

On-Time Performance

October 2018



Prepared by the Division of Strategic Capital Planning

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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules & Special Events

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

Changes in Reporting

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

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

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,242	93	92.5%	941	55	94.2%	2,183	148	93.2%	112	17	84.8%	72	14	80.6%	2,367	179	92.4%
Elec -ML	966	16	98.3%	966	19	98.0%	1,932	35	98.2%	160	7	95.6%	84	3	96.4%	2,176	45	97.9%
-BI	299	2	99.3%	322	6	98.1%	621	8	98.7%	32	4	87.5%	--	--	--	653	12	98.2%
-SC	<u>299</u>	<u>4</u>	98.7%	<u>713</u>	<u>8</u>	98.9%	<u>1,012</u>	<u>12</u>	98.8%	<u>128</u>	<u>4</u>	96.9%	<u>80</u>	<u>1</u>	98.8%	<u>1,220</u>	<u>17</u>	98.6%
Subtotal	1,564	22	98.6%	2,001	33	98.4%	3,565	55	98.5%	320	15	95.3%	164	4	97.6%	4,049	74	98.2%
Heritage	138	15	89.1%	23	3	87.0%	161	18	88.8%	--	--	--	--	--	--	161	18	88.8%
Milw -N	575	15	97.4%	805	93	88.4%	1,380	108	92.2%	80	8	90.0%	72	6	91.7%	1,532	122	92.0%
-W	<u>621</u>	<u>23</u>	96.3%	<u>713</u>	<u>37</u>	94.8%	<u>1,334</u>	<u>60</u>	95.5%	<u>96</u>	<u>5</u>	94.8%	<u>72</u>	<u>0</u>	100.0%	<u>1,502</u>	<u>65</u>	95.7%
Subtotal	1,196	38	96.8%	1,518	130	91.4%	2,714	168	93.8%	176	13	92.6%	144	6	95.8%	3,034	187	93.8%
NCS	207	5	97.6%	253	13	94.9%	460	18	96.1%	--	--	--	--	--	--	460	18	96.1%
RI	828	17	97.9%	713	29	95.9%	1,541	46	97.0%	128	2	98.4%	112	1	99.1%	1,781	49	97.2%
SWS	253	16	93.7%	437	28	93.6%	690	44	93.6%	24	2	91.7%	--	--	--	714	46	93.6%
UP -N	690	20	97.1%	921	21	97.7%	1,611	41	97.5%	104	14	86.5%	72	2	97.2%	1,787	57	96.8%
-NW	759	13	98.3%	737	10	98.6%	1,496	23	98.5%	96	4	95.8%	62	9	85.5%	1,654	36	97.8%
-W	<u>621</u>	<u>54</u>	91.3%	<u>737</u>	<u>50</u>	93.2%	<u>1,358</u>	<u>104</u>	92.3%	<u>80</u>	<u>9</u>	88.8%	<u>74</u>	<u>5</u>	93.2%	<u>1,512</u>	<u>118</u>	92.2%
Subtotal	2,070	87	95.8%	2,395	81	96.6%	4,465	168	96.2%	280	27	90.4%	208	16	92.3%	4,953	211	95.7%
System	7,498	293	96.1%	8,281	372	95.5%	15,779	665	95.8%	1,040	76	92.7%	700	41	94.1%	17,519	782	95.5%

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

Delays data for most recent month is final (11/26/18) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	11,540	1,001	91.3%	8,690	669	92.3%	20,230	1,670	91.7%	1,242	85	93.2%	868	45	94.8%	22,340	1,800	91.9%
Elec -ML	8,976	162	98.2%	9,000	114	98.7%	17,976	276	98.5%	1,721	46	97.3%	947	36	96.2%	20,644	358	98.3%
-BI	2,782	47	98.3%	2,996	54	98.2%	5,778	101	98.3%	344	21	93.9%	--	--	--	6,122	122	98.0%
-SC	<u>2,860</u>	<u>40</u>	98.6%	<u>6,635</u>	<u>82</u>	98.8%	<u>9,495</u>	<u>122</u>	98.7%	<u>1,375</u>	<u>24</u>	98.3%	<u>938</u>	<u>14</u>	98.5%	<u>11,808</u>	<u>160</u>	98.6%
Subtotal	14,618	249	98.3%	18,631	250	98.7%	33,249	499	98.5%	3,440	91	97.4%	1,885	50	97.3%	38,574	640	98.3%
Heritage	1,284	128	90.0%	214	30	86.0%	1,498	158	89.5%	--	--	--	--	--	--	1,498	158	89.5%
Milw -N	5,346	281	94.7%	7,494	629	91.6%	12,840	910	92.9%	888	81	90.9%	861	56	93.5%	14,589	1,047	92.8%
-W	<u>5,774</u>	<u>210</u>	96.4%	<u>6,638</u>	<u>284</u>	95.7%	<u>12,412</u>	<u>494</u>	96.0%	<u>1,037</u>	<u>59</u>	94.3%	<u>848</u>	<u>38</u>	95.5%	<u>14,297</u>	<u>591</u>	95.9%
Subtotal	11,120	491	95.6%	14,132	913	93.5%	25,252	1,404	94.4%	1,925	140	92.7%	1,709	94	94.5%	28,886	1,638	94.3%
NCS	1,974	134	93.2%	2,354	145	93.8%	4,328	279	93.6%	--	--	--	--	--	--	4,328	279	93.6%
RI	7,704	395	94.9%	6,711	386	94.2%	14,415	781	94.6%	1,365	29	97.9%	1,305	55	95.8%	17,085	865	94.9%
SWS	2,354	190	91.9%	4,067	303	92.5%	6,421	493	92.3%	258	12	95.3%	--	--	--	6,679	505	92.4%
UP -N	6,416	190	97.0%	8,509	172	98.0%	14,925	362	97.6%	1,135	89	92.2%	860	59	93.1%	16,920	510	97.0%
-NW	7,050	350	95.0%	6,859	232	96.6%	13,909	582	95.8%	1,046	83	92.1%	713	94	86.8%	15,668	759	95.2%
-W	<u>5,775</u>	<u>530</u>	90.8%	<u>6,856</u>	<u>517</u>	92.5%	<u>12,631</u>	<u>1,047</u>	91.7%	<u>871</u>	<u>74</u>	91.5%	<u>853</u>	<u>57</u>	93.3%	<u>14,355</u>	<u>1,178</u>	91.8%
Subtotal	19,241	1,070	94.4%	22,224	921	95.9%	41,465	1,991	95.2%	3,052	246	91.9%	2,426	210	91.3%	46,943	2,447	94.8%
System	69,835	3,658	94.8%	77,023	3,617	95.3%	146,858	7,275	95.0%	11,282	603	94.7%	8,193	454	94.5%	166,333	8,332	95.0%

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

Delays data for most recent month is final (11/26/18) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
BNSF	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.6%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.7%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.2%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.9%	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	95.0%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4			91.9%	
	2013-2017 average	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	93.3%	93.4%
Electric	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	97.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.3%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.2%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2			98.3%	
	2013-2017 average	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.7%	97.7%
Heritage	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.7%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	90.3%	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	90.6%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	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	93.9%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8			89.5%	
	2013-2017 average	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	93.2%	93.1%
Milw - N	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.7%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	91.2%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.5%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0			92.8%	
	2013-2017 average	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	93.6%	93.7%
Milw - W	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.3%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	93.0%	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	96.2%	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	95.0%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7			95.9%	
	2013-2017 average	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	94.9%	94.9%
NCS	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.9%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.9%	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	93.6%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.4%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1			93.6%	
	2013-2017 average	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	92.9%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
RI	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.7%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	93.0%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	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	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2			94.9%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.6%	95.6%
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.3%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.4%	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	94.4%	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	95.0%	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	95.5%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6			92.4%	
	2013-2017 average	92.8	94.1	96.1	96.3	93.8	93.5	95.1	94.6	95.3	95.6	93.2	94.4	94.7%	94.6%
UP - N	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.4%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.4%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8			97.0%	
	2013-2017 average	96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	97.1%	97.1%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8			95.2%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.5%	95.5%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.8%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.1%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.1%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.3%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2			91.8%	
	2013-2017 average	93.8	93.6	96.2	95.4	94.3	93.0	95.3	94.7	96.0	95.2	95.2	93.6	94.7%	94.7%
System excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.8%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	96.0%	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	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.1%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5			95.0%	
	2013-2017 average	93.7	94.3	96.5	96.7	96.0	94.4	95.1	95.8	96.2	96.4	96.0	95.4	95.5%	95.6%

Delays data for most recent month is final (11/26/18) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1281 74% OT	Mon, Oct 01	16	J1	WAITING ON TRAFFIC TO CLEAR PLATFORM DUE TO DELAYED 1273
		Thu, Oct 11	0	XE	DUE TO METX 199 HAVING AN ELECTRICAL ISSUE, THE LIGHTS DIDN'T WORK ON THREE CARS IN THEIR TRAIN. WE HAD TO ANNUL THIS TRAIN SO CREW COULD CH
		Tue, Oct 16	11	M1	1276 PEDESTRIAN STRIKE
		Tue, Oct 23	7	RF1	WAITING ON 1283 TO CLEAR THE PLATFORM AT AURORA. DID NOT HAVE LINE UP INTO THE YARD.
		Fri, Oct 26	15	CC	MOW SINGLE TRACKING
		Wed, Oct 31	7	RF	DS MISROUTE AT E HILL
HC	917 83% OT	Wed, Oct 03	7	RF	10M BRIGHTON, RED SIGNAL (NS DISP.) , 3M AWD3M 135TH ST.
		Mon, Oct 15	7	GF	7M BRIGHTON RED SIGNAL, MEET HCD #924 AT ROCKWELL; 6M LEMOYNE, TRACK CIRCUIT ,TALKED BY RED SIGNAL RESTRICTED SPEED TO NEXT FAVORABLE
		Tue, Oct 16	11	RF1	22M BRIGHTON 502/524PM RED SIGNAL. NS DISP HAD LINED UP FREIGHT TRAIN IN ERROR. TIMED OUT SIGNAL.
		Wed, Oct 31	9	D	(FREIGHT TRAIN INTERFERENCE) - FREIGHT INTERFERENCE NS BC35
HC	919 74% OT	Tue, Oct 09	84	K1	DEPARTED CUS (FOR THE SECOND TIME) 75" LATE ACCT. TRUCK STRUCK BRIDGE AT MP4.2 LOOMIS ST.; AMTRAK #305 AHEAD.
		Wed, Oct 10	10	GF	10M ISSUES IN PLANT AT CORWITH. HAD TO BE TALKED BY SIGNAL
		Fri, Oct 12	6	C1	8M CORWITH FOR BNSF M-O-W WORK. AMTRAK #305 AHEAD.
		Mon, Oct 15	19	C1	5M BRIGHTON RED SIGNAL; 8M CORWITH RED SIGNAL FOLLOWING AMTRAK #305 AHEAD. 8M LEMOYNE TK. CIRCUIT DUE TO BNSF MOW AT NERSKA TALKED BY SIG.
		Thu, Oct 18	29	D	33M 536/609PM STOPPED BEHIND AMTRAK #305 AT BRIGHTON FOR NS QLCNSA-15 BNSF3999 W/76CARS 7400FT. BALANCE OF DELAY FOLLOWING AMT#305.
		Wed, Oct 31	27	K	(OBSTRUCTION ON TRACKS) - TRUCK STRUCK BRIDGE ON UP RR. AMTRAK #305 AHEAD
MN	2126 83% OT	Thu, Oct 18	15	E1	15" RAN AROUND #2124 ON 1 MT, AND HAD TO PICK UP #2124'S PASSENGERS.
		Thu, Oct 25	6	S	8" DARK SIGNAL EFFICIENCY TEST @ A-6.
		Tue, Oct 30	9	G1	-8" DEPARTED DEERFIELD LATE DUE TO LATE ARRIVAL/TURN OF 2105 (MORGAN ST. SIGNAL PROBLEMS)
		Wed, Oct 31	9	GT1	-8" DEPARTED DEERFIELD LATE DUE TO LATE ARRIVAL/TURN OF 2105 (MORGAN ST. SIGNAL PROBLEMS)
MN	2132 78% OT	Wed, Oct 03	18	G	12" SWITCH PROBLEMS A-6. WENT AROUND A5 THROUGH ZERO TRACK; 11" STOP SIGNAL GRAYLAND, UNABLE TO CONTACT A-5 OPERATOR; 3" CN X-ING...
		Thu, Oct 04	9	D	CN SING ALL RED- TALKED BY SIGNAL (RESTRICTED SPEED
		Fri, Oct 05	8	ZB	8" B/O RADIO CAB CAR #8502, DIFFICULTIES CONTACTING FOREMAN. PTC INSTALLATION.
		Wed, Oct 17	9	D	STOP SIGNAL, SPEED RESTRICTION
		Thu, Oct 18	12	G1	11" DELAY, LATE TURN FROM #2109.
MN	2140 74% OT	Mon, Oct 01	12	D	9" WAITING ON CN CROSS TRAFFIC; 8" 2 ADA'S.
		Fri, Oct 05	11	EA1	15" MAYFAIR WAITING ON #2123 TO SASHAY AROUND A DISABLED AMTRAK #337 @ HEALY WITH A BAD SIEMENS CHARGER LOCOMOTIVE.
		Mon, Oct 08	7	E1	10" PASSENGER LOADING ENROUTE; 4" STOP SIGNAL A-2. HELD FOR 2129-HEP PROBLEMS.
		Wed, Oct 10	10	I	6" PASSENGER LOADING; 4" WAITING ON #2119.
		Thu, Oct 25	6	A	4" WAITING FOR 2119, ENROUTE; 2" STOPPED, MAYFAIR; 2" STOPPED, A2.
		Fri, Oct 26	8	I	3" STOP, MAYFAIR; 3" SLOW LOADING; 2" ADA TO GLENVIEW, LAKE COOK RD; 2" WAT FOE 2119.
MN	2141 83% OT	Fri, Oct 05	6	AM1	6" DELAY, FOLLOWING #2139.
		Tue, Oct 09	7	RF1	7" DELAY, HOLDIN FOR 119
		Mon, Oct 29	6	GT	10" ENROUTE A6-EDGE BROOK, TALKED BY TRACK CIRCUIT ON MAIN 1 AND FOLLOWING #2139.
		Tue, Oct 30	6	IW	6" PASSENGER LOADING (WEATHER); 3" FOLLOWING #2139.
MN	2151 65% OT	Wed, Oct 03	20	AM	FOLLOWING AMTRAK BREAK DOWN AWT NORTH GLEN VIEW
		Wed, Oct 10	0	E1	ANNULLED AT CUS, USED CREW AND EQUIP. FOR #2153 & #2160 AND WILL DEADHEAD BACK TO FOX LAKE.
		Tue, Oct 16	26	GT1	29" WAITING ON A LATE #2158 TO CLEAR RONDOUT.
		Thu, Oct 18	8	D	5" CROSS TRAFFIC CN; 5" RONDOUT WAITING ON #2158.
		Fri, Oct 19	9	GF1	15" RONDOUT WAITING ON #2158.
		Tue, Oct 23	7	E1	10" WAITING ON #2158 TO CLEAR RONDOUT.
		Thu, Oct 25	20	VF1	20" DELAY AT RONDOUT WAITING ON A LATE #2158.
Mon, Oct 29	11	D1	15" WAITING ON A LATE #2158 @ RONDOUT.		
MN	2153 74% OT	Wed, Oct 03	7	G	9" TALKED BY A-20.
		Tue, Oct 09	6	G	6" DELAY SLOW PASSENGER LOADING ENROUTE. SWITCH ISSUES AT GRAYSLAKE.
		Wed, Oct 10	9	E1	13" WAITING ON #2158 TO CLEAR MORTON GROVE.
		Fri, Oct 12	7	U	7" DELAY: ADA LIFT @ GLENVIEW; ADA LIFT @ LAKE COOK ROAD; ADA LIFT @ GRAYSLAKE.
		Tue, Oct 16	6	VE	7" DELAY, MECHANICAL PROBLEMS ENROUTE WITH LOCO #111 (HEP).
		Wed, Oct 17	0	XE	ANNULLED AT HEALY, LOCO #413 STOPPED LOADING AT HEALY. ALL PASSENGERS ACCOMMODATED BY #2155. #2151 EQUIP. PROTECTED #2160.
MN	2155 57% OT	Wed, Oct 03	21	R1	21" DELAY, WAITING FOR #2160 TO CLEAR RONDOUT.
		Thu, Oct 04	9	D1	9" DELAY, ADA LIFT ON @ GLENVIEW AND ADA LIFT OFF @ LAKE COOK ROAD."WAITING AT RONDOUT"
		Tue, Oct 09	8	G1	8" DELAY, WAITED FOR #2160 TO CLEAR RONDOUT.
		Wed, Oct 10	11	E1	6" LATE TURN FROM #2158; 4" WAITING FOR #2160 TO CLEAR RONDOUT.
		Fri, Oct 12	7	EA1	7" DELAY, LATE TURN FROM #2158.
		Wed, Oct 17	8	E1	8" LATE TURN FROM #2158 AND ACCOMMODATING #2153'S PASSENGERS AT HEALY.
		Thu, Oct 18	8	D1	8" DELAY, LATE TURN FROM #2158.
		Fri, Oct 19	15	GF1	15" DELAY: LATE TURN FROM #2158 AND SLOW PASSENGER LOADING ENROUTE.
		Mon, Oct 29	13	D1	13" DELAY, LATE TURN FROM #2158.
		Tue, Oct 30	11	KD	6" CUS #2158 DRAGGED SOMETHING ENTERING TRCK 13, CREW INSPECTED FOUND HANGING WIRES, NO DAMAGE TO EQUIP.; 3" LATE TURN FROM 2158.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2158 61% OT	Wed, Oct 03	8	GT	7" WAITING ON A LATE #2149; 6" TALKED BY A-20. CODE FAILURE	
		Wed, Oct 10	10	E1	16" RESTRICTED SPEED PASSING #2154 AND FOLLOWING AMTRAK #342.	
		Fri, Oct 12	15	EA1	17" WAITING ON AMTRAK #342 TO RECOUPLE AN MR HOSE.	
		Tue, Oct 16	32	G1	30" GRAYSLAKE WAITING ON A LATE #2149; 5" MEET #2155 AND SWAPPING CREWS AT WESTERN AVE.	
		Wed, Oct 17	6	E1	5" WAITING FOR #2149 AT GRAYSLAKE; 2" DROP-OFF #2153 CREW AT WESTERN AVE.	
		Thu, Oct 18	12	D1	8" WAITING ON #2149 TO CLEAR GRAYSLAKE; 5" PASSENGER LOADING.	
		Fri, Oct 19	13	GF1	16" WAITING ON #2149 TO CLEAR GRAYSLAKE.	
		Tue, Oct 23	9	E1	11" WAITING ON #2149 TO CLEAR GRAYSLAKE.	
	Mon, Oct 29	15	D1	11" WAITING ON A LATE #2149; 10" CN CROSS TRAFFIC.		
MN	2159 83% OT	Fri, Oct 05	7	GM	7" ITEM 2 AT BELVEDERE.	
		Wed, Oct 17	23	DD	22" DELAY, WAITED FOR WSOR FREIGHT TO CLEAR RONDOUT.	
		Fri, Oct 19	8	D	8" DELAY, WAITING FOR WSOR FREIGHT TO CLEAR RONDOUT.	
		Fri, Oct 26	6	I	6" DELAY, SLOW PASSENGER LOADING ENROUTE.	
MN	2160 61% OT	Mon, Oct 01	7	IW1	8" DEPARTING FOX LAKE, LATE TURN FROM #2153 (ARRIVED 5" LATE DUE TO SLOW PASSENGER LOADING/UNLOADING DUE TO RAIN).	
		Wed, Oct 03	17	R	17" DELAY, DUE TO ENGINEER WAS FEELING SICK @ FOX LAKE & LATE TURN FROM #2153.	
		Thu, Oct 04	7	D	7" DELAY, CN CROSS TRAFFIC, SOUTHBOUND FREIGHT TRAIN.	
		Fri, Oct 05	7	IW	7" DELAY, SLOW PASSENGER LOADING ENROUTE DUE TO WEATHER (RAIN).	
		Tue, Oct 09	8	G	8" DELAY, SIGNAL PROBLEMS AT GRAYSLAKE.	
		Wed, Oct 10	11	E1	14" LATE TURN FROM #2153.	
		Fri, Oct 12	10	U1	10" DELAY, LATE TURN FROM #2153.	
		Fri, Oct 19	11	GF1	11" DELAY: SLOW PASSENGER LOADING ENROUTE & LATE TURN FROM #2153.	
		Mon, Oct 29	6	U1	8" LATE TURN FROM #2153 (#2153 ARRIVED 5" LATE DUE TO ADA LIFT @ NORTHBROOK).	
MW	2232 83% OT	Mon, Oct 01	6	D	6" DELAY, FREIGHT INTERFERENCE, X/O FRANKLIN PARK TO GALEWOOD. CP 650 GALEWOOD	
		Tue, Oct 09	0	YR1	ANNULLED, DUE TO #7201	
		Mon, Oct 29	8	CC	10" STOP B-35 WAITING ON #2211, X/O 2MT-1MT B-35-ROSELLE WEST; 2" ADA HANOVER PARK.	
		Tue, Oct 30	16	CC	16" DELAY, SINGLE TRACKING MEET WITH #2211 @ B-35.	
NCS	120 83% OT	Wed, Oct 03	7	G	7" DELAY, SIGNAL FAILURE @ A-20.	
		Wed, Oct 10	21	E1	25" PICKING UP #2154'S PASSENGERS AND MAKING STATION STOPS TO CUS.	
		Fri, Oct 19	7	K	15" STOP SIGNAL WAITING FOR RELEASE FROM DESK 15, CAR REPORTED ON THE TRACKS AT DEPOT ST.; 5" WAITING ON A LATE #2147.	
		Thu, Oct 25	29	VF	23" SWAPPING EQUIP. WITH NCS #115; 6" STOP SIGNAL ANTIOCH YARD CN FREIGHT; 3" FOLLOWING FREIGHT; 12 FOLLOWING #2156 TO A-20; 4" CM.	
RI	420 83% OT	Fri, Oct 05	9	I1	(PSGR HANDLING) - LATE TURN FROM 515	
		Mon, Oct 08	10	C1	(M OF W WORK, TRN AHD) - 10M LATE DEPARTING RICHARDS LATE TURN OF EQUIPMENT	
		Fri, Oct 12	12	D	(FREIGHT TRAIN INTERFERENCE) - RA DISP. DID NOT HAVE J945-12 (CSXT3469, 8600) LINED UP ALTHOUGH THE IHB HAD RELEASED THEM	
		Mon, Oct 22	18	G	(SIG/SWT MALFUNCTION) - 18MIN DUE TO HAVING TO BE TALKED BY SIGNAL AT CP35.5 ON TRACK 2	
RI	505 83% OT	Wed, Oct 10	8	CC	(SCHEDULED TRACK WORK) - SINGLE TRACKING	
		Thu, Oct 11	11	CC	(SCHEDULED TRACK WORK) - WAITING ON E/B TRAIN, SINGLE TRACK AT MOKENA FOR FORM D	
		Fri, Oct 12	10	CC	(SCHEDULED TRACK WORK) - WAITING FOR E/B TRAIN. FORM D AT MOKENA	
		Thu, Oct 25	8	CC	(SCHEDULED TRACK WORK) - WAITING FOR RI0508, SINGLE TRACK AT CP MOKENA	
RI	514 83% OT	Tue, Oct 02	19	CC1	(SCHEDULED TRACK WORK TRN AHD) - DEPARTED 9MLATE DUE TO TURN	
		Wed, Oct 03	8	CC1	(SCHEDULED TRACK WORK TRN AHD) - SINGLE TRACKING AT 66CT	
		Mon, Oct 08	24	CC	(SCHEDULED TRACK WORK) - SINGLE TRACKING AT MOKENA	
		Tue, Oct 30	6	CC	(SCHEDULED TRACK WORK) - WAITING ON RI0511, SINGLE TRACK AT CP MOKENA	
SWS	806 83% OT	Mon, Oct 08	11	G	16M DELAY IN ROUTE ACCT SIGNAL TROUBLE 179TH ST TO 143RD ST.	
		Fri, Oct 12	12	E	16M DELAY 179TH ACCT AIR TROUBLE, 4 ADDITIONAL MINUTES IN ROUTE ONGOING MECHANICAL ISSUE.	
		Mon, Oct 15	8	D1	10M ASHBURN MEETING LATE SW803, 4M ROOSEVELT ACCT HCD916	
		Wed, Oct 24	8	E	(LOCOMOTIVE MALFUNCTION) - DELAYED 7M ACCOUNT GROUND RELAY ISSUES, MECHANICAL BOARDED TRAIN 179TH TO ASSIST WITH CUTTING OUT TRACTION MOTO	
UPW	47 78% OT	Wed, Oct 03	22	D	M47-03 DELAYED, TRAIN CONTROL (AGBNP) COMMING OFF THE HARBOR ONTO TRK 3 & FOLLOWED AGBNP FROM MELROSE PARK TO CPY032.	
		Thu, Oct 11	16	D	FOLLOWED MELNP FROM GRACE-TURNER.	
		Fri, Oct 19	8	D	STOPPED AT KEDZIE WAITING FOR ZLAG1 TO CLEAR INTO THE ROCKWELL.	
		Thu, Oct 25	12	D1	FOLLOWING #45 EN ROUTE.	
		Fri, Oct 26	8	D1	DELAYED FOLLOWING TRAINS AHEAD.	
UPW	49 74% OT	Wed, Oct 03	25	D1	TRAIN CONTROL MP8-W. CHICAGO FOLLOWING #47 ON ACCT. OF FREIGHT INTERFERENCE.	
		Fri, Oct 05	12	D1	DELAYED FOLLOWING #47 THAT WAS STOPPED @ KEDZIE WIATING FOR COKNS TO CLEAR.	
		Thu, Oct 11	15	D1	DELAYED FOLLOWING #47.	
		Fri, Oct 19	17	D1	DELAYED FOLLOWING TRAIN AHEAD.	
		Thu, Oct 25	8	D1	FOLLOWING #47 EN ROUTE.	
	Fri, Oct 26	11	D1	DELAYED FOLLOWING TRAINS AHEAD ALSO 1 ADA LIFT @ LOMBARD.		
UPW	57 83% OT	Wed, Oct 03	22	D1	TRAIN CONTROL OAK PARK-ELMHURST FOLLOWING M55 DUE TO M47 FREIGHT INTERFERENCE.	
		Thu, Oct 11	9	D1	DELAYED FOLLOWING #55.	
		Fri, Oct 19	17	D1	DELAYED FOLLOWING TRAINS AHEAD.	
		Thu, Oct 25	7	D1	FOLLOWING LATE TRAINS AHEAD EN ROUTE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	62	Mon, Oct 01	12	D	RAN RESTRICTED SIGNALS DUE TO THE COKNA9-02 TO CLEARING @ PARK 5" ALSO RAN RESTRICTED SPEED MP5.5-KEDZIE DUE TO FREIGHT AHEAD.	
		78% OT	Wed, Oct 03	31	D1	LATE ARRIVAL OF M47 CREW & EQUIP. & OPERATED RESTRICTED SPEED M5.5-KEDZIE ON TRK3, OVPSV-29 GOING INTO THE YARD FROM TRK 1.
		Thu, Oct 11	16	D1	DEPARTED ELBURN 16" LATE ON ACCOUNT OF LATE ARRIVAL OF #47.	
		Fri, Oct 12	8	D	HELD @ KEDZIE WAITED FOR THE IOJPR2 TO CLEAR.	
		Tue, Oct 16	7	D	DELAYED FOLLOWING THE ILXJLX FROM LA FOX TO GENEVA.	
UPW	66	Tue, Oct 02	9	D	9" DELAYED DUE TO CROSS TRAFFIC @ THE CN WASHINGTON ST INTERLOCKING WAITED FOR THE H60991-02 TO CLEAR.	
		78% OT	Thu, Oct 11	60	M1	STOPPED AT BELLWOOD STATION DUE TO #67 CRITICAL INCIDENT AT MP4.8.
		Thu, Oct 18	0	M1	ANNULLED AT WEST CHICAGO, CHANGED ENDS, WENT TO ELBURN AT 21:44 TO RUN AS #68.	
		Fri, Oct 19	8	D	FOLLOWING A FREIGHT FROM GLEN ELLYN TO PARK.	
		Mon, Oct 22	11	D	11" DELAYED FOLLOWING KTAG45 FROM PECK - KRESS	
UPW	69	Mon, Oct 01	10	D	FREIGHT TRAIN ZG1SC-01 AHEAD AT KEDZIE.	
		74% OT	Wed, Oct 03	15	D	DELAY DUE TO OPERATED ON TRK 2 (X-INGS) FROM UNIVERSITY-TURNER, FREIGHT TRAIN IG4G3-03 TIED DOWN ON TRK 3 (RECREW H.O.S EXPIRED @22.00)
		Thu, Oct 04	40	E	LATE DEPARTING CPRT, BAD ORDER TRAIN CONTROL ON MTEX161 (MADE REVERSE MOVE BACK ON TRACK 5 @ LAKE ST. & WAS DOUBLE HEADED).	
		Thu, Oct 11	60	M1	HELD AT CPT DUE TO #67 CRITICAL INCIDENT AT MP4.8.	
		Thu, Oct 18	60	M1	STOPPED @ VILLA PARK DUE TO #65 CRITICAL INCIDENT AT MP24.5; PICKED UP #65'S AT MP24.69 (CROSS ST.), TRACK #2.	
		Mon, Oct 22	10	D	10" FOLLOWING FREIGHT TRAIN CSHCD-20 FROM BELLWOOD-ELBURN	

Data is final (11/26/18) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective July 1, 2016

Revised July 19, 2016

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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
October 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	14	-	-	-	4	17	21	2	2	17	5	3	74	159
Freight Interference - Peak	2	-	-	-	4	-	7	1	-	7	-	3	37	61
Primary	2	-	-	-	4	-	5	1	-	6	-	3	13	34
Secondary	-	-	-	-	-	-	2	-	-	1	-	-	24	27
Freight Interference - Off-Peak	12	-	-	-	-	17	14	1	2	10	5	-	37	98
Primary	9	-	-	-	-	10	8	1	1	7	3	-	27	66
Secondary	3	-	-	-	-	7	6	-	1	3	2	-	10	32
Signal/Switch Failure - Total	21	5	1	2	5	25	12	5	9	15	-	3	7	110
Signal/Switch Failure - Metra/PSA	21	5	1	2	-	19	10	4	9	9	-	2	7	89
Primary	18	3	-	1	-	13	5	4	6	6	-	2	3	61
Secondary	3	2	1	1	-	6	5	-	3	3	-	-	4	28
Signal/Switch Failure - Foreign	-	-	-	-	5	6	2	1	-	6	-	1	-	21
Primary	-	-	-	-	5	1	2	1	-	5	-	1	-	15
Secondary	-	-	-	-	-	5	-	-	-	1	-	-	-	6
Mechanical Failure - Total	15	11	1	-	-	25	2	3	8	6	17	2	5	95
Mechanical Failure - Metra/PSA	15	9	-	-	-	20	2	3	8	6	17	2	5	87
Non-Locomotive Equipment Failure - Metra/PSA	-	9	-	-	-	-	-	-	1	2	13	1	4	30
Primary	-	2	-	-	-	-	-	-	1	1	2	1	1	8
Secondary	-	7	-	-	-	-	-	-	-	1	11	-	3	22
Locomotive Failure - Metra/PSA	15	-	-	-	-	20	2	3	7	4	4	1	1	57
Primary	3	-	-	-	-	5	2	1	2	4	3	1	1	22
Secondary	12	-	-	-	-	15	-	2	5	-	1	-	-	35
Mechanical Failure - Foreign	-	2	1	-	-	5	-	-	-	-	-	-	-	8
Passenger Train Interference - Total	3	-	-	-	-	9	1	2	1	1	-	-	-	17
Passenger Train Interference - Metra/PSA	-	-	-	-	-	6	1	2	-	-	-	-	-	9
Passenger Train Interference - Foreign	3	-	-	-	-	3	-	-	1	1	-	-	-	8
Accident - Total	30	-	-	-	-	-	-	-	-	-	-	-	13	43
Accident - Metra/PSA	30	-	-	-	-	-	-	-	-	-	-	-	13	43
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	26	17	9	9	2	10	6	1	19	2	13	5	1	120
Track Work - Metra/PSA	26	17	9	9	2	10	6	1	19	2	13	5	1	120
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	13	4	-	1	4	10	16	-	1	3	3	9	8	72
Human Error - Metra/PSA	7	4	-	1	-	3	15	-	1	1	2	7	8	49
Human Error - Foreign	6	-	-	-	4	7	1	-	-	2	1	2	-	23
Sick, Injured, Unruly Passenger - Total	6	5	-	3	-	-	1	-	1	-	8	1	-	25
Sick, Injured, Unruly Passenger - Metra/PSA	6	5	-	3	-	-	1	-	1	-	8	1	-	25
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	1	-	-	-	-	5	-	-	2	-	1	1	-	10
Weather - Metra/PSA	1	-	-	-	-	5	-	-	2	-	1	1	-	10
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	5	1	-	2	-	9	2	-	3	-	4	6	3	35
Lift Deployment - Total	1	-	-	-	-	4	3	1	3	-	4	1	1	18
Obstruction/Debris - Total	41	2	-	-	3	1	1	2	-	2	-	3	4	59
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	3	-	1	-	-	7	-	2	-	-	2	2	2	19
Total Trains Delayed	179	45	12	17	18	122	65	18	49	46	57	36	118	782
Total Metra/PSA Delays	156	43	11	17	5	84	41	15	46	20	51	30	44	563
Total Foreign Carrier Delays	23	2	1	0	13	38	24	3	3	26	6	6	74	219

Data for current month is FINAL (11/26/18) version of TOPS

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

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

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

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	24	-	-	-	2	8	9	13	4	11	1	8	17	98	
Freight Interference - Peak	6	-	-	-	2	2	2	5	1	3	-	4	5	31	
Primary	4	-	-	-	2	1	1	3	1	3	-	2	3	20	
Secondary	3	-	-	-	-	0	1	2	0	1	-	2	2	12	
Freight Interference - Off-Peak	18	-	-	-	-	6	7	8	3	8	1	4	12	67	
Primary	15	-	-	-	-	4	5	7	3	6	1	3	10	54	
Secondary	3	-	-	-	-	2	2	1	0	2	0	1	3	13	
Signal/Switch Failure - Total	18	7	2	3	1	13	6	5	7	7	7	7	4	87	
Signal/Switch Failure - Metra/PSA	15	7	2	3	-	11	6	3	6	2	7	7	4	72	
Primary	12	3	2	2	-	6	5	3	6	2	2	2	2	46	
Secondary	3	4	1	1	-	5	1	0	1	0	5	5	1	27	
Signal/Switch Failure - Foreign	3	-	-	-	1	2	1	2	0	5	-	1	-	14	
Primary	3	-	-	-	0	1	0	1	0	4	-	0	-	10	
Secondary	-	-	-	-	1	1	0	0	0	1	-	0	-	4	
Mechanical Failure - Total	17	1	1	-	-	7	8	6	12	2	8	9	14	84	
Mechanical Failure - Metra/PSA	17	1	0	-	-	7	8	6	12	2	8	9	14	83	
Non-Locomotive Equipment Failure - Metra/PSA	4	1	0	-	-	1	0	1	0	0	1	1	5	14	
Primary	2	0	0	-	-	0	0	0	0	0	1	0	1	6	
Secondary	2	1	0	-	-	1	0	1	-	-	0	1	4	8	
Locomotive Failure - Metra/PSA	13	-	-	-	-	6	7	5	12	1	8	8	9	69	
Primary	5	-	-	-	-	2	2	2	4	1	2	2	2	22	
Secondary	8	-	-	-	-	4	5	3	7	1	6	6	7	47	
Mechanical Failure - Foreign	-	0	0	-	-	-	-	-	-	-	-	-	-	1	
Passenger Train Interference - Total	3	2	-	0	1	3	0	1	0	1	-	0	0	12	
Passenger Train Interference - Metra/PSA	1	2	-	0	-	3	0	1	0	-	-	0	0	7	
Passenger Train Interference - Foreign	2	-	-	0	1	0	-	-	-	1	-	-	-	4	
Accident - Total	6	0	-	2	-	4	5	0	3	1	6	10	6	43	
Accident - Metra/PSA	6	0	-	2	-	4	4	0	3	1	6	10	4	41	
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	1	2	
Track Work - Total	30	8	1	5	-	8	4	2	8	1	2	9	7	85	
Track Work - Metra/PSA	30	8	1	5	-	8	4	2	8	1	2	9	7	85	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0	
Human Error - Total	15	2	1	1	1	6	4	1	6	3	3	1	8	53	
Human Error - Metra/PSA	9	2	1	1	0	2	2	0	6	-	3	0	5	31	
Human Error - Foreign	7	-	-	-	1	4	2	1	0	3	0	1	3	22	
Sick, Injured, Unruly Passenger - Total	3	4	1	2	-	6	2	1	2	0	5	4	2	32	
Sick, Injured, Unruly Passenger - Metra/PSA	3	4	1	2	-	6	2	1	2	0	5	4	2	32	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	2	2	1	1	-	2	-	0	2	0	5	7	2	25	
Weather - Metra/PSA	2	2	1	1	-	2	-	0	2	0	5	7	2	25	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	5	8	1	1	-	3	1	-	2	-	1	4	4	30	
Lift Deployment - Total	3	0	-	-	-	2	2	1	1	-	-	1	2	13	
Obstruction/Debris - Total	15	7	3	4	0	1	2	1	3	3	3	6	6	54	
Catenary Failure - Total	-	8	1	3	-	-	-	-	-	-	-	-	-	12	
Other - Total	3	1	0	0	0	0	2	1	1	1	1	1	1	13	
Total Trains Delayed	143	52	12	21	6	65	45	31	53	30	42	70	72	641	
Total Metra/PSA Delays	107	51	12	21	1	50	33	15	48	10	40	60	50	499	
Total Foreign Carrier Delays	36	0	0	0	5	15	13	16	4	20	2	9	22	142	

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(10)	-	-	-	2	9	12	(11)	(2)	6	4	(5)	57	61
Freight Interference - Peak	(4)	-	-	-	2	(2)	5	(4)	(1)	4	-	(1)	32	30
Primary	(2)	-	-	-	2	(1)	4	(2)	(1)	3	-	1	10	14
Secondary	(3)	-	-	-	-	(0)	1	(2)	(0)	0	-	(2)	22	15
Freight Interference - Off-Peak	(6)	-	-	-	-	11	7	(7)	(1)	2	4	(4)	25	31
Primary	(6)	-	-	-	-	6	3	(6)	(2)	1	2	(3)	17	12
Secondary	-	-	-	-	-	5	4	(1)	1	1	2	(1)	7	19
Signal/Switch Failure - Total	3	(2)	(1)	(1)	4	12	6	(0)	2	8	(7)	(4)	3	23
Signal/Switch Failure - Metra/PSA	6	(2)	(1)	(1)	-	8	4	1	3	7	(7)	(5)	3	17
Primary	6	0	(2)	(1)	-	7	0	1	0	4	(2)	(0)	1	15
Secondary	(0)	(2)	0	-	-	1	4	(0)	2	3	(5)	(5)	3	1
Signal/Switch Failure - Foreign	(3)	-	-	-	4	4	1	(1)	(0)	1	-	0	-	7
Primary	(3)	-	-	-	5	0	2	(0)	(0)	1	-	1	-	5
Secondary	-	-	-	-	(1)	4	(0)	(0)	(0)	(0)	-	(0)	-	2
Mechanical Failure - Total	(2)	10	0	-	-	18	(6)	(3)	(4)	4	9	(7)	(9)	11
Mechanical Failure - Metra/PSA	(2)	8	(0)	-	-	13	(6)	(3)	(4)	4	9	(7)	(9)	4
Non-Locomotive Equipment Failure - Metra/PSA	(4)	8	(0)	-	-	(1)	(0)	(1)	1	2	12	-	(1)	16
Primary	(2)	2	(0)	-	-	(0)	(0)	(0)	1	1	1	1	(0)	2
Secondary	(2)	6	(0)	-	-	(1)	(0)	(1)	-	1	11	(1)	(1)	14
Locomotive Failure - Metra/PSA	2	-	-	-	-	14	(5)	(2)	(5)	3	(4)	(7)	(8)	(12)
Primary	(2)	-	-	-	-	3	(0)	(1)	(2)	3	1	(1)	(1)	0
Secondary	4	-	-	-	-	11	(5)	(1)	(2)	(1)	(5)	(6)	(7)	(12)
Mechanical Failure - Foreign	-	2	1	-	-	5	-	-	-	-	-	-	-	7
Passenger Train Interference - Total	-	(2)	-	(0)	(1)	6	1	1	1	0	-	(0)	(0)	5
Passenger Train Interference - Metra/PSA	(1)	(2)	-	(0)	-	3	1	1	(0)	0	-	(0)	(0)	2
Passenger Train Interference - Foreign	1	-	-	(0)	(1)	3	-	-	1	0	-	-	-	4
Accident - Total	24	(0)	-	(2)	-	(4)	(5)	(0)	(3)	(1)	(6)	(10)	7	(0)
Accident - Metra/PSA	24	(0)	-	(2)	-	(4)	(4)	(0)	(3)	(1)	(6)	(10)	9	2
Accident - Foreign	-	-	-	-	-	-	(1)	-	-	-	-	-	(1)	(2)
Track Work - Total	(4)	9	8	4	2	2	2	(1)	11	1	11	(4)	(6)	35
Track Work - Metra/PSA	(4)	9	8	4	2	2	2	(1)	11	1	11	(4)	(6)	35
Track Work - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
Human Error - Total	(2)	2	(1)	(0)	3	4	12	(1)	(5)	-	-	8	0	19
Human Error - Metra/PSA	(2)	2	(1)	(0)	(0)	1	13	(0)	(5)	1	(1)	7	3	18
Human Error - Foreign	(1)	-	-	-	3	3	(1)	(1)	(0)	(1)	1	1	(3)	1
Sick, Injured, Unruly Passenger - Total	3	1	(1)	1	-	(6)	(1)	(1)	(1)	(0)	3	(3)	(2)	(7)
Sick, Injured, Unruly Passenger - Metra/PSA	3	1	(1)	1	-	(6)	(1)	(1)	(1)	(0)	3	(3)	(2)	(7)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	(1)	(2)	(1)	(1)	-	3	-	(0)	(0)	(0)	(4)	(6)	(2)	(15)
Weather - Metra/PSA	(1)	(2)	(1)	(1)	-	3	-	(0)	(0)	(0)	(4)	(6)	(2)	(15)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	0	(7)	(1)	1	-	6	1	-	1	-	3	2	(1)	5
Lift Deployment - Total	(2)	(0)	-	-	-	2	1	0	2	-	4	(0)	(1)	5
Obstruction/Debris - Total	26	(5)	(3)	(4)	3	(0)	(1)	1	(3)	(1)	(3)	(3)	(2)	5
Catenary Failure - Total	-	(8)	(1)	(3)	-	-	-	-	-	-	-	-	-	(12)
Other - Total	-	(1)	1	(0)	(0)	7	(2)	1	(1)	(1)	1	1	1	6
Total Trains Delayed	36	(7)	0	(4)	12	57	20	(13)	(4)	16	15	(34)	46	141
Total Metra/PSA Delays	49	(8)	(1)	(4)	4	34	8	(0)	(2)	10	11	(30)	(6)	64
Total Foreign Carrier Delays	(13)	2	1	(0)	8	23	11	(13)	(1)	6	4	(3)	52	77

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

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

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	228	-	-	-	58	130	107	59	53	151	17	85	377	1,265	
Freight Interference - Peak	89	-	-	-	50	15	30	17	9	50	3	52	143	458	
Primary	38	-	-	-	40	8	17	13	5	37	3	23	62	246	
Secondary	51	-	-	-	10	7	13	4	4	13	-	29	81	212	
Freight Interference - Off-Peak	139	-	-	-	8	115	77	42	44	101	14	33	234	807	
Primary	101	-	-	-	8	71	54	36	32	73	7	23	186	591	
Secondary	38	-	-	-	-	44	23	6	12	28	7	10	48	216	
Signal/Switch Failure - Total	263	83	39	40	35	193	125	71	122	146	37	78	93	1,325	
Signal/Switch Failure - Metra/PSA	214	83	39	40	4	143	100	42	118	59	37	70	86	1,035	
Primary	143	61	32	35	3	99	74	35	94	37	17	31	50	711	
Secondary	71	22	7	5	1	44	26	7	24	22	20	39	36	324	
Signal/Switch Failure - Foreign	49	-	-	-	31	50	25	29	4	87	-	8	7	290	
Primary	37	-	-	-	27	16	17	20	4	55	-	2	5	183	
Secondary	12	-	-	-	4	34	8	9	-	32	-	6	2	107	
Mechanical Failure - Total	204	22	11	3	7	181	61	43	121	43	84	95	115	990	
Mechanical Failure - Metra/PSA	202	18	9	3	6	164	60	42	121	43	84	95	115	962	
Non-Locomotive Equipment Failure - Metra/PSA	41	18	9	3	1	15	-	2	6	11	39	34	42	221	
Primary	20	5	3	-	1	9	-	1	4	6	16	11	15	91	
Secondary	21	13	6	3	-	6	-	1	2	5	23	23	27	130	
Locomotive Failure - Metra/PSA	161	-	-	-	5	149	60	40	115	32	45	61	73	741	
Primary	30	-	-	-	2	34	18	9	30	15	21	17	22	198	
Secondary	131	-	-	-	3	115	42	31	85	17	24	44	51	543	
Mechanical Failure - Foreign	2	4	2	-	1	17	1	1	-	-	-	-	-	28	
Passenger Train Interference - Total	47	3	1	1	10	50	7	15	2	48	-	2	6	192	
Passenger Train Interference - Metra/PSA	6	-	-	-	-	36	4	13	-	-	-	2	5	66	
Passenger Train Interference - Foreign	41	3	1	1	10	14	3	2	2	48	-	-	1	126	
Accident - Total	75	37	3	8	-	8	26	13	27	11	35	27	49	319	
Accident - Metra/PSA	68	37	3	8	-	8	26	9	15	5	35	27	42	283	
Accident - Foreign	7	-	-	-	-	-	-	4	12	6	-	-	7	36	
Track Work - Total	156	44	18	37	24	100	19	8	129	11	63	47	42	698	
Track Work - Metra/PSA	154	44	18	37	24	100	19	8	129	8	63	47	42	693	
Track Work - Foreign	2	-	-	-	-	-	-	-	-	3	-	-	-	5	
Human Error - Total	310	30	9	14	16	101	41	21	73	35	53	75	75	853	
Human Error - Metra/PSA	171	29	9	13	3	68	38	11	73	26	49	63	59	612	
Human Error - Foreign	139	1	-	1	13	33	3	10	-	9	4	12	16	241	
Sick, Injured, Unruly Passenger - Total	41	34	3	7	-	36	25	3	30	8	60	26	73	346	
Sick, Injured, Unruly Passenger - Metra/PSA	41	34	3	7	-	36	25	3	30	8	60	26	73	346	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	172	34	14	11	3	90	60	11	134	16	34	95	49	723	
Weather - Metra/PSA	172	34	14	11	2	90	60	11	133	15	34	95	48	719	
Weather - Foreign	-	-	-	-	1	-	-	-	1	1	-	-	1	4	
Passenger Loading - Total	83	43	11	5	-	73	57	10	62	2	62	96	75	579	
Lift Deployment - Total	56	1	-	-	-	28	33	5	17	3	18	27	76	264	
Obstruction/Debris - Total	101	14	8	28	5	30	6	18	73	16	15	86	111	511	
Catenary Failure - Total	-	8	-	3	-	-	-	-	-	-	-	-	-	11	
Other - Total	64	5	5	3	-	27	24	2	22	15	32	20	37	256	
Total Trains Delayed	1,800	358	122	160	158	1,047	591	279	865	505	510	759	1,178	8,332	
Total Metra/PSA Delays	1,332	350	119	158	44	803	452	174	793	200	489	654	769	6,337	
Total Foreign Carrier Delays	468	8	3	2	114	244	139	105	72	305	21	105	409	1,995	

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

Cause Category	Top 2 causes for each line are shaded														
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	201	-	0	-	29	116	113	112	56	121	14	53	175	991	
Freight Interference - Peak	78	-	0	-	28	24	24	42	16	39	3	25	52	331	
Primary	49	-	-	-	26	17	16	29	9	29	2	13	25	215	
Secondary	29	-	0	-	1	7	8	13	7	9	2	12	27	116	
Freight Interference - Off-Peak	123	-	-	-	1	92	89	70	40	82	11	28	123	660	
Primary	102	-	-	-	1	61	60	61	34	62	6	22	96	505	
Secondary	21	-	-	-	0	31	30	10	6	20	4	6	27	154	
Signal/Switch Failure - Total	197	64	28	29	17	192	120	76	75	76	35	68	98	1,075	
Signal/Switch Failure - Metra/PSA	124	64	28	29	1	159	100	44	71	19	35	62	93	829	
Primary	89	38	20	21	1	77	59	24	52	14	16	23	35	469	
Secondary	35	25	8	9	0	82	41	20	19	6	18	39	58	360	
Signal/Switch Failure - Foreign	73	-	0	-	16	33	20	32	4	57	1	7	5	246	
Primary	52	-	-	-	13	21	14	18	2	38	1	3	4	165	
Secondary	21	-	0	-	2	13	6	13	2	19	-	3	1	81	
Mechanical Failure - Total	145	36	9	7	6	110	83	33	147	25	82	79	74	836	
Mechanical Failure - Metra/PSA	144	32	8	7	6	104	82	33	147	25	82	79	73	821	
Non-Locomotive Equipment Failure - Metra/PSA	35	32	8	7	1	13	16	5	15	8	16	19	28	203	
Primary	14	10	4	3	1	5	8	2	7	3	7	8	13	85	
Secondary	20	22	5	3	0	8	8	3	8	5	9	11	15	118	
Locomotive Failure - Metra/PSA	109	-	-	-	4	90	67	27	132	18	66	60	45	619	
Primary	36	-	-	-	3	26	25	9	43	7	21	19	16	206	
Secondary	73	-	-	-	1	65	42	18	89	10	45	41	30	413	
Mechanical Failure - Foreign	1	5	1	0	0	6	0	-	0	-	-	-	0	15	
Passenger Train Interference - Total	17	8	3	4	7	45	8	12	10	14	1	3	9	141	
Passenger Train Interference - Metra/PSA	1	6	2	2	1	31	7	12	7	3	1	2	8	82	
Passenger Train Interference - Foreign	16	2	1	2	7	14	1	0	3	11	-	0	1	59	
Accident - Total	117	22	8	14	1	50	46	13	30	12	36	95	26	471	
Accident - Metra/PSA	99	22	8	14	1	47	43	10	28	11	35	88	20	426	
Accident - Foreign	18	-	-	-	0	3	3	3	2	2	1	7	6	45	
Track Work - Total	240	56	13	57	3	68	39	16	71	11	46	51	56	727	
Track Work - Metra/PSA	223	56	13	57	3	68	38	15	71	9	46	51	56	706	
Track Work - Foreign	17	-	-	-	-	0	1	1	-	2	-	-	-	20	
Human Error - Total	157	40	14	23	17	83	55	21	58	31	39	39	49	626	
Human Error - Metra/PSA	104	38	14	22	3	52	37	9	58	6	30	27	29	430	
Human Error - Foreign	53	2	0	1	14	31	18	11	1	25	9	13	20	196	
Sick, Injured, Unruly Passenger - Total	30	49	8	16	1	36	32	4	25	3	33	41	33	311	
Sick, Injured, Unruly Passenger - Metra/PSA	28	49	8	16	1	36	32	4	25	3	33	41	33	309	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2	
Weather - Total	187	100	30	36	5	106	86	26	115	20	87	99	78	975	
Weather - Metra/PSA	186	100	30	36	5	104	85	26	115	19	87	99	78	969	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	6	
Passenger Loading - Total	50	82	17	31	-	60	63	1	99	1	68	89	58	619	
Lift Deployment - Total	27	2	-	1	-	33	25	3	22	1	10	17	22	164	
Obstruction/Debris - Total	75	33	12	28	5	34	37	10	29	23	28	48	42	404	
Catenary Failure - Total	-	61	12	26	-	-	-	-	-	-	-	-	-	99	
Other - Total	45	12	6	9	1	17	19	6	23	12	19	22	34	224	
Total Trains Delayed	1,489	564	162	281	92	950	725	334	760	351	498	704	753	7,663	
Total Metra/PSA Delays	1,108	555	159	277	26	743	568	174	694	133	474	625	547	6,083	
Total Foreign Carrier Delays	381	9	3	4	66	206	157	159	66	218	25	79	206	1,580	

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Table 6.c: Train Delays by Cause & Line - YTD
January - October 2018 Compared to January - October Average Over Previous 5 Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	27	-	(0)	-	29	14	(6)	(53)	(3)	30	3	32	202	274
Freight Interference - Peak	11	-	(0)	-	22	(9)	6	(25)	(7)	11	(0)	27	91	127
Primary	(11)	-	-	-	14	(9)	1	(16)	(4)	8	1	10	37	31
Secondary	22	-	(0)	-	9	-	5	(9)	(3)	4	(2)	17	54	96
Freight Interference - Off-Peak	16	-	-	-	7	23	(12)	(28)	4	19	3	5	111	147
Primary	(1)	-	-	-	7	10	(6)	(25)	(2)	11	1	1	90	86
Secondary	17	-	-	-	(0)	13	(7)	(4)	6	8	3	4	21	62
Signal/Switch Failure - Total	66	19	11	11	18	1	5	(5)	47	70	2	10	(5)	250
Signal/Switch Failure - Metra/PSA	90	19	11	11	3	(16)	(0)	(2)	47	40	2	8	(7)	206
Primary	54	23	12	14	2	22	15	11	42	23	1	8	15	242
Secondary	36	(3)	(1)	(4)	1	(38)	(15)	(13)	5	16	2	(0)	(22)	(86)
Signal/Switch Failure - Foreign	(24)	-	(0)	-	15	17	5	(3)	0	30	(1)	1	2	44
Primary	(15)	-	-	-	14	(5)	3	2	2	17	(1)	(1)	1	18
Secondary	(9)	-	(0)	-	2	21	2	(4)	(2)	13	-	3	1	26
Mechanical Failure - Total	59	(14)	2	(4)	1	71	(22)	10	(26)	18	2	16	41	154
Mechanical Failure - Metra/PSA	58	(14)	1	(4)	0	60	(22)	9	(26)	18	2	16	42	141
Non-Locomotive Equipment Failure - Metra/PSA	6	(14)	1	(4)	(0)	2	(16)	(3)	(9)	3	23	15	14	18
Primary	6	(5)	(1)	(3)	-	4	(8)	(1)	(3)	3	9	3	2	6
Secondary	1	(9)	1	(0)	-	(2)	(8)	(2)	(6)	0	14	12	12	12
Locomotive Failure - Metra/PSA	52	-	-	-	1	59	(7)	13	(17)	14	(21)	1	28	122
Primary	(6)	-	-	-	(1)	8	(7)	(0)	(13)	8	(0)	(2)	6	(8)
Secondary	58	-	-	-	2	50	0	13	(4)	7	(21)	3	21	130
Mechanical Failure - Foreign	1	(1)	1	(0)	1	11	1	1	(0)	-	-	-	(0)	13
Passenger Train Interference - Total	30	(5)	(2)	(3)	3	5	(1)	3	(8)	34	(1)	(1)	(3)	51
Passenger Train Interference - Metra/PSA	5	(6)	(2)	(2)	(1)	5	(3)	1	(7)	(3)	(1)	(0)	(3)	(16)
Passenger Train Interference - Foreign	25	1	0	(1)	3	-	2	2	(1)	37	-	(0)	0	67
Accident - Total	(42)	15	(5)	(6)	(1)	(42)	(20)	(0)	(3)	(1)	(1)	(68)	23	(152)
Accident - Metra/PSA	(31)	15	(5)	(6)	(1)	(39)	(17)	(1)	(13)	(6)	(0)	(61)	22	(143)
Accident - Foreign	(11)	-	-	-	(0)	(3)	(3)	1	10	4	(1)	(7)	1	(9)
Track Work - Total	(84)	(12)	5	(20)	21	32	(20)	(8)	58	0	17	(4)	(14)	(29)
Track Work - Metra/PSA	(69)	(12)	5	(20)	21	32	(19)	(7)	58	(1)	17	(4)	(14)	(13)
Track Work - Foreign	(15)	-	-	-	-	(0)	(1)	(1)	-	1	-	-	-	(15)
Human Error - Total	153	(10)	(5)	(9)	(1)	18	(14)	0	15	4	14	36	26	227
Human Error - Metra/PSA	67	(9)	(5)	(9)	-	16	1	2	15	20	19	36	30	182
Human Error - Foreign	86	(1)	(0)	(0)	(1)	2	(15)	(1)	(1)	(16)	(5)	(1)	(4)	45
Sick, Injured, Unruly Passenger - Total	11	(15)	(5)	(9)	(1)	0	(7)	(1)	5	5	27	(15)	40	35
Sick, Injured, Unruly Passenger - Metra/PSA	13	(15)	(5)	(9)	(1)	0	(7)	(1)	5	5	27	(15)	40	37
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
Weather - Total	(15)	(66)	(16)	(25)	(2)	(16)	(26)	(15)	19	(4)	(53)	(4)	(29)	(252)
Weather - Metra/PSA	(14)	(66)	(16)	(25)	(3)	(14)	(25)	(15)	18	(4)	(53)	(4)	(30)	(250)
Weather - Foreign	(1)	-	-	-	1	(2)	(1)	-	1	0	-	-	1	(2)
Passenger Loading - Total	33	(39)	(6)	(26)	-	13	(6)	9	(37)	1	(6)	7	17	(40)
Lift Deployment - Total	29	(1)	-	(1)	-	(5)	8	2	(5)	2	8	10	54	100
Obstruction/Debris - Total	26	(19)	(4)	0	0	(4)	(31)	8	44	(7)	(13)	38	69	107
Catenary Failure - Total	-	(53)	(12)	(23)	-	-	-	-	-	-	-	-	-	(88)
Other - Total	19	(7)	(1)	(6)	(1)	10	5	(4)	(1)	3	13	(2)	3	32
Total Trains Delayed	311	(206)	(40)	(121)	66	97	(134)	(55)	105	154	12	55	425	669
Total Metra/PSA Delays	224	(205)	(40)	(119)	18	60	(116)	(0)	99	67	15	29	222	254
Total Foreign Carrier Delays	87	(1)	0	(2)	48	38	(18)	(54)	6	87	(4)	26	203	415

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159			1,265	15.2%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61			458	5.5%
Primary	36	25	26	20	27	26	16	19	17	34			246	3.0%
Secondary	29	27	29	10	15	29	23	10	13	27			212	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98			807	9.7%
Primary	43	58	76	49	69	62	48	52	68	66			591	7.1%
Secondary	26	16	23	7	25	24	14	14	35	32			216	2.6%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110			1,325	15.9%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89			1,035	12.4%
Primary	68	105	51	52	92	63	74	72	73	61			711	8.5%
Secondary	29	28	45	21	21	40	29	59	24	28			324	3.9%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21			290	3.5%
Primary	22	33	5	20	17	30	16	8	17	15			183	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6			107	1.3%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95			990	11.9%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87			962	11.5%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30			221	2.7%
Primary	13	13	8	5	8	8	15	6	7	8			91	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22			130	1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57			741	8.9%
Primary	25	19	20	15	20	21	20	20	16	22			198	2.4%
Secondary	129	64	47	30	44	59	20	75	40	35			543	6.5%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8			28	0.3%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17			192	2.3%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9			66	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8			126	1.5%
Accident - Total	25	82	70	12	25	-	19	23	20	43			319	3.8%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43			283	3.4%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-			36	0.4%
Track Work - Total	11	18	43	101	100	100	58	59	88	120			698	8.4%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120			693	8.3%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-			5	0.1%
Human Error - Total	109	121	61	52	94	91	80	104	69	72			853	10.2%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49			612	7.3%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23			241	2.9%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25			346	4.2%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25			346	4.2%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-			-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10			723	8.7%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10			719	8.6%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-			4	0.0%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35			579	6.9%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18			264	3.2%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59			511	6.1%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	-			11	0.1%
Other - Total	38	27	25	19	33	22	31	20	22	19			256	3.1%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782			8,332	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563			6,337	76.1%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219			1,995	23.9%

Data for current month is FINAL (11/26/18) version of TOPS

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**Table 7.b: Train Delays by Cause & Month
2017**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct
Freight Interference - Total	53	68	69	79	49	110	74	74	96	109	115	110	781 11.6%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	283 4.2%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	181 2.7%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	102 1.5%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	498 7.4%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	372 5.5%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	126 1.9%
Signal/Switch Failure - Total	118	44	80	79	91	87	69	132	119	64	110	230	883 13.1%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	697 10.3%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	452 6.7%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	245 3.6%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	186 2.8%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	116 1.7%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	70 1.0%
Mechanical Failure - Total	84	61	64	42	111	85	85	85	97	125	85	95	839 12.4%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	817 12.1%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	171 2.5%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	77 1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	94 1.4%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	646 9.6%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	224 3.3%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	422 6.2%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	22 0.3%
Passenger Train Interference - Total	16	2	2	5	19	9	9	14	18	17	11	11	111 1.6%
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	62 0.9%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	49 0.7%
Accident - Total	74	32	26	101	18	65	45	43	96	55	70	9	555 8.2%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	478 7.1%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	77 1.1%
Track Work - Total	78	17	29	72	98	107	71	86	84	94	129	83	736 10.9%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	723 10.7%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	13 0.2%
Human Error - Total	68	140	54	69	56	75	73	42	66	85	88	82	728 10.8%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	483 7.2%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	245 3.6%
Sick, Injured, Unruly Passenger - Total	27	28	40	27	20	38	44	30	17	37	26	22	308 4.6%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	302 4.5%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.1%
Weather - Total	97	25	59	4	2	33	104	2	-	37	22	212	363 5.4%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	362 5.4%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1 0.0%
Passenger Loading - Total	33	7	12	10	36	81	94	112	64	35	43	54	484 7.2%
Lift Deployment - Total	17	8	8	13	23	31	29	23	25	15	28	28	192 2.8%
Obstruction/Debris - Total	66	44	43	35	78	64	24	52	25	45	46	23	476 7.0%
Catenary Failure - Total	6	1	4	1	-	-	1	-	18	1	-	1	32 0.5%
Other - Total	15	15	24	20	22	37	32	32	48	22	24	29	267 4.0%
Total Trains Delayed	752	492	514	557	623	822	754	727	773	741	797	989	6,755 100.0%
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	5,375 79.6%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	1,380 20.4%

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

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

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	27	9	2	3	7	9	9	4	9	11	7	10	21	128
11-15	7	4	0	1	1	3	4	1	3	3	8	1	14	50
16-20	5	1	0	0	2	0	3	0	1	1	3	0	8	24
21+	39	2	0	0	5	1	3	0	3	1	1	2	11	68
Annulled	<u>15</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>23</u>
Sub-Total	93	16	2	4	15	15	23	5	17	16	20	13	54	293
Weekday Off-Peak **														
6-10	18	10	6	6	1	61	15	9	14	17	7	4	16	184
11-15	9	2	0	1	1	17	7	1	7	9	5	3	10	72
16-20	3	3	0	1	0	8	9	0	6	1	3	2	6	42
21+	10	2	0	0	1	4	3	3	2	1	4	1	16	47
Annulled	<u>15</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>27</u>
Sub-Total	55	19	6	8	3	93	37	13	29	28	21	10	50	372
Saturday														
6-10	9	4	0	1	0	3	2	0	0	2	2	0	1	24
11-15	1	2	1	2	0	3	1	0	1	0	6	1	2	20
16-20	1	0	1	1	0	1	0	0	1	0	2	1	3	11
21+	6	1	2	0	0	1	2	0	0	0	4	2	3	21
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	17	7	4	4	0	8	5	0	2	2	14	4	9	76
Sunday-Holiday														
6-10	4	3	0	1	0	3	0	0	0	0	2	2	3	18
11-15	3	0	0	0	0	3	0	0	0	0	0	5	0	11
16-20	0	0	0	0	0	0	0	0	0	0	0	0	1	1
21+	7	0	0	0	0	0	0	0	1	0	0	2	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	14	3	0	1	0	6	0	0	1	0	2	9	5	41
October 2018 Total														
6-10	58	26	8	11	8	76	26	13	23	30	18	16	41	354
11-15	20	8	1	4	2	26	12	2	11	12	19	10	26	153
16-20	9	4	1	2	2	9	12	0	8	2	8	3	18	78
21+	62	5	2	0	6	6	8	3	6	2	9	7	31	147
Annulled	<u>30</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>7</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>50</u>
TOTAL	179	45	12	17	18	122	65	18	49	46	57	36	118	782
2018 Year-to-Date														
6-10	911	193	79	85	65	533	290	140	443	232	193	303	540	4,007
11-15	373	68	23	25	33	220	134	46	161	108	123	159	237	1,710
16-20	142	32	10	9	18	95	63	33	85	57	76	82	147	849
21+	281	44	8	21	42	164	82	54	145	93	96	197	226	1,453
Annulled	<u>93</u>	<u>21</u>	<u>2</u>	<u>20</u>	<u>0</u>	<u>35</u>	<u>22</u>	<u>6</u>	<u>31</u>	<u>15</u>	<u>22</u>	<u>18</u>	<u>28</u>	<u>313</u>
TOTAL	1,800	358	122	160	158	1,047	591	279	865	505	510	759	1,178	8,332
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
October 2018 Total														
6-10	32.4%	57.8%	66.7%	64.7%	44.4%	62.3%	40.0%	72.2%	46.9%	65.2%	31.6%	44.4%	34.7%	45.3%
11-15	11.2%	17.8%	8.3%	23.5%	11.1%	21.3%	18.5%	11.1%	22.4%	26.1%	33.3%	27.8%	22.0%	19.6%
16-20	5.0%	8.9%	8.3%	11.8%	11.1%	7.4%	18.5%	0.0%	16.3%	4.3%	14.0%	8.3%	15.3%	10.0%
21+	34.6%	11.1%	16.7%	0.0%	33.3%	4.9%	12.3%	16.7%	12.2%	4.3%	15.8%	19.4%	26.3%	18.8%
Annulled	<u>16.8%</u>	<u>4.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>10.8%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>6.4%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2018 Year-to-Date Delays By Duration														
6-10	50.6%	53.9%	64.8%	53.1%	41.1%	50.9%	49.1%	50.2%	51.2%	45.9%	37.8%	39.9%	45.8%	48.1%
11-15	20.7%	19.0%	18.9%	15.6%	20.9%	21.0%	22.7%	16.5%	18.6%	21.4%	24.1%	20.9%	20.1%	20.5%
16-20	7.9%	8.9%	8.2%	5.6%	11.4%	9.1%	10.7%	11.8%	9.8%	11.3%	14.9%	10.8%	12.5%	10.2%
21+	15.6%	12.3%	6.6%	13.1%	26.6%	15.7%	13.9%	19.4%	16.8%	18.4%	18.8%	26.0%	19.2%	17.4%
Annulled	<u>5.2%</u>	<u>5.9%</u>	<u>1.6%</u>	<u>12.5%</u>	<u>0.0%</u>	<u>3.3%</u>	<u>3.7%</u>	<u>2.2%</u>	<u>3.6%</u>	<u>3.0%</u>	<u>4.3%</u>	<u>2.4%</u>	<u>2.4%</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%

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

Data for most recent month is final (11/26/2018) version from TOPS.