

# On-Time Performance

March 2018



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Prepared by the Division of Strategic Capital Planning  
May 2018

## On-Time Performance March 2018

This report presents an analysis of March 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  
March 2018**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,188	99	91.7%	883	55	93.8%	2,071	154	92.6%	147	14	90.5%	72	0	100.0%	2,290	168	92.7%
<b>Elec -ML</b>	921	19	97.9%	927	2	99.8%	1,848	21	98.9%	200	4	98.0%	80	2	97.5%	2,128	27	98.7%
<b>-BI</b>	286	1	99.7%	308	1	99.7%	594	2	99.7%	40	0	100.0%	--	--	--	634	2	99.7%
<b>-SC</b>	308	3	99.0%	682	3	99.6%	990	6	99.4%	160	2	98.8%	80	0	100.0%	1,230	8	99.3%
<b>Subtotal</b>	1,515	23	98.5%	1,917	6	99.7%	3,432	29	99.2%	400	6	98.5%	160	2	98.8%	3,992	37	99.1%
<b>Heritage</b>	132	13	90.2%	22	1	95.5%	154	14	90.9%	--	--	--	--	--	--	154	14	90.9%
<b>Milw -N</b>	549	28	94.9%	771	37	95.2%	1,320	65	95.1%	105	7	93.3%	72	0	100.0%	1,497	72	95.2%
<b>-W</b>	593	17	97.1%	683	27	96.0%	1,276	44	96.6%	123	5	95.9%	72	6	91.7%	1,471	55	96.3%
<b>Subtotal</b>	1,142	45	96.1%	1,454	64	95.6%	2,596	109	95.8%	228	12	94.7%	144	6	95.8%	2,968	127	95.7%
<b>NCS</b>	198	9	95.5%	242	9	96.3%	440	18	95.9%	--	--	--	--	--	--	440	18	95.9%
<b>RI</b>	792	44	94.4%	683	23	96.6%	1,475	67	95.5%	160	3	98.1%	112	5	95.5%	1,747	75	95.7%
<b>SWS</b>	242	18	92.6%	418	36	91.4%	660	54	91.8%	30	1	96.7%	--	--	--	690	55	92.0%
<b>UP -N</b>	660	22	96.7%	881	17	98.1%	1,541	39	97.5%	131	5	96.2%	72	6	91.7%	1,744	50	97.1%
<b>-NW</b>	726	35	95.2%	705	23	96.7%	1,431	58	95.9%	123	8	93.5%	60	2	96.7%	1,614	68	95.8%
<b>-W</b>	594	24	96.0%	705	51	92.8%	1,299	75	94.2%	103	4	96.1%	72	3	95.8%	1,474	82	94.4%
<b>Subtotal</b>	1,980	81	95.9%	2,291	91	96.0%	4,271	172	96.0%	357	17	95.2%	204	11	94.6%	4,832	200	95.9%
<b>System</b>	7,189	332	95.4%	7,910	285	96.4%	15,099	617	95.9%	1,322	53	96.0%	692	24	96.5%	17,113	694	95.9%

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

Delays data for most recent month is final (04/24/18) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	3,440	383	88.9%	2,563	163	93.6%	6,003	546	90.9%	374	26	93.0%	234	4	98.3%	6,611	576	91.3%
<b>Elec -ML</b>	2,685	76	97.2%	2,691	28	99.0%	5,376	104	98.1%	520	7	98.7%	260	4	98.5%	6,156	115	98.1%
<b>-BI</b>	832	28	96.6%	896	21	97.7%	1,728	49	97.2%	104	4	96.2%	--	--	--	1,832	53	97.1%
<b>-SC</b>	<u>895</u>	<u>23</u>	97.4%	<u>1,984</u>	<u>34</u>	98.3%	<u>2,879</u>	<u>57</u>	98.0%	<u>414</u>	<u>3</u>	99.3%	<u>258</u>	<u>0</u>	100.0%	<u>3,551</u>	<u>60</u>	98.3%
<b>Subtotal</b>	4,412	127	97.1%	5,571	83	98.5%	9,983	210	97.9%	1,038	14	98.7%	518	4	99.2%	11,539	228	98.0%
<b>Heritage</b>	384	38	90.1%	64	10	84.4%	448	48	89.3%	--	--	--	--	--	--	448	48	89.3%
<b>Milw -N</b>	1,599	122	92.4%	2,241	196	91.3%	3,840	318	91.7%	285	16	94.4%	246	9	96.3%	4,371	343	92.2%
<b>-W</b>	<u>1,727</u>	<u>113</u>	93.5%	<u>1,985</u>	<u>111</u>	94.4%	<u>3,712</u>	<u>224</u>	94.0%	<u>315</u>	<u>7</u>	97.8%	<u>234</u>	<u>17</u>	92.7%	<u>4,261</u>	<u>248</u>	94.2%
<b>Subtotal</b>	3,326	235	92.9%	4,226	307	92.7%	7,552	542	92.8%	600	23	96.2%	480	26	94.6%	8,632	591	93.2%
<b>NCS</b>	624	54	91.3%	704	52	92.6%	1,328	106	92.0%	--	--	--	--	--	--	1,328	106	92.0%
<b>RI</b>	2,304	202	91.2%	2,057	145	93.0%	4,361	347	92.0%	416	12	97.1%	364	12	96.7%	5,141	371	92.8%
<b>SWS</b>	704	63	91.1%	1,216	91	92.5%	1,920	154	92.0%	78	2	97.4%	--	--	--	1,998	156	92.2%
<b>UP -N</b>	1,920	91	95.3%	2,561	61	97.6%	4,481	152	96.6%	340	14	95.9%	234	16	93.2%	5,055	182	96.4%
<b>-NW</b>	2,112	161	92.4%	2,049	72	96.5%	4,161	233	94.4%	318	17	94.7%	195	22	88.7%	4,674	272	94.2%
<b>-W</b>	<u>1,728</u>	<u>142</u>	91.8%	<u>2,049</u>	<u>176</u>	91.4%	<u>3,777</u>	<u>318</u>	91.6%	<u>266</u>	<u>14</u>	94.7%	<u>234</u>	<u>9</u>	96.2%	<u>4,277</u>	<u>341</u>	92.0%
<b>Subtotal</b>	5,760	394	93.2%	6,659	309	95.4%	12,419	703	94.3%	924	45	95.1%	663	47	92.9%	14,006	795	94.3%
<b>System</b>	20,954	1,496	92.9%	23,060	1,160	95.0%	44,014	2,656	94.0%	3,430	122	96.4%	2,259	93	95.9%	49,703	2,871	94.2%

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

Delays data for most recent month is final (04/24/18) 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-Mar	Annual
<b>BNSF</b>	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.8%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	86.3%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	92.7%	94.4%
	<b>2016</b>	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.3%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.9%	94.5%
	<b>2018</b>	89.6	91.6	92.7										91.3%	
	<b>2013-2017 average</b>	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	92.8%	93.4%
<b>Electric</b>	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.5%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	95.6%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	96.7%	97.6%
	<b>2016</b>	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.5%	98.1%
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.6%	98.1%
	<b>2018</b>	97.7	97.2	99.1										98.0%	
	<b>2013-2017 average</b>	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.4%	97.7%
<b>Heritage</b>	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.8%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	81.2%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	92.9%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.7%	94.2%
	<b>2017</b>	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	95.1%	93.2%
	<b>2018</b>	86.4	90.7	90.9										89.3%	
	<b>2013-2017 average</b>	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	92.1%	93.1%
<b>Milw - N</b>	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.1%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	81.4%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	91.2%	94.9%
	<b>2016</b>	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	95.1%	94.6%
	<b>2017</b>	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.8%	93.8%
	<b>2018</b>	91.8	89.2	95.2										92.2%	
	<b>2013-2017 average</b>	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	91.5%	93.7%
<b>Milw - W</b>	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.8%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	88.2%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	93.8%	96.4%
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.6%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	95.8%	95.5%
	<b>2018</b>	94.7	91.3	96.3										94.2%	
	<b>2013-2017 average</b>	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	93.4%	94.9%
<b>NCS</b>	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.2%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	81.9%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	89.8%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.1%	94.5%
	<b>2017</b>	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	93.2%	94.0%
	<b>2018</b>	93.2	86.4	95.9										92.0%	
	<b>2013-2017 average</b>	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	90.1%	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-Mar	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	97.5%	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	86.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.3%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	94.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.7%	95.7%
	2018	92.2	90.2	95.7										92.8%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	94.6%	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	89.4%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.4%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.9%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0										92.2%	
	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	94.3%	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	97.8%	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	93.6%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.5%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.6%	97.2%
	2018	97.6	94.2	97.1										96.4%	
	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	96.8%	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	96.6%	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	91.3%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.2%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.7%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	97.2%	95.1%
	2018	95.7	90.7	95.8										94.2%	
	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	95.6%	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	96.5%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	90.4%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	93.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	96.2%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.8%	94.1%
	2018	92.3	89.0	94.4										92.0%	
	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	94.5%	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	96.6%	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	89.9%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	94.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.4%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9										94.2%	
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	94.9%	95.6%	

Delays data for most recent month is final (04/24/18) 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  
March 2018**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1242 <b>82% OT</b>	Tue, Mar 06	10	ZR	ENGINEER SELECTED WRONG TRACK CAUSING ENFORCEMENT	
		Wed, Mar 07	37	G1	1242	
		Thu, Mar 08	14	H	BEHIND BECAUSE OF MECHANICAL BREAKER RESET BY ELECTRICIAN.	
		Tue, Mar 20	8	ZR1	TRAFFIC AHEAD	
BNSF	1253 <b>82% OT</b>	Thu, Mar 01	10	JM1	FOLLOWING 1259	
		Mon, Mar 05	12	DE1	DELAYED DUE TO ZCHCSSE905 IN UDE. BAD ORDER ETD.	
		Wed, Mar 07	0	M1	1235 STRUCK TRESPASSER	
		Tue, Mar 13	9	JM1	1259S MEDICAL EMERGENCY	
BNSF	1259 <b>82% OT</b>	Thu, Mar 01	13	JM	PASSENGER PASSED OUT ON TRAIN, WAITING ON EMT	
		Mon, Mar 05	20	DE1	DELAYED DUE TO ZCHCSSE905 IN UDE. BAD ORDER ETD.	
		Wed, Mar 07	68	M1	1235 STRUCK TRESPASSER	
		Tue, Mar 13	12	JM	MEDICAL EMERGENCY	
BNSF	1271 <b>76% OT</b>	Thu, Mar 01	6	R	BRAKEMAN CUT IN TRAIN	
		Mon, Mar 05	11	DE1	DELAYED DUE TO ZCHCSSE905 IN UDE. BAD ORDER ETD.	
		Wed, Mar 07	55	M1	1235 STRUCK TRESPASSER	
		Thu, Mar 08	13	R	ENGINEER ERROR IN CHANGING OPERATING ENDS AT CUS	
		Tue, Mar 13	17	R	ENGINE SHUT DOWN ENGINEER COULD NOT GET IT RESTARTED. HUMAN ERROR	
BNSF	1276 <b>82% OT</b>	Mon, Mar 05	14	DD1	LATE FLIP FROM 1239	
		Wed, Mar 07	0	M1	1235 STRUCK TRESPASSER	
		Tue, Mar 20	8	RA	H924 PRIORITIZED AT CP HARRISON BY AMTRAK CUS SOUTH	
		Mon, Mar 26	11	DD1	DUE TO 1274 FREIGHT DELAY	
BNSF	1279 <b>73% OT</b>	Mon, Mar 05	17	DE1	DELAYED DUE TO ZCHCSSE905 IN UDE. BAD ORDER ETD.	
		Wed, Mar 07	50	M1	1235 STRUCK TRESPASSER	
		Thu, Mar 08	8	R1	DELAYED DUE TO FOLLOWING TRAFFIC FROM 1271 DELAY	
		Tue, Mar 13	13	R1	FOLLOWING 1271	
		Mon, Mar 19	12	DD	HGALCN117 ROUTED THRU PLANT AT WEST EOLA BY EE DS.	
		Mon, Mar 26	9	DD1	DUE TO 1274 FREIGHT DELAY	
BNSF	1285 <b>82% OT</b>	Thu, Mar 01	6	R1	LATE FLIP	
		Wed, Mar 07	0	M1	OPERATED HIN-LIS.	
		Fri, Mar 16	8	RA	TRAINS ROUTED OUT OF CUS AND INWRONG ORDER DUE TO A383 NOT DEPARTING AND NOT COMMUNICATED BY AMTRAK	
		Tue, Mar 20	7	ZR1	LATE FLIP FROM PTC ERROR	
BNSF	1288 <b>77% OT</b>	Wed, Mar 07	0	M1	1235 STRUCK TRESPASSER	
		Fri, Mar 09	9	ZP	PTC FAILURE AT AURORA. WRONG CC NUMBER ENTERED INTO SYSTEM.	
		Tue, Mar 13	12	ZR	ENGINEER ATTEMPTED TO RUN PTC BUT CAR WAS NOT PTC READY	
		Mon, Mar 19	6	DD	ZPTLCHC917 ROUTED THRU PARADE IN SMAE SLOT AS A4.	
		Tue, Mar 20	12	DD1	LATE FLIP FROM 1243	
BNSF	1298 <b>82% OT</b>	Mon, Mar 05	8	CC	MOW AT HIGHLANDS.	
		Mon, Mar 12	9	D	WAITING FOR H BRCNTW9-12A TO CLEAR WEST EOLA	
		Wed, Mar 14	10	D	FREIGHT SLOW TO CLEAR TO THE BRC AND Q TRAIN YARDING CECO.	
		Mon, Mar 26	17	CC	SCHEDULED TRACK WORK CAUSING SINGLE TRACK FROM NAP TO FVV	
BNSF	1373 <b>77% OT</b>	Thu, Mar 01	13	R1	LATE FLIP FROM 1286 ISSUES	
		Mon, Mar 05	8	DE	ZCHCSSE905 UDE DUE TO BAD ORDER ETD	
		Wed, Mar 07	0	M1	ANNULLED. 1235 STRUCK TRESPASSER	
		Fri, Mar 23	8	D1	LATE FLIP FROM 1284 DUE TO ZPTLCHC921 CLEARING INTO CICERO YARD	
		Wed, Mar 28	9	GX1	LATE FLIP FROM 1284 DUE TO BROKEN CROSSING GATE OAK PARK AVE MP9.59	
HC	916 <b>82% OT</b>	Mon, Mar 05	23	DE1	15M DELAY , HC914 AHEAD STOPPED FOR BROKEN DOWN FREIGHT TRAIN AT BRIGHTON. 719/34AM	
		Fri, Mar 09	11	D	15M DELAY CORWITH AACT X-TRAFFIC, ZALTW5P908A BN4215 W/10C 1200" YARDING, ALSO TALKED BY RED AT CORWITH ACCT SIGNAL RELATED ISSUES ON CN.	
		Fri, Mar 23	6	D	10 MIN STOPPED AT CORWITH (709-716) FREIGHT TRAIN INTERFERENCE NO ANSWER FROM BNSF	
		Thu, Mar 29	9	D	STOPPED 15 MIN AT CORWITH WAITING FOR TRAIN -QALTCHI226A, 74 CARS 7128 FEET BNSF 3806	
MN	2128 <b>82% OT</b>	Fri, Mar 09	14	DE	18" FREIGHT INTERFERENCE (384-229) @ A20 IN EMERGENCY.	
		Fri, Mar 16	7	Q	2" DEPARTED FOX LAKE LETE DUE TO WAITING ON DISPATCHER TO COPY MOVEMENT AUTHORITY; 2" ADA DEERFIELD; 2" PASSENGER LOADING; 2" STOP SIGNAL	
		Tue, Mar 20	7	C	6" WAITING ON #2107 TO CLEAR, GRAYSLAKE; 5" SLOW PASSENGER LOADING; 2" 10MPH SPEED RESTRICTION.	
		Thu, Mar 29	15	E1	10" GRAYSLAKE WAITING ON #2107 TO GET INTO THE CLEAR; 5" STOP SIGNAL CP LAKE ST. CUS WAITING ON #2213.	
MN	2155 <b>77% OT</b>	Fri, Mar 02	9	UF1	9" DELAY DUE TO WAITING ON #2160 AT RONDOUT.	
		Mon, Mar 05	8	D	8" DELAY DUE TO FREIGHT INTERFERENCE AT CN CROSSING & ADA AT LAKE COOK RD.	
		Wed, Mar 07	20	D	19" DELAY, FREIGHT INTERFERENCE AT CN CROSSING & SWITCHING CREW WITH #2158 AT WESTERN AVE.	
		Mon, Mar 26	7	I1	7" DELAY WAITING FOR #2160 AT RONDOUT.	
		Wed, Mar 28	8	D	8" DELAY FREIGHT TRAIN INTERFERENCE AT CN CROSSING.	
RI	416 <b>82% OT</b>	Thu, Mar 08	12	DR1	8M LATE DEPARTING RICHARDS DUE TO LATE TURN OF EQUIPMENTG/4M EN-ROUTE ACCOMODATING PASSENGERS	
		Wed, Mar 14	16	G1	HELD AT BI FOLLOWING 302	
		Mon, Mar 19	23	E1	DELAYED DUE TO MECH EQUIP FLIP FOLLOWING 414 OUT OF JOLIET	
		Wed, Mar 21	19	E1	19M LATE DUE TO EQUIP TURNED LATE FROM DH6101	



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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
RI	417	Mon, Mar 05	39		E	DELAYED 45 MIN DUE TO ENGINE ISSUES AT LSS STREET ON MAIN TRACK 2.
	82% OT	Tue, Mar 13	6		J1	6M CP RICHARDS WAITING ON 415 TO GO TO YARD DUE TO PASSENGER REFUSING TO GET OFF OF TRAIN
		Wed, Mar 21	33		L1	33M FOLLOWING RI 415
		Thu, Mar 29	11		E1	4M GRESHAM FOLLOWING 415
RI	610	Tue, Mar 06	13		KD1	8M LATE DEPARTING B.I. DUE TO LATE TURN OF EQUIP AS DH6101/5M ENROUTE ACCOMODATING PASSENGERS
	82% OT	Thu, Mar 08	7		DR1	9M LATE DEPARTING B.I. DUE TO TRACK CIRCUIT DOWN BETWEEN GRE - B.I.
		Fri, Mar 09	38		KD	38M 95TH ST DUE TO BRAKES WOULD NOT RELEASE /ENG #425 MU HOSE SEPARATED.
		Wed, Mar 21	0		E1	LOCOMOTIVE MALFUNCTION
SWS	833	Mon, Mar 05	13		DW	13M ACCT. G49-05, CP8853, 5673' (WEATHER RELATED ISSUES)
	77% OT	Mon, Mar 12	14		GT	17M ASHBURN CODE STATION FAILURE COMPLYING WITH INSTRUCTIONS FROM LANDERS OPR.
		Fri, Mar 16	13		GF1	DEPART CUS 16M LATE; LATE FLIP OF SWS#836; 3M FOREST HILL MEET SWS#838.
		Thu, Mar 22	13		J	15MIN STOPPED AT WRIGHTWOOD FOR UNRULY PASSENGER REFUSING TO PAY, TRAIN WAITED ON METRA PD TO REMOVE PASSENGER. BACK ON THE MOVE AT 737PM.
		Wed, Mar 28	13		DE	11M CP518 FOR NS14A UP8903 W/102CARS 6922FT, ENGINE PROBLEMS.
UPNW	630	Mon, Mar 05	7		GX	STOPPED AT ARLINGTON PARK TO COPY A XH @ MP 23.78 (BROKEN GATE ARM ACROSS TRACK 3 FROM 08:03-08:08, COMPLY WITH XH PROCEDURE @ MP 23.78...
	82% OT	Tue, Mar 20	12		D1	DELAYED BEHIND #628 ON ACCT. OF CN FREIGHT TRAIN INTERFERENCE (X34881-19).
		Tue, Mar 27	201		M1	STOPPED DUE TO CRITICAL INCIDENT ON #606.
		Thu, Mar 29	17		F1	FOLLOWING #628 EN ROUTE.
UPNW	632	Thu, Mar 08	8		RO1	STOPPED AT BRIDGE A DUE TO #630 BEING MISSED TRACKED.
	82% OT	Tue, Mar 20	6		D1	DELAYED BEHIND #630 AN ACCT. OF CN FREIGHT TRAIN INTERFERENCE (X34881-19).
		Tue, Mar 27	0		M1	ANNULLED @ BARRINGTON DUE TO CRITICAL INCIDENT ON #606.
		Thu, Mar 29	8		F1	FOLLOWING #630 EN ROUTE.
UPW	30	Fri, Mar 02	12		F	TRAIN CONTROL FAILURE AT LA FOX ON THE 8415, RAN ON ABSOLUTE BLOCKS TO CPT.
	82% OT	Tue, Mar 06	13		F1	DELAYED FOLLOWING #26 LA FOX-LOMBARD, AND THEN FOLLOWED #28 ELMHURST-CPT ON ACCT. OF #22 MECHANICAL ISSUES @ 1 ADA LIFT.
		Fri, Mar 16	10		G	10" DEAD TRACK MP15.2 TO MP13.7. STOPPED AT BRIDGE A FOR CROSS TRACIC AT LAKE ST.
		Wed, Mar 28	10		VE1	FOLLOWING #28 AHEAD EN ROUTE.
UPW	44	Thu, Mar 08	10		J	STOPPED AT MAYWOOD FOR UNRULY PASSENGER THAT WOULD NOT EXIT THE TRAIN, CALLED RMCC, UNRULY PASSENGER LEFT ON THEIR OWN.
	68% OT	Mon, Mar 19	7		U	4 ADA LIFTS & 10MPH @ MP10.
		Wed, Mar 21	6		U	FOUR ADA LIFTS ENROUTE.
		Fri, Mar 23	7		I	SLOW PASSENGER UNLOADING OF LARGE GROUP TRAVELS AT LOMBARD.
		Tue, Mar 27	8		D1	LATE TURN OF EQUIPMENT DUE TO FREIGHT DELAY ALSO GROUP LOADING @ GENEVA AND LOMBARD.
		Thu, Mar 29	16		KP	STOPPED AT MP11.2 DUE TO A REPORT FROM RMCC OF A BOMB THREAT IN THE AREA AT MP7.11.
Fri, Mar 30	8		I	HEAVY PASSENGER LOADING EN ROUTE.		
UPW	48	Thu, Mar 08	7		I	DELAYED ON ACCT. OF PASSENGERS ON WRONG SIDE AT ELMHURST.
	77% OT	Mon, Mar 19	7		I	OPERATED SOUTH SIDE VALE-KEDZIE. PASSENGERS ON WRONG SIDE
		Wed, Mar 21	12		U1	DEPARTED 8" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF #29.
		Thu, Mar 22	12		I1	LATE DEPARTURE FROM ELBURN ON ACCT. OF LATE ARRIVAL OF #29 & SLOW PASSENGER LOADING @ WEST CHICAGO, WINFIELD, & RIVER FOREST.
		Thu, Mar 29	11		R	ADA LIFT & VISUALLY IMPAIRED PASSENGER AT COLLEGE AVE, ENGINEERSTOPPED THE TRAIN AT BRIDGE D WAITING FOR THE ATC KEY FROM THE CONDUCTOR.
UPW	54	Mon, Mar 12	9		D	DELAYED WAITING FOR RAWODS TO CLEAR INTO THE ROCKWELL SUB.
	82% OT	Thu, Mar 22	12		D	FREIGHT TRAIN INTERFERENCE ZBRG1 TO KEDZIE.
		Mon, Mar 26	15		D	INSTRUCTED BY THE DISPATCHER TO HOLD AT WHEATON ON TRK 1 FOR THE CONDUCTOR MPRCLW ON TRK 2 TO WALK THE TRAIN AND VERIFY IF THERE WERE 2 ..
		Wed, Mar 28	8		D	FREIGHT TRAIN INTERFERENCE @ KEDZIE (YRPI).

Data is final (04/24/18) 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
<b>1 Passenger Train Interference</b>				<b>13 Human Error</b>				<b>1 Passenger Train Interference</b>			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	<b>2 &amp; 3 Freight Interference - Peak &amp; Off-Peak</b>			
<b>4 Accident</b>				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
<b>5 Passenger Loading</b>				YB	YB1	XYB	Derailment - Human Error, Engineering	<b>4 Accident</b>			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
<b>6 Lift Deployment</b>				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	<b>8 Signal/Switch Failure</b>			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
<b>7 Obstruction/Debris</b>				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	<b>14 Sick, Injured, Unruly Passenger</b>				<b>9 Track Work</b>			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	<b>11 Non-Locomotive Equipment Failure</b>			
<b>8 Signal/Switch Failure</b>				<b>15 Weather</b>				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	<b>12 Locomotive Failure</b>			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	<b>13 Human Error</b>			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
<b>9 Track Work</b>				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	<b>14 Sick, Injured, Unruly Passenger</b>			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	<b>15 Weather</b>			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	<b>16 Other</b>							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
<b>10 Catenary Failure</b>				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
<b>11 Non-Locomotive Equipment Failure</b>				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
<b>12 Locomotive Failure</b>											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

Effective July 1, 2016

Revised July 19, 2016

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

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

**Table 5.a: Train Delays by Cause and Line**  
March 2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>39</b>	-	-	-	<b>11</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>9</b>	<b>19</b>	<b>2</b>	<b>11</b>	<b>39</b>	<b>154</b>
Freight Interference - Peak	16	-	-	-	10	-	3	2	3	9	-	6	6	55
Primary	3	-	-	-	6	-	2	2	-	7	-	3	3	26
Secondary	13	-	-	-	4	-	1	-	3	2	-	3	3	29
Freight Interference - Off-Peak	23	-	-	-	1	7	8	4	6	10	2	5	33	99
Primary	17	-	-	-	1	7	4	3	3	8	1	5	27	76
Secondary	6	-	-	-	-	-	4	1	3	2	1	-	6	23
<b>Signal/Switch Failure - Total</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>16</b>	<b>4</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>102</b>
Signal/Switch Failure - Metra/PSA	20	17	2	4	-	6	15	4	10	5	5	5	3	96
Primary	3	13	-	3	-	2	10	3	6	2	2	4	3	51
Secondary	17	4	2	1	-	4	5	1	4	3	3	1	-	45
Signal/Switch Failure - Foreign	-	-	-	-	1	-	1	-	-	4	-	-	-	6
Primary	-	-	-	-	1	-	1	-	-	3	-	-	-	5
Secondary	-	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Mechanical Failure - Total</b>	<b>5</b>	<b>1</b>	-	-	<b>1</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>23</b>	<b>6</b>	<b>13</b>	<b>5</b>	<b>11</b>	<b>89</b>
Mechanical Failure - Metra/PSA	5	1	-	-	-	14	7	3	23	6	13	5	11	88
Non-Locomotive Equipment Failure - Metra/PSA	5	1	-	-	-	-	-	-	-	-	1	5	9	21
Primary	2	1	-	-	-	-	-	-	-	-	1	2	2	8
Secondary	3	-	-	-	-	-	-	-	-	-	-	3	7	13
Locomotive Failure - Metra/PSA	-	-	-	-	-	14	7	3	23	6	12	-	2	67
Primary	-	-	-	-	-	4	2	1	6	3	3	-	1	20
Secondary	-	-	-	-	-	10	5	2	17	3	9	-	1	47
Mechanical Failure - Foreign	-	-	-	-	1	-	-	-	-	-	-	-	-	1
<b>Passenger Train Interference - Total</b>	-	-	-	-	-	<b>5</b>	-	<b>1</b>	<b>1</b>	<b>2</b>	-	-	-	<b>9</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	5	-	1	-	-	-	-	-	6
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	1	2	-	-	-	3
<b>Accident - Total</b>	<b>41</b>	-	-	-	-	-	-	-	-	-	-	<b>22</b>	<b>2</b>	<b>70</b>
Accident - Metra/PSA	38	-	-	-	-	-	-	-	-	5	-	22	2	67
Accident - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
<b>Track Work - Total</b>	<b>9</b>	<b>6</b>	-	-	-	<b>11</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>8</b>	-	<b>1</b>	<b>43</b>
Track Work - Metra/PSA	9	6	-	-	-	11	1	2	1	4	8	-	1	43
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>36</b>	-	-	<b>1</b>	<b>1</b>	<b>7</b>	-	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>61</b>
Human Error - Metra/PSA	30	-	-	1	-	4	-	-	4	2	3	4	1	49
Human Error - Foreign	6	-	-	-	1	3	-	1	-	-	-	-	1	12
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>5</b>	<b>2</b>	-	-	-	<b>7</b>	<b>1</b>	-	<b>4</b>	<b>3</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>44</b>
Sick, Injured, Unruly Passenger - Metra/PSA	5	2	-	-	-	7	1	-	4	3	13	6	3	44
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>5</b>	-	-	-	-	<b>1</b>	<b>7</b>	-	-	<b>1</b>	-	-	-	<b>14</b>
Weather - Metra/PSA	5	-	-	-	-	1	7	-	-	-	-	-	-	13
Weather - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Loading - Total</b>	<b>3</b>	-	-	-	-	<b>4</b>	<b>5</b>	-	<b>3</b>	-	<b>1</b>	<b>6</b>	<b>10</b>	<b>32</b>
<b>Lift Deployment - Total</b>	<b>2</b>	-	-	-	-	<b>4</b>	<b>3</b>	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>21</b>
<b>Obstruction/Debris - Total</b>	-	-	-	<b>3</b>	-	<b>4</b>	<b>1</b>	-	<b>10</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>29</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	<b>1</b>
<b>Other - Total</b>	<b>3</b>	-	-	-	-	<b>2</b>	<b>3</b>	-	<b>10</b>	<b>1</b>	<b>2</b>	-	<b>4</b>	<b>25</b>
<b>Total Trains Delayed</b>	<b>168</b>	<b>27</b>	<b>2</b>	<b>8</b>	<b>14</b>	<b>72</b>	<b>55</b>	<b>18</b>	<b>75</b>	<b>55</b>	<b>50</b>	<b>68</b>	<b>82</b>	<b>694</b>
Total Metra/PSA Delays	120	27	2	8	0	62	43	11	65	29	48	57	42	514
Total Foreign Carrier Delays	48	0	0	0	14	10	12	7	10	26	2	11	40	180

Data for current month is FINAL (04/24/18) 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 March Over Previous Five Years: 2013-2017

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>13</b>	-	-	-	<b>4</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>18</b>	<b>90</b>
Freight Interference - Peak	5	-	-	-	4	1	2	4	0	5	1	1	6	30
Primary	3	-	-	-	3	1	1	3	0	3	0	1	3	18
Secondary	3	-	-	-	1	1	1	1	-	2	0	1	3	12
Freight Interference - Off-Peak	8	-	-	-	0	10	9	8	3	7	1	2	12	60
Primary	7	-	-	-	0	6	7	7	3	5	1	2	10	47
Secondary	1	-	-	-	-	4	2	1	-	2	1	0	2	13
<b>Signal/Switch Failure - Total</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>88</b>
Signal/Switch Failure - Metra/PSA	10	8	4	2	-	15	11	5	6	1	4	3	3	72
Primary	5	3	3	1	-	7	7	2	4	1	2	2	2	41
Secondary	5	5	1	1	-	8	4	2	2	0	2	1	1	31
Signal/Switch Failure - Foreign	0	-	-	-	1	4	2	5	0	3	0	0	0	16
Primary	0	-	-	-	1	3	1	3	0	2	0	0	0	12
Secondary	0	-	-	-	-	0	0	2	-	1	-	0	-	4
<b>Mechanical Failure - Total</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>15</b>	<b>5</b>	<b>19</b>	<b>2</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>87</b>
Mechanical Failure - Metra/PSA	9	1	1	0	1	12	15	5	19	2	8	9	5	87
Non-Locomotive Equipment Failure - Metra/PSA	2	1	1	0	1	3	2	3	3	2	1	1	2	20
Primary	1	1	0	0	0	1	1	1	1	0	0	0	1	7
Secondary	1	0	0	-	0	2	1	2	2	2	0	1	1	13
Locomotive Failure - Metra/PSA	7	-	-	-	-	10	13	2	16	0	8	8	2	67
Primary	2	-	-	-	-	3	4	0	4	0	2	2	2	19
Secondary	5	-	-	-	-	7	10	2	11	-	5	6	1	47
Mechanical Failure - Foreign	-	-	-	-	-	0	-	-	-	-	-	-	-	0
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>11</b>
Passenger Train Interference - Metra/PSA	0	0	-	0	-	3	0	1	1	0	-	-	0	7
Passenger Train Interference - Foreign	1	0	-	-	1	2	-	-	-	0	-	-	-	4
<b>Accident - Total</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>53</b>
Accident - Metra/PSA	24	3	1	0	0	3	4	0	1	1	5	9	1	50
Accident - Foreign	-	-	-	-	-	-	-	1	1	1	-	-	-	3
<b>Track Work - Total</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>27</b>
Track Work - Metra/PSA	7	3	1	2	0	2	4	0	1	-	3	1	2	27
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>57</b>
Human Error - Metra/PSA	5	2	1	1	-	9	6	3	5	1	3	2	3	42
Human Error - Foreign	4	1	-	1	0	3	2	1	-	2	0	1	2	16
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>30</b>
Sick, Injured, Unruly Passenger - Metra/PSA	3	6	1	1	-	5	2	0	1	0	2	3	4	29
Sick, Injured, Unruly Passenger - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>Weather - Total</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>-</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>52</b>
Weather - Metra/PSA	4	11	4	4	-	5	7	1	6	1	2	3	5	52
Weather - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0
<b>Passenger Loading - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>5</b>	<b>9</b>	<b>-</b>	<b>9</b>	<b>-</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>45</b>
<b>Lift Deployment - Total</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>14</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>29</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5</b>
<b>Other - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>20</b>
<b>Total Trains Delayed</b>	<b>95</b>	<b>40</b>	<b>15</b>	<b>19</b>	<b>7</b>	<b>93</b>	<b>82</b>	<b>37</b>	<b>56</b>	<b>27</b>	<b>38</b>	<b>45</b>	<b>57</b>	<b>611</b>
Total Metra/PSA Delays	75	40	15	18	1	72	68	18	52	9	36	41	37	481
Total Foreign Carrier Delays	20	1	-	1	6	20	14	19	4	18	2	5	20	130

Data for current month is FINAL (04/24/18) version of TOPS

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

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

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>26</b>	-	-	-	<b>7</b>	<b>(5)</b>	<b>0</b>	<b>(6)</b>	<b>6</b>	<b>7</b>	-	<b>7</b>	<b>21</b>	<b>64</b>
Freight Interference - Peak	11	-	-	-	6	(1)	1	(2)	3	4	(1)	5	(0)	25
Primary	0	-	-	-	3	(1)	1	(1)	(0)	4	(0)	2	-	8
Secondary	10	-	-	-	3	(1)	-	(1)	3	0	(0)	2	(0)	17
Freight Interference - Off-Peak	15	-	-	-	1	(3)	(1)	(4)	3	3	1	3	21	39
Primary	10	-	-	-	1	1	(3)	(4)	0	3	0	3	17	29
Secondary	5	-	-	-	-	(4)	2	-	3	1	0	(0)	4	10
<b>Signal/Switch Failure - Total</b>	<b>10</b>	<b>9</b>	<b>(2)</b>	<b>2</b>	<b>0</b>	<b>(13)</b>	<b>3</b>	<b>(6)</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>14</b>
Signal/Switch Failure - Metra/PSA	10	9	(2)	2	-	(9)	4	(1)	4	4	1	2	(0)	24
Primary	(2)	10	(3)	2	-	(5)	3	1	2	1	-	2	1	10
Secondary	12	(1)	1	0	-	(4)	1	(1)	2	3	1	(0)	(1)	14
Signal/Switch Failure - Foreign	(0)	-	-	-	0	(4)	(1)	(5)	(0)	1	(0)	(0)	(0)	(10)
Primary	(0)	-	-	-	0	(3)	(0)	(3)	(0)	1	(0)	(0)	(0)	(7)
Secondary	(0)	-	-	-	-	(0)	(0)	(2)	-	(0)	-	(0)	-	(3)
<b>Mechanical Failure - Total</b>	<b>(4)</b>	-	<b>(1)</b>	<b>(0)</b>	<b>0</b>	<b>1</b>	<b>(8)</b>	<b>(2)</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>(4)</b>	<b>6</b>	<b>2</b>
Mechanical Failure - Metra/PSA	(4)	-	(1)	(0)	(1)	2	(8)	(2)	4	4	5	(4)	6	1
Non-Locomotive Equipment Failure - Metra/PSA	3	-	(1)	(0)	(1)	(3)	(2)	(3)	(3)	(2)	0	4	7	1
Primary	1	0	(0)	(0)	(0)	(1)	(1)	(1)	(1)	(0)	1	2	1	1
Secondary	2	(0)	(0)	-	(0)	(2)	(1)	(2)	(2)	(2)	(0)	2	6	-
Locomotive Failure - Metra/PSA	(7)	-	-	-	-	4	(6)	1	7	6	4	(8)	(0)	0
Primary	(2)	-	-	-	-	1	(2)	1	2	3	1	(2)	(1)	1
Secondary	(5)	-	-	-	-	3	(5)	-	6	3	4	(6)	0	(0)
Mechanical Failure - Foreign	-	-	-	-	1	(0)	-	-	-	-	-	-	-	1
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>2</b>	-	-	<b>(0)</b>	<b>(2)</b>
Passenger Train Interference - Metra/PSA	(0)	(0)	-	(0)	-	2	(0)	(0)	(1)	(0)	-	-	(0)	(1)
Passenger Train Interference - Foreign	(1)	(0)	-	-	(1)	(2)	-	-	1	2	-	-	-	(1)
<b>Accident - Total</b>	<b>17</b>	<b>(3)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(3)</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>4</b>	<b>(5)</b>	<b>13</b>	<b>1</b>	<b>17</b>
Accident - Metra/PSA	14	(3)	(1)	(0)	(0)	(3)	(4)	(0)	(1)	5	(5)	13	1	17
Accident - Foreign	3	-	-	-	-	-	-	(1)	(1)	(1)	-	-	-	0
<b>Track Work - Total</b>	<b>2</b>	<b>3</b>	<b>(1)</b>	<b>(2)</b>	<b>(0)</b>	<b>9</b>	<b>(3)</b>	<b>2</b>	<b>(0)</b>	<b>4</b>	<b>5</b>	<b>(1)</b>	<b>(1)</b>	<b>16</b>
Track Work - Metra/PSA	2	3	(1)	(2)	(0)	9	(3)	2	(0)	4	5	(1)	(1)	16
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>27</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(5)</b>	<b>(8)</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>4</b>
Human Error - Metra/PSA	25	(2)	(1)	(0)	-	(5)	(6)	(3)	(1)	1	(0)	2	(2)	7
Human Error - Foreign	2	(1)	-	(1)	1	0	(2)	-	-	(2)	(0)	(1)	(1)	(4)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>2</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>(1)</b>	<b>14</b>
Sick, Injured, Unruly Passenger - Metra/PSA	2	(4)	(1)	(1)	-	2	(1)	(0)	3	3	11	3	(1)	15
Sick, Injured, Unruly Passenger - Foreign	(1)	-	-	-	-	-	-	-	-	-	-	-	-	(1)
<b>Weather - Total</b>	<b>1</b>	<b>(11)</b>	<b>(4)</b>	<b>(4)</b>	-	<b>(4)</b>	<b>(0)</b>	<b>(1)</b>	<b>(6)</b>	-	<b>(2)</b>	<b>(3)</b>	<b>(5)</b>	<b>(38)</b>
Weather - Metra/PSA	1	(11)	(4)	(4)	-	(4)	(0)	(1)	(6)	(1)	(2)	(3)	(5)	(39)
Weather - Foreign	(0)	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Loading - Total</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(2)</b>	-	<b>(1)</b>	<b>(4)</b>	-	<b>(6)</b>	-	<b>(2)</b>	<b>1</b>	<b>6</b>	<b>(13)</b>
<b>Lift Deployment - Total</b>	<b>(1)</b>	-	-	<b>(0)</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>(1)</b>	<b>1</b>	-	<b>3</b>	<b>2</b>	<b>7</b>
<b>Obstruction/Debris - Total</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>(0)</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>8</b>	<b>(0)</b>	<b>(0)</b>	<b>3</b>	<b>(0)</b>	<b>(0)</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	<b>(0)</b>	<b>(3)</b>	-	-	-	-	-	-	-	-	-	<b>(4)</b>
<b>Other - Total</b>	<b>(2)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>2</b>	<b>(1)</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>(1)</b>	-	<b>5</b>
<b>Total Trains Delayed</b>	<b>73</b>	<b>(13)</b>	<b>(13)</b>	<b>(11)</b>	<b>7</b>	<b>(21)</b>	<b>(27)</b>	<b>(19)</b>	<b>19</b>	<b>28</b>	<b>12</b>	<b>23</b>	<b>25</b>	<b>83</b>
Total Metra/PSA Delays	45	(13)	(13)	(10)	(1)	(10)	(25)	(7)	13	20	12	16	5	33
Total Foreign Carrier Delays	28	(1)	-	(1)	8	(10)	(2)	(12)	6	8	(0)	6	20	50

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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 6.a: Train Delays by Cause & Line - YTD  
January - March 2018**

Cause Category	Top 2 causes for each line are shaded													SYSTEM	
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific				
		ML	BI	SC		N	W				N	NW	W		
<b>Freight Interference - Total</b>	<b>97</b>	-	-	-	<b>24</b>	<b>26</b>	<b>30</b>	<b>12</b>	<b>23</b>	<b>50</b>	<b>3</b>	<b>31</b>	<b>118</b>	<b>414</b>	
Freight Interference - Peak	56	-	-	-	20	5	11	3	7	21	-	19	30	172	
Primary	22	-	-	-	16	3	4	3	3	15	-	11	10	87	
Secondary	34	-	-	-	4	2	7	-	4	6	-	8	20	85	
Freight Interference - Off-Peak	41	-	-	-	4	21	19	9	16	29	3	12	88	242	
Primary	27	-	-	-	4	12	11	8	12	20	1	7	75	177	
Secondary	14	-	-	-	-	9	8	1	4	9	2	5	13	65	
<b>Signal/Switch Failure - Total</b>	<b>82</b>	<b>40</b>	<b>14</b>	<b>21</b>	<b>13</b>	<b>42</b>	<b>62</b>	<b>24</b>	<b>35</b>	<b>46</b>	<b>18</b>	<b>21</b>	<b>15</b>	<b>433</b>	
Signal/Switch Failure - Metra/PSA	61	40	14	21	3	25	51	16	34	14	18	19	10	326	
Primary	32	33	10	18	2	14	39	11	23	10	10	12	10	224	
Secondary	29	7	4	3	1	11	12	5	11	4	8	7	-	102	
Signal/Switch Failure - Foreign	21	-	-	-	10	17	11	8	1	32	-	2	5	107	
Primary	15	-	-	-	8	2	4	3	1	24	-	-	3	60	
Secondary	6	-	-	-	2	15	7	5	-	8	-	2	2	47	
<b>Mechanical Failure - Total</b>	<b>86</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>82</b>	<b>23</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>37</b>	<b>40</b>	<b>43</b>	<b>432</b>	
Mechanical Failure - Metra/PSA	85	7	8	3	1	76	23	17	66	14	37	40	43	420	
Non-Locomotive Equipment Failure - Metra/PSA	25	7	8	3	-	2	-	2	1	2	14	27	25	116	
Primary	9	2	2	-	-	2	-	1	1	1	5	5	6	34	
Secondary	16	5	6	3	-	-	-	1	1	1	9	22	19	82	
Locomotive Failure - Metra/PSA	60	-	-	-	1	74	23	15	65	12	23	13	18	304	
Primary	7	-	-	-	1	13	7	3	14	6	7	2	4	64	
Secondary	53	-	-	-	-	61	16	12	51	6	16	11	14	240	
Mechanical Failure - Foreign	1	2	1	-	1	6	-	1	-	-	-	-	-	12	
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>21</b>	<b>-</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>36</b>	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	15	-	3	-	-	-	-	-	18	
Passenger Train Interference - Foreign	1	1	1	-	2	6	-	1	1	5	-	-	-	18	
<b>Accident - Total</b>	<b>44</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>-</b>	<b>4</b>	<b>21</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>30</b>	<b>24</b>	<b>24</b>	<b>177</b>	
Accident - Metra/PSA	38	8	2	6	-	4	21	8	1	5	30	24	24	171	
Accident - Foreign	6	-	-	-	-	-	-	-	-	-	-	-	-	6	
<b>Track Work - Total</b>	<b>15</b>	<b>6</b>	<b>-</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>72</b>	
Track Work - Metra/PSA	15	6	-	5	1	13	2	3	3	4	12	4	4	72	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Human Error - Total</b>	<b>79</b>	<b>19</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>37</b>	<b>13</b>	<b>14</b>	<b>44</b>	<b>5</b>	<b>15</b>	<b>24</b>	<b>25</b>	<b>291</b>	
Human Error - Metra/PSA	53	19	7	5	1	28	13	11	44	3	14	23	23	244	
Human Error - Foreign	26	-	-	-	3	9	-	3	-	2	1	1	2	47	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>18</b>	<b>8</b>	<b>20</b>	<b>101</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	10	9	1	2	-	13	5	1	10	4	18	8	20	101	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	<b>115</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>51</b>	<b>52</b>	<b>9</b>	<b>114</b>	<b>16</b>	<b>23</b>	<b>62</b>	<b>13</b>	<b>481</b>	
Weather - Metra/PSA	115	11	7	6	2	51	52	9	113	15	23	62	13	479	
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	-	-	2	
<b>Passenger Loading - Total</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>-</b>	<b>-</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>24</b>	<b>-</b>	<b>7</b>	<b>16</b>	<b>22</b>	<b>119</b>	
<b>Lift Deployment - Total</b>	<b>9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>	<b>15</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>10</b>	<b>15</b>	<b>72</b>	
<b>Obstruction/Debris - Total</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>-</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>29</b>	<b>3</b>	<b>3</b>	<b>31</b>	<b>33</b>	<b>151</b>	
<b>Catenary Failure - Total</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	
<b>Other - Total</b>	<b>22</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>9</b>	<b>14</b>	<b>-</b>	<b>16</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>9</b>	<b>90</b>	
<b>Total Trains Delayed</b>	<b>576</b>	<b>115</b>	<b>53</b>	<b>60</b>	<b>48</b>	<b>343</b>	<b>248</b>	<b>106</b>	<b>371</b>	<b>156</b>	<b>182</b>	<b>272</b>	<b>341</b>	<b>2,871</b>	
Total Metra/PSA Delays	424	112	51	60	8	279	207	81	345	66	178	238	216	2,265	
Total Foreign Carrier Delays	152	3	2	0	40	64	41	25	26	90	4	34	125	606	

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

Cause Category	Top 2 causes for each line are shaded														SYSTEM	
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific				
		ML	BI	SC		N	W					N	NW	W		
<b>Freight Interference - Total</b>	<b>56</b>	-	-	-	<b>11</b>	<b>45</b>	<b>39</b>	<b>39</b>	<b>20</b>	<b>34</b>	<b>6</b>	<b>15</b>	<b>52</b>	<b>316</b>		
Freight Interference - Peak	25	-	-	-	11	9	10	14	7	12	1	7	14	108		
Primary	18	-	-	-	10	6	7	10	4	9	1	4	7	74		
Secondary	7	-	-	-	1	3	3	5	2	3	0	3	7	34		
Freight Interference - Off-Peak	31	-	-	-	0	36	30	25	13	22	5	8	38	208		
Primary	25	-	-	-	0	22	20	21	11	18	3	6	32	157		
Secondary	6	-	-	-	-	14	10	4	2	4	2	2	6	51		
<b>Signal/Switch Failure - Total</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>59</b>	<b>43</b>	<b>31</b>	<b>31</b>	<b>27</b>	<b>9</b>	<b>13</b>	<b>37</b>	<b>360</b>		
Signal/Switch Failure - Metra/PSA	36	22	11	12	1	46	36	17	29	4	9	11	36	269		
Primary	21	11	8	9	0	22	20	8	19	3	5	6	12	145		
Secondary	15	11	3	3	0	24	16	8	10	1	4	5	24	124		
Signal/Switch Failure - Foreign	26	-	-	-	5	13	7	14	2	22	0	2	1	92		
Primary	20	-	-	-	4	10	6	8	1	14	0	1	1	64		
Secondary	6	-	-	-	0	3	1	6	1	9	-	1	0	28		
<b>Mechanical Failure - Total</b>	<b>38</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>35</b>	<b>13</b>	<b>50</b>	<b>9</b>	<b>33</b>	<b>22</b>	<b>19</b>	<b>288</b>		
Mechanical Failure - Metra/PSA	37	6	3	2	2	51	35	13	50	9	33	22	19	281		
Non-Locomotive Equipment Failure - Metra/PSA	12	6	3	2	1	10	7	3	7	5	7	4	9	76		
Primary	4	3	1	2	1	3	3	1	3	2	2	1	5	30		
Secondary	7	3	2	1	0	7	4	2	4	4	5	3	4	47		
Locomotive Failure - Metra/PSA	26	-	-	-	1	41	27	10	43	3	26	18	10	204		
Primary	9	-	-	-	1	10	10	2	13	1	6	7	5	63		
Secondary	17	-	-	-	0	31	18	8	31	2	19	11	5	141		
Mechanical Failure - Foreign	1	1	-	-	0	5	0	-	-	-	-	-	0	7		
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>53</b>		
Passenger Train Interference - Metra/PSA	0	1	1	1	-	15	3	5	3	1	0	1	5	37		
Passenger Train Interference - Foreign	4	1	0	1	1	6	0	-	1	1	-	-	0	16		
<b>Accident - Total</b>	<b>49</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>34</b>	<b>2</b>	<b>153</b>		
Accident - Metra/PSA	36	3	1	1	0	19	17	2	7	1	10	34	1	133		
Accident - Foreign	13	-	-	-	-	2	0	1	2	1	-	-	1	20		
<b>Track Work - Total</b>	<b>30</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>96</b>		
Track Work - Metra/PSA	27	12	3	6	0	9	7	5	7	2	5	6	5	93		
Track Work - Foreign	4	-	-	-	-	-	-	-	-	-	-	-	-	4		
<b>Human Error - Total</b>	<b>54</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>21</b>	<b>11</b>	<b>18</b>	<b>9</b>	<b>10</b>	<b>8</b>	<b>13</b>	<b>198</b>		
Human Error - Metra/PSA	32	6	4	5	1	19	12	5	18	1	9	6	9	127		
Human Error - Foreign	22	2	0	1	4	13	9	6	-	7	1	2	4	71		
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>9</b>	<b>86</b>		
Sick, Injured, Unruly Passenger - Metra/PSA	8	16	3	3	0	10	9	1	4	1	6	14	9	85		
Sick, Injured, Unruly Passenger - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1		
<b>Weather - Total</b>	<b>120</b>	<b>86</b>	<b>25</b>	<b>31</b>	<b>4</b>	<b>74</b>	<b>66</b>	<b>20</b>	<b>89</b>	<b>15</b>	<b>54</b>	<b>58</b>	<b>51</b>	<b>694</b>		
Weather - Metra/PSA	119	86	25	31	4	72	66	20	89	15	54	58	51	688		
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	5		
<b>Passenger Loading - Total</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>-</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>11</b>	<b>97</b>		
<b>Lift Deployment - Total</b>	<b>9</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>-</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>51</b>		
<b>Obstruction/Debris - Total</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>124</b>		
<b>Catenary Failure - Total</b>	<b>-</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23</b>		
<b>Other - Total</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>9</b>	<b>71</b>		
<b>Total Trains Delayed</b>	<b>472</b>	<b>192</b>	<b>63</b>	<b>84</b>	<b>31</b>	<b>372</b>	<b>279</b>	<b>138</b>	<b>271</b>	<b>112</b>	<b>159</b>	<b>204</b>	<b>232</b>	<b>2,610</b>		
Total Metra/PSA Delays	344	188	63	83	10	287	222	77	246	47	152	185	174	2,077		
Total Foreign Carrier Delays	128	4	0	2	22	85	57	61	25	65	7	19	58	532		

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>41</b>	-	-	-	<b>13</b>	<b>(19)</b>	<b>(9)</b>	<b>(27)</b>	<b>3</b>	<b>16</b>	<b>(3)</b>	<b>16</b>	<b>66</b>	<b>98</b>
Freight Interference - Peak	31	-	-	-	9	(4)	1	(11)	0	9	(1)	12	16	64
Primary	4	-	-	-	6	(3)	(3)	(7)	(1)	6	(1)	7	3	13
Secondary	27	-	-	-	3	(1)	4	(5)	2	3	(0)	5	13	51
Freight Interference - Off-Peak	10	-	-	-	4	(15)	(11)	(16)	3	7	(2)	4	50	34
Primary	2	-	-	-	4	(10)	(9)	(13)	1	2	(2)	1	43	20
Secondary	8	-	-	-	-	(5)	(2)	(3)	2	5	(0)	3	7	14
<b>Signal/Switch Failure - Total</b>	<b>20</b>	<b>18</b>	<b>3</b>	<b>9</b>	<b>8</b>	<b>(17)</b>	<b>19</b>	<b>(7)</b>	<b>4</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>(22)</b>	<b>73</b>
Signal/Switch Failure - Metra/PSA	25	18	3	9	2	(21)	15	(1)	5	10	9	8	(26)	57
Primary	11	22	2	9	2	(8)	19	3	4	7	5	6	(2)	79
Secondary	14	(4)	1	0	1	(13)	(4)	(3)	1	3	4	2	(24)	(22)
Signal/Switch Failure - Foreign	(5)	-	-	-	5	4	4	(6)	(1)	10	(0)	0	4	15
Primary	(5)	-	-	-	4	(8)	(2)	(5)	0	10	(0)	(1)	2	(4)
Secondary	0	-	-	-	2	12	6	(1)	(1)	-	-	1	2	19
<b>Mechanical Failure - Total</b>	<b>48</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>(0)</b>	<b>26</b>	<b>(12)</b>	<b>5</b>	<b>16</b>	<b>5</b>	<b>4</b>	<b>18</b>	<b>24</b>	<b>144</b>
Mechanical Failure - Metra/PSA	48	1	5	1	(1)	25	(12)	4	16	5	4	18	24	139
Non-Locomotive Equipment Failure - Metra/PSA	13	1	5	1	(1)	(8)	(7)	(1)	(6)	(3)	7	23	16	40
Primary	5	(1)	1	(2)	(1)	(1)	(3)	(0)	(2)	(1)	3	4	1	4
Secondary	9	2	4	2	(0)	(7)	(4)	(1)	(4)	(3)	4	19	15	35
Locomotive Failure - Metra/PSA	34	-	-	-	-	33	(4)	5	22	9	(3)	(5)	8	100
Primary	(2)	-	-	-	0	3	(3)	1	1	5	1	(5)	(1)	1
Secondary	36	-	-	-	(0)	30	(2)	4	20	4	(3)	0	9	99
Mechanical Failure - Foreign	0	1	1	-	1	1	(0)	1	-	-	-	-	(0)	5
<b>Passenger Train Interference - Total</b>	<b>(3)</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>1</b>	<b>(0)</b>	<b>(3)</b>	<b>(1)</b>	<b>(3)</b>	<b>3</b>	<b>(0)</b>	<b>(1)</b>	<b>(5)</b>	<b>(17)</b>
Passenger Train Interference - Metra/PSA	(0)	(1)	(1)	(1)	-	(0)	(3)	(2)	(3)	(1)	(0)	(1)	(5)	(19)
Passenger Train Interference - Foreign	(3)	(0)	1	(1)	1	-	(0)	1	0	4	-	-	(0)	2
<b>Accident - Total</b>	<b>(5)</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>(0)</b>	<b>(17)</b>	<b>4</b>	<b>4</b>	<b>(9)</b>	<b>3</b>	<b>20</b>	<b>(10)</b>	<b>22</b>	<b>24</b>
Accident - Metra/PSA	2	5	1	5	(0)	(15)	4	6	(6)	4	20	(10)	23	38
Accident - Foreign	(7)	-	-	-	-	(2)	(0)	(1)	(2)	(1)	-	-	(1)	(14)
<b>Track Work - Total</b>	<b>(15)</b>	<b>(6)</b>	<b>(3)</b>	<b>(1)</b>	<b>1</b>	<b>4</b>	<b>(5)</b>	<b>(2)</b>	<b>(4)</b>	<b>2</b>	<b>7</b>	<b>(2)</b>	<b>(1)</b>	<b>(24)</b>
Track Work - Metra/PSA	(12)	(6)	(3)	(1)	1	4	(5)	(2)	(4)	2	7	(2)	(1)	(21)
Track Work - Foreign	(4)	-	-	-	-	-	-	-	-	-	-	-	-	(4)
<b>Human Error - Total</b>	<b>25</b>	<b>11</b>	<b>2</b>	<b>(0)</b>	<b>(1)</b>	<b>5</b>	<b>(8)</b>	<b>3</b>	<b>26</b>	<b>(4)</b>	<b>5</b>	<b>16</b>	<b>12</b>	<b>93</b>
Human Error - Metra/PSA	21	13	3	0	-	9	1	6	26	2	5	17	14	117
Human Error - Foreign	4	(2)	(0)	(1)	(1)	(4)	(9)	(3)	-	(5)	-	(1)	(2)	(24)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>1</b>	<b>(7)</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>(4)</b>	<b>(0)</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>(6)</b>	<b>11</b>	<b>15</b>
Sick, Injured, Unruly Passenger - Metra/PSA	2	(7)	(2)	(1)	(0)	3	(4)	(0)	6	3	12	(6)	11	16
Sick, Injured, Unruly Passenger - Foreign	(1)	-	-	-	-	-	-	-	-	-	-	-	-	(1)
<b>Weather - Total</b>	<b>(5)</b>	<b>(75)</b>	<b>(18)</b>	<b>(25)</b>	<b>(2)</b>	<b>(23)</b>	<b>(14)</b>	<b>(11)</b>	<b>25</b>	<b>1</b>	<b>(31)</b>	<b>4</b>	<b>(38)</b>	<b>(213)</b>
Weather - Metra/PSA	(4)	(75)	(18)	(25)	(2)	(21)	(14)	(11)	24	0	(31)	4	(38)	(209)
Weather - Foreign	(1)	-	-	-	(0)	(2)	(1)	-	1	0	-	-	(0)	(3)
<b>Passenger Loading - Total</b>	<b>2</b>	<b>(8)</b>	<b>1</b>	<b>(5)</b>	<b>-</b>	<b>11</b>	<b>(7)</b>	<b>6</b>	<b>4</b>	<b>(0)</b>	<b>(2)</b>	<b>9</b>	<b>11</b>	<b>22</b>
<b>Lift Deployment - Total</b>	<b>0</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>(0)</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>21</b>
<b>Obstruction/Debris - Total</b>	<b>(8)</b>	<b>(1)</b>	<b>-</b>	<b>1</b>	<b>(1)</b>	<b>(6)</b>	<b>(9)</b>	<b>1</b>	<b>20</b>	<b>(4)</b>	<b>(6)</b>	<b>16</b>	<b>24</b>	<b>27</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(12)</b>	<b>(3)</b>	<b>(6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(21)</b>
<b>Other - Total</b>	<b>2</b>	<b>(3)</b>	<b>2</b>	<b>(0)</b>	<b>-</b>	<b>2</b>	<b>10</b>	<b>(3)</b>	<b>11</b>	<b>(4)</b>	<b>8</b>	<b>(5)</b>	<b>(0)</b>	<b>19</b>
<b>Total Trains Delayed</b>	<b>104</b>	<b>(77)</b>	<b>(10)</b>	<b>(24)</b>	<b>17</b>	<b>(29)</b>	<b>(31)</b>	<b>(32)</b>	<b>100</b>	<b>44</b>	<b>23</b>	<b>68</b>	<b>109</b>	<b>261</b>
Total Metra/PSA Delays	80	(76)	(12)	(23)	(2)	(8)	(15)	4	99	19	26	53	42	188
Total Foreign Carrier Delays	24	(1)	2	(2)	18	(21)	(16)	(36)	1	25	(3)	15	67	74

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

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Mar	
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>										<b>414</b>	<b>14.4%</b>
Freight Interference - Peak	65	52	55										172	6.0%
Primary	36	25	26										87	3.0%
Secondary	29	27	29										85	3.0%
Freight Interference - Off-Peak	69	74	99										242	8.4%
Primary	43	58	76										177	6.2%
Secondary	26	16	23										65	2.3%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>										<b>433</b>	<b>15.1%</b>
Signal/Switch Failure - Metra/PSA	97	133	96										326	11.4%
Primary	68	105	51										224	7.8%
Secondary	29	28	45										102	3.6%
Signal/Switch Failure - Foreign	63	38	6										107	3.7%
Primary	22	33	5										60	2.1%
Secondary	41	5	1										47	1.6%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>										<b>432</b>	<b>15.0%</b>
Mechanical Failure - Metra/PSA	200	132	88										420	14.6%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21										116	4.0%
Primary	13	13	8										34	1.2%
Secondary	33	36	13										82	2.9%
Locomotive Failure - Metra/PSA	154	83	67										304	10.6%
Primary	25	19	20										64	2.2%
Secondary	129	64	47										240	8.4%
Mechanical Failure - Foreign	4	7	1										12	0.4%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>										<b>36</b>	<b>1.3%</b>
Passenger Train Interference - Metra/PSA	7	5	6										18	0.6%
Passenger Train Interference - Foreign	8	7	3										18	0.6%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>										<b>177</b>	<b>6.2%</b>
Accident - Metra/PSA	25	79	67										171	6.0%
Accident - Foreign	-	3	3										6	0.2%
<b>Track Work - Total</b>	<b>11</b>	<b>18</b>	<b>43</b>										<b>72</b>	<b>2.5%</b>
Track Work - Metra/PSA	11	18	43										72	2.5%
Track Work - Foreign	-	-	-										-	0.0%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>										<b>291</b>	<b>10.1%</b>
Human Error - Metra/PSA	95	100	49										244	8.5%
Human Error - Foreign	14	21	12										47	1.6%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>										<b>101</b>	<b>3.5%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44										101	3.5%
Sick, Injured, Unruly Passenger - Foreign	-	-	-										-	0.0%
<b>Weather - Total</b>	<b>172</b>	<b>295</b>	<b>14</b>										<b>481</b>	<b>16.8%</b>
Weather - Metra/PSA	172	294	13										479	16.7%
Weather - Foreign	-	1	1										2	0.1%
<b>Passenger Loading - Total</b>	<b>31</b>	<b>56</b>	<b>32</b>										<b>119</b>	<b>4.1%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>										<b>72</b>	<b>2.5%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>										<b>151</b>	<b>5.3%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>										<b>2</b>	<b>0.1%</b>
<b>Other - Total</b>	<b>38</b>	<b>27</b>	<b>25</b>										<b>90</b>	<b>3.1%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>										<b>2,871</b>	<b>100.0%</b>
Total Metra/PSA Delays	764	987	514										2,265	78.9%
Total Foreign Carrier Delays	223	203	180										606	21.1%

Data for current month is FINAL (04/24/18) 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 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 - Mar
<b>Freight Interference - Total</b>	<b>53</b>	<b>68</b>	<b>69</b>	<b>79</b>	<b>49</b>	<b>110</b>	<b>74</b>	<b>74</b>	<b>96</b>	<b>109</b>	<b>115</b>	<b>110</b>	<b>190</b> <b>10.8%</b>
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	64 3.6%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	44 2.5%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	20 1.1%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	126 7.2%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	100 5.7%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	26 1.5%
<b>Signal/Switch Failure - Total</b>	<b>118</b>	<b>44</b>	<b>80</b>	<b>79</b>	<b>91</b>	<b>87</b>	<b>69</b>	<b>132</b>	<b>119</b>	<b>64</b>	<b>110</b>	<b>230</b>	<b>242</b> <b>13.8%</b>
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	203 11.5%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	131 7.5%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	72 4.1%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	39 2.2%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	23 1.3%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	16 0.9%
<b>Mechanical Failure - Total</b>	<b>84</b>	<b>61</b>	<b>64</b>	<b>42</b>	<b>111</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>97</b>	<b>125</b>	<b>85</b>	<b>95</b>	<b>209</b> <b>11.9%</b>
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	200 11.4%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	35 2.0%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	19 1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	16 0.9%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	165 9.4%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	59 3.4%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	106 6.0%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	9 0.5%
<b>Passenger Train Interference - Total</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>14</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>20</b> <b>1.1%</b>
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	10 0.6%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	10 0.6%
<b>Accident - Total</b>	<b>74</b>	<b>32</b>	<b>26</b>	<b>101</b>	<b>18</b>	<b>65</b>	<b>45</b>	<b>43</b>	<b>96</b>	<b>55</b>	<b>70</b>	<b>9</b>	<b>132</b> <b>7.5%</b>
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	124 7.1%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	8 0.5%
<b>Track Work - Total</b>	<b>78</b>	<b>17</b>	<b>29</b>	<b>72</b>	<b>98</b>	<b>107</b>	<b>71</b>	<b>86</b>	<b>84</b>	<b>94</b>	<b>129</b>	<b>83</b>	<b>124</b> <b>7.1%</b>
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	124 7.1%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	- 0.0%
<b>Human Error - Total</b>	<b>68</b>	<b>140</b>	<b>54</b>	<b>69</b>	<b>56</b>	<b>75</b>	<b>73</b>	<b>42</b>	<b>66</b>	<b>85</b>	<b>88</b>	<b>82</b>	<b>262</b> <b>14.9%</b>
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	145 8.2%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	117 6.7%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>27</b>	<b>28</b>	<b>40</b>	<b>27</b>	<b>20</b>	<b>38</b>	<b>44</b>	<b>30</b>	<b>17</b>	<b>37</b>	<b>26</b>	<b>22</b>	<b>95</b> <b>5.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	89 5.1%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.3%
<b>Weather - Total</b>	<b>97</b>	<b>25</b>	<b>59</b>	<b>4</b>	<b>2</b>	<b>33</b>	<b>104</b>	<b>2</b>	<b>-</b>	<b>37</b>	<b>22</b>	<b>212</b>	<b>181</b> <b>10.3%</b>
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	180 10.2%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1 0.1%
<b>Passenger Loading - Total</b>	<b>33</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>36</b>	<b>81</b>	<b>94</b>	<b>112</b>	<b>64</b>	<b>35</b>	<b>43</b>	<b>54</b>	<b>52</b> <b>3.0%</b>
<b>Lift Deployment - Total</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>15</b>	<b>28</b>	<b>28</b>	<b>33</b> <b>1.9%</b>
<b>Obstruction/Debris - Total</b>	<b>66</b>	<b>44</b>	<b>43</b>	<b>35</b>	<b>78</b>	<b>64</b>	<b>24</b>	<b>52</b>	<b>25</b>	<b>45</b>	<b>46</b>	<b>23</b>	<b>153</b> <b>8.7%</b>
<b>Catenary Failure - Total</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>18</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>11</b> <b>0.6%</b>
<b>Other - Total</b>	<b>15</b>	<b>15</b>	<b>24</b>	<b>20</b>	<b>22</b>	<b>37</b>	<b>32</b>	<b>32</b>	<b>48</b>	<b>22</b>	<b>24</b>	<b>29</b>	<b>54</b> <b>3.1%</b>
<b>Total Trains Delayed</b>	<b>752</b>	<b>492</b>	<b>514</b>	<b>557</b>	<b>623</b>	<b>822</b>	<b>754</b>	<b>727</b>	<b>773</b>	<b>741</b>	<b>797</b>	<b>989</b>	<b>1,758</b> <b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	1,378 78.4%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	380 21.6%

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

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

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

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

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	38	11	1	2	4	15	11	7	15	6	7	11	16	144
11-15	18	5	0	0	6	6	3	0	7	6	2	5	4	62
16-20	4	3	0	0	0	0	2	1	7	1	5	3	4	30
21+	31	0	0	0	3	5	0	1	14	5	3	12	0	74
Annulled	<u>8</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>4</u>	<u>0</u>	<u>22</u>
Sub-Total	99	19	1	3	13	28	17	9	44	18	22	35	24	332
<b>Weekday Off-Peak **</b>														
6-10	20	0	1	1	1	19	18	3	13	8	7	6	27	124
11-15	14	1	0	0	0	9	4	1	4	12	4	7	16	72
16-20	3	0	0	0	0	4	4	3	0	2	2	4	6	28
21+	10	0	0	2	0	4	1	2	4	11	3	6	2	45
Annulled	<u>8</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>16</u>
Sub-Total	55	2	1	3	1	37	27	9	23	36	17	23	51	285
<b>Saturday</b>														
6-10	7	0	0	1	0	3	2	0	2	0	2	2	1	20
11-15	2	3	0	1	0	2	2	0	1	0	0	2	2	15
16-20	4	1	0	0	0	1	0	0	0	1	2	2	0	11
21+	1	0	0	0	0	1	1	0	0	0	1	2	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	14	4	0	2	0	7	5	0	3	1	5	8	4	53
<b>Sunday-Holiday</b>														
6-10	0	2	0	0	0	0	2	0	5	0	2	1	2	14
11-15	0	0	0	0	0	0	0	0	0	0	1	1	1	3
16-20	0	0	0	0	0	0	1	0	0	0	0	0	0	1
21+	0	0	0	0	0	0	3	0	0	0	2	0	0	5
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	0	2	0	0	0	0	6	0	5	0	6	2	3	24
<b>March 2018 Total</b>														
6-10	65	13	2	4	5	37	33	10	35	14	18	20	46	302
11-15	34	9	0	1	6	17	9	1	12	18	7	15	23	152
16-20	11	4	0	0	0	5	7	4	7	4	9	9	10	70
21+	42	0	0	2	3	10	5	3	18	16	9	20	3	131
Annulled	<u>16</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>7</u>	<u>4</u>	<u>0</u>	<u>39</u>
TOTAL	168	27	2	8	14	72	55	18	75	55	50	68	82	694
<b>2018 Year-to-Date</b>														
6-10	250	57	34	29	17	156	112	49	197	64	54	105	168	1,292
11-15	123	28	8	7	14	66	59	12	67	38	37	57	67	583
16-20	60	9	4	4	7	37	28	18	29	12	27	33	47	315
21+	111	13	5	12	10	70	38	22	65	38	48	70	48	550
Annulled	<u>32</u>	<u>8</u>	<u>2</u>	<u>8</u>	<u>0</u>	<u>14</u>	<u>11</u>	<u>5</u>	<u>13</u>	<u>4</u>	<u>16</u>	<u>7</u>	<u>11</u>	<u>131</u>
TOTAL	576	115	53	60	48	343	248	106	371	156	182	272	341	2,871
<b>Share of Delays by Duration</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>March 2018 Total</b>														
6-10	38.7%	48.1%	100.0%	50.0%	35.7%	51.4%	60.0%	55.6%	46.7%	25.5%	36.0%	29.4%	56.1%	43.5%
11-15	20.2%	33.3%	0.0%	12.5%	42.9%	23.6%	16.4%	5.6%	16.0%	32.7%	14.0%	22.1%	28.0%	21.9%
16-20	6.5%	14.8%	0.0%	0.0%	0.0%	6.9%	12.7%	22.2%	9.3%	7.3%	18.0%	13.2%	12.2%	10.1%
21+	25.0%	0.0%	0.0%	25.0%	21.4%	13.9%	9.1%	16.7%	24.0%	29.1%	18.0%	29.4%	3.7%	18.9%
Annulled	<u>9.5%</u>	<u>3.7%</u>	<u>0.0%</u>	<u>12.5%</u>	<u>0.0%</u>	<u>4.2%</u>	<u>1.8%</u>	<u>0.0%</u>	<u>4.0%</u>	<u>5.5%</u>	<u>14.0%</u>	<u>5.9%</u>	<u>0.0%</u>	<u>5.6%</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%
<b>2018 Year-to-Date Delays By Duration</b>														
6-10	43.4%	49.6%	64.2%	48.3%	35.4%	45.5%	45.2%	46.2%	53.1%	41.0%	29.7%	38.6%	49.3%	45.0%
11-15	21.4%	24.3%	15.1%	11.7%	29.2%	19.2%	23.8%	11.3%	18.1%	24.4%	20.3%	21.0%	19.6%	20.3%
16-20	10.4%	7.8%	7.5%	6.7%	14.6%	10.8%	11.3%	17.0%	7.8%	7.7%	14.8%	12.1%	13.8%	11.0%
21+	19.3%	11.3%	9.4%	20.0%	20.8%	20.4%	15.3%	20.8%	17.5%	24.4%	26.4%	25.7%	14.1%	19.2%
Annulled	<u>5.6%</u>	<u>7.0%</u>	<u>3.8%</u>	<u>13.3%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>4.4%</u>	<u>4.7%</u>	<u>3.5%</u>	<u>2.6%</u>	<u>8.8%</u>	<u>2.6%</u>	<u>3.2%</u>	<u>4.6%</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 (04/24/2018) version from TOPS.