

# On-Time Performance

August 2019



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance August 2019

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

### On-Time Performance Tables

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

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

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules & Special Events

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

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
August 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,232	51	95.9%	917	33	96.4%	2,149	84	96.1%	165	4	97.6%	92	1	98.9%	2,406	89	96.3%
<b>Elec -ML</b>	921	8	99.1%	927	11	98.8%	1,848	19	99.0%	200	12	94.0%	80	3	96.3%	2,128	34	98.4%
<b>-BI</b>	286	4	98.6%	308	3	99.0%	594	7	98.8%	40	0	100.0%	--	--	--	634	7	98.9%
<b>-SC</b>	<u>286</u>	<u>6</u>	97.9%	<u>682</u>	<u>5</u>	99.3%	<u>968</u>	<u>11</u>	98.9%	<u>160</u>	<u>1</u>	99.4%	<u>80</u>	<u>3</u>	96.3%	<u>1,208</u>	<u>15</u>	98.8%
<b>Subtotal</b>	1,493	18	98.8%	1,917	19	99.0%	3,410	37	98.9%	400	13	96.8%	160	6	96.3%	3,970	56	98.6%
<b>Heritage</b>	132	11	91.7%	22	6	72.7%	154	17	89.0%	--	--	--	--	--	--	154	17	89.0%
<b>Milw -N</b>	571	52	90.9%	817	53	93.5%	1,388	105	92.4%	103	15	85.4%	75	9	88.0%	1,566	129	91.8%
<b>-W</b>	<u>593</u>	<u>24</u>	96.0%	<u>683</u>	<u>29</u>	95.8%	<u>1,276</u>	<u>53</u>	95.8%	<u>122</u>	<u>4</u>	96.7%	<u>74</u>	<u>2</u>	97.3%	<u>1,472</u>	<u>59</u>	96.0%
<b>Subtotal</b>	1,164	76	93.5%	1,500	82	94.5%	2,664	158	94.1%	225	19	91.6%	149	11	92.6%	3,038	188	93.8%
<b>NCS</b>	198	8	96.0%	242	14	94.2%	440	22	95.0%	--	--	--	--	--	--	440	22	95.0%
<b>RI</b>	792	69	91.3%	706	58	91.8%	1,498	127	91.5%	221	7	96.8%	113	1	99.1%	1,832	135	92.6%
<b>SWS</b>	242	16	93.4%	418	19	95.5%	660	35	94.7%	30	0	100.0%	--	--	--	690	35	94.9%
<b>UP -N</b>	638	32	95.0%	889	34	96.2%	1,527	66	95.7%	140	15	89.3%	81	12	85.2%	1,748	93	94.7%
<b>-NW</b>	722	55	92.4%	710	38	94.6%	1,432	93	93.5%	171	9	94.7%	88	10	88.6%	1,691	112	93.4%
<b>-W</b>	<u>593</u>	<u>30</u>	94.9%	<u>709</u>	<u>30</u>	95.8%	<u>1,302</u>	<u>60</u>	95.4%	<u>106</u>	<u>7</u>	93.4%	<u>78</u>	<u>3</u>	96.2%	<u>1,486</u>	<u>70</u>	95.3%
<b>Subtotal</b>	1,953	117	94.0%	2,308	102	95.6%	4,261	219	94.9%	417	31	92.6%	247	25	89.9%	4,925	275	94.4%
<b>System</b>	7,206	366	94.9%	8,030	333	95.9%	15,236	699	95.4%	1,458	74	94.9%	761	44	94.2%	17,455	817	95.3%

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

Delays data for most recent month is final (10/21/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - August 2019**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	9,300	601	93.5%	7,003	391	94.4%	16,303	992	93.9%	1,036	42	95.9%	716	13	98.2%	18,055	1,047	94.2%
<b>Elec -ML</b>	7,036	204	97.1%	7,065	180	97.5%	14,101	384	97.3%	1,358	50	96.3%	740	10	98.6%	16,199	444	97.3%
<b>-BI</b>	2,187	64	97.1%	2,359	57	97.6%	4,546	121	97.3%	312	2	99.4%	40	0	100.0%	4,898	123	97.5%
<b>-SC</b>	<u>2,190</u>	<u>48</u>	97.8%	<u>5,234</u>	<u>89</u>	98.3%	<u>7,424</u>	<u>137</u>	98.2%	<u>1,088</u>	<u>7</u>	99.4%	<u>740</u>	<u>9</u>	98.8%	<u>9,252</u>	<u>153</u>	98.3%
<b>Subtotal</b>	11,413	316	97.2%	14,658	326	97.8%	26,071	642	97.5%	2,758	59	97.9%	1,520	19	98.8%	30,349	720	97.6%
<b>Heritage</b>	1,026	128	87.5%	171	30	82.5%	1,197	158	86.8%	--	--	--	--	--	--	1,197	158	86.8%
<b>Milw -N</b>	4,377	398	90.9%	6,206	470	92.4%	10,583	868	91.8%	712	107	85.0%	669	61	90.9%	11,964	1,036	91.3%
<b>-W</b>	<u>4,587</u>	<u>249</u>	94.6%	<u>5,286</u>	<u>229</u>	95.7%	<u>9,873</u>	<u>478</u>	95.2%	<u>850</u>	<u>37</u>	95.6%	<u>669</u>	<u>28</u>	95.8%	<u>11,392</u>	<u>543</u>	95.2%
<b>Subtotal</b>	8,964	647	92.8%	11,492	699	93.9%	20,456	1,346	93.4%	1,562	144	90.8%	1,338	89	93.3%	23,356	1,579	93.2%
<b>NCS</b>	1,535	75	95.1%	1,873	129	93.1%	3,408	204	94.0%	--	--	--	--	--	--	3,408	204	94.0%
<b>RI</b>	6,126	582	90.5%	5,451	468	91.4%	11,577	1,050	90.9%	1,315	79	94.0%	1,057	36	96.6%	13,949	1,165	91.6%
<b>SWS</b>	1,875	126	93.3%	3,245	240	92.6%	5,120	366	92.9%	210	8	96.2%	--	--	--	5,330	374	93.0%
<b>UP -N</b>	5,088	315	93.8%	6,816	263	96.1%	11,904	578	95.1%	931	105	88.7%	684	43	93.7%	13,519	726	94.6%
<b>-NW</b>	5,625	482	91.4%	5,470	268	95.1%	11,095	750	93.2%	989	83	91.6%	643	72	88.8%	12,727	905	92.9%
<b>-W</b>	<u>4,606</u>	<u>431</u>	90.6%	<u>5,471</u>	<u>503</u>	90.8%	<u>10,077</u>	<u>934</u>	90.7%	<u>714</u>	<u>53</u>	92.6%	<u>676</u>	<u>39</u>	94.2%	<u>11,467</u>	<u>1,026</u>	91.1%
<b>Subtotal</b>	15,319	1,228	92.0%	17,757	1,034	94.2%	33,076	2,262	93.2%	2,634	241	90.9%	2,003	154	92.3%	37,713	2,657	93.0%
<b>System</b>	55,558	3,703	93.3%	61,650	3,317	94.6%	117,208	7,020	94.0%	9,515	573	94.0%	6,634	311	95.3%	133,357	7,904	94.1%

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

Delays data for most recent month is final (10/21/19) version from TOPS.

**Table 2: On-Time Performance by Line**

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Aug	Annual
<b>BNSF</b>	<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	87.6%	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	94.1%	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	94.0%	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	95.5%	94.5%
	<b>2018</b>	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3					94.2%	
	<b>2014-2018 average</b>	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.6%	93.0%
<b>Electric</b>	<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	97.0%	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	98.3%	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	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6					97.6%	
	<b>2014-2018 average</b>	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.8%	97.9%
<b>Heritage</b>	<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	89.0%	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	90.1%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.9%	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	94.2%	93.2%
	<b>2018</b>	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.8%	89.4%
	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0					86.8%	
	<b>2014-2018 average</b>	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	91.3%	91.7%
<b>Milw - N</b>	<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	90.0%	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	93.9%	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	94.4%	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	94.3%	93.8%
	<b>2018</b>	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	93.0%	92.7%
	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8					91.3%	
	<b>2014-2018 average</b>	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	93.1%	93.6%
<b>Milw - W</b>	<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	92.3%	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	95.7%	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	94.4%	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	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.8%	95.7%
	<b>2019</b>	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0					95.2%	
	<b>2014-2018 average</b>	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	94.9%	95.2%
<b>NCS</b>	<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	87.9%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.0%	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	94.4%	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	94.9%	94.0%
	<b>2018</b>	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.3%	92.9%
	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0					94.0%	
	<b>2014-2018 average</b>	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	92.7%	93.0%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Aug	Annual
RI	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	91.9%	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	97.1%	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	95.6%	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	96.2%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.6%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6					91.6%	
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	95.1%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.3%	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	93.7%	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	95.1%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.0%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9					93.0%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	93.8%	94.0%
UP - N	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.1%	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	97.3%	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	97.6%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7					94.6%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	97.0%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.5%	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	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.4%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4					92.9%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.5%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	93.7%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.3%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.5%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.6%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3					91.1%	
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	94.0%	94.1%
System excluding South Shore	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.2%	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	96.1%	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	96.2%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.9%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3					94.1%	
2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	95.2%	95.5%	

Delays data for most recent month is final (10/21/19) version from TOPS.

'2014-2018 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time  
August 2019**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
BNSF	1251 <b>82% OT</b>	Mon, Aug 05	6		I	Delay due to heavy passenger loading.
		Tue, Aug 06	0		XF	HEP issues due to burned 480 receptacle on car 7324
		Thu, Aug 08	12		I	Delay due to heavy passenger unloading - Bears game
		Tue, Aug 20	13		ZT1	Delay due to dispatcher error lining 1243 onto the platform. 1243's equipment departed late as 1288 which held 1251 off the platform causing
HC	915 <b>73% OT</b>	Fri, Aug 09	9		D	(FREIGHT TRAIN INTERFERENCE) - 16M CORWITH 302/318P FOR BNSF ZDENCHI-908 BNSF8064 W/5800FT THAT STOPPED SEVERAL TIMES GOING INTO YARD.
		Wed, Aug 14	11		DD	18 minutes for cross traffic across at Corwith for a 7000' of BN-ZDENCHI913, BNSF dispatcher error, to be disciplined (SIG/SWT MALFUNCTION FOREIGN LI) - 14M CP CERMAK 254/307P SWITCH FAILURE AND COULD NOT REACH CN DISP (IN TURNOVER.)
		Mon, Aug 19	6		GF	(FREIGHT TRAIN INTERFERENCE) - 20M CORWITH 301/321PM FOR BNSF ZDENCHI-922 BNSF4576 EAST W/ 6727FT.
		Fri, Aug 23	14		D	PULLING INTO YARD STOPPING TO HAND LINE S
		Tue, Aug 27	19		GT	(TELECOM FAILURE) - 27M CP CERMAK CAD SYSTEM FAILURE CN DISP CENTER HOMEWOOD.
Thu, Aug 29	12		GF	(SIG/SWT MALFUNCTION FOREIGN LI) - TALED BY RED SIGNALS CP CANAL AND ARGO ACCT. CN TRACKWORK FIC DELGADO ON CN.		
HC	918 <b>82% OT</b>	Thu, Aug 08	10		D	(FREIGHT TRAIN INTERFERENCE) - 10M ACCT. CROSS-TRAFFIC QALTCH106V, BNSF6936, 75 CARS, 7400 FEET.
		Tue, Aug 20	8		D	(FREIGHT TRAIN INTERFERENCE) - FREIGHT TRAFFIC
		Fri, Aug 23	40		DE1	BN CICERO TRANSFER JOB LOCO ISSUES (BN 2666 34 CARS 8280 FEET) WAIT FOR EXTRA POWER TO COME FROM YARD TO PULL TRAIN CLEAR
		Mon, Aug 26	7		RF	CN DISPATCHER HELD TO MEET AMTRAK
MN	2125 <b>82% OT</b>	Wed, Aug 21	25		M1	25 min Amtrak's 335 trespasser/pedestrian incident near Northbrook.
		Fri, Aug 23	10		GM	8m for crossing malfunctions at Touhy, Caldwell, and Central, 7 min Rondout waiting on 2146.
		Mon, Aug 26	41		DM1	41" delay, due to a fatality involving a CP freight train near A-20
		Tue, Aug 27	0		XE	Annulled at Lake Forest, mechanical failure of locomotive 401. 2194 helped 2125 clear the main at Rondout.
MN	2129 <b>82% OT</b>	Fri, Aug 02	9		GF1	CONGESTION FROM EARLIER CTC FAILURE
		Wed, Aug 21	27		M1	27 min Amtrak's 335 trespasser/pedestrian incident near Northbrook.
		Mon, Aug 26	32		DM1	30" delay, due to a fatality involving a CP freight train near A-20
		Tue, Aug 27	20		E1	20 min delay, following 2127 and 2125.
MN	2131 <b>82% OT</b>	Wed, Aug 21	24		M1	24 min Amtrak's 335 trespasser/pedestrian incident near Northbrook.
		Mon, Aug 26	60		DM1	60" delay, due to a fatality involving a CP freight train near A-20
		Tue, Aug 27	12		E1	3 min item 2 Howard St.; 8 min following trains; 4 min ADA's.
		Fri, Aug 30	8		L	4 min A-5 near miss with trespasser; 4 min cross traffic Mayfair.
MN	2135 <b>81% OT</b>	Wed, Aug 21	26		M1	15 min incident scene, 12 min Fox lake following trains.
		Mon, Aug 26	45		DM1	45" delay, due to a fatality involving a CP freight train near A-20
		Tue, Aug 27	9		E1	9 min delay, following trains ahead.
		Thu, Aug 29	8		D1	10 min CN crossing (NCS 113) traffic.
MN	2147 <b>77% OT</b>	Mon, Aug 05	9		D	-10" AT CN FOR FREIGHT TRAIN AT GRAYSLAKE
		Tue, Aug 13	8		E	11" enroute loco #89 lost its HEP.
		Mon, Aug 26	10		DM1	10 min meeting 120 at Libertyville.
		Tue, Aug 27	14		E1	10 min late turn from 2148; 6 min CN cross traffic.
		Thu, Aug 29	13		D1	13 min Libertyville waiting on NCS 120
MN	2149 <b>82% OT</b>	Mon, Aug 12	6		G1	15 min Rondout waiting on 2156.
		Tue, Aug 13	9		E1	6" swapping equipment with #2147/#2158 at Grayslake; 6" Rondout waiting on 2156.
		Mon, Aug 26	10		DM1	10" delay, late turn from #2150.
		Thu, Aug 29	6		D1	6 min late, 10 min roundout waiting on 2156, 2 min cross traffic CN
MN	2156 <b>68% OT</b>	Mon, Aug 05	9		AM1	FOLLOWING LATE AMTRAK
		Mon, Aug 12	11		G1	10 min waiting on 2143 to yard; 4 min ADA; 3 min stop signal Mayfair.
		Wed, Aug 21	6		M1	6 min Fox lake waiting on 2143 to yard; 4 min stop signal Mayfair.
		Mon, Aug 26	6		DM1	10" Grayslake swap due to a fatality involving a CP freight train near A-20
		Tue, Aug 27	7		E1	10 min Grayslake waiting on 2147.
		Thu, Aug 29	7		D1	7 min late, 2 min waiting on 2143 to yard, 11 min Grayslake waiting on 2147
		Fri, Aug 30	16		RF	13 min stop signal (not a train in sight) CN crossing; 4 min CN (finally) freight; 8 min Libertyville meeting 2149.
MN	2157 <b>77% OT</b>	Thu, Aug 01	26		I	HELD IN CUS TO GET PASSENGERS LEAVING LOLLAPALOOZA
		Fri, Aug 02	16		I	-10" SLOW PASSENGER LOADING - Lollapalooza
		Mon, Aug 05	10		KP	POLICE ACTIVITY AT LIBERTYVILLE
		Thu, Aug 08	108		E	105" DELAY, STOPPED AT LONG LAKE, MECHANICAL PROBLEMS, ENGINE #217 WOULD NOT RESTART DUE TO A COOLANT LEAK. RESCUE ENGINE #422 TIED ON AND PROCEEDED TO FOX LAKE.
		Thu, Aug 29	10		F	Departed CUS at 10:46, 11 min late, door problem, carman had to secure with wedges.
MW	2200 <b>82% OT</b>	Fri, Aug 09	27		D	27" FREIGHT INTERFERENCE (386) YARDING @ BENSENVILLE.
		Mon, Aug 12	7		D	BLOCKED BY NS 17V AT B12
		Fri, Aug 23	7		D	FREIGHT INTERFERENCE B-12 WITH NS 17V, TALKED BY B17 WHILE TIME WAS RUNNING, RAN RESTRICTED SPEED TO NEXT SIGNAL
		Fri, Aug 30	7		CC	4" TRACK CONSTRUCTION, WAITING ON FOREMAN INSTRUCTIONS THROUGH FORM B; STOP SIGNAL B-35, VERBAL PERMISSION BY, RESTRICTED SPEED.



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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MW	2224 <b>82% OT</b>	Tue, Aug 06	7	D1	7" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON OTHER TRAINS.
		Fri, Aug 09	12	D1	12" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON OTHER TRAINS (#2222)
		Mon, Aug 19	8	RF1	7" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON 2222 WHO WAS DELAYED IN THE CONGESTION FROM 2216'S EARLIER LINEUP ERROR
		Tue, Aug 27	10	G1	9" DEPARTED FRANKLIN PARK LATE WAITING ON TARDY #2222; 3" STOP SIGNAL A-2, UP CROSS TRAFFIC.
MW	2226 <b>82% OT</b>	Tue, Aug 06	13	D1	11" DEPARTED ELGIN LATE DUE TO LATE ARRIVAL/TURN OF #2203; 4" STOP SIGNAL.
		Fri, Aug 09	6	D1	7" DEPARTED ELGIN LATE, WAITING ON A TARDY #2222.
		Tue, Aug 13	7	D	9" STOP SIGNAL WOOD DALE EAST FREIGHT INTERFERENCE; 2" STOP SIGNAL A-2 RESTRICTING.
		Tue, Aug 27	6	G1	6" DEPARTED ELGIN LATE DUE TO LATE ARRIVAL/TURN OF #2203; 2" SLOW PASSENGER BOARDING DUE TO PLATFORM CONSTRUCTION @ SCHAUMBURG.
RI	411 <b>82% OT</b>	Wed, Aug 07	10	C	(M OF W WORK) - BROKEN ANKLE BAR 81 SWITCH 3 AND SINGLE TRACKING
		Fri, Aug 09	6	I	Heavy loading - White Sox game
		Mon, Aug 12	17	E	(LOCOMOTIVE MALFUNCTION) - 17M ENROUTE ACCOUNT LOW OIL CAUSING TRAIN TO RUN SLOW, INCLUDING 5M STOPPED AT CP PERSHING FOR ISSUE
		Fri, Aug 23	10	J1	(PSGR PRBLMS/REMOL, TRN AHD) - FOLLOWING RI409 AND WAITING ON SIGNAL AT MOKENA TO CLEAR AND ALLOW THEM TO GET ONE. SIGNAL WILL NOT COME UP U
RI	419 <b>82% OT</b>	Thu, Aug 01	25	ZG	(PTC WAYSIDE) - HAD TO CUT OUT AND RE-INITIALIZE DUE TO SIGNAL DROPPING OUT AT BRIDGE A AND TRAIN GOT INTO CONTROL POINT. COULD NOT PSS ACCT
		Fri, Aug 02	25	E1	CONGESTION AND EQUIPMENT SWAPS DUE TO 607 LOCO ISSUES
		Fri, Aug 23	9	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - DEPARTED LSS 12M LATE ACCT LATE TURN FROM 422
		Wed, Aug 28	7	E1	DELAYED DUE TO 617 MECHANICAL ISSUE CAUSING CONGESTION
RI	420 <b>73% OT</b>	Fri, Aug 09	13	R	(HUMAN ERROR, TRANSP) - NIRC9 CREW DID NOT PUSH THE PLUNGER DOOR AND OAK PARK SIDING COMPLETELY IN AND CIRCUIT WOULD NOT CLEAR UP
		Mon, Aug 12	10	H1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - DEPARTED JOLIET 7M LATE ACCOUNT LATE FLIP FROM RI515
		Fri, Aug 16	9	D	(FREIGHT TRAIN INTERFERENCE) - STOPPED 10 MIN FOR W315-14 TO CLEAR CP 66TH COURT
		Mon, Aug 19	8	H	- Lost Head End Power Mokena to BI, 480 cables on 8224 rubbed through, not secured at proper length
		Fri, Aug 23	21	G	(SIG/SWT MALFUNCTION) - RAN RESTRICTED SPEED FROM BI TO GRESHAM DUE TO CIRCUIT BEING DOWN.
		Mon, Aug 26	9	CC1	(SCHEDULED TRACK WORK TRN AHD) DEPARTED JOLIET 13M LATE ACCOUNT LATE FLIP FROM RI515
RI	421 <b>77% OT</b>	Fri, Aug 02	28	E1	CONGESTION AND EQUIPMENT SWAPS DUE TO 607 LOCO ISSUES
		Wed, Aug 07	22	C1	(M OF W WORK, TRN AHD) - LATE TURN OFF DH4212
		Thu, Aug 15	6	U	2 ADA lifts
		Fri, Aug 23	11	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - DEPARTED LSS 15M LATE DUE TO LATE TURN FROM 4212
		Mon, Aug 26	7	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - DEPARTED LSS 6M LATE ACCT LATE TURN FROM 4212
RI	423 <b>59% OT</b>	Mon, Aug 05	6	R	ADA LIFT ISSUES ACCT TRAIN CREW SPOTTED LIFT WHERE THERE IS A DIP IN THE PLATFORM
		Wed, Aug 07	7	C1	(M OF W WORK, TRN AHD) - DEPARTED LSS 4M LATE DUE TO LATE TURN FROM 4232
		Tue, Aug 13	7	UW	(ACCESSIBILITY, WEATHER) - 4M ADA NEW LENOX - JOLIET, WEATHER CONDITIONS
		Wed, Aug 14	8	G	INTERMITTENT TRACK CIRCUIT AT BI
		Thu, Aug 15	7	ZR	ENGINEER WAS ENTERING THE WRONG DOB NUMBER TO INITIALIZE PTC
		Fri, Aug 16	6	ZP	HAVING ISSUES INITIALIZING AT LSS, WRONG CONSIST INFO ENTERED
		Mon, Aug 19	10	GM	(GATECROSSING MALFUNCTION) - 10M FOR 3 ITEM 1 AWD, MOKENA ST, WOLF RD, & LAPORTE
		Mon, Aug 26	8	G1	DEPARTED LSS 9M LATE ACCT LATE TURN FROM 4232
		Mon, Aug 28	31	E1	(LOCO MALFCN, TRN AHD) - DEPARTED LSS 27M LATE ACCT 4232 DIED AT MOKENA, HAD TO USE 619S EQUIPMENT OUT OF BI
		RI	428 <b>82% OT</b>	Mon, Aug 12	6
Tue, Aug 13	8			G	Intermittent track circuit at BI, had to be talked by signal at Broadway
Fri, Aug 16	7			ZP1	LATE DUE TO CONSIST ISSUES WITH 423
Wed, Aug 28	24			E1	LATE FLIP 4232-423-428, DH4232 DIED AT MOKENA DUE TO LOW OIL PRESSURE FAULT
RI	529 <b>77% OT</b>	Fri, Aug 02	0	XE	INSPECTION COVER ON ENGINE BLOCK CAME OFF AT OAK PARK AVE.
		Tue, Aug 13	9	I	(PSGR HANDLING) - HEAVY LOADING SOX 35TH
		Thu, Aug 22	6	I	(PSGR HANDLING) - AT 35TH ST
		Fri, Aug 23	11	I	(PSGR HANDLING) - SOX GAME HEAVY LOADING 35TH
		Wed, Aug 28	27	E1	LATE EQUIPMENT FLIPS DUE TO EARLIER BREAKDOWN ON DH4232 AT MOKENA, 4232 FLIPS TO 423 FLIPS TO 428 FLIPS TO 529
RI	605 <b>82% OT</b>	Thu, Aug 08	6	D	FREIGHT INTERFERENCE AT 16TH ST, CN L536
		Mon, Aug 12	7	ZT	(PTC BACK OFFICE) - DEPARTED LSS 6M LATE ACCOUNT PTC ISSUES
		Thu, Aug 15	26	H	REPEATING PENALTY APPLICATIONS ACCT WHEEL DIAMETER NOT UPDATED TO REFLECT NEW WHEELS INSTALLED ON LOCO CAUSING DISCREPANCY BETWEEN LOCO'S ACTUAL SPEED AND SPEEDO READING
		Wed, Aug 28	11	RA	HELD IN DEPOT ACCT CN L536 138C STOPPED ACROSS 16TH ST AFTER BEING HELD BY AMTRAK AT 21ST
RI	607 <b>68% OT</b>	Thu, Aug 01	8	VF	Issues with doors sticking at 95th and 115th
		Fri, Aug 02	37	E	ISSUES MAINTAINING TRACK SPEED LOCO 204, PICKED UP MECHANICAL PERSONNEL AT 47TH, UNABLE TO FIX PROBLEM.
		Thu, Aug 15	13	H1	FOLLOWING LATE 605
		Mon, Aug 26	9	G	HAD TO BE TALKED BY SIGNAL AT CP 81ST, LINGERING ISSUES FROM EARLIER SWITCH FAILURE
		Tue, Aug 27	9	RD	(HUMAN ERROR, METRA DISP.) - LINED WA411 INTO DEPOT 1 PRIOR TO 607 DEPARTURE (350P)
		Wed, Aug 28	7	RA1	HAD TO SWAP EQUIPMENT DUE TO FREIGHT INTERFERENCE AT 16TH ST CAUSED BY AMTRAK HOLDING A CN FREIGHT
		Fri, Aug 30	7	R	ISSUES WITH ADA LIFT DUE TO TRAIN SPOTTED AT A DIP IN THE PLATFORM

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	609	Fri, Aug 02	32	E1	DELAYED FOLLOWING 607 WITH LOCO ISSUES
	<b>77% OT</b>	Mon, Aug 05	6	VF	(CAR CAB/TRAILER/MU MALFUNCTION) - 2M 103RD ST ACCOUNT STUCK DOOR
		Thu, Aug 08	9	VF	4 minutes door problems 3 minutes ADA LSS to 99th
		Mon, Aug 12	9	AM	(AMTRAK CAUSED DELAY) - 7M 16TH ST TOWER WAITING FOR AMTK TO CLEAR
		Fri, Aug 23	7	U	ADA PASSENGER FROM LSS TO 99TH
RI	619	Fri, Aug 02	33	E1	CONGESTION AND EQUIPMENT SWAPS DUE TO 607 LOCO ISSUES
	<b>77% OT</b>	Wed, Aug 07	65	C1	(M OF W WORK, TRN AHD) - DEPARTED LSS 2M LATE ACCT LATE TURN FROM 6192
		Thu, Aug 08	7	VF1	(ACCESSIBILITY, TRN AHD) - DEPARTED LSS 4M LATE ACCT LATE TURN FROM 6192
		Mon, Aug 12	8	AM1	(AMTRAK CAUSED DELAY SECONDARY) - DEPARTED LSS 4M LATE ACCOUNT LATE FLIP FROM DH6192
		Thu, Aug 29	9	ZT	ON BOARD SAID SWITCH MALFUNCTION AND RED SIGNAL, SIGNAL CLEAR AND NO SWITCH ISSUES
SWS	831	Fri, Aug 02	6	RF	9 minutes stop CP 143rd waiting on Inbound 838 5 minutes waiting on signal at 143rd
	<b>81% OT</b>	Fri, Aug 09	11	H	(HUMAN ERROR, MECH DEPT) - 22M LATE DEPARTURE CUS LATE OUT OF COACHYARD ACCT. EQUIP. WAS BLUE FLAGGED.
		Mon, Aug 12	16	GT	23 minutes problems at CP 74th
		Wed, Aug 14	6	GF	IHB planned signal work at CP Ridge.
UPN	348	Mon, Aug 05	17	I	DEPARTED WAUKEGAN LATE ON ACCT. OF LATE ARRIVAL OF #329, HEAVY PASSENGER LOADING EN ROUTE (CUBS GAME), ALSO PTC ISSUES EN ROUTE.
	<b>82% OT</b>	Wed, Aug 07	12	CC1	LATE TURN OFF #329 DUE TO EARLIER SINGLE TRACK DELAYS.
		Tue, Aug 13	8	IB	HEAVY PASSENGER LOADING WITH 24 BIKES.
		Fri, Aug 16	120	M1	Held @ Central due to M337 stopped ahead struck a trespasser waited for police to release tracks
UPN	355	Mon, Aug 05	10	J	DEPARTED CPT 15" DOWN DUE TO 2 FEMALE PASSENGERS HAVING AN ALTERCATION AND REQUESTING THE POLICE.
	<b>77% OT</b>	Wed, Aug 07	18	CH	SIGNAL ISSUES @ MP6.7 & FOLLOWING TRAINS AHEAD (CONTRACTOR BROKE TRACK FEED WIRE @ PETERSON CP MAIN TRACK 1).
		Fri, Aug 16	120	M1	Held @ CPT due to M337 stopped ahead struck a trespasser waited for police to release tracks also delayed following trains ahead
		Mon, Aug 19	13	H	DEPARTED CPT 15 MINUTES LATE DUE TO DOOR ISSUES ON CAR 6005 - HAD TO HAVE BREAKER TURNED ON AT INITIAL TERMINAL
		Fri, Aug 30	8	I	HEAVY AND SLOW LOADING AND UNLOADING OF PASSENGERS FOR RAVINIA PARK CONCERT.
UPNW	637	Tue, Aug 20	10	GF	DELAYED AT THE CN BARRINGTON INTERLOCKING DUE TO A DISPATCHER SYSTEM SIGNAL ERROR
	<b>82% OT</b>	Wed, Aug 21	13	GW	SIGNAL ISSUES DUE TO LIGHTNING STRIKE @ MP 24.58 (RESTRICTED SPEED 22.5-31.5)
		Tue, Aug 27	150	M	DELAYED @ M.P. 24.3 STRUCK A TRESPASSER ON TRK 1 WAITED FOR TRACKS AND EQUIPMENT TO BE RELEASED BY POLICE.
		Thu, Aug 29	30	E1	Delayed following trains ahead due to M629 mechanical issues.
UPNW	639	Fri, Aug 02	23	KP	STOPPED AT ARLINGTON HEIGHT DUE TO POLICE LOOKING FOR A SUICIDAL PERSON NEAR MP 22.85
	<b>81% OT</b>	Wed, Aug 21	8	GW	SIGNAL ISSUES DUE TO LIGHTNING STRIKE @ MP 24.58 (RESTRICTED SPEED 22.5-31.5)
		Tue, Aug 27	0	M1	ANNULLED @ ARLINGTON HEIGHTS STOPPED BEHIND M637.
		Thu, Aug 29	23	E1	Delayed following trains ahead due to M629 mechanical issues
UPNW	643	Fri, Aug 02	18	KP	STOPPED AT ARLINGTON PARK DUE TO POLICE LOOKING FOR A SUICIDAL PERSON NEAR MP 22.85
	<b>77% OT</b>	Tue, Aug 20	10	GF1	DELAYED BEHIND A LATE M637
		Wed, Aug 21	15	GW	SIGNAL ISSUES DUE TO LIGHTNING STRIKE @ MP 24.58 (RESTRICTED SPEED 22.5-31.5)
		Tue, Aug 27	120	M1	STOPPED DUE TO M637 STRUCK A TRESPASSER @ M.P. 24.3 WAITED FOR TRKS TO BE RELEASED.
		Thu, Aug 29	15	E1	Delayed following trains ahead due to M629 mechanical issues
UPNW	649	Fri, Aug 02	10	KP1	DELAYED BY TRAIN AHEAD STOPPED FOR POLICE ACTIVITY @ ARLINGTON PARK.
	<b>82% OT</b>	Tue, Aug 13	8	L	NEAR MISS @ PARK RIDGE PUT TRAIN IN EMERGENCY HAD TO WAIT FOR THE AIR TO BUILD BACK UP, ALSO WAITED FOR CROSS TRAFFIC TO CLEAR @ THE CN BARRINGTON INTERLOCKING.
		Tue, Aug 27	95	M1	HELD IN THE DEPOT DUE TO M637 STRUCK A TRESPASSER @ M.P. 24.3 WAITED FOR TRKS TO BE RELEASED ALSO DELAYED FOLLOWING DELAYED TRAINS AHEAD.
		Thu, Aug 29	7	E1	Delayed following trains ahead due to M629 mechanical issues
UPNW	656	Fri, Aug 02	17	KP	STOPPED AT PALATINE DUE TO POLICE LOOKING FOR A SUICIDAL PERSON NEAR MP 22.85.
	<b>73% OT</b>	Tue, Aug 13	10	UW	SLOW LOADING OF AN ADA LIFT PASSENGER DUE TO STORMS, ALSO XH @ NORWOOD PARK AND WAITED FOR A FREIGHT TO CLEAR @ DEVAL.
		Wed, Aug 14	6	RF	CN OPERATOR FAILED TO CLEAR A SIGNAL (PER CN OPERATOR, THE SIGNAL DID NOT CLEAR FOR THE TRAIN)
		Wed, Aug 21	23	GW1	LATE TURN OFF M633 DUE TO LIGHTNING STRIKE @ MP 24.58
		Tue, Aug 27	103	M1	STOPPED DUE TO M637 STRUCK A TRESPASSER @ M.P. 24.3 WAITED FOR TRKS TO BE RELEASED.
		Fri, Aug 30	13	ZT1	LATE TURN OF EQUIPMENT FROM #633.
UPNW	658	Tue, Aug 06	11	U1	LATE TURN OF EQUIPMENT FROM #625.
	<b>77% OT</b>	Wed, Aug 14	9	JM1	LATE TURN OFF M625 ON ACC. OF MEDICAL EMERGENCY @ FOX RIVER GROVE.
		Wed, Aug 21	25	GW1	LATE TURN OFF M625 DUE TO LIGHTNING STRIKE @ MP 24.58
		Tue, Aug 27	91	M1	STOPPED DUE TO M637 STRUCK A TRESPASSER @ M.P. 24.3 WAITED FOR TRKS TO BE RELEASED.
		Fri, Aug 30	13	ZT	DEPARTED HARVARD 13" DOWN HAD A BLANK PTC SCREEN WHEN EQUIPMENT TRIED TO DEPART WITH ATS THE AIR TOOK THE TRAIN HAD TO DO A HARD CUT OUT ON THE PTC.

Data is final (10/21/19) version from TOPS.

**Table 4: Delay Codes by Cause Category & Carrier**

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

Effective July 1, 2016

Revised July 19, 2016

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

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

**Table 5.a: Train Delays by Cause and Line**  
August 2019

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>5</b>	-	-	-	<b>12</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>10</b>	-	<b>4</b>	<b>19</b>	<b>88</b>	
Freight Interference - Peak	1	-	-	-	9	3	11	3	-	4	-	1	5	37	
Primary	1	-	-	-	5	1	5	1	-	2	-	1	3	19	
Secondary	-	-	-	-	4	2	6	2	-	2	-	-	2	18	
Freight Interference - Off-Peak	4	-	-	-	3	6	5	8	2	6	-	3	14	51	
Primary	4	-	-	-	3	3	3	7	2	5	-	3	6	36	
Secondary	-	-	-	-	-	3	2	1	-	1	-	-	8	15	
<b>Signal/Switch Failure - Total</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>31</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>2</b>	<b>125</b>	
Signal/Switch Failure - Metra/PSA	11	7	2	5	1	22	5	1	31	2	1	14	2	104	
Primary	8	5	1	2	1	10	3	-	21	2	1	7	2	63	
Secondary	3	2	1	3	-	12	2	1	10	-	-	7	-	41	
Signal/Switch Failure - Foreign	7	-	-	-	3	3	-	-	-	6	-	2	-	21	
Primary	3	-	-	-	2	1	-	-	-	6	-	1	-	13	
Secondary	4	-	-	-	1	2	-	-	-	-	-	1	-	8	
<b>Mechanical Failure - Total</b>	<b>28</b>	-	-	<b>1</b>	-	<b>18</b>	<b>4</b>	<b>3</b>	<b>27</b>	<b>6</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>116</b>	
Mechanical Failure - Metra/PSA	28	-	-	-	-	18	4	3	27	2	10	12	7	111	
Non-Locomotive Equipment Failure - Metra/PSA	19	-	-	-	-	3	1	-	1	2	-	-	-	26	
Primary	3	-	-	-	-	3	1	-	1	1	-	-	-	9	
Secondary	16	-	-	-	-	-	-	-	-	1	-	-	-	17	
Locomotive Failure - Metra/PSA	9	-	-	-	-	15	3	3	26	-	10	12	7	85	
Primary	2	-	-	-	-	4	1	1	7	-	2	2	2	21	
Secondary	7	-	-	-	-	11	2	2	19	-	8	10	5	64	
Mechanical Failure - Foreign	-	-	-	1	-	-	-	-	-	4	-	-	-	5	
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	-	-	<b>2</b>	-	-	<b>2</b>	<b>3</b>	-	-	-	<b>8</b>	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	-	1	
Passenger Train Interference - Foreign	1	-	-	-	-	1	-	-	2	3	-	-	-	7	
<b>Accident - Total</b>	-	-	-	-	-	<b>45</b>	<b>7</b>	<b>1</b>	-	-	<b>21</b>	<b>21</b>	<b>1</b>	<b>96</b>	
Accident - Metra/PSA	-	-	-	-	-	19	5	1	-	-	21	21	-	67	
Accident - Foreign	-	-	-	-	-	26	2	-	-	-	-	-	1	29	
<b>Track Work - Total</b>	<b>2</b>	<b>9</b>	-	-	-	<b>2</b>	<b>5</b>	-	<b>21</b>	-	<b>17</b>	<b>1</b>	<b>20</b>	<b>77</b>	
Track Work - Metra/PSA	2	9	-	-	-	2	5	-	21	-	17	1	20	77	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Human Error - Total</b>	<b>8</b>	<b>4</b>	-	<b>3</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>20</b>	<b>2</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>92</b>	
Human Error - Metra/PSA	7	2	-	3	-	-	8	-	17	1	9	3	4	54	
Human Error - Foreign	1	2	-	-	1	11	6	1	3	1	7	5	-	38	
<b>Sick, Injured, Unruly Passenger - Total</b>	-	<b>1</b>	-	<b>2</b>	-	<b>3</b>	-	-	<b>8</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>24</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	-	1	-	2	-	3	-	-	8	1	4	3	2	24	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Weather - Total</b>	-	-	-	-	-	<b>2</b>	<b>2</b>	<b>1</b>	<b>3</b>	-	-	<b>17</b>	-	<b>25</b>	
Weather - Metra/PSA	-	-	-	-	-	2	2	1	3	-	-	17	-	25	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Loading - Total</b>	<b>9</b>	<b>6</b>	-	-	-	<b>8</b>	<b>2</b>	-	<b>8</b>	-	<b>13</b>	<b>7</b>	<b>5</b>	<b>58</b>	
Lift Deployment - Total	4	-	-	-	-	1	1	-	4	-	3	7	5	25	
Obstruction/Debris - Total	13	4	5	3	-	2	2	2	5	5	1	15	4	61	
Catenary Failure - Total	-	2	-	1	-	-	-	-	-	-	-	-	-	3	
Other - Total	1	1	-	-	-	1	1	2	4	-	7	1	1	19	
<b>Total Trains Delayed</b>	<b>89</b>	<b>34</b>	<b>7</b>	<b>15</b>	<b>17</b>	<b>129</b>	<b>59</b>	<b>22</b>	<b>135</b>	<b>35</b>	<b>93</b>	<b>112</b>	<b>70</b>	<b>817</b>	
Total Metra/PSA Delays	75	32	7	14	1	79	35	10	128	11	86	101	50	629	
Total Foreign Carrier Delays	14	2	0	1	16	50	24	12	7	24	7	11	20	188	

Data for current month is final (10/21/19) version of TOPS

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

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

**Table 5.b: Train Delays by Cause and Line**  
Average August Over Previous Five Years: 2014-2018

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
		Top 2 causes for each line are shaded												
<b>Freight Interference - Total</b>	<b>22</b>	-	-	-	<b>4</b>	<b>11</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>104</b>
Freight Interference - Peak	8	-	-	-	4	2	3	4	2	4	0	1	8	36
Primary	4	-	-	-	4	2	2	2	1	3	0	1	4	22
Secondary	4	-	-	-	1	0	1	2	1	2	-	0	4	14
Freight Interference - Off-Peak	14	-	-	-	0	9	7	7	2	11	0	2	15	68
Primary	11	-	-	-	-	6	4	6	2	8	0	2	12	51
Secondary	3	-	-	-	0	3	4	1	-	3	-	-	3	17
<b>Signal/Switch Failure - Total</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>98</b>
Signal/Switch Failure - Metra/PSA	17	4	2	1	-	11	10	5	9	2	4	5	9	81
Primary	12	3	2	0	-	7	5	4	8	1	1	2	4	49
Secondary	5	1	0	1	-	5	5	2	2	0	3	3	5	32
Signal/Switch Failure - Foreign	5	-	-	-	2	2	2	2	-	3	-	2	0	17
Primary	3	-	-	-	2	2	2	1	-	2	-	1	0	13
Secondary	2	-	-	-	-	0	-	0	-	0	-	1	-	4
<b>Mechanical Failure - Total</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>10</b>	<b>76</b>
Mechanical Failure - Metra/PSA	14	3	0	1	1	7	4	2	14	3	6	9	10	74
Non-Locomotive Equipment Failure - Metra/PSA	1	3	0	1	-	1	1	0	0	-	2	3	4	18
Primary	0	1	0	0	-	1	1	-	0	-	1	2	2	8
Secondary	1	3	0	1	-	0	-	0	-	-	0	2	2	9
Locomotive Failure - Metra/PSA	13	-	-	-	1	5	3	2	14	3	4	5	6	57
Primary	2	-	-	-	0	2	2	1	4	1	2	2	2	19
Secondary	10	-	-	-	1	3	1	1	9	3	2	3	4	38
Mechanical Failure - Foreign	1	-	-	-	-	1	-	-	-	-	-	-	-	1
<b>Passenger Train Interference - Total</b>	<b>3</b>	-	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	-	<b>10</b>
Passenger Train Interference - Metra/PSA	-	-	0	0	0	2	0	1	1	-	0	0	-	5
Passenger Train Interference - Foreign	3	-	-	-	0	-	-	0	-	1	-	-	-	5
<b>Accident - Total</b>	<b>13</b>	<b>2</b>	-	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>44</b>
Accident - Metra/PSA	13	2	-	0	0	5	1	1	2	2	3	6	0	34
Accident - Foreign	-	-	-	-	-	-	0	-	0	1	1	6	1	10
<b>Track Work - Total</b>	<b>26</b>	<b>8</b>	<b>1</b>	<b>9</b>	-	<b>5</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>81</b>
Track Work - Metra/PSA	18	8	1	9	-	5	4	1	10	1	7	3	5	72
Track Work - Foreign	8	-	-	-	-	-	-	-	-	-	-	-	-	8
<b>Human Error - Total</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>64</b>
Human Error - Metra/PSA	12	2	1	2	0	6	4	2	7	4	3	3	6	53
Human Error - Foreign	4	-	-	-	1	2	1	0	0	3	-	-	-	10
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>2</b>	-	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>32</b>
Sick, Injured, Unruly Passenger - Metra/PSA	2	5	0	2	-	6	4	1	2	0	3	2	4	32
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>14</b>	<b>1</b>	-	<b>0</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>38</b>
Weather - Metra/PSA	14	1	-	0	-	4	7	1	3	0	4	0	5	38
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	-	-	0
<b>Passenger Loading - Total</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	-	<b>14</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>99</b>
Lift Deployment - Total	6	1	-	0	-	4	2	1	2	0	2	2	6	26
Obstruction/Debris - Total	6	1	0	3	-	8	2	2	5	6	2	3	3	42
Catenary Failure - Total	-	2	0	1	-	-	-	-	-	-	-	-	-	3
Other - Total	5	1	0	1	0	1	2	0	3	2	2	3	5	26
<b>Total Trains Delayed</b>	<b>162</b>	<b>42</b>	<b>6</b>	<b>23</b>	<b>10</b>	<b>88</b>	<b>63</b>	<b>29</b>	<b>71</b>	<b>43</b>	<b>55</b>	<b>61</b>	<b>88</b>	<b>741</b>
Total Metra/PSA Delays	119	42	6	23	2	73	50	16	67	20	53	51	64	585
Total Foreign Carrier Delays	43	-	-	-	8	15	13	14	4	23	2	10	25	156

Data for latest month is final (09/25/18) 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 5.c: Train Delays by Cause and Line**  
**August 2019 Compared to Average August Over Previous Five Years: 2014-2018**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(17)</b>	-	-	-	<b>8</b>	<b>(2)</b>	<b>6</b>	<b>(0)</b>	<b>(2)</b>	<b>(5)</b>	<b>(0)</b>	<b>1</b>	<b>(4)</b>	<b>(16)</b>
Freight Interference - Peak	(7)	-	-	-	5	1	8	(1)	(2)	(0)	(0)	(0)	(3)	1
Primary	(3)	-	-	-	1	(1)	3	(1)	(1)	(1)	(0)	0	(1)	(3)
Secondary	(4)	-	-	-	3	2	5	0	(1)	0	-	(0)	(2)	4
Freight Interference - Off-Peak	(10)	-	-	-	3	(3)	(2)	1	(0)	(5)	(0)	1	(1)	(17)
Primary	(7)	-	-	-	3	(3)	(1)	1	(0)	(3)	(0)	1	(6)	(15)
Secondary	(3)	-	-	-	(0)	0	(2)	-	-	(2)	-	-	5	(2)
<b>Signal/Switch Failure - Total</b>	<b>(5)</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>11</b>	<b>(7)</b>	<b>(6)</b>	<b>22</b>	<b>4</b>	<b>(3)</b>	<b>9</b>	<b>(7)</b>	<b>27</b>
Signal/Switch Failure - Metra/PSA	(6)	3	0	4	1	11	(5)	(4)	22	0	(3)	9	(7)	23
Primary	(4)	2	(1)	2	1	3	(2)	(4)	13	1	(0)	5	(2)	14
Secondary	(2)	1	1	2	-	7	(3)	(1)	8	(0)	(3)	4	(5)	9
Signal/Switch Failure - Foreign	2	-	-	-	1	1	(2)	(2)	-	3	-	0	(0)	4
Primary	-	-	-	-	0	(1)	(2)	(1)	-	4	-	0	(0)	-
Secondary	2	-	-	-	1	2	-	(0)	-	(0)	-	-	-	4
<b>Mechanical Failure - Total</b>	<b>13</b>	<b>(3)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>(3)</b>	<b>40</b>
Mechanical Failure - Metra/PSA	14	(3)	(0)	(1)	(1)	11	0	1	13	(1)	4	3	(3)	37
Non-Locomotive Equipment Failure - Metra/PSA	18	(3)	(0)	(1)	-	2	0	(0)	1	2	(2)	(3)	(4)	8
Primary	3	(1)	(0)	(0)	-	2	0	-	1	1	(1)	(2)	(2)	1
Secondary	15	(3)	(0)	(1)	-	(0)	-	(0)	-	1	(0)	(2)	(2)	8
Locomotive Failure - Metra/PSA	(4)	-	-	-	(1)	10	(0)	1	12	(3)	6	7	1	28
Primary	(0)	-	-	-	(0)	2	(1)	0	3	(1)	(0)	-	-	2
Secondary	(3)	-	-	-	(1)	8	1	1	10	(3)	6	7	1	26
Mechanical Failure - Foreign	(1)	-	-	1	-	(1)	-	-	-	4	-	-	-	4
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	-	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>(0)</b>	<b>(0)</b>	-	<b>(2)</b>
Passenger Train Interference - Metra/PSA	-	-	(0)	(0)	(0)	(1)	(0)	(1)	(1)	-	(0)	(0)	-	(4)
Passenger Train Interference - Foreign	(2)	-	-	-	(0)	1	-	(0)	2	2	-	-	-	2
<b>Accident - Total</b>	<b>(13)</b>	<b>(2)</b>	-	<b>(0)</b>	<b>(0)</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>(2)</b>	<b>(3)</b>	<b>17</b>	<b>9</b>	<b>(1)</b>	<b>52</b>
Accident - Metra/PSA	(13)	(2)	-	(0)	(0)	14	4	0	(2)	(2)	18	15	(0)	33
Accident - Foreign	-	-	-	-	-	26	2	-	(0)	(1)	(1)	(6)	(0)	19
<b>Track Work - Total</b>	<b>(24)</b>	<b>1</b>	<b>(1)</b>	<b>(9)</b>	-	<b>(3)</b>	<b>1</b>	<b>(1)</b>	<b>11</b>	<b>(1)</b>	<b>10</b>	<b>(2)</b>	<b>15</b>	<b>(4)</b>
Track Work - Metra/PSA	(16)	1	(1)	(9)	-	(3)	1	(1)	11	(1)	10	(2)	15	5
Track Work - Foreign	(8)	-	-	-	-	-	-	-	-	-	-	-	-	(8)
<b>Human Error - Total</b>	<b>(8)</b>	<b>2</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>3</b>	<b>10</b>	<b>(1)</b>	<b>12</b>	<b>(5)</b>	<b>13</b>	<b>5</b>	<b>(2)</b>	<b>28</b>
Human Error - Metra/PSA	(5)	(0)	(1)	1	(0)	(6)	4	(2)	10	(3)	6	0	(2)	1
Human Error - Foreign	(3)	2	-	-	(0)	9	5	1	3	(2)	7	5	-	28
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(2)</b>	<b>(4)</b>	<b>(0)</b>	<b>0</b>	-	<b>(3)</b>	<b>(4)</b>	<b>(1)</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>(2)</b>	<b>(8)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(2)	(4)	(0)	0	-	(3)	(4)	(1)	6	1	1	1	(2)	(8)
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>(14)</b>	<b>(1)</b>	-	<b>(0)</b>	<b>(0)</b>	<b>(2)</b>	<b>(5)</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>(4)</b>	<b>17</b>	<b>(5)</b>	<b>(13)</b>
Weather - Metra/PSA	(14)	(1)	-	(0)	-	(2)	(5)	0	0	(0)	(4)	17	(5)	(13)
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	-	-	-	(0)
<b>Passenger Loading - Total</b>	<b>(3)</b>	<b>(6)</b>	<b>(0)</b>	<b>(2)</b>	-	<b>(6)</b>	<b>(8)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(3)</b>	<b>(7)</b>	<b>(5)</b>	<b>(41)</b>
<b>Lift Deployment - Total</b>	<b>(2)</b>	<b>(1)</b>	-	<b>(0)</b>	-	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	<b>2</b>	<b>(0)</b>	<b>1</b>	<b>5</b>	<b>(1)</b>	<b>(1)</b>
<b>Obstruction/Debris - Total</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>(0)</b>	-	<b>(6)</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>(1)</b>	<b>(1)</b>	<b>12</b>	<b>1</b>	<b>19</b>
<b>Catenary Failure - Total</b>	-	-	<b>(0)</b>	<b>(0)</b>	-	-	-	-	-	-	-	-	-	<b>(0)</b>
<b>Other - Total</b>	<b>(4)</b>	<b>0</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>(2)</b>	<b>5</b>	<b>(2)</b>	<b>(4)</b>	<b>(7)</b>
<b>Total Trains Delayed</b>	<b>(73)</b>	<b>(8)</b>	<b>1</b>	<b>(8)</b>	<b>7</b>	<b>41</b>	<b>(4)</b>	<b>(7)</b>	<b>64</b>	<b>(8)</b>	<b>38</b>	<b>51</b>	<b>(18)</b>	<b>76</b>
Total Metra/PSA Delays	(44)	(10)	1	(9)	(1)	6	(15)	(6)	61	(9)	33	50	(14)	44
Total Foreign Carrier Delays	(29)	2	-	1	8	35	11	(2)	3	1	5	1	(5)	32

Data for current month is final (10/21/19) version of TOPS

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

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

**Table 6.a: Train Delays by Cause & Line - YTD**  
January - August 2019

Cause Category	Top 2 causes for each line are shaded													
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>80</b>	-	-	-	<b>65</b>	<b>142</b>	<b>87</b>	<b>42</b>	<b>41</b>	<b>106</b>	<b>4</b>	<b>74</b>	<b>169</b>	<b>810</b>
Freight Interference - Peak	17	-	-	-	54	42	33	9	9	38	1	43	48	294
Primary	15	-	-	-	38	21	22	7	6	26	1	19	22	177
Secondary	2	-	-	-	16	21	11	2	3	12	-	24	26	117
Freight Interference - Off-Peak	63	-	-	-	11	100	54	33	32	68	3	31	121	516
Primary	51	-	-	-	9	52	36	30	24	42	2	21	75	342
Secondary	12	-	-	-	2	48	18	3	8	26	1	10	46	174
<b>Signal/Switch Failure - Total</b>	<b>226</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>33</b>	<b>202</b>	<b>104</b>	<b>32</b>	<b>261</b>	<b>80</b>	<b>134</b>	<b>165</b>	<b>224</b>	<b>1,555</b>
Signal/Switch Failure - Metra/PSA	118	62	17	15	6	174	94	27	261	29	134	113	187	1,237
Primary	94	49	11	8	6	96	75	21	188	23	87	69	121	848
Secondary	24	13	6	7	-	78	19	6	73	6	47	44	66	389
Signal/Switch Failure - Foreign	108	-	-	-	27	28	10	5	-	51	-	52	37	318
Primary	88	-	-	-	19	18	6	3	-	33	-	33	26	226
Secondary	20	-	-	-	8	10	4	2	-	18	-	19	11	92
<b>Mechanical Failure - Total</b>	<b>132</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>151</b>	<b>72</b>	<b>16</b>	<b>144</b>	<b>30</b>	<b>65</b>	<b>82</b>	<b>80</b>	<b>777</b>
Mechanical Failure - Metra/PSA	130	1	-	-	1	139	70	14	144	26	65	82	80	752
Non-Locomotive Equipment Failure - Metra/PSA	52	1	-	-	-	12	6	2	21	17	7	35	25	178
Primary	14	1	-	-	-	5	4	1	6	7	4	20	13	75
Secondary	38	-	-	-	-	7	2	1	15	10	3	15	12	103
Locomotive Failure - Metra/PSA	78	-	-	-	1	127	64	12	123	9	58	47	55	574
Primary	25	-	-	-	1	33	20	5	40	4	10	14	14	166
Secondary	53	-	-	-	-	94	44	7	83	5	48	33	41	408
Mechanical Failure - Foreign	2	-	1	2	-	12	2	2	-	4	-	-	-	25
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>2</b>	-	<b>2</b>	<b>9</b>	<b>24</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>40</b>	-	<b>1</b>	-	<b>112</b>
Passenger Train Interference - Metra/PSA	2	2	-	-	1	16	-	6	-	-	-	1	-	28
Passenger Train Interference - Foreign	21	-	-	2	8	8	3	-	2	40	-	-	-	84
<b>Accident - Total</b>	<b>25</b>	<b>81</b>	<b>12</b>	-	<b>9</b>	<b>65</b>	<b>26</b>	<b>8</b>	<b>38</b>	<b>14</b>	<b>58</b>	<b>67</b>	<b>95</b>	<b>498</b>
Accident - Metra/PSA	24	15	2	-	2	35	22	8	37	2	58	67	35	307
Accident - Foreign	1	66	10	-	7	30	4	-	1	12	-	-	60	191
<b>Track Work - Total</b>	<b>62</b>	<b>29</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>105</b>	<b>28</b>	<b>18</b>	<b>120</b>	<b>7</b>	<b>62</b>	<b>56</b>	<b>48</b>	<b>554</b>
Track Work - Metra/PSA	62	29	1	3	15	99	21	17	120	6	62	56	48	539
Track Work - Foreign	-	-	-	-	-	6	7	1	-	1	-	-	-	15
<b>Human Error - Total</b>	<b>175</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>18</b>	<b>124</b>	<b>60</b>	<b>29</b>	<b>126</b>	<b>40</b>	<b>99</b>	<b>89</b>	<b>108</b>	<b>894</b>
Human Error - Metra/PSA	112	11	7	6	3	54	25	11	122	4	82	56	80	573
Human Error - Foreign	63	2	-	-	15	70	35	18	4	36	17	33	28	321
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>28</b>	<b>18</b>	<b>1</b>	<b>6</b>	-	<b>25</b>	<b>27</b>	<b>5</b>	<b>32</b>	<b>4</b>	<b>53</b>	<b>35</b>	<b>33</b>	<b>267</b>
Sick, Injured, Unruly Passenger - Metra/PSA	26	18	1	6	-	25	27	5	32	4	53	35	33	265
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
<b>Weather - Total</b>	<b>164</b>	<b>187</b>	<b>65</b>	<b>104</b>	<b>4</b>	<b>101</b>	<b>56</b>	<b>25</b>	<b>193</b>	<b>15</b>	<b>110</b>	<b>124</b>	<b>79</b>	<b>1,227</b>
Weather - Metra/PSA	163	187	65	104	4	101	56	25	192	11	110	124	79	1,221
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
<b>Passenger Loading - Total</b>	<b>24</b>	<b>19</b>	<b>4</b>	<b>1</b>	-	<b>25</b>	<b>20</b>	<b>2</b>	<b>74</b>	-	<b>64</b>	<b>56</b>	<b>62</b>	<b>351</b>
<b>Lift Deployment - Total</b>	<b>15</b>	-	-	-	-	<b>22</b>	<b>12</b>	<b>1</b>	<b>35</b>	<b>2</b>	<b>14</b>	<b>49</b>	<b>54</b>	<b>204</b>
<b>Obstruction/Debris - Total</b>	<b>66</b>	<b>26</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>42</b>	<b>26</b>	<b>10</b>	<b>67</b>	<b>28</b>	<b>27</b>	<b>77</b>	<b>37</b>	<b>429</b>
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>1</b>	<b>3</b>	-	-	-	-	-	-	-	-	-	<b>7</b>
<b>Other - Total</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>22</b>	<b>10</b>	<b>32</b>	<b>8</b>	<b>36</b>	<b>30</b>	<b>37</b>	<b>219</b>
<b>Total Trains Delayed</b>	<b>1,047</b>	<b>444</b>	<b>123</b>	<b>153</b>	<b>158</b>	<b>1,036</b>	<b>543</b>	<b>204</b>	<b>1,165</b>	<b>374</b>	<b>726</b>	<b>905</b>	<b>1,026</b>	<b>7,904</b>
Total Metra/PSA Delays	769	376	112	149	36	740	395	136	1,116	120	705	746	732	6,132
Total Foreign Carrier Delays	278	68	11	4	122	296	148	68	49	254	21	159	294	1,772

Data for current month is final (10/21/19) version of TOPS

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

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

**Table 6.b: Train Delays by Cause & Line - YTD**  
**January - August Average Over Previous 5 Years: 2014-2018**

Top 2 causes for each line are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>178</b>	-	<b>0</b>	-	<b>32</b>	<b>98</b>	<b>92</b>	<b>84</b>	<b>48</b>	<b>110</b>	<b>11</b>	<b>47</b>	<b>171</b>	<b>871</b>
Freight Interference - Peak	78	-	0	-	29	21	24	33	14	36	3	26	56	319
Primary	47	-	-	-	26	14	16	23	8	26	1	12	26	198
Secondary	31	-	0	-	3	8	8	10	6	10	1	14	30	121
Freight Interference - Off-Peak	100	-	-	-	3	77	69	52	34	74	8	21	114	551
Primary	79	-	-	-	3	49	44	44	27	54	4	16	91	412
Secondary	21	-	-	-	0	28	25	8	7	19	4	5	23	139
<b>Signal/Switch Failure - Total</b>	<b>178</b>	<b>53</b>	<b>26</b>	<b>29</b>	<b>18</b>	<b>138</b>	<b>92</b>	<b>61</b>	<b>73</b>	<b>76</b>	<b>22</b>	<b>38</b>	<b>79</b>	<b>883</b>
Signal/Switch Failure - Metra/PSA	112	53	26	29	1	111	76	34	71	23	22	33	75	665
Primary	73	33	20	22	1	60	48	21	53	15	13	16	32	407
Secondary	39	19	6	7	0	50	28	13	18	8	9	17	43	258
Signal/Switch Failure - Foreign	65	-	0	-	17	27	16	27	2	53	-	5	4	217
Primary	48	-	-	-	15	15	11	17	1	33	-	2	3	144
Secondary	18	-	0	-	2	13	5	10	0	20	-	3	1	73
<b>Mechanical Failure - Total</b>	<b>128</b>	<b>26</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>112</b>	<b>68</b>	<b>26</b>	<b>127</b>	<b>26</b>	<b>68</b>	<b>68</b>	<b>65</b>	<b>733</b>
Mechanical Failure - Metra/PSA	126	22	7	5	5	103	68	26	127	26	68	68	65	716
Non-Locomotive Equipment Failure - Metra/PSA	35	22	7	5	1	13	11	3	13	9	18	20	28	185
Primary	14	6	3	2	1	5	5	1	6	4	8	8	12	74
Secondary	22	16	4	3	0	8	6	2	7	5	10	13	16	112
Locomotive Failure - Metra/PSA	91	-	-	-	4	90	57	23	114	17	50	47	37	530
Primary	26	-	-	-	3	24	20	7	34	7	17	14	14	165
Secondary	65	-	-	-	1	67	37	16	80	10	33	33	23	365
Mechanical Failure - Foreign	2	4	1	0	0	9	0	0	0	-	-	-	0	17
<b>Passenger Train Interference - Total</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>35</b>	<b>5</b>	<b>10</b>	<b>6</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>121</b>
Passenger Train Interference - Metra/PSA	2	2	1	1	1	24	4	9	4	2	1	2	6	58
Passenger Train Interference - Foreign	16	2	1	2	7	11	1	1	2	19	-	0	1	63
<b>Accident - Total</b>	<b>97</b>	<b>20</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>36</b>	<b>41</b>	<b>13</b>	<b>22</b>	<b>7</b>	<b>30</b>	<b>71</b>	<b>21</b>	<b>374</b>
Accident - Metra/PSA	79	20	5	9	0	33	39	10	18	4	29	64	15	325
Accident - Foreign	18	-	-	-	0	3	3	3	5	3	1	7	6	49
<b>Track Work - Total</b>	<b>187</b>	<b>38</b>	<b>11</b>	<b>31</b>	<b>6</b>	<b>63</b>	<b>23</b>	<b>11</b>	<b>65</b>	<b>9</b>	<b>41</b>	<b>36</b>	<b>47</b>	<b>569</b>
Track Work - Metra/PSA	172	38	11	31	6	63	23	11	65	7	41	36	47	551
Track Work - Foreign	15	-	-	-	-	-	1	0	-	2	-	-	-	17
<b>Human Error - Total</b>	<b>151</b>	<b>28</b>	<b>12</b>	<b>18</b>	<b>16</b>	<b>70</b>	<b>41</b>	<b>18</b>	<b>52</b>	<b>27</b>	<b>34</b>	<b>41</b>	<b>45</b>	<b>552</b>
Human Error - Metra/PSA	95	28	12	18	3	48	28	10	51	10	27	28	28	386
Human Error - Foreign	56	1	-	0	14	22	12	8	0	17	7	12	17	166
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>28</b>	<b>38</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>29</b>	<b>27</b>	<b>3</b>	<b>23</b>	<b>4</b>	<b>24</b>	<b>32</b>	<b>37</b>	<b>261</b>
Sick, Injured, Unruly Passenger - Metra/PSA	26	38	6	10	1	29	27	3	23	4	24	32	37	258
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
<b>Weather - Total</b>	<b>177</b>	<b>98</b>	<b>30</b>	<b>34</b>	<b>5</b>	<b>104</b>	<b>86</b>	<b>24</b>	<b>123</b>	<b>20</b>	<b>66</b>	<b>75</b>	<b>64</b>	<b>906</b>
Weather - Metra/PSA	176	98	30	34	4	102	86	24	123	19	66	75	64	900
Weather - Foreign	1	-	-	-	1	2	1	-	0	1	-	-	1	6
<b>Passenger Loading - Total</b>	<b>46</b>	<b>55</b>	<b>11</b>	<b>16</b>	<b>-</b>	<b>49</b>	<b>50</b>	<b>3</b>	<b>67</b>	<b>1</b>	<b>54</b>	<b>75</b>	<b>46</b>	<b>472</b>
Lift Deployment - Total	28	2	-	0	-	28	22	2	17	2	8	16	29	155
Obstruction/Debris - Total	60	21	9	24	5	35	25	11	34	20	23	49	49	364
Catenary Failure - Total	-	24	5	15	-	-	-	-	-	-	-	-	-	44
Other - Total	37	8	4	6	0	15	15	4	19	11	18	19	32	189
<b>Total Trains Delayed</b>	<b>1,313</b>	<b>416</b>	<b>129</b>	<b>201</b>	<b>98</b>	<b>812</b>	<b>588</b>	<b>271</b>	<b>676</b>	<b>333</b>	<b>400</b>	<b>566</b>	<b>690</b>	<b>6,492</b>
Total Metra/PSA Delays	959	409	127	199	27	640	462	147	618	130	381	495	491	5,084
Total Foreign Carrier Delays	354	7	2	2	71	173	126	124	57	203	19	71	198	1,408

Data for latest month is final (09/25/18) 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 - August 2019 Compared to January - August Average Over Previous 5 Years: 2014-2018**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(98)</b>	-	<b>(0)</b>	-	<b>33</b>	<b>44</b>	<b>(5)</b>	<b>(42)</b>	<b>(7)</b>	<b>(4)</b>	<b>(7)</b>	<b>27</b>	<b>(2)</b>	<b>(61)</b>
Freight Interference - Peak	(61)	-	(0)	-	25	21	9	(24)	(5)	2	(2)	17	(8)	(25)
Primary	(32)	-	-	-	12	7	6	(16)	(2)	(0)	(0)	7	(4)	(21)
Secondary	(29)	-	(0)	-	13	13	3	(8)	(3)	2	(1)	10	(4)	(4)
Freight Interference - Off-Peak	(37)	-	-	-	8	23	(15)	(19)	(2)	(6)	(5)	10	7	(35)
Primary	(28)	-	-	-	6	3	(8)	(14)	(3)	(12)	(2)	5	(16)	(70)
Secondary	(9)	-	-	-	2	20	(7)	(5)	1	7	(3)	5	23	35
<b>Signal/Switch Failure - Total</b>	<b>48</b>	<b>9</b>	<b>(9)</b>	<b>(14)</b>	<b>15</b>	<b>64</b>	<b>12</b>	<b>(29)</b>	<b>188</b>	<b>4</b>	<b>112</b>	<b>127</b>	<b>145</b>	<b>672</b>
Signal/Switch Failure - Metra/PSA	6	9	(9)	(14)	5	63	18	(7)	190	6	112	80	112	572
Primary	21	16	(9)	(14)	5	36	27	(0)	135	8	74	53	89	441
Secondary	(15)	(6)	(0)	-	(0)	28	(9)	(7)	55	(2)	38	27	23	131
Signal/Switch Failure - Foreign	43	-	(0)	-	10	1	(6)	(22)	(2)	(2)	-	47	33	101
Primary	40	-	-	-	4	3	(5)	(14)	(1)	0	-	31	23	82
Secondary	2	-	(0)	-	6	(3)	(1)	(8)	(0)	(2)	-	16	10	19
<b>Mechanical Failure - Total</b>	<b>4</b>	<b>(25)</b>	<b>(6)</b>	<b>(4)</b>	<b>(5)</b>	<b>39</b>	<b>4</b>	<b>(10)</b>	<b>17</b>	<b>4</b>	<b>(3)</b>	<b>14</b>	<b>15</b>	<b>44</b>
Mechanical Failure - Metra/PSA	4	(21)	(7)	(5)	(4)	36	2	(12)	17	(0)	(3)	14	15	36
Non-Locomotive Equipment Failure - Metra/PSA	17	(21)	(7)	(5)	(1)	(1)	(5)	(1)	8	8	(11)	15	(3)	(7)
Primary	0	(5)	(3)	(2)	(1)	0	(1)	-	-	3	(4)	12	1	1
Secondary	16	(16)	(4)	(3)	(0)	(1)	(4)	(1)	8	5	(7)	2	(4)	(9)
Locomotive Failure - Metra/PSA	(13)	-	-	-	(3)	37	7	(11)	9	(8)	8	(0)	18	44
Primary	(1)	-	-	-	(2)	9	(0)	(2)	6	(3)	(7)	(0)	0	1
Secondary	(12)	-	-	-	(1)	27	7	(9)	3	(5)	15	-	18	43
Mechanical Failure - Foreign	0	(4)	0	2	(0)	3	2	2	(0)	4	-	-	(0)	8
<b>Passenger Train Interference - Total</b>	<b>5</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(11)</b>	<b>(2)</b>	<b>(4)</b>	<b>(4)</b>	<b>19</b>	<b>(1)</b>	<b>(1)</b>	<b>(6)</b>	<b>(9)</b>
Passenger Train Interference - Metra/PSA	0	0	(1)	(1)	0	(8)	(4)	(3)	(4)	(2)	(1)	(1)	(6)	(30)
Passenger Train Interference - Foreign	5	(2)	(1)	0	1	(3)	2	(1)	0	21	-	(0)	(1)	21
<b>Accident - Total</b>	<b>(72)</b>	<b>61</b>	<b>7</b>	<b>(9)</b>	<b>8</b>	<b>29</b>	<b>(15)</b>	<b>(5)</b>	<b>16</b>	<b>7</b>	<b>28</b>	<b>(4)</b>	<b>74</b>	<b>124</b>
Accident - Metra/PSA	(55)	(5)	(3)	(9)	2	2	(17)	(2)	19	(2)	29	3	20	(18)
Accident - Foreign	(17)	66	10	-	7	27	1	(3)	(4)	9	(1)	(7)	54	142
<b>Track Work - Total</b>	<b>(125)</b>	<b>(9)</b>	<b>(10)</b>	<b>(28)</b>	<b>9</b>	<b>42</b>	<b>5</b>	<b>7</b>	<b>55</b>	<b>(2)</b>	<b>21</b>	<b>20</b>	<b>1</b>	<b>(15)</b>
Track Work - Metra/PSA	(110)	(9)	(10)	(28)	9	36	(2)	6	55	(1)	21	20	1	(12)
Track Work - Foreign	(15)	-	-	-	-	6	6	1	-	(1)	-	-	-	(2)
<b>Human Error - Total</b>	<b>24</b>	<b>(15)</b>	<b>(5)</b>	<b>(12)</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>65</b>	<b>48</b>	<b>63</b>	<b>342</b>
Human Error - Metra/PSA	17	(17)	(5)	(12)	0	6	(3)	1	71	(6)	55	28	52	187
Human Error - Foreign	7	1	-	(0)	1	48	23	10	4	19	10	21	11	155
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>-</b>	<b>(20)</b>	<b>(5)</b>	<b>(4)</b>	<b>(1)</b>	<b>(4)</b>	<b>(0)</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>(4)</b>	<b>6</b>
Sick, Injured, Unruly Passenger - Metra/PSA	-	(20)	(5)	(4)	(1)	(4)	(0)	2	9	0	29	3	(4)	7
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
<b>Weather - Total</b>	<b>(13)</b>	<b>89</b>	<b>35</b>	<b>70</b>	<b>(1)</b>	<b>(3)</b>	<b>(30)</b>	<b>1</b>	<b>70</b>	<b>(5)</b>	<b>44</b>	<b>49</b>	<b>15</b>	<b>321</b>
Weather - Metra/PSA	(13)	89	35	70	(0)	(1)	(30)	1	69	(8)	44	49	15	321
Weather - Foreign	0	-	-	-	(1)	(2)	(1)	-	1	3	-	-	(1)	0
<b>Passenger Loading - Total</b>	<b>(22)</b>	<b>(36)</b>	<b>(7)</b>	<b>(15)</b>	<b>-</b>	<b>(24)</b>	<b>(30)</b>	<b>(1)</b>	<b>7</b>	<b>(1)</b>	<b>10</b>	<b>(19)</b>	<b>16</b>	<b>(121)</b>
Lift Deployment - Total	(13)	(2)	-	(0)	-	(6)	(10)	(1)	18	0	6	33	25	49
Obstruction/Debris - Total	6	5	4	(15)	(4)	7	1	(1)	33	8	4	28	(12)	65
Catenary Failure - Total	-	(21)	(4)	(12)	-	-	-	-	-	-	-	-	-	(37)
Other - Total	(10)	(5)	(3)	(4)	3	(7)	7	6	13	(3)	18	11	5	30
<b>Total Trains Delayed</b>	<b>(266)</b>	<b>28</b>	<b>(6)</b>	<b>(48)</b>	<b>60</b>	<b>224</b>	<b>(45)</b>	<b>(67)</b>	<b>489</b>	<b>41</b>	<b>326</b>	<b>339</b>	<b>336</b>	<b>1,412</b>
Total Metra/PSA Delays	(190)	(33)	(15)	(50)	9	100	(67)	(11)	498	(10)	324	251	241	1,048
Total Foreign Carrier Delays	(76)	61	9	2	51	123	22	(56)	(8)	51	2	88	96	364

Data for current month is final (10/21/19) 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  
2019**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug
<b>Freight Interference - Total</b>	<b>100</b>	<b>142</b>	<b>108</b>	<b>77</b>	<b>77</b>	<b>92</b>	<b>126</b>	<b>88</b>					<b>810</b> <b>10.2%</b>
Freight Interference - Peak	38	52	39	25	29	39	35	37					294 3.7%
Primary	27	33	25	17	20	20	16	19					177 2.2%
Secondary	11	19	14	8	9	19	19	18					117 1.5%
Freight Interference - Off-Peak	62	90	69	52	48	53	91	51					516 6.5%
Primary	35	55	53	32	33	41	57	36					342 4.3%
Secondary	27	35	16	20	15	12	34	15					174 2.2%
<b>Signal/Switch Failure - Total</b>	<b>196</b>	<b>393</b>	<b>146</b>	<b>182</b>	<b>196</b>	<b>101</b>	<b>216</b>	<b>125</b>					<b>1,555</b> <b>19.7%</b>
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82	175	104					1,237 15.7%
Primary	132	215	87	85	95	64	107	63					848 10.7%
Secondary	28	105	22	49	58	18	68	41					389 4.9%
Signal/Switch Failure - Foreign	36	73	37	48	43	19	41	21					318 4.0%
Primary	27	51	25	30	33	14	33	13					226 2.9%
Secondary	9	22	12	18	10	5	8	8					92 1.2%
<b>Mechanical Failure - Total</b>	<b>121</b>	<b>106</b>	<b>66</b>	<b>67</b>	<b>96</b>	<b>113</b>	<b>92</b>	<b>116</b>					<b>777</b> <b>9.8%</b>
Mechanical Failure - Metra/PSA	116	91	66	67	96	113	92	111					752 9.5%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18	16	26					178 2.3%
Primary	11	13	8	10	8	7	9	9					75 0.9%
Secondary	10	20	11	21	6	11	7	17					103 1.3%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95	76	85					574 7.3%
Primary	26	19	16	15	23	25	21	21					166 2.1%
Secondary	69	39	31	21	59	70	55	64					408 5.2%
Mechanical Failure - Foreign	5	15	-	-	-	-	-	5					25 0.3%
<b>Passenger Train Interference - Total</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>6</b>	<b>26</b>	<b>21</b>	<b>8</b>					<b>112</b> <b>1.4%</b>
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1					28 0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7					84 1.1%
<b>Accident - Total</b>	<b>47</b>	<b>171</b>	<b>21</b>	<b>30</b>	<b>45</b>	<b>25</b>	<b>63</b>	<b>96</b>					<b>498</b> <b>6.3%</b>
Accident - Metra/PSA	7	84	20	22	45	24	38	67					307 3.9%
Accident - Foreign	40	87	1	8	-	1	25	29					191 2.4%
<b>Track Work - Total</b>	<b>11</b>	<b>52</b>	<b>38</b>	<b>62</b>	<b>75</b>	<b>87</b>	<b>152</b>	<b>77</b>					<b>554</b> <b>7.0%</b>
Track Work - Metra/PSA	11	46	32	62	72	87	152	77					539 6.8%
Track Work - Foreign	-	6	6	-	3	-	-	-					15 0.2%
<b>Human Error - Total</b>	<b>106</b>	<b>256</b>	<b>73</b>	<b>66</b>	<b>111</b>	<b>58</b>	<b>132</b>	<b>92</b>					<b>894</b> <b>11.3%</b>
Human Error - Metra/PSA	94	108	36	46	92	41	102	54					573 7.2%
Human Error - Foreign	12	148	37	20	19	17	30	38					321 4.1%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>20</b>	<b>37</b>	<b>29</b>	<b>57</b>	<b>24</b>					<b>267</b> <b>3.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29	57	24					265 3.4%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-	-	-					2 0.0%
<b>Weather - Total</b>	<b>591</b>	<b>401</b>	<b>18</b>	<b>37</b>	<b>23</b>	<b>12</b>	<b>120</b>	<b>25</b>					<b>1,227</b> <b>15.5%</b>
Weather - Metra/PSA	586	400	18	37	23	12	120	25					1,221 15.4%
Weather - Foreign	5	1	-	-	-	-	-	-					6 0.1%
<b>Passenger Loading - Total</b>	<b>12</b>	<b>40</b>	<b>29</b>	<b>19</b>	<b>37</b>	<b>72</b>	<b>84</b>	<b>58</b>					<b>351</b> <b>4.4%</b>
<b>Lift Deployment - Total</b>	<b>11</b>	<b>37</b>	<b>29</b>	<b>24</b>	<b>34</b>	<b>17</b>	<b>27</b>	<b>25</b>					<b>204</b> <b>2.6%</b>
<b>Obstruction/Debris - Total</b>	<b>79</b>	<b>72</b>	<b>32</b>	<b>45</b>	<b>41</b>	<b>31</b>	<b>68</b>	<b>61</b>					<b>429</b> <b>5.4%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>3</b>					<b>7</b> <b>0.1%</b>
<b>Other - Total</b>	<b>28</b>	<b>57</b>	<b>17</b>	<b>29</b>	<b>30</b>	<b>19</b>	<b>20</b>	<b>19</b>					<b>219</b> <b>2.8%</b>
<b>Total Trains Delayed</b>	<b>1,341</b>	<b>1,805</b>	<b>610</b>	<b>659</b>	<b>811</b>	<b>683</b>	<b>1,178</b>	<b>817</b>					<b>7,904</b> <b>100.0%</b>
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	629					6,132 77.6%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188					1,772 22.4%

Data for current month is final (10/21/19) version of TOPS

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

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

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

Top 2 causes for each month are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>	<b>86</b>	<b>136</b>	<b>141</b>	<b>101</b>	<b>95</b>	<b>133</b>	<b>159</b>	<b>112</b>	<b>137</b>	<b>973</b>	<b>14.2%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	367	5.4%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	195	2.9%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	172	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	606	8.9%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	457	6.7%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	149	2.2%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>	<b>95</b>	<b>145</b>	<b>149</b>	<b>128</b>	<b>141</b>	<b>124</b>	<b>110</b>	<b>217</b>	<b>197</b>	<b>1,091</b>	<b>16.0%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	849	12.4%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	577	8.4%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	272	4.0%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	242	3.5%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	151	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	91	1.3%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>	<b>60</b>	<b>74</b>	<b>92</b>	<b>65</b>	<b>102</b>	<b>70</b>	<b>95</b>	<b>94</b>	<b>98</b>	<b>825</b>	<b>12.1%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	806	11.8%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	178	2.6%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	76	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	102	1.5%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	628	9.2%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	160	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	468	6.8%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	19	0.3%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>29</b>	<b>33</b>	<b>28</b>	<b>25</b>	<b>5</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>7</b>	<b>156</b>	<b>2.3%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	51	0.7%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	105	1.5%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>	<b>12</b>	<b>25</b>	<b>-</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>43</b>	<b>45</b>	<b>43</b>	<b>256</b>	<b>3.7%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	220	3.2%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	36	0.5%
<b>Track Work - Total</b>	<b>11</b>	<b>18</b>	<b>43</b>	<b>101</b>	<b>100</b>	<b>100</b>	<b>58</b>	<b>59</b>	<b>88</b>	<b>120</b>	<b>51</b>	<b>36</b>	<b>490</b>	<b>7.2%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	485	7.1%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	0.1%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>	<b>52</b>	<b>94</b>	<b>91</b>	<b>80</b>	<b>104</b>	<b>69</b>	<b>72</b>	<b>63</b>	<b>79</b>	<b>712</b>	<b>10.4%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	510	7.5%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	202	3.0%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>	<b>33</b>	<b>43</b>	<b>44</b>	<b>36</b>	<b>32</b>	<b>32</b>	<b>25</b>	<b>20</b>	<b>22</b>	<b>289</b>	<b>4.2%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	289	4.2%
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>51</b>	<b>8</b>	<b>41</b>	<b>34</b>	<b>10</b>	<b>295</b>	<b>36</b>	<b>679</b>	<b>9.9%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	675	9.9%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	4	0.1%
<b>Passenger Loading - Total</b>	<b>31</b>	<b>56</b>	<b>32</b>	<b>13</b>	<b>67</b>	<b>95</b>	<b>78</b>	<b>139</b>	<b>33</b>	<b>35</b>	<b>37</b>	<b>46</b>	<b>511</b>	<b>7.5%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>13</b>	<b>45</b>	<b>23</b>	<b>30</b>	<b>36</b>	<b>27</b>	<b>18</b>	<b>27</b>	<b>29</b>	<b>219</b>	<b>3.2%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>	<b>62</b>	<b>60</b>	<b>51</b>	<b>63</b>	<b>35</b>	<b>30</b>	<b>59</b>	<b>47</b>	<b>57</b>	<b>422</b>	<b>6.2%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>63</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>22</b>	<b>31</b>	<b>20</b>	<b>22</b>	<b>19</b>	<b>5</b>	<b>20</b>	<b>215</b>	<b>3.1%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>	<b>602</b>	<b>926</b>	<b>887</b>	<b>722</b>	<b>832</b>	<b>710</b>	<b>782</b>	<b>1,039</b>	<b>870</b>	<b>6,840</b>	<b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	5,254	76.8%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	1,586	23.2%

Data for latest month is final (01/28/19) version from TOPS.

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

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

**Table 8: Train Delays by Duration  
August 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	27	5	3	3	7	20	16	4	37	10	6	20	9	167
11-15	13	1	0	1	1	9	5	2	10	3	4	17	0	66
16-20	2	1	0	0	0	3	2	1	5	1	3	3	1	22
21+	5	1	1	1	3	13	1	1	14	1	16	13	17	87
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>24</u>
Sub-Total	51	8	4	6	11	52	24	8	69	16	32	55	30	366
<b>Weekday Off-Peak **</b>														
6-10	22	6	3	1	2	30	8	8	31	6	8	11	12	148
11-15	6	1	0	1	3	6	5	4	7	6	8	6	3	56
16-20	1	0	0	2	1	4	5	0	4	2	4	1	2	26
21+	2	4	0	1	0	10	8	2	14	5	13	17	9	85
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>18</u>
Sub-Total	33	11	3	5	6	53	29	14	58	19	34	38	30	333
<b>Saturday</b>														
6-10	4	9	0	1	0	10	4	0	6	0	7	6	2	49
11-15	0	3	0	0	0	2	0	0	1	0	2	0	0	8
16-20	0	0	0	0	0	2	0	0	0	0	0	2	3	7
21+	0	0	0	0	0	1	0	0	0	0	6	1	2	10
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	4	12	0	1	0	15	4	0	7	0	15	9	7	74
<b>Sunday-Holiday</b>														
6-10	0	0	0	0	0	1	1	0	0	0	2	1	1	6
11-15	0	2	0	0	0	4	1	0	1	0	3	4	2	17
16-20	1	0	0	1	0	1	0	0	0	0	0	0	0	3
21+	0	1	0	2	0	3	0	0	0	0	7	4	0	17
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>1</u>	<u>0</u>	<u>1</u>
Sub-Total	1	3	0	3	0	9	2	0	1	0	12	10	3	44
<b>August 2019 Total</b>														
6-10	53	20	6	5	9	61	29	12	74	16	23	38	24	370
11-15	19	7	0	2	4	21	11	6	19	9	17	27	5	147
16-20	4	1	0	3	1	10	7	1	9	3	7	6	6	58
21+	7	6	1	4	3	27	9	3	28	6	42	35	28	199
Annulled	<u>6</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>10</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>6</u>	<u>7</u>	<u>43</u>
TOTAL	89	34	7	15	17	129	59	22	135	35	93	112	70	817
<b>2019 Year-to-Date</b>														
6-10	493	132	47	31	59	426	236	111	588	123	271	369	409	3,295
11-15	180	61	11	17	27	205	117	39	203	78	173	194	228	1,533
16-20	98	30	2	10	18	113	52	15	105	38	80	97	114	772
21+	188	73	16	9	40	243	107	34	223	120	158	217	233	1,661
Annulled	<u>88</u>	<u>148</u>	<u>47</u>	<u>86</u>	<u>14</u>	<u>49</u>	<u>31</u>	<u>5</u>	<u>46</u>	<u>15</u>	<u>44</u>	<u>28</u>	<u>42</u>	<u>643</u>
TOTAL	1,047	444	123	153	158	1,036	543	204	1,165	374	726	905	1,026	7,904
<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>August 2019 Total</b>														
6-10	59.6%	58.8%	85.7%	33.3%	52.9%	47.3%	49.2%	54.5%	54.8%	45.7%	24.7%	33.9%	34.3%	45.3%
11-15	21.3%	20.6%	0.0%	13.3%	23.5%	16.3%	18.6%	27.3%	14.1%	25.7%	18.3%	24.1%	7.1%	18.0%
16-20	4.5%	2.9%	0.0%	20.0%	5.9%	7.8%	11.9%	4.5%	6.7%	8.6%	7.5%	5.4%	8.6%	7.1%
21+	7.9%	17.6%	14.3%	26.7%	17.6%	20.9%	15.3%	13.6%	20.7%	17.1%	45.2%	31.3%	40.0%	24.4%
Annulled	<u>6.7%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>6.7%</u>	<u>0.0%</u>	<u>7.8%</u>	<u>5.1%</u>	<u>0.0%</u>	<u>3.7%</u>	<u>2.9%</u>	<u>4.3%</u>	<u>5.4%</u>	<u>10.0%</u>	<u>5.3%</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>2019 Year-to-Date Delays By Duration</b>														
6-10	47.1%	29.7%	38.2%	20.3%	37.3%	41.1%	43.5%	54.4%	50.5%	32.9%	37.3%	40.8%	39.9%	41.7%
11-15	17.2%	13.7%	8.9%	11.1%	17.1%	19.8%	21.5%	19.1%	17.4%	20.9%	23.8%	21.4%	22.2%	19.4%
16-20	9.4%	6.8%	1.6%	6.5%	11.4%	10.9%	9.6%	7.4%	9.0%	10.2%	11.0%	10.7%	11.1%	9.8%
21+	18.0%	16.4%	13.0%	5.9%	25.3%	23.5%	19.7%	16.7%	19.1%	32.1%	21.8%	24.0%	22.7%	21.0%
Annulled	<u>8.4%</u>	<u>33.3%</u>	<u>38.2%</u>	<u>56.2%</u>	<u>8.9%</u>	<u>4.7%</u>	<u>5.7%</u>	<u>2.5%</u>	<u>3.9%</u>	<u>4.0%</u>	<u>6.1%</u>	<u>3.1%</u>	<u>4.1%</u>	<u>8.1%</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 (10/21/2019) version from TOPS.