

# On-Time Performance

May 2018



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance May 2018

This report presents an analysis of May 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  
May 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	112	90.6%	883	83	90.6%	2,071	195	90.6%	112	10	91.1%	90	12	86.7%	2,273	217	90.5%
<b>Elec -ML</b>	921	2	99.8%	927	6	99.4%	1,848	8	99.6%	160	1	99.4%	100	2	98.0%	2,108	11	99.5%
<b>-BI</b>	286	1	99.7%	308	8	97.4%	594	9	98.5%	32	1	96.9%	--	--	--	626	10	98.4%
<b>-SC</b>	<u>286</u>	<u>0</u>	100.0%	<u>682</u>	<u>5</u>	99.3%	<u>968</u>	<u>5</u>	99.5%	<u>128</u>	<u>1</u>	99.2%	<u>100</u>	<u>6</u>	94.0%	<u>1,196</u>	<u>12</u>	99.0%
<b>Subtotal</b>	1,493	3	99.8%	1,917	19	99.0%	3,410	22	99.4%	320	3	99.1%	200	8	96.0%	3,930	33	99.2%
<b>Heritage</b>	132	33	75.0%	22	8	63.6%	154	41	73.4%	--	--	--	--	--	--	154	41	73.4%
<b>Milw -N</b>	549	21	96.2%	771	71	90.8%	1,320	92	93.0%	80	12	85.0%	90	9	90.0%	1,490	113	92.4%
<b>-W</b>	<u>593</u>	<u>22</u>	96.3%	<u>683</u>	<u>28</u>	95.9%	<u>1,276</u>	<u>50</u>	96.1%	<u>96</u>	<u>6</u>	93.8%	<u>90</u>	<u>5</u>	94.4%	<u>1,462</u>	<u>61</u>	95.8%
<b>Subtotal</b>	1,142	43	96.2%	1,454	99	93.2%	2,596	142	94.5%	176	18	89.8%	180	14	92.2%	2,952	174	94.1%
<b>NCS</b>	198	19	90.4%	242	25	89.7%	440	44	90.0%	--	--	--	--	--	--	440	44	90.0%
<b>RI</b>	792	34	95.7%	682	42	93.8%	1,474	76	94.8%	116	4	96.6%	128	10	92.2%	1,718	90	94.8%
<b>SWS</b>	242	20	91.7%	418	29	93.1%	660	49	92.6%	24	3	87.5%	--	--	--	684	52	92.4%
<b>UP -N</b>	658	10	98.5%	882	15	98.3%	1,540	25	98.4%	104	11	89.4%	90	6	93.3%	1,734	42	97.6%
<b>-NW</b>	722	24	96.7%	706	25	96.5%	1,428	49	96.6%	96	9	90.6%	75	12	84.0%	1,599	70	95.6%
<b>-W</b>	<u>593</u>	<u>77</u>	87.0%	<u>705</u>	<u>72</u>	89.8%	<u>1,298</u>	<u>149</u>	88.5%	<u>80</u>	<u>8</u>	90.0%	<u>90</u>	<u>6</u>	93.3%	<u>1,468</u>	<u>163</u>	88.9%
<b>Subtotal</b>	1,973	111	94.4%	2,293	112	95.1%	4,266	223	94.8%	280	28	90.0%	255	24	90.6%	4,801	275	94.3%
<b>System</b>	7,160	375	94.8%	7,911	417	94.7%	15,071	792	94.7%	1,028	66	93.6%	853	68	92.0%	16,952	926	94.5%

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

Delays data for most recent month is final (06/21/18) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - May 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>	5,762	582	89.9%	4,286	284	93.4%	10,048	866	91.4%	598	37	93.8%	414	17	95.9%	11,060	920	91.7%
<b>Elec -ML</b>	4,488	88	98.0%	4,500	42	99.1%	8,988	130	98.6%	840	11	98.7%	460	7	98.5%	10,288	148	98.6%
<b>-BI</b>	1,391	32	97.7%	1,498	31	97.9%	2,889	63	97.8%	168	5	97.0%	--	--	--	3,057	68	97.8%
<b>-SC</b>	<u>1,469</u>	<u>27</u>	98.2%	<u>3,317</u>	<u>45</u>	98.6%	<u>4,786</u>	<u>72</u>	98.5%	<u>670</u>	<u>5</u>	99.3%	<u>458</u>	<u>6</u>	98.7%	<u>5,914</u>	<u>83</u>	98.6%
<b>Subtotal</b>	7,348	147	98.0%	9,315	118	98.7%	16,663	265	98.4%	1,678	21	98.7%	918	13	98.6%	19,259	299	98.4%
<b>Heritage</b>	642	78	87.9%	107	18	83.2%	749	96	87.2%	--	--	--	--	--	--	749	96	87.2%
<b>Milw -N</b>	2,673	182	93.2%	3,747	340	90.9%	6,420	522	91.9%	445	29	93.5%	426	25	94.1%	7,291	576	92.1%
<b>-W</b>	<u>2,887</u>	<u>149</u>	94.8%	<u>3,319</u>	<u>154</u>	95.4%	<u>6,206</u>	<u>303</u>	95.1%	<u>507</u>	<u>14</u>	97.2%	<u>414</u>	<u>24</u>	94.2%	<u>7,127</u>	<u>341</u>	95.2%
<b>Subtotal</b>	5,560	331	94.0%	7,066	494	93.0%	12,626	825	93.5%	952	43	95.5%	840	49	94.2%	14,418	917	93.6%
<b>NCS</b>	1,011	83	91.8%	1,177	86	92.7%	2,188	169	92.3%	--	--	--	--	--	--	2,188	169	92.3%
<b>RI</b>	3,852	257	93.3%	3,390	208	93.9%	7,242	465	93.6%	660	17	97.4%	632	33	94.8%	8,534	515	94.0%
<b>SWS</b>	1,177	95	91.9%	2,033	137	93.3%	3,210	232	92.8%	126	6	95.2%	--	--	--	3,336	238	92.9%
<b>UP -N</b>	3,208	119	96.3%	4,283	84	98.0%	7,491	203	97.3%	548	38	93.1%	414	26	93.7%	8,453	267	96.8%
<b>-NW</b>	3,527	194	94.5%	3,427	109	96.8%	6,954	303	95.6%	510	31	93.9%	345	38	89.0%	7,809	372	95.2%
<b>-W</b>	<u>2,888</u>	<u>275</u>	90.5%	<u>3,426</u>	<u>286</u>	91.7%	<u>6,314</u>	<u>561</u>	91.1%	<u>426</u>	<u>29</u>	93.2%	<u>414</u>	<u>16</u>	96.1%	<u>7,154</u>	<u>606</u>	91.5%
<b>Subtotal</b>	9,623	588	93.9%	11,136	479	95.7%	20,759	1,067	94.9%	1,484	98	93.4%	1,173	80	93.2%	23,416	1,245	94.7%
<b>System</b>	34,975	2,161	93.8%	38,510	1,824	95.3%	73,485	3,985	94.6%	5,498	222	96.0%	3,977	192	95.2%	82,960	4,399	94.7%

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

Delays data for most recent month is final (06/21/18) 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-May	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	94.7%	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	86.6%	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	94.4%	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	94.8%	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	94.2	90.5								91.7%	
	<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	93.3%	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	98.3%	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	96.8%	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	97.4%	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	98.6%	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	98.1%	98.1%
	<b>2018</b>	97.7	97.2	99.1	99.0	99.2								98.4%	
	<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	97.8%	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	96.6%	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	85.8%	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	90.6%	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	94.8%	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	95.2	73.4								87.2%	
	<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	92.7%	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	94.6%	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	87.5%	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	92.8%	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	94.9%	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	95.9%	93.8%
	<b>2018</b>	91.8	89.2	95.2	91.6	92.4								92.1%	
	<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	93.2%	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	95.3%	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	91.7%	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	95.3%	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	94.9%	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	96.1%	95.5%
	<b>2018</b>	94.7	91.3	96.3	97.7	95.8								95.2%	
	<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	94.6%	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	92.3%	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	86.2%	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	92.0%	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	93.4%	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	94.0%	94.0%
	<b>2018</b>	93.2	86.4	95.9	95.5	90.0								92.3%	
	<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	91.6%	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-May	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	96.4%	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	90.1%	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	97.7%	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	95.8%	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	96.6%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8								94.0%	
	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	95.3%	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	91.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.5%	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	95.7%	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	95.3%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4								92.9%	
	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	94.6%	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	97.3%	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	95.2%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.5%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.5%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6								96.8%	
	2013-2017 average	96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	97.1%	97.1%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	95.6%	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	93.7%	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	95.8%	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	97.4%	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	96.6%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6								95.2%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.8%	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	95.5%	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	92.9%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.0%	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	95.1%	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	94.9%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9								91.5%	
	2013-2017 average	93.8	93.6	96.2	95.4	94.3	93.0	95.3	94.7	96.0	95.2	95.2	93.6	94.7%	94.7%
System excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.3%	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	92.2%	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	96.4%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.6%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5								94.7%	
	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	95.5%	95.6%

Delays data for most recent month is final (06/21/18) 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  
May 2018**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1202 <b>77% OT</b>	Fri, May 11	6	IW	SLOW PASSENGER HANDLING/RAIN
		Thu, May 24	11	R1	LATE SET TO ATC DUE TO 1200 RULES VIOLATION
		Fri, May 25	7	R	ENGINEER HAD TO GO TO THE BATHROOM
		Wed, May 30	6	D	WORKED MT1 AROUND FREIGHT TRAINS
		Thu, May 31	8	D	QPTLCHC124A - DS AWF
BNSF	1205 <b>82% OT</b>	Thu, May 17	6	ZR1	LATE FLIP FROM 1204
		Thu, May 24	14	R1	EXTRA STOPS DUE TO 1200 ISSUE.
		Tue, May 29	13	ZR1	LATE FLIP/INITIALIZING PTC
		Thu, May 31	9	GM	BOX 2 @ TRUCK CROSSING
BNSF	1233 <b>82% OT</b>	Thu, May 24	7	KW	HEAT INSPECTIONS
		Fri, May 25	7	I1	PASSENGER LOADING.
		Tue, May 29	19	D	HELD AT NAPERVILLE FOR FREIGHT AND AMTRAK.
		Thu, May 31	12	C	WORKED MT3 TO LISLE MOW.
BNSF	1243 <b>82% OT</b>	Wed, May 02	9	K	VEHICLE STALLED ON CROSSING LAGRANGE RD
		Thu, May 24	8	KW	DELAYED FOR TRACK INSPECTIONS.
		Fri, May 25	15	DD	FOLLOWING FREIGHT TRAFFIC. Z CHCSSE9 25.
		Tue, May 29	14	RF	LATE DUE TO THE DISPATCHER NOT GIVE THIS TRAIN THE SIGNAL NAT HILL WEST.
BNSF	1251 <b>59% OT</b>	Wed, May 02	8	GM	CROSSING FAILURE AT DELAPLAINE RD
		Thu, May 03	26	R	METX 200 IN UDE AT CUS
		Wed, May 09	7	UW	ADA UNLOADING AT DGM AND BELMONT
		Thu, May 10	11	ZT	MULTIPLE PTC FAILURES IN ROUTE.
		Mon, May 14	8	L	UNAUTHORIZED PERSONS ON TRACKS NEAR LISLE
		Wed, May 23	11	ZR1	XO MT2-MT1 HIGHLANDS FOR 1278 DUE TO 1276 DELAY
		Thu, May 24	7	KW	HEAT INSPECTIONS
		Fri, May 25	11	DD	DISPATCHER HELD FOR FREIGHT TRAFFIC. Z CHCSSE9 25 & Z CHCPTL9 25.
		Wed, May 30	8	GM	BOX 2 32.2
BNSF	1252 <b>59% OT</b>	Tue, May 01	7	ZG	PENALTY APPLICATION ON CLEAR SIGNAL
		Wed, May 09	10	ZG	PTC PENALTY UNRECOGNIZED SIGNAL
		Thu, May 10	6	ZG	PTC PENALTY LOSE COMMUNICATION WITH SYSTEM.
		Tue, May 15	7	GM	PRAIRIE AVE MP 12.34
		Thu, May 17	8	ZR1	LATE FLIP FROM 1205
		Thu, May 24	10	R1	LATE TURN FROM 1205. 1200 ISSUE.
		Tue, May 29	18	ZR1	LATE FLIP/INITIALIZING PTC
		Wed, May 30	6	KW	FORM A NO TRACK FLAGS MP 20.6
		Thu, May 31	14	ZR	ENGINEER HAVING PTC TROUBLE; WILL HAVE MENTOR RIDE
		BNSF	1259 <b>59% OT</b>	Wed, May 09	8
Thu, May 10	12			DD1	MADE TO FOLLOW 1257 DUE TO FREIGHT ROUTING AT EOLA
Mon, May 14	7			L1	DELAYED DUE TO FOLLOWING 1251 FROM TRESPASSERS AROUND LISLE
Fri, May 18	11			ZT	PTC PENALTY ACCOUNT SIGNAL UNKNOWN, WEST NAPERVILLE.
Mon, May 21	18			UF1	LATE SET DUE TO 1247 DELAY
Wed, May 23	7			ZG1	TRAIN WAS STOPPED DUE TO 1257 GOING INTO PTC SUPPRESSION ACCOUNT PTC- SWITCH UNKNOWN.
Thu, May 24	18			E	ADDED MOTOR, NO BELL
Fri, May 25	8			I	PASSENGER GOT ON WRONG TRAIN - HELD WHILE THEY GOT OFF AND TO CORRECT TRAIN.
BNSF	1269 <b>68% OT</b>	Wed, May 09	14	UW	2 ADA LIFTS AT DGM AND WAITED ON SIGNAL AT FVW
		Fri, May 18	7	R1	DELAY DUE TO THIS TRAIN BEING BLOCKED BY 1274, THAT LOST LOCOMOTIVE POWER WHILE PULLING INTO CUS. 1274 WAS BLOCKING TRACK 12.
		Mon, May 21	12	UF1	FOLLOWING DELAYED 1261
		Tue, May 22	7	ZR1	PTC ERROR.
		Thu, May 24	41	KW	HEAT INSPECTION
		Tue, May 29	8	ZE	WHEEL SLIP CAUSED PTC PENALTY.
		Wed, May 30	13	GM	BOX 2
		Wed, May 02	10	K	VEHICLE STALLED ON CROSSING AT LAGRANGE RD
BNSF	1270 <b>77% OT</b>	Wed, May 23	7	E	METRA 192 SHUT DOWN WHILE STOPPED AT DOWNERS GROVE/ FAIRVIEW.
		Fri, May 25	8	C	10 MPH SPEED RESTRICTION.
		Tue, May 29	9	RF1	LATE DUE TO LATE FLIP OF 1233, DUE TO THIS TRAIN BEING DELAYED FOR FREIGHT TRAIN TRAFFIC.
		Thu, May 31	12	D	TRAIN HELD AT SIGNAL WHILE GRAIN TRAIN AHEAD WAS STOPPED GOING OFF TO THE CSX AT WESTERN AVE.
		Mon, May 07	21	F	OVERSPEED TRIPPED ON CONTROL CAR AT 14TH STREET YARD
BNSF	1271 <b>76% OT</b>	Wed, May 09	7	IW	WAITING ON TRAFFIC DUE TO SLOW UNLOADING IN HEAVY RAIN
		Mon, May 21	10	UF1	FOLLOWING LATE 1269
		Thu, May 24	31	B	RED TAG SWITCH NOT REPAIRED
		Wed, May 30	15	RF	DS MISROUTE. WRONG LINEUP AT HIGHLANDS
BNSF	1276 <b>77% OT</b>	Wed, May 02	11	KD1	ACCOMODATING PASSENGERS FROM 1274
		Thu, May 10	9	DD1	LATE FLIP FROM 1239
		Wed, May 23	10	ZR	PTC WOULD NOT INITIALIZE, WRONG CONTROL CAR NUMBER IN SYSTEM
		Fri, May 25	9	C	10 MPH S/R 31.2-31.6
		Tue, May 29	15	D1	DELAYED DUE TO LATE INBOUND OF 1239 ACCOUNT FREIGHT TRAFFIC.



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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
BNSF	1277	Mon, May 07	10	RA1	DELAYED AT BERWYN DUE TO AMTRAK CUS SOUTH NOT COMMUNICATING ORDER OF TRAINS	
		<b>82% OT</b>	Wed, May 09	6	IW	SLOW PASSENGER HANDLING WEATHER
		Mon, May 21	8	UF1	WAITING ON LATE 1271	
		Thu, May 24	9	KW	HEAT INSPECTIONS	
BNSF	1279	Wed, May 02	14	KD1	LATE FLIP FROM 1278 DUE TO 1274	
		<b>59% OT</b>	Mon, May 07	14	RA1	DELAYED AT BERWYN DUE TO AMTRAK CUS SOUTH NOT COMMUNICATING ORDER OF TRAINS
		Thu, May 10	21	E	HEP FAILURE ON METX 112	
		Fri, May 18	10	R1	DELAYED DUE TO 1274/1273 METX 185 ISSUE CUS	
		Mon, May 21	14	UF1	LATE 1271 AHEAD AT AURORA	
		Wed, May 23	10	GM	HAD TO STOP AND PROTECT CROSSING, BOX 1 AT M.P 17.	
		Thu, May 24	30	KW	HEAT INSPECTIONS	
		Tue, May 29	0	XE	LOCO HAD AIR ISSUES.	
Wed, May 30	11	RF1	WAITING FOR DELAYED 1271 TO SHOVE INTO HILL YARD.			
BNSF	1281	Wed, May 02	11	KD1	ACCOMODATING PASSENGERS FROM 1273	
		<b>82% OT</b>	Mon, May 21	6	UF1	FOLLOWING DELAYED 1373
		Thu, May 24	20	KW1	LATE FLIP, HEAT INSPECTIONS	
		Thu, May 31	8	I	HEAVY PASSENGER LOADING.	
BNSF	1285	Mon, May 07	9	RA1	DELAYED AT BERWYN DUE TO AMTRAK CUS SOUTH NOT COMMUNICATING ORDER OF TRAINS	
		<b>77% OT</b>	Wed, May 09	6	IW	SLOW PASSENGER HANDLING - RAIN
		Thu, May 24	12	KW	HEAT INSPECTIONS	
		Fri, May 25	7	D	DELAYED DUE TO TRAFFIC AND Z CHCPTL9 25 LATE DEPARTURE.	
Wed, May 30	10	RF1	FOLLOWING DELAYED 1373			
BNSF	1287	Mon, May 07	9	RA1	DELAYED AT BERWYN DUE TO AMTRAK CUS SOUTH NOT COMMUNICATING ORDER OF TRAINS	
		<b>77% OT</b>	Mon, May 14	7	DD	DELAYED FOR THE CATMCGK808 AT WEST EOLA
		Thu, May 24	7	KW	FOLLOWING DELAYED 1285	
		Wed, May 30	10	RF1	LATE TURN FROM 1290. FOLLOWED DELAYED 1288 TO BERWYN.	
Thu, May 31	31	VE1	1287 WAS STUCK BEHIND 1285, IN EMERGENCY, COULDN'T REPRODUCE ISSUE.			
BNSF	1288	Mon, May 21	9	UF1	FOLLOWING DELAYED 1255/1284 AT FVW	
		<b>73% OT</b>	Tue, May 22	7	ZR1	PTC ERROR
		Thu, May 24	22	KW1	LATE TURN PLUS HEAT INSPECTIONS	
		Fri, May 25	10	D1	DELAYED DUE TO FREIGHT TRAFFIC HOLDING FOR Z CHCPTL9 25.	
		Tue, May 29	24	RF	DISPATCHER DIDN'T GIVE TRAIN SIGNAL AT HILL WEST.	
Wed, May 30	15	KW	COPY FLASH FLOODS.			
BNSF	1289	Tue, May 22	6	ZR1	PTC ERROR	
		<b>82% OT</b>	Thu, May 24	15	KW1	LATE FLIP 1288
		Tue, May 29	18	RF1	LATE FLIP FROM 1288, LATE TRAIN.	
		Wed, May 30	11	GM1	LATE FLIP OF 1288 AND FOLLOWING OTHER TRAFFIC IN ROUTE.	
BNSF	1295	Mon, May 14	15	E	METX 119 NOT LOADING - CUT OUT #4 TRACTION	
		<b>82% OT</b>	Thu, May 24	20	I	HEAVY RIDERSHIP
		Fri, May 25	7	I	SLOW PASSENGER HANDLING	
		Thu, May 31	33	RF	WRONG TRAIN LINED UP.	
BNSF	1324	Tue, May 01	21	JM	MEDICAL EMERGENCY - PARAMEDICS RESPONDED	
		<b>73% OT</b>	Mon, May 07	11	DD	DISPATCHER ERROR, INCORRECTLY LET FREIGHT IN.
		Wed, May 09	9	D	WAITING ON F GP1 TO CLEAR AT CICERO	
		Thu, May 10	8	CC	WAITING ON 1297 TO PASS LISLE FOR ROUTE ON MT1	
		Fri, May 11	11	C	WAITING ON TRACK INSPECTOR TO CLEAR PLANT AT WEST EOLA ISSUE IN THE PLANT.	
Thu, May 31	18	RF1	LATE FLIP 1325			
BNSF	1325	Tue, May 01	15	JM1	LATE FLIP FROM 1324	
		<b>73% OT</b>	Wed, May 02	15	JM1	PASSENGER EMERGENCY.
		Fri, May 04	8	J	PASSENGER REMOVED	
		Thu, May 17	12	J	UNRULY PASSENGER AT CUS	
		Wed, May 30	20	DD	FREIGHT DISPATCHER ERROR, LATE TRAIN.	
		Thu, May 31	20	RF1	Q STPCHC STOPPED AT EOLA BLOCKING ROUTE THRU WEST EOLA DUE TO HOS.	
BNSF	1373	Wed, May 09	7	IW	LATE FLIP FROM 1284	
		<b>73% OT</b>	Mon, May 21	9	UF1	LATE TURN FROM LIFT FAILURE AT WESTMONT
		Tue, May 22	7	H1	PTC ERROR	
		Thu, May 24	21	KW1	LATE FLIP, HEAT INSPECTIONS	
		Tue, May 29	16	E1	EXTRA LOADING DUE TO PASSENGERS OFF 1279 THAT HAD LOCOMOTIVE ISSUES.	
		Wed, May 30	25	RF	DISPATCHER HAD EXPRESS FOLLOW LOCAL 1285 FROM CICERO TO CONGRESS PARK.	
HC	914	Fri, May 04	6	D	11M DELAY CORWITH ACCT BN HEAD ROOM FOR SWITH MOVES. 629/40AM	
		<b>77% OT</b>	Mon, May 14	14	GF	CN SIGNAL PROBLEMS JACKSON, OHIO, STATEVILLE, TALKED BY MUTIPLE SIGNALS IN ROUTE
		Wed, May 16	10	GF	DELAYED CP CERMAK AACT PLANT PROBLEMS	
		Fri, May 18	8	D	14M DELAY 629/43AMQLACHI PULLED WRONG TRACK , ENG BN8290, 8671'.	
		Fri, May 25	6	D	6M @ CORWITH WAITING ON TRAIN TO YARD	

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

Line	Train	Date	Minutes Delay		Delay Explanation		
			Late	Code			
HC	915 <b>64% OT</b>	Wed, May 02	9	CC	12M CP CERMAK TRACKWORK ON FREEPORT SUB; 4M XO36 RED SIGNAL, ATTEMPTING TO CONTACT UP DISP.		
		Tue, May 08	14	CC1	15M CN TRACKWORK; CP CERMAK FOR TRACKWORK ON FREEPORT SUB, MORE TRACKWORK NEAR LEMONT.		
		Thu, May 10	8	CC	8M CP CERMAK CN TRACKWORK FREEPORT SUB; 8M SLOW ORDERS AND TRACKWORK NEAR LEMONT.		
		Tue, May 15	19	CC	24M CP CERMAK, WAITING ON FORMAN IN CHARGE CN TRACKWORK FREEPORT SUB.		
		Mon, May 21	8	D	FREIGHT TRAIN INTERFERENCE AT BRIGHTON PARK.		
		Thu, May 24	18	CC1	17M BRIGHTON 257/314PM MEET AMTRAK #22 TRACKWORK AHEAD; 3M SPEED RESTRICTIONS THRU WORK ZONE.		
		Fri, May 25	13	CC	16M CN TRACKWORK FREEPORT SUB		
		Tue, May 29	22	AM1	22M CP LUMBER, BRIDGE MALFUNCTION; SWS#819 AHEAD.; 6M CN TRACKWORK		
		HC	917 <b>68% OT</b>	Wed, May 02	13	CC1	15M CP CERMAK MEET HCD#924; COPYING AND COMPLYING WITH INSTRUCTIONS BY TRACK WORK, AND CN RULE 'X' (WEATHER.) 3M LEMOYNE TALKED BY RED SIG.
				Tue, May 08	10	CC	8M CP CERMAK CONTACTING EIC, COPYING AND COMPLYING WITH HIS INSTRUCTIONS THRU CN TRACKWORK; 4M CP CANAL CP382332 CSXT19 W/105CARS.
Wed, May 09	31			CC1	28M CP CERMAK HOLD FOR HCD#924 THRU TRACK WORK, THEN COPYING /COMPLYING WITH EIC INSTRUCTIONS CN TRACKWORK; 6M CORWITH RED SIGNAL		
Thu, May 10	6			CC	3M SLOW ORDERS THRU CN TRACKWORK ZONE FREEPORT SUB. 3M BRIGHTON CROSS TRAFFIC CLEARING.		
Tue, May 15	16			CC	19M TALKED BY SIGNALS AT 21ST ST. AND CP CERMAK ACCT. TRACKWORK ON CN/ 10MPH SLOW ORDER THRU WORK ZONE.		
Tue, May 22	9			GF	3M SLOW ORDER BY TRACK WORK FREEPORT SUB; 3M BRIDGEPORT MEET HCD#924; 6M CORWITH RED SIGNAL AND TALKED BY RED SIGNAL.		
Thu, May 24	6			CC	2M CUS COPYING MANDATORY DIRECTIVES FROM CN DISP; 2M BRIGHTON RED SIGNAL; SLOW ORDERS THRU CN TRACKWORK.		
HC	918 <b>82% OT</b>			Thu, May 03	10	CC	3M LEMOYNE, 3M CORWITH, 4M FREEPORT TRACK WORK
		Fri, May 11	8	D	8M DELAY CORWITH, NO ANSWER FROM BN		
		Wed, May 16	13	GF	DELAYED CP CERMAK ACCT PLANT PROBLEM.		
		Tue, May 29	7	CC	4 SLOW ORDERS AND 1 AWDMM PER CUS, NO TTR		
HC	919 <b>73% OT</b>	Wed, May 09	30	CC1	15M CP CERMAK CN TK WORK, AMTK#305 AHEAD.; 12M BRIGHTON NSB-15 NS6753 W/40CARS, MISCOM WITH CN DISP. 4M RED SIGNAL ARGO/ (CN)		
		Thu, May 10	65	K	4M SLOW ORDEERS THRU WORK ZONE, 53M WILLOW SPRINGS 610/703PM FIRE DEPT AHEAD AT MP 19 FIGHTING BRUSH FIRE. SLOW BY FIREFIGHTERS.		
		Tue, May 15	21	CC	18 MIN FOR RED SIGNAL AT 21ST - 10 MIN RED SIGNAL AT LUMBER.		
		Thu, May 24	9	CC1	7M THRU CN TRACKWORK AND AMTRAK #305 AHEAD; 10M XO36 AMTRAK #305 AND CONFUSION BETWEEN CN AND UP DISPATCHER.		
		Fri, May 25	61	AM1	45M CP LUMBER 530/615PM SOUTH BRANCH BRIDGE STUCK; AMTRAK #305 AHEAD; 20M CN TRACKWORK FOLLOWING AMTK#305		
		Tue, May 29	8	D1	12M BRIGHTON 541/553PM AMTRAK #305 AHEAD STOPPED BY NS15N NS1103 W/46 CARS 7864FT AND NSYPRPI NS9436 W/4800FT.		
HC	921 <b>59% OT</b>	Wed, May 09	26	CC	28M CP CERMAK WAITING FOR FIC TO RESPOND FOR PERMISSION THRU CN TKWORK. ; 3M TO COMPLY WITH HIS INSTRUCTIONS. 5M CORWITH RED SIGNAL.		
		Thu, May 10	28	K1	32M JUSTICE 641/703PM #919 AHEAD STOPPED BY BRUSH FIRE AT MP19 (FIRE FIGHTERS' HOSES ACROSS TRACKS.)		
		Mon, May 14	20	D	27M AT CP BRIGHTON ON FREIGHT TRAIN		
		Tue, May 15	43	CC1	DEPT CUS 22M LATE, LATE FLIP OF #924, SLOW ORDER THRU CN TRACKWORK ZONE FREEPORT SUB.		
		Thu, May 17	17	AM1	7M CP LUMBER CONGESTION DUE TO SO. BRANCH BRIDGE; 6M CN TRACKWORK; 12M CORWITH BNSF ZLPKWSP9 11000FT PULLING INTO YARD.		
		Tue, May 22	7	GF1	10M CORWITH BNSF FREIGHT WHO HAD TO HAND LINE DERAIL (PLANT TROUBLE) ; THEN TALKED BY RED SIGNAL, RESTRICTEEED SPEED TO NEXT FAVORABLE SIGNAL		
		Thu, May 24	10	CC1	DEPT CUS 7M LATE; LATE FLIP OF #924; 6M BRIGHTON AMTRAK EXTRA#309 AHEAD (MIS-COM WITH CN DISP.) RED SIGNALS AT CORWITH, LEMOYNE, CP CANAL.		
		Fri, May 25	22	AM1	DEPT CUS 29M LATE ACCT. LATE FLIP FROM #924 DUE TO SOUTH BRANCH BRIDGE		
		Tue, May 29	10	D	17M CORWITH 628/645PM FOR BNSF QSTOCHI-L BNSF5175 W/6900FT PULLING INTO CORWITH YARD.		
		ELBI	232 <b>77% OT</b>	Thu, May 03	6	ZC	5M DUE TO WAITING ON TRAINS GETTING FLAGED OUT OF THE YARD.
Fri, May 04	7			ZC	7MINS DELAY WAITING ON LATE EQUIPMENT TRAINS OUT THE YARD. HAD TO FLAG ALL TRAINS OUT OF THE YARD		
Mon, May 07	8			G	7M DUE TO WAITING ON TRAINS BEING FLAGGED OUT OF THE YARD AT 11THPL.		
Tue, May 22	7			ZC	WORKING THROUGH 11TH PLACE INSTALL.		
Fri, May 25	7			J	18M (437P/455P) AT KENSINGTON WAITING ON THE POLICE TO REMOVE A PASSENGER		
MN	2125 <b>82% OT</b>	Wed, May 02	16	GW1	16" WAITING ON DELAYED TRAIN #2146 AT RONDOUT.		
		Tue, May 08	12	G	8" FOLLOWING #2123 ENROUTE; 2" STOP SIGNAL MORTON GROVE; 5" STOP SIGNAL, CN XING.		
		Fri, May 18	7	S1	8" DELAY WAITING ON #2146 AT RONDOUT.		
		Fri, May 25	6	D1	6" DELAY, WAITING ON #2146 TO CLEAR THE J.		

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
MN	2128	Mon, May 07	13	RF	7" CALLING FOREMAN OF CANCELLED FORM B, DISPATCHER WOULDN'T ANSWER TO GET CANCELLATION, DISPATCHER ERROR. 1" ADA TO CUS.	
		<b>73% OT</b>	Wed, May 09	7	D1	11" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF #2103.
		Mon, May 14	62	D	32" S/B FREIGHT INTERFERENCE, CN XING; 22" LATE ARRIVAL/TURN OF #2103; 6" SLOW/HEAVY PASSENGER LOADING (457) 3 ADA'S, #2130 PASSENGERS.	
		Thu, May 17	10	A1	5" STOP GRAYSLAKE WAITING ON #2107; 2" LATE TURN FROM #2103; 3" STOP SIGNAL, MAYFAIR; 2" LIBETVILLE SLOW LOADING LARGE GROUP.	
		Tue, May 29	8	CG	8" RESTRICTING A-20 TO NORTH GLENVIEW; 1" 10 MPH TEMPORARY SPEED RESTRICTION, MAYFAIR DIAMOND; 2" FOX LAKE, MOVING AUTHORITY.	
		Thu, May 31	11	G	10" SWITCH FAILURE (#5) @ MORGAN ST.	
MN	2140	Wed, May 02	10	IW	10" DELAY, PASSENGER LOADING EN ROUTE.	
		<b>77% OT</b>	Wed, May 09	6	G	12" CROSS TRAFFIC, CN XING.
		Thu, May 10	8	I	10" PASSENGER LOADING ENROUTE.	
		Thu, May 24	8	I	14" PASSENGER LOADING ENROUTE.	
		Fri, May 25	8	I	10" HEAVY PASSENGER LOADING EN ROUTE.	
MN	2155	Tue, May 01	9	Q1	9" DELAY, WAITING ON #2160 AT RONDOUT.	
		<b>55% OT</b>	Wed, May 02	33	GW1	33" DELAY, WAITING FOR #2160 TO CLEAR AT RONDOUT & LATE TURN FROM #2158.
		Thu, May 03	6	IW	6" ACCOMMODATING BOARDING PASSENGERS.	
		Fri, May 04	36	J	36" DELAY, LATE TURN OF 2158 & MEDICAL EMERGENCY AT LAKE FORESTMALE PASSED OUT IN BATHROOM (DRUG RELATED). WAITED FOR PD & EMS.	
		Wed, May 09	6	G	6" DELAY, SIGNAL PROBLEMS AT CN XING, TALKED BY SIGNAL.	
		Thu, May 10	6	G	6" DELAY, SIGNAL PROBLEM GRAYLAKE, TRACK CIRCUIT, SIGNAL PROBLEMS	
		Thu, May 17	6	U	5" 3 ADA'S AT LIBERTYVILLE; 4" STOPPED AT MAYFAIR DUE TO CROSS TRAFFIC.	
		Wed, May 23	7	D1	7" DELAY, LATE TURN FROM #2158.	
		Thu, May 24	8	II	8" DELAY, WAITING FOR #2160 TO CLEAR RONDOUT.	
		Fri, May 25	6	I	6" DELAY, SLOW PASSENGER LOADING ENROUTE & ITEM #2 @ TOUHY AVE.	
		MN	2158	Wed, May 02	13	GW
<b>82% OT</b>	Fri, May 04			20	D	9" CROSS TRAFFIC, CN XING; 8" WAITING ON #2149 AT GRAYSLAKE; 5" PASSENGER LOADING.
Thu, May 10	7			G1	8" WAITING ON #2149.	
Wed, May 23	11			D1	9" CROSS TRAFFIC, CN; 4" WAITING ON #2149.	
MN	2159	Wed, May 02	35	GW	21" SIGNAL PROBLEMS (WEATHER); 14" WAITING FOR FREIGHT TRAIN TO CLEAR AT RONDOUT.	
		<b>82% OT</b>	Fri, May 04	6	D	8" WAITING FOR WSOR FREIGHT TO CLEAR RONDOUT.
		Thu, May 24	6	D	6" DELAY, WAITING FOR WSOR FREIGHT TO CLEAR RONDOUT.	
		Wed, May 30	9	D	8" DELAY, WAITING FOR FREIGHT TO CLEAR RONDOUT.	
MW	2255	Mon, May 07	8	J1	9" DELAY, LATE TURN FROM #2254.	
		<b>82% OT</b>	Wed, May 16	10	II	10" DELAY, LATE TURN OF #2254.
		Thu, May 17	18	II	10" DELAY, LATE TURN OF #2254.	
		Thu, May 24	10	E1	10" DELAY, FOLLOWING 2157 W/HEP ISSUES.	
NCS	102	Tue, May 08	9	U	3" ADA BUFFALO GROVE; 3" STOP SIGNAL, DEVAL; 3" SLOW LOADING ENGINE #414.	
		<b>82% OT</b>	Wed, May 16	7	A	5" STOP SIGNAL, DEVAL; 3" SLOW PASSENGER LOADING @ LAKE VILLA; 2" SLOW LOADING ENGINE #420.
		Wed, May 23	6	U	3" ADA, BUFFALO GROVE; 3" STOP SIGNAL, DEVAL.	
		Tue, May 29	6	U	3" ADA, ANTIOCH; 2" ADA, BUFFALO GROVE; 3" STOP SIGNAL DEVAL X-TRAFFIC; 2" STOP SIGNAL A-2 X-TRAFFIC.	
		NCS	110	Thu, May 03	9	D
	<b>82% OT</b>	Wed, May 09	11	G	8" SIGNAL PROBLEMS, RESTRICTING MP 28.6; 5" STOP SIGNAL, DEVAL; 3" SLOW PASSENGER LOADING (RAIN).	
		Thu, May 10	7	A	7" DELAY, STOP SIGNAL, DEVAL.	
		Mon, May 14	9	A	9" STOP SIGNAL, DEVAL.	
NCS	114	Tue, May 01	33	CC1	22" LATE TURN FROM #103; 4" STOPPED AT DEVAL; 5" ITEM 1 AT CANAL (HAD TO FLAG TRAINS THROUGH CROSSING).	
		<b>77% OT</b>	Thu, May 03	7	D1	6" LATE TURN FROM 103; 4" CROSS TRAFFIC AT DEVAL.
		Mon, May 07	87	DE1	87" DELAY DUE TO FREIGHT TRAIN IN EMERGENCY AT LAMOND.	
		Tue, May 08	6	CC	6" DELAY, TRACK CONSTRUCTION.	
		Wed, May 23	37	KP1	20" DEPARTED ANTIOCH LATE DUE TO POLICE ACTIVITY; FREIGHT INTERENCE ANTIOCH, FOLLOWING S/B.	
RI	420	Thu, May 03	8	GF	FLAGGED BY THE EJ&E DUE TO A TRACK CIRCUIT.	
		<b>82% OT</b>	Tue, May 08	6	CC	FULL CONSIST DUE TO LSS WORK.
		Thu, May 17	7	G	7M CP PERSHING SWITCH FAILURE STOP AND FLAG PLANT, TRAIN AHEAD	
		Mon, May 21	13	DE1	18M CP MOKENA WAITING ON 405 TO CLEAR DUE TO SINGLE TRACKING AROUND CRL NS9469, 0X8, 300 TONS, AND 880 FT, WITH AIR ISSUES	
RI	516	Fri, May 04	6	CC	18M DELAY AT CP15.6 MEETING RI 515 (TRACK WORK ON EWD)	
		<b>82% OT</b>	Mon, May 07	9	CC	21M BI WAITING ON R1515 TO CLEAR BEV SUB, AND THEN RECEIVING A TK PERMIT ACCOUNT OF SINGLE TRACKING BEV SUB FOR SCHEDULED TK WORK
		Fri, May 11	7	CC	22M DUE TO SINGLE TRACKING ON WWD	
		Thu, May 17	20	CC	30M DUE TO SINGLE TRACKING ON EWD	

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

Line	Train	Date	Minutes Delay		Delay Explanation		
			Late	Code			
RI	605	Fri, May 04	15	CC	17M DELAY AT CP ELIZ WAITING FOR RI 618		
		82% OT	Thu, May 10	8	CC1	8M LATE INTO BI DUE TO SINGLE TRACKING ON WWD	
		Fri, May 11	15	CC	15M LATE INTO BI DUE TO SINGLE TRACKING ON WWD		
		Thu, May 17	22	CC1	22M DUE TO SINGLE TRACKING ON EWD		
RI	609	Tue, May 01	7	GM	7M DELAY DUE TO GATE MALFUNCTION ON THE BEV SUB @ 115TH STREET		
		82% OT	Tue, May 08	10	RD	DEPARTED 10M LATE DUE TO DISPATCHER ERROR.	
		Thu, May 17	9	G	9M DUE TO SWITCH ISSUES AT PERSHING		
		Thu, May 24	16	R	16M LATE INTO BI DUE TO ENGINE TROUBLE WITH THE 406 DID NOT ACKNOWLEDGE ALERTER.		
SWS	806	Wed, May 02	14	DR	17M DELAY 652/709AM ASHBURN ACCT TRACK CIRCUIT DOWN, MTR HAND LINED ROUTE .MET LATE 803 AT ASHBURN.FREIGHT DIDN'T RESET CIRCUIT.		
		82% OT	Thu, May 10	10	G1	17M DELAY ASHBURN ACCT SWITCH FAILURE, MEETING SW803 WHO HAND LINED #3 X-OVER.	
		Tue, May 15	12	G	8M DELAY MEETING SW803, 10M ADDITIONAL HAND LINING SWITCHES FOR ROUTE		
		Fri, May 25	8	N	14M @ASHBURN WAITING ON SW803. CP 518 LOST POWER.		
SWS	823	Thu, May 10	6	AM	8M CP LUMBER BRIDGE ISSUES SOUTH BRANCH BRIDGE.		
		82% OT	Thu, May 24	6	AM	10M CP LUMBER BRIDGE ISSUES SOUTH BRANCH BRIDGE.	
		Tue, May 29	6	YF	9M CP RIDGE TALKED BY RED SIGNALS, TK CIRCUIT FROM EARLIER IHB DERAILMENT		
		Thu, May 31	10	F	LOST 14M EN-ROUTE MECHANICAL ISSUES; HAD TO MANUALLY OPEN ALL DOORS ON LEFT SIDE FROM OAK LAWN ONWARD.		
SWS	833	Fri, May 11	6	GF	8M BELT JCT, POWER OUTAGE, COULD NOT LINE UP SWITCHES THRU PLANT.		
		82% OT	Wed, May 16	9	J	8M CP518 710/718PM FOR NS23K NS2583 57 CARS 8650FT. HEADROOM AT 55TH ST. YARD.; 5M WRIGHTWOOD POLICE ACTIVITY	
		Thu, May 24	23	AM	28M CP LUMBER BRIDGE LIFT, WOULD NOT SEAT.		
		Thu, May 31	7	GF	8M FOREST HILL; TALK BY RED SIGNAL ACCT. TRK CIRCUIT; 4M ASHBURN COPYING AND COMPLYING WITH AWDM CICERO AVE.		
SWS	838	Wed, May 16	9	J1	12M ASHBURN MEET SWS #833 DELAYED BY POLICE ACTIVITY WRIGHTWOOD ( AND NS23K AT CP518.)		
		82% OT	Thu, May 17	11	D	15M CP518 745/800PM FOR NS23K NS9614 52CARS 9300FT DOUBLING INTO 55TH ST. YARD.	
		Fri, May 25	15	AM1	DEPART ORLAND 179TH ST. 29M LATE ACCT. LATE FLIP OF SWS#827.		
		Thu, May 31	10	GF1	4M CICERO AVE COPYING AND COMPLYING W/ AWDM; 8M ASHBURN MEET SWS#833; 4M FOREST HILL RED SIGNAL.		
UPNW	628	Thu, May 03	12	D1	12" DEPARTED EIGHT MINUTES LATE DUE TO TRAIN AHEAD OUT OF BARRINGTON FOLLOWING TRAINS ENROUTE.		
		82% OT	Fri, May 11	8	VE	SLOW LOADING ENGINE METX #150, HAVING TROUBLE GETTING TO TRACK SPEED, MEETING TRAINS EN ROUTE.	
		Tue, May 15	54	B1	DELAYED, SIGNAL ISSUES @ MAYFAIR HUMAN ERROR.		
		Thu, May 17	16	VE	SLOW LOADING ENGINE WITH METX 174, UNABLE TO GET TO TRACK SPEED IN A TIMELY MANNER, FLAGGED AT MAYFAIR DUE TO TRACK CIRCUIT OUT.		
UPNW	630	Thu, May 03	8	D1	8" FOLLOWING TRAINS AHEAD ENROUTE.		
		82% OT	Fri, May 11	10	VE1	FOLLOWING #628 EN ROUTE TO CPT.	
		Tue, May 15	51	B1	DELAYED, SIGNAL ISSUES @ MAYFAIR HUMAN ERROR.		
		Thu, May 17	16	VE1	FOLLOWING #628 EN ROUTE.		
UPNW	652	Wed, May 02	9	GM1	LATE DEPARTURE OFF #621 CREW & EQUIPMENT ON ACCT. OF XH PROCEDURE.		
		68% OT	Thu, May 03	8	K	8" DELAYED ON ACCT OF OPERATED @RESTRICTED SPEED @ MP3.21 DUE TO TO SEMI TRUCK STUCK UNDER THE BRIDGE.	
		Fri, May 04	8	I	HEAVY AND SLOW LOADING OF A GROUP TRAVEL OF 40 PEOPLE.		
		Wed, May 16	17	KP1	DEPARTED CRYSTAL LAKE 19" LATE ON ACCOUNT OF LATE ARRIVAL OF #621.		
		Tue, May 22	8	D	WAITED FOR CROSSTRAFFIC @ MAYFAIR ALSO WAITED FOR A SIGNAL @ BRIDGE A @ LAKE ST.		
		Thu, May 24	10	I	HEAVY PASSENGER LOADING EN ROUTE.		
UPW	30	Tue, May 01	8	U	SLOW DETRAINING AN ADA LIFT PASSENGER @ OAK PARK ON ACCT. OF OPERATING CENTER TRACK & ADA WAS ON THE 2ND CAR OF TRAIN CONSIST.		
		68% OT	Thu, May 03	6	RD	6" STOPPED AT WESTERN AVE FOR THE 2116, 2218, AND THE 2214.	
		Wed, May 09	6	K1	RESTRICTED SPEED PAST BRIDGE STRIKE MP 7.61, FOLLOWING TRAINS AHEAD.		
		Wed, May 16	7	DE1	FOLLOWING TRAINS AHEAD EN ROUTE.		
		Thu, May 17	10	H1	FOLLOWING #28 EN ROUTE.		
		Fri, May 18	6	GW1	FOLLOWING TRAINS AHEAD, 1 ADA LIFT, STOPPED TO PICK UP YARD CREW AT CAL AVE, CROSS TRAFFIC AT HALSTED. STORM KNOCKED OUT SIGNALS		
		Tue, May 22	6	U	SLOW LOADING LAST MINUTE ADA PASSENGER & DEAD TRACK MP 13.0-12.5.		
		UPW	34	Tue, May 01	6	U1	DELAYED FOLLOWING #32 ON ACCT OF TWO ADA LIFTS.
		68% OT	Wed, May 09	9	K1	RESTRICTED SPEED PAST BRIDGE STRIKE MP 7.61, FOLLOWING TRAINS AHEAD.	
		Thu, May 10	10	H	STOPPED AT BERKELEY DUE TO NO DOOR LIGHT, CREW WALKED CONSIST, OPENED AND SHUT DOORS A COUPLE OF TIMES & RECEIVED DOOR LIGHT.		
Thu, May 17	7	H1	FOLLOWING #32 EN ROUTE.				
Fri, May 18	8	GW1	WAITED FOR #32 TO CLEAR PARK.				
Mon, May 21	10	GW1	DELAYED ON ACCT. OF LATE TURN OFF #19 CREW & EQUIPMENT, DUE TO SIGNAL ISSUES @ ARDMORE AVE MP 17.71 (CPU CARD FAILED, DUE TO WEATHER).				
Fri, May 25	8	F	DOOR LIGHT ISSUES WITH #8743 CREW HAD TO RUN OFF THE BUZZER.				

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPW	41	Wed, May 02	10	D	TRAIN CONTROL STARTING @ WINFIELD ON ACCT. OF FREIGHT TRAIN INTERFERENCE (AGBNPB-01).	
		<b>77% OT</b>	Thu, May 03	15	D	15" M41-03, AND M54-03 FOLLOWING YPRCU, AND THAT TRAIN WAS FOLLOWING MPRPB, AFTER YPRCU CLEARED THE ZBRG1 RAN FIRST AT VALE.
			Tue, May 08	11	D	DELAYED DUE TO CROSS TRAFFIC @ WESTERN ALSO FOLLOWED THE MPRMP-06 COLLEGE AVE TO WINFIELD.
			Tue, May 15	11	K	HAD A 10MPH SPEED RESTRICTION @ MP 7.61 DUE TO A REPORT OF A BRIDGE STRIKE.
			Wed, May 16	30	JM	WAITED FOR PARAMEDICS AT LA FOX TO REMOVE A PASSENGER THAT FELL ON THE TRAIN.
UPW	42	Wed, May 09	8	U	SIX ADA LIFTS.	
		<b>77% OT</b>	Fri, May 11	10	U	EIGHT ADA LIFTS, HEAVY PASSENGER LOADING EN ROUTE.
			Mon, May 14	15	GT	CREW HAD TO WALK & INSPECT EQUIP. @ LOMBARD, NO ENTRANCE MESSAGE FROM HOT BOX DETECTOR @ MP29.
			Wed, May 16	85	KP	HELD AT OAK PARK DUE TO POLICE ACTIVITY AT CPT.
			Wed, May 23	17	D	STOPPED AT 25TH AVE DUE TO THE IOJPRJ-23RD GOING INTO THE YARD.
UPW	45	Thu, May 03	15	D1	15" DELAYED FOLLOWING M43 AND WAITED FOR M43 TO CROSSOVER @ ELMHURST DUE TO FREIGHT TRAIN INTERFERENCE.	
		<b>73% OT</b>	Tue, May 08	7	G1	DELAYED @ PARK WAITING FOR #43 TO CROSSOVER AND TURN FOR #4302.
			Thu, May 10	6	D	DELAYED AT KEDZIE WAITING FOR ZBRG1 TO CLEAR INTO THE ROCKWELL.
			Tue, May 15	0	XE	ANNULLED @ OAK PARK THE METX 142 STOPPED LOADING AFTER TROUBLE SHOOTING COULD NOT GET ENGINE TO OPERATE PROPERLY.
			Fri, May 25	12	E	BAD ORDER ATC ON THE METX 163 HAD TO CUT IT OUT AND PROCEED ON BLOCKS FROM MP 14.3 TO ELBURN.
			Wed, May 30	8	U	DOUBLE SPOT TRAIN @ OAK PARK IN ORDER TO DETRAIN ADA PASSENGER , DUE TO PLATFORM CONSTRUCTION & LATE ADA PASSENGER @ OAK PARK.
UPW	47	Thu, May 03	6	D	6" DELAYED AT KEDZIE WAITING FOR ZBRG1 TO CLEAR INTO ROCKWELL AND TRAIN CONTROL LOMBARD-WHEATON FOLLOWING M45 DUE TO M41 FREIGHT INTERF.	
		<b>82% OT</b>	Tue, May 15	11	E1	DELAYED, #45 BROKE DOWN @ OAK PARK ON TRK 3 WAITED FOR #54 TO CLEAR ON TRK 1 @ KEDZIE TO PROCEED WEST DUE TO QNLPR ON TRK 2.
			Fri, May 25	7	E1	DELAYED FOLLOWING #45.
			Wed, May 30	6	U1	TRAIN CONTROL FOLLOWING #45 FINLEY RD-WHEATON & LA FOX-ELBURN, DUE TO #45 ACCOMMODATING 2 ADA LIFT PASSENGERS @ OAK PARK.
UPW	51	Thu, May 03	12	D1	12" DELAYED FOLLOWING M49 DUE TO M47 FREIGHT TRAIN INTERFERENCE.	
		<b>82% OT</b>	Mon, May 14	10	IW	DELAYED @ WEST CHICAGO WAITED FOR PASSENGERS TO LOAD DUE TO THE PEDESTRIAN TUNNEL BEING FLOODED.
			Tue, May 15	22	E1	DELAYED BEHIND TRAINS AHEAD STOPPED @ KEDZIE DUE TO #45 BROKE DOWN @ OAK PARK ALSO DELAYED FOLLOWING TRAINS AHEAD.
			Wed, May 30	8	DW	DELAYED @ TURNER WAITING ON MCLPR TO CLEAR IN ORDER TO OPERATE TRK 1 ON ACCT. OF WEST CHICAGO TUNNEL FLOODED & 1 ADA LIFT.
UPW	52	Thu, May 03	14	C	14" 10 MPH SLOW ORDER BETWEEN MP19-MP17.25.	
		<b>73% OT</b>	Fri, May 04	12	I	SLOW LOADING OF GROUP TRAVEL.
			Thu, May 10	7	D	FOLLOWED CBTMQ9 FROM PECK TO WEST CHICAGO.
			Mon, May 14	14	D	DELAYED FOLLOWING ZLTG2, ALSO SLOW PASSENGER LOADING @ VILLA PARK & ELMHURST.
			Wed, May 23	9	D	FREIGHT TRAIN INTERFERENCE @ ELMHURST (ZG2OA) & HEAVY PASSENGER LOADING LOMBARD-ELMHURST.
			Thu, May 31	7	II	DELAYED WAITING ON #35 TO CLEAR TURNER.
UPW	54	Wed, May 02	40	D	FREIGHT TRAIN INTERFERENCE FROM PECK TO KEDZIE (ILXAHX).	
		<b>73% OT</b>	Thu, May 03	24	D	24" M54-03 FOLLOWED TH YPRCU AND THAT TRAIN WAS FLOWING MPRPB.
			Thu, May 10	25	D	FOLLOWED ZBRG1 FROM VALE TO KEDZIE(21"), CROSSED OVER TO TRACK 2 AT KEDZIE & WAITED FOR #45 TO CLEAR.
			Tue, May 15	22	K	HAD A 10MPH SPEED RESTRICTION @ MP7.61 DUE TO A REPORT OF A BRIDGE STRIKE & LATE TURN OF EQUIPMENT FROM #35.
			Tue, May 22	7	U	1 ADA LIFT @ WHEATON ALSO SLOW PASSENGER LOADING @ WINFIELD GLEN ELLYN & VILLA PARK ALSO DELAYED 25TH-VALE FOLLOWING FREIGHT.
			Tue, May 29	7	U	2 ADA LIFTS ALSO LATE TURN OF EQUIPMENT FROM #35.
UPW	55	Wed, May 02	12	R1	DELAYED FOLLOWING #53, #53 COULD NOT FIND ENGINE KEY TO METX139 UNTIL DEPARTURE TIME.	
		<b>76% OT</b>	Mon, May 14	10	IW1	DELAYED FOLLOWING TRAINS AHEAD DUE TO SLOW LOADING/UNLOADING OF PASSENGERS DURING STORM.
			Tue, May 15	60	E1	DELAYED BEHIND TRAINS AHEAD STOPPED @ KEDZIE DUE TO #45 BROKE DOWN @ OAK PARK ALSO DELAYED FOLLOWING TRAINS AHEAD.
			Tue, May 22	8	U1	DELAYED FOLLOWING TRAINS AHEAD.
			Thu, May 24	7	U1	TRAIN CONTROL OAK-PARK-ELMHURST FOLLOWING TRAINS AHEAD & XH @ 22.28.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
UPW	57	Tue, May 01	68		J	WAITED FOR POLICE TO HAVE THE BOMB SQUAD AND CANINE UNIT INSPECT & REMOVE A UNATTENDED PACKAGE LEFT ON THE EQUIPMENT.	
		<b>82% OT</b>	Mon, May 14	16		IW1	DELAYED FOLLOWING TRAINS AHEAD, CROSS TRAFFIC @ CN WASHINGTON ST INTERLOCKING & SLOW LOADING @ WEST CHICAGO.
			Tue, May 15	52		E1	DEPARTED ON #59 SCHEDULE DUE TO #59 BEING ANNULLED, USED #59 CREW & EQUIP. TO GET #45 EQUIP OFF THE MAIN LINE.
			Thu, May 24	9		VE	BAD ORDER ATC REPORTED METX163 OPERATED ON ABSOLUTE BLKS FROM CPY015-CPY044. NO DEFECTS FOUND.
UPW	59	Wed, May 02	9		R1	DELAYED FOLLOWING #57 BETWEEN OAK PARK-ELMHURST, DUE TO #53 COULDN'T FIND THE KEY TO METX139 UNTIL DEPARTURE TIME.	
		<b>68% OT</b>	Mon, May 14	6		IW	SLOW UNLOADING OF PASSENGERS DUE TO WEATHER.
			Tue, May 15	0		E1	ANNULLED, USED CREW & EQUIP. TO TIE ON TO #45 EQUIPMENT OFF THE MAIN LINE, #45 BROKE DOWN @ OAK PARK.
			Thu, May 17	10		G	LATE DEPARTURE FROM CPT ON ACCT. OF SWITCH 107 FAILED TO LOCK REVERSE & NORMAL.
			Fri, May 18	9		G	DEPARTED 9" DOWN TO THE #107 SWITCH FAILED TO REVERSE WAITED FOR MAINTAINER TO CORRECT ISSUE.
			Tue, May 22	6		U1	DELAYED FOLLOWING TRAINS AHEAD.
UPW	60	<b>82% OT</b>	Mon, May 14	7		IW1	LATE TURN OF EQUIP. FROM #59.
			Tue, May 15	0		E1	ANNULLED, USED CREW & EQUIP. TO TIE ON TO #45 THAT WAS BROKE DOWN @ OAK PARK TO GET EQUIPMENT OFF THE MAIN LINE.
			Thu, May 17	11		G1	LATE TURN OFF #59 CREW & EQUIPMENT ON ACCT. OF SWITCH ISSUES.
			Fri, May 18	6		G1	LATE TURN FROM #59.
UPW	63	Tue, May 01	34		J1	STAGED AT LAFOX DUE TO #57 WAITING FOR POLICE BOMB SQUAD AND CANINE UNIT TO INSPECT & REMOVE A UNATTENDED PACKAGE LEFT ON THE EQUIP.	
		<b>82% OT</b>	Thu, May 03	12		J	12" DELAYED @MAYWOOD WAITING ON POLICE TO REMOVE UNRULY MALE THREATENED CONDUCTOR. PERSON DETRAIN BEFORE POLICE ARRIVED.
			Tue, May 15	19		E1	DELAYED FOLLOWING TRAINS AHEAD.
UPW	64	<b>82% OT</b>	Thu, May 17	90		DM	STOPPED AT COLLEGE AVENUE DUE TO FREIGHT TRAIN UENUTI-17 STRUCK A PEDESTRIAN @ WINFIELD DEPOT (MP27.5), TRACK TWO.
			Tue, May 01	66		J1	LATE TURN OF #57. #57 HAD UNATTENDED PACKAGE LEFT ON EQUIPMENT.
			Mon, May 14	28		IW1	LATE TURN OF EQUIP. FROM #57. ALSO WAITED FOR MSKNP TO CLEAR TRACK 1 @ PARK (12").
			Tue, May 15	48		E1	LATE TURN OF EQUIPMENT FROM #57.
UPW	66	<b>77% OT</b>	Thu, May 17	140		DM	STOPPED AT WEST CHICAGO DUE TO FREIGHT TRAIN (UENUTI-17) STRUCK A PEDESTRIAN @ WINFIELD DEPOT (MP27.5), TRACK TWO.
			Tue, May 01	37		J1	LATE TURN OF #63 THAT WAITED FOR #64 TO DEPART ELBURN DUE TO #57 HAVING AN UNATTENDED PACKAGE ON EQUIPMENT.
			Mon, May 07	16		D	DELAYED @ PARK WAITED FOR THE MMTPR TO CLEAR INTO PROVISIO ON TRACK 1 ALSO HAS SLOW PASSENGER LOADING ENROUTE.
			Mon, May 14	8		D	DELAYED FOLLOWING ZG3SKP.
			Tue, May 15	12		E1	LATE TURN OF EQUIPMENT FROM #63.
UPW	67	<b>77% OT</b>	Thu, May 17	60		DM1	LATE ARRIVAL OF #63 CREW & EQUIPMENT, FREIGHT TRAIN (UENUTI-17) STRUCK A PEDESTRIAN @ WINFIELD DEPOT (MP27.5), TRACK TWO.
			Thu, May 03	40		G1	40" STOPPED @GENEVA STATION ON ACCT OF SWITCH #3 TRACK TWO FAILED TO NORMAL AND REVERSE @CPY038.
			Tue, May 08	20		L	STOPPED @ MP , WAITED FOR PD TO RELEASE TRACK @ MP 7.8 DUE TO REPORT OF A SUICIDAL PERSON ON THE TRACKS.
			Fri, May 11	19		JM	STOPPED @ WHEATON, WAITING ON EMS TO REMOVE A WOMAN COMPLAININGABOUT A SORE HIP (RECENTLY HAD SURGERY, NO INCIDENT ON TRAIN).
			Mon, May 14	9		IW	MET WITH #66 AT PARK; SLOW PASSENGER LOADING @ WEST CHICAGO DUE TO PEDESTRIAN TUNNEL BEING FLOODED.
UPW	70	<b>82% OT</b>	Thu, May 17	30		DM1	DELAYED DUE TO FREIGHT TRAIN UENUTI-17 STRUCK A PEDESTRIAN @ WINFIELD DEPOT (MP27.5), TRACK TWO.
			Thu, May 03	35		G1	35" LATE DEPARTURE OUT OF ELBURN DUE TO LATE ARRIVAL OF M67 CREW AND EQUIPMENT.
			Fri, May 11	8		JM1	DEPARTED ELBURN 12" LATE, LATE ARRIVAL OF #67.
			Thu, May 17	0		DM1	LATE ARRIVAL OF #67 CREW & EQUIPMENT DUE TO FREIGHT TRAIN (UENUTI-17) STRUCK A PEDESTRIAN @ WINFIELD DEPOT (MP27.5) TRACK TWO.
		Thu, May 24	20		CC	STOPPED AT MP34, TRK 1, DUE TO WAITED TO BE CLEARED PASSED FORMB. WAITED FOR M.O.W HAD TO GET IN THE CLEAR TO RESUME TRAIN OPS.	

Data is final (06/21/18) 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	KK	Obstruction On Tracks	<b>14 Sick, Injured, Unruly Passenger</b>				<b>9 Track Work</b>			
KD	KD1	KKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	KKP	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**  
May 2018

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W					N	NW	W	
<b>Freight Interference - Total</b>	<b>29</b>	-	-	-	<b>8</b>	<b>23</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>6</b>	<b>32</b>	<b>136</b>	
Freight Interference - Peak	8	-	-	-	7	3	1	5	1	1	-	3	13	42	
Primary	7	-	-	-	6	1	-	4	1	1	-	1	6	27	
Secondary	1	-	-	-	1	2	1	1	-	-	-	2	7	15	
Freight Interference - Off-Peak	21	-	-	-	1	20	9	9	4	6	2	3	19	94	
Primary	17	-	-	-	1	10	8	6	2	6	1	3	15	69	
Secondary	4	-	-	-	-	10	1	3	2	-	1	-	4	25	
<b>Signal/Switch Failure - Total</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>27</b>	<b>6</b>	<b>6</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>11</b>	<b>15</b>	<b>145</b>	
Signal/Switch Failure - Metra/PSA	21	2	3	3	-	23	6	5	20	5	4	6	15	113	
Primary	17	2	3	3	-	22	5	5	16	3	4	4	8	92	
Secondary	4	-	-	-	-	1	1	-	4	2	-	2	7	21	
Signal/Switch Failure - Foreign	3	-	-	-	6	4	-	1	2	11	-	5	-	32	
Primary	1	-	-	-	5	2	-	1	2	5	-	1	-	17	
Secondary	2	-	-	-	1	2	-	-	-	6	-	4	-	15	
<b>Mechanical Failure - Total</b>	<b>9</b>	-	-	-	-	<b>3</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>6</b>	-	<b>21</b>	<b>74</b>	
Mechanical Failure - Metra/PSA	9	-	-	-	-	3	15	6	8	6	6	-	21	74	
Non-Locomotive Equipment Failure - Metra/PSA	2	-	-	-	-	-	-	-	-	2	4	-	2	10	
Primary	2	-	-	-	-	-	-	-	-	2	2	-	2	8	
Secondary	-	-	-	-	-	-	-	-	-	-	2	-	-	2	
Locomotive Failure - Metra/PSA	7	-	-	-	-	3	15	6	8	4	2	-	19	64	
Primary	6	-	-	-	-	2	2	1	2	1	2	-	4	20	
Secondary	1	-	-	-	-	1	13	5	6	3	-	-	15	44	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	-	<b>4</b>	<b>7</b>	<b>1</b>	<b>3</b>	-	<b>17</b>	-	-	-	<b>33</b>	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	6	1	3	-	-	-	-	-	10	
Passenger Train Interference - Foreign	1	-	-	-	4	1	-	-	-	17	-	-	-	23	
<b>Accident - Total</b>	<b>1</b>	-	-	<b>2</b>	-	-	<b>2</b>	<b>5</b>	<b>7</b>	<b>1</b>	-	-	<b>7</b>	<b>25</b>	
Accident - Metra/PSA	-	-	-	2	-	-	2	1	7	-	-	-	-	12	
Accident - Foreign	1	-	-	-	-	-	-	4	-	1	-	-	7	13	
<b>Track Work - Total</b>	<b>9</b>	<b>3</b>	<b>3</b>	-	<b>21</b>	<b>16</b>	-	<b>3</b>	<b>24</b>	-	<b>13</b>	<b>2</b>	<b>6</b>	<b>100</b>	
Track Work - Metra/PSA	8	3	3	-	21	16	-	3	24	-	13	2	6	99	
Track Work - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1	
<b>Human Error - Total</b>	<b>54</b>	-	-	<b>4</b>	-	<b>9</b>	<b>6</b>	<b>1</b>	<b>5</b>	-	<b>1</b>	<b>7</b>	<b>7</b>	<b>94</b>	
Human Error - Metra/PSA	30	-	-	4	-	7	4	-	5	-	1	6	7	64	
Human Error - Foreign	24	-	-	-	-	2	2	1	-	-	-	1	-	30	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>8</b>	<b>4</b>	<b>1</b>	-	-	<b>3</b>	<b>6</b>	-	<b>3</b>	<b>2</b>	<b>3</b>	-	<b>13</b>	<b>43</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	8	4	1	-	-	3	6	-	3	2	3	-	13	43	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	<b>37</b>	-	-	-	-	<b>10</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	-	-	<b>20</b>	<b>71</b>	
Weather - Metra/PSA	37	-	-	-	-	10	1	1	2	-	-	-	19	70	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
<b>Passenger Loading - Total</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>9</b>	<b>10</b>	-	<b>6</b>	-	<b>2</b>	<b>14</b>	<b>6</b>	<b>67</b>	
<b>Lift Deployment - Total</b>	<b>15</b>	-	-	-	-	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	-	<b>1</b>	<b>5</b>	<b>16</b>	<b>45</b>	
<b>Obstruction/Debris - Total</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	-	-	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>12</b>	<b>18</b>	<b>60</b>	
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Other - Total</b>	<b>4</b>	-	-	-	-	<b>4</b>	<b>3</b>	-	<b>2</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>2</b>	<b>33</b>	
<b>Total Trains Delayed</b>	<b>217</b>	<b>11</b>	<b>10</b>	<b>12</b>	<b>41</b>	<b>113</b>	<b>61</b>	<b>44</b>	<b>90</b>	<b>52</b>	<b>42</b>	<b>70</b>	<b>163</b>	<b>926</b>	
Total Metra/PSA Delays	158	11	10	12	23	83	49	24	83	16	40	58	123	690	
Total Foreign Carrier Delays	59	0	0	0	18	30	12	20	7	36	2	12	40	236	

Data for current month is FINAL (06/21/18) 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 May 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>23</b>	-	-	-	<b>3</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>91</b>	
Freight Interference - Peak	13	-	-	-	2	3	3	5	-	3	1	1	5	36	
Primary	8	-	-	-	2	2	2	4	-	2	0	1	2	23	
Secondary	6	-	-	-	-	1	1	1	-	1	0	1	3	13	
Freight Interference - Off-Peak	10	-	-	-	0	7	9	6	2	9	1	2	10	55	
Primary	7	-	-	-	0	5	7	5	2	7	0	2	7	43	
Secondary	2	-	-	-	-	2	2	0	0	2	0	0	2	12	
<b>Signal/Switch Failure - Total</b>	<b>26</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>12</b>	<b>11</b>	<b>122</b>	
Signal/Switch Failure - Metra/PSA	13	4	3	4	0	16	12	4	6	3	6	11	10	92	
Primary	10	3	2	2	0	7	6	3	5	2	1	3	4	49	
Secondary	3	1	1	2	-	9	6	1	1	1	4	9	6	44	
Signal/Switch Failure - Foreign	13	-	-	-	2	1	1	4	-	6	0	0	1	29	
Primary	10	-	-	-	2	1	1	2	-	4	0	0	1	21	
Secondary	3	-	-	-	0	0	0	2	-	2	-	-	-	8	
<b>Mechanical Failure - Total</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>6</b>	<b>83</b>	
Mechanical Failure - Metra/PSA	17	2	0	0	0	10	5	3	15	3	9	13	6	82	
Non-Locomotive Equipment Failure - Metra/PSA	3	2	0	0	-	0	1	-	1	-	2	1	4	14	
Primary	1	1	0	0	-	0	1	-	1	-	1	1	2	8	
Secondary	2	1	-	-	-	-	1	-	0	-	1	0	2	7	
Locomotive Failure - Metra/PSA	15	-	-	-	0	9	4	3	14	3	7	12	2	68	
Primary	5	-	-	-	0	2	1	1	5	1	2	2	1	21	
Secondary	10	-	-	-	-	7	2	2	9	2	5	10	1	47	
Mechanical Failure - Foreign	-	1	-	-	-	-	-	-	-	-	-	-	-	1	
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>15</b>	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	0	1	1	0	0	-	0	4	
Passenger Train Interference - Foreign	2	0	-	1	2	1	0	-	1	4	-	-	-	11	
<b>Accident - Total</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>47</b>	
Accident - Metra/PSA	10	1	0	-	-	6	6	4	1	1	1	8	5	43	
Accident - Foreign	1	-	-	-	-	-	1	-	-	1	-	1	1	4	
<b>Track Work - Total</b>	<b>45</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>21</b>	<b>113</b>	
Track Work - Metra/PSA	45	2	1	3	1	12	3	1	8	2	9	5	21	112	
Track Work - Foreign	0	-	-	-	-	0	0	1	-	-	-	-	-	1	
<b>Human Error - Total</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>49</b>	
Human Error - Metra/PSA	7	7	2	3	-	2	1	1	6	1	3	2	1	38	
Human Error - Foreign	2	-	-	-	1	1	1	1	0	2	1	1	1	11	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>-</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>32</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	3	7	1	1	0	2	3	-	5	0	4	5	1	32	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>13</b>	
Weather - Metra/PSA	3	1	-	-	-	2	1	1	3	1	1	-	0	13	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Loading - Total</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>4</b>	<b>3</b>	<b>-</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>5</b>	<b>49</b>	
<b>Lift Deployment - Total</b>	<b>2</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>13</b>	
<b>Obstruction/Debris - Total</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>39</b>	
<b>Catenary Failure - Total</b>	<b>-</b>	<b>2</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	
<b>Other - Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>20</b>	
<b>Total Trains Delayed</b>	<b>158</b>	<b>38</b>	<b>11</b>	<b>19</b>	<b>10</b>	<b>76</b>	<b>53</b>	<b>30</b>	<b>64</b>	<b>41</b>	<b>43</b>	<b>66</b>	<b>82</b>	<b>690</b>	
Total Metra/PSA Delays	117	36	11	18	2	62	38	14	61	15	40	61	65	540	
Total Foreign Carrier Delays	41	2	-	1	8	15	15	16	3	26	3	5	17	150	

Data for current month is FINAL (06/21/18) 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**  
**May 2018 Compared to Average May 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>6</b>	-	-	-	<b>5</b>	<b>12</b>	<b>(1)</b>	<b>4</b>	<b>3</b>	<b>(5)</b>	<b>1</b>	<b>3</b>	<b>17</b>	<b>45</b>
Freight Interference - Peak	(5)	-	-	-	5	(0)	(2)	0	1	(2)	(1)	2	8	6
Primary	(1)	-	-	-	4	(1)	(2)	0	1	(1)	(0)	0	4	4
Secondary	(5)	-	-	-	1	1	0	0	-	(1)	(0)	1	4	2
Freight Interference - Off-Peak	11	-	-	-	1	13	0	3	2	(3)	1	1	9	39
Primary	10	-	-	-	1	5	1	1	0	(1)	1	1	8	26
Secondary	2	-	-	-	-	8	(1)	3	2	(2)	1	(0)	2	13
<b>Signal/Switch Failure - Total</b>	<b>(2)</b>	<b>(2)</b>	<b>0</b>	<b>(1)</b>	<b>4</b>	<b>9</b>	<b>(7)</b>	<b>(2)</b>	<b>16</b>	<b>6</b>	<b>(2)</b>	<b>(1)</b>	<b>4</b>	<b>23</b>
Signal/Switch Failure - Metra/PSA	8	(2)	0	(1)	(0)	7	(6)	1	14	2	(2)	(5)	5	21
Primary	7	(1)	1	1	(0)	15	(1)	2	11	1	3	1	4	43
Secondary	1	(1)	(1)	(2)	-	(8)	(5)	(1)	3	1	(4)	(7)	1	(23)
Signal/Switch Failure - Foreign	(10)	-	-	-	4	3	(1)	(3)	2	5	(0)	5	(1)	3
Primary	(9)	-	-	-	3	1	(1)	(1)	2	1	(0)	1	(1)	(4)
Secondary	(1)	-	-	-	1	2	(0)	(1)	-	3	-	4	-	7
<b>Mechanical Failure - Total</b>	<b>(8)</b>	<b>(3)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(7)</b>	<b>10</b>	<b>3</b>	<b>(7)</b>	<b>3</b>	<b>(3)</b>	<b>(13)</b>	<b>15</b>	<b>(9)</b>
Mechanical Failure - Metra/PSA	(8)	(2)	(0)	(0)	(0)	(7)	10	3	(7)	3	(3)	(13)	15	(8)
Non-Locomotive Equipment Failure - Metra/PSA	(1)	(2)	(0)	(0)	-	(0)	(1)	-	(1)	2	2	(1)	(2)	(4)
Primary	1	(1)	(0)	(0)	-	(0)	(1)	-	(1)	2	1	(1)	0	0
Secondary	(2)	(1)	-	-	-	-	(1)	-	(0)	-	1	(0)	(2)	(5)
Locomotive Failure - Metra/PSA	(8)	-	-	-	(0)	(6)	11	3	(6)	1	(5)	(12)	17	(4)
Primary	1	-	-	-	(0)	-	1	(0)	(3)	(0)	-	(2)	3	(1)
Secondary	(9)	-	-	-	-	(6)	11	4	(3)	1	(5)	(10)	14	(3)
Mechanical Failure - Foreign	-	(1)	-	-	-	-	-	-	-	-	-	-	-	(1)
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>(2)</b>	<b>12</b>	<b>(0)</b>	-	<b>(0)</b>	<b>18</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	1	2	(1)	(0)	(0)	-	(0)	6
Passenger Train Interference - Foreign	(1)	(0)	-	(1)	2	(0)	(0)	-	(1)	13	-	-	-	12
<b>Accident - Total</b>	<b>(10)</b>	<b>(1)</b>	<b>(0)</b>	<b>2</b>	-	<b>(6)</b>	<b>(5)</b>	<b>1</b>	<b>6</b>	<b>(1)</b>	<b>(1)</b>	<b>(9)</b>	<b>1</b>	<b>(22)</b>
Accident - Metra/PSA	(10)	(1)	(0)	2	-	(6)	(4)	(3)	6	(1)	(1)	(8)	(5)	(31)
Accident - Foreign	0	-	-	-	-	-	(1)	4	-	-	-	(1)	6	9
<b>Track Work - Total</b>	<b>(36)</b>	<b>1</b>	<b>2</b>	<b>(3)</b>	<b>20</b>	<b>4</b>	<b>(4)</b>	<b>2</b>	<b>16</b>	<b>(2)</b>	<b>4</b>	<b>(3)</b>	<b>(15)</b>	<b>(13)</b>
Track Work - Metra/PSA	(37)	1	2	(3)	20	4	(3)	2	16	(2)	4	(3)	(15)	(13)
Track Work - Foreign	1	-	-	-	-	(0)	(0)	(1)	-	-	-	-	-	(0)
<b>Human Error - Total</b>	<b>45</b>	<b>(7)</b>	<b>(2)</b>	<b>1</b>	<b>(1)</b>	<b>5</b>	<b>4</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>(3)</b>	<b>4</b>	<b>5</b>	<b>45</b>
Human Error - Metra/PSA	23	(7)	(2)	1	-	5	3	(1)	(1)	(1)	(2)	4	6	26
Human Error - Foreign	22	-	-	-	(1)	1	1	-	(0)	(2)	(1)	0	(1)	19
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>5</b>	<b>(3)</b>	-	<b>(1)</b>	<b>(0)</b>	<b>1</b>	<b>3</b>	-	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>(5)</b>	<b>12</b>	<b>11</b>
Sick, Injured, Unruly Passenger - Metra/PSA	5	(3)	-	(1)	(0)	1	3	-	(2)	2	(1)	(5)	12	11
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>34</b>	<b>(1)</b>	-	-	-	<b>8</b>	<b>0</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>20</b>	<b>58</b>
Weather - Metra/PSA	34	(1)	-	-	-	8	0	0	(1)	(1)	(1)	-	19	57
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1
<b>Passenger Loading - Total</b>	<b>14</b>	<b>(5)</b>	<b>(0)</b>	<b>(1)</b>	-	<b>5</b>	<b>7</b>	-	<b>(2)</b>	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>18</b>
<b>Lift Deployment - Total</b>	<b>13</b>	<b>(0)</b>	-	-	-	<b>(2)</b>	<b>(0)</b>	<b>3</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>15</b>	<b>32</b>
<b>Obstruction/Debris - Total</b>	<b>(2)</b>	<b>(2)</b>	<b>1</b>	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>(2)</b>	<b>2</b>	<b>0</b>	<b>(1)</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>21</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	-	<b>(0)</b>	-	-	-	-	-	-	-	-	-	<b>(3)</b>
<b>Other - Total</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>3</b>	<b>2</b>	-	<b>(2)</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>(4)</b>	<b>13</b>
<b>Total Trains Delayed</b>	<b>59</b>	<b>(27)</b>	<b>(1)</b>	<b>(7)</b>	<b>31</b>	<b>37</b>	<b>8</b>	<b>14</b>	<b>26</b>	<b>11</b>	<b>(1)</b>	<b>4</b>	<b>81</b>	<b>236</b>
Total Metra/PSA Delays	41	(25)	(1)	(6)	21	21	11	10	22	1	(0)	(3)	58	150
Total Foreign Carrier Delays	18	(2)	-	(1)	10	15	(3)	4	4	10	(1)	7	23	86

Data for current month is FINAL (06/21/18) 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 6.a: Train Delays by Cause & Line - YTD**  
January - May 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>133</b>	-	-	-	<b>36</b>	<b>67</b>	<b>49</b>	<b>30</b>	<b>33</b>	<b>66</b>	<b>5</b>	<b>42</b>	<b>175</b>	<b>636</b>
Freight Interference - Peak	64	-	-	-	31	14	14	8	8	26	-	22	57	244
Primary	29	-	-	-	26	8	6	7	4	19	-	12	23	134
Secondary	35	-	-	-	5	6	8	1	4	7	-	10	34	110
Freight Interference - Off-Peak	69	-	-	-	5	53	35	22	25	40	5	20	118	392
Primary	51	-	-	-	5	32	25	18	18	30	2	15	99	295
Secondary	18	-	-	-	-	21	10	4	7	10	3	5	19	97
<b>Signal/Switch Failure - Total</b>	<b>142</b>	<b>51</b>	<b>21</b>	<b>29</b>	<b>19</b>	<b>88</b>	<b>73</b>	<b>36</b>	<b>60</b>	<b>67</b>	<b>22</b>	<b>32</b>	<b>33</b>	<b>673</b>
Signal/Switch Failure - Metra/PSA	108	51	21	29	3	67	62	22	57	19	22	25	26	512
Primary	66	43	17	26	2	48	47	16	41	13	14	16	19	368
Secondary	42	8	4	3	1	19	15	6	16	6	8	9	7	144
Signal/Switch Failure - Foreign	34	-	-	-	16	21	11	14	3	48	-	7	7	161
Primary	26	-	-	-	13	4	4	9	3	32	-	1	5	97
Secondary	8	-	-	-	3	17	7	5	-	16	-	6	2	64
<b>Mechanical Failure - Total</b>	<b>106</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>104</b>	<b>46</b>	<b>28</b>	<b>77</b>	<b>20</b>	<b>44</b>	<b>47</b>	<b>69</b>	<b>566</b>
Mechanical Failure - Metra/PSA	104	9	8	3	1	94	46	27	77	20	44	47	69	549
Non-Locomotive Equipment Failure - Metra/PSA	29	9	8	3	-	2	-	2	1	4	19	29	30	136
Primary	12	3	2	-	-	2	-	1	1	3	8	6	9	47
Secondary	17	6	6	3	-	-	-	1	-	1	11	23	21	89
Locomotive Failure - Metra/PSA	75	-	-	-	1	92	46	25	76	16	25	18	39	413
Primary	16	-	-	-	1	20	11	4	19	7	9	2	10	99
Secondary	59	-	-	-	-	72	35	21	57	9	16	16	29	314
Mechanical Failure - Foreign	2	2	1	-	1	10	-	1	-	-	-	-	-	17
<b>Passenger Train Interference - Total</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>32</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>34</b>	-	<b>1</b>	<b>4</b>	<b>98</b>
Passenger Train Interference - Metra/PSA	1	-	-	-	-	25	1	8	-	-	-	1	4	40
Passenger Train Interference - Foreign	2	2	1	1	9	7	-	1	1	34	-	-	-	58
<b>Accident - Total</b>	<b>45</b>	<b>8</b>	<b>2</b>	<b>8</b>	-	<b>4</b>	<b>23</b>	<b>13</b>	<b>20</b>	<b>6</b>	<b>30</b>	<b>24</b>	<b>31</b>	<b>214</b>
Accident - Metra/PSA	38	8	2	8	-	4	23	9	15	5	30	24	24	190
Accident - Foreign	7	-	-	-	-	-	-	4	5	1	-	-	7	24
<b>Track Work - Total</b>	<b>47</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>22</b>	<b>71</b>	<b>2</b>	<b>6</b>	<b>31</b>	<b>4</b>	<b>41</b>	<b>7</b>	<b>15</b>	<b>273</b>
Track Work - Metra/PSA	46	16	4	7	22	71	2	6	31	4	41	7	15	272
Track Work - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
<b>Human Error - Total</b>	<b>159</b>	<b>20</b>	<b>7</b>	<b>10</b>	<b>4</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>53</b>	<b>7</b>	<b>17</b>	<b>32</b>	<b>40</b>	<b>437</b>
Human Error - Metra/PSA	86	20	7	10	1	38	17	11	53	3	16	30	30	322
Human Error - Foreign	73	-	-	-	3	16	2	4	-	4	1	2	10	115
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>3</b>	-	<b>18</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>6</b>	<b>30</b>	<b>14</b>	<b>40</b>	<b>177</b>
Sick, Injured, Unruly Passenger - Metra/PSA	20	14	2	3	-	18	12	2	16	6	30	14	40	177
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>156</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>61</b>	<b>59</b>	<b>10</b>	<b>127</b>	<b>16</b>	<b>29</b>	<b>62</b>	<b>33</b>	<b>579</b>
Weather - Metra/PSA	156	11	7	6	2	61	59	10	126	15	29	62	32	576
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	-	1	3
<b>Passenger Loading - Total</b>	<b>25</b>	<b>5</b>	<b>6</b>	<b>1</b>	-	<b>32</b>	<b>16</b>	<b>7</b>	<b>35</b>	<b>1</b>	<b>10</b>	<b>32</b>	<b>29</b>	<b>199</b>
<b>Lift Deployment - Total</b>	<b>28</b>	-	-	-	-	<b>14</b>	<b>17</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>16</b>	<b>35</b>	<b>130</b>
<b>Obstruction/Debris - Total</b>	<b>25</b>	<b>8</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>9</b>	<b>36</b>	<b>5</b>	<b>11</b>	<b>49</b>	<b>88</b>	<b>273</b>
Catenary Failure - Total	-	2	-	-	-	-	-	-	-	-	-	-	-	2
<b>Other - Total</b>	<b>31</b>	-	<b>3</b>	<b>2</b>	-	<b>15</b>	<b>19</b>	-	<b>19</b>	<b>4</b>	<b>21</b>	<b>14</b>	<b>14</b>	<b>142</b>
<b>Total Trains Delayed</b>	<b>920</b>	<b>148</b>	<b>68</b>	<b>83</b>	<b>96</b>	<b>576</b>	<b>341</b>	<b>169</b>	<b>515</b>	<b>238</b>	<b>267</b>	<b>372</b>	<b>606</b>	<b>4,399</b>
Total Metra/PSA Delays	668	144	66	82	31	455	279	115	472	84	261	321	406	3,384
Total Foreign Carrier Delays	252	4	2	1	65	121	62	54	43	154	6	51	200	1,015

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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 - May 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>94</b>	-	-	-	<b>16</b>	<b>63</b>	<b>59</b>	<b>61</b>	<b>27</b>	<b>55</b>	<b>9</b>	<b>23</b>	<b>84</b>	<b>492</b>	
Freight Interference - Peak	44	-	-	-	15	14	14	23	8	17	2	10	25	172	
Primary	28	-	-	-	14	10	10	16	5	13	1	5	11	114	
Secondary	16	-	-	-	1	4	4	7	3	4	1	4	13	58	
Freight Interference - Off-Peak	50	-	-	-	1	49	45	38	19	38	7	13	60	320	
Primary	41	-	-	-	1	33	32	32	16	29	4	10	47	244	
Secondary	10	-	-	-	-	17	13	6	3	9	3	3	12	76	
<b>Signal/Switch Failure - Total</b>	<b>101</b>	<b>30</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>96</b>	<b>68</b>	<b>44</b>	<b>41</b>	<b>41</b>	<b>18</b>	<b>28</b>	<b>56</b>	<b>566</b>	
Signal/Switch Failure - Metra/PSA	57	30	16	17	1	75	55	22	38	9	18	25	55	417	
Primary	37	17	11	12	1	36	32	13	27	6	8	11	18	230	
Secondary	19	13	4	5	0	38	23	10	11	3	9	15	37	188	
Signal/Switch Failure - Foreign	44	-	-	-	8	22	13	22	3	32	1	2	1	149	
Primary	35	-	-	-	7	13	9	11	1	20	1	1	1	100	
Secondary	9	-	-	-	1	8	4	11	1	12	-	1	0	49	
<b>Mechanical Failure - Total</b>	<b>63</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>43</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>45</b>	<b>38</b>	<b>30</b>	<b>419</b>	
Mechanical Failure - Metra/PSA	63	11	4	3	2	64	43	18	73	15	45	38	29	408	
Non-Locomotive Equipment Failure - Metra/PSA	17	11	4	3	1	11	9	4	8	6	10	7	13	103	
Primary	7	5	2	2	1	3	4	1	4	2	4	3	6	44	
Secondary	10	6	2	1	0	7	5	2	4	4	6	4	7	58	
Locomotive Failure - Metra/PSA	46	-	-	-	1	54	34	14	65	9	35	31	16	305	
Primary	16	-	-	-	1	14	13	4	20	4	9	10	8	98	
Secondary	30	-	-	-	0	40	21	10	45	5	26	21	9	207	
Mechanical Failure - Foreign	1	4	1	0	0	5	0	-	0	-	-	-	0	11	
<b>Passenger Train Interference - Total</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>28</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>75</b>	
Passenger Train Interference - Metra/PSA	0	1	1	1	-	20	4	7	4	1	1	1	5	46	
Passenger Train Interference - Foreign	6	2	0	2	4	8	1	-	2	5	-	-	0	29	
<b>Accident - Total</b>	<b>71</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>17</b>	<b>55</b>	<b>12</b>	<b>256</b>	
Accident - Metra/PSA	57	8	3	4	0	26	29	8	12	2	17	54	10	229	
Accident - Foreign	14	-	-	-	-	2	1	2	2	2	-	1	2	27	
<b>Track Work - Total</b>	<b>89</b>	<b>19</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>25</b>	<b>14</b>	<b>8</b>	<b>23</b>	<b>4</b>	<b>23</b>	<b>16</b>	<b>30</b>	<b>268</b>	
Track Work - Metra/PSA	85	19	4	12	2	25	13	7	23	4	23	16	30	262	
Track Work - Foreign	4	-	-	-	-	0	1	1	-	-	-	-	-	6	
<b>Human Error - Total</b>	<b>79</b>	<b>16</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>42</b>	<b>27</b>	<b>14</b>	<b>31</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>21</b>	<b>304</b>	
Human Error - Metra/PSA	51	14	7	9	2	26	16	6	31	3	17	12	14	207	
Human Error - Foreign	29	2	0	1	6	16	11	8	0	12	2	3	7	96	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>13</b>	<b>27</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>13</b>	<b>23</b>	<b>14</b>	<b>150</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	12	27	4	6	1	15	17	2	13	2	13	23	14	148	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2	
<b>Weather - Total</b>	<b>141</b>	<b>88</b>	<b>26</b>	<b>31</b>	<b>4</b>	<b>79</b>	<b>68</b>	<b>21</b>	<b>98</b>	<b>17</b>	<b>61</b>	<b>65</b>	<b>56</b>	<b>754</b>	
Weather - Metra/PSA	140	88	26	31	4	76	67	21	98	16	61	65	55	749	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	5	
<b>Passenger Loading - Total</b>	<b>10</b>	<b>22</b>	<b>7</b>	<b>9</b>	<b>-</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>13</b>	<b>21</b>	<b>18</b>	<b>167</b>	
<b>Lift Deployment - Total</b>	<b>12</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>12</b>	<b>73</b>	
<b>Obstruction/Debris - Total</b>	<b>33</b>	<b>16</b>	<b>7</b>	<b>14</b>	<b>2</b>	<b>18</b>	<b>19</b>	<b>5</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>24</b>	<b>23</b>	<b>203</b>	
<b>Catenary Failure - Total</b>	<b>-</b>	<b>18</b>	<b>3</b>	<b>7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28</b>	
<b>Other - Total</b>	<b>24</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>16</b>	<b>102</b>	
<b>Total Trains Delayed</b>	<b>737</b>	<b>267</b>	<b>84</b>	<b>118</b>	<b>49</b>	<b>503</b>	<b>380</b>	<b>195</b>	<b>395</b>	<b>178</b>	<b>246</b>	<b>326</b>	<b>380</b>	<b>3,856</b>	
Total Metra/PSA Delays	543	260	83	115	14	384	293	102	360	71	235	296	284	3,040	
Total Foreign Carrier Delays	194	7	1	3	35	119	87	94	35	106	11	30	96	817	

Data for current month is FINAL (06/21/18) 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 6.c: Train Delays by Cause & Line - YTD**  
**January - May 2018 Compared to January - May 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>39</b>	-	-	-	<b>20</b>	<b>4</b>	<b>(10)</b>	<b>(31)</b>	<b>6</b>	<b>11</b>	<b>(4)</b>	<b>19</b>	<b>91</b>	<b>144</b>
Freight Interference - Peak	20	-	-	-	16	-	(0)	(15)	(0)	9	(2)	12	32	72
Primary	1	-	-	-	12	(2)	(4)	(9)	(1)	6	(1)	7	12	20
Secondary	19	-	-	-	4	2	4	(6)	1	3	(1)	6	21	52
Freight Interference - Off-Peak	19	-	-	-	4	4	(10)	(16)	6	2	(2)	7	58	72
Primary	10	-	-	-	4	(1)	(7)	(14)	2	1	(2)	5	52	51
Secondary	8	-	-	-	-	4	(3)	(2)	4	1	-	2	7	21
<b>Signal/Switch Failure - Total</b>	<b>41</b>	<b>21</b>	<b>5</b>	<b>12</b>	<b>10</b>	<b>(8)</b>	<b>5</b>	<b>(8)</b>	<b>19</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>(23)</b>	<b>107</b>
Signal/Switch Failure - Metra/PSA	51	21	5	12	2	(8)	7	(0)	19	10	4	(0)	(29)	95
Primary	29	26	6	14	1	12	15	3	14	7	6	5	1	138
Secondary	23	(5)	(0)	(2)	1	(19)	(8)	(4)	5	3	(1)	(6)	(30)	(44)
Signal/Switch Failure - Foreign	(10)	-	-	-	8	(1)	(2)	(8)	0	16	(1)	5	6	12
Primary	(9)	-	-	-	6	(9)	(5)	(2)	2	12	(1)	(0)	4	(3)
Secondary	(1)	-	-	-	2	9	3	(6)	(1)	4	-	5	2	15
<b>Mechanical Failure - Total</b>	<b>43</b>	<b>(4)</b>	<b>5</b>	<b>-</b>	<b>(1)</b>	<b>35</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>(1)</b>	<b>9</b>	<b>39</b>	<b>147</b>
Mechanical Failure - Metra/PSA	41	(2)	4	0	(1)	30	3	9	4	5	(1)	9	40	141
Non-Locomotive Equipment Failure - Metra/PSA	12	(2)	4	0	(1)	(9)	(9)	(2)	(7)	(2)	9	22	17	33
Primary	5	(2)	0	(2)	(1)	(1)	(4)	(0)	(3)	1	4	3	3	3
Secondary	7	0	4	2	(0)	(7)	(5)	(1)	(4)	(1)	5	19	14	31
Locomotive Failure - Metra/PSA	29	-	-	-	(0)	38	12	11	11	7	(10)	(13)	23	108
Primary	-	-	-	-	-	6	(2)	(0)	(1)	3	(0)	(8)	2	1
Secondary	29	-	-	-	(0)	32	14	11	12	4	(10)	(5)	20	107
Mechanical Failure - Foreign	1	(2)	0	(0)	1	5	(0)	1	(0)	-	-	-	(0)	6
<b>Passenger Train Interference - Total</b>	<b>(3)</b>	<b>(1)</b>	<b>0</b>	<b>(2)</b>	<b>5</b>	<b>4</b>	<b>(3)</b>	<b>2</b>	<b>(5)</b>	<b>28</b>	<b>(1)</b>	<b>(0)</b>	<b>(2)</b>	<b>23</b>
Passenger Train Interference - Metra/PSA	1	(1)	(1)	(1)	-	5	(3)	1	(4)	(1)	(1)	(0)	(1)	(6)
Passenger Train Interference - Foreign	(4)	0	1	(1)	5	(1)	(1)	1	(1)	29	-	-	(0)	29
<b>Accident - Total</b>	<b>(26)</b>	<b>0</b>	<b>(1)</b>	<b>4</b>	<b>(0)</b>	<b>(23)</b>	<b>(7)</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>13</b>	<b>(31)</b>	<b>19</b>	<b>(42)</b>
Accident - Metra/PSA	(19)	0	(1)	4	(0)	(22)	(6)	1	3	3	13	(30)	14	(39)
Accident - Foreign	(7)	-	-	-	-	(2)	(1)	2	3	(1)	-	(1)	5	(3)
<b>Track Work - Total</b>	<b>(42)</b>	<b>(3)</b>	<b>0</b>	<b>(5)</b>	<b>20</b>	<b>46</b>	<b>(12)</b>	<b>(2)</b>	<b>8</b>	<b>-</b>	<b>18</b>	<b>(9)</b>	<b>(15)</b>	<b>5</b>
Track Work - Metra/PSA	(39)	(3)	0	(5)	20	46	(11)	(1)	8	-	18	(9)	(15)	10
Track Work - Foreign	(3)	-	-	-	-	(0)	(1)	(1)	-	-	-	-	-	(5)
<b>Human Error - Total</b>	<b>80</b>	<b>4</b>	<b>(0)</b>	<b>1</b>	<b>(3)</b>	<b>12</b>	<b>(8)</b>	<b>1</b>	<b>22</b>	<b>(8)</b>	<b>(2)</b>	<b>17</b>	<b>19</b>	<b>133</b>
Human Error - Metra/PSA	35	6	(0)	1	(1)	12	1	5	22	(0)	(1)	18	16	115
Human Error - Foreign	44	(2)	(0)	(1)	(3)	(0)	(9)	(4)	(0)	(8)	(1)	(1)	3	19
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>7</b>	<b>(13)</b>	<b>(2)</b>	<b>(3)</b>	<b>(1)</b>	<b>3</b>	<b>(5)</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>17</b>	<b>(9)</b>	<b>26</b>	<b>27</b>
Sick, Injured, Unruly Passenger - Metra/PSA	8	(13)	(2)	(3)	(1)	3	(5)	0	3	4	17	(9)	26	29
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(2)
<b>Weather - Total</b>	<b>15</b>	<b>(77)</b>	<b>(19)</b>	<b>(25)</b>	<b>(2)</b>	<b>(18)</b>	<b>(9)</b>	<b>(11)</b>	<b>29</b>	<b>(1)</b>	<b>(32)</b>	<b>(3)</b>	<b>(23)</b>	<b>(175)</b>
Weather - Metra/PSA	16	(77)	(19)	(25)	(2)	(15)	(8)	(11)	28	(1)	(32)	(3)	(23)	(173)
Weather - Foreign	(1)	-	-	-	(0)	(2)	(1)	-	1	0	-	-	1	(2)
<b>Passenger Loading - Total</b>	<b>15</b>	<b>(17)</b>	<b>(1)</b>	<b>(8)</b>	<b>-</b>	<b>16</b>	<b>(0)</b>	<b>7</b>	<b>2</b>	<b>-</b>	<b>(3)</b>	<b>11</b>	<b>11</b>	<b>32</b>
<b>Lift Deployment - Total</b>	<b>16</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>(2)</b>	<b>8</b>	<b>3</b>	<b>(2)</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>23</b>	<b>57</b>
<b>Obstruction/Debris - Total</b>	<b>(8)</b>	<b>(8)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	<b>(2)</b>	<b>(14)</b>	<b>4</b>	<b>20</b>	<b>(6)</b>	<b>(2)</b>	<b>25</b>	<b>65</b>	<b>70</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(16)</b>	<b>(3)</b>	<b>(7)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(26)</b>
<b>Other - Total</b>	<b>7</b>	<b>(5)</b>	<b>1</b>	<b>(0)</b>	<b>(0)</b>	<b>7</b>	<b>13</b>	<b>(3)</b>	<b>9</b>	<b>(3)</b>	<b>11</b>	<b>4</b>	<b>(2)</b>	<b>40</b>
<b>Total Trains Delayed</b>	<b>183</b>	<b>(119)</b>	<b>(16)</b>	<b>(35)</b>	<b>47</b>	<b>73</b>	<b>(39)</b>	<b>(26)</b>	<b>120</b>	<b>60</b>	<b>21</b>	<b>46</b>	<b>226</b>	<b>543</b>
Total Metra/PSA Delays	125	(116)	(17)	(33)	17	71	(14)	13	112	13	26	25	122	344
Total Foreign Carrier Delays	58	(3)	1	(2)	30	2	(25)	(40)	8	48	(5)	21	104	198

Data for current month is FINAL (06/21/18) version of 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 7.a: Train Delays by Cause & Month  
2018**

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - May
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>	<b>86</b>	<b>136</b>								<b>636</b> <b>14.5%</b>
Freight Interference - Peak	65	52	55	30	42								244 5.5%
Primary	36	25	26	20	27								134 3.0%
Secondary	29	27	29	10	15								110 2.5%
Freight Interference - Off-Peak	69	74	99	56	94								392 8.9%
Primary	43	58	76	49	69								295 6.7%
Secondary	26	16	23	7	25								97 2.2%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>	<b>95</b>	<b>145</b>								<b>673</b> <b>15.3%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113								512 11.6%
Primary	68	105	51	52	92								368 8.4%
Secondary	29	28	45	21	21								144 3.3%
Signal/Switch Failure - Foreign	63	38	6	22	32								161 3.7%
Primary	22	33	5	20	17								97 2.2%
Secondary	41	5	1	2	15								64 1.5%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>	<b>60</b>	<b>74</b>								<b>566</b> <b>12.9%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74								549 12.5%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10								136 3.1%
Primary	13	13	8	5	8								47 1.1%
Secondary	33	36	13	5	2								89 2.0%
Locomotive Failure - Metra/PSA	154	83	67	45	64								413 9.4%
Primary	25	19	20	15	20								99 2.3%
Secondary	129	64	47	30	44								314 7.1%
Mechanical Failure - Foreign	4	7	1	5	-								17 0.4%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>29</b>	<b>33</b>								<b>98</b> <b>2.2%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10								40 0.9%
Passenger Train Interference - Foreign	8	7	3	17	23								58 1.3%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>	<b>12</b>	<b>25</b>								<b>214</b> <b>4.9%</b>
Accident - Metra/PSA	25	79	67	7	12								190 4.3%
Accident - Foreign	-	3	3	5	13								24 0.5%
<b>Track Work - Total</b>	<b>11</b>	<b>18</b>	<b>43</b>	<b>101</b>	<b>100</b>								<b>273</b> <b>6.2%</b>
Track Work - Metra/PSA	11	18	43	101	99								272 6.2%
Track Work - Foreign	-	-	-	-	1								1 0.0%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>	<b>52</b>	<b>94</b>								<b>437</b> <b>9.9%</b>
Human Error - Metra/PSA	95	100	49	14	64								322 7.3%
Human Error - Foreign	14	21	12	38	30								115 2.6%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>	<b>33</b>	<b>43</b>								<b>177</b> <b>4.0%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43								177 4.0%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-								- 0.0%
<b>Weather - Total</b>	<b>172</b>	<b>295</b>	<b>14</b>	<b>27</b>	<b>71</b>								<b>579</b> <b>13.2%</b>
Weather - Metra/PSA	172	294	13	27	70								576 13.1%
Weather - Foreign	-	1	1	-	1								3 0.1%
<b>Passenger Loading - Total</b>	<b>31</b>	<b>56</b>	<b>32</b>	<b>13</b>	<b>67</b>								<b>199</b> <b>4.5%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>13</b>	<b>45</b>								<b>130</b> <b>3.0%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>	<b>62</b>	<b>60</b>								<b>273</b> <b>6.2%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>								<b>2</b> <b>0.0%</b>
<b>Other - Total</b>	<b>38</b>	<b>27</b>	<b>25</b>	<b>19</b>	<b>33</b>								<b>142</b> <b>3.2%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>	<b>602</b>	<b>926</b>								<b>4,399</b> <b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690								3,384 76.9%
Total Foreign Carrier Delays	223	203	180	173	236								1,015 23.1%

Data for current month is FINAL (06/21/18) 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 - May
<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>318</b> <b>10.8%</b>
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	103 3.5%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	67 2.3%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	36 1.2%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	215 7.3%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	161 5.5%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	54 1.8%
<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>412</b> <b>14.0%</b>
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	303 10.3%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	202 6.9%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	101 3.4%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	109 3.7%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	54 1.8%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	55 1.9%
<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>362</b> <b>12.3%</b>
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	353 12.0%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	68 2.3%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	33 1.1%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	35 1.2%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	285 9.7%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	105 3.6%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	180 6.1%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	9 0.3%
<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>44</b> <b>1.5%</b>
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	14 0.5%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	30 1.0%
<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>251</b> <b>8.5%</b>
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	231 7.9%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	20 0.7%
<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>294</b> <b>10.0%</b>
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	294 10.0%
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>387</b> <b>13.2%</b>
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	235 8.0%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	152 5.2%
<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>142</b> <b>4.8%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	136 4.6%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.2%
<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>187</b> <b>6.4%</b>
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	186 6.3%
Weather - Foreign	1	-	-	-	-	-	-	-	-	-	-	1	1 0.0%
<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>98</b> <b>3.3%</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>69</b> <b>2.3%</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>266</b> <b>9.1%</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>12</b> <b>0.4%</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>96</b> <b>3.3%</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>2,938</b> <b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	2,293 78.0%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	645 22.0%

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  
May 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	68	2	1	0	16	12	7	11	27	12	8	7	46	217
11-15	22	0	0	0	4	3	3	3	3	2	2	8	13	63
16-20	9	0	0	0	4	2	2	1	3	1	0	3	6	31
21+	9	0	0	0	9	4	9	4	1	3	0	6	10	55
Annulled	<u>4</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>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>9</u>
Sub-Total	112	2	1	0	33	21	22	19	34	20	10	24	77	375
<b>Weekday Off-Peak **</b>														
6-10	44	2	5	1	3	38	17	4	23	14	3	10	25	189
11-15	22	4	1	1	2	12	4	5	10	8	5	4	14	92
16-20	9	0	2	2	2	6	5	2	4	1	2	3	9	47
21+	6	0	0	1	1	15	2	13	5	5	5	8	22	83
Annulled	<u>2</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>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>
Sub-Total	83	6	8	5	8	71	28	25	42	29	15	25	72	417
<b>Saturday</b>														
6-10	7	1	1	1	0	8	4	0	2	1	3	5	1	34
11-15	1	0	0	0	0	3	0	0	1	0	2	4	3	14
16-20	0	0	0	0	0	1	0	0	1	1	2	0	2	7
21+	2	0	0	0	0	0	2	0	0	1	4	0	2	11
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	10	1	1	1	0	12	6	0	4	3	11	9	8	66
<b>Sunday-Holiday</b>														
6-10	7	2	0	1	0	5	2	0	3	0	3	5	3	31
11-15	3	0	0	0	0	2	2	0	2	0	1	3	0	13
16-20	1	0	0	0	0	1	0	0	0	0	2	1	0	5
21+	1	0	0	3	0	1	1	0	1	0	0	3	3	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>
Sub-Total	12	2	0	6	0	9	5	0	10	0	6	12	6	68
<b>May 2018 Total</b>														
6-10	126	7	7	3	19	63	30	15	55	27	17	27	75	471
11-15	48	4	1	1	6	20	9	8	16	10	10	19	30	182
16-20	19	0	2	2	6	10	7	3	8	3	6	7	17	90
21+	18	0	0	4	10	20	14	17	7	9	9	17	37	162
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>21</u>
TOTAL	217	11	10	12	41	113	61	44	90	52	42	70	163	926
<b>2018 Year-to-Date</b>														
6-10	458	76	44	38	38	297	156	75	272	106	86	146	287	2,079
11-15	206	36	11	13	21	110	75	23	92	53	65	81	112	898
16-20	84	12	6	6	14	54	38	22	43	17	38	43	74	451
21+	133	16	5	16	23	100	57	43	84	53	62	93	114	799
Annulled	<u>39</u>	<u>8</u>	<u>2</u>	<u>10</u>	<u>0</u>	<u>15</u>	<u>15</u>	<u>6</u>	<u>24</u>	<u>9</u>	<u>16</u>	<u>9</u>	<u>19</u>	<u>172</u>
TOTAL	920	148	68	83	96	576	341	169	515	238	267	372	606	4,399
<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>May 2018 Total</b>														
6-10	58.1%	63.6%	70.0%	25.0%	46.3%	55.8%	49.2%	34.1%	61.1%	51.9%	40.5%	38.6%	46.0%	50.9%
11-15	22.1%	36.4%	10.0%	8.3%	14.6%	17.7%	14.8%	18.2%	17.8%	19.2%	23.8%	27.1%	18.4%	19.7%
16-20	8.8%	0.0%	20.0%	16.7%	14.6%	8.8%	11.5%	6.8%	8.9%	5.8%	14.3%	10.0%	10.4%	9.7%
21+	8.3%	0.0%	0.0%	33.3%	24.4%	17.7%	23.0%	38.6%	7.8%	17.3%	21.4%	24.3%	22.7%	17.5%
Annulled	<u>2.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>16.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>1.6%</u>	<u>2.3%</u>	<u>4.4%</u>	<u>5.8%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>2.3%</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	49.8%	51.4%	64.7%	45.8%	39.6%	51.6%	45.7%	44.4%	52.8%	44.5%	32.2%	39.2%	47.4%	47.3%
11-15	22.4%	24.3%	16.2%	15.7%	21.9%	19.1%	22.0%	13.6%	17.9%	22.3%	24.3%	21.8%	18.5%	20.4%
16-20	9.1%	8.1%	8.8%	7.2%	14.6%	9.4%	11.1%	13.0%	8.3%	7.1%	14.2%	11.6%	12.2%	10.3%
21+	14.5%	10.8%	7.4%	19.3%	24.0%	17.4%	16.7%	25.4%	16.3%	22.3%	23.2%	25.0%	18.8%	18.2%
Annulled	<u>4.2%</u>	<u>5.4%</u>	<u>2.9%</u>	<u>12.0%</u>	<u>0.0%</u>	<u>2.6%</u>	<u>4.4%</u>	<u>3.6%</u>	<u>4.7%</u>	<u>3.8%</u>	<u>6.0%</u>	<u>2.4%</u>	<u>3.1%</u>	<u>3.9%</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 (06/21/2018) version from TOPS.