE A DOUBLE SPOT @ LOMBARD, ACNNP-12 @ CN ENTERING W. CHICAGO YARD.
		Thu, Dec 20	18		F	DELAYED OUT OF CPT, STUCK LOADING DOOR #6137 & DELAYED @ WEST CHICAGO 10", VEHICLE ON THE TRACKS @ MP30.29.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPW	42 <b>60% OT</b>	Tue, Dec 04	15	U1	LATE TURN OFF #21 ON ACCT. OF FOUR ADA LIFTS.	
		Wed, Dec 05	10	U1	DEPARTED ELBURN 7" LATE, LATE TURN OF CREW & EQUIP. OFF #21, SLOW PASSENGER LOADING EN ROUTE.	
		Thu, Dec 06	10	ZT	5" LATE DEPARTURE FROM ELBURN FOR PTC. STOPPED @ PECK WAITING FOR MBUSA-05 TO CLEAR TRK #2 & HEAVY PASSENGER LOADING ENROUTE.RELOAD FILES	
		Mon, Dec 10	8	I	XH @ MP15.67; SLOW PASSENGER LOADING EN ROUTE, & RESTRICTED SIGNAL @ KEDZIE (OPERATED THROUGH SHORT CROSSEOVERS).	
		Tue, Dec 11	9	U	SLOW LOADING AN ADA LIFT & PTC ISSUES @ PROVO (PTC DROP TRICE & RECOVERED BOTH TIMES).	
		Wed, Dec 12	15	D	STOPPED AT 25TH FOR LNSPRJ-12TH AHEAD GOING INTO YARD.	
		Fri, Dec 14	9	ZT1	DEPARTED ELBURN 3" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M21, SLOW MOVING ADA PASSENGER AT WHEATON	
		Mon, Dec 17	10	ZT1	LATE TURN OFF #21, PTC ISSUES & TWO ADA LIFTS.	
UPW	44 <b>50% OT</b>	Wed, Dec 05	21	D1	DEPARTED ELBURN 11" LATE, LATE TURN OFF #25 OF CREW & EQUIP., SLOW PASSENGER LOADING EN ROUTE.	
		Thu, Dec 06	9	I	4" LATE DEPARTURE FROM ELBURN, HEAVY PASSENGER LOADING @ WINFIELD, RAN SOUTHSIDE 25TH-KEDZIE-CROSSOVER @ Y903.	
		Fri, Dec 07	29	ZT	DEPARTED ELBURN 9" LATE, LATE TURN OF CREW & EQUIP OFF #25, SLOW ORDER 10MPH MP20.4-20.5, PTC FAILURE @ 25TH AVE.	
		Tue, Dec 11	8	CC	TWO FORM B'S 40MPH @ MP 10.17, FREIGHT TRAIN INTERFERENCE @ 25TH AVE & DOOR LIGHT ISSUES @ KEDZIE.	
		Tue, Dec 18	17	U	FOUR ADA LIFTS, RESTRICTED SPEED KILBOURN-KEDZIE, (FREIGHT TRAINS ON TRK 1 IOJPRJ & ZSKG2P @ VALE) & LATE TURN FROM #25.	
		Wed, Dec 19	9	J	EJECTED A PASSENGER @ WEST CHICAGO & HEAVY/SLOW PASSENGER LOADING.	
		Fri, Dec 21	10	I	HEAVY PASSENGER LOADING (STROLLERS, BAGS, KIDS).	
		Mon, Dec 24	13	D	CN FREIGHT TRAIN INTERFERENCE; 10MPH @ MP30.3 MTRK1, PTC FAILED CUT OUT & RAN IN ATC 5" & HEAVY PASSENGER LOADING @ GLEN ELLYN.	
UPW	48 <b>75% OT</b>	Fri, Dec 28	13	ZG1	DEPARTED ELBURN 8" LATE DUE TO LATE ARRIVAL OF #25 AND SLOW LOADING PASSENGERS ENROUTE.	
		Mon, Dec 31	10	ZT	CUT OUT PTC ACCOUNT ENFORCEMENT EN ROUTE. WOULD NOT INITIALIZE	
UPW	48 <b>75% OT</b>	Tue, Dec 04	22	GF	DEPARTED ELBURN 15" LATE, LATE TURN OF #29, 2 ADA LIFTS ENROUTE, 10MPH @ MP 19.22-19.44, COPIED SPEED RESTRICTION, BRIDGE STRIKE.	
		Thu, Dec 06	14	D1	DELAYED @ PARK WAITING ON #33 TO CLEAR.	
		Wed, Dec 12	9	D	STOPPED @ PARK FROM 13:06-13:18 WAITING ON #33 TO CLEAR PARK, DUE TO (IGSAH4) ON TRACK 3.	
		Thu, Dec 13	15	D1	DELAYED @ PARK WAITING ON #33 TO CLEAR, ON ACCT. OF FREIGHT INTERFERENCE, SLOW PASSENGER LOADING EN ROUTE, & 1 ADA LIFT.	
		Wed, Dec 26	14	C	FLAGGED @ CN @ WEST CHICAGO DUE TO A BROKEN RAIL @ CORNER OF CN DIAMOND.	
UPW	49 <b>75% OT</b>	Mon, Dec 03	11	R	DELAYED ON ACCT. OF ENGINEER OVER SHOT GLEN ELLYEN PLATFORM AND HAD TO MAKE A REVERSE MOVE.	
		Fri, Dec 07	30	D1	HELD @ COLLEGE WAITED FOR #45 TO BE RELEASED DUE TO FREIGHT TRAFFIC AHEAD.	
		Mon, Dec 10	10	ZT1	DELAYED FOLLOWING TRAINS AHEAD.	
		Mon, Dec 17	22	ZT1	DELAYED FOLLOWING #47 AHEAD.	
UPW	50 <b>60% OT</b>	Tue, Dec 04	8	D	WAITED AT TURN FOR #33 TO CLEAR T3, APRBE ON T1 GOING WEST.	
		Thu, Dec 06	20	E1	DELAYED @ 25TH AVE, #35 MECHANICAL ISSUES @ RIVER FOREST.	
		Fri, Dec 07	19	ZH1	LATE ARRIVAL OF #31 AT ELBURN AND WAIT FOR FREIGHT TRAFFIC TO CLEAR AT PARK.	
		Mon, Dec 10	10	I	RAN T2 VILLA PARK AND ELMHURST, ALL PASSENGERS ON WRONG SIDE AT BOTH LOCATIONS, NO SIGNAL @ WESTERN.	
		Wed, Dec 12	6	U	TWO ADA LIFTS; HAD TO CUT IN ATC & MEET #35 @ CPY015.	
		Fri, Dec 14	8	D1	LATE ARRIVAL OF M31 AT ELBURN	
UPW	52 <b>75% OT</b>	Wed, Dec 19	8	ZT	PTC ISSUES BEFORE WHEATON, MP28 & RIVER FOREST (PTC DUMPED THE AIR) & 2 ADA LIFTS.	
		Wed, Dec 26	7	C	FLAGGED @ CN @ WEST CHICAGO DUE TO A BROKEN RAIL @ CORNER OF CN DIAMOND.	
		Tue, Dec 04	8	CC1	DEPARTED ELBURN 10" LATE ON ACCT. OF LATE ARRIVAL OF #33.	
UPW	52 <b>75% OT</b>	Fri, Dec 07	36	D	TRAIN CONTROL FOLLOWING ZBRG1 FROM TURNER, SLOW PASSENGER ON WRONG SIDE FROM COLLEGE TO ELMHURST BRKEN RAIL MP24.6 ON TRK #1.	
		Mon, Dec 10	10	CC1	DEPARTED ELBURN 16" LATE ON ACCOUNT OF LATE TURN OF #33.	
		Thu, Dec 13	12	D1	LATE TURN OFF #33 & CN FREIGHT TRAIN INTERFERENCE (CN DIDN'T ANSWER PHONE TO GET FREIGHT TRAIN SYMBOL).	
		Thu, Dec 27	15	J	DELAYED @ BERKELEY FOR PD TO REMOVE AN IRATE MALE PASSENGER FROM TRAIN; WAITED FOR #35 TO CLEAR TURNER; SLOW LOADING @ LAFOX.	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPW	54 <b>40% OT</b>	Tue, Dec 04	22		K1	DEPARTED ELBURN 22" LATE, LATE ARRIVAL OF #35 AND PTC FAILED TO INITIATE ON CAB CAR 8444.
		Wed, Dec 05	25		D	DEPARTED ELBURN 3" LATE, LATE ARRIVAL OF #35; STOPPED BEHIND IG2G2 @ W. CHICAGO 19"; RAN CENTER TRACK @ VILLA PARK & ELMHURST 4".
		Thu, Dec 06	0		E1	ANNULLED ON ACCT. OF #35 MECHANICAL ISSUES @ RIVER FOREST.
		Fri, Dec 07	42		ZT1	LATE TURN OFF #35 ALSO SLOW PASSENGER LOADING @ COLLEGE & GLEN ELLYN AND HEAVY PASSENGER LOADING @ UNIVERSITY-PARK.
		Tue, Dec 11	12		I	DEPARTED ELBURN 5" LATE DUE TO SLOW INITIALIZING PTC, ADA LIFT AT WHEATON, PASSENGERS ON WRONG SIDE @ RIVER FOREST & OAK PARK.
		Wed, Dec 12	7		ZT	LATE DEPARTING ELBURN, SETTING UP PTC.
		Thu, Dec 13	14		D	FREIGHT TRAIN INTERFERENCE OAK PARK-KEDZIE (ZSCG1).
		Tue, Dec 18	8		ZT	PTC INITIALIZATION ALSO RAN @ RESTRICTED SPEED DUE TO PTC THROUGH ELBURN YARD LIMITS.
		Wed, Dec 19	17		ZT1	LATE TURN OFF #35, PTC ISSUES, FREIGHT TRAIN INTERFERENCE ZSCG1, & 2 ADA LIFTS.
		Wed, Dec 26	7		C1	LATE TURN OFF #35 ON ACCT. OF A BROKEN RAIL @ CORNER OF CN DIAMOND.
		Thu, Dec 27	7		U	THREE ADA LIFTS.
		Mon, Dec 31	32		E1	DEPARTED ELBURN 35" LATE ON ACCT. OF LATE ARRIVAL OF #35, ALSO ENGINEER WAITED FOR PTC TO INITIALIZE.
UPW	55 <b>63% OT</b>	Mon, Dec 03	8		U	2 ADA LIFTS @ WHEATON ALSO DEPARTURE TIME ADA LIFT @ CPT.
		Thu, Dec 06	8		U	2 ADA LIFTS, LATE DEPARTURE FROM CPT, X-TRAFFIC @ LAKE STREET PLANT, & COACH CAR #7224 STUCK LOADING DOOR.
		Fri, Dec 07	30		D1	DELAYE FOLLOWING TRAINS AHEAD BEHIND #45.
		Mon, Dec 10	7		ZT1	DELAYED FOLLOWING TRAINS AHEAD.
		Mon, Dec 17	17		ZT1	DELAYED FOLLOWING TRAINS AHEAD ALSO HAD 4 ADA LIFTS AND XH @ 24.85.
Thu, Dec 20	8		F1	DELAYDE ON ACCT. OF FOLLOWING TRAINS AHEAD @ TWO ADA LIFTS.		
UPW	56 <b>80% OT</b>	Tue, Dec 04	10		D	DELAYED WAITING FOR LPJ04 TO CLEAR.
		Thu, Dec 06	43		E1	LATE TURN OFF #37 ON ACCT. OF #35 MECHANICAL ISSUES @ RIVER FOREST.
		Wed, Dec 12	15		D	DELAYED @ CN @ W. CHICAGO, FREIGHT TRAIN INTERFERENCE (ACNNP-12) & HELD @ COLLEGE AVE FOR #41 TO CLEAR.
		Fri, Dec 14	8		I	DELAYED PASSENGER LOADING @ VILLA PARK AND ELMHURST RAN TRK2 LOADED PASSENGER @ THE CROSSINGS ON THE CAB CAR
UPW	63 <b>80% OT</b>	Mon, Dec 03	14		ZR	DELAYED @ OAK PARK HAD TO CUT OUT PTC ON METX; DEPARTED CPT 7" DUE TO #629 EQUIP #7840 HAD BAD 27 POINT JUMPER CABLE...
		Thu, Dec 06	9		E1	LATE ARRIVAL OF #56 EQUIP. ON ACCT. OF LATE TURN OFF #37, WHICH WAS DELAYED @ WESTERN DUE TO #35 MECH. ISSUES @ RIVER FOREST.
		Fri, Dec 07	17		J	WAITED FOR POLICE TO REMOVE UNRULY FEMALE PASSENGER ALSO WAITED FOR 39336-07 TO CLEAR CN WASHINGTON ST INTERLOCKING.
		Mon, Dec 17	19		JM	WAITED @ LOMBARD FOR AN AMBULANCE TO ASSIST A MALE PASSENGER THAT PASSED OUT.

Data is final (01/28/19) 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

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**  
December 2018

Top 2 causes for each line are shaded														
Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>10</b>	<b>19</b>	<b>7</b>	<b>14</b>	<b>3</b>	<b>18</b>	-	<b>7</b>	<b>52</b>	<b>137</b>
Freight Interference - Peak	-	-	-	-	8	6	3	5	1	7	-	3	21	54
Primary	-	-	-	-	6	3	1	3	1	5	-	2	5	26
Secondary	-	-	-	-	2	3	2	2	-	2	-	1	16	28
Freight Interference - Off-Peak	7	-	-	-	2	13	4	9	2	11	-	4	31	83
Primary	5	-	-	-	1	7	3	7	2	9	-	3	20	57
Secondary	2	-	-	-	1	6	1	2	-	2	-	1	11	26
<b>Signal/Switch Failure - Total</b>	<b>27</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>5</b>	<b>4</b>	<b>31</b>	<b>7</b>	<b>14</b>	<b>12</b>	<b>40</b>	<b>197</b>
Signal/Switch Failure - Metra/PSA	27	21	9	6	-	15	5	4	31	5	14	12	39	188
Primary	26	4	1	2	-	13	5	4	26	4	12	11	24	132
Secondary	1	17	8	4	-	2	-	-	5	1	2	1	15	56
Signal/Switch Failure - Foreign	-	-	-	-	1	5	-	-	-	2	-	-	1	9
Primary	-	-	-	-	1	1	-	-	-	2	-	-	1	5
Secondary	-	-	-	-	-	4	-	-	-	-	-	-	-	4
<b>Mechanical Failure - Total</b>	<b>21</b>	<b>2</b>	-	-	<b>1</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>13</b>	-	<b>21</b>	<b>4</b>	<b>14</b>	<b>98</b>
Mechanical Failure - Metra/PSA	21	-	-	-	1	9	12	1	13	-	21	4	14	96
Non-Locomotive Equipment Failure - Metra/PSA	8	-	-	-	-	1	7	-	4	-	2	-	4	26
Primary	3	-	-	-	-	-	1	-	2	-	2	-	2	10
Secondary	5	-	-	-	-	1	6	-	2	-	-	-	2	16
Locomotive Failure - Metra/PSA	13	-	-	-	1	8	5	1	9	-	19	4	10	70
Primary	5	-	-	-	1	1	2	1	4	-	5	2	4	25
Secondary	8	-	-	-	-	7	3	-	5	-	14	2	6	45
Mechanical Failure - Foreign	-	2	-	-	-	-	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	-	-	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	-	-	<b>7</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	1	1	1	-	-	-	4
Passenger Train Interference - Foreign	1	-	-	-	-	1	1	-	-	-	-	-	-	3
<b>Accident - Total</b>	-	<b>32</b>	<b>6</b>	<b>2</b>	-	-	-	-	<b>3</b>	-	-	-	-	<b>43</b>
Accident - Metra/PSA	-	32	6	2	-	-	-	-	3	-	-	-	-	43
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>4</b>	-	-	<b>1</b>	<b>1</b>	-	-	<b>2</b>	<b>2</b>	-	<b>10</b>	<b>6</b>	<b>10</b>	<b>36</b>
Track Work - Metra/PSA	4	-	-	1	1	-	-	2	2	-	10	6	10	36
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>26</b>	-	-	-	-	<b>13</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>79</b>
Human Error - Metra/PSA	26	-	-	-	-	11	7	1	11	-	7	3	6	72
Human Error - Foreign	-	-	-	-	-	2	-	3	-	2	-	-	-	7
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	-	-	-	-	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	<b>8</b>	<b>2</b>	<b>6</b>	<b>22</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	-	-	-	-	1	2	1	1	-	8	2	6	22
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	-	-	<b>2</b>	<b>2</b>	-	<b>7</b>	<b>6</b>	-	<b>5</b>	-	<b>7</b>	<b>7</b>	-	<b>36</b>
Weather - Metra/PSA	-	-	2	2	-	7	6	-	5	-	7	7	-	36
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>2</b>	-	<b>2</b>	<b>3</b>	-	<b>5</b>	<b>2</b>	<b>1</b>	<b>5</b>	-	<b>3</b>	<b>13</b>	<b>10</b>	<b>46</b>
<b>Lift Deployment - Total</b>	<b>1</b>	-	-	-	-	<b>2</b>	<b>4</b>	-	-	-	<b>2</b>	<b>5</b>	<b>15</b>	<b>29</b>
<b>Obstruction/Debris - Total</b>	<b>16</b>	-	-	<b>1</b>	-	<b>1</b>	-	<b>17</b>	-	<b>2</b>	-	<b>15</b>	<b>5</b>	<b>57</b>
<b>Catenary Failure - Total</b>	-	<b>43</b>	<b>14</b>	<b>6</b>	-	-	-	-	-	-	-	-	-	<b>63</b>
<b>Other - Total</b>	-	-	-	-	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>12</b>	<b>2</b>	<b>2</b>	<b>20</b>
<b>Total Trains Delayed</b>	<b>106</b>	<b>98</b>	<b>33</b>	<b>21</b>	<b>13</b>	<b>80</b>	<b>47</b>	<b>46</b>	<b>76</b>	<b>30</b>	<b>84</b>	<b>76</b>	<b>160</b>	<b>870</b>
Total Metra/PSA Delays	98	96	33	21	2	53	39	29	73	8	84	69	107	712
Total Foreign Carrier Delays	8	2	0	0	11	27	8	17	3	22	0	7	53	158

Data for current month is FINAL (01/28/19) 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 5.b: Train Delays by Cause and Line**  
Average December Over Previous Five Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
<b>Freight Interference - Total</b>	<b>20</b>	-	-	-	<b>4</b>	<b>9</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>8</b>	<b>24</b>	<b>105</b>	
Freight Interference - Peak	8	-	-	-	4	1	4	3	2	4	0	6	7	38	
Primary	4	-	-	-	4	1	3	2	1	3	0	2	2	21	
Secondary	4	-	-	-	-	1	1	1	1	1	-	4	5	17	
Freight Interference - Off-Peak	12	-	-	-	1	8	8	5	5	7	1	2	18	67	
Primary	10	-	-	-	1	6	4	5	4	5	1	2	13	50	
Secondary	2	-	-	-	-	2	4	0	1	2	0	0	5	17	
<b>Signal/Switch Failure - Total</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>22</b>	<b>29</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>125</b>	
Signal/Switch Failure - Metra/PSA	17	6	2	3	0	18	28	4	7	3	1	3	11	103	
Primary	10	4	1	2	0	10	18	2	5	2	1	2	6	64	
Secondary	8	2	1	1	1	8	10	2	2	0	0	1	5	39	
Signal/Switch Failure - Foreign	5	-	-	-	1	4	1	4	1	4	-	0	1	21	
Primary	4	-	-	-	1	3	1	2	0	4	-	0	0	15	
Secondary	1	-	-	-	-	2	-	2	1	1	-	-	0	6	
<b>Mechanical Failure - Total</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>78</b>	
Mechanical Failure - Metra/PSA	14	2	0	0	0	9	6	3	14	1	8	7	11	76	
Non-Locomotive Equipment Failure - Metra/PSA	1	2	0	0	0	-	1	0	3	-	3	1	4	16	
Primary	0	1	0	0	0	-	1	0	1	-	2	1	2	8	
Secondary	0	0	-	0	-	-	-	-	2	-	2	0	2	8	
Locomotive Failure - Metra/PSA	13	-	-	-	0	9	6	2	11	1	5	6	7	60	
Primary	4	-	-	-	0	3	3	1	4	1	2	4	2	22	
Secondary	9	-	-	-	-	6	3	2	7	0	3	2	5	38	
Mechanical Failure - Foreign	1	-	-	-	-	2	-	-	-	-	-	-	-	2	
<b>Passenger Train Interference - Total</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>24</b>	
Passenger Train Interference - Metra/PSA	-	-	0	1	-	6	1	2	0	0	-	0	1	11	
Passenger Train Interference - Foreign	3	4	1	1	0	2	-	-	-	1	-	-	-	13	
<b>Accident - Total</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>-</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>56</b>	
Accident - Metra/PSA	9	1	6	3	-	1	4	6	2	8	1	11	1	53	
Accident - Foreign	1	-	-	-	-	0	2	0	-	-	-	-	0	4	
<b>Track Work - Total</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>48</b>	
Track Work - Metra/PSA	11	4	1	3	0	8	6	3	1	0	3	3	5	48	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Human Error - Total</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>69</b>	
Human Error - Metra/PSA	7	2	1	1	1	3	5	1	7	0	3	5	4	40	
Human Error - Foreign	11	-	-	-	1	9	0	2	0	3	-	1	1	28	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>27</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	2	4	1	1	0	4	6	0	1	0	2	3	3	27	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	-	0	
<b>Weather - Total</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>16</b>	<b>1</b>	<b>11</b>	<b>13</b>	<b>10</b>	<b>105</b>	
Weather - Metra/PSA	16	8	2	2	0	12	11	3	16	1	11	13	10	104	
Weather - Foreign	1	-	-	-	0	-	-	-	0	-	-	-	-	1	
<b>Passenger Loading - Total</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>9</b>	<b>63</b>	
<b>Lift Deployment - Total</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>20</b>	
<b>Obstruction/Debris - Total</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>38</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>5</b>	
<b>Other - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>21</b>	
<b>Total Trains Delayed</b>	<b>136</b>	<b>42</b>	<b>17</b>	<b>20</b>	<b>10</b>	<b>107</b>	<b>96</b>	<b>39</b>	<b>76</b>	<b>37</b>	<b>38</b>	<b>74</b>	<b>91</b>	<b>784</b>	
Total Metra/PSA Delays	95	38	16	19	3	81	81	26	68	18	36	65	65	609	
Total Foreign Carrier Delays	42	4	1	1	7	26	15	14	8	19	1	9	26	175	

Data for current month is FINAL (01/28/19) 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 5.c: Train Delays by Cause and Line**  
**December 2018 Compared to Average December Over Previous Five Years: 2013-2017**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(13)</b>	-	-	-	<b>6</b>	<b>10</b>	<b>(5)</b>	<b>6</b>	<b>(4)</b>	<b>7</b>	<b>(1)</b>	<b>(1)</b>	<b>28</b>	<b>32</b>
Freight Interference - Peak	(8)	-	-	-	4	5	(1)	2	(1)	3	(0)	(3)	14	16
Primary	(4)	-	-	-	2	2	(2)	1	0	2	(0)	0	3	5
Secondary	(4)	-	-	-	2	2	1	1	(1)	1	-	(3)	11	11
Freight Interference - Off-Peak	(5)	-	-	-	1	5	(4)	4	(3)	4	(1)	2	13	16
Primary	(5)	-	-	-	0	1	(1)	2	(2)	4	(1)	1	7	7
Secondary	(0)	-	-	-	1	4	(3)	2	(1)	(0)	(0)	1	6	9
<b>Signal/Switch Failure - Total</b>	<b>4</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>(1)</b>	<b>(2)</b>	<b>(24)</b>	<b>(3)</b>	<b>23</b>	-	<b>13</b>	<b>8</b>	<b>28</b>	<b>72</b>
Signal/Switch Failure - Metra/PSA	10	15	7	3	(0)	(3)	(23)	0	24	2	13	9	28	85
Primary	16	(0)	0	(0)	(0)	3	(13)	2	21	2	11	9	18	68
Secondary	(7)	15	7	3	-	(6)	(10)	(2)	3	1	2	(0)	10	17
Signal/Switch Failure - Foreign	(5)	-	-	-	(0)	1	(1)	(4)	(1)	(2)	-	(0)	0	(12)
Primary	(4)	-	-	-	(0)	(2)	(1)	(2)	(0)	(2)	-	(0)	1	(10)
Secondary	(1)	-	-	-	-	2	-	(2)	(1)	(1)	-	-	(0)	(2)
<b>Mechanical Failure - Total</b>	<b>7</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	<b>6</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>13</b>	<b>(3)</b>	<b>3</b>	<b>20</b>
Mechanical Failure - Metra/PSA	7	(2)	(0)	(0)	1	0	6	(2)	(1)	(1)	13	(3)	3	20
Non-Locomotive Equipment Failure - Metra/PSA	7	(2)	(0)	(0)	(0)	1	6	(0)	1	-	(1)	(1)	(0)	10
Primary	3	(1)	(0)	(0)	(0)	-	0	(0)	1	-	0	(1)	0	2
Secondary	5	(0)	-	(0)	-	1	6	-	(0)	-	(2)	(0)	(0)	8
Locomotive Failure - Metra/PSA	-	-	-	-	1	(1)	(1)	(1)	(2)	(1)	14	(2)	3	10
Primary	1	-	-	-	1	(2)	(1)	0	(0)	(1)	3	(2)	2	3
Secondary	(1)	-	-	-	-	1	(0)	(2)	(2)	(0)	11	-	1	7
Mechanical Failure - Foreign	(1)	2	-	-	-	(2)	-	-	-	-	-	-	-	(0)
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>(6)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>(0)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(17)</b>
Passenger Train Interference - Metra/PSA	-	-	(0)	(1)	-	(5)	(1)	(1)	1	1	-	(0)	(1)	(7)
Passenger Train Interference - Foreign	(2)	(4)	(1)	(1)	(0)	(1)	1	-	-	(1)	-	-	-	(10)
<b>Accident - Total</b>	<b>(10)</b>	<b>31</b>	<b>0</b>	<b>(1)</b>	-	<b>(2)</b>	<b>(6)</b>	<b>(7)</b>	<b>1</b>	<b>(8)</b>	<b>(1)</b>	<b>(11)</b>	<b>(1)</b>	<b>(13)</b>
Accident - Metra/PSA	(9)	31	0	(1)	-	(1)	(4)	(6)	1	(8)	(1)	(11)	(1)	(10)
Accident - Foreign	(1)	-	-	-	-	(0)	(2)	(0)	-	-	-	-	(0)	(4)
<b>Track Work - Total</b>	<b>(7)</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>1</b>	<b>(8)</b>	<b>(6)</b>	<b>(1)</b>	<b>1</b>	<b>(0)</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>(12)</b>
Track Work - Metra/PSA	(7)	(4)	(1)	(2)	1	(8)	(6)	(1)	1	(0)	7	3	5	(12)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>8</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>(2)</b>	<b>4</b>	<b>(2)</b>	<b>1</b>	<b>10</b>
Human Error - Metra/PSA	19	(2)	(1)	(1)	(1)	8	2	0	4	(0)	4	(2)	2	32
Human Error - Foreign	(11)	-	-	-	(1)	(7)	(0)	1	(0)	(1)	-	(1)	(1)	(21)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>(4)</b>	<b>1</b>	<b>(1)</b>	<b>(0)</b>	<b>6</b>	<b>(1)</b>	<b>3</b>	<b>(5)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(1)	(4)	(1)	(1)	(0)	(3)	(4)	1	(0)	(0)	6	(1)	3	(5)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
<b>Weather - Total</b>	<b>(17)</b>	<b>(8)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(5)</b>	<b>(5)</b>	<b>(3)</b>	<b>(11)</b>	<b>(1)</b>	<b>(4)</b>	<b>(6)</b>	<b>(10)</b>	<b>(69)</b>
Weather - Metra/PSA	(16)	(8)	(0)	(0)	(0)	(5)	(5)	(3)	(11)	(1)	(4)	(6)	(10)	(68)
Weather - Foreign	(1)	-	-	-	(0)	-	-	-	(0)	-	-	-	-	(1)
<b>Passenger Loading - Total</b>	<b>(4)</b>	<b>(4)</b>	<b>1</b>	<b>2</b>	<b>(0)</b>	<b>(2)</b>	<b>(4)</b>	<b>(1)</b>	<b>(5)</b>	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>(17)</b>
<b>Lift Deployment - Total</b>	<b>(3)</b>	-	-	-	-	<b>(2)</b>	<b>2</b>	<b>(0)</b>	<b>(2)</b>	<b>(0)</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>9</b>
<b>Obstruction/Debris - Total</b>	<b>9</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(6)</b>	<b>(3)</b>	<b>16</b>	<b>(3)</b>	<b>(0)</b>	<b>(1)</b>	<b>11</b>	<b>1</b>	<b>19</b>
<b>Catenary Failure - Total</b>	-	<b>40</b>	<b>13</b>	<b>5</b>	-	-	-	-	-	-	-	-	-	<b>58</b>
<b>Other - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(3)</b>	<b>(1)</b>	<b>10</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>
<b>Total Trains Delayed</b>	<b>(30)</b>	<b>56</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>(27)</b>	<b>(49)</b>	<b>7</b>	<b>0</b>	<b>(7)</b>	<b>46</b>	<b>2</b>	<b>69</b>	<b>86</b>
Total Metra/PSA Delays	3	58	17	2	(1)	(28)	(42)	3	5	(10)	48	4	42	103
Total Foreign Carrier Delays	(34)	(2)	(1)	(1)	4	1	(7)	3	(5)	3	(1)	(2)	27	(17)

Data for current month is FINAL (01/28/19) 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.a: Train Delays by Cause & Line - YTD**  
January - December 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>249</b>	-	-	-	<b>78</b>	<b>164</b>	<b>125</b>	<b>82</b>	<b>63</b>	<b>188</b>	<b>18</b>	<b>94</b>	<b>453</b>	<b>1,514</b>	
Freight Interference - Peak	93	-	-	-	68	21	36	27	14	63	3	57	174	556	
Primary	40	-	-	-	54	11	21	19	7	47	3	27	70	299	
Secondary	53	-	-	-	14	10	15	8	7	16	-	30	104	257	
Freight Interference - Off-Peak	156	-	-	-	10	143	89	55	49	125	15	37	279	958	
Primary	112	-	-	-	9	90	63	46	35	91	7	26	217	696	
Secondary	44	-	-	-	1	53	26	9	14	34	8	11	62	262	
<b>Signal/Switch Failure - Total</b>	<b>334</b>	<b>107</b>	<b>52</b>	<b>49</b>	<b>38</b>	<b>253</b>	<b>150</b>	<b>91</b>	<b>173</b>	<b>164</b>	<b>63</b>	<b>115</b>	<b>150</b>	<b>1,739</b>	
Signal/Switch Failure - Metra/PSA	276	107	52	49	6	189	120	56	169	69	63	106	140	1,402	
Primary	196	68	37	40	5	135	91	48	137	46	40	59	85	987	
Secondary	80	39	15	9	1	54	29	8	32	23	23	47	55	415	
Signal/Switch Failure - Foreign	58	-	-	-	32	64	30	35	4	95	-	9	10	337	
Primary	45	-	-	-	28	23	21	24	4	59	-	3	7	214	
Secondary	13	-	-	-	4	41	9	11	-	36	-	6	3	123	
<b>Mechanical Failure - Total</b>	<b>234</b>	<b>28</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>202</b>	<b>76</b>	<b>45</b>	<b>155</b>	<b>43</b>	<b>121</b>	<b>113</b>	<b>138</b>	<b>1,182</b>	
Mechanical Failure - Metra/PSA	232	18	9	3	7	184	75	44	155	43	121	113	138	1,142	
Non-Locomotive Equipment Failure - Metra/PSA	54	18	9	3	1	16	7	2	24	11	42	34	55	276	
Primary	25	5	3	-	1	9	1	1	7	6	19	11	20	108	
Secondary	29	13	6	3	-	7	6	1	17	5	23	23	35	168	
Locomotive Failure - Metra/PSA	178	-	-	-	6	168	68	42	131	32	79	79	83	866	
Primary	36	-	-	-	3	40	23	11	37	15	28	22	26	241	
Secondary	142	-	-	-	3	128	45	31	94	17	51	57	57	625	
Mechanical Failure - Foreign	2	10	2	5	1	18	1	1	-	-	-	-	-	40	
<b>Passenger Train Interference - Total</b>	<b>50</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>66</b>	<b>11</b>	<b>18</b>	<b>3</b>	<b>50</b>	-	<b>2</b>	<b>6</b>	<b>222</b>	
Passenger Train Interference - Metra/PSA	6	-	-	-	-	42	5	16	1	1	-	2	5	78	
Passenger Train Interference - Foreign	44	3	1	1	11	24	6	2	2	49	-	-	1	144	
<b>Accident - Total</b>	<b>113</b>	<b>69</b>	<b>9</b>	<b>10</b>	-	<b>9</b>	<b>26</b>	<b>13</b>	<b>30</b>	<b>11</b>	<b>35</b>	<b>33</b>	<b>49</b>	<b>407</b>	
Accident - Metra/PSA	106	69	9	10	-	9	26	9	18	5	35	33	42	371	
Accident - Foreign	7	-	-	-	-	-	-	4	12	6	-	-	7	36	
<b>Track Work - Total</b>	<b>168</b>	<b>46</b>	<b>18</b>	<b>44</b>	<b>27</b>	<b>104</b>	<b>20</b>	<b>10</b>	<b>142</b>	<b>11</b>	<b>73</b>	<b>57</b>	<b>65</b>	<b>785</b>	
Track Work - Metra/PSA	166	46	18	44	27	104	20	10	142	8	73	57	65	780	
Track Work - Foreign	2	-	-	-	-	-	-	-	-	3	-	-	-	5	
<b>Human Error - Total</b>	<b>353</b>	<b>31</b>	<b>9</b>	<b>14</b>	<b>17</b>	<b>118</b>	<b>49</b>	<b>30</b>	<b>87</b>	<b>50</b>	<b>63</b>	<b>79</b>	<b>95</b>	<b>995</b>	
Human Error - Metra/PSA	206	30	9	13	3	83	45	12	87	35	58	67	78	726	
Human Error - Foreign	147	1	-	1	14	35	4	18	-	15	5	12	17	269	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>45</b>	<b>39</b>	<b>3</b>	<b>8</b>	-	<b>37</b>	<b>27</b>	<b>4</b>	<b>33</b>	<b>8</b>	<b>73</b>	<b>32</b>	<b>79</b>	<b>388</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	45	39	3	8	-	37	27	4	33	8	73	32	79	388	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	<b>186</b>	<b>57</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>125</b>	<b>102</b>	<b>17</b>	<b>174</b>	<b>16</b>	<b>88</b>	<b>153</b>	<b>82</b>	<b>1,054</b>	
Weather - Metra/PSA	186	57	30	19	4	125	102	17	173	15	88	153	81	1,050	
Weather - Foreign	-	-	-	-	1	-	-	-	1	1	-	-	1	4	
<b>Passenger Loading - Total</b>	<b>89</b>	<b>44</b>	<b>13</b>	<b>11</b>	-	<b>82</b>	<b>61</b>	<b>11</b>	<b>70</b>	<b>2</b>	<b>70</b>	<b>113</b>	<b>96</b>	<b>662</b>	
<b>Lift Deployment - Total</b>	<b>57</b>	<b>1</b>	-	-	-	<b>41</b>	<b>38</b>	<b>6</b>	<b>19</b>	<b>3</b>	<b>26</b>	<b>37</b>	<b>92</b>	<b>320</b>	
<b>Obstruction/Debris - Total</b>	<b>128</b>	<b>14</b>	<b>8</b>	<b>29</b>	<b>5</b>	<b>36</b>	<b>23</b>	<b>37</b>	<b>81</b>	<b>19</b>	<b>16</b>	<b>101</b>	<b>118</b>	<b>615</b>	
<b>Catenary Failure - Total</b>	-	<b>52</b>	<b>15</b>	<b>10</b>	-	-	-	-	-	-	-	-	-	<b>77</b>	
<b>Other - Total</b>	<b>66</b>	<b>6</b>	<b>6</b>	<b>3</b>	-	<b>28</b>	<b>25</b>	<b>3</b>	<b>23</b>	<b>15</b>	<b>45</b>	<b>22</b>	<b>39</b>	<b>281</b>	
<b>Total Trains Delayed</b>	<b>2,072</b>	<b>497</b>	<b>175</b>	<b>206</b>	<b>189</b>	<b>1,265</b>	<b>733</b>	<b>367</b>	<b>1,053</b>	<b>580</b>	<b>691</b>	<b>951</b>	<b>1,462</b>	<b>10,241</b>	
Total Metra/PSA Delays	1,563	483	172	199	52	960	567	225	971	223	668	836	973	7,892	
Total Foreign Carrier Delays	509	14	3	7	137	305	166	142	82	357	23	115	489	2,349	

Data for current month is FINAL (01/28/19) 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 6.b: Train Delays by Cause & Line - YTD**  
**January - December Average Over Previous 5 Years: 2013-2017**

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>237</b>	-	<b>0</b>	-	<b>37</b>	<b>131</b>	<b>135</b>	<b>131</b>	<b>70</b>	<b>148</b>	<b>18</b>	<b>65</b>	<b>217</b>	<b>1,190</b>
Freight Interference - Peak	92	-	0	-	35	27	29	49	20	49	5	33	66	406
Primary	58	-	-	-	33	18	20	33	11	37	2	17	30	258
Secondary	35	-	0	-	2	9	10	16	9	12	3	16	36	147
Freight Interference - Off-Peak	144	-	-	-	2	104	106	82	50	99	13	32	151	784
Primary	120	-	-	-	2	70	70	72	41	74	8	26	119	602
Secondary	24	-	-	-	0	34	36	10	9	25	5	6	32	183
<b>Signal/Switch Failure - Total</b>	<b>239</b>	<b>76</b>	<b>32</b>	<b>34</b>	<b>20</b>	<b>230</b>	<b>157</b>	<b>89</b>	<b>89</b>	<b>93</b>	<b>38</b>	<b>75</b>	<b>120</b>	<b>1,291</b>
Signal/Switch Failure - Metra/PSA	156	76	32	34	2	190	136	51	84	24	38	67	114	1,002
Primary	108	47	22	24	2	93	83	28	63	17	19	26	47	578
Secondary	49	29	9	9	0	97	53	23	21	6	19	41	67	424
Signal/Switch Failure - Foreign	82	-	0	-	19	40	21	38	5	70	1	8	6	289
Primary	57	-	-	-	16	25	15	23	2	46	1	4	4	193
Secondary	25	-	0	-	2	15	7	15	2	23	-	4	2	96
<b>Mechanical Failure - Total</b>	<b>175</b>	<b>46</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>129</b>	<b>92</b>	<b>36</b>	<b>176</b>	<b>30</b>	<b>97</b>	<b>99</b>	<b>88</b>	<b>996</b>
Mechanical Failure - Metra/PSA	173	39	11	8	6	121	92	36	176	30	97	99	88	974
Non-Locomotive Equipment Failure - Metra/PSA	37	39	11	8	2	15	16	6	20	9	21	24	34	241
Primary	15	12	4	4	1	5	8	2	9	4	9	9	16	99
Secondary	21	27	6	4	0	9	8	3	11	5	12	15	18	142
Locomotive Failure - Metra/PSA	136	-	-	-	4	106	76	30	156	21	76	74	54	733
Primary	42	-	-	-	3	31	29	10	52	9	26	25	18	247
Secondary	94	-	-	-	1	75	46	20	104	12	51	49	36	486
Mechanical Failure - Foreign	2	7	2	2	0	8	0	-	0	-	-	-	0	21
<b>Passenger Train Interference - Total</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>8</b>	<b>54</b>	<b>10</b>	<b>16</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>175</b>
Passenger Train Interference - Metra/PSA	1	6	3	2	1	38	9	15	9	3	1	3	10	100
Passenger Train Interference - Foreign	19	7	2	4	7	17	2	1	3	13	-	0	1	74
<b>Accident - Total</b>	<b>140</b>	<b>23</b>	<b>13</b>	<b>18</b>	<b>2</b>	<b>54</b>	<b>61</b>	<b>20</b>	<b>39</b>	<b>22</b>	<b>43</b>	<b>120</b>	<b>33</b>	<b>587</b>
Accident - Metra/PSA	115	23	13	18	1	50	54	17	37	18	42	113	25	527
Accident - Foreign	25	-	-	-	1	4	7	3	2	3	1	7	7	60
<b>Track Work - Total</b>	<b>263</b>	<b>66</b>	<b>16</b>	<b>68</b>	<b>4</b>	<b>87</b>	<b>47</b>	<b>20</b>	<b>81</b>	<b>13</b>	<b>53</b>	<b>62</b>	<b>62</b>	<b>842</b>
Track Work - Metra/PSA	246	66	16	68	4	86	47	19	81	11	53	62	62	822
Track Work - Foreign	17	-	-	-	-	0	1	1	-	2	-	-	-	20
<b>Human Error - Total</b>	<b>186</b>	<b>49</b>	<b>16</b>	<b>27</b>	<b>21</b>	<b>103</b>	<b>62</b>	<b>24</b>	<b>69</b>	<b>38</b>	<b>43</b>	<b>47</b>	<b>58</b>	<b>743</b>
Human Error - Metra/PSA	117	46	16	25	5	59	44	10	68	10	34	33	37	505
Human Error - Foreign	70	2	0	1	16	44	18	14	1	28	9	14	21	238
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>35</b>	<b>57</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>43</b>	<b>41</b>	<b>5</b>	<b>28</b>	<b>5</b>	<b>38</b>	<b>46</b>	<b>40</b>	<b>365</b>
Sick, Injured, Unruly Passenger - Metra/PSA	33	57	9	17	1	43	41	5	28	5	38	46	40	362
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	3
<b>Weather - Total</b>	<b>213</b>	<b>113</b>	<b>37</b>	<b>42</b>	<b>6</b>	<b>120</b>	<b>101</b>	<b>29</b>	<b>135</b>	<b>21</b>	<b>104</b>	<b>117</b>	<b>90</b>	<b>1,128</b>
Weather - Metra/PSA	211	113	37	42	5	118	101	29	135	20	104	117	90	1,121
Weather - Foreign	2	-	-	-	1	2	1	-	0	1	-	-	0	7
<b>Passenger Loading - Total</b>	<b>60</b>	<b>91</b>	<b>20</b>	<b>34</b>	<b>0</b>	<b>70</b>	<b>70</b>	<b>5</b>	<b>113</b>	<b>2</b>	<b>76</b>	<b>107</b>	<b>72</b>	<b>720</b>
<b>Lift Deployment - Total</b>	<b>32</b>	<b>3</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>38</b>	<b>29</b>	<b>3</b>	<b>28</b>	<b>2</b>	<b>12</b>	<b>21</b>	<b>28</b>	<b>197</b>
<b>Obstruction/Debris - Total</b>	<b>94</b>	<b>40</b>	<b>14</b>	<b>33</b>	<b>6</b>	<b>41</b>	<b>41</b>	<b>14</b>	<b>34</b>	<b>28</b>	<b>30</b>	<b>58</b>	<b>50</b>	<b>484</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>66</b>	<b>15</b>	<b>27</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>108</b>
<b>Other - Total</b>	<b>53</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>20</b>	<b>22</b>	<b>7</b>	<b>31</b>	<b>14</b>	<b>24</b>	<b>26</b>	<b>42</b>	<b>273</b>
<b>Total Trains Delayed</b>	<b>1,746</b>	<b>656</b>	<b>197</b>	<b>326</b>	<b>112</b>	<b>1,120</b>	<b>870</b>	<b>398</b>	<b>906</b>	<b>431</b>	<b>578</b>	<b>847</b>	<b>910</b>	<b>9,099</b>
Total Metra/PSA Delays	1,291	640	192	320	31	875	685	212	824	166	549	753	657	7,195
Total Foreign Carrier Delays	455	16	5	6	81	245	185	187	82	265	29	95	253	1,904

Data for current month is FINAL (01/28/19) 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.c: Train Delays by Cause & Line - YTD**

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>12</b>	-	<b>(0)</b>	-	<b>41</b>	<b>33</b>	<b>(10)</b>	<b>(49)</b>	<b>(7)</b>	<b>40</b>	-	<b>29</b>	<b>236</b>	<b>324</b>
Freight Interference - Peak	1	-	(0)	-	33	(6)	7	(22)	(6)	14	(2)	24	108	150
Primary	(18)	-	-	-	21	(7)	1	(14)	(4)	10	1	10	40	41
Secondary	18	-	(0)	-	12	1	5	(8)	(2)	4	(3)	14	68	110
Freight Interference - Off-Peak	12	-	-	-	8	39	(17)	(27)	(1)	26	2	5	128	174
Primary	(8)	-	-	-	7	20	(7)	(26)	(6)	17	(1)	(0)	98	94
Secondary	20	-	-	-	1	19	(10)	(1)	5	9	3	5	30	79
<b>Signal/Switch Failure - Total</b>	<b>95</b>	<b>31</b>	<b>20</b>	<b>15</b>	<b>18</b>	<b>23</b>	<b>(7)</b>	<b>2</b>	<b>84</b>	<b>71</b>	<b>25</b>	<b>40</b>	<b>30</b>	<b>448</b>
Signal/Switch Failure - Metra/PSA	120	31	20	15	4	(1)	(16)	5	85	45	25	39	26	400
Primary	88	21	15	16	3	42	8	20	74	29	21	33	38	409
Secondary	31	10	6	(0)	1	(43)	(24)	(15)	11	17	4	6	(12)	(9)
Signal/Switch Failure - Foreign	(24)	-	(0)	-	13	24	9	(3)	(1)	25	(1)	1	4	48
Primary	(12)	-	-	-	12	(2)	6	1	2	13	(1)	(1)	3	21
Secondary	(12)	-	(0)	-	2	26	2	(4)	(2)	13	-	2	1	27
<b>Mechanical Failure - Total</b>	<b>59</b>	<b>(18)</b>	<b>(2)</b>	<b>(2)</b>	<b>2</b>	<b>73</b>	<b>(16)</b>	<b>9</b>	<b>(21)</b>	<b>13</b>	<b>24</b>	<b>14</b>	<b>50</b>	<b>186</b>
Mechanical Failure - Metra/PSA	59	(21)	(2)	(5)	1	63	(17)	8	(21)	13	24	14	50	168
Non-Locomotive Equipment Failure - Metra/PSA	17	(21)	(2)	(5)	(1)	1	(9)	(4)	4	2	21	10	21	35
Primary	10	(7)	(1)	(4)	(0)	4	(7)	(1)	(2)	2	10	2	4	9
Secondary	8	(14)	(0)	(1)	(0)	(2)	(2)	(2)	(0)	(0)	11	8	17	26
Locomotive Failure - Metra/PSA	42	-	-	-	2	62	(8)	12	(25)	11	3	5	29	133
Primary	(6)	-	-	-	(0)	9	(6)	1	(15)	6	2	(3)	8	(6)
Secondary	48	-	-	-	2	53	(1)	11	(10)	5	0	8	21	139
Mechanical Failure - Foreign	(0)	3	-	3	1	10	1	1	(0)	-	-	-	(0)	19
<b>Passenger Train Interference - Total</b>	<b>30</b>	<b>(10)</b>	<b>(3)</b>	<b>(5)</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>(9)</b>	<b>33</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>47</b>
Passenger Train Interference - Metra/PSA	5	(6)	(3)	(2)	(1)	4	(4)	1	(8)	(2)	(1)	(1)	(5)	(22)
Passenger Train Interference - Foreign	25	(4)	(1)	(3)	4	7	4	1	(1)	36	-	(0)	0	70
<b>Accident - Total</b>	<b>(27)</b>	<b>46</b>	<b>(4)</b>	<b>(8)</b>	<b>(2)</b>	<b>(45)</b>	<b>(35)</b>	<b>(7)</b>	<b>(9)</b>	<b>(11)</b>	<b>(8)</b>	<b>(87)</b>	<b>16</b>	<b>(180)</b>
Accident - Metra/PSA	(9)	46	(4)	(8)	(1)	(41)	(28)	(8)	(19)	(13)	(7)	(80)	17	(156)
Accident - Foreign	(18)	-	-	-	(1)	(4)	(7)	1	10	3	(1)	(7)	(0)	(24)
<b>Track Work - Total</b>	<b>(95)</b>	<b>(20)</b>	<b>2</b>	<b>(24)</b>	<b>23</b>	<b>17</b>	<b>(27)</b>	<b>(10)</b>	<b>61</b>	<b>(2)</b>	<b>20</b>	<b>(5)</b>	<b>3</b>	<b>(57)</b>
Track Work - Metra/PSA	(80)	(20)	2	(24)	23	18	(27)	(9)	61	(3)	20	(5)	3	(42)
Track Work - Foreign	(15)	-	-	-	-	(0)	(1)	(1)	-	1	-	-	-	(15)
<b>Human Error - Total</b>	<b>167</b>	<b>(18)</b>	<b>(7)</b>	<b>(13)</b>	<b>(4)</b>	<b>15</b>	<b>(13)</b>	<b>6</b>	<b>18</b>	<b>12</b>	<b>20</b>	<b>32</b>	<b>37</b>	<b>252</b>
Human Error - Metra/PSA	89	(16)	(7)	(12)	(2)	24	1	2	19	25	24	34	41	221
Human Error - Foreign	77	(1)	(0)	(0)	(2)	(9)	(14)	4	(1)	(13)	(4)	(2)	(4)	31
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>10</b>	<b>(18)</b>	<b>(6)</b>	<b>(9)</b>	<b>(1)</b>	<b>(6)</b>	<b>(14)</b>	<b>(1)</b>	<b>5</b>	<b>3</b>	<b>35</b>	<b>(14)</b>	<b>39</b>	<b>23</b>
Sick, Injured, Unruly Passenger - Metra/PSA	12	(18)	(6)	(9)	(1)	(6)	(14)	(1)	5	3	35	(14)	39	26
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(3)
<b>Weather - Total</b>	<b>(27)</b>	<b>(56)</b>	<b>(7)</b>	<b>(23)</b>	<b>(1)</b>	<b>5</b>	<b>1</b>	<b>(12)</b>	<b>39</b>	<b>(5)</b>	<b>(16)</b>	<b>36</b>	<b>(8)</b>	<b>(74)</b>
Weather - Metra/PSA	(25)	(56)	(7)	(23)	(1)	7	1	(12)	38	(5)	(16)	36	(9)	(71)
Weather - Foreign	(2)	-	-	-	0	(2)	(1)	-	1	0	-	-	1	(3)
<b>Passenger Loading - Total</b>	<b>29</b>	<b>(47)</b>	<b>(7)</b>	<b>(23)</b>	<b>(0)</b>	<b>12</b>	<b>(9)</b>	<b>6</b>	<b>(43)</b>	<b>0</b>	<b>(6)</b>	<b>6</b>	<b>24</b>	<b>(58)</b>
<b>Lift Deployment - Total</b>	<b>25</b>	<b>(2)</b>	-	<b>(1)</b>	-	<b>3</b>	<b>9</b>	<b>3</b>	<b>(9)</b>	<b>1</b>	<b>14</b>	<b>16</b>	<b>64</b>	<b>123</b>
<b>Obstruction/Debris - Total</b>	<b>34</b>	<b>(26)</b>	<b>(6)</b>	<b>(4)</b>	<b>(1)</b>	<b>(5)</b>	<b>(18)</b>	<b>23</b>	<b>47</b>	<b>(9)</b>	<b>(14)</b>	<b>43</b>	<b>68</b>	<b>131</b>
<b>Catenary Failure - Total</b>	-	<b>(14)</b>	-	<b>(17)</b>	-	-	-	-	-	-	-	-	-	<b>(31)</b>
<b>Other - Total</b>	<b>13</b>	<b>(9)</b>	<b>(1)</b>	<b>(8)</b>	<b>(1)</b>	<b>8</b>	<b>3</b>	<b>(4)</b>	<b>(8)</b>	<b>1</b>	<b>21</b>	<b>(4)</b>	<b>(3)</b>	<b>8</b>
<b>Total Trains Delayed</b>	<b>326</b>	<b>(159)</b>	<b>(22)</b>	<b>(120)</b>	<b>77</b>	<b>145</b>	<b>(137)</b>	<b>(31)</b>	<b>147</b>	<b>149</b>	<b>113</b>	<b>104</b>	<b>552</b>	<b>1,142</b>
Total Metra/PSA Delays	272	(157)	(20)	(121)	21	85	(118)	13	147	57	119	83	316	697
Total Foreign Carrier Delays	54	(2)	(2)	1	56	60	(19)	(45)	(0)	92	(6)	20	236	445

Data for current month is FINAL (01/28/19) 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 7.a: Train Delays by Cause & Month  
2018**

Top 2 causes for each month are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Dec	
<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>1,514</b>	<b>14.8%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	556	5.4%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	299	2.9%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	257	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	958	9.4%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	696	6.8%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	262	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>1,739</b>	<b>17.0%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	1,402	13.7%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	987	9.6%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	415	4.1%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	337	3.3%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	214	2.1%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	123	1.2%
<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>1,182</b>	<b>11.5%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	1,142	11.2%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	276	2.7%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	108	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	168	1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	866	8.5%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	241	2.4%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	625	6.1%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	40	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>222</b>	<b>2.2%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	78	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	144	1.4%
<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>407</b>	<b>4.0%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	371	3.6%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	36	0.4%
<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>785</b>	<b>7.7%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	780	7.6%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	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>995</b>	<b>9.7%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	726	7.1%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	269	2.6%
<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>388</b>	<b>3.8%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	388	3.8%
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>1,054</b>	<b>10.3%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	1,050	10.3%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	4	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>662</b>	<b>6.5%</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>320</b>	<b>3.1%</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>615</b>	<b>6.0%</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>77</b>	<b>0.8%</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>281</b>	<b>2.7%</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>10,241</b>	<b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	7,892	77.1%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	2,349	22.9%

Data for current month is FINAL (01/28/19) 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 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 - Dec	
<b>Freight Interference - Total</b>	<b>53</b>	<b>68</b>	<b>69</b>	<b>79</b>	<b>49</b>	<b>110</b>	<b>74</b>	<b>74</b>	<b>96</b>	<b>109</b>	<b>115</b>	<b>110</b>	<b>1,006</b>	<b>11.8%</b>
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	359	4.2%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	228	2.7%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	131	1.5%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	647	7.6%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	478	5.6%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	169	2.0%
<b>Signal/Switch Failure - Total</b>	<b>118</b>	<b>44</b>	<b>80</b>	<b>79</b>	<b>91</b>	<b>87</b>	<b>69</b>	<b>132</b>	<b>119</b>	<b>64</b>	<b>110</b>	<b>230</b>	<b>1,223</b>	<b>14.3%</b>
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	998	11.7%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	641	7.5%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	357	4.2%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	225	2.6%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	140	1.6%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	85	1.0%
<b>Mechanical Failure - Total</b>	<b>84</b>	<b>61</b>	<b>64</b>	<b>42</b>	<b>111</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>97</b>	<b>125</b>	<b>85</b>	<b>95</b>	<b>1,019</b>	<b>11.9%</b>
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	997	11.7%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	199	2.3%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	93	1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	106	1.2%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	798	9.3%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	265	3.1%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	533	6.2%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	22	0.3%
<b>Passenger Train Interference - Total</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>133</b>	<b>1.6%</b>
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	76	0.9%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	57	0.7%
<b>Accident - Total</b>	<b>74</b>	<b>32</b>	<b>26</b>	<b>101</b>	<b>18</b>	<b>65</b>	<b>45</b>	<b>43</b>	<b>96</b>	<b>55</b>	<b>70</b>	<b>9</b>	<b>634</b>	<b>7.4%</b>
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	512	6.0%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	122	1.4%
<b>Track Work - Total</b>	<b>78</b>	<b>17</b>	<b>29</b>	<b>72</b>	<b>98</b>	<b>107</b>	<b>71</b>	<b>86</b>	<b>84</b>	<b>94</b>	<b>129</b>	<b>83</b>	<b>948</b>	<b>11.1%</b>
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	934	10.9%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	14	0.2%
<b>Human Error - Total</b>	<b>68</b>	<b>140</b>	<b>54</b>	<b>69</b>	<b>56</b>	<b>75</b>	<b>73</b>	<b>42</b>	<b>66</b>	<b>85</b>	<b>88</b>	<b>82</b>	<b>898</b>	<b>10.5%</b>
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	602	7.0%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	296	3.5%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>27</b>	<b>28</b>	<b>40</b>	<b>27</b>	<b>20</b>	<b>38</b>	<b>44</b>	<b>30</b>	<b>17</b>	<b>37</b>	<b>26</b>	<b>22</b>	<b>356</b>	<b>4.2%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	350	4.1%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6	0.1%
<b>Weather - Total</b>	<b>97</b>	<b>25</b>	<b>59</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>104</b>	<b>2</b>	<b>-</b>	<b>37</b>	<b>22</b>	<b>212</b>	<b>597</b>	<b>7.0%</b>
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	595	7.0%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	2	0.0%
<b>Passenger Loading - Total</b>	<b>33</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>36</b>	<b>81</b>	<b>94</b>	<b>112</b>	<b>64</b>	<b>35</b>	<b>43</b>	<b>54</b>	<b>581</b>	<b>6.8%</b>
<b>Lift Deployment - Total</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>15</b>	<b>28</b>	<b>28</b>	<b>248</b>	<b>2.9%</b>
<b>Obstruction/Debris - Total</b>	<b>66</b>	<b>44</b>	<b>43</b>	<b>35</b>	<b>78</b>	<b>64</b>	<b>24</b>	<b>52</b>	<b>25</b>	<b>45</b>	<b>46</b>	<b>23</b>	<b>545</b>	<b>6.4%</b>
<b>Catenary Failure - Total</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>18</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>33</b>	<b>0.4%</b>
<b>Other - Total</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>20</b>	<b>22</b>	<b>37</b>	<b>32</b>	<b>32</b>	<b>48</b>	<b>22</b>	<b>24</b>	<b>29</b>	<b>320</b>	<b>3.7%</b>
<b>Total Trains Delayed</b>	<b>752</b>	<b>492</b>	<b>514</b>	<b>557</b>	<b>623</b>	<b>822</b>	<b>754</b>	<b>727</b>	<b>773</b>	<b>741</b>	<b>797</b>	<b>989</b>	<b>8,541</b>	<b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	6,791	79.5%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	1,750	20.5%

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

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

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

**Table 8: Train Delays by Duration  
December 2018**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	33	23	7	2	3	11	9	4	20	7	4	12	25	160
11-15	12	11	2	4	2	3	2	3	7	1	9	6	11	73
16-20	12	8	3	1	2	1	3	3	5	0	8	3	9	58
21+	5	18	0	0	4	1	5	5	5	1	11	7	9	71
Annulled	<u>13</u>	<u>4</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>28</u>
Sub-Total	75	64	19	7	11	16	20	15	38	9	34	28	54	390
<b>Weekday Off-Peak **</b>														
6-10	14	6	3	4	2	20	9	13	16	10	13	12	48	170
11-15	2	3	1	0	0	11	4	3	6	5	12	7	22	76
16-20	3	2	0	1	0	6	3	3	1	0	6	4	7	36
21+	2	8	2	4	0	11	6	12	4	5	8	5	18	85
Annulled	<u>4</u>	<u>8</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>25</u>
Sub-Total	25	27	13	9	2	49	23	31	27	20	41	28	97	392
<b>Saturday</b>														
6-10	4	3	0	1	0	6	2	0	4	0	4	6	3	33
11-15	1	0	0	0	0	3	0	0	2	0	0	3	1	10
16-20	0	1	0	0	0	0	0	0	3	0	1	1	1	7
21+	1	1	1	0	0	2	0	0	0	1	1	1	0	8
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>0</u>	<u>1</u>
Sub-Total	6	6	1	1	0	11	2	0	9	1	6	11	5	59
<b>Sunday-Holiday</b>														
6-10	0	0	0	2	0	2	1	0	1	0	0	4	1	11
11-15	0	0	0	1	0	0	1	0	0	0	1	1	1	5
16-20	0	1	0	0	0	2	0	0	1	0	0	4	0	8
21+	0	0	0	1	0	0	0	0	0	0	2	0	2	5
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	1	0	4	0	4	2	0	2	0	3	9	4	29
<b>December 2018 Total</b>														
6-10	51	32	10	9	5	39	21	17	41	17	21	34	77	374
11-15	15	14	3	5	2	17	7	6	15	6	22	17	35	164
16-20	15	12	3	2	2	9	6	6	10	0	15	12	17	109
21+	8	27	3	5	4	14	11	17	9	7	22	13	29	169
Annulled	<u>17</u>	<u>13</u>	<u>14</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>2</u>	<u>54</u>
TOTAL	106	98	33	21	13	80	47	46	76	30	84	76	160	870
<b>2018 Year-to-Date</b>														
6-10	1,043	242	100	110	76	635	337	174	523	272	248	375	674	4,809
11-15	410	86	29	36	40	266	159	61	202	120	162	203	299	2,073
16-20	170	46	15	12	22	112	87	43	110	63	98	100	179	1,057
21+	328	89	11	26	51	214	124	83	182	108	153	253	279	1,901
Annulled	<u>121</u>	<u>34</u>	<u>20</u>	<u>22</u>	<u>0</u>	<u>38</u>	<u>26</u>	<u>6</u>	<u>36</u>	<u>17</u>	<u>30</u>	<u>20</u>	<u>31</u>	<u>401</u>
TOTAL	2,072	497	175	206	189	1,265	733	367	1,053	580	691	951	1,462	10,241
<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>December 2018 Total</b>														
6-10	48.1%	32.7%	30.3%	42.9%	38.5%	48.8%	44.7%	37.0%	53.9%	56.7%	25.0%	44.7%	48.1%	43.0%
11-15	14.2%	14.3%	9.1%	23.8%	15.4%	21.3%	14.9%	13.0%	19.7%	20.0%	26.2%	22.4%	21.9%	18.9%
16-20	14.2%	12.2%	9.1%	9.5%	15.4%	11.3%	12.8%	13.0%	13.2%	0.0%	17.9%	15.8%	10.6%	12.5%
21+	7.5%	27.6%	9.1%	23.8%	30.8%	17.5%	23.4%	37.0%	11.8%	23.3%	26.2%	17.1%	18.1%	19.4%
Annulled	<u>16.0%</u>	<u>13.3%</u>	<u>42.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>4.3%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>0.0%</u>	<u>4.8%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>6.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2018 Year-to-Date Delays By Duration</b>														
6-10	50.3%	48.7%	57.1%	53.4%	40.2%	50.2%	46.0%	47.4%	49.7%	46.9%	35.9%	39.4%	46.1%	47.0%
11-15	19.8%	17.3%	16.6%	17.5%	21.2%	21.0%	21.7%	16.6%	19.2%	20.7%	23.4%	21.3%	20.5%	20.2%
16-20	8.2%	9.3%	8.6%	5.8%	11.6%	8.9%	11.9%	11.7%	10.4%	10.9%	14.2%	10.5%	12.2%	10.3%
21+	15.8%	17.9%	6.3%	12.6%	27.0%	16.9%	16.9%	22.6%	17.3%	18.6%	22.1%	26.6%	19.1%	18.6%
Annulled	<u>5.8%</u>	<u>6.8%</u>	<u>11.4%</u>	<u>10.7%</u>	<u>0.0%</u>	<u>3.0%</u>	<u>3.5%</u>	<u>1.6%</u>	<u>3.4%</u>	<u>2.9%</u>	<u>4.3%</u>	<u>2.1%</u>	<u>2.1%</u>	<u>3.9%</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 (01/28/2019) version from TOPS.

**Table 9: Annual Train Delays and On-Time Performance  
2013 - 2018**

	Delays									On-Time Performance						
	2013	2014	2015	2016	2017	2013 - 2017 Avg	2018	2017 vs. 2018 change		2013	2014	2015	2016	2017	2013 - 2017 Avg	2018
<b>BNSF</b>	1,460	2,730	1,484	1,607	1,450	1,746	2,072	622	42.9%	94.5%	89.7%	94.4%	94.0%	94.5%	93.4%	92.2%
<b>Elec-ML</b>	745	710	735	598	493	656	497	4	0.8%	96.9%	97.0%	96.9%	97.5%	97.9%	97.2%	98.0%
<b>Elec-BI</b>	237	227	199	142	179	197	175	-4	-2.2%	97.8%	97.9%	98.2%	98.7%	98.2%	98.2%	97.6%
<b>Elec-SC</b>	456	349	293	258	275	326	206	-69	-25.1%	97.4%	98.0%	98.3%	98.5%	98.3%	98.1%	98.5%
<b>Heritage</b>	55	131	151	101	121	112	189	68	56.2%	96.4%	91.4%	90.2%	94.2%	93.2%	93.1%	89.4%
<b>M-N</b>	1,179	1,466	915	951	1,089	1,120	1,265	176	16.2%	93.3%	91.7%	94.9%	94.6%	93.8%	93.7%	92.7%
<b>M-W</b>	987	1,107	620	875	761	870	733	-28	-3.7%	94.2%	93.5%	96.4%	94.9%	95.5%	94.9%	95.7%
<b>NCS</b>	438	566	348	307	333	398	367	34	10.2%	92.2%	89.9%	93.8%	94.5%	94.0%	92.9%	92.9%
<b>RI</b>	928	1,211	600	847	946	906	1,053	107	11.3%	95.3%	93.8%	97.1%	96.1%	95.7%	95.6%	94.8%
<b>SWS</b>	347	590	436	380	403	431	580	177	43.9%	95.6%	92.6%	94.5%	95.2%	94.9%	94.6%	92.7%
<b>UP-N</b>	691	672	508	446	572	578	691	119	20.8%	96.6%	96.7%	97.5%	97.8%	97.2%	97.1%	96.6%
<b>UP-NW</b>	1,017	902	718	695	905	847	951	46	5.1%	94.6%	95.2%	96.2%	96.3%	95.1%	95.5%	94.9%
<b>UP-W</b>	948	954	789	846	1,014	910	1,462	448	44.2%	94.5%	94.4%	95.4%	95.1%	94.1%	94.7%	91.5%
<b>System</b>	<b>9,488</b>	<b>11,615</b>	<b>7,796</b>	<b>8,053</b>	<b>8,541</b>	<b>9,099</b>	<b>10,241</b>	<b>1,700</b>	<b>19.9%</b>	<b>95.4%</b>	<b>94.3%</b>	<b>96.2%</b>	<b>96.1%</b>	<b>95.8%</b>	<b>95.6%</b>	<b>94.8%</b>

Delays data for most recent month is FINAL (01/28/19) version from TOPS.



**Table 10: Annual System Causes of Train Delays  
2013 to 2018**

Cause Category	2013		2014		2015		2016		2017		2013-2017 Avg		2018	
	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%	Delays	%
<b>Freight Interference - Total</b>	<b>1,174</b>	<b>12.4%</b>	<b>1,835</b>	<b>15.8%</b>	<b>1,092</b>	<b>14.0%</b>	<b>842</b>	<b>10.5%</b>	<b>1,006</b>	<b>11.8%</b>	<b>1,190</b>	<b>13.1%</b>	<b>1,514</b>	<b>14.8%</b>
Freight Interference - Peak	321	3.4%	668	5.8%	371	4.8%	309	3.8%	359	4.2%	406	4.5%	556	5.4%
Primary	195	2.1%	427	3.7%	240	3.1%	202	2.5%	228	2.7%	258	2.8%	299	2.9%
Secondary	126	1.3%	241	2.1%	131	1.7%	107	1.3%	131	1.5%	147	1.6%	257	2.5%
Freight Interference - Off-Peak	853	9.0%	1,167	10.0%	721	9.2%	533	6.6%	647	7.6%	784	8.6%	958	9.4%
Primary	685	7.2%	855	7.4%	567	7.3%	423	5.3%	478	5.6%	602	6.6%	696	6.8%
Secondary	168	1.8%	312	2.7%	154	2.0%	110	1.4%	169	2.0%	183	2.0%	262	2.6%
<b>Signal/Switch Failure - Total</b>	<b>1,637</b>	<b>17.3%</b>	<b>1,268</b>	<b>10.9%</b>	<b>938</b>	<b>12.0%</b>	<b>1,391</b>	<b>17.3%</b>	<b>1,223</b>	<b>14.3%</b>	<b>1,291</b>	<b>14.2%</b>	<b>1,739</b>	<b>17.0%</b>
Signal/Switch Failure - Metra/PSA	1,363	14.4%	1,014	8.7%	735	9.4%	901	11.2%	998	11.7%	1,002	11.0%	1,402	13.7%
Primary	693	7.3%	569	4.9%	443	5.7%	544	6.8%	641	7.5%	578	6.4%	987	9.6%
Secondary	670	7.1%	445	3.8%	292	3.7%	357	4.4%	357	4.2%	424	4.7%	415	4.1%
Signal/Switch Failure - Foreign	274	2.9%	254	2.2%	203	2.6%	490	6.1%	225	2.6%	289	3.2%	337	3.3%
Primary	191	2.0%	156	1.3%	126	1.6%	354	4.4%	140	1.6%	193	2.1%	214	2.1%
Secondary	83	0.9%	98	0.8%	77	1.0%	136	1.7%	85	1.0%	96	1.1%	123	1.2%
<b>Mechanical Failure - Total</b>	<b>835</b>	<b>8.8%</b>	<b>1,243</b>	<b>10.7%</b>	<b>830</b>	<b>10.6%</b>	<b>1,052</b>	<b>13.1%</b>	<b>1,019</b>	<b>11.9%</b>	<b>996</b>	<b>10.9%</b>	<b>1,182</b>	<b>11.5%</b>
Mechanical Failure - Metra/PSA	811	8.5%	1,221	10.5%	800	10.3%	1,043	13.0%	997	11.7%	974	10.7%	1,142	11.2%
Non-Locomotive Equipment Failure - Metra/PSA	210	2.2%	403	3.5%	203	2.6%	191	2.4%	199	2.3%	241	2.7%	276	2.7%
Primary	88	0.9%	147	1.3%	76	1.0%	92	1.1%	93	1.1%	99	1.1%	108	1.1%
Secondary	122	1.3%	256	2.2%	127	1.6%	99	1.2%	106	1.2%	142	1.6%	168	1.6%
Locomotive Failure - Metra/PSA	601	6.3%	818	7.0%	597	7.7%	852	10.6%	798	9.3%	733	8.1%	866	8.5%
Primary	225	2.4%	252	2.2%	214	2.7%	278	3.5%	265	3.1%	247	2.7%	241	2.4%
Secondary	376	4.0%	566	4.9%	383	4.9%	574	7.1%	533	6.2%	486	5.3%	625	6.1%
Mechanical Failure - Foreign	24	0.3%	22	0.2%	30	0.4%	9	0.1%	22	0.3%	21	0.2%	40	0.4%
<b>Passenger Train Interference - Total</b>	<b>202</b>	<b>2.1%</b>	<b>245</b>	<b>2.1%</b>	<b>140</b>	<b>1.8%</b>	<b>154</b>	<b>1.9%</b>	<b>133</b>	<b>1.6%</b>	<b>175</b>	<b>1.9%</b>	<b>222</b>	<b>2.2%</b>
Passenger Train Interference - Metra/PSA	147	1.5%	160	1.4%	70	0.9%	49	0.6%	76	0.9%	100	1.1%	78	0.8%
Passenger Train Interference - Foreign	55	0.6%	85	0.7%	70	0.9%	105	1.3%	57	0.7%	74	0.8%	144	1.4%
<b>Accident - Total</b>	<b>575</b>	<b>6.1%</b>	<b>685</b>	<b>5.9%</b>	<b>499</b>	<b>6.4%</b>	<b>544</b>	<b>6.8%</b>	<b>634</b>	<b>7.4%</b>	<b>587</b>	<b>6.5%</b>	<b>407</b>	<b>4.0%</b>
Accident - Metra/PSA	575	6.1%	553	4.8%	490	6.3%	505	6.3%	512	6.0%	527	5.8%	371	3.6%
Accident - Foreign	-	0.0%	132	1.1%	9	0.1%	39	0.5%	122	1.4%	60	0.7%	36	0.4%
<b>Track Work - Total</b>	<b>664</b>	<b>7.0%</b>	<b>982</b>	<b>8.5%</b>	<b>617</b>	<b>7.9%</b>	<b>1,000</b>	<b>12.4%</b>	<b>948</b>	<b>11.1%</b>	<b>842</b>	<b>9.3%</b>	<b>785</b>	<b>7.7%</b>
Track Work - Metra/PSA	659	6.9%	980	8.4%	577	7.4%	959	11.9%	934	10.9%	822	9.0%	780	7.6%
Track Work - Foreign	5	0.1%	2	0.0%	40	0.5%	41	0.5%	14	0.2%	20	0.2%	5	0.0%
<b>Human Error - Total</b>	<b>754</b>	<b>7.9%</b>	<b>735</b>	<b>6.3%</b>	<b>693</b>	<b>8.9%</b>	<b>635</b>	<b>7.9%</b>	<b>898</b>	<b>10.5%</b>	<b>743</b>	<b>8.2%</b>	<b>995</b>	<b>9.7%</b>
Human Error - Metra/PSA	498	5.2%	467	4.0%	457	5.9%	500	6.2%	602	7.0%	505	5.5%	726	7.1%
Human Error - Foreign	256	2.7%	268	2.3%	236	3.0%	135	1.7%	296	3.5%	238	2.6%	269	2.6%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>384</b>	<b>4.0%</b>	<b>366</b>	<b>3.2%</b>	<b>312</b>	<b>4.0%</b>	<b>407</b>	<b>5.1%</b>	<b>356</b>	<b>4.2%</b>	<b>365</b>	<b>4.0%</b>	<b>388</b>	<b>3.8%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	383	4.0%	363	3.1%	311	4.0%	404	5.0%	350	4.1%	362	4.0%	388	3.8%
Sick, Injured, Unruly Passenger - Foreign	1	0.0%	3	0.0%	1	0.0%	3	0.0%	6	0.1%	3	0.0%	-	0.0%
<b>Weather - Total</b>	<b>1,097</b>	<b>11.6%</b>	<b>2,376</b>	<b>20.5%</b>	<b>1,014</b>	<b>13.0%</b>	<b>554</b>	<b>6.9%</b>	<b>597</b>	<b>7.0%</b>	<b>1,128</b>	<b>12.4%</b>	<b>1,054</b>	<b>10.3%</b>
Weather - Metra/PSA	1,090	11.5%	2,368	20.4%	997	12.8%	553	6.9%	595	7.0%	1,121	12.3%	1,050	10.3%
Weather - Foreign	7	0.1%	8	0.1%	17	0.2%	1	0.0%	2	0.0%	7	0.1%	4	0.0%
<b>Passenger Loading - Total</b>	<b>1,138</b>	<b>12.0%</b>	<b>760</b>	<b>6.5%</b>	<b>580</b>	<b>7.4%</b>	<b>541</b>	<b>6.7%</b>	<b>581</b>	<b>6.8%</b>	<b>720</b>	<b>7.9%</b>	<b>662</b>	<b>6.5%</b>
Lift Deployment - Total	205	2.2%	214	1.8%	172	2.2%	145	1.8%	248	2.9%	197	2.2%	320	3.1%
Obstruction/Debris - Total	391	4.1%	550	4.7%	487	6.2%	446	5.5%	545	6.4%	484	5.3%	615	6.0%
Catenary Failure - Total	169	1.8%	72	0.6%	166	2.1%	100	1.2%	33	0.4%	108	1.2%	77	0.8%
Other - Total	263	2.8%	284	2.4%	256	3.3%	242	3.0%	320	3.7%	273	3.0%	281	2.7%
<b>Total Trains Delayed</b>	<b>9,488</b>	<b>100.0%</b>	<b>11,615</b>	<b>100.0%</b>	<b>7,796</b>	<b>100.0%</b>	<b>8,053</b>	<b>100.0%</b>	<b>8,541</b>	<b>100.0%</b>	<b>9,099</b>	<b>100.0%</b>	<b>10,241</b>	<b>100.0%</b>
Total Metra/PSA Delays	7,692	81.1%	9,006	77.5%	6,098	78.2%	6,388	79.3%	6,791	79.5%	7,195	79.1%	7,892	77.1%
Total Foreign Carrier Delays	1,796	18.9%	2,609	22.5%	1,698	21.8%	1,665	20.7%	1,750	20.5%	1,904	20.9%	2,349	22.9%

Data for current 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.