

On-Time Performance

April 2019



Prepared by the Division of Strategic Capital Planning

On-Time Performance April 2019

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

On-Time Performance Tables

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

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

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

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

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

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

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

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

Reporting Calculations for Temporary Schedules & Special Events

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
April 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	1,188	63	94.7%	905	45	95.0%	2,093	108	94.8%	112	3	97.3%	72	0	100.0%	2,277	111	95.1%
Elec -ML	921	2	99.8%	927	4	99.6%	1,848	6	99.7%	160	0	100.0%	80	1	98.8%	2,088	7	99.7%
-BI	286	3	99.0%	308	0	100.0%	594	3	99.5%	32	0	100.0%	--	--	--	626	3	99.5%
-SC	<u>286</u>	<u>0</u>	100.0%	<u>682</u>	<u>2</u>	99.7%	<u>968</u>	<u>2</u>	99.8%	<u>128</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>1,176</u>	<u>2</u>	99.8%
Subtotal	1,493	5	99.7%	1,917	6	99.7%	3,410	11	99.7%	320	0	100.0%	160	1	99.4%	3,890	12	99.7%
Heritage	132	13	90.2%	22	6	72.7%	154	19	87.7%	--	--	--	--	--	--	154	19	87.7%
Milw -N	571	36	93.7%	815	39	95.2%	1,386	75	94.6%	80	9	88.8%	72	4	94.4%	1,538	88	94.3%
-W	<u>593</u>	<u>17</u>	97.1%	<u>683</u>	<u>38</u>	94.4%	<u>1,276</u>	<u>55</u>	95.7%	<u>96</u>	<u>6</u>	93.8%	<u>72</u>	<u>1</u>	98.6%	<u>1,444</u>	<u>62</u>	95.7%
Subtotal	1,164	53	95.4%	1,498	77	94.9%	2,662	130	95.1%	176	15	91.5%	144	5	96.5%	2,982	150	95.0%
NCS	198	5	97.5%	242	16	93.4%	440	21	95.2%	--	--	--	--	--	--	440	21	95.2%
RI	792	23	97.1%	705	42	94.0%	1,497	65	95.7%	128	6	95.3%	112	4	96.4%	1,737	75	95.7%
SWS	242	9	96.3%	418	28	93.3%	660	37	94.4%	24	1	95.8%	--	--	--	684	38	94.4%
UP -N	660	15	97.7%	881	20	97.7%	1,541	35	97.7%	104	4	96.2%	72	2	97.2%	1,717	41	97.6%
-NW	726	64	91.2%	705	32	95.5%	1,431	96	93.3%	96	6	93.8%	60	3	95.0%	1,587	105	93.4%
-W	<u>594</u>	<u>37</u>	93.8%	<u>705</u>	<u>42</u>	94.0%	<u>1,299</u>	<u>79</u>	93.9%	<u>80</u>	<u>5</u>	93.8%	<u>72</u>	<u>3</u>	95.8%	<u>1,451</u>	<u>87</u>	94.0%
Subtotal	1,980	116	94.1%	2,291	94	95.9%	4,271	210	95.1%	280	15	94.6%	204	8	96.1%	4,755	233	95.1%
System	7,189	287	96.0%	7,998	314	96.1%	15,187	601	96.0%	1,040	40	96.2%	692	18	97.4%	16,919	659	96.1%

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

Delays data for most recent month is final (05/29/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 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	4,528	358	92.1%	3,450	185	94.6%	7,978	543	93.2%	484	11	97.7%	324	1	99.7%	8,786	555	93.7%
Elec -ML	3,433	130	96.2%	3,444	132	96.2%	6,877	262	96.2%	640	18	97.2%	360	4	98.9%	7,877	284	96.4%
-BI	1,069	43	96.0%	1,155	40	96.5%	2,224	83	96.3%	168	1	99.4%	40	0	100.0%	2,432	84	96.5%
-SC	<u>1,072</u>	<u>29</u>	97.3%	<u>2,568</u>	<u>71</u>	97.2%	<u>3,640</u>	<u>100</u>	97.3%	<u>512</u>	<u>4</u>	99.2%	<u>360</u>	<u>5</u>	98.6%	<u>4,512</u>	<u>109</u>	97.6%
Subtotal	5,574	202	96.4%	7,167	243	96.6%	12,741	445	96.5%	1,320	23	98.3%	760	9	98.8%	14,821	477	96.8%
Heritage	510	76	85.1%	85	15	82.4%	595	91	84.7%	--	--	--	--	--	--	595	91	84.7%
Milw -N	2,144	197	90.8%	3,019	279	90.8%	5,163	476	90.8%	349	39	88.8%	324	26	92.0%	5,836	541	90.7%
-W	<u>2,268</u>	<u>159</u>	93.0%	<u>2,616</u>	<u>143</u>	94.5%	<u>4,884</u>	<u>302</u>	93.8%	<u>415</u>	<u>19</u>	95.4%	<u>324</u>	<u>8</u>	97.5%	<u>5,623</u>	<u>329</u>	94.1%
Subtotal	4,412	356	91.9%	5,635	422	92.5%	10,047	778	92.3%	764	58	92.4%	648	34	94.8%	11,459	870	92.4%
NCS	761	49	93.6%	927	79	91.5%	1,688	128	92.4%	--	--	--	--	--	--	1,688	128	92.4%
RI	3,030	286	90.6%	2,697	194	92.8%	5,727	480	91.6%	570	29	94.9%	524	10	98.1%	6,821	519	92.4%
SWS	929	67	92.8%	1,611	129	92.0%	2,540	196	92.3%	102	4	96.1%	--	--	--	2,642	200	92.4%
UP -N	2,534	220	91.3%	3,380	146	95.7%	5,914	366	93.8%	444	45	89.9%	324	12	96.3%	6,682	423	93.7%
-NW	2,799	287	89.7%	2,708	155	94.3%	5,507	442	92.0%	417	24	94.2%	270	21	92.2%	6,194	487	92.1%
-W	<u>2,287</u>	<u>310</u>	86.4%	<u>2,712</u>	<u>309</u>	88.6%	<u>4,999</u>	<u>619</u>	87.6%	<u>346</u>	<u>22</u>	93.6%	<u>324</u>	<u>24</u>	92.6%	<u>5,669</u>	<u>665</u>	88.3%
Subtotal	7,620	817	89.3%	8,800	610	93.1%	16,420	1,427	91.3%	1,207	91	92.5%	918	57	93.8%	18,545	1,575	91.5%
System	27,364	2,211	91.9%	30,372	1,877	93.8%	57,736	4,088	92.9%	4,447	216	95.1%	3,174	111	96.5%	65,357	4,415	93.2%

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

Delays data for most recent month is final (05/29/19) 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-Apr	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	87.7%	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	93.9%	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	95.0%	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	96.0%	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	92.0%	92.2%	
	2019	92.7	88.8	97.8	95.1										93.7%	
	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	92.9%	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	96.4%	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	97.2%	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	98.6%	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	97.9%	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	98.3%	98.1%	
	2019	96.4	90.7	99.6	99.7									96.8%		
	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	97.6%	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	84.3%	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	91.8%	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	94.7%	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	95.4%	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	90.8%	89.4%	
	2019	81.8	82.1	87.1	87.7									84.7%		
	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	91.5%	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	85.6%	91.7%	
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	92.2%	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	95.5%	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	95.9%	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	92.0%	92.7%	
	2019	88.4	85.2	94.2	94.3									90.7%		
	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	92.2%	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	90.6%	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	94.8%	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	94.9%	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	95.7%	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	95.1%	95.7%	
	2019	92.3	91.9	96.4	95.7									94.1%		
	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	94.2%	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	85.7%	89.9%	
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	91.1%	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	93.2%	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	93.7%	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	92.8%	92.9%	
	2019	87.6	91.8	95.0	95.2									92.4%		
	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	91.3%	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-Apr	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	88.7%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.6%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.3%	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	97.1%	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	93.8%	94.8%
	2019	89.8	87.1	96.7	95.7									92.4%	
	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	94.5%	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	90.8%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.1%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	96.0%	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	93.0%	92.7%
	2019	90.4	91.0	93.8	94.4									92.4%	
	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	94.1%	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	94.7%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.7%	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	97.5%	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	96.7%	96.6%
	2019	90.7	89.1	96.9	97.6									93.7%	
	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	96.8%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.2%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.5%	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	97.8%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.4%	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	95.1%	94.9%
	2019	90.3	89.9	94.8	93.4									92.1%	
	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	95.6%	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	92.0%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.4%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	96.3%	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	95.1%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	92.2%	91.5%
	2019	90.4	77.0	90.7	94.0									88.3%	
	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	94.0%	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	91.7%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.5%	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	96.6%	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	94.7%	94.8%
	2019	91.8	88.2	96.3	96.1									93.2%	
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	95.0%	95.5%	

Delays data for most recent month is final (05/29/19) 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
April 2019**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1239	Tue, Apr 16	6	E1	LATE ONTO THE PLATFORM AT AURORA DUE TO MECHANICAL FAILURE ON 1272.	
		82% OT	Thu, Apr 18	12	E1	DELAY DUE TO MECHANICAL FAILURE ON 1231. METX 214 WOULD NOT STAY RUNNING.
		Wed, Apr 24	7	D	WAITING FOR ROUTE, ZCHCSSE924U	
		Tue, Apr 30	10	GW	TRACK LIGHT HIGHLANDS, 3 CROSSING FAIL @ HINSDALE	
BNSF	1324	Fri, Apr 12	11	D	WAITING ON FREIGHT MOVE AT CICERO	
		82% OT	Mon, Apr 15	9	D	FREIGHT TRAIN INTERFERENCE AT CONGRESS PARK.
		Tue, Apr 16	24	DR	FREIGHT CREW ERROR BLOCKING MAIN AT CICERO.	
		Tue, Apr 23	15	RF1	DISPATCHER ERROR.	
HC	915	Mon, Apr 01	15	GF1	(SIG/SWT MALFN FOREIGN LINE TRN) - CN DISP CUT-OVER NS DISP. COULD NOT REQUEST SIGNAL, SO HE ADVANCED	
		73% OT	Thu, Apr 04	8	RF	BN CHAC1516 BNSF1461EAST W/3708FT TO (FRT.DISP-OPER/NON-FRT.TRAIN ER) - 11M CP CANAL 315/326PM RED SIGNAL IHB DISP COULD NOT CONTACT CN DISP
		Mon, Apr 15	7	CC	(SCHEDULED TRACK WORK) - DELAYED 8M MP28. ACCT WORK PARTY CLEARING	
		Thu, Apr 18	17	D	CROSS TRAFFIC UPYCSG1 (UP1938 80 CARS 6900FT	
		Mon, Apr 29	29	D	(FREIGHT TRAIN INTERFERENCE) - TRAIN RAN RESTRICTED SPEED FROM BRIDGE PORT TO BRIGHT PARK AND WAS STOPPED AT BRIGHTON PARK FOR 15-20 MIN DUE	
		Tue, Apr 30	49	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - 32MIN CP CERMAK 250/322PM RED SIGNAL MAJOR PROBLEMS AT CN DISP. CENTER HOMEWOOD, DESK 1 COULD NOT LINE UP	
HC	916	Mon, Apr 01	10	CC	10M CN SPEED RESTRICTIONS	
		82% OT	Tue, Apr 02	10	D	(FREIGHT TRAIN INTERFERENCE) - BN TRAIN QLAC18NSA, NS ENGINE 4152, 6444 LENGTH, BLOCKING PLANT
		Fri, Apr 05	21	DE1	(FREIGHT TRAIN INTERFERENCE) - FREIGHT IN EMERGENCY DUE TO KNUCKLE ISSUES (NMPCH03 105CARS 7329FT) STARTED 745	
MN	2124	Mon, Apr 22	13	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - TRACK CIRCUIT DOWN ON THE DIAMONDS.	
		82% OT	Wed, Apr 03	11	G	10" SIGNAL PROBLEMS EAST-END FOX LAKE, SIGNAL DROPPED, VERBAL PERMISSION BY; ITEM #2 ROCKLAND ROAD (RT. 176) MP 32.25.
		Thu, Apr 11	11	F1	10" DELAY, FOLLOWING #2122.	
		Mon, Apr 15	7	G	7" NEEDED TO BE TALKED BY SIGNAL AT THE EAST END OF THE FOX LAKE COACH YARD	
MN	2141	Tue, Apr 02	0	XKP	ANNULLED AT GRAYLAKE AND USED CREW AND EQUIPMENT FOR #2158.	
		82% OT	Wed, Apr 03	10	E1	10" LATE EQUIPMENT FROM WACY, 4" ADA.
		Thu, Apr 04	9	G1	4" 23.3 DROPPED TO APPROACH; 2" ADA; 2" SLOW PASSENGERS LIBERTYVILLE.	
		Tue, Apr 30	7	RF	5" CN WAITING ON #115.	
MN	2155	Tue, Apr 02	9	KP1	9" DELAY, WAITED FOR #2160 TO CLEAR LIBERTYVILLE.	
		82% OT	Wed, Apr 10	15	D1	14" DELAY, LATE TURN FROM #2155 AND WAITED FOR #2160 TO CLEAR RONDOUT.
		Wed, Apr 24	13	GF1	DELAYED WAITING FOR UPNW TRAINS.	
		Fri, Apr 26	13	RF	MAYFAIR RED SIGNAL WAITING ON UP PASSENGER TRAIN	
MN	2158	Tue, Apr 02	7	KP	6" DELAY DUE TO A FIRE NEAR THE HEALY STATION.	
		82% OT	Thu, Apr 04	8	G	10" WAITING ON #2149.
		Fri, Apr 05	7	D1	MEETING 2149 WHO WAS DELAYED BY CN FREIGHT AT GRAYSLAKE	
		Wed, Apr 10	7	D1	13" WAITING ON #2149.	
MW	2221	Tue, Apr 02	12	J	12" DELAY, SLOW PASSENGER LOADING AND CREW HAD POLICE AT BENSENVILLE REMOVE PROBLEM PASSENGER.	
		82% OT	Fri, Apr 05	7	I	4" PASSENGER LOADING; 3" ADA.
		Wed, Apr 17	9	N	SWITCH FAILURE DUE TO LOSS OF POWER.	
		Thu, Apr 18	7	U	2" ADA; 2" STOP SIGNAL, A-2; 2" DROP OFF AT WACY; 2" TRAIN MEET AT GALEWOOD.	
NCS	114	Tue, Apr 02	27	G	27" STOP SIGNAL CP MORGAN ST., COMPUTER CRASHED DROPPING THE SIGNALS & THREW SWITCHES IN THE REVERSE POSITION. WAITED ON MAINTAINER.	
		77% OT	Wed, Apr 17	12	N	SWITCH FAILURES DUE TO LOSS OF POWER.
		Fri, Apr 19	15	RF	9" DEPARTED ANTIOCH COACH YARD, WAITING ON A LINEUP; 6" FREIGHTINTERFERENCE PROSPECT HEIGHTS-DEVAL OPERATING, RESTRICTING SIGNALS.	
		Mon, Apr 22	44	M1	27" DEPARTED ANTIOCH LATE DUE TO LATE TURN FROM #101; STOP SIGNAL DEVAL CROSS TRAFFIC.	
		Fri, Apr 26	8	D	3" N/B FREIGHT INTERFERENCE ANTIOCH, PLATFORM BLOCKED; 2" TEMPORARY SPEED RESTRICTION MP 51.8-49.8 30MPH; 3" A-5 STOP SIGNAL.	
RI	503	Tue, Apr 02	10	G	(SIG/SWT MALFUNCTION) - FLAGGED BY CP46TH DUE TO TRK CURCUIT	
		77% OT	Tue, Apr 09	22	C	(M OF W WORK) - DUE TO TRACK CIRCUIT
		Wed, Apr 10	15	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - 18 MIN DELAY ACCT TRACK CIRCUIT ISSUE AT GRESHAM JCT TRK 2 WAITING FOR RI610 TO CLEAR	
		Thu, Apr 18	6	K	CAR STUCK AT 119TH ST AND VINCENNES AVE	
		Fri, Apr 26	7	U	(PSGR HANDLING) - LOADING/UNLOADING ENROUTE.	
SWS	815	Thu, Apr 04	8	D1	10M CP518 MEET LATE SWS#826	
		82% OT	Mon, Apr 08	26	GA1	(SIG/SWT FAILURE AMTK TRN AHD) - 34M 1239/111PM CP LUMBER AMTRAK TRACK CIRCUIT
		Tue, Apr 09	11	D	(FREIGHT TRAIN INTERFERENCE) - 12M CP RIDGE 114/126PM FOR CP686 CSX7836WEST W/98CARS 6100FT,	
		Fri, Apr 26	7	CC	(SCHEDULED TRACK WORK) - 10MPH SLOW ORDER BELT JCT.	

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPNW	625 68% OT	Fri, Apr 05	6	VF	LOST DOOR LIGHT AND BUZZER ENROUTE ON EQUIPMENT.
		Mon, Apr 08	6	U	2 ADA LIFTS @ ARLINGTON PARK & MOUNT PROSPECT.
		Tue, Apr 09	6	U	5 ADA LIFTS CUMBERLAND, PALATINE AND CARY.
		Tue, Apr 16	6	U	6" DUE TO 5 ADA LIFTS @ DES PLAINES, ARLINGTON PARK AND HARVARD
		Tue, Apr 23	11	ZT	PTC DISENGAGED MULTIPLE TIMES ALSO RADIO WAS SHUTTING DOWN THE METX 147; 2 ADA LIFTS @ DES PLAINES, CUMBERLAND.
		Wed, Apr 24	6	U	FIVE ADA LIFTS & SLOW PASSENGER UNLOADING @ PINGREE RD.
UPNW	630 77% OT	Mon, Apr 01	14	E1	WAIT FOR #605 TO CROSS OVER AT BARRINGTON WHO WAS WAITING FOR #628 TO CLEAR.
		Wed, Apr 03	11	RN1	FOLLOWING TRAINS AHEAD, HEAVY PASSENGER LOADING EN ROUTE.
		Thu, Apr 04	39	KD	STOPPED @ CLYBOURN DUE TO POSSIBLY STRIKING DEBRIS AND LOST AIR, CREW FOUND MAIN RES ANGLE COCK SLIGHTLY OPEN BETWEEN ENG & CAR.
		Mon, Apr 08	10	ZF1	DELAYED FOLLOWING #624 ON ACCT. OF PTC ISSUES. BAD UNIT
UPNW	636 77% OT	Mon, Apr 01	7	RF	WAIT FOR TIMER AT MAYFAIR ACCOUNT OPERATOR HAD AMTRAK LINED PREMATURELY.
		Wed, Apr 10	7	GF1	FOLLOWING TRAINS AHEAD EN ROUTE.
		Mon, Apr 15	7	I1	7" WAITING ON M632 TO CLEAR OFF THE MCHENRY SUB; OPERATED AT RESTRICTED SPEED @ CRYSTAL LAKE ON ACCOUNT OF M632 HEAVY PASSENGER LOADING
		Wed, Apr 17	7	F	2 LOADING DOORS BLOCKED CLOSED, SLOW LOADING ALL STATIONS. RAN RESTRICTED SPEED CRYSTAL LAKE-PINGREE RD.
		Fri, Apr 26	6	K	DELAYED ON ACCT OF WAITING FOR A VEHICLE THAT WAS SLOW CLEARING THE CROSSING @ CUMBERLAND & 1 ADA LIFT.
		UPNW	638 82% OT	Tue, Apr 09	7
Wed, Apr 10	12			CC	SINGLE TRACKING FOX LAKE.
Thu, Apr 11	14			CC	SINGLE TRACKING T032-T038 WITH FORM B'S, PASSENGERS ON THE WRONG SIDE AT IRVING PARK.
Wed, Apr 17	7			CC	STOPPED @ RED FLAG JEFFERSON PARK. EIC NOT ANSWERING TO CLEAR FORM B.
UPNW	643 82% OT	Wed, Apr 17	7	ZT	XH @ 39.55, PTC FAILURE @ MAYFAIR (DISENGAGED), & FOLLOWED #637@ BARRINGTON.
		Tue, Apr 23	12	ZT1	DELAYED FOLLOWING TRAINS AHEAD DUE TO #627 LATE DEPARTURE FROM CPT CAUSED BY PTC NOT INITIALIZING.
		Wed, Apr 24	7	G	SIGNAL ISSUES @ BARRINGTON (SIGNAL WENT FROM RESTRICTING TO APPROACH TO RESTRICTING TO APPROACH...) UNDER INVESTIGATION.
		Thu, Apr 25	6	G	DELAYED ON ACCT. OF RESTRICTED SPEED THROUGH YARD LIMITS FOLLOWING #637 @ BARRINGTON.
UPNW	647 77% OT	Fri, Apr 05	14	RF	STOPPED @ MP 0.7 HAD TO CUT OUT PTC, DISPATCHER 342 WOULDNT GIVE INSTRUCTIONS & AUTHORITY TO CUT OUT PTC...
		Tue, Apr 09	10	U	3 ADA LIFTS, ALSO DELAYED WAITING FOR DISPATCHER TO GIVE XH ORDER @ 37.9 & 38.29.
		Tue, Apr 11	7	ZT	PTC ISSUES @ MP47 (MAPS NOT FOUND-OPERATED IN ATS) & 1 ADA LIFT.
		Wed, Apr 17	10	L	XH @ MP34.16 & MP39.55, ONE ADA LIFT, & LOOKOUT FOR A TRESPASER @ WOODSTOCK (NO ONE WAS FOUND).
		Tue, Apr 23	10	ZT1	DELAYED FOLLOWING TRAINS AHEAD DUE TO #627 LATE DEPARTURE FROM CPT CAUSED BY PTC NOT INITIALIZING; ADA LIFT MOUNT PROSPECT.
UPW	25 77% OT	Tue, Apr 02	15	L	STOPPED @ WASHINGTON ST MP24.47 DUE TO NEAR MISS OF TRESPASSER ATTEMPTING TO JUMP IN FRONT OF TRAIN, WAITED FOR PD TO ARRIVE.
		Mon, Apr 08	14	ZT	PTC ISSUES @ RIVER FOREST (DEGRADED STATE-OPERATED IN ATC) & SLOW PASSENGER LOADING EN ROUTE.
		Fri, Apr 12	7	D	STOPPED EAST OF ELBURN YARD DUE TO THE YG2G2-12TH AHEAD
		Tue, Apr 16	8	CC	8" FORM B @ MP9.75 ; CROSS TRAFFIC @ WESTERN AVE.
		Mon, Apr 29	7	KD1	LATE DEPARTURE FROM CPT ON ACCT. OF CROSS TRAFFIC WITH LATE #32, CROSS TRAFFIC @ WESTERN AVE & STUDENT ENGINEER.
UPW	30 82% OT	Mon, Apr 01	6	ZT	DEPARTED ELBURN 6" ACCT. PTC WOULD NOT INITIATE ON CAB CAR 8408; 2" OPERATE ADA LIFT AT VILLA PARK.
		Thu, Apr 04	12	G1	HAD TO STOP AND GET LINED UP FROM 3 TO 2 AT HALSTED DUE TO #28 BEING STOPPED AT BRIDGE A.
		Fri, Apr 05	17	KD1	FOLLOWING TRAINS AHEAD AND MAKING ALL STOPS TO HELP ACCOMMODATE.
		Mon, Apr 29	19	KD	TRAIN STRUCK DEBRIS NEAR WINFIELD AND KNOCKED THE 480 CABLE OUTOF THE SOCKET ON METX173 CAUSING IT TO GET DAMAGED & GROUND OUT...
UPW	35 82% OT	Mon, Apr 01	24	DM1	DELAYED AT KEDZIE-RIVER FOREST WITH PTC MAKING THEM RUN RESTRICTED SPEED.
		Wed, Apr 03	6	ZR	CUT OUT PTC @ VALE, CUT PTC BACK IN @ BELLWOOD & THEN OPERATED RESTRICTED SPEED TO PARK (-14").
		Thu, Apr 18	7	I	LARGE GROUP TRAVEL @ WEST CHICAGO & CROSS TRAFFIC @ CN.
		Tue, Apr 30	13	D1	DELAYED @ KEDZIE FOR PTC ISSUES RAN ATC TO ELBURN, WAITED AT TURNER FOR #52 TO CLEAR T3.
UPW	44 59% OT	Mon, Apr 01	39	DM	DUE TO PEDESTRIAN INCIDENT MP21.25 (BETWEEN PARK & FINLEY RD) #44 WAS STOPPED AT WHEAT WITH APPROXIMATELY 57 PASSENGERS FATALITY.
		Tue, Apr 02	16	L1	LATE ARRIVAL OF #25 AT ELBURN DUE TO NEAR MISS AT WASHINGTON ST
		Wed, Apr 03	19	ZR	DELAYED 6" OUT OF ELBURN SETTING UP PTC, PTC WOULD NOT CLEAR FORM B @ VALE, WAITED FOR TTD TO RESPND TO CUT OUT PTC...
		Mon, Apr 08	34	ZT1	LATE DEPARTURE, LATE TURN OFF #25 DUE TO PTC ISSUES & 2 ADA LIFTS (ADA LIFT ISSUES @ COLLEGE AVE-WOULD NOT STOW, MANUALLY OPERATED...
		Fri, Apr 12	10	D1	DEPARTED ELBURN 6" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M25. RAN TRACK 3 KILBORN TO KEDZIE
		Mon, Apr 15	10	D1	10" LATE TURN OF M25 ; 2 ADA LIFTS
		Tue, Apr 16	10	CC1	10" LATE DEPARTURE FROM ELBURN ON ACCT. OF LATE TURN OFF M25; CROSS TRAFFIC @ WESTERN AVE.;FORM B MP4.25-MP4.1,MP32.4-MP31,MP11.75-MP9.75
		Fri, Apr 26	7	F1	LATE TURN OFF #25, BUG ISSUES ON THE CAB CAR & MOVING PASSENGERS TO A DIFFERENT CAB CAR; FORM B MP40-38.33.
		Mon, Apr 29	7	KD1	LATE TURN OFF #25 ON ACCT. OF CROSS TRAFFIC @ LAKE STREET WITH LATE #32, CROSS TRAFFIC @ WESTERN AVE & STUDENT ENGINEER.

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

Line	Train	Date	Minutes	Delay	Delay Explanation	
			Late	Code		
UPW	50	Mon, Apr 01	35	DM1	STOPPED AT WHEATON WAITING ON #33, 15MPH MP22-20.45, FORM B MP 11.75-9.75.	
		77% OT	Wed, Apr 03	7	U	2 ADA LIFTS & FORM B @ MP11.75 & MP 43.5; WAITED @ WEST CHICAGO FOR #33 TO CLEAR 13:39-13:48.
			Fri, Apr 12	6	U	6 ADA LIFTS @ ELMHURST, COLLEGE AVE & WINFIELD
			Fri, Apr 19	11	U	SLOW PASSENGER LOADING EN ROUTE, 2 ADA LIFTS, WAITED FOR #33 TO CLEAR TURNER.
			Wed, Apr 24	9	D	FREIGHT TRAIN INTERFERENCE GOING INTO WEST CHICAGO YARD (UP2568) & RESTRICTED SPEED FROM MP34.5-KRESS.
UPW	54	Mon, Apr 01	27	DM1	DEPARTED ELBURN 27" LATE, LATE TURN OF #35.	
		77% OT	Thu, Apr 11	7	ZT	LATE TURN OFF #35 ON ACCT. OF PTC DROPPED OUT TWICE; 2 ADA LIFTS.
			Fri, Apr 12	12	G	DELAYED @ KRESS #3 SWITCH WOULD NOT LINE UP ALSO WAITED FOR CROSS TRAFFIC TO CLEAR @ WESTERN AVE AND SLOW PASSENGER LOADING
			Fri, Apr 26	9	I	HEAVY PASSENGER LOADING @ GENEVA, WHEATON AND ELMHURST.
			Tue, Apr 30	10	D1	DEPARTED ELBURN 10" LATE ON ACCT. OF LATE ARRIVAL OF #35.
UPW	55	Tue, Apr 02	9	ZT1	DELAYED FOLLOWING #53.	
		76% OT	Wed, Apr 03	6	I1	DELAYED FOLLOWING TRAINS AHEAD.
			Mon, Apr 15	10	ZT	10" P.T.C ISSUES @ MP 12.1
			Tue, Apr 23	7	D	DELAYED FOLLOWING THE LNSKDJ FROM KEDZIE TO 25TH AVE.
			Tue, Apr 30	17	G1	PTC ISSUES @ KEDZIE(B/O VIO CARD), TRAINS RAN ATC TO KEDZIE & WERE INSTRUCTED BY DISPATCHER TO CUT PTC BACK IN..

Data is final (05/29/19) 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

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

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

Table 5.a: Train Delays by Cause and Line
April 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	12	-	-	-	7	10	12	5	3	5	-	5	18	77	
Freight Interference - Peak	1	-	-	-	5	2	4	1	1	1	-	1	9	25	
Primary	1	-	-	-	3	2	4	1	1	1	-	1	3	17	
Secondary	-	-	-	-	2	-	-	-	-	-	-	-	6	8	
Freight Interference - Off-Peak	11	-	-	-	2	8	8	4	2	4	-	4	9	52	
Primary	8	-	-	-	2	4	4	4	1	3	-	2	4	32	
Secondary	3	-	-	-	-	4	4	-	1	1	-	2	5	20	
Signal/Switch Failure - Total	34	1	1	-	4	17	16	5	20	14	13	31	26	182	
Signal/Switch Failure - Metra/PSA	13	1	1	-	-	15	16	4	20	8	13	17	26	134	
Primary	9	1	1	-	-	7	14	3	16	7	4	7	16	85	
Secondary	4	-	-	-	-	8	2	1	4	1	9	10	10	49	
Signal/Switch Failure - Foreign	21	-	-	-	4	2	-	1	-	6	-	14	-	48	
Primary	20	-	-	-	3	1	-	-	-	3	-	3	-	30	
Secondary	1	-	-	-	1	1	-	1	-	3	-	11	-	18	
Mechanical Failure - Total	17	-	-	-	-	17	-	-	6	5	4	17	1	67	
Mechanical Failure - Metra/PSA	17	-	-	-	-	17	-	-	6	5	4	17	1	67	
Non-Locomotive Equipment Failure - Metra/PSA	2	-	-	-	-	8	-	-	-	4	2	14	1	31	
Primary	1	-	-	-	-	1	-	-	-	1	1	6	-	10	
Secondary	1	-	-	-	-	7	-	-	-	3	1	8	1	21	
Locomotive Failure - Metra/PSA	15	-	-	-	-	9	-	-	6	1	2	3	-	36	
Primary	4	-	-	-	-	4	-	-	4	1	1	1	-	15	
Secondary	11	-	-	-	-	5	-	-	2	-	1	2	-	21	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Total	-	-	-	-	-	1	-	-	-	-	-	-	-	1	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Foreign	-	-	-	-	-	1	-	-	-	-	-	-	-	1	
Accident - Total	-	-	-	-	-	-	15	7	-	-	-	-	8	30	
Accident - Metra/PSA	-	-	-	-	-	-	15	7	-	-	-	-	-	22	
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	8	8	
Track Work - Total	22	-	-	-	3	2	6	-	14	2	4	5	4	62	
Track Work - Metra/PSA	22	-	-	-	3	2	6	-	14	2	4	5	4	62	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Human Error - Total	7	-	-	-	4	6	3	3	13	-	6	19	5	66	
Human Error - Metra/PSA	5	-	-	-	-	2	3	2	13	-	3	15	3	46	
Human Error - Foreign	2	-	-	-	4	4	-	1	-	-	3	4	2	20	
Sick, Injured, Unruly Passenger - Total	4	-	-	1	-	3	2	-	-	1	4	4	1	20	
Sick, Injured, Unruly Passenger - Metra/PSA	4	-	-	1	-	3	2	-	-	1	4	4	1	20	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	7	5	1	1	-	12	1	-	5	3	2	-	-	37	
Weather - Metra/PSA	7	5	1	1	-	12	1	-	5	3	2	-	-	37	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	1	-	1	-	-	-	1	-	7	-	-	6	3	19	
Lift Deployment - Total	-	-	-	-	-	4	2	-	3	1	1	7	6	24	
Obstruction/Debris - Total	5	-	-	-	-	14	-	-	2	6	-	5	13	45	
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other - Total	2	1	-	-	1	2	4	1	2	1	7	6	2	29	
Total Trains Delayed	111	7	3	2	19	88	62	21	75	38	41	105	87	659	
Total Metra/PSA Delays	76	7	3	2	4	71	50	14	72	27	38	82	59	505	
Total Foreign Carrier Delays	35	0	0	0	15	17	12	7	3	11	3	23	28	154	

Data for current month is FINAL (05/29/19) version of TOPS

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

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

Table 5.b: Train Delays by Cause and Line
Average April 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	15	-	-	-	3	10	9	9	6	10	1	4	20	87
Freight Interference - Peak	5	-	-	-	3	3	2	3	2	3	0	1	8	30
Primary	2	-	-	-	3	2	2	2	1	3	0	1	3	18
Secondary	3	-	-	-	-	1	0	1	1	0	0	1	5	13
Freight Interference - Off-Peak	10	-	-	-	0	7	7	6	4	8	1	3	12	57
Primary	8	-	-	-	0	6	5	5	3	5	0	3	8	44
Secondary	2	-	-	-	-	1	2	1	1	2	0	0	3	12
Signal/Switch Failure - Total	18	3	2	2	1	19	9	5	4	5	2	2	5	78
Signal/Switch Failure - Metra/PSA	11	3	2	2	-	13	6	1	3	1	2	2	5	52
Primary	7	3	2	2	-	8	4	1	3	1	1	1	2	35
Secondary	4	1	0	-	-	5	1	0	0	0	1	1	2	17
Signal/Switch Failure - Foreign	7	-	-	-	1	6	3	3	1	4	-	0	0	26
Primary	7	-	-	-	1	1	2	2	0	3	-	0	0	17
Secondary	0	-	-	-	0	4	2	2	0	1	-	-	-	9
Mechanical Failure - Total	9	5	1	0	-	7	4	2	8	3	2	5	5	52
Mechanical Failure - Metra/PSA	9	3	0	0	-	6	4	2	8	3	2	5	5	48
Non-Locomotive Equipment Failure - Metra/PSA	3	3	0	0	-	-	0	0	0	0	1	2	1	12
Primary	2	1	0	-	-	-	0	0	0	0	1	1	0	6
Secondary	1	2	-	0	-	-	-	0	-	0	-	1	0	5
Locomotive Failure - Metra/PSA	6	-	-	-	-	6	4	2	7	3	1	2	5	37
Primary	2	-	-	-	-	3	2	1	3	1	0	1	2	15
Secondary	4	-	-	-	-	3	2	1	4	2	0	1	3	22
Mechanical Failure - Foreign	0	1	1	0	-	1	-	-	0	-	-	-	-	4
Passenger Train Interference - Total	0	0	-	0	1	3	-	1	-	2	-	0	1	11
Passenger Train Interference - Metra/PSA	0	-	-	-	-	2	-	1	-	-	-	0	1	5
Passenger Train Interference - Foreign	0	0	-	0	1	1	-	-	-	2	-	-	-	5
Accident - Total	9	4	1	3	-	-	5	3	2	-	6	9	4	46
Accident - Metra/PSA	9	4	1	3	-	-	4	2	1	-	6	9	3	43
Accident - Foreign	-	-	-	-	-	-	0	1	1	-	-	1	1	3
Track Work - Total	16	4	1	2	-	13	3	1	8	0	11	5	5	69
Track Work - Metra/PSA	16	4	1	2	-	13	3	1	8	0	11	5	5	69
Track Work - Foreign	-	-	-	-	-	-	0	0	-	-	-	-	-	1
Human Error - Total	19	0	0	1	1	7	3	1	7	3	4	3	7	57
Human Error - Metra/PSA	11	0	0	1	1	4	2	-	7	1	4	3	4	37
Human Error - Foreign	9	-	-	-	1	3	1	1	-	2	0	0	3	20
Sick, Injured, Unruly Passenger - Total	2	4	1	1	0	3	3	0	4	1	4	5	4	32
Sick, Injured, Unruly Passenger - Metra/PSA	2	4	1	1	0	3	3	0	4	1	4	5	4	32
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	0	-	-	-	-	1
Weather - Total	3	0	1	-	-	0	1	-	2	-	1	1	-	10
Weather - Metra/PSA	3	0	1	-	-	0	1	-	2	-	1	1	-	10
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	1	2	1	1	-	0	-	0	4	1	1	2	2	16
Lift Deployment - Total	2	-	-	-	-	0	1	-	1	-	1	2	2	10
Obstruction/Debris - Total	6	5	1	1	1	2	3	0	3	2	4	7	12	46
Catenary Failure - Total	-	1	-	0	-	-	-	-	-	-	-	-	-	1
Other - Total	2	1	-	1	-	1	2	0	1	-	4	2	1	14
Total Trains Delayed	102	30	9	13	8	65	43	23	50	28	41	47	69	529
Total Metra/PSA Delays	71	29	8	12	2	45	29	9	42	9	40	41	45	382
Total Foreign Carrier Delays	31	2	1	1	6	20	14	14	8	19	1	6	24	146

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

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

Table 5.c: Train Delays by Cause and Line
April 2019 Compared to Average April 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	(3)	-	-	-	4	0	3	(4)	(3)	(5)	(1)	1	(2)	(10)
Freight Interference - Peak	(4)	-	-	-	2	(1)	2	(2)	(1)	(2)	(0)	(0)	1	(5)
Primary	(1)	-	-	-	0	0	2	(1)	0	(2)	(0)	0	(0)	(1)
Secondary	(3)	-	-	-	2	(1)	(0)	(1)	(1)	(0)	(0)	(1)	1	(5)
Freight Interference - Off-Peak	1	-	-	-	2	1	1	(2)	(2)	(4)	(1)	1	(3)	(5)
Primary	(0)	-	-	-	2	(2)	(1)	(1)	(2)	(2)	(0)	(1)	(4)	(12)
Secondary	1	-	-	-	-	3	2	(1)	4	(1)	(0)	2	2	8
Signal/Switch Failure - Total	16	(2)	(1)	(2)	3	(2)	7	0	16	9	11	29	21	104
Signal/Switch Failure - Metra/PSA	2	(2)	(1)	(2)	-	2	10	3	17	7	11	15	21	82
Primary	2	(2)	(1)	(2)	-	(1)	10	2	13	6	3	6	14	50
Secondary	0	(1)	(0)	-	-	3	1	1	4	1	8	9	8	32
Signal/Switch Failure - Foreign	14	-	-	-	3	(4)	(3)	(2)	(1)	2	-	14	(0)	22
Primary	13	-	-	-	2	(0)	(2)	(2)	(0)	-	-	3	(0)	13
Secondary	1	-	-	-	1	(3)	(2)	(1)	(0)	2	-	11	-	9
Mechanical Failure - Total	8	(5)	(1)	(0)	-	10	(4)	(2)	(2)	2	2	12	(4)	15
Mechanical Failure - Metra/PSA	8	(3)	(0)	(0)	-	11	(4)	(2)	(2)	2	2	12	(4)	19
Non-Locomotive Equipment Failure - Metra/PSA	(1)	(3)	(0)	(0)	-	8	(0)	(0)	(0)	4	1	12	0	19
Primary	(1)	(1)	(0)	-	-	1	(0)	(0)	(0)	1	-	5	(0)	4
Secondary	-	(2)	-	(0)	-	7	-	(0)	-	3	1	7	1	16
Locomotive Failure - Metra/PSA	9	-	-	-	-	3	(4)	(2)	(1)	(2)	1	1	(5)	(1)
Primary	2	-	-	-	-	1	(2)	(1)	1	(0)	1	0	(2)	-
Secondary	7	-	-	-	-	2	(2)	(1)	(2)	(2)	1	1	(3)	(1)
Mechanical Failure - Foreign	(0)	(1)	(1)	(0)	-	(1)	-	-	(0)	-	-	-	-	(4)
Passenger Train Interference - Total	(0)	(0)	-	(0)	(1)	(2)	-	(1)	-	(2)	-	(0)	(1)	(10)
Passenger Train Interference - Metra/PSA	(0)	-	-	-	-	(2)	-	(1)	-	-	-	(0)	(1)	(5)
Passenger Train Interference - Foreign	(0)	(0)	-	(0)	(1)	-	-	-	-	(2)	-	-	-	(4)
Accident - Total	(9)	(4)	(1)	(3)	-	-	10	4	(2)	-	(6)	(9)	4	(16)
Accident - Metra/PSA	(9)	(4)	(1)	(3)	-	-	11	5	(1)	-	(6)	(9)	(3)	(21)
Accident - Foreign	-	-	-	-	-	-	(0)	(1)	(1)	-	-	(1)	7	5
Track Work - Total	6	(4)	(1)	(2)	3	(11)	3	(1)	6	2	(7)	(0)	(1)	(7)
Track Work - Metra/PSA	6	(4)	(1)	(2)	3	(11)	3	(1)	6	2	(7)	(0)	(1)	(7)
Track Work - Foreign	-	-	-	-	-	-	(0)	(0)	-	-	-	-	-	(1)
Human Error - Total	(12)	(0)	(0)	(1)	3	(1)	(0)	2	6	(3)	2	16	(2)	9
Human Error - Metra/PSA	(6)	(0)	(0)	(1)	(1)	(2)	1	2	6	(1)	(1)	12	(1)	9
Human Error - Foreign	(7)	-	-	-	3	1	(1)	0	-	(2)	3	4	(1)	0
Sick, Injured, Unruly Passenger - Total	2	(4)	(1)	(0)	(0)	(0)	(1)	(0)	(4)	0	-	(1)	(3)	(12)
Sick, Injured, Unruly Passenger - Metra/PSA	2	(4)	(1)	(0)	(0)	(0)	(1)	(0)	(4)	0	-	(1)	(3)	(12)
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	(0)	-	-	-	-	(1)
Weather - Total	4	5	0	1	-	12	(0)	-	3	3	1	(1)	-	27
Weather - Metra/PSA	4	5	0	1	-	12	(0)	-	3	3	1	(1)	-	27
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	(0)	(2)	(0)	(1)	-	(0)	1	(0)	3	(1)	(1)	4	1	3
Lift Deployment - Total	(2)	-	-	-	-	4	1	-	2	1	-	5	4	14
Obstruction/Debris - Total	(1)	(5)	(1)	(1)	(1)	12	(3)	(0)	(1)	4	(4)	(2)	1	(1)
Catenary Failure - Total	-	(1)	-	(0)	-	-	-	-	-	-	-	-	-	(1)
Other - Total	0	(0)	-	(1)	1	1	2	1	1	1	3	4	1	15
Total Trains Delayed	9	(23)	(6)	(11)	11	23	19	(2)	25	10	(0)	58	18	130
Total Metra/PSA Delays	5	(22)	(5)	(10)	2	26	21	5	30	18	(2)	41	14	123
Total Foreign Carrier Delays	4	(2)	(1)	(1)	9	(3)	(2)	(7)	(5)	(8)	2	17	4	8

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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 - April 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	45	-	-	-	29	80	36	20	18	48	3	48	100	427
Freight Interference - Peak	9	-	-	-	25	20	12	5	5	18	1	29	30	154
Primary	8	-	-	-	20	11	12	5	4	12	1	16	13	102
Secondary	1	-	-	-	5	9	-	-	1	6	-	13	17	52
Freight Interference - Off-Peak	36	-	-	-	4	60	24	15	13	30	2	19	70	273
Primary	26	-	-	-	4	32	19	13	8	19	1	10	43	175
Secondary	10	-	-	-	-	28	5	2	5	11	1	9	27	98
Signal/Switch Failure - Total	140	25	7	2	18	95	75	22	114	43	121	89	166	917
Signal/Switch Failure - Metra/PSA	73	25	7	2	4	82	71	17	114	15	121	54	138	723
Primary	56	20	6	2	4	50	58	14	87	14	78	36	94	519
Secondary	17	5	1	-	-	32	13	3	27	1	43	18	44	204
Signal/Switch Failure - Foreign	67	-	-	-	14	13	4	5	-	28	-	35	28	194
Primary	51	-	-	-	10	9	3	3	-	14	-	22	21	133
Secondary	16	-	-	-	4	4	1	2	-	14	-	13	7	61
Mechanical Failure - Total	49	-	1	1	-	79	44	7	41	10	13	53	62	360
Mechanical Failure - Metra/PSA	47	-	-	-	-	67	42	5	41	10	13	53	62	340
Non-Locomotive Equipment Failure - Metra/PSA	14	-	-	-	-	9	1	2	13	8	5	30	22	104
Primary	4	-	-	-	-	2	1	1	3	3	2	15	11	42
Secondary	10	-	-	-	-	7	-	1	10	5	3	15	11	62
Locomotive Failure - Metra/PSA	33	-	-	-	-	58	41	3	28	2	8	23	40	236
Primary	11	-	-	-	-	17	12	1	16	1	3	7	8	76
Secondary	22	-	-	-	-	41	29	2	12	1	5	16	32	160
Mechanical Failure - Foreign	2	-	1	1	-	12	2	2	-	-	-	-	-	20
Passenger Train Interference - Total	4	2	-	2	6	13	2	4	-	18	-	-	-	51
Passenger Train Interference - Metra/PSA	1	2	-	-	1	10	-	4	-	-	-	-	-	18
Passenger Train Interference - Foreign	3	-	-	2	5	3	2	-	-	18	-	-	-	33
Accident - Total	1	81	12	-	7	12	18	7	17	14	20	37	43	269
Accident - Metra/PSA	-	15	2	-	-	12	17	7	16	2	20	37	5	133
Accident - Foreign	1	66	10	-	7	-	1	-	1	12	-	-	38	136
Track Work - Total	26	4	-	1	11	37	14	11	21	2	12	9	15	163
Track Work - Metra/PSA	26	4	-	1	11	31	9	10	21	2	12	9	15	151
Track Work - Foreign	-	-	-	-	-	6	5	1	-	-	-	-	-	12
Human Error - Total	98	5	4	2	14	73	35	15	48	26	56	57	68	501
Human Error - Metra/PSA	41	5	4	2	3	29	8	4	48	1	51	42	46	284
Human Error - Foreign	57	-	-	-	11	44	27	11	-	25	5	15	22	217
Sick, Injured, Unruly Passenger - Total	10	5	1	2	-	4	14	2	11	1	31	16	23	120
Sick, Injured, Unruly Passenger - Metra/PSA	10	5	1	2	-	4	14	2	11	1	31	16	23	120
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	119	159	52	92	4	99	52	24	163	14	97	93	79	1,047
Weather - Metra/PSA	118	159	52	92	4	99	52	24	162	10	97	93	79	1,041
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	4	2	4	1	-	4	7	1	20	-	16	12	29	100
Lift Deployment - Total	2	-	-	-	-	13	8	1	17	2	5	19	34	101
Obstruction/Debris - Total	43	-	2	5	-	30	16	8	32	19	21	29	23	228
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	14	1	1	1	2	2	8	6	17	3	28	25	23	131
Total Trains Delayed	555	284	84	109	91	541	329	128	519	200	423	487	665	4,415
Total Metra/PSA Delays	379	218	73	106	25	383	252	89	499	65	415	389	477	3,370
Total Foreign Carrier Delays	176	66	11	3	66	158	77	39	20	135	8	98	188	1,045

Data for current month is FINAL (05/29/19) 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 - April 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	87	-	-	-	18	54	49	44	27	50	7	23	88	445
Freight Interference - Peak	41	-	-	-	16	12	14	16	9	18	1	11	27	166
Primary	24	-	-	-	15	7	9	11	5	13	1	6	12	104
Secondary	17	-	-	-	2	4	5	5	4	4	1	5	15	62
Freight Interference - Off-Peak	46	-	-	-	2	42	35	27	17	32	5	12	61	279
Primary	36	-	-	-	2	27	23	22	14	24	3	9	49	209
Secondary	10	-	-	-	-	15	12	5	4	8	2	3	12	70
Signal/Switch Failure - Total	81	31	14	17	9	70	51	35	37	36	12	14	39	446
Signal/Switch Failure - Metra/PSA	52	31	14	17	1	52	40	18	36	8	12	12	37	330
Primary	30	19	10	14	1	27	26	10	25	5	7	8	14	194
Secondary	22	12	4	3	0	26	14	8	11	2	5	4	23	136
Signal/Switch Failure - Foreign	29	-	-	-	8	18	10	17	1	28	-	2	2	116
Primary	23	-	-	-	7	9	7	9	1	18	-	1	2	75
Secondary	7	-	-	-	1	9	4	8	0	10	-	2	1	42
Mechanical Failure - Total	60	11	5	3	3	72	39	15	70	13	38	31	31	390
Mechanical Failure - Metra/PSA	59	9	4	3	2	65	39	15	69	13	38	31	30	377
Non-Locomotive Equipment Failure - Metra/PSA	18	9	4	3	1	10	6	3	7	6	11	11	14	102
Primary	7	3	1	1	1	3	3	1	3	2	4	3	6	38
Secondary	11	5	3	1	0	7	3	2	4	4	7	8	8	63
Locomotive Failure - Metra/PSA	41	-	-	-	1	55	32	13	62	7	28	20	17	275
Primary	12	-	-	-	1	13	12	3	18	4	7	6	7	82
Secondary	29	-	-	-	0	41	21	10	44	4	21	14	10	193
Mechanical Failure - Foreign	1	3	1	0	0	7	0	0	0	-	-	-	0	13
Passenger Train Interference - Total	5	3	1	2	3	24	2	6	4	5	0	1	6	60
Passenger Train Interference - Metra/PSA	1	1	1	1	-	17	2	6	3	1	0	1	5	38
Passenger Train Interference - Foreign	4	2	0	1	3	7	0	0	1	4	-	-	0	23
Accident - Total	56	9	3	5	0	21	24	8	12	3	22	41	10	215
Accident - Metra/PSA	42	9	3	5	0	20	23	6	9	2	22	41	9	190
Accident - Foreign	14	-	-	-	-	2	0	2	3	1	-	1	2	25
Track Work - Total	48	17	3	8	0	24	9	7	15	3	17	12	10	172
Track Work - Metra/PSA	44	17	3	8	0	24	9	6	15	3	17	12	10	168
Track Work - Foreign	4	-	-	-	-	-	0	0	-	-	-	-	-	4
Human Error - Total	78	8	5	6	7	40	23	12	30	11	15	13	24	273
Human Error - Metra/PSA	47	8	5	5	2	26	15	6	30	3	14	11	17	190
Human Error - Foreign	31	-	-	0	5	14	8	6	-	9	1	2	7	84
Sick, Injured, Unruly Passenger - Total	11	19	3	4	1	13	12	2	9	2	12	18	15	121
Sick, Injured, Unruly Passenger - Metra/PSA	10	19	3	4	1	13	12	2	9	2	12	18	15	119
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
Weather - Total	137	86	26	31	4	79	72	21	111	17	57	68	50	757
Weather - Metra/PSA	136	86	26	31	4	76	71	21	110	17	57	68	49	752
Weather - Foreign	1	-	-	-	0	2	1	-	0	1	-	-	0	5
Passenger Loading - Total	6	9	5	5	-	15	12	2	26	1	9	10	15	116
Lift Deployment - Total	11	0	-	0	-	13	10	1	6	0	3	8	14	67
Obstruction/Debris - Total	21	13	6	11	2	20	16	6	17	9	12	27	28	187
Catenary Failure - Total	-	15	3	6	-	-	-	-	-	-	-	-	-	24
Other - Total	19	4	2	2	-	9	8	3	8	6	11	8	11	90
Total Trains Delayed	621	224	75	99	47	454	328	160	371	156	215	274	340	3,365
Total Metra/PSA Delays	449	220	74	98	12	351	258	91	338	64	207	246	240	2,648
Total Foreign Carrier Delays	172	4	1	1	34	104	69	69	33	92	8	28	100	717

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

Table 6.c: Train Delays by Cause & Line - YTD
January - April 2019 Compared to January - April 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	(42)	-	-	-	11	26	(13)	(24)	(9)	(2)	(4)	25	12	(18)
Freight Interference - Peak	(32)	-	-	-	9	8	(2)	(11)	(4)	0	(0)	18	3	(12)
Primary	(16)	-	-	-	5	4	3	(6)	(1)	(1)	0	10	1	(2)
Secondary	(16)	-	-	-	3	5	(5)	(5)	(3)	2	(1)	8	2	(10)
Freight Interference - Off-Peak	(10)	-	-	-	2	18	(11)	(12)	(4)	(2)	(3)	7	9	(6)
Primary	(10)	-	-	-	2	5	(4)	(9)	(6)	(5)	(2)	1	(6)	(34)
Secondary	(0)	-	-	-	-	13	(7)	(3)	1	3	(1)	6	15	28
Signal/Switch Failure - Total	59	(6)	(7)	(15)	9	25	24	(13)	77	7	109	75	127	471
Signal/Switch Failure - Metra/PSA	21	(6)	(7)	(15)	3	30	31	(1)	78	7	109	42	101	393
Primary	26	1	(4)	(12)	3	23	32	4	62	9	71	28	80	325
Secondary	(5)	(7)	(3)	(3)	(0)	6	(1)	(5)	16	(1)	38	14	21	68
Signal/Switch Failure - Foreign	38	-	-	-	6	(5)	(6)	(12)	(1)	-	-	33	26	78
Primary	28	-	-	-	3	0	(4)	(6)	(1)	4	-	21	19	58
Secondary	9	-	-	-	3	(5)	(3)	(6)	(0)	(3)	-	11	6	19
Mechanical Failure - Total	(11)	(11)	(4)	(2)	(3)	7	5	(8)	(29)	(3)	(25)	22	31	(30)
Mechanical Failure - Metra/PSA	(12)	(9)	(4)	(3)	(2)	2	3	(10)	(28)	(3)	(25)	22	32	(37)
Non-Locomotive Equipment Failure - Metra/PSA	(4)	(9)	(4)	(3)	(1)	(1)	(5)	(1)	6	2	(6)	19	8	2
Primary	(3)	(3)	(1)	(1)	(1)	(1)	(2)	-	(0)	1	(2)	12	5	4
Secondary	(1)	(5)	(3)	(1)	(0)	(0)	(3)	(1)	6	1	(4)	7	3	(1)
Locomotive Failure - Metra/PSA	(8)	-	-	-	(1)	3	9	(10)	(34)	(5)	(20)	3	23	(39)
Primary	(1)	-	-	-	(1)	4	0	(2)	(2)	(3)	(4)	1	1	(6)
Secondary	(7)	-	-	-	(0)	(0)	8	(8)	(32)	(3)	(16)	2	22	(33)
Mechanical Failure - Foreign	1	(3)	0	1	(0)	5	2	2	(0)	-	-	-	(0)	7
Passenger Train Interference - Total	(1)	(1)	(1)	0	3	(11)	(0)	(2)	(4)	13	(0)	(1)	(6)	(9)
Passenger Train Interference - Metra/PSA	0	1	(1)	(1)	1	(7)	(2)	(2)	(3)	(1)	(0)	(1)	(5)	(20)
Passenger Train Interference - Foreign	(1)	(2)	(0)	1	2	(4)	2	(0)	(1)	14	-	-	(0)	10
Accident - Total	(55)	72	9	(5)	7	(9)	(6)	(1)	5	11	(2)	(4)	33	54
Accident - Metra/PSA	(42)	6	(1)	(5)	(0)	(8)	(6)	1	7	(0)	(2)	(4)	(4)	(57)
Accident - Foreign	(13)	66	10	-	7	(2)	1	(2)	(2)	11	-	(1)	36	111
Track Work - Total	(22)	(13)	(3)	(7)	11	13	5	4	6	(1)	(5)	(3)	5	(9)
Track Work - Metra/PSA	(18)	(13)	(3)	(7)	11	7	-	4	6	(1)	(5)	(3)	5	(17)
Track Work - Foreign	(4)	-	-	-	-	6	5	1	-	-	-	-	-	8
Human Error - Total	20	(3)	(1)	(4)	7	33	12	3	18	15	41	44	44	228
Human Error - Metra/PSA	(6)	(3)	(1)	(3)	1	3	(7)	(2)	18	(2)	37	31	29	94
Human Error - Foreign	26	-	-	(0)	6	30	19	5	-	16	4	13	15	133
Sick, Injured, Unruly Passenger - Total	(1)	(14)	(2)	(2)	(1)	(9)	2	0	2	(1)	19	(2)	8	(1)
Sick, Injured, Unruly Passenger - Metra/PSA	0	(14)	(2)	(2)	(1)	(9)	2	0	2	(1)	19	(2)	8	1
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
Weather - Total	(18)	73	26	61	(0)	20	(20)	3	52	(3)	40	25	29	290
Weather - Metra/PSA	(18)	73	26	61	-	23	(19)	3	52	(7)	40	25	30	289
Weather - Foreign	0	-	-	-	(0)	(2)	(1)	-	1	3	-	-	(0)	1
Passenger Loading - Total	(2)	(7)	(1)	(4)	-	(11)	(5)	(1)	(6)	(1)	7	2	14	(16)
Lift Deployment - Total	(9)	(0)	-	(0)	-	-	(2)	-	11	2	2	11	20	34
Obstruction/Debris - Total	22	(13)	(4)	(6)	(2)	10	(0)	2	15	10	9	2	(5)	41
Catenary Failure - Total	-	(15)	(3)	(6)	-	-	-	-	-	-	-	-	-	(24)
Other - Total	(5)	(3)	(1)	(1)	2	(7)	0	3	9	(3)	17	17	12	41
Total Trains Delayed	(66)	60	9	10	44	87	1	(32)	148	44	208	213	325	1,050
Total Metra/PSA Delays	(70)	(2)	(1)	8	13	32	(6)	(2)	161	1	208	143	237	722
Total Foreign Carrier Delays	4	62	10	2	32	54	8	(30)	(13)	43	-	70	88	328

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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 - Apr
Freight Interference - Total	100	142	108	77									427 9.7%
Freight Interference - Peak	38	52	39	25									154 3.5%
Primary	27	33	25	17									102 2.3%
Secondary	11	19	14	8									52 1.2%
Freight Interference - Off-Peak	62	90	69	52									273 6.2%
Primary	35	55	53	32									175 4.0%
Secondary	27	35	16	20									98 2.2%
Signal/Switch Failure - Total	196	393	146	182									917 20.8%
Signal/Switch Failure - Metra/PSA	160	320	109	134									723 16.4%
Primary	132	215	87	85									519 11.8%
Secondary	28	105	22	49									204 4.6%
Signal/Switch Failure - Foreign	36	73	37	48									194 4.4%
Primary	27	51	25	30									133 3.0%
Secondary	9	22	12	18									61 1.4%
Mechanical Failure - Total	121	106	66	67									360 8.2%
Mechanical Failure - Metra/PSA	116	91	66	67									340 7.7%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31									104 2.4%
Primary	11	13	8	10									42 1.0%
Secondary	10	20	11	21									62 1.4%
Locomotive Failure - Metra/PSA	95	58	47	36									236 5.3%
Primary	26	19	16	15									76 1.7%
Secondary	69	39	31	21									160 3.6%
Mechanical Failure - Foreign	5	15	-	-									20 0.5%
Passenger Train Interference - Total	20	13	17	1									51 1.2%
Passenger Train Interference - Metra/PSA	6	8	4	-									18 0.4%
Passenger Train Interference - Foreign	14	5	13	1									33 0.7%
Accident - Total	47	171	21	30									269 6.1%
Accident - Metra/PSA	7	84	20	22									133 3.0%
Accident - Foreign	40	87	1	8									136 3.1%
Track Work - Total	11	52	38	62									163 3.7%
Track Work - Metra/PSA	11	46	32	62									151 3.4%
Track Work - Foreign	-	6	6	-									12 0.3%
Human Error - Total	106	256	73	66									501 11.3%
Human Error - Metra/PSA	94	108	36	46									284 6.4%
Human Error - Foreign	12	148	37	20									217 4.9%
Sick, Injured, Unruly Passenger - Total	19	65	16	20									120 2.7%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20									120 2.7%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-									- 0.0%
Weather - Total	591	401	18	37									1,047 23.7%
Weather - Metra/PSA	586	400	18	37									1,041 23.6%
Weather - Foreign	5	1	-	-									6 0.1%
Passenger Loading - Total	12	40	29	19									100 2.3%
Lift Deployment - Total	11	37	29	24									101 2.3%
Obstruction/Debris - Total	79	72	32	45									228 5.2%
Catenary Failure - Total	-	-	-	-									- 0.0%
Other - Total	28	57	17	29									131 3.0%
Total Trains Delayed	1,341	1,805	610	659									4,415 100.0%
Total Metra/PSA Delays	1,129	1,328	408	505									3,370 76.3%
Total Foreign Carrier Delays	212	477	202	154									1,045 23.7%

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

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

**Table 7.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 - Apr	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	500	14.4%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	202	5.8%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	107	3.1%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	95	2.7%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	298	8.6%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	226	6.5%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	72	2.1%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	528	15.2%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	399	11.5%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	276	7.9%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	123	3.5%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	129	3.7%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	80	2.3%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	49	1.4%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	492	14.2%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	475	13.7%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	126	3.6%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	39	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	87	2.5%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	349	10.0%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	79	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	270	7.8%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	17	0.5%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	65	1.9%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	30	0.9%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	35	1.0%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	189	5.4%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	178	5.1%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	11	0.3%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	173	5.0%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	173	5.0%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	-	0.0%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	343	9.9%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	258	7.4%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	85	2.4%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	134	3.9%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	134	3.9%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	508	14.6%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	506	14.6%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	2	0.1%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	132	3.8%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	85	2.4%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	213	6.1%
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	109	3.1%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	3,473	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	2,694	77.6%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	779	22.4%

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
April 2019

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	34	1	2	0	6	15	9	2	17	2	7	37	17	149
11-15	11	1	1	0	1	6	0	0	3	5	2	9	11	50
16-20	7	0	0	0	2	3	0	0	0	0	5	6	7	30
21+	5	0	0	0	4	7	5	2	3	2	1	11	1	41
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>17</u>
Sub-Total	63	2	3	0	13	36	17	5	23	9	15	64	37	287
Weekday Off-Peak **														
6-10	22	0	0	0	2	18	13	6	22	10	9	16	23	141
11-15	9	2	0	1	1	9	11	4	14	7	5	4	6	73
16-20	3	0	0	0	1	1	2	1	1	3	3	4	3	22
21+	7	2	0	1	2	9	10	4	5	8	3	7	10	68
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>10</u>
Sub-Total	45	4	0	2	6	39	38	16	42	28	20	32	42	314
Saturday														
6-10	2	0	0	0	0	5	2	0	3	1	3	2	3	21
11-15	0	0	0	0	0	1	1	0	0	0	1	3	1	7
16-20	1	0	0	0	0	0	1	0	0	0	0	1	0	3
21+	0	0	0	0	0	3	1	0	3	0	0	0	1	8
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>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	3	0	0	0	0	9	6	0	6	1	4	6	5	40
Sunday-Holiday														
6-10	0	1	0	0	0	0	0	0	1	0	2	1	0	5
11-15	0	0	0	0	0	0	1	0	1	0	0	0	1	3
16-20	0	0	0	0	0	0	0	0	1	0	0	1	1	3
21+	0	0	0	0	0	4	0	0	1	0	0	1	1	7
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	0	0	4	1	0	4	0	2	3	3	18
April 2019 Total														
6-10	58	2	2	0	8	38	24	8	43	13	21	56	43	316
11-15	20	3	1	1	2	16	13	4	18	12	8	16	19	133
16-20	11	0	0	0	3	4	3	1	2	3	8	12	11	58
21+	12	2	0	1	6	23	16	6	12	10	4	19	13	124
Annulled	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>7</u>	<u>6</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>28</u>
TOTAL	111	7	3	2	19	88	62	21	75	38	41	105	87	659
2019 Year-to-Date														
6-10	234	63	30	18	35	199	134	62	262	46	176	212	261	1,732
11-15	84	38	6	9	18	111	68	23	86	43	108	92	153	839
16-20	65	18	1	3	10	65	30	10	43	19	46	53	88	451
21+	115	34	8	3	19	139	77	29	107	78	67	114	136	926
Annulled	<u>57</u>	<u>131</u>	<u>39</u>	<u>76</u>	<u>9</u>	<u>27</u>	<u>20</u>	<u>4</u>	<u>21</u>	<u>14</u>	<u>26</u>	<u>16</u>	<u>27</u>	<u>467</u>
TOTAL	555	284	84	109	91	541	329	128	519	200	423	487	665	4,415
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
April 2019 Total														
6-10	52.3%	28.6%	66.7%	0.0%	42.1%	43.2%	38.7%	38.1%	57.3%	34.2%	51.2%	53.3%	49.4%	48.0%
11-15	18.0%	42.9%	33.3%	50.0%	10.5%	18.2%	21.0%	19.0%	24.0%	31.6%	19.5%	15.2%	21.8%	20.2%
16-20	9.9%	0.0%	0.0%	0.0%	15.8%	4.5%	4.8%	4.8%	2.7%	7.9%	19.5%	11.4%	12.6%	8.8%
21+	10.8%	28.6%	0.0%	50.0%	31.6%	26.1%	25.8%	28.6%	16.0%	26.3%	9.8%	18.1%	14.9%	18.8%
Annulled	<u>9.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.0%</u>	<u>9.7%</u>	<u>9.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.9%</u>	<u>1.1%</u>	<u>4.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2019 Year-to-Date Delays By Duration														
6-10	42.2%	22.2%	35.7%	16.5%	38.5%	36.8%	40.7%	48.4%	50.5%	23.0%	41.6%	43.5%	39.2%	39.2%
11-15	15.1%	13.4%	7.1%	8.3%	19.8%	20.5%	20.7%	18.0%	16.6%	21.5%	25.5%	18.9%	23.0%	19.0%
16-20	11.7%	6.3%	1.2%	2.8%	11.0%	12.0%	9.1%	7.8%	8.3%	9.5%	10.9%	10.9%	13.2%	10.2%
21+	20.7%	12.0%	9.5%	2.8%	20.9%	25.7%	23.4%	22.7%	20.6%	39.0%	15.8%	23.4%	20.5%	21.0%
Annulled	<u>10.3%</u>	<u>46.1%</u>	<u>46.4%</u>	<u>69.7%</u>	<u>9.9%</u>	<u>5.0%</u>	<u>6.1%</u>	<u>3.1%</u>	<u>4.0%</u>	<u>7.0%</u>	<u>6.1%</u>	<u>3.3%</u>	<u>4.1%</u>	<u>10.6%</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 (05/29/2019) version from TOPS.