

On-Time Performance

June 2018



Prepared by the Division of Strategic Capital Planning

On-Time Performance June 2018

This report presents an analysis of June 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
June 2018**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	1,134	85	92.5%	858	76	91.1%	1,992	161	91.9%	146	9	93.8%	76	2	97.4%	2,214	172	92.2%
Elec -ML	882	26	97.1%	882	15	98.3%	1,764	41	97.7%	200	5	97.5%	80	5	93.8%	2,044	51	97.5%
-BI	273	4	98.5%	294	6	98.0%	567	10	98.2%	40	4	90.0%	--	--	--	607	14	97.7%
-SC	<u>273</u>	<u>3</u>	98.9%	<u>652</u>	<u>13</u>	98.0%	<u>925</u>	<u>16</u>	98.3%	<u>161</u>	<u>4</u>	97.5%	<u>80</u>	<u>4</u>	95.0%	<u>1,166</u>	<u>24</u>	97.9%
Subtotal	1,428	33	97.7%	1,828	34	98.1%	3,256	67	97.9%	401	13	96.8%	160	9	94.4%	3,817	89	97.7%
Heritage	126	16	87.3%	21	3	85.7%	147	19	87.1%	--	--	--	--	--	--	147	19	87.1%
Milw -N	525	29	94.5%	735	53	92.8%	1,260	82	93.5%	100	9	91.0%	72	0	100.0%	1,432	91	93.6%
-W	<u>567</u>	<u>12</u>	97.9%	<u>651</u>	<u>23</u>	96.5%	<u>1,218</u>	<u>35</u>	97.1%	<u>120</u>	<u>9</u>	92.5%	<u>72</u>	<u>5</u>	93.1%	<u>1,410</u>	<u>49</u>	96.5%
Subtotal	1,092	41	96.2%	1,386	76	94.5%	2,478	117	95.3%	220	18	91.8%	144	5	96.5%	2,842	140	95.1%
NCS	189	16	91.5%	231	14	93.9%	420	30	92.9%	--	--	--	--	--	--	420	30	92.9%
RI	756	43	94.3%	651	34	94.8%	1,407	77	94.5%	160	4	97.5%	112	3	97.3%	1,679	84	95.0%
SWS	231	36	84.4%	399	45	88.7%	630	81	87.1%	30	4	86.7%	--	--	--	660	85	87.1%
UP -N	630	13	97.9%	827	14	98.3%	1,457	27	98.1%	131	14	89.3%	73	6	91.8%	1,661	47	97.2%
-NW	693	66	90.5%	673	45	93.3%	1,366	111	91.9%	121	15	87.6%	61	9	85.2%	1,548	135	91.3%
-W	<u>567</u>	<u>38</u>	93.3%	<u>673</u>	<u>34</u>	94.9%	<u>1,240</u>	<u>72</u>	94.2%	<u>101</u>	<u>9</u>	91.1%	<u>73</u>	<u>5</u>	93.2%	<u>1,414</u>	<u>86</u>	93.9%
Subtotal	1,890	117	93.8%	2,173	93	95.7%	4,063	210	94.8%	353	38	89.2%	207	20	90.3%	4,623	268	94.2%
System	6,846	387	94.3%	7,547	375	95.0%	14,393	762	94.7%	1,310	86	93.4%	699	39	94.4%	16,402	887	94.6%

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

Delays data for most recent month is final (07/25/18) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	6,896	667	90.3%	5,144	360	93.0%	12,040	1,027	91.5%	744	46	93.8%	490	19	96.1%	13,274	1,092	91.8%
Elec -ML	5,370	114	97.9%	5,382	57	98.9%	10,752	171	98.4%	1,040	16	98.5%	540	12	97.8%	12,332	199	98.4%
-BI	1,664	36	97.8%	1,792	37	97.9%	3,456	73	97.9%	208	9	95.7%	--	--	--	3,664	82	97.8%
-SC	<u>1,742</u>	<u>30</u>	98.3%	<u>3,969</u>	<u>58</u>	98.5%	<u>5,711</u>	<u>88</u>	98.5%	<u>831</u>	<u>9</u>	98.9%	<u>538</u>	<u>10</u>	98.1%	<u>7,080</u>	<u>107</u>	98.5%
Subtotal	8,776	180	97.9%	11,143	152	98.6%	19,919	332	98.3%	2,079	34	98.4%	1,078	22	98.0%	23,076	388	98.3%
Heritage	768	94	87.8%	128	21	83.6%	896	115	87.2%	--	--	--	--	--	--	896	115	87.2%
Milw -N	3,198	211	93.4%	4,482	393	91.2%	7,680	604	92.1%	545	38	93.0%	498	25	95.0%	8,723	667	92.4%
-W	<u>3,454</u>	<u>161</u>	95.3%	<u>3,970</u>	<u>177</u>	95.5%	<u>7,424</u>	<u>338</u>	95.4%	<u>627</u>	<u>23</u>	96.3%	<u>486</u>	<u>29</u>	94.0%	<u>8,537</u>	<u>390</u>	95.4%
Subtotal	6,652	372	94.4%	8,452	570	93.3%	15,104	942	93.8%	1,172	61	94.8%	984	54	94.5%	17,260	1,057	93.9%
NCS	1,200	99	91.8%	1,408	100	92.9%	2,608	199	92.4%	--	--	--	--	--	--	2,608	199	92.4%
RI	4,608	300	93.5%	4,041	242	94.0%	8,649	542	93.7%	820	21	97.4%	744	36	95.2%	10,213	599	94.1%
SWS	1,408	131	90.7%	2,432	182	92.5%	3,840	313	91.8%	156	10	93.6%	--	--	--	3,996	323	91.9%
UP -N	3,838	132	96.6%	5,110	98	98.1%	8,948	230	97.4%	679	52	92.3%	487	32	93.4%	10,114	314	96.9%
-NW	4,220	260	93.8%	4,100	154	96.2%	8,320	414	95.0%	631	46	92.7%	406	47	88.4%	9,357	507	94.6%
-W	<u>3,455</u>	<u>313</u>	90.9%	<u>4,099</u>	<u>320</u>	92.2%	<u>7,554</u>	<u>633</u>	91.6%	<u>527</u>	<u>38</u>	92.8%	<u>487</u>	<u>21</u>	95.7%	<u>8,568</u>	<u>692</u>	91.9%
Subtotal	11,513	705	93.9%	13,309	572	95.7%	24,822	1,277	94.9%	1,837	136	92.6%	1,380	100	92.8%	28,039	1,513	94.6%
System	41,821	2,548	93.9%	46,057	2,199	95.2%	87,878	4,747	94.6%	6,808	308	95.5%	4,676	231	95.1%	99,362	5,286	94.7%

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

Delays data for most recent month is final (07/25/18) 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-Jun	Annual
BNSF	2013	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	93.7%	94.5%
	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	85.9%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.1%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.5%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2							91.8%	
	2013-2017 average	90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	92.8%	93.4%
Electric	2013	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.3%	97.2%
	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	96.9%	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	97.4%	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	98.3%	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							98.3%	
	2013-2017 average	96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	97.8%	97.7%
Heritage	2013	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	95.9%	96.4%
	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	87.3%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.4%	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	94.8%	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	94.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1							87.2%	
	2013-2017 average	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	92.6%	93.1%
Milw - N	2013	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.8%	93.3%
	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	88.1%	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	93.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.6%	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	95.5%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6							92.4%	
	2013-2017 average	90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	93.0%	93.7%
Milw - W	2013	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.6%	94.2%
	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	91.7%	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	95.3%	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	94.7%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.0%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5							95.4%	
	2013-2017 average	93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	94.5%	94.9%
NCS	2013	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	92.4%	92.2%
	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	86.7%	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	92.5%	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	93.9%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.3%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9							92.4%	
	2013-2017 average	90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	92.0%	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-Jun	Annual
RI	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.6%	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	90.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.6%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.5%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0							94.1%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.2%	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	95.5%	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	91.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	93.9%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1							91.9%	
	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	94.4%	94.6%
UP - N	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	96.7%	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	95.5%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.6%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.9%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.4%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2							96.9%	
	2013-2017 average	96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	97.0%	97.1%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	93.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.9%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.3%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.0%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3							94.6%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.5%	95.5%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.5%	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	93.2%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.0%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.4%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9							91.9%	
	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	94.4%	94.7%
System excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.6%	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	92.4%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.3%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.4%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6							94.7%	
2013-2017 average	93.7	94.3	96.5	96.7	96.0	94.4	95.1	95.8	96.2	96.4	96.0	95.4	95.3%	95.6%	

Delays data for most recent month is final (07/25/18) 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
June 2018**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1237 81% OT	Wed, Jun 13	6	C1	TRAFFIC FROM SWITCH REPLACEMENT
		Mon, Jun 18	6	AM	WAITING FOR A3 TO XO IN FRONT OF TRAIN
		Thu, Jun 21	21	R1	TRAFFIC FROM RED SIGNAL VIOLATION. P/U 1233S PASSENGERS AT NAPERVILLE
		Fri, Jun 29	7	U	2 ADA LIFTS
BNSF	1251 76% OT	Fri, Jun 01	16	RF	DISPATCHER MISROUTE.
		Fri, Jun 08	11	ZE	MULTIPLE PTC OVERSPEEDS WES TECH ISSUE
		Thu, Jun 14	6	ZE	PTC ISSUE AT E NAPERVILLE SPEED INDICATOR ISSUE. ISSUE WITH WABTEC SOFTWARE
		Mon, Jun 18	9	I	HEAVY PASSENGER VOLUMES
		Mon, Jun 25	6	GX	BOX 2 AT LA GRANGE RD.
BNSF	1255 67% OT	Fri, Jun 01	11	DD1	DELAYED ACCOUNT DISPATCHER MIS ROUTE.
		Mon, Jun 11	6	I	HEAVY PASSENGER LOADING AND ADA PASSENGER
		Tue, Jun 12	6	I	HEAVY PASSENGER LOADING
		Thu, Jun 14	12	L	PEDESTRIAN FELL ON TRACKS
		Fri, Jun 15	8	I	SLOW PASSENGER HANDLING
		Mon, Jun 18	15	I	9 CAR SET INSTEAD OF 8 CARS
		Thu, Jun 28	7	F	CAR SHORT, 7327 TOO HOT FOR PASSENGERS
BNSF	1263 81% OT	Tue, Jun 12	7	AM	AMTRAK - ADA AT WESTERN
		Thu, Jun 14	8	U	ADA LIFT AT WESTERN SPGS
		Mon, Jun 18	24	JM	MEDICAL ON 1270, LATE DEPARTURE FOR EMT
		Thu, Jun 21	0	R1	TRAIN ANNULLED
BNSF	1267 81% OT	Mon, Jun 11	6	R	ROUTED TO WRONG TRACK AT CUS. YM CALLED WRONG ORDER
		Tue, Jun 12	9	AM	AMTRAK - ADA AT WESTERN
		Wed, Jun 13	8	ZT	BACK OFFICE ISSUES. COMMUNICATION LOSS ENROUTE
		Wed, Jun 20	11	U	LATE ARRIVING ADA PASSENGER
BNSF	1269 71% OT	Mon, Jun 04	6	IW1	WAITING FOR 1261 TO CLEAR FAIRVIEW
		Tue, Jun 05	11	GA	SW PROBLEMS AT HARRISON STREET
		Thu, Jun 07	6	U	MULTIPLE LATE ARRIVING ADA LIFTS
		Mon, Jun 11	6	R1	DELAYED DUE TO ISSUE WITH 1267
		Tue, Jun 12	6	RF	WAITING FOR DISPATCHER
		Mon, Jun 18	15	JM1	WAITING ON 1263
BNSF	1288 76% OT	Fri, Jun 01	12	DD1	HELD AT DGM FOR LATE 1255-1284 FLIP
		Mon, Jun 04	7	J	UNRULY PASSENGER REMOVED
		Fri, Jun 08	6	ZE1	WORKED MT2 AGAINST 1257 ON MT3 WORKING AROUND DELAYED 1251
		Fri, Jun 15	10	KW	HEAT INSPECTIONS
		Mon, Jun 25	7	DD	GALCHC LIGHT POWER RAN OUT OF SLOT BETWEEN 1284 AND 1288
BNSF	1295 81% OT	Fri, Jun 01	10	DD	HELD AT WEST EOLA FOR S-SEACHC1-29
		Tue, Jun 19	12	JM	AMBULANCE CALLED FOR AN INTOXICATED PASSENGER.
		Wed, Jun 20	6	CC	WORKED MT3 LAGRANGE - FVW. WELDERS WORKING ON MT1 AT PRAIRIE CROSSING
		Mon, Jun 25	7	U	SLOW ADA AT BERWYN AND 6 BIKES IN ROUTE.
BNSF	1324 81% OT	Fri, Jun 01	7	RF	DISPATCHER HAD SIGNALS IN TIME AT EOLA. NO ROUTE AT W EOLA.
		Tue, Jun 12	9	D	FREIGHT TRAIN INTERFERENCE @ CICERO ZPTLCHC9-10 YARDING AHEAD
		Mon, Jun 18	9	CC	WELDERS AT PRAIRIE XING
		Wed, Jun 27	9	C	HAD TO WAIT FOR ROUTE AND WORK AROUND MOW LISLE TO FVW
HC	917 81% OT	Wed, Jun 13	13	AM	15M DELAY CUS; AMTRAK TRAIN FOULING ROUTE.
		Thu, Jun 14	23	GF	26M LEMOYNE, CROSS-OVER SWITCHES FAILED NORMAL. WHEN ROUTE HAND LINED TALKED BY SIGNAL AND RESTRICTED SPEED TO NEXT FAVORABLE.
		Wed, Jun 20	6	RF	5M DOWN DEPARTED CUS NO SIGNAL. ANOTHER 5M AT CERMAK NO SIGNAL. 3M LEMOYNE NO SIGNAL CN DISP NEVER RELEASED TO THE BELT.
		Tue, Jun 26	21	D	18M BRIGHTON PARK 506/524PM FOR UP IG3AH UP 3944 W/7600FT PULLING INTO CJ. 4M RED SIGNAL XO36 WAITING ON UP DISP.
ELSC	321 81% OT	Mon, Jun 11	8	CC	SINGLE TRACKING SCSD AROUND TRACK DEPT
		Tue, Jun 12	7	CC	SINGLE TRACKING SCSD AROUND TRACK DEPT.
		Wed, Jun 13	9	CC	SINGLE TRACKING SCSD AROUND TRACK DEPT.
		Thu, Jun 14	11	CC1	SINGLE TRACKING ON SC SUB, WAIT FOR 320 TO CLEAR @ 65TH. WORK ENDED, CREW LINED X-OVERS NORMAL AT 92ND
MN	2139 81% OT	Mon, Jun 04	0	XJM	ANNULLED AT CUS, MEDICAL EMERGENCY WAITING ON AMBULANCE TO REMOVE FEMALE PASSENGER.
		Fri, Jun 15	15	GA1	10" FOLLOWING #2135 & 9" WAITING ON #115 TO CLEAR THE METRA CROSSING.
		Mon, Jun 18	6	GW1	8" FOLLOWING #2135; 6" ROUNDOUT, SIGNAL FAILURE.
		Wed, Jun 20	18	E1	10" STOPPED A-4, #2133 MECHANICAL; 8" RESTRICTING 2MT A5- MAYFAIR; 1" 2MT-1MT, MAYFAIR; 3" 1MT RESTRICTING MAYFAIR-MP11.7.
MN	2141 67% OT	Mon, Jun 04	17	JM1	12" LATE DEPARTURE AT CUS WAITING ON #2139'S ANNULMENT; 12" HEAVY PASSENGER LOADING, ENROUTE.
		Wed, Jun 06	6	GM	10" FOLLOWING #2139 AND COPYING 2 GATE MALFUNCTIONS.
		Fri, Jun 15	11	GA1	13" FOLLOWING TRAINS AHEAD.
		Mon, Jun 18	12	GW	10" FOLLOWING TRAINS AHEAD; 6" ROUNDOUT, SIGNAL PROBLEMS.
		Tue, Jun 19	8	GM1	9" CROSS TRAFFIC, A LATE NCS #115 @ CN XING.
		Wed, Jun 20	16	E1	16" DELAY DUE TO #2133'S MECHANICAL PROBLEM.
		Wed, Jun 27	6	G	8" TALKED BY CN CROSSING; 6" FOLLOWING #2139.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2143	Mon, Jun 04	13	JM1	14" DELAY, FOLLOWING #2141 AND HEAVY PASSENGER LOADING, ENROUTE.	
		81% OT	Tue, Jun 05	14	E	16" MECHANICAL PROBLEMS, LOCO. #215 DIED BLOCKING 1-2 MAIN TRACKS AT RONDOUT, RESTARTED BY HANK RYAN.
		Mon, Jun 18	13	GW1	10" RONDOUT, SIGNAL PROBLEMS; 5" 47.1 RESTRICTED SPEED TO FOX LAKE.	
		Wed, Jun 20	12	E1	15" FOLLOWING #2141 DUE TO #2133'S MECHANICAL.	
MN	2149	Mon, Jun 18	22	GW1	24" DELAY, MEETING #2158.	
		81% OT	Wed, Jun 20	8	E1	8" DELAY, DUE TO #2133'S MECHANICAL PROBLEM.
		Wed, Jun 27	14	G	8" TALKED BY CN CROSSING; 8" RONDOUT WAITING ON A LATE #2156; 6" CUS LATE TURN FROM #2150.	
		Fri, Jun 29	8	H1	8" SWAPPING LOCO'S AT CUS; 2" DOOR ISSUES; 8" SIGNAL PROBLE ENROUTE.	
MN	2151	Mon, Jun 18	28	GW1	30" RONDOUT WAITING ON #2158.	
		81% OT	Wed, Jun 20	15	AM	15" STOPPED AT RONDOUT WAITING FOR AMTRAK TO PASS.
		Wed, Jun 27	14	G1	18" RONDOUT WAITING ON A LATE #2158.	
		Fri, Jun 29	21	H1	14" WAITING ON #2158; 9" CROSS TRAFFIC, CN.	
MN	2155	Tue, Jun 05	7	GF	7" DELAY, SIGNAL PROBLEMS AT CN XING, TALKED BY SIGNAL.	
		71% OT	Thu, Jun 07	6	I	5" SLOW PASSENGER LOADING, ENROUTE; 3" LATE TURN FROM #2158.
		Wed, Jun 20	6	E1	8" LATE TURN FROM #2158 (#2133'S MECHANICAL PROBLEM); 1 ADA LIFT.	
		Tue, Jun 26	21	RD	21" DELAY, SIGNAL PROBLEMS AT CN CROSSING. DISPATCHING ERROR	
		Wed, Jun 27	14	G1	14" DELAY, LATE TURN FROM #2158.	
		Fri, Jun 29	26	H1	26" DELAY: LATE TURN FROM #2158 & MECHANICAL PROBLEMS AT WESTERN AVE.	
MN	2158	Mon, Jun 04	6	JM1	10" WAITING ON #2149.	
		67% OT	Thu, Jun 07	7	GM1	8" WAITING ON #2149; 4" ITEM 2 AT BUTTERFIELD RD.
		Mon, Jun 18	27	GW1	28" WAITING ON #2149.	
		Wed, Jun 20	11	E1	11" DELAY, DUE TO #2133'S MECHANICAL PROBLEM.	
		Tue, Jun 26	9	D1	13" CROSS TRAFFIC (119) CN.	
		Wed, Jun 27	18	G1	19" GRAYSLAKE WAITING ON A LATE #2149; 3" PASSENGER LOADING ENROUTE.	
		Fri, Jun 29	14	H1	14" WAITING ON #2149; 6" PASSENGER LOADING.	
MW	2253	Mon, Jun 04	9	I	9" DELAY, SLOW PASSENGER LOADING ENROUTE.	
		67% OT	Wed, Jun 06	8	D	8" DELAY, FREIGHT TRAIN INTERFERENCE AT SPAULDING.
		Thu, Jun 07	9	R	9" DELAY, IRREGULAR ENGINEER LOST TIME	
		Wed, Jun 13	6	U	6" 2 ADA'S; 4" LATE TURN FROM #2252.	
		Wed, Jun 20	12	D	12" DELAY, FREIGHT TRAIN INTERFERENCE AT B-17.	
		Wed, Jun 27	10	U	10" DELAY, 3 ADA'S ENROUTE.	
		Fri, Jun 29	12	I1	12" LATE TURN FROM #2252.	
RI	524	Fri, Jun 01	11	U	5M DOUBLE-STOP ROBBINS FOR ADA, 2M ADA JOLIET TO 35TH ST., 4M MAKING ALL STOPS ON THE BEVERLY SUB.	
		67% OT	Mon, Jun 04	6	CG	GATE MALFUNCTIONS ON THE BEVERLY SUB
		Tue, Jun 05	6	G	6 MIN DUE TO LATE TURN OF EQUIPMENT SIGNAL ISSUES AT PERSHING	
		Fri, Jun 15	9	GM	9M ACCT. ITEM 1 AT CENTRAL AVE.	
		Wed, Jun 20	21	J	24M AT BRAINERD DEPOT AWAITING METRA PD TO REMOVE AN UNRULY PASSENGER.	
		Fri, Jun 22	9	I	5 MINS HEAVY PASSENGER , 2 MINS CP ELIZ, 2 MIN ADA JA TO 35TH	
		Fri, Jun 29	9	RD	RUN THROUGH SWITCH AT GRESHAM	
RI	615	Fri, Jun 01	14	JM	15M 35TH ST 1726/1741 MEDICAL EMERGENCY	
		81% OT	Mon, Jun 04	10	CG	GATE MALFUNCTIONS ON THE BEVERLY SUB
		Tue, Jun 05	7	CG	7 MIN DUE TO AWDM ON BEVERLY	
		Thu, Jun 21	30	NW1	7M AT CP ELIZABETH ACCT. 10-MINUTE RULE FOLLOWING RI613. POWER LOSS FOLLOWING 613	
RI	617	Fri, Jun 01	7	JM1	7M WAITING FOR 417 TO CLEAR PLANT AHEAD	
		81% OT	Mon, Jun 04	7	CG	GATE MALFUNCTIONS ON THE BEVERLY SUB
		Tue, Jun 05	7	CG	7 MIN DUE TO AWDM ON BEVERLY	
		Wed, Jun 06	7	CG	DELAYED DUE TO GATE MALFUNCTIONS ON THE DOB THROUGHTOUT THE BEV SUB	
SWS	806	Mon, Jun 04	14	F1	DWELL TIME , ALL STOPS 15 CAR CONSIST FROM ANNULLED SW810	
		71% OT	Thu, Jun 07	7	D	6M CSX 701/707AM, Q028-05 WEST NS ENG 4032 8000" ON SHORT TIME. 4M DELAY 21ST MEETING SW805
		Tue, Jun 12	8	RA1	7MIN AT ASHBURN WAITING ON MEET WITH THE 803.	
		Wed, Jun 20	8	G	13M DELAY, PLANT PROBLEMS CP-BRISBANE, TALKED BY RED CP-LENOX AND CP-BRISBANE	
		Wed, Jun 27	7	VF	DOOR PROBLEMS PER TK 19	
		Thu, Jun 28	17	GA	17M DELAY CUS ACCT SWITCH FAILURE, TRAIN WAS BACKED UP AND REROUTED.	
SWS	810	Mon, Jun 04	0	XF	LOCO MALFUNCTION IN THE YARD AXEL DRIVE MALFUNCTION	
		81% OT	Thu, Jun 14	14	AM	15M STOPPED AT 21ST CROSS TRAFFIC AMT331 & METRA 918.
		Tue, Jun 19	25	D	29M DELAY CP518 800/829AM HEAD ROOM, NS25T W/43C 6358' ENG NS2617	
		Fri, Jun 22	43	E1	43M DELAY ACCT TIED ONTO DISABLED SW808 AND SHOVED FROM 179TH ST TO CUS	
SWS	825	Mon, Jun 11	11	AM	2M CUS RED SIGNAL; 8M CP LUMBER AMTRAK YARD MOVE AND SWS#834; 15M CP518 FOR NSBC04 UP8353 W/64CARS 10973FT.	
		81% OT	Fri, Jun 15	15	C	3M @CUS DUE TO LATE TURN. 6M @ BRC DUE TO CROSS TRAFFIC. 15M @ CP179TH DUE TO BROKEN BOLT BETWEEN 179TH AND LARAWAY RD.
		Mon, Jun 18	19	GF1	19 MIN DUE TO FOLLOWING 823	
		Tue, Jun 26	10	H1	15M CP143RD ST. 555/610PM WAITING ON SWS#836	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
SWS	829	Fri, Jun 01	31	DE1	38M FOREST HILL 603/641PM FOR CSX Q138 CSXT7764 W/13959FT PULLING OUT OF 59TH ST YARD. CSX STOPPED WITH STICKING BRAKES.; 3M OAK LAWN ADA	
		76% OT	Wed, Jun 13	10	F1	3M CP143RD ST RUNNING ON SWS#827'S BLOCKS; 8M CP LENOX SIGNAL ISSUES, TALKED BY SIGNAL AND RAN RESTRICTED SPEED TO NEXT FAVORABLE.
		Fri, Jun 15	22	GA	20M @ 21ST ST DUE TO #854 SWITCH FAILURE	
		Mon, Jun 18	35	CA	35 MIN DOWN DUE TO BRIDGE ISSUES AT 21ST	
		Tue, Jun 26	13	H1	DEPARTED CUS 15M LATE ACCT. LATE ARRIVAL OF EQUIP./ EARLIER MECH ISSUES WITH SWS#834.	
SWS	831	Fri, Jun 01	8	DE1	8M FOREST HILL; SWS#829 AHEAD STOPPED BY CSX Q138; FOLLOWING ON #829'S BLOCKS.	
		76% OT	Thu, Jun 07	8	K	14M AT ASHBURN DUE TO "SUPPOSED" CAR STUCK ON THE TRACKS
		Fri, Jun 15	11	D	CROSS TRAFFIC	
		Mon, Jun 18	7	CA	7 MIN DUE TO FOLLOWING THE 829	
		Tue, Jun 26	13	H1	5M PASSENGER DWELL, T-STORMS AND HEAVY RAIN; 16M CP 143RD ST. WAITING FOR SWS#838	
SWS	833	Mon, Jun 04	16	D	17M @ CP518 FROM UP7893 103 CARS 5600L CREW WENT TO DIFFERENT CHANNEL NS COULD NOT TALK TO THEM AFTER THEY WERE GIVEN SIGNAL AND DID NOT DEPART CUS 4M LATE ACCOMODATING PASSENGERS DUE TO TK CHANGE AT CUS; 6M CP LUMBER SIGNAL ISSUES.	
		81% OT	Wed, Jun 13	9	AM	
		Mon, Jun 18	21	GF1	22 MIN DOWN DUE TO LATE TURN FROM THE 836.	
		Thu, Jun 21	12	DD	14M STOPPED AT 518 TRAIN 2310 WITH THE NS9756 9810FT TAKING HEAD ROOM OFF 4NORTH-NS2 TOOK LONGER TO CLEAR THAN TIME GIVEN BY DISP.	
SWS	834	Mon, Jun 11	10	AM	8M CP21ST ST. FOR AMTRAK YARD MOVE; 3M RED SIGNAL CP LUMBER	
		81% OT	Tue, Jun 12	6	GX	5M AWD M 108TH AVE.; 3M ROOSEVELT ROAD CONGESTION
		Fri, Jun 15	11	GA1	15M AT 179TH DUE TO LATE ARRIVAL OF SW0819	
		Tue, Jun 26	41	H	25M ASHBURN 437/502PM LOST HEP CABLE BETWEEN FIRST TWO CARS; TRAIN HAD TO BE SHOVED IN TO CUS.	
SWS	836	Fri, Jun 01	14	DE1	20M FOREST HILL (ADVANCED FROM ASHBURN TO MITIGATE DELAY) FOR CSX Q138 CSXT7764 W/85CARS 13959FT WITH STICKING BRAKES.	
		81% OT	Tue, Jun 05	6	K	9M DELAY; TALKED BY CP 71ST ST.; WALKING SPEED OVER 71ST ST. BRIDGE DUE TO TRUCK STRIKING/ STUCK UNDER BRIDGE.
		Mon, Jun 18	28	GF1	33 MIN DUE TO LATE TURN FROM 823	
		Tue, Jun 26	10	H1	LATE FLIP OF SWS#823	
SWS	837	Tue, Jun 05	10	K1	LATE FLIP OF SWS#838 AND WALKING SPEED OVER 71ST ST. BRIDGE.	
		76% OT	Wed, Jun 06	25	D	27M AT CP518 DUE TO X-TRAFFIC BC33 44 CARS 6600'
		Tue, Jun 12	7	AM	3M CUS RED SIGNAL.	
		Wed, Jun 13	20	AM	DEPART CUS 5M LATE DUE TO LATE FLIP OF SWS#838; 16M CP LUMBER ST. AMTRAK YARD MOVE	
		Tue, Jun 19	11	D	15M AT FORREST HILL DUE TO X028 WITH CSX861 ENGINE AND 6500 FEET GOING ACROSS.	
SWS	838	Tue, Jun 05	7	K1	8M ASHBURN MEET SWS#833; 8M WALKING SPEED OVER 71ST ST. BRIDGE, ACCT. TRUCK STRUCK BRIDGE.	
		76% OT	Thu, Jun 07	8	D	8M AT 21ST DUE TO X-TRAFFIC
		Wed, Jun 13	9	DE1	DEPARTED 179TH 3M LATE; LATE FLIP OF SWS#827; 12M CP RIDGE IHB AGBNPN-B13 UP5985 W/79CARS 7400FT WHOSE ENGINE QUIT LOADING.	
		Fri, Jun 15	7	GA1	15M @ 179TH WAITING ON SW0829 TO CLEAR.	
		Tue, Jun 26	16	H1	DEPARTED ORLAND PK. 179TH ST. 20M LATE ACCT. LATE SWS#829 (EARLIER SWS#834 EQUIP ISSUE.)	
UPNW	611	Mon, Jun 04	10	E	ENGINE ISSUES @ MAYFAIR & DES PLAINES (METX131 SHUT DOWN @ BOTH LOCATIONS ON ACCT. OF BAD ORDER WATER PRESSURE SENSOR-REPAIRED @ CPT).	
		76% OT	Fri, Jun 08	10	CC	WAIT FOR #640 TO CLEAR SINGLE TRACK AT BARRINGTON.
		Wed, Jun 13	15	CC	SINGLE TRACK CRYSTAL LAKE-FOX RIVER GROVE, WAITED ON #640 TO CLEAR.	
		Mon, Jun 18	0	XE	ANNULLED JUST NORTH OF CLYBOURN ON ACCT. OF METX 140 SHUT DOWN (UNDER INVESTIGATION).	
		Thu, Jun 28	10	G1	8" LATE DEPARTURE ACCT. ENGINEER OFF OF #624 ACCT SIGNAL ISSUES, MP 25.9 TO N109.	
UPNW	620	Fri, Jun 01	14	RF	STOPPED AT DEVAL WAITING FOR A SIGNAL, DISPATCHER ERROR.	
		81% OT	Fri, Jun 22	11	D1	STOPPED AND FOLLOWING #618 AHEAD EN ROUTE.
		Mon, Jun 25	30	K1	RESTRICTED SIGNALS FROM CRYSTAL LAKE TO CP038 & FOLLOWED #618 TO CPT ON ACCT. OF VEHICLE STUCK ON THE TRACKS AT VALE ST.	
		Thu, Jun 28	7	G	7" SIGNAL ISSUES, MP 25.9 TO N019; CROSS TRAFFIC, MAYFAIR.	
UPNW	622	Fri, Jun 01	10	RF1	FOLLOWING #620 EN ROUTE.	
		76% OT	Fri, Jun 22	8	D1	STOPPED AND FOLLOWING #620 AHEAD EN ROUTE.
		Mon, Jun 25	28	K1	DELAYED ON ACCT. OF A VEHICLE STUCK ON THE TRACKS @ VALE ST.	
		Tue, Jun 26	9	G	RED SIGNALS 260-2 & 244-2 & CROSS TRAFFIC @ LAKE STREET PLANT (ADJUSTED CIRCUIT CONTROLLERS FOR THE HAND THROW SWITCHES @ ARLINGTON PARK).	
		Thu, Jun 28	15	G1	15" ACCT. SIGNAL ISSUES AND SLOW ENTRAINING, MP 25.9 TO N109	
UPNW	642	Mon, Jun 18	0	E1	ANNULLED ON ACCT. OF #611 EQUIPMENT, WHICH RELAYS TO #642 HAD ENGINE ISSUES WITH METX140 (UNDER INVESTIGATION).	
		81% OT	Wed, Jun 20	22	R1	DEPARTED CRYSTAL LAKE 20" LATE DUE TO WAITING FOR #638 TO CLEAR SINGLE TRACKING, WAITED AT BARRINGTON FOR A SIGNAL.
		Tue, Jun 26	14	CC	TRACK CONSTRUCTION (SINGLE TRACK MP51.5-42.5 FOR CHANGING INSULATED JOINTS) CN FREIGHT TRAIN INTERFERENCE.	
		Fri, Jun 29	18	F	ENGINE #174 LOST AIR AFTER ARLINGTON HEIGHTS, COULDNT RECOVER AIR- CUT OUT ATS AND OPERATE ON ABSOLUTE BLOCKS TO CHICAGO ON #8470.	

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

Line	Train	Date	Minutes		Delay	Delay Explanation
			Late	Code		
UPNW	643	Tue, Jun 12	23	DE1	DE1	DELAYED FOLLOWING TRAINS AHEAD.
		81% OT	Fri, Jun 15	15	E1	DELAYED DUE TO FOLLOWING TRAINS DUE TO #635 BROKE DOWN ON TRACK 2 @ MOUNT PROSPECT.
			Wed, Jun 20	12	G1	DELAYED FOLLOWING TRAINS TRAFFIC AHEAD DUE TO SWITCH FAILURE @ LAKE ST. PLANT (SWITCH 163) WITH #631.
			Thu, Jun 21	7	E	BAD ORDER ATS ON METX134 ENGINE (OPERATED ON AN ABSOLUTE BLOCK FROM NZ019-CPT046).
UPNW	658	Mon, Jun 04	8	I1	I1	DELAYED WAITING FOR #656 TO DEPART FROM BARRINGTON.
		81% OT	Tue, Jun 12	47	DE1	LATE TURN OF EQUIPMENT FROM #625.
			Mon, Jun 18	7	U	2 ADA LIFTS XH @ MP 20.12.
			Wed, Jun 20	12	G1	DELAYED FOLLOWING #656 FROM BARRINGTON-CPT ON ACCT. OF SWITCH ISSUES @ LAKE ST. PLANT.
UPW	32	Fri, Jun 01	14	JM1	JM1	FOLLOWING #28 EN ROUTE ELMHURST TO CPT.
		81% OT	Fri, Jun 08	11	KD1	DELAYED 11" DUE TWO LIFTS AT WHEATON 4" AND TRAIN CONTROL FOLLOWING #30 AHEAD 6".
			Wed, Jun 13	52	E1	TIED ONTO #30 WEST OF KEDZIE.
			Tue, Jun 26	7	VE1	TRAIN CONTROL FROM MP8.6-6.5 FOLLOWING #30 WITH HEP ISSUES & CROSS TRAFFIC @ WESTERN AVE.
UPW	41	Thu, Jun 07	6	ZH	ZH	BAD ORDER ATC ON METX172-OPERATED ON ABSOLUTE BLOCKS FROM KEDZIE-ELBURN.
		76% OT	Fri, Jun 15	13	B	SIGNAL MAINTAINER CHANGED OUT EQUIP. IN ONE OF THE BUNGALOWS AT PROVO JUNCTION AFTER #39 PASSED, IT CAUSED ALL SWITCHES TO FLASH OUT.
			Wed, Jun 20	8	D1	DELAYED ON ACCT. OF TRAIN CONTROL FOLLOWING #39 BELLWOOD- ELMHURST; 25MPH @ KEELER & 40MPH @ 1ST AVE; XH MP16.66 & MP17.2.
			Thu, Jun 21	10	CC	25MPH @ KEELER (TRK 3) & 40 MPH @ RIVER FOREST (TRK 2).
		Thu, Jun 28	6	D	D	6" FREIGHT TRAIN INTERFERENCE, 25TH AVE.
UPW	52	Thu, Jun 07	13	D	D	FREIGHT TRAIN INTERFERENCE @ UNIVERSITY (UET1X) & FREIGHT TRAIN INTERFERENCE @ PARK (IG4G3).
		81% OT	Thu, Jun 21	7	CC	DELAYED ON ACCT. OF OPERATED TRACK 2 VILLA PARK @ ELMHURST.
			Fri, Jun 22	12	G	RESTRICTED SPEED VALE TO KEDZIE DUE TO SIGNAL ISSUE.
			Tue, Jun 26	17	D	DELAYED FOLLOWING MNPPR AT WEST CHICAGO.
UPW	54	Tue, Jun 05	8	I	I	SLOW AND HEAVY PASSENGER LOADING.
		76% OT	Wed, Jun 13	10	I	SLOW PASSENGER LOADING @ GENEVA, WINFIELD, WHEATON & ELMHURST; 2 ADA LIFTS; 40 MPH BETWEEN MP11.25-10.25; FOLLOWED #49 KEDZIE-CPT.
			Mon, Jun 18	17	I	SLOW AND HEAVY PASSENGER LOADING @ WHEATON, GLEN ELLYN, LOMBARD AND ELMHURST.
			Wed, Jun 20	14	D	DELAYED, FREIGHT TRAIN INTERFERENCE FOLLOWING (UEBLXV); XH PROCEDURE @ MP17.2, SLOW PASSENGER LOADING @ WEST CHICAGO & WINFIELD.
		Fri, Jun 22	10	G1	G1	DEPARTED ELBURN 15" LATE ON ACCOUNT OF LATE ARRIVAL OF #35.
UPW	56	Tue, Jun 05	7	U	U	2 ADA LIFTS @ WHEATON AND LOMBARD.
		81% OT	Thu, Jun 14	35	DD	WAITED AT 25TH ON T1, IOJPRJ OUT OF THE YARD ON T1 WITH LIGHT POWER IN FRONT, CREW PULLED OUT OF SERVICE. WAITED FOR #57 TO CLEAR.
			Fri, Jun 22	15	G1	DEPARTED ELGIN 10" LATE ON ACCOUNT OF LATE ARRIVAL OF #37.
			Fri, Jun 29	9	U	2 ADA LIFTS @ WHEATON AND VILLA PARK.

Data is final (07/25/18) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

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

Effective July 1, 2016

Revised July 19, 2016

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

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	23	-	-	-	5	8	11	8	3	29	2	26	26	141
Freight Interference - Peak	5	-	-	-	4	-	4	2	-	10	1	20	9	55
Primary	3	-	-	-	4	-	4	1	-	8	1	1	4	26
Secondary	2	-	-	-	-	-	-	1	-	2	-	19	5	29
Freight Interference - Off-Peak	18	-	-	-	1	8	7	6	3	19	1	6	17	86
Primary	14	-	-	-	1	4	6	6	2	12	1	2	14	62
Secondary	4	-	-	-	-	4	1	-	1	7	-	4	3	24
Signal/Switch Failure - Total	11	9	2	2	9	23	12	9	10	21	2	25	14	149
Signal/Switch Failure - Metra/PSA	8	9	2	2	1	15	5	2	9	9	2	25	14	103
Primary	7	3	-	2	1	9	4	2	9	7	1	9	9	63
Secondary	1	6	2	-	-	6	1	-	-	2	1	16	5	40
Signal/Switch Failure - Foreign	3	-	-	-	8	8	7	7	1	12	-	-	-	46
Primary	2	-	-	-	7	4	6	6	1	4	-	-	-	30
Secondary	1	-	-	-	1	4	1	1	-	8	-	-	-	16
Mechanical Failure - Total	19	-	-	-	2	17	1	8	7	7	8	19	4	92
Mechanical Failure - Metra/PSA	19	-	-	-	2	17	1	8	7	7	8	19	4	92
Non-Locomotive Equipment Failure - Metra/PSA	2	-	-	-	-	-	-	-	-	4	4	2	-	12
Primary	2	-	-	-	-	-	-	-	-	1	3	2	-	8
Secondary	-	-	-	-	-	-	-	-	-	3	1	-	-	4
Locomotive Failure - Metra/PSA	17	-	-	-	2	17	1	8	7	3	4	17	4	80
Primary	3	-	-	-	1	2	-	3	2	-	3	5	2	21
Secondary	14	-	-	-	1	15	1	5	5	3	1	12	2	59
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	10	1	-	-	1	4	2	-	-	10	-	-	-	28
Passenger Train Interference - Metra/PSA	5	-	-	-	-	1	1	-	-	-	-	-	-	7
Passenger Train Interference - Foreign	5	1	-	-	1	3	1	-	-	10	-	-	-	21
Accident - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	20	2	3	10	-	3	6	-	38	5	3	5	5	100
Track Work - Metra/PSA	20	2	3	10	-	3	6	-	38	2	3	5	5	97
Track Work - Foreign	-	-	-	-	-	-	-	-	-	3	-	-	-	3
Human Error - Total	36	1	1	1	2	10	1	4	6	8	6	10	5	91
Human Error - Metra/PSA	24	1	1	1	-	7	1	-	6	7	4	4	3	59
Human Error - Foreign	12	-	-	-	2	3	-	4	-	1	2	6	2	32
Sick, Injured, Unruly Passenger - Total	5	3	-	-	-	7	-	-	8	-	5	9	7	44
Sick, Injured, Unruly Passenger - Metra/PSA	5	3	-	-	-	7	-	-	8	-	5	9	7	44
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	5	20	5	5	-	12	-	-	2	-	1	1	-	51
Weather - Metra/PSA	5	20	5	5	-	12	-	-	2	-	1	1	-	51
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	16	7	1	2	-	6	10	1	7	-	13	20	12	95
Lift Deployment - Total	8	-	-	-	-	-	4	-	2	-	3	3	3	23
Obstruction/Debris - Total	17	3	1	3	-	-	-	-	-	4	1	16	6	51
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	2	5	1	1	-	1	2	-	1	1	3	1	4	22
Total Trains Delayed	172	51	14	24	19	91	49	30	84	85	47	135	86	887
Total Metra/PSA Delays	129	50	14	24	3	69	30	11	80	30	43	103	58	644
Total Foreign Carrier Delays	43	1	0	0	16	22	19	19	4	55	4	32	28	243

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

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	24	-	0	-	2	10	12	11	9	16	1	6	24	116	
Freight Interference - Peak	9	-	0	-	2	2	1	4	1	6	1	4	7	37	
Primary	6	-	-	-	2	1	1	3	1	3	-	2	3	23	
Secondary	2	-	0	-	0	1	1	1	-	2	1	2	3	14	
Freight Interference - Off-Peak	15	-	-	-	0	8	10	7	8	11	1	2	17	79	
Primary	13	-	-	-	0	5	7	6	6	8	0	2	12	59	
Secondary	2	-	-	-	-	3	4	1	1	3	0	1	5	20	
Signal/Switch Failure - Total	29	5	4	3	2	26	15	8	8	9	5	8	16	139	
Signal/Switch Failure - Metra/PSA	21	5	4	3	-	23	13	6	8	2	5	8	15	112	
Primary	14	4	2	2	-	9	6	2	5	2	3	2	5	56	
Secondary	7	1	1	1	-	14	7	4	3	1	2	6	10	56	
Signal/Switch Failure - Foreign	8	-	-	-	2	3	3	2	-	7	-	1	1	26	
Primary	6	-	-	-	1	2	2	2	-	4	-	0	1	18	
Secondary	2	-	-	-	1	1	1	1	-	3	-	0	-	8	
Mechanical Failure - Total	29	8	1	2	1	13	10	2	8	2	7	5	10	98	
Mechanical Failure - Metra/PSA	29	7	1	2	1	13	10	2	8	2	7	5	10	98	
Non-Locomotive Equipment Failure - Metra/PSA	5	7	1	2	-	0	1	-	2	0	2	3	3	27	
Primary	2	1	0	1	-	0	1	-	1	-	1	1	1	9	
Secondary	3	7	1	1	-	-	0	-	1	0	2	2	2	18	
Locomotive Failure - Metra/PSA	24	-	-	-	1	13	10	2	6	2	5	2	7	71	
Primary	5	-	-	-	1	3	4	0	3	1	3	1	2	23	
Secondary	19	-	-	-	0	10	6	1	3	1	2	1	5	48	
Mechanical Failure - Foreign	-	0	-	-	-	-	-	-	-	-	-	-	-	0	
Passenger Train Interference - Total	2	1	0	1	1	4	1	1	1	3	0	0	0	16	
Passenger Train Interference - Metra/PSA	0	1	0	0	0	2	1	1	1	1	0	-	0	8	
Passenger Train Interference - Foreign	2	0	0	0	1	2	0	-	0	2	-	0	-	8	
Accident - Total	13	7	2	4	-	4	5	1	2	3	-	3	1	45	
Accident - Metra/PSA	12	7	2	4	-	3	5	0	2	3	-	3	1	43	
Accident - Foreign	1	-	-	-	-	1	-	0	-	-	-	-	0	2	
Track Work - Total	49	3	5	9	-	14	5	1	16	0	4	5	7	118	
Track Work - Metra/PSA	48	3	5	9	-	14	5	1	16	0	4	5	7	117	
Track Work - Foreign	1	-	-	-	-	-	0	-	-	-	-	-	-	1	
Human Error - Total	14	12	4	5	3	10	6	1	3	4	3	4	2	72	
Human Error - Metra/PSA	9	11	4	5	1	8	4	1	3	1	2	2	1	52	
Human Error - Foreign	5	0	-	-	3	3	2	0	-	3	1	1	1	20	
Sick, Injured, Unruly Passenger - Total	4	3	1	2	-	4	4	-	3	1	4	5	5	36	
Sick, Injured, Unruly Passenger - Metra/PSA	4	3	1	2	-	4	4	-	3	1	4	5	5	36	
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0	
Weather - Total	24	3	1	1	1	5	3	1	6	2	8	18	11	83	
Weather - Metra/PSA	24	3	1	1	1	5	3	1	6	2	8	18	11	83	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	10	8	2	4	-	13	17	1	23	0	16	23	11	128	
Lift Deployment - Total	2	1	-	-	-	4	5	-	4	0	1	2	3	22	
Obstruction/Debris - Total	12	3	0	2	1	4	5	1	4	2	2	7	3	46	
Catenary Failure - Total	-	3	1	1	-	-	-	-	-	-	-	-	-	4	
Other - Total	6	1	0	3	-	1	2	0	3	0	1	3	6	27	
Total Trains Delayed	219	56	22	35	11	112	91	29	88	43	53	89	100	950	
Total Metra/PSA Delays	179	56	22	35	3	94	74	15	79	15	51	81	74	777	
Total Foreign Carrier Delays	41	1	0	0	8	18	17	15	9	29	2	8	26	173	

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(1)	-	(0)	-	3	(2)	(1)	(3)	(6)	13	1	20	2	25
Freight Interference - Peak	(4)	-	(0)	-	2	(2)	3	(2)	(1)	4	0	16	2	18
Primary	(3)	-	-	-	2	(1)	3	(2)	(1)	5	1	(1)	1	3
Secondary	(0)	-	(0)	-	(0)	(1)	(1)	(0)	-	(0)	(1)	17	2	15
Freight Interference - Off-Peak	3	-	-	-	1	0	(3)	(1)	(5)	8	0	4	(0)	7
Primary	1	-	-	-	1	(1)	(1)	(0)	(4)	4	1	0	2	3
Secondary	2	-	-	-	-	1	(3)	(1)	(0)	4	(0)	3	(2)	4
Signal/Switch Failure - Total	(18)	4	(2)	(1)	7	(3)	(3)	1	2	12	(3)	17	(2)	10
Signal/Switch Failure - Metra/PSA	(13)	4	(2)	(1)	1	(8)	(8)	(4)	1	7	(3)	17	(1)	(9)
Primary	(7)	(1)	(2)	(0)	1	(0)	(2)	(0)	4	5	(2)	7	4	7
Secondary	(6)	5	1	(1)	-	(8)	(6)	(4)	(3)	1	(1)	10	(5)	(16)
Signal/Switch Failure - Foreign	(5)	-	-	-	6	5	4	5	1	5	-	(1)	(1)	20
Primary	(4)	-	-	-	6	2	4	4	1	(0)	-	(0)	(1)	12
Secondary	(1)	-	-	-	0	3	0	0	-	5	-	(0)	-	8
Mechanical Failure - Total	(10)	(8)	(1)	(2)	1	4	(9)	6	(1)	5	1	14	(6)	(6)
Mechanical Failure - Metra/PSA	(10)	(7)	(1)	(2)	1	4	(9)	6	(1)	5	1	14	(6)	(6)
Non-Locomotive Equipment Failure - Metra/PSA	(3)	(7)	(1)	(2)	-	(0)	(1)	-	(2)	4	2	(1)	(3)	(15)
Primary	(0)	(1)	(0)	(1)	-	(0)	(1)	-	(1)	1	2	1	(1)	(1)
Secondary	(3)	(7)	(1)	(1)	-	-	(0)	-	(1)	3	(1)	(2)	(2)	(14)
Locomotive Failure - Metra/PSA	(7)	-	-	-	1	4	(9)	6	1	1	(1)	15	(3)	9
Primary	(2)	-	-	-	0	(1)	(4)	3	(1)	(1)	0	4	-	(2)
Secondary	(5)	-	-	-	1	5	(5)	4	2	2	(1)	11	(3)	11
Mechanical Failure - Foreign	-	(0)	-	-	-	-	-	-	-	-	-	-	-	(0)
Passenger Train Interference - Total	8	0	(0)	(1)	(0)	0	1	(1)	(1)	7	(0)	(0)	(0)	12
Passenger Train Interference - Metra/PSA	5	(1)	(0)	(0)	(0)	(1)	-	(1)	(1)	(1)	(0)	-	(0)	(1)
Passenger Train Interference - Foreign	3	1	(0)	(0)	-	1	1	-	(0)	8	-	(0)	-	13
Accident - Total	(13)	(7)	(2)	(4)	-	(4)	(5)	(1)	(2)	(3)	-	(3)	(1)	(45)
Accident - Metra/PSA	(12)	(7)	(2)	(4)	-	(3)	(5)	(0)	(2)	(3)	-	(3)	(1)	(43)
Accident - Foreign	(1)	-	-	-	-	(1)	-	(0)	-	-	-	-	(0)	(2)
Track Work - Total	(29)	(1)	(2)	1	-	(11)	1	(1)	22	5	(1)	-	(2)	(18)
Track Work - Metra/PSA	(28)	(1)	(2)	1	-	(11)	1	(1)	22	2	(1)	-	(2)	(20)
Track Work - Foreign	(1)	-	-	-	-	-	(0)	-	-	3	-	-	-	2
Human Error - Total	22	(11)	(3)	(4)	(1)	(0)	(5)	3	3	4	3	6	3	19
Human Error - Metra/PSA	15	(10)	(3)	(4)	(1)	(1)	(3)	(1)	3	6	2	2	2	7
Human Error - Foreign	7	(0)	-	-	(1)	0	(2)	4	-	(2)	1	5	1	12
Sick, Injured, Unruly Passenger - Total	1	(0)	(1)	(2)	-	3	(4)	-	5	(1)	1	4	2	8
Sick, Injured, Unruly Passenger - Metra/PSA	1	(0)	(1)	(2)	-	3	(4)	-	5	(1)	1	4	2	8
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Weather - Total	(19)	17	4	4	(1)	7	(3)	(1)	(4)	(2)	(7)	(17)	(11)	(32)
Weather - Metra/PSA	(19)	17	4	4	(1)	7	(3)	(1)	(4)	(2)	(7)	(17)	(11)	(32)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	6	(1)	(1)	(2)	-	(7)	(7)	0	(16)	(0)	(3)	(3)	1	(33)
Lift Deployment - Total	6	(1)	-	-	-	(4)	(1)	-	(2)	(0)	2	1	0	1
Obstruction/Debris - Total	5	(0)	1	1	(1)	(4)	(5)	(1)	(4)	2	(1)	9	3	5
Catenary Failure - Total	-	(3)	(1)	(1)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	(4)	4	1	(2)	-	0	(0)	(0)	(2)	1	2	(2)	(2)	(5)
Total Trains Delayed	(47)	(5)	(8)	(11)	8	(21)	(42)	1	(4)	42	(6)	46	(14)	(63)
Total Metra/PSA Delays	(50)	(6)	(8)	(11)	(0)	(25)	(44)	(4)	1	15	(8)	22	(16)	(133)
Total Foreign Carrier Delays	2	0	(0)	(0)	8	4	2	4	(5)	26	2	24	2	70

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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 - June 2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	156	-	-	-	41	75	60	38	36	95	7	68	201	777
Freight Interference - Peak	69	-	-	-	35	14	18	10	8	36	1	42	66	299
Primary	32	-	-	-	30	8	10	8	4	27	1	13	27	160
Secondary	37	-	-	-	5	6	8	2	4	9	-	29	39	139
Freight Interference - Off-Peak	87	-	-	-	6	61	42	28	28	59	6	26	135	478
Primary	65	-	-	-	6	36	31	24	20	42	3	17	113	357
Secondary	22	-	-	-	-	25	11	4	8	17	3	9	22	121
Signal/Switch Failure - Total	153	60	23	31	28	111	85	45	70	88	24	57	47	822
Signal/Switch Failure - Metra/PSA	116	60	23	31	4	82	67	24	66	28	24	50	40	615
Primary	73	46	17	28	3	57	51	18	50	20	15	25	28	431
Secondary	43	14	6	3	1	25	16	6	16	8	9	25	12	184
Signal/Switch Failure - Foreign	37	-	-	-	24	29	18	21	4	60	-	7	7	207
Primary	28	-	-	-	20	8	10	15	4	36	-	1	5	127
Secondary	9	-	-	-	4	21	8	6	-	24	-	6	2	80
Mechanical Failure - Total	125	11	9	3	4	121	47	36	84	27	52	66	73	658
Mechanical Failure - Metra/PSA	123	9	8	3	3	111	47	35	84	27	52	66	73	641
Non-Locomotive Equipment Failure - Metra/PSA	31	9	8	3	-	2	-	2	1	8	23	31	30	148
Primary	14	3	2	-	-	2	-	1	1	4	11	8	9	55
Secondary	17	6	6	3	-	-	-	1	-	4	12	23	21	93
Locomotive Failure - Metra/PSA	92	-	-	-	3	109	47	33	83	19	29	35	43	493
Primary	19	-	-	-	2	22	11	7	21	7	12	7	12	120
Secondary	73	-	-	-	1	87	36	26	62	12	17	28	31	373
Mechanical Failure - Foreign	2	2	1	-	1	10	-	1	-	-	-	-	-	17
Passenger Train Interference - Total	13	3	1	1	10	36	3	9	1	44	-	1	4	126
Passenger Train Interference - Metra/PSA	6	-	-	-	-	26	2	8	-	-	-	1	4	47
Passenger Train Interference - Foreign	7	3	1	1	10	10	1	1	1	44	-	-	-	79
Accident - Total	45	8	2	8	-	4	23	13	20	6	30	24	31	214
Accident - Metra/PSA	38	8	2	8	-	4	23	9	15	5	30	24	24	190
Accident - Foreign	7	-	-	-	-	-	-	4	5	1	-	-	7	24
Track Work - Total	67	18	7	17	22	74	8	6	69	9	44	12	20	373
Track Work - Metra/PSA	66	18	7	17	22	74	8	6	69	6	44	12	20	369
Track Work - Foreign	1	-	-	-	-	-	-	-	-	3	-	-	-	4
Human Error - Total	195	21	8	11	6	64	20	19	59	15	23	42	45	528
Human Error - Metra/PSA	110	21	8	11	1	45	18	11	59	10	20	34	33	381
Human Error - Foreign	85	-	-	-	5	19	2	8	-	5	3	8	12	147
Sick, Injured, Unruly Passenger - Total	25	17	2	3	-	25	12	2	24	6	35	23	47	221
Sick, Injured, Unruly Passenger - Metra/PSA	25	17	2	3	-	25	12	2	24	6	35	23	47	221
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	161	31	12	11	2	73	59	10	129	16	30	63	33	630
Weather - Metra/PSA	161	31	12	11	2	73	59	10	128	15	30	63	32	627
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	-	1	3
Passenger Loading - Total	41	12	7	3	-	38	26	8	42	1	23	52	41	294
Lift Deployment - Total	36	-	-	-	-	14	21	4	9	2	10	19	38	153
Obstruction/Debris - Total	42	11	7	16	2	16	5	9	36	9	12	65	94	324
Catenary Failure - Total	-	2	-	-	-	-	-	-	-	-	-	-	-	2
Other - Total	33	5	4	3	-	16	21	-	20	5	24	15	18	164
Total Trains Delayed	1,092	199	82	107	115	667	390	199	599	323	314	507	692	5,286
Total Metra/PSA Delays	797	194	80	106	34	524	309	126	552	114	304	424	464	4,028
Total Foreign Carrier Delays	295	5	2	1	81	143	81	73	47	209	10	83	228	1,258

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

Cause Category	Top 2 causes for each line are shaded														
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	118	-	0	-	19	73	71	73	36	71	10	29	108	608	
Freight Interference - Peak	53	-	0	-	17	16	16	27	9	23	3	14	31	209	
Primary	34	-	-	-	16	11	11	19	6	16	1	7	15	137	
Secondary	19	-	0	-	1	5	5	8	3	6	1	7	17	72	
Freight Interference - Off-Peak	66	-	-	-	1	57	55	45	26	49	7	16	77	399	
Primary	54	-	-	-	1	38	38	38	22	37	4	11	59	303	
Secondary	12	-	-	-	-	19	17	7	4	12	3	4	18	96	
Signal/Switch Failure - Total	130	34	19	20	11	123	84	52	49	50	23	36	73	704	
Signal/Switch Failure - Metra/PSA	78	34	19	20	1	98	68	28	46	11	23	33	70	530	
Primary	52	20	14	15	1	46	38	15	32	8	11	12	23	286	
Secondary	26	14	6	5	0	52	30	13	14	3	12	21	47	244	
Signal/Switch Failure - Foreign	52	-	-	-	10	25	16	24	3	39	1	3	2	175	
Primary	41	-	-	-	9	15	11	12	1	24	1	2	2	118	
Secondary	11	-	-	-	2	10	5	12	1	15	-	1	0	57	
Mechanical Failure - Total	93	22	6	5	4	82	53	20	81	17	52	43	40	517	
Mechanical Failure - Metra/PSA	92	18	5	4	3	78	53	20	81	17	52	43	40	506	
Non-Locomotive Equipment Failure - Metra/PSA	22	18	5	4	1	11	10	4	10	6	12	10	16	130	
Primary	9	6	2	3	1	3	5	1	5	2	4	4	8	54	
Secondary	13	12	3	2	0	7	5	2	5	4	8	6	9	76	
Locomotive Failure - Metra/PSA	70	-	-	-	2	67	43	16	71	11	40	33	23	376	
Primary	21	-	-	-	2	17	16	4	23	5	12	11	10	122	
Secondary	49	-	-	-	0	50	27	11	48	6	28	22	14	255	
Mechanical Failure - Foreign	1	4	1	0	0	5	0	-	0	-	-	-	0	11	
Passenger Train Interference - Total	8	4	1	3	5	32	5	8	7	9	1	1	6	91	
Passenger Train Interference - Metra/PSA	1	2	1	1	0	22	5	8	5	2	1	1	6	54	
Passenger Train Interference - Foreign	8	2	0	2	5	10	1	-	2	8	-	0	0	37	
Accident - Total	84	14	5	8	0	31	35	11	16	7	17	58	13	300	
Accident - Metra/PSA	70	14	5	8	0	29	34	8	14	6	17	57	11	272	
Accident - Foreign	15	-	-	-	-	2	1	3	2	2	-	1	3	29	
Track Work - Total	138	22	9	21	2	39	18	10	39	4	27	21	37	386	
Track Work - Metra/PSA	133	22	9	21	2	39	18	9	39	4	27	21	37	379	
Track Work - Foreign	5	-	-	-	-	0	1	1	-	-	-	-	-	6	
Human Error - Total	94	28	11	14	11	52	33	15	34	19	23	18	23	376	
Human Error - Metra/PSA	60	26	11	14	2	33	20	7	34	4	20	14	15	260	
Human Error - Foreign	34	2	0	1	8	19	13	8	0	15	3	4	8	116	
Sick, Injured, Unruly Passenger - Total	18	31	5	8	1	19	21	2	16	3	16	27	20	186	
Sick, Injured, Unruly Passenger - Metra/PSA	16	31	5	8	1	19	21	2	16	3	16	27	20	184	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2	
Weather - Total	165	91	27	32	5	83	71	22	104	18	69	83	67	838	
Weather - Metra/PSA	164	91	27	32	5	81	70	22	104	18	69	83	66	832	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	5	
Passenger Loading - Total	20	30	9	13	-	29	34	1	55	1	29	44	30	295	
Lift Deployment - Total	14	1	-	0	-	20	13	1	13	1	6	11	15	95	
Obstruction/Debris - Total	45	20	7	16	3	23	24	6	19	13	16	30	27	249	
Catenary Failure - Total	-	21	4	8	-	-	-	-	-	-	-	-	-	33	
Other - Total	30	5	2	5	0	9	8	4	12	7	11	13	22	129	
Total Trains Delayed	956	323	106	153	60	615	471	225	483	221	299	415	480	4,806	
Total Metra/PSA Delays	722	315	104	150	17	478	367	116	439	86	285	377	358	3,816	
Total Foreign Carrier Delays	235	8	1	3	42	137	104	108	43	135	14	38	122	990	

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	38	-	(0)	-	22	2	(11)	(35)	0	24	(3)	39	93	169
Freight Interference - Peak	16	-	(0)	-	18	(2)	2	(17)	(1)	13	(2)	28	35	90
Primary	(2)	-	-	-	14	(3)	(1)	(11)	(2)	11	(0)	6	12	23
Secondary	18	-	(0)	-	4	1	3	(6)	1	3	(1)	22	22	67
Freight Interference - Off-Peak	21	-	-	-	5	4	(13)	(17)	2	10	(1)	10	58	79
Primary	11	-	-	-	5	(2)	(7)	(14)	(2)	5	(1)	6	54	54
Secondary	10	-	-	-	-	6	(6)	(3)	4	5	(0)	5	4	25
Signal/Switch Failure - Total	23	26	4	11	17	(12)	1	(7)	21	38	1	21	(26)	118
Signal/Switch Failure - Metra/PSA	38	26	4	11	3	(16)	(1)	(4)	20	17	1	17	(30)	85
Primary	21	26	3	13	2	11	13	3	18	12	4	13	5	145
Secondary	17	(0)	0	(2)	1	(27)	(14)	(7)	2	5	(3)	4	(35)	(60)
Signal/Switch Failure - Foreign	(15)	-	-	-	14	4	2	(3)	1	21	(1)	4	5	32
Primary	(13)	-	-	-	11	(7)	(1)	3	3	12	(1)	(1)	3	9
Secondary	(2)	-	-	-	2	11	3	(6)	(1)	9	-	5	2	23
Mechanical Failure - Total	32	(11)	3	(2)	0	39	(6)	16	3	10	0	23	33	141
Mechanical Failure - Metra/PSA	31	(9)	3	(1)	(0)	33	(6)	15	3	10	0	23	33	135
Non-Locomotive Equipment Failure - Metra/PSA	9	(9)	3	(1)	(1)	(9)	(10)	(2)	(9)	2	11	21	14	18
Primary	5	(3)	-	(3)	(1)	(1)	(5)	(0)	(4)	2	7	4	1	1
Secondary	4	(6)	3	1	(0)	(7)	(5)	(1)	(5)	-	4	17	12	17
Locomotive Failure - Metra/PSA	22	-	-	-	1	42	4	17	12	8	(11)	2	20	117
Primary	(2)	-	-	-	0	5	(5)	3	(2)	2	-	(4)	2	(2)
Secondary	24	-	-	-	1	37	9	15	14	6	(11)	6	17	118
Mechanical Failure - Foreign	1	(2)	0	(0)	1	5	(0)	1	(0)	-	-	-	(0)	6
Passenger Train Interference - Total	5	(1)	(0)	(2)	5	4	(2)	1	(6)	35	(1)	(0)	(2)	35
Passenger Train Interference - Metra/PSA	5	(2)	(1)	(1)	(0)	4	(3)	(0)	(5)	(2)	(1)	(0)	(2)	(7)
Passenger Train Interference - Foreign	(1)	1	1	(1)	5	-	0	1	(1)	36	-	(0)	(0)	42
Accident - Total	(39)	(6)	(3)	0	(0)	(27)	(12)	2	4	(1)	13	(34)	18	(86)
Accident - Metra/PSA	(32)	(6)	(3)	0	(0)	(25)	(11)	1	1	(1)	13	(33)	13	(82)
Accident - Foreign	(8)	-	-	-	-	(2)	(1)	1	3	(1)	-	(1)	4	(5)
Track Work - Total	(71)	(4)	(2)	(4)	20	35	(10)	(4)	30	5	17	(9)	(17)	(13)
Track Work - Metra/PSA	(67)	(4)	(2)	(4)	20	35	(10)	(3)	30	2	17	(9)	(17)	(10)
Track Work - Foreign	(4)	-	-	-	-	(0)	(1)	(1)	-	3	-	-	-	(2)
Human Error - Total	101	(7)	(3)	(3)	(5)	12	(13)	4	25	(4)	0	24	22	152
Human Error - Metra/PSA	50	(5)	(3)	(3)	(1)	12	(2)	4	25	6	0	20	18	121
Human Error - Foreign	51	(2)	(0)	(1)	(3)	-	(11)	(0)	(0)	(10)	-	4	4	31
Sick, Injured, Unruly Passenger - Total	7	(14)	(3)	(5)	(1)	6	(9)	0	8	3	19	(4)	27	35
Sick, Injured, Unruly Passenger - Metra/PSA	9	(14)	(3)	(5)	(1)	6	(9)	0	8	3	19	(4)	27	37
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
Weather - Total	(4)	(60)	(15)	(21)	(3)	(10)	(12)	(12)	25	(2)	(39)	(20)	(34)	(208)
Weather - Metra/PSA	(3)	(60)	(15)	(21)	(3)	(8)	(11)	(12)	24	(3)	(39)	(20)	(34)	(205)
Weather - Foreign	(1)	-	-	-	(0)	(2)	(1)	-	1	0	-	-	1	(2)
Passenger Loading - Total	21	(18)	(2)	(10)	-	9	(8)	7	(13)	(0)	(6)	8	11	(1)
Lift Deployment - Total	22	(1)	-	(0)	-	(6)	8	3	(4)	1	4	8	23	58
Obstruction/Debris - Total	(3)	(9)	-	(0)	(1)	(7)	(19)	3	17	(4)	(4)	35	67	75
Catenary Failure - Total	-	(19)	(4)	(8)	-	-	-	-	-	-	-	-	-	(31)
Other - Total	3	(0)	2	(2)	(0)	7	13	(4)	8	(2)	13	2	(4)	35
Total Trains Delayed	136	(124)	(24)	(46)	55	52	(81)	(26)	116	102	15	92	212	480
Total Metra/PSA Delays	75	(121)	(24)	(44)	17	46	(58)	10	113	28	19	47	106	212
Total Foreign Carrier Delays	60	(3)	1	(2)	39	6	(23)	(35)	4	74	(4)	45	106	268

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

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Jun
Freight Interference - Total	134	126	154	86	136	141							777 14.7%
Freight Interference - Peak	65	52	55	30	42	55							299 5.7%
Primary	36	25	26	20	27	26							160 3.0%
Secondary	29	27	29	10	15	29							139 2.6%
Freight Interference - Off-Peak	69	74	99	56	94	86							478 9.0%
Primary	43	58	76	49	69	62							357 6.8%
Secondary	26	16	23	7	25	24							121 2.3%
Signal/Switch Failure - Total	160	171	102	95	145	149							822 15.6%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103							615 11.6%
Primary	68	105	51	52	92	63							431 8.2%
Secondary	29	28	45	21	21	40							184 3.5%
Signal/Switch Failure - Foreign	63	38	6	22	32	46							207 3.9%
Primary	22	33	5	20	17	30							127 2.4%
Secondary	41	5	1	2	15	16							80 1.5%
Mechanical Failure - Total	204	139	89	60	74	92							658 12.4%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92							641 12.1%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12							148 2.8%
Primary	13	13	8	5	8	8							55 1.0%
Secondary	33	36	13	5	2	4							93 1.8%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80							493 9.3%
Primary	25	19	20	15	20	21							120 2.3%
Secondary	129	64	47	30	44	59							373 7.1%
Mechanical Failure - Foreign	4	7	1	5	-	-							17 0.3%
Passenger Train Interference - Total	15	12	9	29	33	28							126 2.4%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7							47 0.9%
Passenger Train Interference - Foreign	8	7	3	17	23	21							79 1.5%
Accident - Total	25	82	70	12	25	-							214 4.0%
Accident - Metra/PSA	25	79	67	7	12	-							190 3.6%
Accident - Foreign	-	3	3	5	13	-							24 0.5%
Track Work - Total	11	18	43	101	100	100							373 7.1%
Track Work - Metra/PSA	11	18	43	101	99	97							369 7.0%
Track Work - Foreign	-	-	-	-	1	3							4 0.1%
Human Error - Total	109	121	61	52	94	91							528 10.0%
Human Error - Metra/PSA	95	100	49	14	64	59							381 7.2%
Human Error - Foreign	14	21	12	38	30	32							147 2.8%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44							221 4.2%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44							221 4.2%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-							- 0.0%
Weather - Total	172	295	14	27	71	51							630 11.9%
Weather - Metra/PSA	172	294	13	27	70	51							627 11.9%
Weather - Foreign	-	1	1	-	1	-							3 0.1%
Passenger Loading - Total	31	56	32	13	67	95							294 5.6%
Lift Deployment - Total	24	27	21	13	45	23							153 2.9%
Obstruction/Debris - Total	40	82	29	62	60	51							324 6.1%
Catenary Failure - Total	-	1	1	-	-	-							2 0.0%
Other - Total	38	27	25	19	33	22							164 3.1%
Total Trains Delayed	987	1,190	694	602	926	887							5,286 100.0%
Total Metra/PSA Delays	764	987	514	429	690	644							4,028 76.2%
Total Foreign Carrier Delays	223	203	180	173	236	243							1,258 23.8%

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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 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 - Jun
Freight Interference - Total	53	68	69	79	49	110	74	74	96	109	115	110	428 11.4%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	137 3.6%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	89 2.4%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	48 1.3%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	291 7.7%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	218 5.8%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	73 1.9%
Signal/Switch Failure - Total	118	44	80	79	91	87	69	132	119	64	110	230	499 13.3%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	377 10.0%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	244 6.5%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	133 3.5%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	122 3.2%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	64 1.7%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	58 1.5%
Mechanical Failure - Total	84	61	64	42	111	85	85	85	97	125	85	95	447 11.9%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	437 11.6%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	103 2.7%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	46 1.2%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	57 1.5%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	334 8.9%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	130 3.5%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	204 5.4%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	10 0.3%
Passenger Train Interference - Total	16	2	2	5	19	9	9	14	18	17	11	11	53 1.4%
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	18 0.5%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	35 0.9%
Accident - Total	74	32	26	101	18	65	45	43	96	55	70	9	316 8.4%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	295 7.8%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	21 0.6%
Track Work - Total	78	17	29	72	98	107	71	86	84	94	129	83	401 10.7%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	401 10.7%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	- 0.0%
Human Error - Total	68	140	54	69	56	75	73	42	66	85	88	82	462 12.3%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	293 7.8%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	169 4.5%
Sick, Injured, Unruly Passenger - Total	27	28	40	27	20	38	44	30	17	37	26	22	180 4.8%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	174 4.6%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.2%
Weather - Total	97	25	59	4	2	33	104	2	-	37	22	212	220 5.9%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	219 5.8%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1 0.0%
Passenger Loading - Total	33	7	12	10	36	81	94	112	64	35	43	54	179 4.8%
Lift Deployment - Total	17	8	8	13	23	31	29	23	25	15	28	28	100 2.7%
Obstruction/Debris - Total	66	44	43	35	78	64	24	52	25	45	46	23	330 8.8%
Catenary Failure - Total	6	1	4	1	-	-	1	-	18	1	-	1	12 0.3%
Other - Total	15	15	24	20	22	37	32	32	48	22	24	29	133 3.5%
Total Trains Delayed	752	492	514	557	623	822	754	727	773	741	797	989	3,760 100.0%
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	2,968 78.9%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	792 21.1%

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

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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 8: Train Delays by Duration
June 2018

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	48	17	1	3	7	11	8	9	28	14	11	19	24	200
11-15	21	3	2	0	4	9	4	3	9	10	0	15	8	88
16-20	7	4	0	0	0	3	0	2	1	4	1	8	3	33
21+	6	1	1	0	5	1	0	2	4	6	0	23	2	51
Annulled	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>15</u>
Sub-Total	85	26	4	3	16	29	12	16	43	36	13	66	38	387
Weekday Off-Peak **														
6-10	50	10	5	11	2	32	15	8	14	21	7	18	16	209
11-15	11	1	1	2	0	9	7	4	4	10	3	9	9	70
16-20	6	1	0	0	0	1	1	2	9	8	2	4	4	38
21+	6	3	0	0	1	8	0	0	7	6	2	11	5	49
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>9</u>
Sub-Total	76	15	6	13	3	53	23	14	34	45	14	45	34	375
Saturday														
6-10	4	4	3	4	0	4	5	0	3	2	9	8	3	49
11-15	3	1	1	0	0	1	3	0	0	0	3	6	1	19
16-20	2	0	0	0	0	2	1	0	0	1	1	1	2	10
21+	0	0	0	0	0	2	0	0	1	1	1	0	3	8
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	9	5	4	4	0	9	9	0	4	4	14	15	9	86
Sunday-Holiday														
6-10	1	3	0	4	0	0	2	0	2	0	3	4	3	22
11-15	1	1	0	0	0	0	2	0	0	0	2	2	0	8
16-20	0	1	0	0	0	0	1	0	0	0	0	1	1	4
21+	0	0	0	0	0	0	0	0	1	0	1	2	1	5
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	2	5	0	4	0	0	5	0	3	0	6	9	5	39
June 2018 Total														
6-10	103	34	9	22	9	47	30	17	47	37	30	49	46	480
11-15	36	6	4	2	4	19	16	7	13	20	8	32	18	185
16-20	15	6	0	0	0	6	3	4	10	13	4	14	10	85
21+	12	4	1	0	6	11	0	2	13	13	4	36	11	113
Annulled	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>24</u>
TOTAL	172	51	14	24	19	91	49	30	84	85	47	135	86	887
2018 Year-to-Date														
6-10	561	110	53	60	47	344	186	92	319	143	116	195	333	2,559
11-15	242	42	15	15	25	129	91	30	105	73	73	113	130	1,083
16-20	99	18	6	6	14	60	41	26	53	30	42	57	84	536
21+	145	20	6	16	29	111	57	45	97	66	66	129	125	912
Annulled	<u>45</u>	<u>9</u>	<u>2</u>	<u>10</u>	<u>0</u>	<u>23</u>	<u>15</u>	<u>6</u>	<u>25</u>	<u>11</u>	<u>17</u>	<u>13</u>	<u>20</u>	<u>196</u>
TOTAL	1,092	199	82	107	115	667	390	199	599	323	314	507	692	5,286
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
June 2018 Total														
6-10	59.9%	66.7%	64.3%	91.7%	47.4%	51.6%	61.2%	56.7%	56.0%	43.5%	63.8%	36.3%	53.5%	54.1%
11-15	20.9%	11.8%	28.6%	8.3%	21.1%	20.9%	32.7%	23.3%	15.5%	23.5%	17.0%	23.7%	20.9%	20.9%
16-20	8.7%	11.8%	0.0%	0.0%	0.0%	6.6%	6.1%	13.3%	11.9%	15.3%	8.5%	10.4%	11.6%	9.6%
21+	7.0%	7.8%	7.1%	0.0%	31.6%	12.1%	0.0%	6.7%	15.5%	15.3%	8.5%	26.7%	12.8%	12.7%
Annulled	<u>3.5%</u>	<u>2.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.2%</u>	<u>2.4%</u>	<u>2.1%</u>	<u>3.0%</u>	<u>1.2%</u>	<u>2.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2018 Year-to-Date Delays By Duration														
6-10	51.4%	55.3%	64.6%	56.1%	40.9%	51.6%	47.7%	46.2%	53.3%	44.3%	36.9%	38.5%	48.1%	48.4%
11-15	22.2%	21.1%	18.3%	14.0%	21.7%	19.3%	23.3%	15.1%	17.5%	22.6%	23.2%	22.3%	18.8%	20.5%
16-20	9.1%	9.0%	7.3%	5.6%	12.2%	9.0%	10.5%	13.1%	8.8%	9.3%	13.4%	11.2%	12.1%	10.1%
21+	13.3%	10.1%	7.3%	15.0%	25.2%	16.6%	14.6%	22.6%	16.2%	20.4%	21.0%	25.4%	18.1%	17.3%
Annulled	<u>4.1%</u>	<u>4.5%</u>	<u>2.4%</u>	<u>9.3%</u>	<u>0.0%</u>	<u>3.4%</u>	<u>3.8%</u>	<u>3.0%</u>	<u>4.2%</u>	<u>3.4%</u>	<u>5.4%</u>	<u>2.6%</u>	<u>2.9%</u>	<u>3.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (07/25/2018) version from TOPS.