

On-Time Performance

March 2019



Prepared by the Division of Strategic Capital Planning

On-Time Performance March 2019

This report presents an analysis of March 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.

Changes in Reporting

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

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
March 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			
BNSF	1,134	23	98.0%	861	22	97.4%	1,995	45	97.7%	148	4	97.3%	90	0	100.0%	2,233	49	97.8%
Elec -ML	882	1	99.9%	882	2	99.8%	1,764	3	99.8%	200	3	98.5%	100	1	99.0%	2,064	7	99.7%
-BI	273	1	99.6%	294	5	98.3%	567	6	98.9%	40	0	100.0%	--	--	--	607	6	99.0%
-SC	<u>273</u>	<u>0</u>	100.0%	<u>651</u>	<u>1</u>	99.8%	<u>924</u>	<u>1</u>	99.9%	<u>160</u>	<u>0</u>	100.0%	<u>100</u>	<u>3</u>	97.0%	<u>1,184</u>	<u>4</u>	99.7%
Subtotal	1,428	2	99.9%	1,827	8	99.6%	3,255	10	99.7%	400	3	99.3%	200	4	98.0%	3,855	17	99.6%
Heritage	126	18	85.7%	21	1	95.2%	147	19	87.1%	--	--	--	--	--	--	147	19	87.1%
Milw -N	545	19	96.5%	775	57	92.6%	1,320	76	94.2%	109	10	90.8%	90	2	97.8%	1,519	88	94.2%
-W	<u>567</u>	<u>29</u>	94.9%	<u>651</u>	<u>15</u>	97.7%	<u>1,218</u>	<u>44</u>	96.4%	<u>127</u>	<u>6</u>	95.3%	<u>90</u>	<u>1</u>	98.9%	<u>1,435</u>	<u>51</u>	96.4%
Subtotal	1,112	48	95.7%	1,426	72	95.0%	2,538	120	95.3%	236	16	93.2%	180	3	98.3%	2,954	139	95.3%
NCS	189	5	97.4%	231	16	93.1%	420	21	95.0%	--	--	--	--	--	--	420	21	95.0%
RI	756	20	97.4%	672	27	96.0%	1,428	47	96.7%	166	7	95.8%	140	3	97.9%	1,734	57	96.7%
SWS	231	17	92.6%	399	21	94.7%	630	38	94.0%	30	3	90.0%	--	--	--	660	41	93.8%
UP -N	630	17	97.3%	840	20	97.6%	1,470	37	97.5%	132	11	91.7%	90	5	94.4%	1,692	53	96.9%
-NW	693	36	94.8%	672	35	94.8%	1,365	71	94.8%	129	6	95.3%	75	4	94.7%	1,569	81	94.8%
-W	<u>567</u>	<u>61</u>	89.2%	<u>672</u>	<u>64</u>	90.5%	<u>1,239</u>	<u>125</u>	89.9%	<u>106</u>	<u>4</u>	96.2%	<u>90</u>	<u>4</u>	95.6%	<u>1,435</u>	<u>133</u>	90.7%
Subtotal	1,890	114	94.0%	2,184	119	94.6%	4,074	233	94.3%	367	21	94.3%	255	13	94.9%	4,696	267	94.3%
System	6,866	247	96.4%	7,621	286	96.2%	14,487	533	96.3%	1,347	54	96.0%	865	23	97.3%	16,699	610	96.3%

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

Delays data for most recent month is final (04/26/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - March 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			
BNSF	3,340	295	91.2%	2,545	140	94.5%	5,885	435	92.6%	372	8	97.8%	252	1	99.6%	6,509	444	93.2%
Elec -ML	2,512	128	94.9%	2,517	128	94.9%	5,029	256	94.9%	480	18	96.3%	280	3	98.9%	5,789	277	95.2%
-BI	783	40	94.9%	847	40	95.3%	1,630	80	95.1%	136	1	99.3%	40	0	100.0%	1,806	81	95.5%
-SC	<u>786</u>	<u>29</u>	96.3%	<u>1,886</u>	<u>69</u>	96.3%	<u>2,672</u>	<u>98</u>	96.3%	<u>384</u>	<u>4</u>	99.0%	<u>280</u>	<u>5</u>	98.2%	<u>3,336</u>	<u>107</u>	96.8%
Subtotal	4,081	197	95.2%	5,250	237	95.5%	9,331	434	95.3%	1,000	23	97.7%	600	8	98.7%	10,931	465	95.7%
Heritage	378	63	83.3%	63	9	85.7%	441	72	83.7%	--	--	--	--	--	--	441	72	83.7%
Milw -N	1,573	161	89.8%	2,204	240	89.1%	3,777	401	89.4%	269	30	88.8%	252	22	91.3%	4,298	453	89.5%
-W	<u>1,675</u>	<u>142</u>	91.5%	<u>1,933</u>	<u>105</u>	94.6%	<u>3,608</u>	<u>247</u>	93.2%	<u>319</u>	<u>13</u>	95.9%	<u>252</u>	<u>7</u>	97.2%	<u>4,179</u>	<u>267</u>	93.6%
Subtotal	3,248	303	90.7%	4,137	345	91.7%	7,385	648	91.2%	588	43	92.7%	504	29	94.2%	8,477	720	91.5%
NCS	563	44	92.2%	685	63	90.8%	1,248	107	91.4%	--	--	--	--	--	--	1,248	107	91.4%
RI	2,238	263	88.2%	1,992	152	92.4%	4,230	415	90.2%	442	23	94.8%	412	6	98.5%	5,084	444	91.3%
SWS	687	58	91.6%	1,193	101	91.5%	1,880	159	91.5%	78	3	96.2%	--	--	--	1,958	162	91.7%
UP -N	1,874	205	89.1%	2,499	126	95.0%	4,373	331	92.4%	340	41	87.9%	252	10	96.0%	4,965	382	92.3%
-NW	2,073	223	89.2%	2,003	123	93.9%	4,076	346	91.5%	321	18	94.4%	210	18	91.4%	4,607	382	91.7%
-W	<u>1,693</u>	<u>273</u>	83.9%	<u>2,007</u>	<u>267</u>	86.7%	<u>3,700</u>	<u>540</u>	85.4%	<u>266</u>	<u>17</u>	93.6%	<u>252</u>	<u>21</u>	91.7%	<u>4,218</u>	<u>578</u>	86.3%
Subtotal	5,640	701	87.6%	6,509	516	92.1%	12,149	1,217	90.0%	927	76	91.8%	714	49	93.1%	13,790	1,342	90.3%
System	20,175	1,924	90.5%	22,374	1,563	93.0%	42,549	3,487	91.8%	3,407	176	94.8%	2,482	93	96.3%	48,438	3,756	92.2%

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

Delays data for most recent month is final (04/26/19) 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-Mar	Annual
BNSF	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.3%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	92.7%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.3%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.3%	92.2%
	2019	92.7	88.8	97.8										93.2%	
	2014-2018 average	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.1%	93.0%
Electric	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	95.6%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	96.7%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.5%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.6%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.0%	98.1%
	2019	96.4	90.7	99.6										95.7%	
	2014-2018 average	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.3%	97.9%
Heritage	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	81.2%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	92.9%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.7%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	95.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.3%	89.4%
	2019	81.8	82.1	87.1										83.7%	
	2014-2018 average	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	90.6%	91.7%
Milw - N	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	81.4%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	91.2%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	95.1%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.8%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.2%	92.7%
	2019	88.4	85.2	94.2										89.5%	
	2014-2018 average	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	91.1%	93.6%
Milw - W	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	88.2%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	93.8%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.6%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.8%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	94.2%	95.7%
	2019	92.3	91.9	96.4										93.6%	
	2014-2018 average	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	93.3%	95.2%
NCS	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	81.9%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	89.8%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.1%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	93.2%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	92.0%	92.9%
	2019	87.6	91.8	95.0										91.4%	
	2014-2018 average	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	90.0%	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-Mar	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	86.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.3%	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	94.9%	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	96.7%	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	92.8%	94.8%
	2019	89.8	87.1	96.7										91.3%	
	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	93.7%	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	89.4%	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	93.4%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.9%	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	92.2%	92.7%
	2019	90.4	91.0	93.8										91.7%	
	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	93.5%	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	93.6%	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	97.5%	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	97.6%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.4%	96.6%
	2019	90.7	89.1	96.9										92.3%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	96.6%	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	91.3%	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	95.2%	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	97.7%	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	97.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.2%	94.9%
	2019	90.3	89.9	94.8										91.7%	
	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	95.1%	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	90.4%	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	93.8%	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	96.2%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.8%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.0%	91.5%
	2019	90.4	77.0	90.7										86.3%	
	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	93.6%	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	89.9%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	94.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.4%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.2%	94.8%
	2019	91.8	88.2	96.3										92.2%	
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	94.4%	95.5%	

Delays data for most recent month is final (04/26/19) 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
March 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	917 71% OT	Thu, Mar 07	7	AD	(PASSENGER TRAIN INTERFERENCE) - WAITING ON 924. FINAL ARRIVAL TIME 1803 7MINS LATE	
		Fri, Mar 08	8	RF	(NON-REVENUE PASS EQUIP AHEAD) - 10M BRIGHTON RED SIGNAL. NS DISP. WAITING ON REQUEST/ ACCEPTANCE* FROM CN. ADDITIONAL 2M ROCKWELL MEET HCD	
		Thu, Mar 14	15	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - 15M BRIDGEPORT RED SIGNAL SWITCH OUT OF CORRESPONDENCE CREW INSTRUCTED TO HAND LINE SWITCH TK 2 TO TK 2	
		Tue, Mar 19	7	DR	(FREIGHT TRAIN INTERFERENCE) - STOP FOR 10 MINS FINAL ARRIVAL TIME 1803 9MINS LATE FREIGHT HAD TO GET DERAIL PER CHIEF TOOK LONGER THAN EXPE	
		Thu, Mar 21	11	D	(FREIGHT TRAIN INTERFERENCE) - CROSS TRAFFIC FINAL ARRIVAL 1807 13MINS DOWN	
		Mon, Mar 25	8	D	(FREIGHT TRAIN INTERFERENCE) - 10M STOPPED AT BRIGHTON IG3AH (NO ENGINE # GIVEN) 7K FT. ENTERING THE YARD SLOW MOVING & SWITCHES.	
HC	919 71% OT	Mon, Mar 04	15	D	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - CN/NS DISPATCHER CAUSED DELAY 14M LATE, 15M CROSS TRAFFIC CP BRIGHTON.	
		Thu, Mar 14	6	CW	(M OF W WORK,WEATHER) - 10M SPEED RESTRICTIONS LOCKPORT AREA.	
		Thu, Mar 21	9	DD	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - NO SIGNAL FROM UP DISPATCHER	
		Fri, Mar 22	9	CC	SPEED RESTRICTIONS AT LOCKPORT FOR TRACK WORK	
		Tue, Mar 26	18	RF	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - 19M XO36 RED SIGNAL COULD NOT CONTACT UP DISP WHO APPARENTLY WAS HANDLING ANOTHER EMERGENCY CALL ON THE	
		Wed, Mar 27	9	CC	(SCHEDULED TRACK WORK) - 10MPH SLOW ORDER MP32.06 TO MP33.06	
ELBI	232 76% OT	Mon, Mar 04	10	R	6M DUE TO FOLLOWING LATE TRAIN OUT OF THE YARD	
		Tue, Mar 05	10	G	TRACK CIRCUIT 3MAIN AT VANBUREN, SIGNAL NOT CLEARING FOR YARD TRAINS	
		Fri, Mar 08	8	RD	6M AT 11TH PL DUE TO LINE UP CHANGES	
		Tue, Mar 12	8	J1	8MIN DUE TO YARD TRAINS BACKED UP BECAUSE 130 REMOVED A PASSENGER AT VANBUREN.	
		Wed, Mar 13	7	G	DELAYED AT CP 11 DUE TO TRACK CIRCUIT IN RANDOLPH DEPOT	
MN	2130 81% OT	Mon, Mar 04	12	CA1	16" DEPARTED GRAYSLAKE LATE DUE TO WAITING ON TARDY #2109.	
		Fri, Mar 08	11	U1	11" DEPARTED GRAYSLAKE LATE DUE TO WAITING ON LATE #2109.	
		Fri, Mar 15	8	I	8" SLOW LOADING PASSENGERS.	
		Thu, Mar 21	6	AM	8" DEPARTED GRAYSLAKE LATE WAITING ON TRADY #2109.	
MN	2155 76% OT	Fri, Mar 01	13	GF1	CP SOFTWARE CHNGE, COULD NOT LINE UP TRAINS FROM DISPATCHERS SCREENS.	
		Mon, Mar 04	49	G	49" DELAY, SWITCH AND SIGNAL FAILURE AT CN CROSSING.	
		Thu, Mar 07	10	D	9" DELAY, CN FREIGHT TRAIN INTERFERENCE.	
		Fri, Mar 08	9	D	9" DELAY, FREIGHT TRAIN INTERFERENCE AT CN.	
		Thu, Mar 21	8	E1	8" DELAY, LATE TURN FROM #2158.	
MN	2156 76% OT	Mon, Mar 04	32	G	32" DELAY, SWITCH AND SIGNAL FAILURE CN CUT OFF AFTER NCS #120 CLEARED, USED EQUIPMENT AND CREW FOR #2155.	
		Wed, Mar 13	7	D	6" GRAYSLAKE WAITING ON #2147; 5" CROSS TRAFFIC CN; 4" CROSS TRAFFIC MAYFAIR.	
		Mon, Mar 18	23	CA1	23" ; 15"LATE WAITING ON M2147; 10" WAITING ON M2149 @LIBERTYVILLE	
		Tue, Mar 19	10	D	6" WAITING ON #2147; 3" WAITING ON #2143; 3" CN CROSS TRAFFIC; 3" PASSENGER LOADING; 2" CROSS TRAFFIC MAYFAIR.	
		Wed, Mar 27	13	G1	CONGESTION CAUSED FROM LATE TURN OF 2143	
MN	2158 76% OT	Mon, Mar 04	72	G	72" DELAY, SWITCH AND SIGNAL FAILURE AT CN CROSSING.	
		Mon, Mar 11	12	RF1	11" WAITING ON #2149; 3" CUS WAITING ON LINE (#2253) UP.	
		Wed, Mar 13	12	D1	9" WAITING ON #2149.	
		Mon, Mar 18	7	CA1	10" WAITING ON M2149	
		Thu, Mar 21	8	E1	6" GRAYSLAKE WAITING ON #2149; 4" CN STOP SIGNAL WAITING ON #119; 2" LOCOMOTIVE #73.	
MN	2159 81% OT	Fri, Mar 01	19	D	19" DELAY, WAITED IN LIBERTYVILLE SIDING FOR WSOR FREIGHT TO CLEAR AND TALKED BY SIGNAL AT RONDOUT.	
		Mon, Mar 04	17	G1	17" DELAY, LATE TURN FROM #2160.	
		Thu, Mar 07	51	E	48" DELAY, MECHANICAL PROBLEMS AT GRAYLAND.	
		Thu, Mar 21	166	E	166" DELAYED, MECHANICAL PROBLEMS AT NORTHBROOK, LAKE COOK ROADAND DEERFIELD, WAITED FOR ENGINE FROM FOX LAKE.	
MN	2160 81% OT	Fri, Mar 01	6	GF1	CP SOFTWARE UPDATE, COULD NOT LINE UP TRAINS FROM DISPATCHERS SCREENS.	
		Mon, Mar 04	26	G1	26" DELAY, LATE TURN FROM #2153.	
		Mon, Mar 11	10	RF1	10" DELAY, WAITING ON #2155 TO CLEAR LIBERTYVILLE SIDING.	
		Thu, Mar 21	7	E1	7" DELAY, WAITED FOR #2155 TO CLEAR LIBERTYVILLE.	
MW	2226 76% OT	Fri, Mar 08	11	GA	GRADE CROSSING MALFUNCTION ITEM #2 ABERDEEN ST. MP1.33, STOP SIGNAL CUS CP LAKE ST., WAITING ON #2120 SWITCH FAILURE AT CUS	
		Wed, Mar 13	8	GX	5" STOP FRANKLIN PARK TO COPY GRADE CROSSING MALFUNCTION ITEM #2 GRAND AVE. MP 10.45, B-12 BAD RADIO; 3" ADA SCHAUMBURG.	
		Fri, Mar 15	9	G	9" FOLLOWING LATE TRAINS.	
		Mon, Mar 25	11	D	9" FREIGHT INTERFERENCE B-17.	
		Tue, Mar 26	9	E1	8" SPEED RESTRICTIONS, FOLLOWING #2224; CUS STATION CONGESTION, WAITING ON TRAINS AHEAD (#2220).	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	114 81% OT	Fri, Mar 08	6	CC	9" TRACK CONSTRUCTION MP 52.5-48.45 AND ANTIOCH & ROUND LAKE PASSENGERS ON WRONG SIDE.	
		Tue, Mar 12	8	D	4" FREIGHT INTERFERENCE ROUND LAKE; 2" SLOW LOADING PASSENGERS ANTIOCH; 2" SLOW LOADING PASSENGERS ROUND LAKE; 2" STOP SIGNAL LAKE ST...	
		Thu, Mar 14	7	D	8" STOP SIGNAL GRAYSLAKE, FREIGHT INTERFERENCE; 3" COPY & COMPLY W/ITEM #2 @ GRAND AVE; MEET #2234 @ ELMWOOD PARK.	
		Fri, Mar 15	33	D	19" STOP SIGNAL @ DEVAL; 7" FLIP FROM A LATE #103; 7" HAVING A UNRULY PASSENGER REMOVER @ PROSPECT HEIGHTS BY LOCAL PD.	
SWS	806 81% OT	Fri, Mar 08	7	D	(FREIGHT TRAIN INTERFERENCE) - HEADROOM CP518: NS21E, 43C, 7441 , ENG NS2644	
		Thu, Mar 14	26	D	(FREIGHT TRAIN INTERFERENCE) - CSX Q137 W/13600 WEST	
		Thu, Mar 21	27	AM	(OBSTRUCTION ON TRACKS) - BRIDGE ISSUES	
		Mon, Mar 25	13	D	(FRT TRN INF, TRN AHD) - WAITED 5 MIN FOR TRAIN 803 TO GO THROUGH ASHBURN. 803 WAS LATE THROUGH ASHBURN DUE TO A LATE TRUN FROM 802 BEING S	
UPN	322 81% OT	Mon, Mar 04	7	ZT	50MPH @ MP20.75-20.65 & RESTRICTED SPEED THROUGH YARD LIMITS.	
		Tue, Mar 05	12	ZT1	DEPARTED WAUKEGAN 5", WAITING FOR #320 TO CLEAR & CONGESTION @ LAKE ST. INTERLOCKING. (#25 DEPARTING & #630 ARRIVING)	
		Fri, Mar 15	10	ZT1	DEPARTED WAUKEGAN 13" LATE DUE TO WAITING FOR #318 TO CLEAR WHO WAS LATE TURN FROM #303.	
		Thu, Mar 21	6	ZR1	FOLLOWING #320 EN ROUTE.	
UPNW	632 81% OT	Mon, Mar 04	8	H	DELAYED OUT OF MCHENRY, CAB CAR #8426 IN ATC, INSTEAD OF ATS (CREW HAD TO BREAK SEAL & CHANGE IT OVER).	
		Tue, Mar 12	6	Q	LATE DEPARTURE FROM MCHENRY GETTING A NEW TRACK WARRANT & MADE AN ADDITIONAL STOP @ PALATINE TO DROP OFF PTC MANAGER.	
		Thu, Mar 14	38	GF	DEPARTED MCHENRY LATE, LATE TURN OFF #603. RED SIGNAL AT CN BARRINGTON, TRACK CIRCUIT OUT AND HAD TO FLAG TRAINS PAST SIGNAL.	
		Fri, Mar 29	138	M1	STOPPED AT PINGREE RD DUE TO #618 BEING INVOLVED WITH A CRITICAL INCIDENT AT MP 12.19.	
UPNW	642 81% OT	Tue, Mar 19	9	RF	CN DISPATCHER SLOW CLEARING A SIGNAL.	
		Fri, Mar 22	7	VE	STOPPED @ JEFFERSON ARK, METX 121 SHUT DOWN, ENGINEER REPORTED THE EMERGENCY FUEL CUT OFF WAS ACTIVATED ON THE FAULT SCREEN.	
		Thu, Mar 28	11	CC	SINGLE TRACKING AT CRYSTAL LAKE.	
		Fri, Mar 29	62	M1	TURNED OFF #620 AT HARVARD.	
UPNW	643 81% OT	Wed, Mar 06	13	D1	DELAYED FOLLOWING #637 FROM BARRINGTON ON ACCT. OF #633 CN FREIGHT INTERFERENCE (Q11851-27).	
		Thu, Mar 07	6	ZT	DELAYED FOLLOWING #637 FROM BARRINGTON & HAD TO OPERATE AT RESTRICTED SPEED THROUGH YARD LIMITS.	
		Tue, Mar 19	8	RO1	DELAYED OUT OF CPT, X-TRAFFIC TO CLEAR @ LATE ST, TRAINS NOT GIVEN DEPARTURE SIGNAL CORRECTLY, FOLLOWED TRAINS AHEAD.	
		Fri, Mar 22	12	D1	STOPPED BEHIND #637 AT BARRINGTON, DELAYED FOLLOWING TRAINS AHEAD.	
UPW	14 81% OT	Thu, Mar 07	7	CW	SIX XH PROCEDURES MP16.13-15.18 DUE TO THE BROKEN RAIL AT MP 15.49. WEATHER	
		Tue, Mar 12	6	ZT	PTC PROBLEMS @ MP41.2 (OPERATED RESTRICTED SPEED TO MP38)	
		Fri, Mar 15	12	GF	HELD AT THE CN DUE TO LEVER MACHINE MALFUNCTION IN THE TOWER @ WEST CHICAGO HELD AT PECK, FLAGGED AT PARK DUE TO A TRACK LIGHT ON TRK 1.	
		Tue, Mar 19	7	ZT	PTC ISSUES (NON COMM) OPERATED RESTRICTED SPEED. PTC DUMPED AIR APPROACHING WHEATON.7MIN DELAY	
UPW	30 81% OT	Mon, Mar 04	10	VF	ADA LIFT ISSUES @ OAK PARK (DID NOT OPERATE- HAD TO MANUALLY OPERATE).	
		Fri, Mar 15	11	C1	FLAGGED AT PARK DUE TO A TRACK LIGHT ON TRACK 1 RESTRICTED SPEED TO NEXT SIGNAL.	
		Tue, Mar 19	33	E1	DELAYED ON ACCT. OF #18 MECH. ISSUES & MADE ADDITIONAL STOPS @ BELLWOOD & BERKELEY TO ACCOMMODATE PASSENGERS.	
		Mon, Mar 25	8	ZT1	TRAIN CONTROL PARK-RIVER FOREST FOLLOWING TRAINS AHEAD & CROSS TRAFFIC @ WESTERN AVE.	
UPW	32 81% OT	Mon, Mar 04	6	F	DOOR ISSUES @ ELBURN (BI-PARTING DOORS ON CAR #6102 & #8408 WOULDN'T WORK PUSHING THE BUTTON) & FOLLOWED #30 TO CPT.	
		Fri, Mar 15	11	C1	FLAGGED AT PARK DUE TO A TRACK LIGHT ON TRACK 1 RESTRICTED SPEED TO NEXT SIGNAL.	
		Tue, Mar 19	33	E1	DELAYED ON ACCT. OF #18 MECH. ISSUES & FOLLOWED TRAINS AHEAD.	
		Mon, Mar 25	9	ZT	PTC ISSUES @ ELBURN (PTC HAD TRAIN FO RESTRICTED SPEED TO LAFOX 5" DELAY); CROSS TRAFFIC @ WESTERN AVE 3"; RED SIGNAL, HALSTED.	
UPW	33 81% OT	Mon, Mar 04	8	ZT	BAD ORDER @ WEST CHICAGO TO KRESS RAN ON RESTRICTED SPEED.	
		Tue, Mar 12	10	RF	10MPH @ MP30.3 ALSO 30MPH @ MP 38. AT EJE CN WOULDNT GIVE TRAINS THROUGH CAUSE BALLAST WOULD	
		Thu, Mar 14	25	KW	DEPARTED CPT 25" LATE DUE TO HIGH WINDS WARNING.	
		Mon, Mar 18	10	ZT	10" PTC WOULD NOT ALLOW THEM TO GO THROUGH THE FORM B, NEAR VALE, CUT OUT PTC	
UPW	34 76% OT	Thu, Mar 07	7	CW	WAITED FOR #32 TO CLEAR THE XH AND 10MPH AT PARK DUE TO BROKEN RAIL ON TRACK 1.	
		Fri, Mar 15	15	C1	FLAGGED AT PARK DUE TO A TRACK LIGHT ON TRACK 1 RESTRICTED SPEED TO NEXT SIGNAL.	
		Mon, Mar 18	10	E	10" LATE DEPARTURE FROM ELMHURST ON ACCOUNT OF ENGINEER HAD TO REST THE BRAKE CONTROL CIRCUIT BREAKER; HEAVY PASSENGER LOADING @ELMHURST	
		Tue, Mar 19	20	E1	LATE TURN OFF #19 ON ACCT. OF #19 WAITED FOR #24 & #28 TO CLEAR ELMHURST; #34 WAITED FOR #32 TO CLEAR & FOLLOWED TO CPT...	
		Thu, Mar 21	10	ZT	HAD TO RESET PTC 2 TIMES BEFORE IT WOULD INITIALIZE.	
UPW	35 81% OT	Tue, Mar 12	11	RF	FOLLOWING THE ZG1BR; 2 ADA LIFTS @ ELMHURST & WHEATON 10MPH @ 30.3 ALSO 30MPH @ MP38.	
		Wed, Mar 20	6	D	FREIGHT INTERFERENCE @ KEDZIE.	
		Fri, Mar 22	7	I	HEAVY UNLOADING, ELMHURST 1"; HEAVY UNLOADING, LOMBARD 2"; HEAVY UNLOADING AT GLEN ELLYN 1"; EMPLOYEE STOP M19A 2"....	
		Fri, Mar 29	37	D	WAITED FOR X11151-25 TO CLEAR AT CN, CREW WAS SHORT ON TIME.	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPW	42 67% OT	Fri, Mar 01	8		I	HEAVY PASSENGER LOADING EN ROUTE.
		Mon, Mar 11	6		I	HEAVY PASSENGER LOADING @ GENEVA, GLEN ELLYN, VILLA PARK & ELMHURST; DEAD TRACK BETWEEN MP28.5-28 & STUDENT ENGINEER.
		Tue, Mar 12	6		I	HEAVY PASSENGER LOADING @ GENEVA, WHEATON, COLLEGE AVE, & GLEN ELLYN 4"; 10MPH @ MP30.3 3".
		Fri, Mar 15	8		ZT	CUT THE PTC ON THE 8476 AT GENEVA DUE TO NO COMM.
		Tue, Mar 19	17		ZT	PTC ISSUES (WOULDN'T RECOGNIZE FORM B-OPERATED RESTRICTED SPEEDBERKELEY-MELROSE PARK) & FTX @ LAKE STREET PLANT....
		Wed, Mar 20	20		ZT	MP12.3 PTC NO COMM, UNKNOWN SWITCH POSITION MP12.25 TOOK THE AIR, RESTRICTED SPEED TO VALE, WAITED FOR FORM B CONFIRMATION...
		Mon, Mar 25	15		GF	10 MPH AT MP 30.3, 20 MPH AT MP 8.5 (BROKEN RAIL ON TRACK 3); 2 ADA LIFTS AND CROSS TRAFFIC @ WESTERN AVE....
UPW	44 57% OT	Mon, Mar 04	14		VE1	LATE TURN OFF #25, ENGINE SWAP DUE TO LOADING ISSUES.
		Tue, Mar 05	12		I	6" SLOW LOADING PASSENGERS-TWO ADA'S @ GLEN ELLYN; DEPARTED ELBURN 5" WAITING TO COMMUNICATE WITH DISPATCHER TO OPERATE ATC...
		Tue, Mar 12	6		I	SLOW PASSENGER LOADING EN ROUTE; 10MPH @ MP30.3, CROSS TRAFFIC @ WESTERN AVE, & FTX TEST @ LAKE ST. PLANT.
		Wed, Mar 13	16		ZD1	DEPARTED ELBURN 12" LATE DUE TO LATE TURN OF CREW & EQUIP. OF #25. HEAVY PASSENGER LOADING EN ROUTE.
		Thu, Mar 14	11		U	2 ADA LIFTS EN ROUTE, PTC NON COMM AT VALE, RAN ATC TO CPT.
		Fri, Mar 15	14		D	STOPPED FOR CROSS TRAFFIC AT WEST CHICAGO FOR THE M39361-15TH; PTC NON COMM AT 18.25.
		Wed, Mar 20	9		U	2 ADA LIFTS; DEPARTED 4" LATE DUE TO SETTING UP PTC.
		Thu, Mar 21	15		I	SLOW PASSENGER LOADING EN ROUTE.
Fri, Mar 22	14		I1	DEPARTED ELBURN 7" LATE DUE TO LATE TURN OF CREW & EQUIPMENT OFF #25, FORM B 9.75-11.75, LARGE GROUP AT LOMBARD.		
UPW	45 81% OT	Wed, Mar 06	6		F	SOUTH SIDE LOADING DOORS WOULDN'T CLOSE FROM LOMBARD-WEST CHICAGO ON COACH CAR #7810.
		Thu, Mar 07	7		D	FREIGHT TRAIN INTERFERENCE @ KEDZIE (ORUG/4") & CROSS TRAFFIC @ WESTERN AVE 2".
		Tue, Mar 12	18		RF	DELAYED FOLLOWING UENFPM @ TURNER.
		Wed, Mar 13	7		E	DOOR LIGHT IN LOCO NOT WORKING
UPW	52 81% OT	Mon, Mar 11	20		D	DELAYED FOLLOWING THE CNAOK AND ZG3SKP ALSO WAS HELD @ PARK FOR #37 TO CLEAR DUE TO FREIGHT TRAFFIC.
		Tue, Mar 12	12		RF	DELAYED AT TURNER WAITING FOR #35 TO CLEAR ON TRACK 3 DUE TO FREIGHT ON TRACK 1 & 2.
		Thu, Mar 14	14		KW1	LATE TURN OFF #33 DUE TO HIGH WIND WARNINGS; XH @ MP18.21 & 2 ADA LIFTS.
		Thu, Mar 28	7		D	FREIGHT TRAIN INTERFERENCE @ KEDZIE (MKCCN).
UPW	54 81% OT	Tue, Mar 12	7		RF	10MPH @ 30.3 ALSO 30MPH @ MP 38.
		Fri, Mar 15	10		I	HEAVY AND SLOW PASSENGER LOADING.
		Wed, Mar 20	12		D1	LATE TURN OFF #35, FREIGHT INTERFERENCE @ KEDZIE & CROSS TRAFFIC @ WESTERN AVE.
		Fri, Mar 29	37		D1	DEPARTED ELBURN 33" LATE ON ACCT. OF LATE TURN OF #35 AND SETTING UP PTC.
UPW	55 67% OT	Tue, Mar 05	17		ZT1	DELAYED FOLLOWING #53 ALSO 1 ADA LIFT @ GENEVA.
		Thu, Mar 07	6		D1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF #49 CN FREIGHT INTERFERENCE.
		Tue, Mar 12	8		RF1	DELAYED FOLLOWING TRAINS AHEAD.
		Thu, Mar 14	8		F1	DELAYED ON ACCT. OF TRAINS AHEAD, DUE TO LOADING DOOR ISSUES & PTC ISSUES.
		Mon, Mar 18	8		L	8" DELAYED @ GLEN ELLYN WAITED FOR TRACKS TO BE RELEASED DUE TO A REPORT OF A TRESPASSER @ MP 23.9
		Wed, Mar 20	28		UF1	STOPPED @ GRACE, TRAINS AHEAD, #49 ADA ISSUES (21"); PTC NO COMM @ WESTERN (2"); NEAR MISS @ MELROSE PARK; UNLOADING @ ELMHURST...
		Thu, Mar 28	9		U	2 ADA LIFT & DELAYED FOLLOWING TRAINS AHEAD. XH @ MP24.76.
UPW	60 81% OT	Fri, Mar 01	16		D1	DELAYED FOLLOWING #58.
		Thu, Mar 07	6		ZG	STOPPED @ KEDZIE FROM 18:44-18:50 (PTC FAILED-DID A SOFT CUT OUT).
		Mon, Mar 11	0		F1	ANNULLED DUE TO EQUIPMENT SWAPS CAUSED BY #55 WITH SMOKING CAR #7281.
		Wed, Mar 13	75		GF1	LATE TURN OFF #59 ON ACCT OF SWITCH #45 @ WESTERN AVE FAILED & WAITED FOR #67 TO CLEAR @ KEDZIE (7").

Data is final (04/26/19) 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
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	12 Locomotive Failure			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	13 Human Error			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
11 Non-Locomotive Equipment Failure				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

Effective July 1, 2016

Revised July 19, 2016

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

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

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	9	-	-	-	5	19	9	6	2	16	-	18	24	108	
Freight Interference - Peak	-	-	-	-	5	3	3	2	-	8	-	12	6	39	
Primary	-	-	-	-	5	2	3	2	-	6	-	3	4	25	
Secondary	-	-	-	-	-	1	-	-	-	2	-	9	2	14	
Freight Interference - Off-Peak	9	-	-	-	-	16	6	4	2	8	-	6	18	69	
Primary	8	-	-	-	-	9	6	4	2	8	-	2	14	53	
Secondary	1	-	-	-	-	7	-	-	-	-	-	4	4	16	
Signal/Switch Failure - Total	3	2	3	-	3	25	16	5	17	16	20	12	24	146	
Signal/Switch Failure - Metra/PSA	3	2	3	-	1	19	15	5	17	3	20	4	17	109	
Primary	2	2	3	-	1	12	11	5	17	3	13	4	14	87	
Secondary	1	-	-	-	-	7	4	-	-	-	7	-	3	22	
Signal/Switch Failure - Foreign	-	-	-	-	2	6	1	-	-	13	-	8	7	37	
Primary	-	-	-	-	2	4	1	-	-	5	-	8	5	25	
Secondary	-	-	-	-	-	2	-	-	-	8	-	-	2	12	
Mechanical Failure - Total	2	-	-	-	-	20	8	-	8	-	1	2	25	66	
Mechanical Failure - Metra/PSA	2	-	-	-	-	20	8	-	8	-	1	2	25	66	
Non-Locomotive Equipment Failure - Metra/PSA	1	-	-	-	-	1	-	-	5	-	1	-	11	19	
Primary	-	-	-	-	-	1	-	-	1	-	-	-	6	8	
Secondary	1	-	-	-	-	-	-	-	4	-	1	-	5	11	
Locomotive Failure - Metra/PSA	1	-	-	-	-	19	8	-	3	-	-	2	14	47	
Primary	1	-	-	-	-	5	4	-	1	-	-	2	3	16	
Secondary	-	-	-	-	-	14	4	-	2	-	-	-	11	31	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Total	1	1	-	-	5	2	2	1	-	5	-	-	-	17	
Passenger Train Interference - Metra/PSA	1	1	-	-	1	-	-	1	-	-	-	-	-	4	
Passenger Train Interference - Foreign	-	-	-	-	4	2	2	-	-	5	-	-	-	13	
Accident - Total	-	-	-	-	-	-	-	-	1	-	-	20	-	21	
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	20	-	20	
Accident - Foreign	-	-	-	-	-	-	-	-	1	-	-	-	-	1	
Track Work - Total	2	2	-	1	2	9	1	6	1	-	4	4	6	38	
Track Work - Metra/PSA	2	2	-	1	2	4	1	5	1	-	4	4	6	32	
Track Work - Foreign	-	-	-	-	-	5	-	1	-	-	-	-	-	6	
Human Error - Total	8	-	2	-	3	7	6	1	9	-	12	9	16	73	
Human Error - Metra/PSA	3	-	2	-	-	3	1	1	9	-	10	4	3	36	
Human Error - Foreign	5	-	-	-	3	4	5	-	-	-	2	5	13	37	
Sick, Injured, Unruly Passenger - Total	3	1	1	1	-	-	4	-	3	-	-	2	1	16	
Sick, Injured, Unruly Passenger - Metra/PSA	3	1	1	1	-	-	4	-	3	-	-	2	1	16	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	3	1	-	-	1	-	-	-	3	-	3	2	5	18	
Weather - Metra/PSA	3	1	-	-	1	-	-	-	3	-	3	2	5	18	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	1	-	-	-	-	2	2	1	5	-	3	4	11	29	
Lift Deployment - Total	2	-	-	-	-	4	2	-	3	1	-	3	14	29	
Obstruction/Debris - Total	15	-	-	2	-	-	1	-	3	2	6	2	1	32	
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other - Total	-	-	-	-	-	-	-	1	2	1	4	3	6	17	
Total Trains Delayed	49	7	6	4	19	88	51	21	57	41	53	81	133	610	
Total Metra/PSA Delays	35	7	6	4	5	52	34	14	54	7	51	50	89	408	
Total Foreign Carrier Delays	14	0	0	0	14	36	17	7	3	34	2	31	44	202	

Data for current month is FINAL (04/26/19) version of TOPS

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Table 5.b: Train Delays by Cause and Line
Average March 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		
		Top 2 causes for each line are shaded													
Freight Interference - Total	19	-	-	-	6	10	12	11	4	14	2	6	24	108	
Freight Interference - Peak	8	-	-	-	5	1	3	4	1	6	1	3	7	39	
Primary	3	-	-	-	4	1	1	3	0	4	0	1	3	22	
Secondary	5	-	-	-	1	1	1	1	1	2	0	1	4	17	
Freight Interference - Off-Peak	11	-	-	-	0	8	10	7	3	8	2	3	17	69	
Primary	9	-	-	-	0	6	7	6	2	6	1	3	13	53	
Secondary	2	-	-	-	-	3	3	1	1	2	1	0	3	16	
Signal/Switch Failure - Total	11	10	3	2	1	16	14	9	8	5	4	2	4	90	
Signal/Switch Failure - Metra/PSA	11	10	3	2	-	15	12	5	8	2	4	2	4	79	
Primary	4	5	2	1	-	6	8	3	5	1	2	2	3	43	
Secondary	7	5	1	1	-	9	4	2	3	1	2	0	1	36	
Signal/Switch Failure - Foreign	-	-	-	-	1	1	1	5	-	3	-	0	0	11	
Primary	-	-	-	-	1	1	1	3	-	2	-	0	0	8	
Secondary	-	-	-	-	-	-	0	2	-	1	-	0	0	3	
Mechanical Failure - Total	10	1	0	0	1	14	15	4	23	3	10	10	5	96	
Mechanical Failure - Metra/PSA	10	1	0	0	0	14	15	4	23	3	10	10	5	96	
Non-Locomotive Equipment Failure - Metra/PSA	3	1	0	0	0	3	2	1	3	2	1	2	3	21	
Primary	1	1	-	0	0	1	1	1	1	0	0	1	1	7	
Secondary	2	0	0	-	0	2	1	1	2	2	0	1	2	14	
Locomotive Failure - Metra/PSA	7	-	-	-	-	11	14	3	20	1	9	8	2	74	
Primary	2	-	-	-	-	3	4	0	5	1	3	2	1	21	
Secondary	5	-	-	-	-	8	10	2	15	1	7	6	1	53	
Mechanical Failure - Foreign	-	-	-	-	0	0	-	-	-	-	-	-	-	1	
Passenger Train Interference - Total	1	0	-	-	0	4	-	1	0	1	-	-	0	8	
Passenger Train Interference - Metra/PSA	0	0	-	-	-	3	-	1	0	0	-	-	0	6	
Passenger Train Interference - Foreign	1	0	-	-	0	1	-	-	0	1	-	-	-	3	
Accident - Total	21	3	1	0	-	3	2	1	2	2	5	10	1	51	
Accident - Metra/PSA	21	3	1	0	-	3	2	0	1	1	5	10	1	48	
Accident - Foreign	1	-	-	-	-	-	-	1	1	1	-	-	-	3	
Track Work - Total	8	4	1	2	-	4	5	1	1	1	3	1	2	33	
Track Work - Metra/PSA	8	4	1	2	-	4	5	1	1	1	3	1	2	33	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Human Error - Total	15	1	1	1	1	11	7	4	5	3	4	2	5	58	
Human Error - Metra/PSA	10	1	1	1	-	8	6	3	5	1	4	1	3	43	
Human Error - Foreign	5	-	-	-	1	3	2	1	-	2	0	1	2	15	
Sick, Injured, Unruly Passenger - Total	4	5	1	1	-	5	2	0	2	1	4	4	4	32	
Sick, Injured, Unruly Passenger - Metra/PSA	3	5	1	1	-	5	2	0	2	1	4	4	4	31	
Sick, Injured, Unruly Passenger - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1	
Weather - Total	5	10	3	4	-	5	8	1	5	1	2	2	4	48	
Weather - Metra/PSA	5	10	3	4	-	5	8	1	5	1	2	2	4	48	
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0	
Passenger Loading - Total	3	1	1	1	-	5	9	-	8	-	2	4	5	41	
Lift Deployment - Total	3	-	-	-	-	3	2	0	1	0	1	1	4	15	
Obstruction/Debris - Total	2	1	1	2	0	6	5	1	3	3	2	3	3	30	
Catenary Failure - Total	-	3	0	2	-	-	-	-	-	-	-	-	-	5	
Other - Total	4	1	1	-	-	4	1	1	3	1	1	1	4	21	
Total Trains Delayed	105	40	13	16	9	90	82	35	64	34	41	46	64	638	
Total Metra/PSA Delays	79	39	13	16	1	75	67	17	59	14	38	40	38	496	
Total Foreign Carrier Delays	26	0	-	-	8	15	15	18	5	20	3	7	26	142	

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

Table 5.c: Train Delays by Cause and Line
March 2019 Compared to Average March 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	
Freight Interference - Total	(10)	-	-	-	(1)	9	(3)	(5)	(2)	2	(2)	12	-	0
Freight Interference - Peak	(8)	-	-	-	(0)	2	0	(2)	(1)	2	(1)	9	(1)	0
Primary	(3)	-	-	-	1	1	2	(1)	(0)	2	(0)	2	1	3
Secondary	(5)	-	-	-	(1)	0	(1)	(1)	(1)	0	(0)	8	(2)	(3)
Freight Interference - Off-Peak	(2)	-	-	-	(0)	8	(4)	(3)	(1)	0	(2)	3	1	0
Primary	(1)	-	-	-	(0)	3	(1)	(2)	-	2	(1)	(1)	1	0
Secondary	(1)	-	-	-	-	4	(3)	(1)	(1)	(2)	(1)	4	1	-
Signal/Switch Failure - Total	(8)	(8)	(0)	(2)	2	9	2	(4)	9	11	16	10	20	56
Signal/Switch Failure - Metra/PSA	(8)	(8)	(0)	(2)	1	4	3	0	9	1	16	2	13	30
Primary	(2)	(3)	1	(1)	1	6	3	2	12	2	11	2	11	44
Secondary	(6)	(5)	(1)	(1)	-	(2)	-	(2)	(3)	(1)	5	(0)	2	(14)
Signal/Switch Failure - Foreign	-	-	-	-	1	5	(0)	(5)	-	10	-	8	7	26
Primary	-	-	-	-	1	3	-	(3)	-	3	-	8	5	17
Secondary	-	-	-	-	-	2	(0)	(2)	-	7	-	(0)	2	9
Mechanical Failure - Total	(8)	(1)	(0)	(0)	(1)	6	(7)	(4)	(15)	(3)	(9)	(8)	20	(30)
Mechanical Failure - Metra/PSA	(8)	(1)	(0)	(0)	(0)	6	(7)	(4)	(15)	(3)	(9)	(8)	20	(30)
Non-Locomotive Equipment Failure - Metra/PSA	(2)	(1)	(0)	(0)	(0)	(2)	(2)	(1)	2	(2)	0	(2)	8	(2)
Primary	(1)	(1)	-	(0)	(0)	0	(1)	(1)	0	(0)	(0)	(1)	5	1
Secondary	(1)	(0)	(0)	-	(0)	(2)	(1)	(1)	2	(2)	1	(1)	3	(3)
Locomotive Failure - Metra/PSA	(6)	-	-	-	-	8	(6)	(3)	(17)	(1)	(9)	(6)	12	(27)
Primary	(1)	-	-	-	-	2	0	(0)	(4)	(1)	(3)	0	2	(5)
Secondary	(5)	-	-	-	-	6	(6)	(2)	(13)	(1)	(7)	(6)	10	(22)
Mechanical Failure - Foreign	-	-	-	-	(0)	(0)	-	-	-	-	-	-	-	(1)
Passenger Train Interference - Total	-	1	-	-	5	(2)	2	(0)	(0)	4	-	-	(0)	9
Passenger Train Interference - Metra/PSA	1	1	-	-	1	(3)	-	(0)	(0)	(0)	-	-	(0)	(2)
Passenger Train Interference - Foreign	(1)	(0)	-	-	4	1	2	-	(0)	5	-	-	-	10
Accident - Total	(21)	(3)	(1)	(0)	-	(3)	(2)	(1)	(1)	(2)	(5)	10	(1)	(30)
Accident - Metra/PSA	(21)	(3)	(1)	(0)	-	(3)	(2)	(0)	(1)	(1)	(5)	10	(1)	(28)
Accident - Foreign	(1)	-	-	-	-	-	-	(1)	0	(1)	-	-	-	(2)
Track Work - Total	(6)	(2)	(1)	(1)	2	5	(4)	5	(0)	(1)	1	3	4	5
Track Work - Metra/PSA	(6)	(2)	(1)	(1)	2	(0)	(4)	4	(0)	(1)	1	3	4	(1)
Track Work - Foreign	-	-	-	-	-	5	-	1	-	-	-	-	-	6
Human Error - Total	(7)	(1)	1	(1)	2	(4)	(1)	(3)	4	(3)	8	7	11	15
Human Error - Metra/PSA	(7)	(1)	1	(1)	-	(5)	(5)	(2)	4	(1)	6	3	0	(7)
Human Error - Foreign	(0)	-	-	-	2	1	3	(1)	-	(2)	2	4	11	22
Sick, Injured, Unruly Passenger - Total	(1)	(4)	0	-	-	(5)	2	(0)	1	(1)	(4)	(2)	(3)	(16)
Sick, Injured, Unruly Passenger - Metra/PSA	(0)	(4)	0	-	-	(5)	2	(0)	1	(1)	(4)	(2)	(3)	(15)
Sick, Injured, Unruly Passenger - Foreign	(1)	-	-	-	-	-	-	-	-	-	-	-	-	(1)
Weather - Total	(2)	(9)	(3)	(4)	1	(5)	(8)	(1)	(2)	(1)	1	0	1	(30)
Weather - Metra/PSA	(2)	(9)	(3)	(4)	1	(5)	(8)	(1)	(2)	(1)	1	0	1	(30)
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
Passenger Loading - Total	(2)	(1)	(1)	(1)	-	(3)	(7)	1	(3)	-	1	(0)	6	(12)
Lift Deployment - Total	(1)	-	-	-	-	1	(0)	(0)	2	1	(1)	2	10	14
Obstruction/Debris - Total	13	(1)	(1)	-	(0)	(6)	(4)	(1)	(0)	(1)	4	(1)	(2)	2
Catenary Failure - Total	-	(3)	(0)	(2)	-	-	-	-	-	-	-	-	-	(5)
Other - Total	(4)	(1)	(1)	-	-	(4)	(1)	0	(1)	-	3	2	2	(4)
Total Trains Delayed	(56)	(33)	(7)	(12)	10	(2)	(31)	(14)	(7)	7	12	35	69	(28)
Total Metra/PSA Delays	(44)	(32)	(7)	(12)	4	(23)	(33)	(3)	(5)	(7)	13	10	51	(88)
Total Foreign Carrier Delays	(12)	(0)	-	-	6	21	2	(11)	(2)	14	(1)	24	18	60

Data for current month is FINAL version of TOPS

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

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

Table 6.a: Train Delays by Cause & Line - YTD
January - March 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	
Freight Interference - Total	33	-	-	-	22	70	24	15	15	43	3	43	82	350
Freight Interference - Peak	8	-	-	-	20	18	8	4	4	17	1	28	21	129
Primary	7	-	-	-	17	9	8	4	3	11	1	15	10	85
Secondary	1	-	-	-	3	9	-	-	1	6	-	13	11	44
Freight Interference - Off-Peak	25	-	-	-	2	52	16	11	11	26	2	15	61	221
Primary	18	-	-	-	2	28	15	9	7	16	1	8	39	143
Secondary	7	-	-	-	-	24	1	2	4	10	1	7	22	78
Signal/Switch Failure - Total	106	24	6	2	14	78	59	17	94	29	108	58	140	735
Signal/Switch Failure - Metra/PSA	60	24	6	2	4	67	55	13	94	7	108	37	112	589
Primary	47	19	5	2	4	43	44	11	71	7	74	29	78	434
Secondary	13	5	1	-	-	24	11	2	23	-	34	8	34	155
Signal/Switch Failure - Foreign	46	-	-	-	10	11	4	4	-	22	-	21	28	146
Primary	31	-	-	-	7	8	3	3	-	11	-	19	21	103
Secondary	15	-	-	-	3	3	1	1	-	11	-	2	7	43
Mechanical Failure - Total	32	-	1	1	-	62	44	7	35	5	9	36	61	293
Mechanical Failure - Metra/PSA	30	-	-	-	-	50	42	5	35	5	9	36	61	273
Non-Locomotive Equipment Failure - Metra/PSA	12	-	-	-	-	1	1	2	13	4	3	16	21	73
Primary	3	-	-	-	-	1	1	1	3	2	1	9	11	32
Secondary	9	-	-	-	-	-	-	1	10	2	2	7	10	41
Locomotive Failure - Metra/PSA	18	-	-	-	-	49	41	3	22	1	6	20	40	200
Primary	7	-	-	-	-	13	12	1	12	-	2	6	8	61
Secondary	11	-	-	-	-	36	29	2	10	1	4	14	32	139
Mechanical Failure - Foreign	2	-	1	1	-	12	2	2	-	-	-	-	-	20
Passenger Train Interference - Total	4	2	-	2	6	12	2	4	-	18	-	-	-	50
Passenger Train Interference - Metra/PSA	1	2	-	-	1	10	-	4	-	-	-	-	-	18
Passenger Train Interference - Foreign	3	-	-	2	5	2	2	-	-	18	-	-	-	32
Accident - Total	1	81	12	-	7	12	3	-	17	14	20	37	35	239
Accident - Metra/PSA	-	15	2	-	-	12	2	-	16	2	20	37	5	111
Accident - Foreign	1	66	10	-	7	-	1	-	1	12	-	-	30	128
Track Work - Total	4	4	-	1	8	35	8	11	7	-	8	4	11	101
Track Work - Metra/PSA	4	4	-	1	8	29	3	10	7	-	8	4	11	89
Track Work - Foreign	-	-	-	-	-	6	5	1	-	-	-	-	-	12
Human Error - Total	91	5	4	2	10	67	32	12	35	26	50	38	63	435
Human Error - Metra/PSA	36	5	4	2	3	27	5	2	35	1	48	27	43	238
Human Error - Foreign	55	-	-	-	7	40	27	10	-	25	2	11	20	197
Sick, Injured, Unruly Passenger - Total	6	5	1	1	-	1	12	2	11	-	27	12	22	100
Sick, Injured, Unruly Passenger - Metra/PSA	6	5	1	1	-	1	12	2	11	-	27	12	22	100
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	112	154	51	91	4	87	51	24	158	11	95	93	79	1,010
Weather - Metra/PSA	111	154	51	91	4	87	51	24	157	7	95	93	79	1,004
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	3	2	3	1	-	4	6	1	13	-	16	6	26	81
Lift Deployment - Total	2	-	-	-	-	9	6	1	14	1	4	12	28	77
Obstruction/Debris - Total	38	-	2	5	-	16	16	8	30	13	21	24	10	183
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	12	-	1	1	1	-	4	5	15	2	21	19	21	102
Total Trains Delayed	444	277	81	107	72	453	267	107	444	162	382	382	578	3,756
Total Metra/PSA Delays	303	211	70	104	21	312	202	75	427	38	377	307	418	2,865
Total Foreign Carrier Delays	141	66	11	3	51	141	65	32	17	124	5	75	160	891

Data for current month is FINAL (04/26/19) 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 - March 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	
Freight Interference - Total	71	-	-	-	15	44	40	35	21	40	6	18	68	358
Freight Interference - Peak	35	-	-	-	14	9	11	13	8	15	1	10	19	136
Primary	22	-	-	-	12	6	7	9	5	11	1	5	9	86
Secondary	14	-	-	-	2	3	4	4	3	4	0	4	10	50
Freight Interference - Off-Peak	36	-	-	-	1	35	28	21	13	25	5	9	49	222
Primary	27	-	-	-	1	21	18	18	10	19	3	6	40	164
Secondary	9	-	-	-	-	14	10	4	3	6	2	2	9	58
Signal/Switch Failure - Total	64	28	12	15	7	51	42	30	33	31	10	12	34	369
Signal/Switch Failure - Metra/PSA	41	28	12	15	1	39	35	17	32	7	10	10	32	279
Primary	23	16	8	12	1	19	22	9	22	5	6	6	12	159
Secondary	19	12	4	3	0	21	13	7	11	2	4	3	20	120
Signal/Switch Failure - Foreign	23	-	-	-	6	12	7	14	1	24	-	2	2	90
Primary	16	-	-	-	5	7	5	7	0	15	-	1	1	58
Secondary	7	-	-	-	1	5	2	7	0	9	-	2	1	32
Mechanical Failure - Total	51	7	4	2	3	65	34	13	61	10	37	26	25	338
Mechanical Failure - Metra/PSA	51	5	4	2	2	59	34	13	61	10	37	26	25	329
Non-Locomotive Equipment Failure - Metra/PSA	16	5	4	2	1	10	6	2	7	6	10	8	13	90
Primary	6	2	1	1	1	3	3	1	3	2	3	2	6	32
Secondary	10	3	3	1	0	7	3	1	4	4	7	6	8	58
Locomotive Failure - Metra/PSA	35	-	-	-	1	48	28	11	55	4	27	18	12	239
Primary	9	-	-	-	1	11	10	2	15	2	7	5	5	67
Secondary	25	-	-	-	0	38	18	8	40	2	20	12	7	172
Mechanical Failure - Foreign	1	1	0	-	0	6	0	0	-	-	-	-	0	9
Passenger Train Interference - Total	4	2	1	1	2	21	2	4	4	2	0	1	4	50
Passenger Train Interference - Metra/PSA	0	1	1	1	-	15	2	4	3	1	0	1	4	32
Passenger Train Interference - Foreign	4	1	0	1	2	6	0	0	1	2	-	-	0	17
Accident - Total	47	4	1	2	0	21	19	5	10	3	16	32	7	168
Accident - Metra/PSA	33	4	1	2	0	20	19	4	8	2	16	32	6	147
Accident - Foreign	14	-	-	-	-	2	0	1	2	1	-	-	1	21
Track Work - Total	32	13	2	6	0	11	6	6	6	3	6	6	4	102
Track Work - Metra/PSA	28	13	2	6	0	11	6	6	6	3	6	6	4	99
Track Work - Foreign	4	-	-	-	-	-	-	-	-	-	-	-	-	4
Human Error - Total	59	8	5	5	6	33	20	11	23	9	11	10	17	216
Human Error - Metra/PSA	36	8	5	4	1	22	13	6	23	2	10	9	13	152
Human Error - Foreign	23	-	-	0	5	11	7	5	-	7	1	2	4	64
Sick, Injured, Unruly Passenger - Total	9	14	2	3	0	10	9	1	5	1	8	13	11	89
Sick, Injured, Unruly Passenger - Metra/PSA	8	14	2	3	0	10	9	1	5	1	8	13	11	88
Sick, Injured, Unruly Passenger - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Weather - Total	134	85	26	31	4	79	71	21	108	17	55	67	50	748
Weather - Metra/PSA	133	85	26	31	4	76	70	21	108	17	55	67	49	742
Weather - Foreign	1	-	-	-	0	2	1	-	0	1	-	-	0	5
Passenger Loading - Total	5	7	4	4	-	15	12	2	22	-	7	8	13	99
Lift Deployment - Total	9	0	-	0	-	13	9	1	5	0	2	6	12	58
Obstruction/Debris - Total	15	8	5	11	1	18	14	6	14	7	8	20	15	141
Catenary Failure - Total	-	14	3	6	-	-	-	-	-	-	-	-	-	23
Other - Total	18	2	2	1	-	9	6	2	8	6	7	6	9	76
Total Trains Delayed	519	194	66	87	39	389	284	137	321	129	174	227	271	2,836
Total Metra/PSA Delays	378	191	66	86	10	306	229	82	296	55	167	205	195	2,266
Total Foreign Carrier Delays	141	3	1	1	28	83	55	55	25	74	7	22	76	570

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Table 6.c: Train Delays by Cause & Line - YTD
January - March 2019 Compared to January - March 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	
Freight Interference - Total	(38)	-	-	-	7	26	(16)	(20)	(6)	3	(3)	25	14	(8)
Freight Interference - Peak	(27)	-	-	-	6	9	(3)	(9)	(4)	2	-	18	2	(7)
Primary	(15)	-	-	-	5	3	1	(5)	(2)	0	0	10	1	(1)
Secondary	(13)	-	-	-	1	6	(4)	(4)	(2)	2	(0)	9	1	(6)
Freight Interference - Off-Peak	(11)	-	-	-	1	17	(12)	(10)	(2)	1	(3)	6	12	(1)
Primary	(9)	-	-	-	1	7	(3)	(9)	(3)	(3)	(2)	2	(1)	(21)
Secondary	(2)	-	-	-	-	10	(9)	(2)	1	4	(1)	5	13	20
Signal/Switch Failure - Total	42	(4)	(6)	(13)	7	27	17	(13)	61	(2)	98	46	106	366
Signal/Switch Failure - Metra/PSA	19	(4)	(6)	(13)	3	28	20	(4)	62	0	98	27	80	310
Primary	24	3	(3)	(10)	3	24	22	2	49	2	68	23	66	275
Secondary	(6)	(7)	(3)	(3)	(0)	3	(2)	(5)	12	(2)	30	5	14	35
Signal/Switch Failure - Foreign	23	-	-	-	4	(1)	(3)	(10)	(1)	(2)	-	19	26	56
Primary	15	-	-	-	2	1	(2)	(4)	(0)	(4)	-	18	20	45
Secondary	8	-	-	-	2	(2)	(1)	(5)	(0)	2	-	0	6	11
Mechanical Failure - Total	(19)	(7)	(3)	(1)	(3)	(3)	10	(6)	(26)	(5)	(28)	10	36	(45)
Mechanical Failure - Metra/PSA	(21)	(5)	(4)	(2)	(2)	(9)	8	(8)	(26)	(5)	(28)	10	36	(56)
Non-Locomotive Equipment Failure - Metra/PSA	(4)	(5)	(4)	(2)	(1)	(9)	(5)	(0)	6	(2)	(7)	8	8	(17)
Primary	(3)	(2)	(1)	(1)	(1)	(2)	(2)	0	0	0	(2)	7	5	-
Secondary	(1)	(3)	(3)	(1)	(0)	(7)	(3)	(0)	6	(2)	(5)	1	2	(17)
Locomotive Failure - Metra/PSA	(17)	-	-	-	(1)	1	13	(8)	(33)	(3)	(21)	2	28	(39)
Primary	(2)	-	-	-	(1)	2	2	(1)	(3)	(2)	(5)	1	3	(6)
Secondary	(14)	-	-	-	(0)	(2)	11	(6)	(30)	(1)	(16)	2	25	(33)
Mechanical Failure - Foreign	1	(1)	1	1	(0)	6	2	2	-	-	-	-	(0)	11
Passenger Train Interference - Total	(0)	(0)	(1)	1	4	(9)	(0)	(0)	(4)	16	(0)	(1)	(4)	0
Passenger Train Interference - Metra/PSA	1	1	(1)	(1)	1	(5)	(2)	(0)	(3)	(1)	(0)	(1)	(4)	(14)
Passenger Train Interference - Foreign	(1)	(1)	(0)	1	3	(4)	2	(0)	(1)	16	-	-	(0)	15
Accident - Total	(46)	77	11	(2)	7	(9)	(16)	(5)	7	11	4	5	28	71
Accident - Metra/PSA	(33)	11	1	(2)	(0)	(8)	(17)	(4)	8	(0)	4	5	(1)	(36)
Accident - Foreign	(13)	66	10	-	7	(2)	1	(1)	(1)	11	-	-	29	107
Track Work - Total	(28)	(9)	(2)	(5)	8	24	2	5	1	(3)	2	(2)	7	(1)
Track Work - Metra/PSA	(24)	(9)	(2)	(5)	8	18	(3)	4	1	(3)	2	(2)	7	(10)
Track Work - Foreign	(4)	-	-	-	-	6	5	1	-	-	-	-	-	8
Human Error - Total	32	(3)	(1)	(3)	4	34	12	1	12	17	39	28	46	219
Human Error - Metra/PSA	(0)	(3)	(1)	(2)	2	5	(8)	(4)	12	(1)	38	18	30	86
Human Error - Foreign	32	-	-	(0)	2	29	20	5	-	18	1	9	16	133
Sick, Injured, Unruly Passenger - Total	(3)	(9)	(1)	(2)	(0)	(9)	3	1	6	(1)	19	(1)	11	11
Sick, Injured, Unruly Passenger - Metra/PSA	(2)	(9)	(1)	(2)	(0)	(9)	3	1	6	(1)	19	(1)	11	12
Sick, Injured, Unruly Passenger - Foreign	(1)	-	-	-	-	-	-	-	-	-	-	-	-	(1)
Weather - Total	(22)	69	25	60	(0)	8	(20)	3	50	(6)	40	26	29	262
Weather - Metra/PSA	(22)	69	25	60	-	11	(19)	3	49	(10)	40	26	30	262
Weather - Foreign	0	-	-	-	(0)	(2)	(1)	-	1	3	-	-	(0)	1
Passenger Loading - Total	(2)	(5)	(1)	(3)	-	(11)	(6)	(1)	(9)	-	9	(2)	13	(18)
Lift Deployment - Total	(7)	(0)	-	(0)	-	(4)	(3)	-	9	1	2	6	16	19
Obstruction/Debris - Total	23	(8)	(3)	(6)	(1)	(2)	2	2	16	6	13	4	(5)	42
Catenary Failure - Total	-	(14)	(3)	(6)	-	-	-	-	-	-	-	-	-	(23)
Other - Total	(6)	(2)	(1)	-	1	(9)	(2)	3	7	(4)	14	13	12	26
Total Trains Delayed	(75)	83	15	20	33	64	(17)	(30)	123	33	208	155	307	920
Total Metra/PSA Delays	(75)	20	4	18	11	6	(27)	(7)	131	(17)	210	102	223	599
Total Foreign Carrier Delays	0	63	10	2	23	58	10	(23)	(8)	50	(2)	53	84	321

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**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 - Mar
Freight Interference - Total	100	142	108										350 9.3%
Freight Interference - Peak	38	52	39										129 3.4%
Primary	27	33	25										85 2.3%
Secondary	11	19	14										44 1.2%
Freight Interference - Off-Peak	62	90	69										221 5.9%
Primary	35	55	53										143 3.8%
Secondary	27	35	16										78 2.1%
Signal/Switch Failure - Total	196	393	146										735 19.6%
Signal/Switch Failure - Metra/PSA	160	320	109										589 15.7%
Primary	132	215	87										434 11.6%
Secondary	28	105	22										155 4.1%
Signal/Switch Failure - Foreign	36	73	37										146 3.9%
Primary	27	51	25										103 2.7%
Secondary	9	22	12										43 1.1%
Mechanical Failure - Total	121	106	66										293 7.8%
Mechanical Failure - Metra/PSA	116	91	66										273 7.3%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19										73 1.9%
Primary	11	13	8										32 0.9%
Secondary	10	20	11										41 1.1%
Locomotive Failure - Metra/PSA	95	58	47										200 5.3%
Primary	26	19	16										61 1.6%
Secondary	69	39	31										139 3.7%
Mechanical Failure - Foreign	5	15	-										20 0.5%
Passenger Train Interference - Total	20	13	17										50 1.3%
Passenger Train Interference - Metra/PSA	6	8	4										18 0.5%
Passenger Train Interference - Foreign	14	5	13										32 0.9%
Accident - Total	47	171	21										239 6.4%
Accident - Metra/PSA	7	84	20										111 3.0%
Accident - Foreign	40	87	1										128 3.4%
Track Work - Total	11	52	38										101 2.7%
Track Work - Metra/PSA	11	46	32										89 2.4%
Track Work - Foreign	-	6	6										12 0.3%
Human Error - Total	106	256	73										435 11.6%
Human Error - Metra/PSA	94	108	36										238 6.3%
Human Error - Foreign	12	148	37										197 5.2%
Sick, Injured, Unruly Passenger - Total	19	65	16										100 2.7%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16										100 2.7%
Sick, Injured, Unruly Passenger - Foreign	-	-	-										- 0.0%
Weather - Total	591	401	18										1,010 26.9%
Weather - Metra/PSA	586	400	18										1,004 26.7%
Weather - Foreign	5	1	-										6 0.2%
Passenger Loading - Total	12	40	29										81 2.2%
Lift Deployment - Total	11	37	29										77 2.1%
Obstruction/Debris - Total	79	72	32										183 4.9%
Catenary Failure - Total	-	-	-										- 0.0%
Other - Total	28	57	17										102 2.7%
Total Trains Delayed	1,341	1,805	610										3,756 100.0%
Total Metra/PSA Delays	1,129	1,328	408										2,865 76.3%
Total Foreign Carrier Delays	212	477	202										891 23.7%

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**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 - Mar	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	414	14.4%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	172	6.0%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	87	3.0%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	85	3.0%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	242	8.4%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	177	6.2%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	65	2.3%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	433	15.1%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	326	11.4%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	224	7.8%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	102	3.6%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	107	3.7%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	60	2.1%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	47	1.6%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	432	15.0%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	420	14.6%
Non-Loomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	116	4.0%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	34	1.2%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	82	2.9%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	304	10.6%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	64	2.2%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	240	8.4%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	12	0.4%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	36	1.3%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	18	0.6%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	18	0.6%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	177	6.2%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	171	6.0%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	6	0.2%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	72	2.5%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	72	2.5%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	-	0.0%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	291	10.1%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	244	8.5%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	47	1.6%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	101	3.5%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	101	3.5%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	481	16.8%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	479	16.7%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	2	0.1%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	119	4.1%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	72	2.5%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	151	5.3%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	1	3	63	2	0.1%
Other - Total	38	27	25	19	33	22	31	20	22	19	5	20	90	3.1%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	2,871	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	2,265	78.9%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	606	21.1%

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
March 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	14	1	1	0	10	7	16	4	10	5	12	19	32	131
11-15	2	0	0	0	4	1	6	1	5	4	5	6	10	44
16-20	3	0	0	0	1	3	3	0	2	1	0	0	7	20
21+	3	0	0	0	3	7	4	0	3	7	0	9	10	46
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>6</u>
Sub-Total	23	1	1	0	18	19	29	5	20	17	17	36	61	247
Weekday Off-Peak **														
6-10	14	1	5	1	0	28	8	9	12	1	4	11	24	118
11-15	1	1	0	0	1	12	4	3	9	8	7	9	24	79
16-20	3	0	0	0	0	4	1	2	3	4	1	2	8	28
21+	4	0	0	0	0	13	1	2	2	8	8	9	7	54
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>7</u>
Sub-Total	22	2	5	1	1	57	15	16	27	21	20	35	64	286
Saturday														
6-10	3	1	0	0	0	3	1	0	2	1	4	3	2	20
11-15	1	1	0	0	0	1	1	0	2	1	5	2	1	15
16-20	0	1	0	0	0	4	1	0	1	0	1	0	0	8
21+	0	0	0	0	0	2	3	0	2	1	1	1	1	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	3	0	0	0	10	6	0	7	3	11	6	4	54
Sunday-Holiday														
6-10	0	1	0	1	0	2	1	0	2	0	3	4	2	16
11-15	0	0	0	2	0	0	0	0	0	0	0	0	0	2
16-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21+	0	0	0	0	0	0	0	0	1	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	3	0	2	1	0	3	0	5	4	4	23
March 2019 Total														
6-10	31	4	6	2	10	40	26	13	26	7	23	37	60	285
11-15	4	2	0	2	5	14	11	4	16	13	17	17	35	140
16-20	6	1	0	0	1	11	5	2	6	5	2	2	15	56
21+	7	0	0	0	3	22	8	2	8	16	11	19	20	116
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>3</u>	<u>13</u>
TOTAL	49	7	6	4	19	88	51	21	57	41	53	81	133	610
2019 Year-to-Date														
6-10	176	61	28	18	27	161	110	54	219	33	155	156	218	1,416
11-15	64	35	5	8	16	95	55	19	68	31	100	76	134	706
16-20	54	18	1	3	7	61	27	9	41	16	38	41	77	393
21+	103	32	8	2	13	116	61	23	95	68	63	95	123	802
Annulled	<u>47</u>	<u>131</u>	<u>39</u>	<u>76</u>	<u>9</u>	<u>20</u>	<u>14</u>	<u>2</u>	<u>21</u>	<u>14</u>	<u>26</u>	<u>14</u>	<u>26</u>	<u>439</u>
TOTAL	444	277	81	107	72	453	267	107	444	162	382	382	578	3,756
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
March 2019 Total														
6-10	63.3%	57.1%	100.0%	50.0%	52.6%	45.5%	51.0%	61.9%	45.6%	17.1%	43.4%	45.7%	45.1%	46.7%
11-15	8.2%	28.6%	0.0%	50.0%	26.3%	15.9%	21.6%	19.0%	28.1%	31.7%	32.1%	21.0%	26.3%	23.0%
16-20	12.2%	14.3%	0.0%	0.0%	5.3%	12.5%	9.8%	9.5%	10.5%	12.2%	3.8%	2.5%	11.3%	9.2%
21+	14.3%	0.0%	0.0%	0.0%	15.8%	25.0%	15.7%	9.5%	14.0%	39.0%	20.8%	23.5%	15.0%	19.0%
Annulled	<u>2.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.1%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>1.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.4%</u>	<u>2.3%</u>	<u>2.1%</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%
2019 Year-to-Date Delays By Duration														
6-10	39.6%	22.0%	34.6%	16.8%	37.5%	35.5%	41.2%	50.5%	49.3%	20.4%	40.6%	40.8%	37.7%	37.7%
11-15	14.4%	12.6%	6.2%	7.5%	22.2%	21.0%	20.6%	17.8%	15.3%	19.1%	26.2%	19.9%	23.2%	18.8%
16-20	12.2%	6.5%	1.2%	2.8%	9.7%	13.5%	10.1%	8.4%	9.2%	9.9%	9.9%	10.7%	13.3%	10.5%
21+	23.2%	11.6%	9.9%	1.9%	18.1%	25.6%	22.8%	21.5%	21.4%	42.0%	16.5%	24.9%	21.3%	21.4%
Annulled	<u>10.6%</u>	<u>47.3%</u>	<u>48.1%</u>	<u>71.0%</u>	<u>12.5%</u>	<u>4.4%</u>	<u>5.2%</u>	<u>1.9%</u>	<u>4.7%</u>	<u>8.6%</u>	<u>6.8%</u>	<u>3.7%</u>	<u>4.5%</u>	<u>11.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (04/26/2019) version from TOPS.