

# On-Time Performance

June 2019



---

Prepared by the Division of Strategic Capital Planning

## On-Time Performance June 2019

This report presents an analysis of June 2019 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

### On-Time Performance Tables

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

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

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules & Special Events

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
June 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,120	59	94.7%	820	51	93.8%	1,940	110	94.3%	148	5	96.6%	102	4	96.1%	2,190	119	94.6%
<b>Elec -ML</b>	840	3	99.6%	840	9	98.9%	1,680	12	99.3%	200	2	99.0%	100	0	100.0%	1,980	14	99.3%
<b>-BI</b>	260	0	100.0%	280	2	99.3%	540	2	99.6%	40	0	100.0%	--	--	--	580	2	99.7%
<b>-SC</b>	<u>260</u>	<u>1</u>	99.6%	<u>620</u>	<u>1</u>	99.8%	<u>880</u>	<u>2</u>	99.8%	<u>160</u>	<u>1</u>	99.4%	<u>100</u>	<u>0</u>	100.0%	<u>1,140</u>	<u>3</u>	99.7%
<b>Subtotal</b>	1,360	4	99.7%	1,740	12	99.3%	3,100	16	99.5%	400	3	99.3%	200	0	100.0%	3,700	19	99.5%
<b>Heritage</b>	120	10	91.7%	20	1	95.0%	140	11	92.1%	--	--	--	--	--	--	140	11	92.1%
<b>Milw -N</b>	520	46	91.2%	740	41	94.5%	1,260	87	93.1%	100	20	80.0%	90	5	94.4%	1,450	112	92.3%
<b>-W</b>	<u>540</u>	<u>16</u>	97.0%	<u>621</u>	<u>12</u>	98.1%	<u>1,161</u>	<u>28</u>	97.6%	<u>121</u>	<u>3</u>	97.5%	<u>91</u>	<u>10</u>	89.0%	<u>1,373</u>	<u>41</u>	97.0%
<b>Subtotal</b>	1,060	62	94.2%	1,361	53	96.1%	2,421	115	95.2%	221	23	89.6%	181	15	91.7%	2,823	153	94.6%
<b>NCS</b>	180	5	97.2%	220	6	97.3%	400	11	97.3%	--	--	--	--	--	--	400	11	97.3%
<b>RI</b>	720	44	93.9%	640	39	93.9%	1,360	83	93.9%	220	11	95.0%	140	9	93.6%	1,720	103	94.0%
<b>SWS</b>	220	19	91.4%	380	32	91.6%	600	51	91.5%	30	1	96.7%	--	--	--	630	52	91.7%
<b>UP -N</b>	600	16	97.3%	791	25	96.8%	1,391	41	97.1%	135	28	79.3%	97	7	92.8%	1,623	76	95.3%
<b>-NW</b>	660	30	95.5%	640	27	95.8%	1,300	57	95.6%	169	13	92.3%	105	13	87.6%	1,574	83	94.7%
<b>-W</b>	<u>540</u>	<u>9</u>	98.3%	<u>640</u>	<u>31</u>	95.2%	<u>1,180</u>	<u>40</u>	96.6%	<u>100</u>	<u>14</u>	86.0%	<u>92</u>	<u>2</u>	97.8%	<u>1,372</u>	<u>56</u>	95.9%
<b>Subtotal</b>	1,800	55	96.9%	2,071	83	96.0%	3,871	138	96.4%	404	55	86.4%	294	22	92.5%	4,569	215	95.3%
<b>System</b>	6,580	258	96.1%	7,252	277	96.2%	13,832	535	96.1%	1,423	98	93.1%	917	50	94.5%	16,172	683	95.8%

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

Delays data for most recent month is final (08/05/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - June 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	6,836	460	93.3%	5,175	286	94.5%	12,011	746	93.8%	744	36	95.2%	516	9	98.3%	13,271	791	94.0%
<b>Elec -ML</b>	5,194	156	97.0%	5,211	150	97.1%	10,405	306	97.1%	1,000	25	97.5%	560	4	99.3%	11,965	335	97.2%
<b>-BI</b>	1,615	49	97.0%	1,743	44	97.5%	3,358	93	97.2%	240	1	99.6%	40	0	100.0%	3,638	94	97.4%
<b>-SC</b>	<u>1,618</u>	<u>33</u>	98.0%	<u>3,870</u>	<u>77</u>	98.0%	<u>5,488</u>	<u>110</u>	98.0%	<u>800</u>	<u>5</u>	99.4%	<u>560</u>	<u>6</u>	98.9%	<u>6,848</u>	<u>121</u>	98.2%
<b>Subtotal</b>	8,427	238	97.2%	10,824	271	97.5%	19,251	509	97.4%	2,040	31	98.5%	1,160	10	99.1%	22,451	550	97.6%
<b>Heritage</b>	762	105	86.2%	127	20	84.3%	889	125	85.9%	--	--	--	--	--	--	889	125	85.9%
<b>Milw -N</b>	3,235	283	91.3%	4,574	353	92.3%	7,809	636	91.9%	529	71	86.6%	504	35	93.1%	8,842	742	91.6%
<b>-W</b>	<u>3,401</u>	<u>210</u>	93.8%	<u>3,920</u>	<u>180</u>	95.4%	<u>7,321</u>	<u>390</u>	94.7%	<u>632</u>	<u>28</u>	95.6%	<u>505</u>	<u>18</u>	96.4%	<u>8,458</u>	<u>436</u>	94.8%
<b>Subtotal</b>	6,636	493	92.6%	8,494	533	93.7%	15,130	1,026	93.2%	1,161	99	91.5%	1,009	53	94.7%	17,300	1,178	93.2%
<b>NCS</b>	1,139	61	94.6%	1,389	100	92.8%	2,528	161	93.6%	--	--	--	--	--	--	2,528	161	93.6%
<b>RI</b>	4,542	414	90.9%	4,041	323	92.0%	8,583	737	91.4%	918	49	94.7%	804	31	96.1%	10,305	817	92.1%
<b>SWS</b>	1,391	92	93.4%	2,409	185	92.3%	3,800	277	92.7%	156	7	95.5%	--	--	--	3,956	284	92.8%
<b>UP -N</b>	3,792	250	93.4%	5,053	194	96.2%	8,845	444	95.0%	683	74	89.2%	511	22	95.7%	10,039	540	94.6%
<b>-NW</b>	4,181	345	91.7%	4,054	200	95.1%	8,235	545	93.4%	682	48	93.0%	450	45	90.0%	9,367	638	93.2%
<b>-W</b>	<u>3,420</u>	<u>360</u>	89.5%	<u>4,057</u>	<u>393</u>	90.3%	<u>7,477</u>	<u>753</u>	89.9%	<u>526</u>	<u>43</u>	91.8%	<u>506</u>	<u>29</u>	94.3%	<u>8,509</u>	<u>825</u>	90.3%
<b>Subtotal</b>	11,393	955	91.6%	13,164	787	94.0%	24,557	1,742	92.9%	1,891	165	91.3%	1,467	96	93.5%	27,915	2,003	92.8%
<b>System</b>	41,126	2,818	93.1%	45,623	2,505	94.5%	86,749	5,323	93.9%	6,910	387	94.4%	4,956	199	96.0%	98,615	5,909	94.0%

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

Delays data for most recent month is final (08/05/19) 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-Jun	Annual
<b>BNSF</b>	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	85.9%	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	94.1%	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	94.5%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.5%	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	91.8%	92.2%
	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6							94.0%	
	<b>2014-2018 average</b>	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.4%	93.0%
<b>Electric</b>	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.9%	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	97.4%	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	98.3%	98.1%
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.9%	98.1%
	<b>2018</b>	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5							97.6%	
	<b>2014-2018 average</b>	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.8%	97.9%
<b>Heritage</b>	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	87.3%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.4%	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	94.8%	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	94.1%	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	87.2%	89.4%
	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1							85.9%	
	<b>2014-2018 average</b>	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	90.8%	91.7%
<b>Milw - N</b>	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	88.1%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	93.1%	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	95.5%	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	92.4%	92.7%
	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3							91.6%	
	<b>2014-2018 average</b>	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	92.7%	93.6%
<b>Milw - W</b>	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	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	95.3%	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	94.7%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.0%	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	95.4%	95.7%
	<b>2019</b>	92.3	91.9	96.4	95.7	95.5	97.0							94.8%	
	<b>2014-2018 average</b>	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	94.6%	95.2%
<b>NCS</b>	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.7%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	92.5%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.9%	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	94.3%	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	92.4%	92.9%
	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3							93.6%	
	<b>2014-2018 average</b>	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	92.0%	93.0%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Jun	Annual
RI	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	90.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.6%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.5%	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	94.1%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0							92.1%	
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	95.0%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	91.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.9%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	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	91.9%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7							92.8%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	93.7%	94.0%
UP - N	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	95.5%	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	97.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.9%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.4%	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	96.9%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3							94.6%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	97.1%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.9%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.3%	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	96.0%	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	94.6%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7							93.2%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.5%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	93.2%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.8%	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	95.0%	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	94.4%	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	91.9%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9							90.3%	
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	93.9%	94.1%
System excluding South Shore	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	92.4%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	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	96.3%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.4%	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	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8							94.0%	
2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	95.1%	95.5%	

Delays data for most recent month is final (08/05/19) version from TOPS.

'2014-2018 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time  
June 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late				
BNSF	1259	Mon, Jun 03	14		F1	TREAD BRAKE UNIT (TBU) DEVELOPED A AIR LEAK ON 1253, DELAYING ITS DEPARTURE AND CAUSING CONGESTION IN AND OUT OF CUS.	
		75% OT	Tue, Jun 11	7		JM1	PASSENGER HAD MEDICAL EMERGENCY AS TRAIN 1251 WAS DEPARTING. PASSENGER RECEIVED MEDICAL ATTENTION AND THEN THE TRAIN DEPARTED. CAR 799. RESU
		Thu, Jun 13	9		H	1259'S LOCOMOTIVE METX 188 FEED VALVE WAS SET TO 70 INSTEAD OF 90 DELAYING COMPLETION OF THE CLASS II AIR BRAKE TEST.	
		Mon, Jun 24	7		E	METX 190 COULD NOT MAKE TRACK SPEED.	
		Tue, Jun 25	51		AM	AMTRAK E10 SWITCH FAILED AT CP HARRISON PREVENTING ANY MOVEMENT OF EQUIPMENT FROM 14TH STREET COACH YARD TO CUS AND CAUSING CONGESTION INSID	
BNSF	1297	Fri, Jun 07	15		D	H EOLKCK AT WEST EOLA BLOCKING ROUTE	
		60% OT	Thu, Jun 13	6		E	LOST HEP METX 112, PRIOR TO DEPARTING CUS
		Fri, Jun 14	8		DD	LACK OF COMMUNICATION BETWEEN DISPATCHERS CAUSING FREIGHT INTERFERENCE WITH HEOLKCK	
		Thu, Jun 20	10		CC	DELAY DUE TO SCHEDULED TRACK WORK/FORM B	
		Tue, Jun 25	6		CC	FORM B	
		Wed, Jun 26	14		CC	FORM B	
		Thu, Jun 27	30		J	DISRUPTIVE PASSNEGER REMOVED BY POLICE	
		Fri, Jun 28	10		CC	SURFACING GANG.	
MN	2115	Thu, Jun 20	16		CC	10" SWITCH PROBLEMS A-5, RAN THROUGH ZERO TRACK; TRACK CONSTRUCTION; TOOK LIBERTYVILLE SIDING TO MEET #2134.	
		75% OT	Fri, Jun 21	15		CC	16" STOP SIGNAL MAYFAIR, SINGLE TRACKING TRACK CONSTRUCTION, WAITING ON #2132 TO CLEAR; 12" CUS MECH. PROBLEMS MAIN RESEVOIR HOSE...
		Wed, Jun 26	18		CC	30" SINGLE TRACKING TRACK CONSTRUCTION, STOP SIGNAL MAYFAIR WAITING ON #2132 & AMTRAK 334 TO CLEAR.	
		Thu, Jun 27	17		CC	27" DELAY: TRACK CONSTRUCTION SINGLE TRACKING, WAITING ON #2132 & AMTRAK #334 TO CLEAR MAYFAIR; 6" SIGNAL PROBLEMS, RONDOUT.	
		Fri, Jun 28	16		CC	27" SIGNAL TRACKING TRACK CONSTRUCTION, WAITING ON #2132 @ MAYFAIR TO CLEAR; 10" WAITING FOR #2132, LIBERTY SIDING.	
MN	2116	Mon, Jun 03	29		E1	29" DELAY, FOLLOWING #2114.	
		80% OT	Tue, Jun 04	7		D	6" STOP SIGNAL EAST END FOX LAKE, VERBAL PERMISSION BY, RESTRICTED SPEED; STOP SIGNAL CN X-ING.
		Mon, Jun 10	12		E	12" MECH. PROBLEMS W/ENGINES #90/#417 LOST HEP, ENGINEER UNABLE TO RESTORE IT FROM CAB CAR, WALKED BACK TO WESTERN AVE TO TROUBLESHOOT.	
		Thu, Jun 20	9		RF1	6" DEPARTED FOX LAKE LATE DUE TO WAITING; 3" FOLLOWING #2114.	
MN	2120	Mon, Jun 03	20		E1	22" FOLLOWING #2118.	
		80% OT	Tue, Jun 04	9		D1	9" DELAY, FOLLOWING TRAINS AHEAD (2118).
		Mon, Jun 10	6		E1	10" FOLLOWING #2118.	
		Thu, Jun 20	9		RF1	8" FOLLOWING TRAINS AHEAD; 2" STOP SIGNAL A-2.	
MN	2122	Mon, Jun 03	35		G	20" FOLLOWING TRAINS AHEAD, APPROACH & RESTRICTING SIGNALS LIBERTYVILLE-A5; 15" SWITCH PROBLEMS A5 #11 SWITCH...	
		80% OT	Fri, Jun 07	6		A	4" FOLLOWING TRAINS AHEAD, OPERATING ON APPROACH SIGNALS; 3" STOP SIGNAL @ A-2
		Fri, Jun 21	6		A	9" STOP SIGNAL MAYFAIR; 2" STOP SIGNAL A-2.	
		Thu, Jun 27	6		CC	4" FOLLOWING TRAINS AHEAD, OPERATING ON APPROACH SIGNALS; 2" STOP SIGNAL A-2.	
MN	2131	Wed, Jun 05	7		D	4" CROSS TRAFFIC, CN; 4" TWO ADA LIFTS; 4" CROSS TRAFFIC, MAYFAIR.	
		70% OT	Wed, Jun 12	9		D	8" CROSS TRAFFIC, CN; 4" ADA LIFT.
		Wed, Jun 19	6		G	8" STOP SIGNAL CN & RESTRICTED SPEED.	
		Thu, Jun 20	12		E	8" ENROUTE LOW POWER LOCO #403; 4" TWO ADA LIFTS; 2" CROSS TRAFFIC MAYFAIR.	
		Mon, Jun 24	7		E1	HELD AT A2 T GET EQUIP DOWNTOWN, EQUIP LATE OUT OF YARD DUE TO LOCO FAILURE ON 104	
		Tue, Jun 25	15		UF	15" LOADING ADA AND BAD LIFT.	
MN	2148	Fri, Jun 21	9		CC1	SLOW ORDERS CAUSING CONGESTION DUE TO TIE GANG REPLACING TIES FAR AHEAD OF SURFACING GANG	
		80% OT	Mon, Jun 24	7		CC1	6" WAITING ON #2146; 3" FOLLOWING #2146. DUE TO SLOW ORDERS FROM TIE GANG GETTING FARTHER AHEAD THAN SURFACING GANG.
		Tue, Jun 25	0		XE	ANNULLED @ EDGEBROOK, LOCOMOTIVE #102, COMPRESSIR COULD NO LONGER MAKE AIR.	
		Wed, Jun 26	8		CC1	SLOW ORDERS CAUSING CONGESTION DUE TO TIE GANG REPLACING TIES FAR AHEAD OF SURFACING GANG.	
MW	2253	Tue, Jun 11	10		U	-2" ADA AT WESTERN; -2" ADA AT NATIONAL	
		80% OT	Fri, Jun 14	8		D	STOPPED AT SPAULDING WAITING ON FREIGHT CROSS TRAFFIC
		Mon, Jun 24	20		K1	17" DELAY, LATE TURN FROM #2252.	
		Wed, Jun 26	30		G	23" DELAY, FREIGHT CROSS TRAFFIC FOLLOWED BY A SWITCH FAILURE CREW HAD TO HAND LINE THEIR ROUTE AT B-17.	
RI	302	Thu, Jun 13	6		H1	FOLLOWING 606	
		80% OT	Fri, Jun 14	21		ZW1	DELAYED MAKING MEETS DUE TO CONGESTION FROM PTC HOLDING TRAINS AT RESTRICTED SPEED DUE TO WHEEL SLIP FROM RAINY WEATHER.
		Mon, Jun 17	8		R	6M LATE DEPARTING MOKENA DUE TO LATE TURN OF EQUIP DH3021 ENGINEER COACHED TO MAKE MORE AGGRESSIVE MEETS.	
		Mon, Jun 24	18		GM	(GATECROSSING MALFUNCTION) - GRADE CROSSING	
RI	508	Thu, Jun 13	12		CC	DEPARTED JOLIET 7M LATE FROM THE FLIP OF R1503.	
		80% OT	Fri, Jun 21	13		I1	(PSGR HANDLING, TRN AHD) - DEPARTED LATE DUE TO ARRIVAL OF R1503
		Thu, Jun 27	8		I1	(PSGR HANDLING, TRN AHD) - DEPARTED 10M LATE DUE TO FLIP	
		Fri, Jun 28	20		CC	COULD NOT GET AHOLD OF THE FORM B FOREMAN ON RADIO. ROCK DISPATCHER NEEDED TO RELAY.	



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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	524 80% OT	Thu, Jun 13	11	I	(PSGR HANDLING) - HEAVY LOADING SOX AND PASSENGERS ON WRONG SIDE.
		Fri, Jun 14	7	I	HEAVY LOADING FOR WHITE SOX GAME
		Fri, Jun 21	24	E1	(LOCO MALFCN, TRN AHD) - LATE TURN OFF RI0407
		Wed, Jun 26	15	VF	(CAR CAB/TRAILER/MU MALFUNCTION) - 19M ACCT. CAB SIGNALS DROPPED AT MP 33 AND MP 23.1. ENGINEER HAD TO CUT OUT THE CAB SIGNALS AT OAK FORES
RI	528 80% OT	Thu, Jun 13	10	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - 10M ACCT. LATE TURN FROM RI419.
		Fri, Jun 21	9	Q	- 9M ACCT. CREW HAD TO ACQUIRE SECOND DOB 106212
		Mon, Jun 24	9	S	(OPERATIONAL TESTS) - EFFICIENCY TEST AT 18TH
		Fri, Jun 28	6	G	SLOW PASSENGER LOADING AND BAD MEETS AT STATIONS WITH OUTBOUND TRAINS DUE TO TRACK CIRCUITS.
RI	529 80% OT	Wed, Jun 12	10	GT	(TELECOM FAILURE) - SYSTEM CRASHED AND HAD TO INSTRUCT TRAIN TO HAND-LINE THEIR ROUTE
		Fri, Jun 14	8	ZW	- WHEEL SLIPPAGE DUE TO RAINY CONDITIONS
		Wed, Jun 19	8	U	HELPED SPECIAL NEEDS PASSENGER
		Fri, Jun 28	8	D	FREIGHT INTERFERENCE IN JOLIET.
SWS	827 80% OT	Wed, Jun 19	21	DD	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - CSX DISPATCHER RAN A 11,000 FOOT Q137 TRAIN INFRONT OF SW0827 AT FOREST HILL.
		Thu, Jun 20	11	GA	(SIG/SWT FAILURE AMTK) - SWITCH FAILURE AT CP21ST AMT, HAD TO BACK UP AND TAKE DIFFERENT TRACK
		Fri, Jun 21	13	D	(FREIGHT TRAIN INTERFERENCE) - STOPPED 17MIN AT FORSEST HILL WAITING FOR A TRAIN TO YARD AT LANDERS-223(11160 FT)
		Fri, Jun 28	7	D	(FREIGHT TRAIN INTERFERENCE) - BLOCKED AT FORREST HILL BY CSX CROSS TRAFFIC Q138/28
UPNW	625 80% OT	Tue, Jun 11	6	I	SLOW AND HEAVY PASSENGER LOADING.
		Fri, Jun 14	11	UF	DELAYED LOADING A ADA LIFT PASSENGER, ADA LIFT ON CAB CAR #8416 NOT WORKING PROPERLY.
		Mon, Jun 17	14	U	5 ADA LIFTS ALSO SLOW PASSENGER LOADING @ DES PLAINES AND 40MPH SPEED RESTRICTION @ MP47.4-47.6.
		Wed, Jun 26	11	CC	FORM A BETWEEN MP47.25-48.5 (20MPH) & FORM A BETWEEN MP51.25-51.30 (25MPH) & 1 ADA LIFT.
UPNW	636 80% OT	Wed, Jun 12	11	ZT	HAD TO CUT OUT PTC FOR THE FORM B DUE TO NOT GETTING CLEARANCE THRU TRACK CONSTRUCTION.
		Thu, Jun 13	13	I	HEAVY PASSENGER LOADING EN ROUTE, 2 ADA LIFTS, FORM B'S.
		Wed, Jun 26	10	RO	FOLLOWING TRAINS AHEAD. 2 ADA LIFTS, WAITED FOR SIGNAL AT BRIDGE C DUE TO OPERATOR ERROR.
		Fri, Jun 28	15	GF1	FOLLOWING TRAINS AHEAD EN ROUTE.
UPW	48 80% OT	Fri, Jun 07	7	GT	17" STOPPED AT KRESS FOR CAD FAILURE
		Mon, Jun 10	8	U1	SLOW PASSENGER LOADING EN ROUTE & LATE DEPARTURE FROM ELBURN ON ACCT. OF LATE TURN OFF #29.
		Tue, Jun 11	14	G	USED SHORT X/O'S @ KEDZIE, SWITCH #47 @ WESTERN AVE & SLOW PASSENGER LOADING COLLEGE AVE, GLEN ELLYN, & LOMBARD.
		Thu, Jun 13	18	D	STOPPED @ TURNER WAITING FOR #31 TO CLEAR TRACK 3 DEU TO MNRNP ON TRK 1 AND APRBE ON TRK 2, SLOW PASSENGER LOADING ENROUTE...

Data is final (08/05/19) 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**  
June 2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>12</b>	-	-	-	<b>9</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>8</b>	<b>23</b>	-	<b>6</b>	<b>12</b>	<b>92</b>
Freight Interference - Peak	4	-	-	-	9	9	1	-	1	9	-	5	1	39
Primary	3	-	-	-	2	5	1	-	-	8	-	-	1	20
Secondary	1	-	-	-	7	4	-	-	1	1	-	5	-	19
Freight Interference - Off-Peak	8	-	-	-	-	4	6	2	7	14	-	1	11	53
Primary	7	-	-	-	-	3	4	2	6	8	-	1	10	41
Secondary	1	-	-	-	-	1	2	-	1	6	-	-	1	12
<b>Signal/Switch Failure - Total</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>31</b>	<b>7</b>	<b>1</b>	<b>17</b>	<b>11</b>	<b>101</b>
Signal/Switch Failure - Metra/PSA	5	5	2	2	-	10	7	1	31	3	1	5	10	82
Primary	5	5	2	2	-	9	5	1	21	-	1	4	9	64
Secondary	-	-	-	-	-	1	2	-	10	3	-	1	1	18
Signal/Switch Failure - Foreign	-	-	-	-	1	1	-	-	-	4	-	12	1	19
Primary	-	-	-	-	1	1	-	-	-	4	-	7	1	14
Secondary	-	-	-	-	-	-	-	-	-	-	-	5	-	5
<b>Mechanical Failure - Total</b>	<b>27</b>	-	-	-	-	<b>25</b>	<b>4</b>	-	<b>14</b>	<b>13</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>113</b>
Mechanical Failure - Metra/PSA	27	-	-	-	-	25	4	-	14	13	22	4	4	113
Non-Locomotive Equipment Failure - Metra/PSA	8	-	-	-	-	-	2	-	1	6	-	1	-	18
Primary	2	-	-	-	-	-	1	-	1	2	-	1	-	7
Secondary	6	-	-	-	-	-	1	-	-	4	-	-	-	11
Locomotive Failure - Metra/PSA	19	-	-	-	-	25	2	-	13	7	22	3	4	95
Primary	7	-	-	-	-	5	1	-	3	3	1	3	2	25
Secondary	12	-	-	-	-	20	1	-	10	4	21	-	2	70
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>18</b>	-	-	-	-	<b>6</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	<b>26</b>
Passenger Train Interference - Metra/PSA	1	-	-	-	-	3	-	1	-	-	-	-	-	5
Passenger Train Interference - Foreign	17	-	-	-	-	3	1	-	-	-	-	-	-	21
<b>Accident - Total</b>	<b>14</b>	-	-	-	-	-	<b>1</b>	-	<b>4</b>	-	-	<b>1</b>	<b>5</b>	<b>25</b>
Accident - Metra/PSA	14	-	-	-	-	-	-	-	4	-	-	1	5	24
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	-	1
<b>Track Work - Total</b>	<b>9</b>	<b>1</b>	-	-	-	<b>28</b>	-	<b>1</b>	<b>10</b>	-	<b>18</b>	<b>17</b>	<b>3</b>	<b>87</b>
Track Work - Metra/PSA	9	1	-	-	-	28	-	1	10	-	18	17	3	87
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>12</b>	-	-	-	-	<b>11</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>58</b>
Human Error - Metra/PSA	10	-	-	-	-	5	2	3	9	1	4	4	3	41
Human Error - Foreign	2	-	-	-	-	6	-	2	1	3	-	2	1	17
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>4</b>	<b>2</b>	-	-	-	<b>5</b>	<b>6</b>	-	<b>2</b>	<b>2</b>	<b>6</b>	-	<b>2</b>	<b>29</b>
Sick, Injured, Unruly Passenger - Metra/PSA	4	2	-	-	-	5	6	-	2	2	6	-	2	29
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>5</b>	-	-	-	-	-	-	-	<b>6</b>	-	-	<b>1</b>	-	<b>12</b>
Weather - Metra/PSA	5	-	-	-	-	-	-	-	6	-	-	1	-	12
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>4</b>	<b>3</b>	-	-	-	<b>5</b>	<b>7</b>	-	<b>9</b>	-	<b>23</b>	<b>16</b>	<b>5</b>	<b>72</b>
Lift Deployment - Total	-	-	-	-	-	<b>1</b>	<b>1</b>	-	<b>2</b>	-	<b>1</b>	<b>10</b>	<b>2</b>	<b>17</b>
Obstruction/Debris - Total	<b>5</b>	<b>3</b>	-	-	-	<b>6</b>	<b>3</b>	-	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>31</b>
Catenary Failure - Total	-	-	-	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>1</b>
Other - Total	<b>4</b>	-	-	-	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	-	-	<b>4</b>	<b>19</b>
<b>Total Trains Delayed</b>	<b>119</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>112</b>	<b>41</b>	<b>11</b>	<b>103</b>	<b>52</b>	<b>76</b>	<b>83</b>	<b>56</b>	<b>683</b>
Total Metra/PSA Delays	88	14	2	3	1	89	32	7	94	22	76	63	42	533
Total Foreign Carrier Delays	31	0	0	0	10	23	9	4	9	30	0	20	14	150

Data for current month is final (08/05/19) 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 June Over Previous Five Years: 2014-2018

Cause Category	Top 2 causes for each line are shaded													SYSTEM
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>24</b>	-	<b>0</b>	-	<b>3</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>20</b>	<b>1</b>	<b>10</b>	<b>23</b>	<b>121</b>
Freight Interference - Peak	9	-	0	-	3	2	2	4	1	7	1	7	7	43
Primary	7	-	-	-	2	1	1	3	1	5	0	1	4	26
Secondary	2	-	0	-	0	1	0	1	-	3	1	6	4	18
Freight Interference - Off-Peak	15	-	-	-	0	7	10	7	7	13	1	3	15	78
Primary	12	-	-	-	0	4	6	7	5	9	0	2	12	58
Secondary	3	-	-	-	-	3	4	1	1	4	0	1	3	20
<b>Signal/Switch Failure - Total</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>21</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>14</b>	<b>123</b>
Signal/Switch Failure - Metra/PSA	15	6	3	3	0	18	9	4	8	4	3	9	13	95
Primary	10	4	2	2	0	10	5	2	6	3	2	3	6	55
Secondary	5	2	1	1	-	9	3	2	2	1	1	6	7	39
Signal/Switch Failure - Foreign	8	-	-	-	3	3	2	3	0	7	-	-	1	28
Primary	6	-	-	-	2	2	2	2	0	4	-	-	1	19
Secondary	2	-	-	-	1	1	1	1	-	3	-	-	-	9
<b>Mechanical Failure - Total</b>	<b>23</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>95</b>
Mechanical Failure - Metra/PSA	23	7	1	1	1	14	8	3	9	3	7	8	9	95
Non-Locomotive Equipment Failure - Metra/PSA	5	7	1	1	-	0	1	-	2	1	2	3	3	26
Primary	2	1	0	1	-	0	1	-	1	0	1	1	1	9
Secondary	3	7	1	1	-	-	0	-	1	1	1	2	2	17
Locomotive Failure - Metra/PSA	18	-	-	-	1	14	8	3	7	2	4	5	6	68
Primary	4	-	-	-	1	3	3	1	3	1	3	2	2	22
Secondary	14	-	-	-	0	11	5	2	4	1	2	3	4	46
Mechanical Failure - Foreign	-	0	-	-	-	-	-	-	-	-	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
Passenger Train Interference - Metra/PSA	1	1	-	0	0	1	1	1	0	1	0	-	0	7
Passenger Train Interference - Foreign	3	0	0	0	1	2	0	-	0	4	-	0	-	12
<b>Accident - Total</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>4</b>	-	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	-	-	<b>3</b>	<b>1</b>	<b>39</b>
Accident - Metra/PSA	12	6	2	4	-	2	5	0	2	-	-	3	1	37
Accident - Foreign	1	-	-	-	-	1	-	0	-	-	-	-	0	2
<b>Track Work - Total</b>	<b>51</b>	<b>3</b>	<b>5</b>	<b>9</b>	-	<b>13</b>	<b>5</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>121</b>
Track Work - Metra/PSA	50	3	5	9	-	13	5	1	19	1	3	5	6	120
Track Work - Foreign	1	-	-	-	-	-	0	-	-	1	-	-	-	1
<b>Human Error - Total</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>79</b>
Human Error - Metra/PSA	12	11	4	5	1	9	4	1	4	2	3	3	2	59
Human Error - Foreign	5	0	-	-	3	2	2	1	-	2	0	2	1	20
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	-	<b>5</b>	<b>4</b>	-	<b>4</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>38</b>
Sick, Injured, Unruly Passenger - Metra/PSA	5	3	1	1	-	5	4	-	4	0	3	5	6	37
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>Weather - Total</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>47</b>
Weather - Metra/PSA	14	7	2	2	0	4	1	1	4	1	2	5	5	47
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>3</b>	-	<b>7</b>	<b>14</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>21</b>	<b>8</b>	<b>100</b>
Lift Deployment - Total	<b>3</b>	<b>1</b>	-	-	-	<b>4</b>	<b>5</b>	-	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>22</b>
Obstruction/Debris - Total	<b>13</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>4</b>	<b>49</b>
Catenary Failure - Total	-	<b>3</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>4</b>
Other - Total	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	-	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>24</b>
<b>Total Trains Delayed</b>	<b>205</b>	<b>62</b>	<b>22</b>	<b>33</b>	<b>13</b>	<b>101</b>	<b>76</b>	<b>29</b>	<b>78</b>	<b>49</b>	<b>40</b>	<b>84</b>	<b>88</b>	<b>879</b>
Total Metra/PSA Delays	163	61	22	33	3	84	59	13	70	15	38	71	63	695
Total Foreign Carrier Delays	42	1	0	0	10	16	17	16	8	34	2	12	25	184

Data for latest month is final (07/25/18) version of TOPS

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

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

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(12)</b>	-	<b>(0)</b>	-	<b>6</b>	<b>4</b>	<b>(5)</b>	<b>(9)</b>	<b>1</b>	<b>3</b>	<b>(1)</b>	<b>(4)</b>	<b>(11)</b>	<b>(29)</b>
Freight Interference - Peak	(5)	-	(0)	-	6	7	(1)	(4)	0	2	(1)	(2)	(6)	(4)
Primary	(4)	-	-	-	(0)	4	(0)	(3)	(1)	3	(0)	(1)	(3)	(6)
Secondary	(1)	-	(0)	-	7	3	(0)	(1)	1	(2)	(1)	(1)	(4)	1
Freight Interference - Off-Peak	(7)	-	-	-	(0)	(3)	(4)	(5)	0	1	(1)	(2)	(4)	(25)
Primary	(5)	-	-	-	(0)	(1)	(2)	(5)	1	(1)	(0)	(1)	(2)	(17)
Secondary	(2)	-	-	-	-	(2)	(2)	(1)	(0)	2	(0)	(1)	(2)	(8)
<b>Signal/Switch Failure - Total</b>	<b>(18)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(10)</b>	<b>(4)</b>	<b>(7)</b>	<b>23</b>	<b>(4)</b>	<b>(2)</b>	<b>8</b>	<b>(3)</b>	<b>(22)</b>
Signal/Switch Failure - Metra/PSA	(10)	(1)	(1)	(1)	(0)	(8)	(2)	(3)	23	(1)	(2)	(4)	(3)	(13)
Primary	(5)	1	-	(0)	(0)	(1)	(0)	(1)	15	(3)	(1)	1	3	9
Secondary	(5)	(2)	(1)	(1)	-	(8)	(1)	(2)	8	2	(1)	(5)	(6)	(21)
Signal/Switch Failure - Foreign	(8)	-	-	-	(2)	(2)	(2)	(3)	(0)	(3)	-	12	0	(9)
Primary	(6)	-	-	-	(1)	(1)	(2)	(2)	(0)	0	-	7	0	(5)
Secondary	(2)	-	-	-	(1)	(1)	(1)	(1)	-	(3)	-	5	-	(4)
<b>Mechanical Failure - Total</b>	<b>4</b>	<b>(7)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>11</b>	<b>(4)</b>	<b>(3)</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>(4)</b>	<b>(5)</b>	<b>18</b>
Mechanical Failure - Metra/PSA	4	(7)	(1)	(1)	(1)	11	(4)	(3)	5	10	15	(4)	(5)	18
Non-Locomotive Equipment Failure - Metra/PSA	3	(7)	(1)	(1)	-	(0)	1	-	(1)	5	(2)	(2)	(3)	(8)
Primary	(0)	(1)	(0)	(1)	-	(0)	0	-	-	2	(1)	(0)	(1)	(2)
Secondary	3	(7)	(1)	(1)	-	-	1	-	(1)	3	(1)	(2)	(2)	(6)
Locomotive Failure - Metra/PSA	1	-	-	-	(1)	11	(6)	(3)	6	5	18	(2)	(2)	27
Primary	3	-	-	-	(1)	2	(2)	(1)	(0)	2	(2)	1	-	3
Secondary	(2)	-	-	-	(0)	9	(4)	(2)	6	3	19	(3)	(2)	24
Mechanical Failure - Foreign	-	(0)	-	-	-	-	-	-	-	-	-	-	-	(0)
<b>Passenger Train Interference - Total</b>	<b>14</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	-	<b>0</b>	<b>(0)</b>	<b>(5)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>8</b>
Passenger Train Interference - Metra/PSA	(0)	(1)	-	(0)	(0)	2	(1)	0	(0)	(1)	(0)	-	(0)	(2)
Passenger Train Interference - Foreign	14	(0)	(0)	(0)	(1)	1	1	-	(0)	(4)	(0)	(0)	-	9
<b>Accident - Total</b>	<b>1</b>	<b>(6)</b>	<b>(2)</b>	<b>(4)</b>	-	<b>(3)</b>	<b>(4)</b>	<b>(1)</b>	<b>2</b>	-	-	<b>(2)</b>	<b>4</b>	<b>(14)</b>
Accident - Metra/PSA	2	(6)	(2)	(4)	-	(2)	(5)	(0)	2	-	-	(2)	4	(13)
Accident - Foreign	(1)	-	-	-	-	(1)	1	(0)	-	-	-	-	(0)	(1)
<b>Track Work - Total</b>	<b>(42)</b>	<b>(2)</b>	<b>(5)</b>	<b>(9)</b>	-	<b>15</b>	<b>(5)</b>	-	<b>(9)</b>	<b>(1)</b>	<b>15</b>	<b>12</b>	<b>(3)</b>	<b>(34)</b>
Track Work - Metra/PSA	(41)	(2)	(5)	(9)	-	15	(5)	-	(9)	(1)	15	12	(3)	(33)
Track Work - Foreign	(1)	-	-	-	-	-	(0)	-	-	(1)	-	-	-	(1)
<b>Human Error - Total</b>	<b>(5)</b>	<b>(11)</b>	<b>(4)</b>	<b>(5)</b>	<b>(4)</b>	<b>(0)</b>	<b>(4)</b>	<b>3</b>	<b>6</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>(21)</b>
Human Error - Metra/PSA	(2)	(11)	(4)	(5)	(1)	(4)	(2)	2	5	(1)	1	1	1	(18)
Human Error - Foreign	(3)	(0)	-	-	(3)	4	(2)	1	1	1	(0)	(0)	(0)	(3)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>0</b>	<b>2</b>	-	<b>(2)</b>	<b>2</b>	<b>3</b>	<b>(5)</b>	<b>(4)</b>	<b>(9)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(1)	(1)	(1)	(1)	-	0	2	-	(2)	2	3	(5)	(4)	(8)
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
<b>Weather - Total</b>	<b>(9)</b>	<b>(7)</b>	<b>(2)</b>	<b>(2)</b>	<b>(0)</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>(4)</b>	<b>(5)</b>	<b>(35)</b>
Weather - Metra/PSA	(9)	(7)	(2)	(2)	(0)	(4)	(1)	(1)	2	(1)	(2)	(4)	(5)	(35)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>(7)</b>	<b>(5)</b>	<b>(2)</b>	<b>(3)</b>	-	<b>(2)</b>	<b>(7)</b>	<b>(0)</b>	<b>(4)</b>	<b>(0)</b>	<b>10</b>	<b>(5)</b>	<b>(3)</b>	<b>(28)</b>
<b>Lift Deployment - Total</b>	<b>(3)</b>	<b>(1)</b>	-	-	-	<b>(3)</b>	<b>(4)</b>	-	<b>(1)</b>	<b>(0)</b>	<b>0</b>	<b>8</b>	<b>(0)</b>	<b>(5)</b>
<b>Obstruction/Debris - Total</b>	<b>(8)</b>	<b>(1)</b>	<b>(0)</b>	<b>(2)</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(4)</b>	<b>0</b>	<b>(18)</b>
<b>Catenary Failure - Total</b>	-	<b>(3)</b>	<b>(1)</b>	<b>0</b>	-	-	-	-	-	-	-	-	-	<b>(3)</b>
<b>Other - Total</b>	<b>0</b>	<b>(2)</b>	<b>(0)</b>	<b>(2)</b>	<b>1</b>	<b>0</b>	<b>(1)</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>(2)</b>	<b>(2)</b>	<b>(3)</b>	<b>(5)</b>
<b>Total Trains Delayed</b>	<b>(86)</b>	<b>(48)</b>	<b>(20)</b>	<b>(30)</b>	<b>(2)</b>	<b>11</b>	<b>(35)</b>	<b>(18)</b>	<b>25</b>	<b>3</b>	<b>36</b>	<b>(1)</b>	<b>(32)</b>	<b>(196)</b>
Total Metra/PSA Delays	(75)	(47)	(20)	(30)	(2)	5	(27)	(6)	24	7	38	(8)	(21)	(162)
Total Foreign Carrier Delays	(11)	(1)	(0)	(0)	(0)	7	(8)	(12)	1	(4)	(2)	8	(11)	(34)

Data for current month is final (08/05/19) 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 - June 2019

Cause Category	Top 2 causes for each line are shaded													
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>65</b>	-	-	-	<b>46</b>	<b>103</b>	<b>55</b>	<b>26</b>	<b>31</b>	<b>81</b>	<b>3</b>	<b>56</b>	<b>130</b>	<b>596</b>
Freight Interference - Peak	16	-	-	-	40	31	19	6	7	29	1	35	38	222
Primary	14	-	-	-	28	18	15	6	5	21	1	17	17	142
Secondary	2	-	-	-	12	13	4	-	2	8	-	18	21	80
Freight Interference - Off-Peak	49	-	-	-	6	72	36	20	24	52	2	21	92	374
Primary	37	-	-	-	5	40	24	18	17	33	1	12	62	249
Secondary	12	-	-	-	1	32	12	2	7	19	1	9	30	125
<b>Signal/Switch Failure - Total</b>	<b>177</b>	<b>49</b>	<b>13</b>	<b>9</b>	<b>25</b>	<b>138</b>	<b>96</b>	<b>25</b>	<b>185</b>	<b>60</b>	<b>123</b>	<b>112</b>	<b>202</b>	<b>1,214</b>
Signal/Switch Failure - Metra/PSA	95	49	13	9	5	118	86	20	185	22	123	65	168	958
Primary	75	38	8	6	5	72	69	16	133	17	80	46	113	678
Secondary	20	11	5	3	-	46	17	4	52	5	43	19	55	280
Signal/Switch Failure - Foreign	82	-	-	-	20	20	10	5	-	38	-	47	34	256
Primary	66	-	-	-	16	14	6	3	-	22	-	29	24	180
Secondary	16	-	-	-	4	6	4	2	-	16	-	18	10	76
<b>Mechanical Failure - Total</b>	<b>84</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>123</b>	<b>62</b>	<b>11</b>	<b>93</b>	<b>24</b>	<b>35</b>	<b>64</b>	<b>70</b>	<b>569</b>
Mechanical Failure - Metra/PSA	82	-	-	-	1	111	60	9	93	24	35	64	70	549
Non-Locomotive Equipment Failure - Metra/PSA	27	-	-	-	-	9	3	2	19	15	5	34	22	136
Primary	10	-	-	-	-	2	2	1	4	6	2	19	11	57
Secondary	17	-	-	-	-	7	1	1	15	9	3	15	11	79
Locomotive Failure - Metra/PSA	55	-	-	-	1	102	57	7	74	9	30	30	48	413
Primary	19	-	-	-	1	27	18	3	25	4	4	11	12	124
Secondary	36	-	-	-	-	75	39	4	49	5	26	19	36	289
Mechanical Failure - Foreign	2	-	1	1	-	12	2	2	-	-	-	-	-	20
<b>Passenger Train Interference - Total</b>	<b>22</b>	<b>2</b>	-	<b>2</b>	<b>7</b>	<b>19</b>	<b>3</b>	<b>5</b>	-	<b>23</b>	-	-	-	<b>83</b>
Passenger Train Interference - Metra/PSA	2	2	-	-	1	13	-	5	-	-	-	-	-	23
Passenger Train Interference - Foreign	20	-	-	2	6	6	3	-	-	23	-	-	-	60
<b>Accident - Total</b>	<b>15</b>	<b>81</b>	<b>12</b>	-	<b>9</b>	<b>12</b>	<b>19</b>	<b>7</b>	<b>38</b>	<b>14</b>	<b>37</b>	<b>38</b>	<b>57</b>	<b>339</b>
Accident - Metra/PSA	14	15	2	-	2	12	17	7	37	2	37	38	19	202
Accident - Foreign	1	66	10	-	7	-	2	-	1	12	-	-	38	137
<b>Track Work - Total</b>	<b>52</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>71</b>	<b>18</b>	<b>17</b>	<b>39</b>	<b>3</b>	<b>32</b>	<b>40</b>	<b>24</b>	<b>325</b>
Track Work - Metra/PSA	52	10	1	3	15	65	11	16	39	2	32	40	24	310
Track Work - Foreign	-	-	-	-	-	6	7	1	-	1	-	-	-	15
<b>Human Error - Total</b>	<b>138</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>15</b>	<b>93</b>	<b>42</b>	<b>26</b>	<b>84</b>	<b>33</b>	<b>70</b>	<b>65</b>	<b>93</b>	<b>670</b>
Human Error - Metra/PSA	77	5	4	2	3	37	15	10	83	3	64	48	66	417
Human Error - Foreign	61	-	-	-	12	56	27	16	1	30	6	17	27	253
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>3</b>	-	<b>11</b>	<b>23</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>45</b>	<b>17</b>	<b>28</b>	<b>186</b>
Sick, Injured, Unruly Passenger - Metra/PSA	15	17	1	3	-	11	23	2	19	3	45	17	28	184
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
<b>Weather - Total</b>	<b>129</b>	<b>159</b>	<b>54</b>	<b>92</b>	<b>4</b>	<b>99</b>	<b>52</b>	<b>24</b>	<b>183</b>	<b>14</b>	<b>97</b>	<b>96</b>	<b>79</b>	<b>1,082</b>
Weather - Metra/PSA	128	159	54	92	4	99	52	24	182	10	97	96	79	1,076
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
<b>Passenger Loading - Total</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	-	<b>11</b>	<b>15</b>	<b>1</b>	<b>46</b>	-	<b>41</b>	<b>37</b>	<b>39</b>	<b>209</b>
<b>Lift Deployment - Total</b>	<b>10</b>	-	-	-	-	<b>18</b>	<b>11</b>	<b>1</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>34</b>	<b>45</b>	<b>152</b>
<b>Obstruction/Debris - Total</b>	<b>49</b>	<b>5</b>	<b>2</b>	<b>5</b>	-	<b>38</b>	<b>19</b>	<b>8</b>	<b>48</b>	<b>20</b>	<b>23</b>	<b>53</b>	<b>30</b>	<b>300</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	<b>1</b>	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>4</b>
<b>Other - Total</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>21</b>	<b>8</b>	<b>26</b>	<b>7</b>	<b>28</b>	<b>26</b>	<b>28</b>	<b>180</b>
<b>Total Trains Delayed</b>	<b>791</b>	<b>335</b>	<b>94</b>	<b>121</b>	<b>125</b>	<b>742</b>	<b>436</b>	<b>161</b>	<b>817</b>	<b>284</b>	<b>540</b>	<b>638</b>	<b>825</b>	<b>5,909</b>
Total Metra/PSA Delays	557	269	83	118	34	539	330	111	783	95	531	518	596	4,564
Total Foreign Carrier Delays	234	66	11	3	91	203	106	50	34	189	9	120	229	1,345

Data for current month is final (08/05/19) version of TOPS

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

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

**Table 6.b: Train Delays by Cause & Line - YTD**  
**January - June Average Over Previous 5 Years: 2014-2018**

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>137</b>	-	<b>0</b>	-	<b>25</b>	<b>76</b>	<b>72</b>	<b>67</b>	<b>37</b>	<b>82</b>	<b>9</b>	<b>36</b>	<b>125</b>	<b>665</b>
Freight Interference - Peak	64	-	0	-	22	18	18	26	10	28	2	20	40	248
Primary	39	-	-	-	20	11	12	18	6	20	1	8	19	155
Secondary	25	-	0	-	2	6	6	8	4	8	1	12	21	93
Freight Interference - Off-Peak	73	-	-	-	2	58	54	41	26	54	7	16	85	416
Primary	57	-	-	-	2	37	36	35	21	40	4	12	69	312
Secondary	16	-	-	-	-	21	18	6	5	14	3	4	17	105
<b>Signal/Switch Failure - Total</b>	<b>132</b>	<b>41</b>	<b>20</b>	<b>24</b>	<b>15</b>	<b>110</b>	<b>72</b>	<b>50</b>	<b>54</b>	<b>58</b>	<b>17</b>	<b>28</b>	<b>62</b>	<b>683</b>
Signal/Switch Failure - Metra/PSA	81	41	20	24	1	87	59	26	53	16	17	25	58	507
Primary	50	25	14	18	1	46	37	16	38	11	11	13	25	305
Secondary	31	16	6	5	0	42	21	10	14	5	6	12	33	202
Signal/Switch Failure - Foreign	51	-	-	-	13	23	14	24	2	43	-	3	4	176
Primary	39	-	-	-	11	11	9	14	1	26	-	1	3	116
Secondary	12	-	-	-	2	11	5	10	0	17	-	2	1	60
<b>Mechanical Failure - Total</b>	<b>98</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>96</b>	<b>54</b>	<b>23</b>	<b>91</b>	<b>20</b>	<b>55</b>	<b>50</b>	<b>49</b>	<b>571</b>
Mechanical Failure - Metra/PSA	97	17	5	4	3	89	54	22	91	20	55	50	49	556
Non-Locomotive Equipment Failure - Metra/PSA	26	17	5	4	1	11	7	3	10	7	16	15	21	142
Primary	11	5	2	2	1	3	4	1	5	3	6	5	9	55
Secondary	15	12	3	2	0	7	4	2	5	5	10	9	12	87
Locomotive Failure - Metra/PSA	72	-	-	-	2	78	47	20	81	12	39	35	28	414
Primary	20	-	-	-	2	19	16	5	24	6	12	10	10	124
Secondary	52	-	-	-	0	59	31	14	57	7	27	26	18	290
Mechanical Failure - Foreign	1	4	1	0	0	7	0	0	0	-	-	-	0	14
<b>Passenger Train Interference - Total</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>7</b>	<b>31</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>97</b>
Passenger Train Interference - Metra/PSA	2	2	1	1	0	20	3	8	3	2	1	1	6	49
Passenger Train Interference - Foreign	9	2	1	2	6	10	1	0	1	16	-	0	0	49
<b>Accident - Total</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>30</b>	<b>36</b>	<b>12</b>	<b>16</b>	<b>4</b>	<b>23</b>	<b>51</b>	<b>18</b>	<b>300</b>
Accident - Metra/PSA	64	15	5	9	0	27	35	9	13	2	23	50	14	266
Accident - Foreign	16	-	-	-	-	2	1	3	3	2	-	1	4	33
<b>Track Work - Total</b>	<b>142</b>	<b>23</b>	<b>9</b>	<b>20</b>	<b>6</b>	<b>51</b>	<b>17</b>	<b>8</b>	<b>45</b>	<b>6</b>	<b>31</b>	<b>19</b>	<b>37</b>	<b>414</b>
Track Work - Metra/PSA	138	23	9	20	6	51	16	8	45	5	31	19	37	408
Track Work - Foreign	5	-	-	-	-	-	1	0	-	1	-	-	-	6
<b>Human Error - Total</b>	<b>114</b>	<b>21</b>	<b>10</b>	<b>13</b>	<b>12</b>	<b>56</b>	<b>32</b>	<b>15</b>	<b>39</b>	<b>17</b>	<b>22</b>	<b>22</b>	<b>30</b>	<b>404</b>
Human Error - Metra/PSA	71	21	10	13	2	38	21	8	39	5	20	17	21	286
Human Error - Foreign	43	0	-	0	9	18	11	7	0	12	2	5	10	118
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>21</b>	<b>28</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>18</b>	<b>26</b>	<b>25</b>	<b>192</b>
Sick, Injured, Unruly Passenger - Metra/PSA	19	28	4	7	1	20	20	2	18	3	18	26	25	190
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
<b>Weather - Total</b>	<b>159</b>	<b>94</b>	<b>28</b>	<b>33</b>	<b>5</b>	<b>87</b>	<b>73</b>	<b>22</b>	<b>117</b>	<b>19</b>	<b>60</b>	<b>73</b>	<b>59</b>	<b>827</b>
Weather - Metra/PSA	158	94	28	33	4	84	73	22	116	18	60	73	58	822
Weather - Foreign	1	-	-	-	0	2	1	-	0	1	-	-	1	6
<b>Passenger Loading - Total</b>	<b>24</b>	<b>22</b>	<b>8</b>	<b>9</b>	<b>-</b>	<b>28</b>	<b>30</b>	<b>2</b>	<b>45</b>	<b>1</b>	<b>24</b>	<b>44</b>	<b>28</b>	<b>265</b>
<b>Lift Deployment - Total</b>	<b>19</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>21</b>	<b>16</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>21</b>	<b>110</b>
<b>Obstruction/Debris - Total</b>	<b>47</b>	<b>19</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>20</b>	<b>8</b>	<b>25</b>	<b>13</b>	<b>16</b>	<b>40</b>	<b>42</b>	<b>282</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>20</b>	<b>4</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31</b>
<b>Other - Total</b>	<b>27</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>13</b>	<b>7</b>	<b>14</b>	<b>13</b>	<b>23</b>	<b>136</b>
<b>Total Trains Delayed</b>	<b>1,010</b>	<b>315</b>	<b>109</b>	<b>148</b>	<b>76</b>	<b>640</b>	<b>457</b>	<b>222</b>	<b>516</b>	<b>250</b>	<b>294</b>	<b>416</b>	<b>524</b>	<b>4,977</b>
Total Metra/PSA Delays	746	308	107	146	22	502	356	120	473	94	283	370	381	3,907
Total Foreign Carrier Delays	264	7	2	2	55	138	101	102	44	156	12	46	143	1,070

Data for latest month is final (07/25/18) version of TOPS

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

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

**Table 6.c: Train Delays by Cause & Line - YTD**  
**January - June 2019 Compared to January - June Average Over Previous 5 Years: 2014-2018**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(72)</b>	-	<b>(0)</b>	-	<b>21</b>	<b>27</b>	<b>(17)</b>	<b>(41)</b>	<b>(6)</b>	<b>(1)</b>	<b>(6)</b>	<b>20</b>	<b>5</b>	<b>(69)</b>
Freight Interference - Peak	(48)	-	(0)	-	18	13	1	(20)	(3)	1	(1)	15	(2)	(26)
Primary	(25)	-	-	-	8	7	3	(12)	(1)	1	(0)	9	(2)	(13)
Secondary	(23)	-	(0)	-	10	7	(2)	(8)	(2)	0	(1)	6	(0)	(13)
Freight Interference - Off-Peak	(24)	-	-	-	4	14	(18)	(21)	(2)	(2)	(5)	5	7	(42)
Primary	(20)	-	-	-	3	3	(12)	(17)	(4)	(7)	(3)	0	(7)	(63)
Secondary	(4)	-	-	-	1	11	(6)	(4)	2	5	(2)	5	13	20
<b>Signal/Switch Failure - Total</b>	<b>45</b>	<b>8</b>	<b>(7)</b>	<b>(15)</b>	<b>10</b>	<b>28</b>	<b>24</b>	<b>(25)</b>	<b>131</b>	<b>2</b>	<b>106</b>	<b>84</b>	<b>140</b>	<b>531</b>
Signal/Switch Failure - Metra/PSA	14	8	(7)	(15)	4	31	27	(6)	132	6	106	40	110	451
Primary	25	13	(6)	(12)	4	26	32	-	95	6	69	33	88	373
Secondary	(11)	(5)	(1)	(2)	(0)	4	(4)	(6)	38	-	37	7	22	78
Signal/Switch Failure - Foreign	31	-	-	-	7	(3)	(4)	(19)	(2)	(5)	-	44	30	80
Primary	27	-	-	-	5	3	(3)	(11)	(1)	(4)	-	28	21	64
Secondary	4	-	-	-	2	(5)	(1)	(8)	(0)	(1)	-	16	9	16
<b>Mechanical Failure - Total</b>	<b>(14)</b>	<b>(21)</b>	<b>(5)</b>	<b>(3)</b>	<b>(2)</b>	<b>27</b>	<b>8</b>	<b>(12)</b>	<b>2</b>	<b>4</b>	<b>(20)</b>	<b>14</b>	<b>21</b>	<b>(2)</b>
Mechanical Failure - Metra/PSA	(15)	(17)	(5)	(4)	(2)	22	6	(13)	2	4	(20)	14	21	(7)
Non-Locomotive Equipment Failure - Metra/PSA	1	(17)	(5)	(4)	(1)	(2)	(4)	(1)	9	8	(11)	19	1	(6)
Primary	(1)	(5)	(2)	(2)	(1)	(1)	(2)	-	(1)	3	(4)	14	2	2
Secondary	2	(12)	(3)	(2)	(0)	(0)	(3)	(1)	10	4	(7)	6	(1)	(8)
Locomotive Failure - Metra/PSA	(17)	-	-	-	(1)	24	10	(13)	(7)	(3)	(9)	(5)	20	(1)
Primary	(1)	-	-	-	(1)	8	2	(2)	1	(2)	(8)	1	2	0
Secondary	(16)	-	-	-	(0)	16	8	(10)	(8)	(2)	(1)	(7)	18	(1)
Mechanical Failure - Foreign	1	(4)	0	1	(0)	5	2	2	(0)	-	-	-	(0)	6
<b>Passenger Train Interference - Total</b>	<b>12</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>0</b>	<b>(12)</b>	<b>(1)</b>	<b>(3)</b>	<b>(4)</b>	<b>5</b>	<b>(1)</b>	<b>(1)</b>	<b>(6)</b>	<b>(14)</b>
Passenger Train Interference - Metra/PSA	0	0	(1)	(1)	1	(7)	(3)	(3)	(3)	(2)	(1)	(1)	(6)	(26)
Passenger Train Interference - Foreign	11	(2)	(1)	0	(0)	(4)	2	(0)	(1)	7	-	(0)	(0)	11
<b>Accident - Total</b>	<b>(65)</b>	<b>66</b>	<b>7</b>	<b>(9)</b>	<b>9</b>	<b>(18)</b>	<b>(17)</b>	<b>(5)</b>	<b>22</b>	<b>10</b>	<b>14</b>	<b>(13)</b>	<b>39</b>	<b>39</b>
Accident - Metra/PSA	(50)	(0)	(3)	(9)	2	(15)	(18)	(2)	24	(0)	14	(12)	5	(64)
Accident - Foreign	(15)	66	10	-	7	(2)	1	(3)	(2)	10	-	(1)	34	104
<b>Track Work - Total</b>	<b>(90)</b>	<b>(13)</b>	<b>(8)</b>	<b>(17)</b>	<b>9</b>	<b>20</b>	<b>1</b>	<b>9</b>	<b>(6)</b>	<b>(3)</b>	<b>1</b>	<b>21</b>	<b>(13)</b>	<b>(89)</b>
Track Work - Metra/PSA	(86)	(13)	(8)	(17)	9	14	(5)	8	(6)	(3)	1	21	(13)	(98)
Track Work - Foreign	(5)	-	-	-	-	6	6	1	-	0	-	-	-	9
<b>Human Error - Total</b>	<b>24</b>	<b>(16)</b>	<b>(6)</b>	<b>(11)</b>	<b>3</b>	<b>37</b>	<b>10</b>	<b>11</b>	<b>45</b>	<b>16</b>	<b>48</b>	<b>43</b>	<b>63</b>	<b>266</b>
Human Error - Metra/PSA	6	(16)	(6)	(11)	1	(1)	(6)	2	44	(2)	44	31	45	131
Human Error - Foreign	18	(0)	-	(0)	3	38	16	9	1	18	4	12	17	135
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(4)</b>	<b>(11)</b>	<b>(3)</b>	<b>(4)</b>	<b>(1)</b>	<b>(9)</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>27</b>	<b>(9)</b>	<b>3</b>	<b>(6)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(4)	(11)	(3)	(4)	(1)	(9)	3	0	1	-	27	(9)	3	(6)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
<b>Weather - Total</b>	<b>(30)</b>	<b>65</b>	<b>26</b>	<b>59</b>	<b>(1)</b>	<b>12</b>	<b>(21)</b>	<b>2</b>	<b>66</b>	<b>(5)</b>	<b>37</b>	<b>23</b>	<b>20</b>	<b>255</b>
Weather - Metra/PSA	(30)	65	26	59	(0)	15	(21)	2	66	(8)	37	23	21	254
Weather - Foreign	0	-	-	-	(0)	(2)	(1)	-	1	3	-	-	(1)	0
<b>Passenger Loading - Total</b>	<b>(15)</b>	<b>(17)</b>	<b>(4)</b>	<b>(8)</b>	<b>-</b>	<b>(17)</b>	<b>(15)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>17</b>	<b>(7)</b>	<b>11</b>	<b>(56)</b>
Lift Deployment - Total	(9)	(1)	-	(0)	-	(3)	(5)	(1)	14	1	1	21	24	42
Obstruction/Debris - Total	2	(14)	(6)	(11)	(3)	13	(1)	0	23	7	7	13	(12)	18
Catenary Failure - Total	-	(19)	(3)	(5)	-	-	-	-	-	-	-	-	-	(27)
Other - Total	(3)	(5)	(2)	(3)	3	(5)	10	5	13	(0)	14	13	5	44
<b>Total Trains Delayed</b>	<b>(219)</b>	<b>20</b>	<b>(15)</b>	<b>(27)</b>	<b>49</b>	<b>102</b>	<b>(21)</b>	<b>(61)</b>	<b>301</b>	<b>34</b>	<b>246</b>	<b>222</b>	<b>301</b>	<b>932</b>
Total Metra/PSA Delays	(189)	(39)	(24)	(28)	12	37	(26)	(9)	310	1	248	148	215	657
Total Foreign Carrier Delays	(30)	59	9	1	36	65	5	(52)	(10)	33	(3)	74	86	275

Data for current month is final (08/05/19) 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  
2019**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
<b>Freight Interference - Total</b>	<b>100</b>	<b>142</b>	<b>108</b>	<b>77</b>	<b>77</b>	<b>92</b>							<b>596</b> <b>10.1%</b>
Freight Interference - Peak	38	52	39	25	29	39							222 3.8%
Primary	27	33	25	17	20	20							142 2.4%
Secondary	11	19	14	8	9	19							80 1.4%
Freight Interference - Off-Peak	62	90	69	52	48	53							374 6.3%
Primary	35	55	53	32	33	41							249 4.2%
Secondary	27	35	16	20	15	12							125 2.1%
<b>Signal/Switch Failure - Total</b>	<b>196</b>	<b>393</b>	<b>146</b>	<b>182</b>	<b>196</b>	<b>101</b>							<b>1,214</b> <b>20.5%</b>
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82							958 16.2%
Primary	132	215	87	85	95	64							678 11.5%
Secondary	28	105	22	49	58	18							280 4.7%
Signal/Switch Failure - Foreign	36	73	37	48	43	19							256 4.3%
Primary	27	51	25	30	33	14							180 3.0%
Secondary	9	22	12	18	10	5							76 1.3%
<b>Mechanical Failure - Total</b>	<b>121</b>	<b>106</b>	<b>66</b>	<b>67</b>	<b>96</b>	<b>113</b>							<b>569</b> <b>9.6%</b>
Mechanical Failure - Metra/PSA	116	91	66	67	96	113							549 9.3%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18							136 2.3%
Primary	11	13	8	10	8	7							57 1.0%
Secondary	10	20	11	21	6	11							79 1.3%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95							413 7.0%
Primary	26	19	16	15	23	25							124 2.1%
Secondary	69	39	31	21	59	70							289 4.9%
Mechanical Failure - Foreign	5	15	-	-	-	-							20 0.3%
<b>Passenger Train Interference - Total</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>6</b>	<b>26</b>							<b>83</b> <b>1.4%</b>
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5							23 0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21							60 1.0%
<b>Accident - Total</b>	<b>47</b>	<b>171</b>	<b>21</b>	<b>30</b>	<b>45</b>	<b>25</b>							<b>339</b> <b>5.7%</b>
Accident - Metra/PSA	7	84	20	22	45	24							202 3.4%
Accident - Foreign	40	87	1	8	-	1							137 2.3%
<b>Track Work - Total</b>	<b>11</b>	<b>52</b>	<b>38</b>	<b>62</b>	<b>75</b>	<b>87</b>							<b>325</b> <b>5.5%</b>
Track Work - Metra/PSA	11	46	32	62	72	87							310 5.2%
Track Work - Foreign	-	6	6	-	3	-							15 0.3%
<b>Human Error - Total</b>	<b>106</b>	<b>256</b>	<b>73</b>	<b>66</b>	<b>111</b>	<b>58</b>							<b>670</b> <b>11.3%</b>
Human Error - Metra/PSA	94	108	36	46	92	41							417 7.1%
Human Error - Foreign	12	148	37	20	19	17							253 4.3%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>20</b>	<b>37</b>	<b>29</b>							<b>186</b> <b>3.1%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29							184 3.1%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-							2 0.0%
<b>Weather - Total</b>	<b>591</b>	<b>401</b>	<b>18</b>	<b>37</b>	<b>23</b>	<b>12</b>							<b>1,082</b> <b>18.3%</b>
Weather - Metra/PSA	586	400	18	37	23	12							1,076 18.2%
Weather - Foreign	5	1	-	-	-	-							6 0.1%
<b>Passenger Loading - Total</b>	<b>12</b>	<b>40</b>	<b>29</b>	<b>19</b>	<b>37</b>	<b>72</b>							<b>209</b> <b>3.5%</b>
<b>Lift Deployment - Total</b>	<b>11</b>	<b>37</b>	<b>29</b>	<b>24</b>	<b>34</b>	<b>17</b>							<b>152</b> <b>2.6%</b>
<b>Obstruction/Debris - Total</b>	<b>79</b>	<b>72</b>	<b>32</b>	<b>45</b>	<b>41</b>	<b>31</b>							<b>300</b> <b>5.1%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1</b>							<b>4</b> <b>0.1%</b>
<b>Other - Total</b>	<b>28</b>	<b>57</b>	<b>17</b>	<b>29</b>	<b>30</b>	<b>19</b>							<b>180</b> <b>3.0%</b>
<b>Total Trains Delayed</b>	<b>1,341</b>	<b>1,805</b>	<b>610</b>	<b>659</b>	<b>811</b>	<b>683</b>							<b>5,909</b> <b>100.0%</b>
Total Metra/PSA Delays	1,129	1,328	408	505	661	533							4,564 77.2%
Total Foreign Carrier Delays	212	477	202	154	150	150							1,345 22.8%

Data for current month is FINAL (08/05/19) 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  
2018**

Top 2 causes for each month are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun	
<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>777</b>	<b>14.7%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	299	5.7%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	160	3.0%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	139	2.6%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	478	9.0%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	357	6.8%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	121	2.3%
<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>822</b>	<b>15.6%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	615	11.6%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	431	8.2%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	184	3.5%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	207	3.9%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	127	2.4%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	80	1.5%
<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>658</b>	<b>12.4%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	641	12.1%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	148	2.8%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	55	1.0%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	93	1.8%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	493	9.3%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	120	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	373	7.1%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	17	0.3%
<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>126</b>	<b>2.4%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	47	0.9%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	79	1.5%
<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>214</b>	<b>4.0%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	190	3.6%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	24	0.5%
<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>373</b>	<b>7.1%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	369	7.0%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	4	0.1%
<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>528</b>	<b>10.0%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	381	7.2%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	147	2.8%
<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>221</b>	<b>4.2%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	221	4.2%
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>630</b>	<b>11.9%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	627	11.9%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	3	0.1%
<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>294</b>	<b>5.6%</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>153</b>	<b>2.9%</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>324</b>	<b>6.1%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>2</b>	<b>0.0%</b>
<b>Other - Total</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>19</b>	<b>33</b>	<b>22</b>	<b>31</b>	<b>20</b>	<b>22</b>	<b>19</b>	<b>5</b>	<b>20</b>	<b>164</b>	<b>3.1%</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>5,286</b>	<b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	4,028	76.2%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	1,258	23.8%

Data for latest month is final (01/28/19) version from TOPS.

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

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

**Table 8: Train Delays by Duration**  
June 2019

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	30	3	0	0	2	26	8	2	21	8	2	16	7	125
11-15	12	0	0	1	0	4	6	0	10	5	3	8	0	49
16-20	4	0	0	0	1	4	1	1	5	2	5	0	1	24
21+	6	0	0	0	4	9	0	1	7	4	4	6	0	41
Annulled	<u>7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>19</u>
Sub-Total	59	3	0	1	10	46	16	5	44	19	16	30	9	258
<b>Weekday Off-Peak **</b>														
6-10	28	5	1	1	0	12	5	4	23	15	6	11	14	125
11-15	11	2	1	0	0	7	1	2	7	7	3	7	6	54
16-20	1	0	0	0	0	11	4	0	5	3	4	3	1	32
21+	9	2	0	0	1	9	2	0	2	7	11	6	10	59
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>7</u>
Sub-Total	51	9	2	1	1	41	12	6	39	32	25	27	31	277
<b>Saturday</b>														
6-10	2	2	0	0	0	9	0	0	4	1	7	6	8	39
11-15	2	0	0	0	0	7	1	0	1	0	10	2	3	26
16-20	0	0	0	1	0	2	1	0	1	0	8	0	1	14
21+	1	0	0	0	0	2	1	0	5	0	3	5	2	19
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	5	2	0	1	0	20	3	0	11	1	28	13	14	98
<b>Sunday-Holiday</b>														
6-10	2	0	0	0	0	4	7	0	4	0	4	2	1	24
11-15	0	0	0	0	0	1	1	0	3	0	2	1	1	9
16-20	0	0	0	0	0	0	0	0	0	0	1	5	0	6
21+	2	0	0	0	0	0	2	0	2	0	0	5	0	11
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	4	0	0	0	0	5	10	0	9	0	7	13	2	50
<b>June 2019 Total</b>														
6-10	62	10	1	1	2	51	20	6	52	24	19	35	30	313
11-15	25	2	1	1	0	19	9	2	21	12	18	18	10	138
16-20	5	0	0	1	1	17	6	1	11	5	18	8	3	76
21+	18	2	0	0	5	20	5	1	16	11	18	22	12	130
Annulled	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>26</u>
TOTAL	119	14	2	3	11	112	41	11	103	52	76	83	56	683
<b>2019 Year-to-Date</b>														
6-10	361	89	36	24	45	292	180	84	411	84	204	271	337	2,418
11-15	127	48	8	13	20	155	97	28	146	61	135	127	190	1,155
16-20	79	23	2	5	15	90	41	13	71	27	68	72	103	609
21+	155	42	9	3	31	170	92	31	153	98	101	151	163	1,199
Annulled	<u>69</u>	<u>133</u>	<u>39</u>	<u>76</u>	<u>14</u>	<u>35</u>	<u>26</u>	<u>5</u>	<u>36</u>	<u>14</u>	<u>32</u>	<u>17</u>	<u>32</u>	<u>528</u>
TOTAL	791	335	94	121	125	742	436	161	817	284	540	638	825	5,909
<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>June 2019 Total</b>														
6-10	52.1%	71.4%	50.0%	33.3%	18.2%	45.5%	48.8%	54.5%	50.5%	46.2%	25.0%	42.2%	53.6%	45.8%
11-15	21.0%	14.3%	50.0%	33.3%	0.0%	17.0%	22.0%	18.2%	20.4%	23.1%	23.7%	21.7%	17.9%	20.2%
16-20	4.2%	0.0%	0.0%	33.3%	9.1%	15.2%	14.6%	9.1%	10.7%	9.6%	23.7%	9.6%	5.4%	11.1%
21+	15.1%	14.3%	0.0%	0.0%	45.5%	17.9%	12.2%	9.1%	15.5%	21.2%	23.7%	26.5%	21.4%	19.0%
Annulled	<u>7.6%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>27.3%</u>	<u>4.5%</u>	<u>2.4%</u>	<u>9.1%</u>	<u>2.9%</u>	<u>0.0%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>1.8%</u>	<u>3.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2019 Year-to-Date Delays By Duration</b>														
6-10	45.6%	26.6%	38.3%	19.8%	36.0%	39.4%	41.3%	52.2%	50.3%	29.6%	37.8%	42.5%	40.8%	40.9%
11-15	16.1%	14.3%	8.5%	10.7%	16.0%	20.9%	22.2%	17.4%	17.9%	21.5%	25.0%	19.9%	23.0%	19.5%
16-20	10.0%	6.9%	2.1%	4.1%	12.0%	12.1%	9.4%	8.1%	8.7%	9.5%	12.6%	11.3%	12.5%	10.3%
21+	19.6%	12.5%	9.6%	2.5%	24.8%	22.9%	21.1%	19.3%	18.7%	34.5%	18.7%	23.7%	19.8%	20.3%
Annulled	<u>8.7%</u>	<u>39.7%</u>	<u>41.5%</u>	<u>62.8%</u>	<u>11.2%</u>	<u>4.7%</u>	<u>6.0%</u>	<u>3.1%</u>	<u>4.4%</u>	<u>4.9%</u>	<u>5.9%</u>	<u>2.7%</u>	<u>3.9%</u>	<u>8.9%</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 (08/05/2019) version from TOPS.