

# On-Time Performance

November 2018



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance November 2018

This report presents an analysis of November 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  
November 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>	1,133	89	92.1%	865	70	91.9%	1,998	159	92.0%	115	3	97.4%	90	4	95.6%	2,203	166	92.5%
<b>Elec -ML</b>	879	22	97.5%	885	10	98.9%	1,764	32	98.2%	160	7	95.6%	101	2	98.0%	2,025	41	98.0%
<b>-BI</b>	273	12	95.6%	294	8	97.3%	567	20	96.5%	32	0	100.0%	--	--	--	599	20	96.7%
<b>-SC</b>	<u>273</u>	<u>8</u>	97.1%	<u>651</u>	<u>7</u>	98.9%	<u>924</u>	<u>15</u>	98.4%	<u>126</u>	<u>8</u>	93.7%	<u>97</u>	<u>2</u>	97.9%	<u>1,147</u>	<u>25</u>	97.8%
<b>Subtotal</b>	1,425	42	97.1%	1,830	25	98.6%	3,255	67	97.9%	318	15	95.3%	198	4	98.0%	3,771	86	97.7%
<b>Heritage</b>	126	16	87.3%	21	2	90.5%	147	18	87.8%	--	--	--	--	--	--	147	18	87.8%
<b>Milw -N</b>	524	57	89.1%	736	74	89.9%	1,260	131	89.6%	80	7	91.3%	90	0	100.0%	1,430	138	90.3%
<b>-W</b>	<u>565</u>	<u>43</u>	92.4%	<u>653</u>	<u>48</u>	92.6%	<u>1,218</u>	<u>91</u>	92.5%	<u>96</u>	<u>1</u>	99.0%	<u>90</u>	<u>3</u>	96.7%	<u>1,404</u>	<u>95</u>	93.2%
<b>Subtotal</b>	1,089	100	90.8%	1,389	122	91.2%	2,478	222	91.0%	176	8	95.5%	180	3	98.3%	2,834	233	91.8%
<b>NCS</b>	188	21	88.8%	232	21	90.9%	420	42	90.0%	--	--	--	--	--	--	420	42	90.0%
<b>RI</b>	756	58	92.3%	653	43	93.4%	1,409	101	92.8%	128	8	93.8%	140	3	97.9%	1,677	112	93.3%
<b>SWS</b>	231	11	95.2%	399	34	91.5%	630	45	92.9%	24	0	100.0%	--	--	--	654	45	93.1%
<b>UP -N</b>	628	44	93.0%	842	39	95.4%	1,470	83	94.4%	104	10	90.4%	90	4	95.6%	1,664	97	94.2%
<b>-NW</b>	689	53	92.3%	674	52	92.3%	1,363	105	92.3%	98	6	93.9%	75	5	93.3%	1,536	116	92.4%
<b>-W</b>	<u>566</u>	<u>56</u>	90.1%	<u>673</u>	<u>63</u>	90.6%	<u>1,239</u>	<u>119</u>	90.4%	<u>82</u>	<u>5</u>	93.9%	<u>90</u>	<u>0</u>	100.0%	<u>1,411</u>	<u>124</u>	91.2%
<b>Subtotal</b>	1,883	153	91.9%	2,189	154	93.0%	4,072	307	92.5%	284	21	92.6%	255	9	96.5%	4,611	337	92.7%
<b>System</b>	6,831	490	92.8%	7,578	471	93.8%	14,409	961	93.3%	1,045	55	94.7%	863	23	97.3%	16,317	1,039	93.6%

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

Delays data for most recent month is final (12/27/18) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - November 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>	12,673	1,090	91.4%	9,555	739	92.3%	22,228	1,829	91.8%	1,357	88	93.5%	958	49	94.9%	24,543	1,966	92.0%
<b>Elec -ML</b>	9,855	184	98.1%	9,885	124	98.7%	19,740	308	98.4%	1,881	53	97.2%	1,048	38	96.4%	22,669	399	98.2%
<b>-BI</b>	3,055	59	98.1%	3,290	62	98.1%	6,345	121	98.1%	376	21	94.4%	--	--	--	6,721	142	97.9%
<b>-SC</b>	<u>3,133</u>	<u>48</u>	98.5%	<u>7,286</u>	<u>89</u>	98.8%	<u>10,419</u>	<u>137</u>	98.7%	<u>1,501</u>	<u>32</u>	97.9%	<u>1,035</u>	<u>16</u>	98.5%	<u>12,955</u>	<u>185</u>	98.6%
<b>Subtotal</b>	16,043	291	98.2%	20,461	275	98.7%	36,504	566	98.4%	3,758	106	97.2%	2,083	54	97.4%	42,345	726	98.3%
<b>Heritage</b>	1,410	144	89.8%	235	32	86.4%	1,645	176	89.3%	--	--	--	--	--	--	1,645	176	89.3%
<b>Milw -N</b>	5,870	338	94.2%	8,230	703	91.5%	14,100	1,041	92.6%	968	88	90.9%	951	56	94.1%	16,019	1,185	92.6%
<b>-W</b>	<u>6,339</u>	<u>253</u>	96.0%	<u>7,291</u>	<u>332</u>	95.4%	<u>13,630</u>	<u>585</u>	95.7%	<u>1,133</u>	<u>60</u>	94.7%	<u>938</u>	<u>41</u>	95.6%	<u>15,701</u>	<u>686</u>	95.6%
<b>Subtotal</b>	12,209	591	95.2%	15,521	1,035	93.3%	27,730	1,626	94.1%	2,101	148	93.0%	1,889	97	94.9%	31,720	1,871	94.1%
<b>NCS</b>	2,162	155	92.8%	2,586	166	93.6%	4,748	321	93.2%	--	--	--	--	--	--	4,748	321	93.2%
<b>RI</b>	8,460	453	94.6%	7,364	429	94.2%	15,824	882	94.4%	1,493	37	97.5%	1,445	58	96.0%	18,762	977	94.8%
<b>SWS</b>	2,585	201	92.2%	4,466	337	92.5%	7,051	538	92.4%	282	12	95.7%	--	--	--	7,333	550	92.5%
<b>UP -N</b>	7,044	234	96.7%	9,351	211	97.7%	16,395	445	97.3%	1,239	99	92.0%	950	63	93.4%	18,584	607	96.7%
<b>-NW</b>	7,739	403	94.8%	7,533	284	96.2%	15,272	687	95.5%	1,144	89	92.2%	788	99	87.4%	17,204	875	94.9%
<b>-W</b>	<u>6,341</u>	<u>586</u>	90.8%	<u>7,529</u>	<u>580</u>	92.3%	<u>13,870</u>	<u>1,166</u>	91.6%	<u>953</u>	<u>79</u>	91.7%	<u>943</u>	<u>57</u>	94.0%	<u>15,766</u>	<u>1,302</u>	91.7%
<b>Subtotal</b>	21,124	1,223	94.2%	24,413	1,075	95.6%	45,537	2,298	95.0%	3,336	267	92.0%	2,681	219	91.8%	51,554	2,784	94.6%
<b>System</b>	76,666	4,148	94.6%	84,601	4,088	95.2%	161,267	8,236	94.9%	12,327	658	94.7%	9,056	477	94.7%	182,650	9,371	94.9%

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

Delays data for most recent month is final (12/27/18) 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-Nov	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	89.3%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.2%	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	94.7%	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		92.0%	
	<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	93.4%	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	97.3%	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	97.4%	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	97.5%	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	98.1%	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		98.3%	
	<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	97.7%	97.7%
<b>Heritage</b>	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	96.8%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	90.8%	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	90.1%	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	94.4%	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	93.4%	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		89.3%	
	<b>2013-2017 average</b>	90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	93.1%	93.1%
<b>Milw - N</b>	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	93.9%	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	91.6%	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	94.7%	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	94.7%	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	94.0%	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		92.6%	
	<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	93.8%	93.7%
<b>Milw - W</b>	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.3%	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	93.4%	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	96.4%	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	95.0%	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	96.2%	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		95.6%	
	<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	95.1%	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	92.6%	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	89.7%	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	93.8%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.7%	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	94.2%	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		93.2%	
	<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	93.0%	92.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Nov	Annual
RI	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	95.4%	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	93.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	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	96.1%	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	95.9%	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		94.8%	
	2013-2017 average	92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	95.6%	95.6%
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	96.0%	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	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	94.6%	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	95.0%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1		92.5%	
	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	96.5%	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	96.5%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	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	97.3%	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		96.7%	
	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	94.6%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	95.1%	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	96.0%	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	96.5%	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	95.2%	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%	
	2013-2017 average	94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	95.5%	95.5%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	94.7%	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	94.3%	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	95.3%	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	94.4%	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		91.7%	
	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	94.8%	94.7%
System excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	95.5%	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	94.1%	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	96.1%	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	96.2%	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	96.0%	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		94.9%	
	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	95.6%	95.6%

Delays data for most recent month is final (12/27/18) 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  
November 2018**

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
BNSF	1227	Mon, Nov 05	6		CC	CLEARING THRU FORM B	
		<b>81% OT</b>	Tue, Nov 06	9		RA	1227 WAS DELAYED ACCOUNT AMTRAK CUS SOUTH NOT LINING 1236 INTO THE YARD. 1236 HAD 1227 BLOCKED.
			Wed, Nov 07	11		G	TRACK LIGHT.SIGNAL RESTRICTED
			Thu, Nov 08	27		GA	SWITCH FAILURE UNION STATION.
BNSF	1234	Tue, Nov 06	6		D1	LATE TURN FROM 1207.	
		<b>81% OT</b>	Wed, Nov 07	14		CM1	LATE FLIP OF 1207
			Fri, Nov 09	8		GM1	HAD TO PROTECT VINE & LINCOLN ST. ROAD CROSSINGS IN HINSDALE ON THEIR 1207 TRIP.
			Tue, Nov 13	46		CM	SWITCH FAILURE MAIN 3 HIGHLANDS.
BNSF	1240	Wed, Nov 07	8		CM1	LATE FLIP DUE TO TRACK LIGHT MT1 FVV	
		<b>81% OT</b>	Tue, Nov 13	40		CM	SWITCH FAILURE MAIN 3 HIGHLANDS.
			Mon, Nov 26	9		RA1	FOLLOWING 1238
			Fri, Nov 30	9		R1	WAITING ON 1250 TO CLEAR PLANT AT FAIRVIEW/TRAFFIC ENGINEER MADE A MISTAKE.
BNSF	1267	Tue, Nov 06	9		F1	DOOR ISSUES ON 1255. FOLLOWED 1255 FROM FAIRVIEW ON.	
		<b>81% OT</b>	Wed, Nov 14	7		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Mon, Nov 26	18		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
			Tue, Nov 27	7		AM	HELD ON MAIN ONE FOR EVENTUAL CROSSOVER TO MAIN TWO UNTIL A4 PASSED.
BNSF	1269	Tue, Nov 06	11		F1	DOOR PROBLEMS ON 1255. 1269 WAS FOLLOWING 63, WHICH WAS FOLLOWING 55.	
		<b>81% OT</b>	Wed, Nov 14	8		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Mon, Nov 26	14		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
			Tue, Nov 27	8		AM	HELD AT FAIRVIEW TO CROSSOVER MAIN TWO TO MAIN ONE UNTIL 1263 CLEARED SWITCHES.
BNSF	1273	Mon, Nov 05	14		GM	MULTIPLE BOX 2S DUE TO A BAD BOND ON MT1	
		<b>76% OT</b>	Wed, Nov 14	9		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Mon, Nov 26	35		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
			Tue, Nov 27	9		GW	SWITCH AT HILL WEST WOULD NOT LOCK WHEN REQUESTED. DID AFTER 7"
		Fri, Nov 30	10		D1	ZSSECHC928U ON M3, UCXHNEW014T MOVING WEST ON M2, AND 1241 ON M1, NO ROUTE BY FOR 1274 AT NAPERVILLE. 1273 FLIPS FROM 1274, SINCE 1274 ARRIV	
BNSF	1276	Mon, Nov 05	8		D	FREIGHT TRAIN INTERFERENCE LEAVING AURORA.	
		<b>81% OT</b>	Mon, Nov 26	10		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
			Wed, Nov 28	9		C	UNSCHEDULED TRACK WORK M3 AT FAIRVIEW AVE.
			Fri, Nov 30	7		D1	ZSSECHC928U ON M3, UCXHNEW014T MOVING WEST ON M2, AND 1241 ON M1, NO ROUTE BY FOR 1274 AT NAPERVILLE. 1276 FOLLOWS 1274.
BNSF	1283	Mon, Nov 05	9		GM	MULTIPLE XINGS THRU BERWYN	
		<b>75% OT</b>	Wed, Nov 14	8		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Fri, Nov 16	162		M1	PEDESTRIAN STRIKE AT CICERO.
			Mon, Nov 26	51		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
		Tue, Nov 27	9		GW1	WAITING ON 1273 TO CLEAR	
BNSF	1292	Mon, Nov 05	9		GM	MULTIPLE FORM BS IN BERWYN	
		<b>76% OT</b>	Wed, Nov 14	10		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Fri, Nov 16	101		M1	PEDESTRIAN STRIKE AT CICERO.
			Mon, Nov 26	10		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
		Wed, Nov 28	7		C	UNSCHEDULED TRACK WORK AT FAIRVIEW AVE ON M3.	
BNSF	1293	Thu, Nov 01	6		I	PASSENEGR DETRAINED THEN REALIZED AT WRONG STOP.	
		<b>81% OT</b>	Fri, Nov 16	0		M1	PEDESTRIAN STRIKE AT CICERO. ANNULLED
			Mon, Nov 26	7		YC1	HWLMBRC424A DERAILED GOING INTO EAST HOLE, FOULING MAIN TWO AND THREE.
			Fri, Nov 30	7		C	10 MPH S/R WEST EOLA DUE TO FROG DEFECT
BNSF	1295	Mon, Nov 05	6		KW	WHEEL SLIP REPORTED IN ROUTE	
		<b>81% OT</b>	Thu, Nov 08	7		GM	CROSSING GATE PROBLEMS
			Fri, Nov 09	62		K	VEHICLE ON THE TRACKS AT LAGRANGE RD
			Fri, Nov 16	17		M1	PEDESTRIAN STRIKE AT CICERO.
BNSF	1373	Mon, Nov 05	8		GM	MULTIPLE BOX 2S TRUCK XING THRU BERWYN	
		<b>75% OT</b>	Wed, Nov 14	7		KP	RESTRICTED SPEED DUE TO POTENTIAL SUICIDE IN AREA.
			Fri, Nov 16	194		M1	PEDESTRIAN STRIKE AT CICERO.
			Mon, Nov 26	0		YC1	CICERO DERAILMENT
		Thu, Nov 29	10		RF	ROUTE ISSUE WITH 1373.	
HC	917	Thu, Nov 01	10		D	(FREIGHT TRAIN INTERFERENCE) - RED SIGNAL BRIGHTON 504/519PM FOR NS BC06 W/6CARS ATTEMPTING TO MAKE REVERSE MOVE IN THE PLANT. MISCOMM WITH	
		<b>76% OT</b>	Wed, Nov 07	21		D	(FREIGHT TRAIN INTERFERENCE) - 30M BRIGHTON 500/530PM FOR NS BC36 UP8751 W/58CARS 7451FT GOING INTO ASHLAND AV. YARD
			Mon, Nov 26	38		G	(SIG/SWT MALFUNCTION) - TALKED BY RED SIGNAL AND INSTRUCTED TO HANDLINE CROSSOVERS. FROZEN LOCK AND FROZEN SWITCH, RESTRICTED SPEED TO NEXT
			Wed, Nov 28	14		D	(FREIGHT TRAIN INTERFERENCE) - 18M BRIGHTON 509/527PM FOR UP IG4AH NS2806 W/34CARS 6479FT.
		Fri, Nov 30	9		CC1	(SCHEDULED TRACK WORK TRN AHD) - HOLDING FOR HCD #924 / SINGLE TRACKING AROUND CN TRACKWORK	



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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
HC	918	Fri, Nov 09	12		DD	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - DELAYED 17M AT BRIGHTON PARK ACCT NS CHICAGO WEST LINING UP CROSS TRAFFIC.
	<b>81% OT</b>	Tue, Nov 13	7		DE1	(FREIGHT TRAIN INTERFERENCE) - HCD 916 AHEAD, X-TRAFFIC CP-CANAL VPSPM 6333 WITH MECHANICAL PROBLEMS.
		Mon, Nov 26	89		GW	(SIG/SWT MALFUNCTION WEATHER) - 738/805AM SWITCH FAILURE AFTER MEETING AMT301 AT JUSTICE
		Tue, Nov 27	13		D	(FREIGHT TRAIN INTERFERENCE) - CSX TRAIN WAS REPORTETO NS BUT DID NOT ARRIVE AS REPORTED, TRAIN HAD 700 AND WAS TRAVELING EAST.
HC	919	Fri, Nov 09	19		D	(FREIGHT TRAIN INTERFERENCE) - 25M BRIGHTON538/603PM FOR NS BH02 (NS 216 S TRAIN) 7000FT ON SHORT TIME.
	<b>81% OT</b>	Mon, Nov 12	18		RF	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - 14M CP CANAL RED SIGNAL/ IHB DS TIMING OUT SIGNAL APPARENT MIS- COM BETWEEN IHB DISP AND CN DISP.
		Mon, Nov 26	14		GW	10" DELAY XO47 SIGNAL PROBLEMS
		Wed, Nov 28	11		D	(FREIGHT TRAIN INTERFERENCE) - 14M CORWITH BNSF LIGHT ENG MOVE ATTEMPTING TO COMMUNICATE WITH CORWITH YARD AMTRAK #305 AHEAD.
MN	2116	Thu, Nov 01	25		AM1	25" DELAY, STOPPED @ MORTON GROVE, X/O 2MT-1MT AND BACK @ MAYFAIR.
	<b>81% OT</b>	Mon, Nov 19	7		G	7" DELAY, TRACK CIRCUIT/SIGNAL PROBLEMS @ CN X-ING.
		Mon, Nov 26	10		GW	10" DUE TO WEATHER CONDITIONS.
		Fri, Nov 30	11		B	12" DARK SIGNAL EAST-END FOX LAKE, RESTRICTED SPEED. MAINTAINER LEFT POWER OFF.
MN	2118	Thu, Nov 01	37		AM1	37" DELAY, STOPPED @ MORTON GROVE, X/O 2MT TO 1MT AND BACK @ MAYFAIR, FOLLOWING #2116.
	<b>76% OT</b>	Mon, Nov 19	16		G	16" DELAY, TRACK CIRCUIT/SIGNAL PROBLEMS @ CN X-ING.
		Mon, Nov 26	6		GW	6" DELAY DUE TO WEATHER CONDITIONS.
		Tue, Nov 27	8		GW	8" DELAY, SNOW PACKED SIGNALS, DEERFIELD & GRAYLAND. UNABLE TO CLEARLY SEE TOP ASPECT, OPERATED RESTRICTED SPEED.
		Fri, Nov 30	15		B1	15" DELAY, FOLLOWING #2116, TRAIN AHEAD, OPERATING ON APPROACH SIGNALS.
MN	2120	Thu, Nov 01	35		AM1	35" DELAY, STOPPED @ GOLF, TRAINS AHEAD.
	<b>81% OT</b>	Thu, Nov 08	46		GA	46" DELAY, CODE LINE FAILURE @ CUS.
		Wed, Nov 28	8		G1	10" DEPARTING DEERFIELD, LATE ARRIVAL/TURN OF #2101.
		Fri, Nov 30	10		B1	10" DELAY, FOLLOWING #2118, TRAIN AHEAD.
MN	2122	Thu, Nov 01	29		AM1	29" STOPPED @ GOLF, TRAINS AHEAD.
	<b>71% OT</b>	Thu, Nov 08	41		GA	41" DELAY, CODE LINE FAILURE, CUS.
		Fri, Nov 09	20		K	27" TRACK OBSTRUCTION, AUTO STUCK ON TRACKS @ IL RT. 134 MAIN ST. MP 43.32, RESTRICTED SPEED, EXPRESSED LIBERTVILLE-LAKE COOK.
		Mon, Nov 19	7		G	7" DELAY, TRACK CIRCUIT/SIGNAL PROBLEMS @ CN X-ING.
		Mon, Nov 26	8		GW	7" SIGNAL PROBLEMS ROUND LAKE/GRAYSLAKE; 2" CROSSING MALFUNCTION ITEM #2 HOWARD ST; 3" DOOR PROBLEMS; 3" STOP SIGNAL A-2.
		Wed, Nov 28	13		G1	12" SIGNAL PROBLEMS, FOLLOWING #2120.
MN	2124	Thu, Nov 01	26		AM1	26" DELAY, FOLLOWING #2122.
	<b>76% OT</b>	Thu, Nov 08	39		GA	39" CODE LINE FAILURE, CUS.
		Fri, Nov 09	23		K1	21" TRACK OBSTRUCTION AUTO STUCK ON TRACKS @ IL RT.134 MAIN ST MP43.32, RESTRICTED SPEED, FOLLOWING #2122, SLOW PASSENGER LOADING.
		Mon, Nov 26	11		GW	11" DELAY, DUE TO WEATHER CONDITIONS.
		Wed, Nov 28	10		G1	SIGANL SWITCH MALFUNCTION A20
MN	2125	Mon, Nov 19	18		E1	11" STOPPED AT RONDOUT WAITING FOR #2146 TO PASS; 8" STOPPED AT DEERFIELD WAITING FOR #2142 TO PASS. DEBRIS STRIKE
	<b>76% OT</b>	Wed, Nov 21	25		G	18" SWITCH FAILURE, RONDOUT; 4" STOPPED FREIGHT X-TRAFFIC, CN XING; 4" APPROACH SIGNALS INTO GLENVIEW.
		Mon, Nov 26	11		U	6" ADA NORTH GLENVIEW TO ROUND LAKE; 3" STOPPED AT MAYFAIR; 2" STOPPED AT CUS; 4" SIGNAL PROBLEMS LAKE FOREST-RONDOUT.
		Tue, Nov 27	6		I	6" DELAY, SLOW PASSENGER UNLOADING.
		Wed, Nov 28	43		E	45" DELAY, LOCOMOTIVE #423 WOULD NOT LOAD AT SCHEDULES DEPARTURE TIME, CREW & PASSENGERS LOADED ON EQUIP FROM #2129.
MN	2126	Thu, Nov 01	16		AM1	20" DEPARTED DEERFIELD LATE DUE TO LATE ARRIVAL/TURN OF #2105.
	<b>76% OT</b>	Thu, Nov 08	15		GA	15" CODE LINE FAILURE, CUS.
		Fri, Nov 09	9		K1	10" DEPARTING DEERFIELD LATE WAITING ON & FOLLOWING #2124.
		Mon, Nov 26	13		GW1	13" DELAY, DUE TO WEATHER CONDITIONS.
		Wed, Nov 28	26		G1	30" DEPARTED DEERFIELD LATE DUE TO LATE ARRIVAL/TURN OF #2105.
MN	2151	Tue, Nov 06	41		G	46" DELAY, TRACK CIRCUIT OUT AT RONDOUT.
	<b>81% OT</b>	Thu, Nov 15	10		D1	10" DELAY, WAITING ON #2158 TO CLEAR J-LINE.
		Wed, Nov 21	11		GF1	11" STOPPED RONDOUT WAITING FOR #2158.
		Mon, Nov 26	36		GW1	36" STOPPED AT RONDOUT WAITING FOR #2158 TO CLEAR.
MN	2155	Fri, Nov 02	6		D1	6" DELAY, WAITED FOR #2160 TO CLEAR RONDOUT.
	<b>67% OT</b>	Tue, Nov 06	26		G1	26" DELAY, LATE TURN FROM #2156.
		Tue, Nov 13	6		D1	6" DELAY, WAITED FOR #2160 TO CLEAR RONDOUT.
		Thu, Nov 15	9		U	9" DELAY, ADA LIFT AT LAKE FOREST.
		Wed, Nov 21	7		D	LATE FLIP @ CUS, STOPPED AT CN CROSSING FOR FREIGHT TRAIN
		Tue, Nov 27	13		G	13" DELAY, SIGNAL PROBLEMS AT GRAYSLAKE.
		Fri, Nov 30	11		U1	11" DELAY, DUE TO WAITING FOR #2160 TO CLEAR RONDOUT.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2156 <b>81% OT</b>	Tue, Nov 06	54	G	54" DELAY, TRACK CIRCUIT OUT AT RONDOUT.	
		Wed, Nov 21	10	GF	17" STOPPED AT CN CROSSING, TRACK CIRCUIT, TALKED BY SIGNAL.	
		Mon, Nov 26	38	GW1	20" STOPPED AT GRAYSLAKE WAITING FOR NCS #120 TO HAND LINE THEIR ROUTE; 18" HAND LINING ROUTE AT CN CROSSING.	
		Wed, Nov 28	21	GW1	13" WAITING FOR #2143 TO YARD, 12" MAYFAIR WAITING ON #2153 TO CLEAR 1MAIN, #340 DEAD IN THE WATER BETWEEN MAYFAIR & GRAYLAND.	
MN	2158 <b>81% OT</b>	Tue, Nov 06	86	G	85" DELAY, TRACK CIRCUIT OUT AT RONDOUT.	
		Thu, Nov 15	8	D	5" CN CROSS TRAFFIC; 5" WAITING ON #2149; 3" CREW NEEDED TO HEAT THE EAST END LOCK AT GRAYSLAKE.	
		Wed, Nov 21	12	GF1	18" STOPPED AT GRAYSLAKE WAITING FOR #2149.	
		Mon, Nov 26	43	GW1	50" STOPPED AT GRAYSLAKE WAITING FOR #2149 TO CLEAR, & PERFORMING MAINLINE CREW SWAP WITH #2155 AT HEALY.	
MN	2160 <b>76% OT</b>	Fri, Nov 02	9	D	9" DELAY, SLOW PASSENGER LOADING EN ROUTE.	
		Tue, Nov 06	24	G1	24" DELAY, LATE TURN FROM #2153.	
		Tue, Nov 13	8	D	10" DELAY, SOUTHBOUND FREIGHT TRAIN INTERFERENCE AT CN CROSSING.	
		Thu, Nov 15	8	D	8" DELAY, FREIGHT TRAIN INTERFERENCE AT CN CROSSING.	
		Fri, Nov 30	11	U	11" DELAY, ADA LIFT @ GRAYLAKE AND LATE FLIP FROM #2153.	
MW	2221 <b>81% OT</b>	Thu, Nov 01	8	KP	2" CUS WAITING FOR LINE-UP; 2" POLICE ACTIVITY MP 4.0; 2" X/O 3-1 A-5; 2" DROP OFF BENNY.	
		Mon, Nov 26	17	GW	18" ITEM #2 AT CALWAGNER, TALKED BY SIGNALS @ WOODDALE & ITASCA & SIGNAL BURNED OUT AT GRAVEL PIT.	
		Thu, Nov 29	6	G	ALL RED - TALKED BY SIGNAL	
		Fri, Nov 30	17	E	15" CUS ISSUES WITH LOCOMOTIVE #216.	
MW	2224 <b>81% OT</b>	Thu, Nov 08	41	GA	41" DELAY, CODE LINE FAILURE, CUS.	
		Mon, Nov 26	23	KW	23" DELAY, WEATHER CONDITIONS.	
		Tue, Nov 27	8	RF1	8" DELAY, WAITING ON NCS #110 @ RIVER GROVE.	
		Thu, Nov 29	20	G1	22" DEPARTING FRANKLIN PARK LATE.	
MW	2226 <b>76% OT</b>	Thu, Nov 08	35	GA	35" DELAY, CODE LINE FAILURE.	
		Fri, Nov 16	6	D	"6 FREIGHT TRAIN INTERFERENCE NEAR B-12/FRANKLIN PARK	
		Mon, Nov 26	30	GW1	30" LATE TURN FROM #2203.	
		Wed, Nov 28	28	KD1	30" X/O ROSELLE WEST TO B-17, FOLLOWING #2222.	
		Thu, Nov 29	13	G	4" SIGNAL PROBLEMS, ROSELLE WEST; 4" ADA BENSENVILLE; 2" DOOR PROBLEM #8233, MANUALLY BLEEDING DOORS OFF; 2" STOP SIGNAL, A-2.	
MW	2255 <b>81% OT</b>	Mon, Nov 12	13	D	13" DELAY, FREIGHT TRAIN INTERFERENCE AT B-17.	
		Tue, Nov 20	17	D	17" DELAY, FREIGHT TRAIN INTERFERENCE AT B-17 (13") AND AT SPAULDING (8").	
		Mon, Nov 26	16	GW1	16" DELAY, LATE TURN FROM #2254.	
		Tue, Nov 27	62	KD1	62" DELAY, DUE TO #2254'S MECHANICAL PROBLEM WITH LOCO #426. USED #2256'S EQUIP, #2253 EQUIP WAS USED FOR #2257.	
MW	2256 <b>81% OT</b>	Fri, Nov 09	8	G	8" DELAY, TRACK CIRCUIT LEFT UP FROM THE ELECTRIC LOCK ON THREEMAIN, RESTRICTED SPEED B-12 TO GALEWOOD.	
		Mon, Nov 12	7	D	7" DELAY, FREIGHT TRAIN INTERFERENCE AT GALEWOOD.	
		Tue, Nov 27	9	KD1	9" DELAY, ACCOMMODATING #2254'S PASSENGERS AT HANOVER PARK DUE TO A MECHANICAL FAILURE.	
		Fri, Nov 30	11	AM1	11" DELAY, LATE TURN FROM #2251.	
NCS	116 <b>76% OT</b>	Mon, Nov 05	19	D	8" ANTIOCH, CN FREIGHT. 10MPH CN INTERLOCKING; 8" RESTRICTED SPEED RAM; 6" FOLLOWING #2242.	
		Thu, Nov 15	8	A	7" STOP SIGNAL, DEVAL.	
		Mon, Nov 19	11	RF	8" LATE DEPARTURE FROM YARD DUE TO BEING ON HOLD WITH RTC FOR 25"; 1" 2 MAIN AT MUNDELEIN, PEOPLE XING OVER; 6" FREIGHT, DEVAL.	
		Wed, Nov 21	7	A	8" APPROACH RAM, STOPPED AT GRAYLAKE WAITING FOR NCX-1; 1" 2 MAIN AT TRAFTON; 3" STOPPED AT DEVAL FOR CROSS TRAFFIC.	
		Mon, Nov 26	10	D	6" FOLLOWED FREIGHT TO BUFFALO GROVE; 4" FOLLOWED FREIGHT TO MUNDELEIN; 2" APPROACH STOPPED DEVAL WAITING FOR UP; 2" STOPPED, A-2.	
NCS	120 <b>81% OT</b>	Tue, Nov 06	7	G	7" DELAY, DUE TO SIGNAL PROBLEMS ON MDN, DID NOT MAKE STOPS AT LIBERTYVILLE OR LAKE FOREST.	
		Wed, Nov 14	11	D1	9" LATE TURN FROM #113; 3" WAITING ON #2147; 2" APPROACH MAYFAIR.	
		Fri, Nov 16	8	GM	8" DOWN, 5" WAITING ON TRAIN 2147 AT GRAYSLAKE, 2" COPY ITEM 2 GATE MALFUNCTION	
		Mon, Nov 26	32	GF	40" SWITCH FAILURE AT CN CROSSING, HAD TO HAND LINE ROUTE AND HAD TO WALK BACK FROM GETTING THE HIGH SWITCH & PASSENGERS ON ICY PLAT...	
RI	302 <b>81% OT</b>	Wed, Nov 07	22	E1	(LOCO MALFCN, TRN AHD) - THEY ORIGINATED OAK PARK DEPOT DUE TO THE BREAK DOWN OF RI414	
		Mon, Nov 12	0	F1	DUE TO EARLIER TRAIN CAB CAR PROBLEM.	
		Mon, Nov 26	17	GW1	(SIG/SWT MALFN. WEATHER TRN AHD) - DH3021 LATE GETTING IN DUE TO HAVING TO BE TALKED BY SNW PACKED SIGNALS FROM PERSHING TO GRESHAM	
		Tue, Nov 27	8	R	(LOCOMOTIVE MALFUNCTION) - THE CONDUCTOR REPORTED THAT THE ENG WAS HAVING PROBLEMS W/BRAKES & INSPECTED THE TRAIN	
RI	503 <b>67% OT</b>	Fri, Nov 02	6	I	WAITING FOR PASSENGERS	
		Tue, Nov 06	21	G	(SIG/SWT MALFUNCTION) - TRACK CIRCUIT AT CP54ST, HAD TO BE TALKED BY SIGNAL	
		Wed, Nov 07	6	I	(PSGR HANDLING) - ARRIVED 6M LATE AT JOLIET, SLOW LOADING PASSENGERS AT HICKORY CREEK, ALSO EXCESSIVE WHEEL SLIP ON BEVERLY SUB	
		Fri, Nov 09	11	KW1	(PSGR HANDLING, WEATHER TRN AHD) - SLICK RAIL ON THE BRANCH/AWDMM 191ST ST	
		Mon, Nov 12	39	F1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - DEPARTED LATE DUE TO ARRIVAL OF RI606	
		Thu, Nov 15	10	CW1	(SIG/SWT MALFCN, TRAIN AHEAD) - DUE TO THE BROKEN RAIL ON TK #2 MP 22.30 ALL TRAFFIC THRU THAT LOCATION CAN ONLY GO 25MPH	
		Mon, Nov 26	31	GW	(SIG/SWT MALFUNCTION WEATHER) -	

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
RI	505	Wed, Nov 07	9		CC1	(SCHEDULED TRACK WORK TRN AHD) - DELAYED 9M AT CP MOKENA ACCT WAITING FOR 508 TO CROSS AHEAD, SINGLE TRACKING AT MP 32.0	
		<b>67% OT</b>	Fri, Nov 09	11		KW	(PSGR HANDLING, WEATHER) - AWDMM 191ST ITEM #1
			Mon, Nov 12	9		F1	(CAB CAR/TRL/MU MALFCN, TRN AHD) -
			Tue, Nov 13	9		CC	(SCHEDULED TRACK WORK) - SINGLE TRACKING FROM CP MOKENA TO CP 35.5. WAITING FOR RI508TO CLEAR MOKENA
			Wed, Nov 14	9		CC	(SCHEDULED TRACK WORK) - 11M AT MOKENA WAITING ON RI508 TO CLEAR
			Thu, Nov 15	20		CW1	(SIG/SWT MALFCN, TRAIN AHEAD) -
			Mon, Nov 26	12		GW	(SIG/SWT MALFUNCTION WEATHER) - FLAGGED BY SIGNALS DUE TO SNOW
RI	508	Thu, Nov 01	10		DE1	(FREIGHT TRAIN INTERFERENCE) - CNQ142W/173C STOPPED DUE TO SLOW AIR/BRAKE RELEASING	
		<b>76% OT</b>	Fri, Nov 02	11		D	FREIGHT INTERFERENCE
			Tue, Nov 06	15		G1	(FRT TRN INF, TRN AHD) - 17M LATE DEPARTING JUD DUE TO LATE TURN OF EQUIP AS RI503
			Mon, Nov 12	25		F1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - DEPARTED LATE DUE TO RI503
			Mon, Nov 26	32		GW1	(SIG/SWT MALFN. WEATHER TRN AHD) - DEPARTED LATE DUE TO ARRIVAL
SWS	836	Wed, Nov 07	8		DD1	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - LATE FLIP OF SWS #823	
		<b>71% OT</b>	Wed, Nov 14	6		D	(FREIGHT TRAIN INTERFERENCE) - NS HEADROOM MOVE WEST OUT OF LANDERS NS44704 WORKING ON NS 234 6800FT.
			Thu, Nov 15	11		DD1	(FRT.DISP.-OPER./FRT.TRAIN ERRO) - 14M ASHBURN WAITING ON DELAYED SWS #829 (FROM CP518 DELAY.)
			Tue, Nov 20	7		G	(SIG/SWT MALFUNCTION) - 7M CP 74TH ST. MEET SWS #831 SINGLE TRACKING AROUND TRACK CIRCUIT ISSUES
			Tue, Nov 27	9		D	(FREIGHT TRAIN INTERFERENCE) - 9M CP21ST ST FOR NS881 BNSF9338 W/ 130CARS 7100FT (FROM BNSF TO NS VIA AMTRAK/ 21ST)
			Thu, Nov 29	13		D1	(FRT TRN INF, TRN AHD) - 9M ACCT. WAITING TO MEET SW0829, WHO WAS LATE THRU CP518 ACCT. BC04, NS9651, 44CARS, 7986
UPN	320	Mon, Nov 05	44		E1	TIED ONTO #308 @ WINTHROP HARBOR & SHOVED TO CPT (#308 MECH. ISSUES) NO STATION STOPS MADE.	
		<b>76% OT</b>	Tue, Nov 13	7		UF	DELAYED @ DAVIS ST CREW HAD TO MANUALLY OPERATE ADA LIFT ON CAB CAR #8461 (WOULDN'T STOW- STOPPED FROM 07:57-08:05).
			Mon, Nov 19	9		J1	DELAYED FOLLOWING #318 ON ACCT. OF #314 POLICE ACTIVITY @ WAUKEGAN.
			Mon, Nov 26	56		KW1	TRAINS AHEAD.
			Tue, Nov 27	10		GW	SIGNAL ISSUES BETWEEN DAVIS ST-PETERSON (SNOW ACCUMULATION ON THE SIGNALS).
UPN	332	Mon, Nov 05	7		E1	DELAYED FOLLOWING #330, (#308 MECH. ISSUES).	
		<b>81% OT</b>	Mon, Nov 26	124		KW	DELAYED DUE TO TREE DOWN ON TRACKS.
			Tue, Nov 27	18		GW	SIGNAL ISSUES SOUTH OF DAVIS ST- PETERSON (SNOW ACCUMULATION ON THE SIGNALS-FLAGGED).
			Wed, Nov 28	9		G	TALKED PAST SIGNAL AT MP9.21, RESTRICTED SPEED TILL NEXT SIGNAL.
UPN	343	Mon, Nov 05	11		U	4" ADA LIFTS @ DAVIS ST AND GLENCOE.	
		<b>80% OT</b>	Tue, Nov 06	12		KW	SLIPPERY RAIL CONDITIONS ALSO 40MPH SPEED RESTRICTION MP 41.6-42.
			Mon, Nov 26	10		KW1	DELAYED BEHIND M341.
			Thu, Nov 29	7		U	TWO ADA LIFTS.
UPNW	611	Tue, Nov 13	31		E	EXCESSIVE WHEELSLIP (CUT OUT #2 TRACTION MOTOR).	
		<b>81% OT</b>	Thu, Nov 15	13		ZT	LAKE ST HAD TO RUN TIMER ON STACKED SIGNAL AT ERIE PLANT, HAD TO CUT OUT THE PTC AT CY.
			Mon, Nov 26	31		KW1	DEPARTED CPT 25 MIN LATE WAITING FOR EQUIPMENT.
			Fri, Nov 30	10		ZT	PTC FAILURE AT IRVING PARK AND EDISON PARK. SOFTWARE SLOW INTIATING
UPNW	622	Tue, Nov 06	7		G	DELAYED @ DEVAL (-8) SIGNAL ISSUES (CODE SLOW- SIGNAL SLOW CLEARING, PER DISP. 342).	
		<b>76% OT</b>	Wed, Nov 14	21		G1	SWITCH FAILURE AT BARRINGTON & @ SEEGER AT TRAINS RAN TRK 3, WAS SCHEDULED TO RUN TRK 2, STILL UNDER INVESTIGATION.
			Mon, Nov 26	78		KW1	WEATHER CONDITIONS AND FOLLOWING TRAINS AHEAD.
			Tue, Nov 27	8		KW1	DELAYED FOLLOWING #624, PASSENGER LOADING, DUE TO CAR SHORTAGE FROM EQUIP SWAPS ON 11/26/18; X-TRAFFIC @ MAYFAIR & LAKE ST. PLANT.
UPNW	631	Mon, Nov 05	6		KW1	1 SLOW MOVING ADA PASSENGER AT DEE ROAD, XH MP32.89.	
		<b>81% OT</b>	Tue, Nov 06	8		KW1	DELAYED FOLLOWING #627 ALSO 1 ADA LIFT @ CARY.
			Mon, Nov 19	10		E1	DELAYED FOLLOWING TRAINS AHEAD (ALL FLEET TRAINS RAN T2 CY-MAYFAIR).
			Thu, Nov 29	6		JM1	DELAYED FOLLOWING #627 FROM BARRINGTON, WHICH HAD A MEDICAL EMERGENCY @ ARLINGTON HEIGHTS.
UPNW	644	Tue, Nov 06	10		E1	DEPARTED 14" LATE, ALSO WAITED FOR PASSENGERS ON WRONG SIDE @ PALATINE-MT PROSPECT (TRAIN WAS ON NORMAL TRACK).	
		<b>76% OT</b>	Tue, Nov 13	12		UF	LATE DEPARTURE FROM CRYSTAL LAKE ON ACCT. BAR ORDER ADA LIFT ON CAB CAR 8415.
			Mon, Nov 19	12		ZT	DEPARTED CRYSTAL LAKE 12" LATE DUE TO PTC SOFTWARE ISSUES.
			Tue, Nov 20	7		ZT	PTC FAILURE @ DEE ROAD (NO COMMUNICATION).
			Mon, Nov 26	57		KW1	LATE DEPARTURE DUE TO LATE ARRIVAL OF EQUIPMENT & CREW. XH'S STOPPED.
UPNW	652	Mon, Nov 05	12		KW	SLIPPERY RAIL CONDITIONS.	
		<b>76% OT</b>	Mon, Nov 19	60		E1	DEPARTED CRYSTAL LAKE 60" LATE, EQUIP. TURNED FROM #623 DUE TO ORIGINAL TURN FROM #621 HAD A MECHANICAL FAILURE @ DEE ROAD.
			Wed, Nov 21	8		ZT1	LATE DEPARTING CRYSTAL LAKE, LATE TURN OF #621 DUE TO PTC DUMPED AIR CONTINUOUSLY EN ROUTE.
			Mon, Nov 26	22		KW1	DEPARTED CRYSTAL LAKE 15 MINS LATE ON ACCT OF LATE ARRIVAL OF M621, 3 XH PROCEDURES.
			Thu, Nov 29	7		I	HEAVY PASSENGER LOADING EN ROUTE.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UPNW	658 <b>81% OT</b>	Mon, Nov 19	7	GM	XH ORDE @ M.P 18.28.	
		Tue, Nov 20	12	ZT	RAN @ RESTRICTED SPEED DUE TO YARD LIMITS RESTRICTIONS FOR PTC.	
		Wed, Nov 21	18	ZT	LATE DEPARTING HARVARD ON ACCT. OF PTC ISSUES & ADA ISSUES ON CAB CAR #8463 (ISSUES ITH FLAP-WOULD NOT ACTIVATE).	
		Fri, Nov 30	12	ZT	DELAYED DUE TO PTC ISSUES ALSO HAD HEAVY PASSENGER LOADING BRRINGTON-MT. PROSPECT.	
UPW	10 <b>81% OT</b>	Fri, Nov 02	7	D	STOPPED FOR FREIGHT OUT OF ELBURN, RAN TRK 3 TO BELWOOD, PASSENGERS ON TH WRONG SIDE BERKELEY & BELLWOOD, GPS MADE ANNOUNCEMENTS.	
		Tue, Nov 06	9	H	LATE DEPARTURE FROM ELBURN ON ACCT. OF EQUIPMENT BLUE FLAGGED.	
		Wed, Nov 07	18	D	STOPPED AT THE VALE WAITING FOR THE YPCW-6HT TO CLEAR INTO HE ROCKWELL.	
		Mon, Nov 26	18	KD	DRAGGING EQUIPMENT @ ELMHURST, STOPPED & INSPECTED. STRUCK SOME TYPE OF DEBRIS.	
UPW	30 <b>81% OT</b>	Thu, Nov 15	10	I1	FOLLOWING #28 EN ROUTE.	
		Mon, Nov 19	15	G1	DELAYED BEHIND #28 @ HALSTED, SWITCH ISSUES ON HALSTED PLANT.	
		Mon, Nov 26	45	KW1	TRAIN CONTROL LAFOX TO WEST CHICAGO, MADE ALL STOPS TO CHICAGO.	
		Tue, Nov 27	8	I	SLOW PASSENGER LOADING @ RIVER FOREST & OAK PARK.	
UPW	42 <b>81% OT</b>	Mon, Nov 05	8	CC	2 ADA LIFTS, WAITED FOR #25 TO CLEAR KRESS, FREIGHT @ W. CHGO WITH PTC ISSUES, 3" FORM B'S, 1 FORM C, & 1 FORM A.	
		Mon, Nov 26	10	KW1	LATE DEPARTURE, LATE ARRIVAL OF EQUIP. WEATHER CONDITIONS ENROUTE.	
		Wed, Nov 28	12	I	DEPARTED ELBURN 4", DUE TO CUTTING IN PTC, SLOW PASSENGER LOADING EN ROUTE, LARGE GROUP OF VISUALLY IMPAIRED.	
		Thu, Nov 29	10	ZT	CUTTING IN PTC HAVING TROUBLE WITH PTC CUTTING IN AND OUT.	
UPW	44 <b>76% OT</b>	Mon, Nov 05	10	D	FREIGHT TRAIN INTERFERENCE (KTAG45) LA FOX-GENEVA, 3 FORM B'S.	
		Wed, Nov 07	7	CC	DEPARTED ELBURN 8 MINUTES LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF #25, 3 ADA LIFTS, FORM B'S.	
		Mon, Nov 26	7	KW1	LATE DEPARTURE, LATE ARRIVAL OF #25. WEATHER CONDITIONS ENROUTE.	
		Wed, Nov 28	15	I	DEPARTED ELBURN 5" LATE, SETTING UP PTC, SLOW PASSENGER LOADING EN ROUTE, PASSENGERS ON WRONG SIDE AT WHEATON, WVOM OUT OF ORDER.	
UPW	54 <b>81% OT</b>	Mon, Nov 26	22	KW1	DEPARTED ELBURN 10" LATE, LATE ARRIVAL OF #35, NO SIGNAL AT 25TH FOR TRAIN GOING INTO YARD, NO SIGNAL AT WESTERN FOR X-TRAFFIC.	
		Tue, Nov 27	32	GF1	DEPARTED 2" LATE, LATE ARRIVAL OF #35, ALSO FLAGGED AT CN DUE TO BROKEN RAIL IN THE DIAMOND ON T3. RAN ON BLOCKS, METX147 B/O ATC.	
		Wed, Nov 28	17	R1	DELAYED BY IOJPRJ THAT WAS HAVING ISSUES WITH A FROZEN SWITCH IN THE YARD & XH @MP10.76.	
		Thu, Nov 29	7	ZT	LATE DEPARTURE FROM ELBURN, INITIALIZING PTC.	
UPW	55 <b>80% OT</b>	Fri, Nov 02	13	F1	DELAYED FOLLOWING A LATE @49 WITH #51 AND #53 AHEAD OF IT.	
		Tue, Nov 13	10	F1	DELAYED FOLLOWING #53.	
		Wed, Nov 28	10	FW1	TRAIN CONTROL MELROSE PARK-BERKELEY FOLLOWING #53 WITH DRAGGINGEQUIP., STICKY LOADING DOORS ON #7224, & NO PA ON THE TRAIN.	
		Thu, Nov 29	7	D1	DELAYED FOLLOWING TRAINS AHEAD, #47 FREIGHT TRAIN INTERFERENCE.	
UPW	58 <b>76% OT</b>	Fri, Nov 02	10	I	SLOW LOADING OF PASSENGERS ON THE CAB CAR @ THE CROSSINGS RAN TRACK 2 VILLA PARK AND ELMHURST.	
		Tue, Nov 06	10	KW	DELAYED EN ROUTE DUE TO SLIPPERY RAIL CONDITIONS ALSO HAD CROSSTRAFFIC @ WESTERN.	
		Wed, Nov 07	8	D	FREIGHT TRAIN INTERFERENCE INEG2X GOING INTO PROVISO.	
		Mon, Nov 26	20	D	STOPPED AT 25TH AVENUE DUE TO FREIGHT TRAIN BLOCKING THE INTERLOCKING.	
UPW	60 <b>81% OT</b>	Wed, Nov 28	12	R1	LATE TURN OFF #39 ON ACCT. OF RMCC STOPPED TRAIN MOVEMENT @ 10.76.	
		Tue, Nov 06	13	C	RAN RESTRICTED SPEED DUE TO A BROKEN RAIL ON TRK 3 @ KEDZIE.	
		Wed, Nov 07	9	D1	DELAYED FOLLOWING #58, FREIGHT TRAIN INTERFERENCE.	
		Mon, Nov 26	46	KW1	LATE ARRIVAL OF #59 CREW AND EQUIPMENT.	
UPW	62 <b>81% OT</b>	Wed, Nov 28	14	FW1	LATE TURN OFF #59 ON ACCT. OF #53 STOPPED @ MP 16.5 FOR DRAGGING EQUIPMENT.	
		Tue, Nov 06	23	KW	SLIPPERY RAIL CONDITIONS, X-TRAFFIC @ WESTERN, & RAN RESTRICTEDSPEED FROM MP 5.5-CPT DUE TO BROKEN RAIL ON TRK 3 @ KEDZIE.	
		Wed, Nov 14	7	D1	LATE TURN OFF #47 CREW & EQUIPMENT ON ACCT. OF CN FREIGHT TRAIN INTERFERENCE.	
		Mon, Nov 19	7	I	DELAYED SLOW LOADING PASSENGERS ON THE CAB CAR @ THE CROSSING WAS ON TRK 2 VILLA PARK & ELMHURST.	
UPW	67 <b>71% OT</b>	Fri, Nov 23	10	D	RAN TRK 2 VILLA PARK AND ELMHURST DUE TO MCLPR GOING INTO PROVISO ON TRK 1 @ PARK.	
		Thu, Nov 01	11	CC1	TRAIN CONTROL FOLLOWING MCHNP FROM KRESS TO GENEVA, MOW WORK AT PECK.	
		Mon, Nov 05	10	KW	DELAYED WAITING FOR A LATE #68 TO DEPART OUT O FELBURN DEPOT IN ORDER TO COME INTO DEPOT TO UNLOAD PASSENGERS.	
		Tue, Nov 13	20	C	WAITED FOR #66 TO CLEAR @ PARK ON TRK #3 DUE TO A BROKEN RAIL ON TRK1 @ MP 20.1.	
UPW	70 <b>81% OT</b>	Tue, Nov 27	10	ZT	DEPARTED 10" LATE, A FUEL MOVE ENG. WAS NOT READY UNTIL 2" BEFORE DEPARTURE, HAD TO LOAD PASSENGERS, INITIATE PTC, & BRAKE TEST.	
		Wed, Nov 28	10	ZT	LATE DEPARTURE OUT OF CPT DUE TO PTC WOULD NOT INITIATE.	
		Fri, Nov 30	9	ZT	PTC FAILURE.	
		Thu, Nov 01	26	CC1	DEPARTED 8" LATE, LATE TURN OF #67, WAITED FOR FLAGGING INSTRUCTIONS AT PECK, ALSO STOPPED AT JB TOWER FOR A49191-01.	
UPW	70 <b>81% OT</b>	Mon, Nov 05	10	R1	DELAYED FOLLOWING #68.	
		Tue, Nov 13	20	C	LATE DEPARTURE OUT OF ELBURN, LATE ARRIVAL OF #67 DUE TO A BROKEN RAIL ON TRK 1 @ MP 20.1.	
		Wed, Nov 28	10	ZT1	LATE ARRIVAL OF #67 CREW AND EQUIPMENT.	

Data is final (12/27/18) version from TOPS.

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

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

Effective July 1, 2016

Revised July 19, 2016

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

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

**Table 5.a: Train Delays by Cause and Line**  
November 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>14</b>	-	-	-	<b>10</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>24</b>	<b>112</b>
Freight Interference - Peak	4	-	-	-	10	-	3	5	4	6	-	2	10	44
Primary	2	-	-	-	8	-	3	3	1	5	-	2	3	27
Secondary	2	-	-	-	2	-	-	2	3	1	-	-	7	17
Freight Interference - Off-Peak	10	-	-	-	-	15	8	4	3	13	1	-	14	68
Primary	6	-	-	-	-	12	6	3	1	9	-	-	11	48
Secondary	4	-	-	-	-	3	2	1	2	4	1	-	3	20
<b>Signal/Switch Failure - Total</b>	<b>44</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>40</b>	<b>20</b>	<b>16</b>	<b>20</b>	<b>11</b>	<b>12</b>	<b>25</b>	<b>17</b>	<b>217</b>
Signal/Switch Failure - Metra/PSA	35	3	4	3	2	31	15	10	20	5	12	24	15	179
Primary	27	3	4	3	2	23	12	9	17	5	11	17	11	144
Secondary	8	-	-	-	-	8	3	1	3	-	1	7	4	35
Signal/Switch Failure - Foreign	9	-	-	-	-	9	5	6	-	6	-	1	2	38
Primary	8	-	-	-	-	6	4	4	-	2	-	1	1	26
Secondary	1	-	-	-	-	3	1	2	-	4	-	-	1	12
<b>Mechanical Failure - Total</b>	<b>9</b>	<b>4</b>	-	<b>5</b>	-	<b>12</b>	<b>3</b>	<b>1</b>	<b>21</b>	-	<b>16</b>	<b>14</b>	<b>9</b>	<b>94</b>
Mechanical Failure - Metra/PSA	9	-	-	-	-	11	3	1	21	-	16	14	9	84
Non-Locomotive Equipment Failure - Metra/PSA	5	-	-	-	-	-	-	-	14	-	1	-	9	29
Primary	2	-	-	-	-	-	-	-	1	-	1	-	3	7
Secondary	3	-	-	-	-	-	-	-	13	-	-	-	6	22
Locomotive Failure - Metra/PSA	4	-	-	-	-	11	3	1	7	-	15	14	-	55
Primary	1	-	-	-	-	5	3	1	3	-	2	3	-	18
Secondary	3	-	-	-	-	6	-	-	4	-	13	11	-	37
Mechanical Failure - Foreign	-	4	-	5	-	1	-	-	-	-	-	-	-	10
<b>Passenger Train Interference - Total</b>	<b>2</b>	-	-	-	<b>1</b>	<b>14</b>	<b>3</b>	<b>2</b>	-	<b>1</b>	-	-	-	<b>23</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	5	1	2	-	-	-	-	-	8
Passenger Train Interference - Foreign	2	-	-	-	1	9	2	-	-	1	-	-	-	15
<b>Accident - Total</b>	<b>38</b>	-	-	-	-	<b>1</b>	-	-	-	-	-	<b>6</b>	-	<b>45</b>
Accident - Metra/PSA	38	-	-	-	-	1	-	-	-	-	-	6	-	45
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Track Work - Total</b>	<b>8</b>	<b>2</b>	-	<b>6</b>	<b>2</b>	<b>4</b>	<b>1</b>	-	<b>11</b>	-	-	<b>4</b>	<b>13</b>	<b>51</b>
Track Work - Metra/PSA	8	2	-	6	2	4	1	-	11	-	-	4	13	51
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>17</b>	<b>1</b>	-	-	<b>1</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>63</b>
Human Error - Metra/PSA	9	1	-	-	-	4	-	-	3	9	2	1	13	42
Human Error - Foreign	8	-	-	-	1	-	1	5	-	4	1	-	1	21
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>3</b>	<b>5</b>	-	<b>1</b>	-	-	-	-	<b>2</b>	-	<b>5</b>	<b>4</b>	-	<b>20</b>
Sick, Injured, Unruly Passenger - Metra/PSA	3	5	-	1	-	-	-	-	2	-	5	4	-	20
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>14</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>28</b>	<b>36</b>	<b>6</b>	<b>35</b>	-	<b>47</b>	<b>51</b>	<b>33</b>	<b>295</b>
Weather - Metra/PSA	14	23	14	6	2	28	36	6	35	-	47	51	33	295
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>4</b>	<b>1</b>	-	<b>3</b>	-	<b>4</b>	<b>2</b>	-	<b>3</b>	-	<b>5</b>	<b>4</b>	<b>11</b>	<b>37</b>
<b>Lift Deployment - Total</b>	-	-	-	-	-	<b>11</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	<b>6</b>	<b>5</b>	<b>1</b>	<b>27</b>
<b>Obstruction/Debris - Total</b>	<b>11</b>	-	-	-	-	<b>5</b>	<b>17</b>	<b>2</b>	<b>8</b>	<b>1</b>	<b>1</b>	-	<b>2</b>	<b>47</b>
<b>Catenary Failure - Total</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>3</b>
<b>Other - Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	-	-	-	-	-	-	<b>1</b>	-	-	<b>5</b>
<b>Total Trains Delayed</b>	<b>166</b>	<b>41</b>	<b>20</b>	<b>25</b>	<b>18</b>	<b>138</b>	<b>95</b>	<b>42</b>	<b>112</b>	<b>45</b>	<b>97</b>	<b>116</b>	<b>124</b>	<b>1,039</b>
Total Metra/PSA Delays	133	37	20	20	6	104	76	22	105	15	95	113	97	843
Total Foreign Carrier Delays	33	4	0	5	12	34	19	20	7	30	2	3	27	196

Data for current month is FINAL (12/27/18) 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.

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**Table 5.b: Train Delays by Cause and Line**  
Average November 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>16</b>	-	-	-	<b>4</b>	<b>6</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>18</b>	<b>94</b>	
Freight Interference - Peak	7	-	-	-	4	1	1	3	3	6	1	2	7	36	
Primary	5	-	-	-	3	0	1	2	1	5	0	2	2	22	
Secondary	2	-	-	-	0	1	1	1	2	1	1	1	4	14	
Freight Interference - Off-Peak	9	-	-	-	0	4	9	6	5	10	1	2	11	58	
Primary	8	-	-	-	0	3	6	6	3	7	0	2	10	47	
Secondary	1	-	-	-	-	1	2	-	2	3	1	0	1	11	
<b>Signal/Switch Failure - Total</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>92</b>	
Signal/Switch Failure - Metra/PSA	15	6	2	2	0	13	7	3	6	2	2	2	10	70	
Primary	9	4	2	2	0	6	5	2	5	1	2	2	6	45	
Secondary	6	2	1	0	-	6	2	1	1	0	0	0	4	25	
Signal/Switch Failure - Foreign	4	-	-	-	1	2	1	3	0	9	-	1	1	22	
Primary	1	-	-	-	1	2	1	2	0	5	-	1	0	13	
Secondary	3	-	-	-	-	1	1	0	-	3	-	0	1	9	
<b>Mechanical Failure - Total</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>2</b>	-	<b>9</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>13</b>	<b>4</b>	<b>82</b>	
Mechanical Failure - Metra/PSA	16	6	2	1	-	9	3	0	14	3	7	13	4	78	
Non-Locomotive Equipment Failure - Metra/PSA	1	6	2	1	-	2	-	-	2	1	2	4	2	23	
Primary	1	1	0	0	-	1	-	-	1	1	0	1	1	7	
Secondary	1	5	2	1	-	1	-	-	1	1	1	4	1	16	
Locomotive Failure - Metra/PSA	14	-	-	-	-	7	3	0	12	2	5	9	2	55	
Primary	3	-	-	-	-	3	2	-	5	1	2	3	1	19	
Secondary	11	-	-	-	-	4	1	0	8	1	3	6	1	36	
Mechanical Failure - Foreign	-	2	1	1	-	-	-	-	-	-	-	-	-	4	
<b>Passenger Train Interference - Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
Passenger Train Interference - Metra/PSA	-	-	0	-	-	1	0	2	2	0	0	0	0	7	
Passenger Train Interference - Foreign	0	0	-	0	0	0	0	0	-	1	-	-	-	3	
<b>Accident - Total</b>	<b>14</b>	-	-	<b>1</b>	<b>1</b>	<b>2</b>	<b>8</b>	-	<b>7</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>5</b>	<b>60</b>	
Accident - Metra/PSA	7	-	-	1	0	2	7	-	7	-	5	14	4	48	
Accident - Foreign	6	-	-	-	1	0	1	-	-	2	-	0	1	12	
<b>Track Work - Total</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>67</b>	
Track Work - Metra/PSA	12	7	1	8	1	10	3	1	10	1	5	8	2	67	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0	
<b>Human Error - Total</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>48</b>	
Human Error - Metra/PSA	5	6	1	2	1	4	1	0	4	3	1	2	4	35	
Human Error - Foreign	6	-	-	-	1	4	-	1	-	0	0	1	1	14	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	-	<b>4</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>27</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	2	4	0	0	-	4	3	0	2	1	4	2	4	26	
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0	
<b>Weather - Total</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>4</b>	-	<b>2</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>47</b>	
Weather - Metra/PSA	8	5	5	4	-	2	5	0	4	1	6	6	2	47	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Loading - Total</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	-	<b>3</b>	<b>2</b>	<b>1</b>	<b>5</b>	-	<b>4</b>	<b>7</b>	<b>5</b>	<b>38</b>	
<b>Lift Deployment - Total</b>	<b>1</b>	<b>0</b>	-	-	-	<b>2</b>	<b>2</b>	-	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>13</b>	
<b>Obstruction/Debris - Total</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>41</b>	
<b>Catenary Failure - Total</b>	-	<b>3</b>	<b>2</b>	<b>0</b>	-	-	-	-	-	-	-	-	-	<b>5</b>	
<b>Other - Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>28</b>	
<b>Total Trains Delayed</b>	<b>121</b>	<b>50</b>	<b>18</b>	<b>26</b>	<b>10</b>	<b>63</b>	<b>49</b>	<b>25</b>	<b>71</b>	<b>43</b>	<b>42</b>	<b>69</b>	<b>66</b>	<b>652</b>	
Total Metra/PSA Delays	88	47	17	24	2	51	36	12	63	15	39	63	46	503	
Total Foreign Carrier Delays	32	2	1	1	7	12	13	14	8	28	3	6	21	149	

Data for current month is FINAL (12/27/18) 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**  
**November 2018 Compared to Average November 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>(2)</b>	-	-	-	<b>6</b>	<b>9</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>	<b>(2)</b>	<b>(2)</b>	<b>6</b>	<b>18</b>
Freight Interference - Peak	(3)	-	-	-	6	(1)	2	2	1	(0)	(1)	(0)	3	8
Primary	(3)	-	-	-	5	(0)	2	1	0	(0)	(0)	0	1	5
Secondary	0	-	-	-	2	(1)	(1)	1	1	(0)	(1)	(1)	3	3
Freight Interference - Off-Peak	1	-	-	-	(0)	11	(1)	(2)	(2)	3	(0)	(2)	3	10
Primary	(2)	-	-	-	(0)	9	(0)	(3)	(2)	2	(0)	(2)	1	1
Secondary	3	-	-	-	-	2	(0)	1	0	1	0	(0)	2	9
<b>Signal/Switch Failure - Total</b>	<b>25</b>	<b>(3)</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>11</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>22</b>	<b>6</b>	<b>125</b>
Signal/Switch Failure - Metra/PSA	20	(3)	2	1	2	18	8	7	14	3	10	22	5	109
Primary	18	(1)	2	1	2	17	7	7	12	4	9	15	5	99
Secondary	2	(2)	(1)	(0)	-	2	1	(0)	2	(0)	1	7	-	10
Signal/Switch Failure - Foreign	5	-	-	-	(1)	7	4	3	(0)	(3)	-	0	1	16
Primary	7	-	-	-	(1)	4	3	2	(0)	(3)	-	0	1	13
Secondary	(2)	-	-	-	-	2	0	2	-	1	-	(0)	0	3
<b>Mechanical Failure - Total</b>	<b>(7)</b>	<b>(4)</b>	<b>(3)</b>	<b>3</b>	-	<b>3</b>	-	<b>1</b>	<b>7</b>	<b>(3)</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>12</b>
Mechanical Failure - Metra/PSA	(7)	(6)	(2)	(1)	-	2	-	1	7	(3)	9	1	5	6
Non-Locomotive Equipment Failure - Metra/PSA	4	(6)	(2)	(1)	-	(2)	-	-	12	(1)	(1)	(4)	7	6
Primary	1	(1)	(0)	(0)	-	(1)	-	-	(0)	(1)	1	(1)	2	0
Secondary	2	(5)	(2)	(1)	-	(1)	-	-	12	(1)	(1)	(4)	5	6
Locomotive Failure - Metra/PSA	(10)	-	-	-	-	4	-	1	(5)	(2)	10	5	(2)	0
Primary	(2)	-	-	-	-	2	1	1	(2)	(1)	(0)	0	(1)	(1)
Secondary	(8)	-	-	-	-	2	(1)	(0)	(4)	(1)	10	5	(1)	1
Mechanical Failure - Foreign	-	2	(1)	4	-	1	-	-	-	-	-	-	-	6
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>(0)</b>	<b>(2)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>13</b>
Passenger Train Interference - Metra/PSA	-	-	(0)	-	-	4	1	-	(2)	(0)	(0)	(0)	(0)	1
Passenger Train Interference - Foreign	2	(0)	-	(0)	1	9	2	(0)	-	-	-	-	-	12
<b>Accident - Total</b>	<b>24</b>	-	-	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(8)</b>	-	<b>(7)</b>	<b>(2)</b>	<b>(5)</b>	<b>(8)</b>	<b>(5)</b>	<b>(15)</b>
Accident - Metra/PSA	31	-	-	(1)	(0)	(1)	(7)	-	(7)	-	(5)	(8)	(4)	(3)
Accident - Foreign	(6)	-	-	-	(1)	(0)	(1)	-	-	(2)	-	(0)	(1)	(12)
<b>Track Work - Total</b>	<b>(4)</b>	<b>(5)</b>	<b>(1)</b>	<b>(2)</b>	<b>1</b>	<b>(6)</b>	<b>(2)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>(5)</b>	<b>(4)</b>	<b>11</b>	<b>(16)</b>
Track Work - Metra/PSA	(4)	(5)	(1)	(2)	1	(6)	(2)	(1)	1	(1)	(5)	(4)	11	(16)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
<b>Human Error - Total</b>	<b>6</b>	<b>(5)</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>4</b>	<b>(1)</b>	<b>10</b>	<b>2</b>	<b>(2)</b>	<b>10</b>	<b>15</b>
Human Error - Metra/PSA	4	(5)	(1)	(2)	(1)	0	(1)	(0)	(1)	6	1	(1)	9	7
Human Error - Foreign	2	-	-	-	-	(4)	1	4	-	4	1	(1)	0	7
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>0</b>	<b>1</b>	<b>(0)</b>	<b>1</b>	-	<b>(4)</b>	<b>(3)</b>	<b>(0)</b>	<b>0</b>	<b>(1)</b>	<b>1</b>	<b>2</b>	<b>(4)</b>	<b>(7)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	1	1	(0)	1	-	(4)	(3)	(0)	0	(1)	1	2	(4)	(6)
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
<b>Weather - Total</b>	<b>6</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>(1)</b>	<b>41</b>	<b>45</b>	<b>31</b>	<b>248</b>
Weather - Metra/PSA	6	18	9	2	2	26	31	6	31	(1)	41	45	31	248
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>1</b>	<b>(4)</b>	<b>(1)</b>	<b>1</b>	-	<b>1</b>	<b>0</b>	<b>(1)</b>	<b>(2)</b>	-	<b>1</b>	<b>(3)</b>	<b>6</b>	<b>(1)</b>
<b>Lift Deployment - Total</b>	<b>(1)</b>	<b>(0)</b>	-	-	-	<b>9</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	<b>(0)</b>	<b>5</b>	<b>4</b>	<b>(1)</b>	<b>14</b>
<b>Obstruction/Debris - Total</b>	<b>(1)</b>	<b>(4)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>4</b>	<b>15</b>	<b>(1)</b>	<b>6</b>	<b>(1)</b>	<b>(0)</b>	<b>(5)</b>	<b>(3)</b>	<b>6</b>
<b>Catenary Failure - Total</b>	-	<b>(2)</b>	<b>(1)</b>	<b>1</b>	-	-	-	-	-	-	-	-	-	<b>(2)</b>
<b>Other - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>1</b>	<b>(1)</b>	-	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>(5)</b>	<b>(1)</b>	<b>(3)</b>	<b>(1)</b>	<b>(4)</b>	<b>(23)</b>
<b>Total Trains Delayed</b>	<b>45</b>	<b>(9)</b>	<b>2</b>	<b>(1)</b>	<b>8</b>	<b>75</b>	<b>46</b>	<b>17</b>	<b>41</b>	<b>2</b>	<b>55</b>	<b>47</b>	<b>58</b>	<b>387</b>
Total Metra/PSA Delays	45	(10)	3	(4)	4	53	40	10	42	0	56	50	51	340
Total Foreign Carrier Delays	1	2	(1)	4	5	22	6	6	(1)	2	(1)	(3)	6	47

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

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



**Table 6.a: Train Delays by Cause & Line - YTD**  
January - November 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>242</b>	-	-	-	<b>68</b>	<b>145</b>	<b>118</b>	<b>68</b>	<b>60</b>	<b>170</b>	<b>18</b>	<b>87</b>	<b>401</b>	<b>1,377</b>
Freight Interference - Peak	93	-	-	-	60	15	33	22	13	56	3	54	153	502
Primary	40	-	-	-	48	8	20	16	6	42	3	25	65	273
Secondary	53	-	-	-	12	7	13	6	7	14	-	29	88	229
Freight Interference - Off-Peak	149	-	-	-	8	130	85	46	47	114	15	33	248	875
Primary	107	-	-	-	8	83	60	39	33	82	7	23	197	639
Secondary	42	-	-	-	-	47	25	7	14	32	8	10	51	236
<b>Signal/Switch Failure - Total</b>	<b>307</b>	<b>86</b>	<b>43</b>	<b>43</b>	<b>37</b>	<b>233</b>	<b>145</b>	<b>87</b>	<b>142</b>	<b>157</b>	<b>49</b>	<b>103</b>	<b>110</b>	<b>1,542</b>
Signal/Switch Failure - Metra/PSA	249	86	43	43	6	174	115	52	138	64	49	94	101	1,214
Primary	170	64	36	38	5	122	86	44	111	42	28	48	61	855
Secondary	79	22	7	5	1	52	29	8	27	22	21	46	40	359
Signal/Switch Failure - Foreign	58	-	-	-	31	59	30	35	4	93	-	9	9	328
Primary	45	-	-	-	27	22	21	24	4	57	-	3	6	209
Secondary	13	-	-	-	4	37	9	11	-	36	-	6	3	119
<b>Mechanical Failure - Total</b>	<b>213</b>	<b>26</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>193</b>	<b>64</b>	<b>44</b>	<b>142</b>	<b>43</b>	<b>100</b>	<b>109</b>	<b>124</b>	<b>1,084</b>
Mechanical Failure - Metra/PSA	211	18	9	3	6	175	63	43	142	43	100	109	124	1,046
Non-Locomotive Equipment Failure - Metra/PSA	46	18	9	3	1	15	-	2	20	11	40	34	51	250
Primary	22	5	3	-	1	9	-	1	5	6	17	11	18	98
Secondary	24	13	6	3	-	6	-	1	15	5	23	23	33	152
Locomotive Failure - Metra/PSA	165	-	-	-	5	160	63	41	122	32	60	75	73	796
Primary	31	-	-	-	2	39	21	10	33	15	23	20	22	216
Secondary	134	-	-	-	3	121	42	31	89	17	37	55	51	580
Mechanical Failure - Foreign	2	8	2	5	1	18	1	1	-	-	-	-	-	38
<b>Passenger Train Interference - Total</b>	<b>49</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>64</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>49</b>	-	<b>2</b>	<b>6</b>	<b>215</b>
Passenger Train Interference - Metra/PSA	6	-	-	-	-	41	5	15	-	-	-	2	5	74
Passenger Train Interference - Foreign	43	3	1	1	11	23	5	2	2	49	-	-	1	141
<b>Accident - Total</b>	<b>113</b>	<b>37</b>	<b>3</b>	<b>8</b>	-	<b>9</b>	<b>26</b>	<b>13</b>	<b>27</b>	<b>11</b>	<b>35</b>	<b>33</b>	<b>49</b>	<b>364</b>
Accident - Metra/PSA	106	37	3	8	-	9	26	9	15	5	35	33	42	328
Accident - Foreign	7	-	-	-	-	-	-	4	12	6	-	-	7	36
<b>Track Work - Total</b>	<b>164</b>	<b>46</b>	<b>18</b>	<b>43</b>	<b>26</b>	<b>104</b>	<b>20</b>	<b>8</b>	<b>140</b>	<b>11</b>	<b>63</b>	<b>51</b>	<b>55</b>	<b>749</b>
Track Work - Metra/PSA	162	46	18	43	26	104	20	8	140	8	63	51	55	744
Track Work - Foreign	2	-	-	-	-	-	-	-	-	3	-	-	-	5
<b>Human Error - Total</b>	<b>327</b>	<b>31</b>	<b>9</b>	<b>14</b>	<b>17</b>	<b>105</b>	<b>42</b>	<b>26</b>	<b>76</b>	<b>48</b>	<b>56</b>	<b>76</b>	<b>89</b>	<b>916</b>
Human Error - Metra/PSA	180	30	9	13	3	72	38	11	76	35	51	64	72	654
Human Error - Foreign	147	1	-	1	14	33	4	15	-	13	5	12	17	262
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>44</b>	<b>39</b>	<b>3</b>	<b>8</b>	-	<b>36</b>	<b>25</b>	<b>3</b>	<b>32</b>	<b>8</b>	<b>65</b>	<b>30</b>	<b>73</b>	<b>366</b>
Sick, Injured, Unruly Passenger - Metra/PSA	44	39	3	8	-	36	25	3	32	8	65	30	73	366
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>186</b>	<b>57</b>	<b>28</b>	<b>17</b>	<b>5</b>	<b>118</b>	<b>96</b>	<b>17</b>	<b>169</b>	<b>16</b>	<b>81</b>	<b>146</b>	<b>82</b>	<b>1,018</b>
Weather - Metra/PSA	186	57	28	17	4	118	96	17	168	15	81	146	81	1,014
Weather - Foreign	-	-	-	-	1	-	-	-	1	1	-	-	1	4
<b>Passenger Loading - Total</b>	<b>87</b>	<b>44</b>	<b>11</b>	<b>8</b>	-	<b>77</b>	<b>59</b>	<b>10</b>	<b>65</b>	<b>2</b>	<b>67</b>	<b>100</b>	<b>86</b>	<b>616</b>
<b>Lift Deployment - Total</b>	<b>56</b>	<b>1</b>	-	-	-	<b>39</b>	<b>34</b>	<b>6</b>	<b>19</b>	<b>3</b>	<b>24</b>	<b>32</b>	<b>77</b>	<b>291</b>
<b>Obstruction/Debris - Total</b>	<b>112</b>	<b>14</b>	<b>8</b>	<b>28</b>	<b>5</b>	<b>35</b>	<b>23</b>	<b>20</b>	<b>81</b>	<b>17</b>	<b>16</b>	<b>86</b>	<b>113</b>	<b>558</b>
<b>Catenary Failure - Total</b>	-	<b>9</b>	<b>1</b>	<b>4</b>	-	-	-	-	-	-	-	-	-	<b>14</b>
<b>Other - Total</b>	<b>66</b>	<b>6</b>	<b>6</b>	<b>3</b>	-	<b>27</b>	<b>24</b>	<b>2</b>	<b>22</b>	<b>15</b>	<b>33</b>	<b>20</b>	<b>37</b>	<b>261</b>
<b>Total Trains Delayed</b>	<b>1,966</b>	<b>399</b>	<b>142</b>	<b>185</b>	<b>176</b>	<b>1,185</b>	<b>686</b>	<b>321</b>	<b>977</b>	<b>550</b>	<b>607</b>	<b>875</b>	<b>1,302</b>	<b>9,371</b>
Total Metra/PSA Delays	1,465	387	139	178	50	907	528	196	898	215	584	767	866	7,180
Total Foreign Carrier Delays	501	12	3	7	126	278	158	125	79	335	23	108	436	2,191

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

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

Cause Category	Top 2 causes for each line are shaded														
	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
<b>Freight Interference - Total</b>	<b>217</b>	-	<b>0</b>	-	<b>33</b>	<b>122</b>	<b>123</b>	<b>122</b>	<b>64</b>	<b>137</b>	<b>17</b>	<b>57</b>	<b>193</b>	<b>1,085</b>	
Freight Interference - Peak	85	-	0	-	31	25	25	46	19	45	5	27	59	367	
Primary	54	-	-	-	30	17	17	31	10	35	2	15	27	237	
Secondary	31	-	0	-	2	8	9	15	9	11	3	12	31	130	
Freight Interference - Off-Peak	132	-	-	-	2	96	98	77	45	92	12	30	134	718	
Primary	110	-	-	-	1	64	66	67	37	69	7	24	106	552	
Secondary	22	-	-	-	0	32	32	10	8	23	5	6	28	166	
<b>Signal/Switch Failure - Total</b>	<b>216</b>	<b>70</b>	<b>30</b>	<b>31</b>	<b>19</b>	<b>207</b>	<b>128</b>	<b>81</b>	<b>81</b>	<b>86</b>	<b>37</b>	<b>71</b>	<b>109</b>	<b>1,167</b>	
Signal/Switch Failure - Metra/PSA	139	70	30	31	2	171	108	47	77	21	36	64	103	899	
Primary	98	42	21	22	1	83	64	26	58	15	18	24	41	514	
Secondary	41	27	9	9	0	88	43	22	20	6	18	40	62	385	
Signal/Switch Failure - Foreign	77	-	0	-	17	36	21	34	4	65	1	7	6	268	
Primary	53	-	-	-	15	22	14	21	2	43	1	4	4	178	
Secondary	24	-	0	-	2	13	7	13	2	22	-	4	2	90	
<b>Mechanical Failure - Total</b>	<b>161</b>	<b>44</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>119</b>	<b>86</b>	<b>33</b>	<b>162</b>	<b>29</b>	<b>89</b>	<b>92</b>	<b>77</b>	<b>918</b>	
Mechanical Failure - Metra/PSA	159	37	10	8	6	112	85	33	161	29	89	92	77	899	
Non-Locomotive Equipment Failure - Metra/PSA	36	37	10	8	1	15	16	5	17	9	18	23	30	226	
Primary	15	11	4	4	1	5	8	2	8	4	7	9	14	91	
Secondary	21	26	6	4	0	9	8	3	9	5	10	15	16	134	
Locomotive Failure - Metra/PSA	123	-	-	-	4	97	70	27	144	20	71	69	47	673	
Primary	39	-	-	-	3	28	27	9	48	8	24	22	16	224	
Secondary	84	-	-	-	1	69	43	18	97	11	47	47	31	449	
Mechanical Failure - Foreign	1	7	2	2	0	6	0	-	0	-	-	-	0	19	
<b>Passenger Train Interference - Total</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>46</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>9</b>	<b>151</b>	
Passenger Train Interference - Metra/PSA	1	6	2	2	1	32	7	14	9	3	1	3	9	89	
Passenger Train Interference - Foreign	16	3	1	3	7	14	2	1	3	12	-	0	1	62	
<b>Accident - Total</b>	<b>130</b>	<b>22</b>	<b>8</b>	<b>15</b>	<b>2</b>	<b>52</b>	<b>55</b>	<b>13</b>	<b>37</b>	<b>14</b>	<b>42</b>	<b>110</b>	<b>31</b>	<b>531</b>	
Accident - Metra/PSA	107	22	8	15	1	49	50	10	35	11	41	102	25	474	
Accident - Foreign	24	-	-	-	1	3	5	3	2	3	1	7	7	57	
<b>Track Work - Total</b>	<b>252</b>	<b>62</b>	<b>15</b>	<b>65</b>	<b>3</b>	<b>78</b>	<b>42</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>51</b>	<b>59</b>	<b>58</b>	<b>794</b>	
Track Work - Metra/PSA	235	62	15	65	3	78	41	16	80	10	51	59	58	773	
Track Work - Foreign	17	-	-	-	-	0	1	1	-	2	-	-	-	20	
<b>Human Error - Total</b>	<b>168</b>	<b>46</b>	<b>16</b>	<b>25</b>	<b>19</b>	<b>90</b>	<b>56</b>	<b>22</b>	<b>62</b>	<b>34</b>	<b>40</b>	<b>42</b>	<b>53</b>	<b>674</b>	
Human Error - Metra/PSA	110	44	16	24	4	55	39	10	62	9	31	29	33	464	
Human Error - Foreign	59	2	0	1	15	35	18	12	1	25	9	14	20	210	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>33</b>	<b>53</b>	<b>9</b>	<b>16</b>	<b>1</b>	<b>39</b>	<b>35</b>	<b>5</b>	<b>27</b>	<b>4</b>	<b>36</b>	<b>43</b>	<b>37</b>	<b>338</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	31	53	9	16	1	39	35	5	26	4	36	43	37	335	
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	3	
<b>Weather - Total</b>	<b>196</b>	<b>105</b>	<b>35</b>	<b>40</b>	<b>5</b>	<b>108</b>	<b>90</b>	<b>26</b>	<b>119</b>	<b>20</b>	<b>93</b>	<b>105</b>	<b>80</b>	<b>1,022</b>	
Weather - Metra/PSA	195	105	35	40	5	106	90	26	119	20	93	105	80	1,017	
Weather - Foreign	1	-	-	-	0	2	1	-	-	1	-	-	0	6	
<b>Passenger Loading - Total</b>	<b>53</b>	<b>86</b>	<b>19</b>	<b>33</b>	-	<b>63</b>	<b>64</b>	<b>2</b>	<b>104</b>	<b>1</b>	<b>72</b>	<b>96</b>	<b>63</b>	<b>657</b>	
Lift Deployment - Total	29	3	-	1	-	35	27	3	26	1	11	18	24	177	
Obstruction/Debris - Total	87	37	13	31	5	34	39	13	31	25	29	54	46	445	
Catenary Failure - Total	-	63	14	26	-	-	-	-	-	-	-	-	-	103	
Other - Total	51	14	7	10	1	18	20	7	27	13	22	23	38	252	
<b>Total Trains Delayed</b>	<b>1,610</b>	<b>614</b>	<b>180</b>	<b>306</b>	<b>102</b>	<b>1,013</b>	<b>774</b>	<b>359</b>	<b>831</b>	<b>394</b>	<b>540</b>	<b>773</b>	<b>819</b>	<b>8,315</b>	
Total Metra/PSA Delays	1,196	603	176	301	28	794	605	186	757	148	512	687	592	6,586	
Total Foreign Carrier Delays	414	11	4	5	74	219	169	173	74	246	28	86	227	1,729	

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**Table 6.c: Train Delays by Cause & Line - YTD**

**January - November 2018 Compared to January - November 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>25</b>	-	<b>(0)</b>	-	<b>35</b>	<b>23</b>	<b>(5)</b>	<b>(54)</b>	<b>(4)</b>	<b>33</b>	<b>1</b>	<b>30</b>	<b>208</b>	<b>292</b>
Freight Interference - Peak	8	-	(0)	-	29	(10)	8	(24)	(6)	11	(2)	27	94	135
Primary	(14)	-	-	-	18	(9)	3	(15)	(4)	7	1	10	38	36
Secondary	22	-	(0)	-	10	(1)	4	(9)	(2)	3	(3)	17	57	99
Freight Interference - Off-Peak	17	-	-	-	6	34	(13)	(31)	2	22	3	3	114	157
Primary	(3)	-	-	-	7	19	(6)	(28)	(4)	13	0	(1)	91	87
Secondary	20	-	-	-	(0)	15	(7)	(3)	6	9	3	4	23	70
<b>Signal/Switch Failure - Total</b>	<b>91</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>18</b>	<b>26</b>	<b>17</b>	<b>6</b>	<b>61</b>	<b>71</b>	<b>12</b>	<b>32</b>	<b>1</b>	<b>375</b>
Signal/Switch Failure - Metra/PSA	110	16	13	12	4	3	7	5	61	43	13	30	(2)	315
Primary	72	22	15	16	4	39	22	18	53	27	10	24	20	341
Secondary	38	(5)	(2)	(4)	1	(36)	(14)	(14)	7	16	3	6	(22)	(26)
Signal/Switch Failure - Foreign	(19)	-	(0)	-	14	23	9	1	0	28	(1)	2	3	60
Primary	(8)	-	-	-	12	(0)	7	3	2	14	(1)	(1)	2	31
Secondary	(11)	-	(0)	-	2	24	2	(2)	(2)	14	-	2	1	29
<b>Mechanical Failure - Total</b>	<b>52</b>	<b>(18)</b>	<b>(1)</b>	<b>(1)</b>	<b>1</b>	<b>74</b>	<b>(22)</b>	<b>11</b>	<b>(20)</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>47</b>	<b>166</b>
Mechanical Failure - Metra/PSA	52	(19)	(1)	(5)	0	63	(22)	10	(19)	14	11	17	47	147
Non-Locomotive Equipment Failure - Metra/PSA	10	(19)	(1)	(5)	(0)	0	(16)	(3)	3	2	22	11	21	24
Primary	7	(6)	(1)	(4)	-	4	(8)	(1)	(3)	2	10	2	4	7
Secondary	3	(13)	(0)	(1)	(0)	(3)	(8)	(2)	6	(0)	13	8	17	18
Locomotive Failure - Metra/PSA	42	-	-	-	1	63	(7)	14	(22)	12	(11)	6	26	123
Primary	(8)	-	-	-	(1)	11	(6)	1	(15)	7	(1)	(2)	6	(8)
Secondary	50	-	-	-	2	52	(1)	13	(8)	6	(10)	8	20	131
Mechanical Failure - Foreign	1	1	-	3	1	12	1	1	(0)	-	-	-	(0)	19
<b>Passenger Train Interference - Total</b>	<b>32</b>	<b>(6)</b>	<b>(2)</b>	<b>(3)</b>	<b>3</b>	<b>18</b>	<b>1</b>	<b>3</b>	<b>(10)</b>	<b>34</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>	<b>64</b>
Passenger Train Interference - Metra/PSA	5	(6)	(2)	(2)	(1)	9	(2)	1	(9)	(3)	(1)	(1)	(4)	(15)
Passenger Train Interference - Foreign	27	0	0	(2)	4	9	3	1	(1)	37	-	(0)	0	79
<b>Accident - Total</b>	<b>(17)</b>	<b>15</b>	<b>(5)</b>	<b>(7)</b>	<b>(2)</b>	<b>(43)</b>	<b>(29)</b>	<b>(0)</b>	<b>(10)</b>	<b>(3)</b>	<b>(7)</b>	<b>(77)</b>	<b>18</b>	<b>(167)</b>
Accident - Metra/PSA	(1)	15	(5)	(7)	(1)	(40)	(24)	(1)	(20)	(6)	(6)	(69)	17	(146)
Accident - Foreign	(17)	-	-	-	(1)	(3)	(5)	1	10	3	(1)	(7)	0	(21)
<b>Track Work - Total</b>	<b>(88)</b>	<b>(16)</b>	<b>3</b>	<b>(22)</b>	<b>23</b>	<b>26</b>	<b>(22)</b>	<b>(9)</b>	<b>60</b>	<b>(1)</b>	<b>12</b>	<b>(8)</b>	<b>(3)</b>	<b>(45)</b>
Track Work - Metra/PSA	(73)	(16)	3	(22)	23	26	(21)	(8)	60	(2)	12	(8)	(3)	(29)
Track Work - Foreign	(15)	-	-	-	-	(0)	(1)	(1)	-	1	-	-	-	(15)
<b>Human Error - Total</b>	<b>159</b>	<b>(15)</b>	<b>(7)</b>	<b>(11)</b>	<b>(2)</b>	<b>15</b>	<b>(14)</b>	<b>4</b>	<b>14</b>	<b>14</b>	<b>16</b>	<b>34</b>	<b>36</b>	<b>242</b>
Human Error - Metra/PSA	70	(14)	(7)	(11)	(1)	17	(1)	1	14	26	20	35	39	190
Human Error - Foreign	88	(1)	(0)	(0)	(1)	(2)	(14)	3	(1)	(12)	(4)	(2)	(3)	52
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>11</b>	<b>(14)</b>	<b>(6)</b>	<b>(8)</b>	<b>(1)</b>	<b>(3)</b>	<b>(10)</b>	<b>(2)</b>	<b>5</b>	<b>4</b>	<b>29</b>	<b>(13)</b>	<b>36</b>	<b>28</b>
Sick, Injured, Unruly Passenger - Metra/PSA	13	(14)	(6)	(8)	(1)	(3)	(10)	(2)	6	4	29	(13)	36	31
Sick, Injured, Unruly Passenger - Foreign	(2)	-	-	-	-	-	-	-	(0)	-	-	-	-	(3)
<b>Weather - Total</b>	<b>(10)</b>	<b>(48)</b>	<b>(7)</b>	<b>(23)</b>	<b>(0)</b>	<b>10</b>	<b>6</b>	<b>(9)</b>	<b>50</b>	<b>(4)</b>	<b>(12)</b>	<b>41</b>	<b>2</b>	<b>(4)</b>
Weather - Metra/PSA	(9)	(48)	(7)	(23)	(1)	12	6	(9)	49	(5)	(12)	41	1	(3)
Weather - Foreign	(1)	-	-	-	1	(2)	(1)	-	1	0	-	-	1	(2)
<b>Passenger Loading - Total</b>	<b>34</b>	<b>(42)</b>	<b>(8)</b>	<b>(25)</b>	<b>-</b>	<b>14</b>	<b>(5)</b>	<b>8</b>	<b>(39)</b>	<b>1</b>	<b>(5)</b>	<b>4</b>	<b>23</b>	<b>(41)</b>
<b>Lift Deployment - Total</b>	<b>27</b>	<b>(2)</b>	<b>-</b>	<b>(1)</b>	<b>-</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>(7)</b>	<b>2</b>	<b>13</b>	<b>14</b>	<b>53</b>	<b>114</b>
<b>Obstruction/Debris - Total</b>	<b>25</b>	<b>(23)</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>1</b>	<b>(16)</b>	<b>7</b>	<b>50</b>	<b>(8)</b>	<b>(13)</b>	<b>32</b>	<b>67</b>	<b>113</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>(54)</b>	<b>(13)</b>	<b>(22)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(89)</b>
<b>Other - Total</b>	<b>15</b>	<b>(8)</b>	<b>(1)</b>	<b>(7)</b>	<b>(1)</b>	<b>9</b>	<b>4</b>	<b>(5)</b>	<b>(5)</b>	<b>2</b>	<b>11</b>	<b>(3)</b>	<b>(1)</b>	<b>9</b>
<b>Total Trains Delayed</b>	<b>356</b>	<b>(215)</b>	<b>(38)</b>	<b>(121)</b>	<b>74</b>	<b>172</b>	<b>(88)</b>	<b>(38)</b>	<b>146</b>	<b>156</b>	<b>67</b>	<b>102</b>	<b>483</b>	<b>1,056</b>
Total Metra/PSA Delays	269	(216)	(37)	(123)	22	113	(77)	10	141	67	72	80	274	594
Total Foreign Carrier Delays	87	1	(1)	2	52	59	(11)	(48)	5	89	(5)	22	209	462

Data for current month is FINAL (12/27/18) 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.a: Train Delays by Cause & Month  
2018**

Top 2 causes for each month are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov
<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>1,377</b> <b>14.7%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44		502 5.4%
Primary	36	25	26	20	27	26	16	19	17	34	27		273 2.9%
Secondary	29	27	29	10	15	29	23	10	13	27	17		229 2.4%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68		875 9.3%
Primary	43	58	76	49	69	62	48	52	68	66	48		639 6.8%
Secondary	26	16	23	7	25	24	14	14	35	32	20		236 2.5%
<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>1,542</b> <b>16.5%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179		1,214 13.0%
Primary	68	105	51	52	92	63	74	72	73	61	144		855 9.1%
Secondary	29	28	45	21	21	40	29	59	24	28	35		359 3.8%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38		328 3.5%
Primary	22	33	5	20	17	30	16	8	17	15	26		209 2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12		119 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>1,084</b> <b>11.6%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84		1,046 11.2%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29		250 2.7%
Primary	13	13	8	5	8	8	15	6	7	8	7		98 1.0%
Secondary	33	36	13	5	2	4	8	1	6	22	22		152 1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55		796 8.5%
Primary	25	19	20	15	20	21	20	20	16	22	18		216 2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37		580 6.2%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10		38 0.4%
<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>215</b> <b>2.3%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8		74 0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15		141 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>364</b> <b>3.9%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45		328 3.5%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-		36 0.4%
<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>749</b> <b>8.0%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51		744 7.9%
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>916</b> <b>9.8%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42		654 7.0%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21		262 2.8%
<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>366</b> <b>3.9%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20		366 3.9%
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>1,018</b> <b>10.9%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295		1,014 10.8%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-		4 0.0%
<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>616</b> <b>6.6%</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>291</b> <b>3.1%</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>558</b> <b>6.0%</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>-</b>	<b>3</b>		<b>14</b> <b>0.1%</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>261</b> <b>2.8%</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>9,371</b> <b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843		7,180 76.6%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196		2,191 23.4%

Data for current month is FINAL (12/27/18) 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 - Nov
<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>896</b> <b>11.9%</b>
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	329 4.4%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	209 2.8%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	120 1.6%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	567 7.5%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	427 5.7%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	140 1.9%
<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>993</b> <b>13.1%</b>
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	787 10.4%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	509 6.7%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	278 3.7%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	206 2.7%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	129 1.7%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	77 1.0%
<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>924</b> <b>12.2%</b>
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	902 11.9%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	191 2.5%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	87 1.2%
Secondary	6	-	10	3	16	22	10	11	4	12	10	2	104 1.4%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	711 9.4%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	243 3.2%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	468 6.2%
Mechanical Failure - Foreign	1	6	2	-	-	1	5	7	-	-	-	-	22 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>122</b> <b>1.6%</b>
Passenger Train Interference - Metra/PSA	9	-	1	2	2	4	6	10	16	12	8	6	70 0.9%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	52 0.7%
<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>625</b> <b>8.3%</b>
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	504 6.7%
Accident - Foreign	5	-	3	3	9	1	5	42	3	6	44	1	121 1.6%
<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>865</b> <b>11.5%</b>
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	851 11.3%
Track Work - Foreign	-	-	-	-	-	-	-	6	7	-	1	-	14 0.2%
<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>816</b> <b>10.8%</b>
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	550 7.3%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	266 3.5%
<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>334</b> <b>4.4%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	328 4.3%
Sick, Injured, Unruly Passenger - Foreign	-	-	6	-	-	-	-	-	-	-	-	-	6 0.1%
<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>385</b> <b>5.1%</b>
Weather - Metra/PSA	96	25	59	4	2	33	104	2	-	37	22	211	384 5.1%
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>527</b> <b>7.0%</b>
<b>Lift Deployment - Total</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>15</b>	<b>28</b>	<b>28</b>	<b>220</b> <b>2.9%</b>
<b>Obstruction/Debris - Total</b>	<b>66</b>	<b>44</b>	<b>43</b>	<b>35</b>	<b>78</b>	<b>64</b>	<b>24</b>	<b>52</b>	<b>25</b>	<b>45</b>	<b>46</b>	<b>23</b>	<b>522</b> <b>6.9%</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>32</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>291</b> <b>3.9%</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>7,552</b> <b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	5,968 79.0%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	1,584 21.0%

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  
November 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	41	4	8	5	5	27	12	9	19	7	16	18	25	196
11-15	11	1	2	2	5	10	6	4	10	1	4	15	11	82
16-20	7	2	2	1	2	4	8	3	10	1	2	1	7	50
21+	26	15	0	0	4	15	16	5	16	2	19	19	12	149
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>13</u>
Sub-Total	89	22	12	8	16	57	43	21	58	11	44	53	56	490
<b>Weekday Off-Peak **</b>														
6-10	36	8	3	6	1	32	13	8	15	16	12	15	30	195
11-15	10	2	1	1	0	19	10	5	14	5	7	9	15	98
16-20	6	0	0	0	0	4	10	1	3	5	4	4	8	45
21+	11	0	0	0	1	19	14	7	11	6	15	22	10	116
Annulled	<u>7</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>17</u>
Sub-Total	70	10	8	7	2	74	48	21	43	34	39	52	63	471
<b>Saturday</b>														
6-10	2	4	0	4	0	4	0	0	3	0	4	2	2	25
11-15	1	0	0	2	0	0	1	0	2	0	6	3	1	16
16-20	0	0	0	0	0	0	0	0	2	0	0	1	0	3
21+	0	3	0	0	0	2	0	0	0	0	0	0	2	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>
Sub-Total	3	7	0	8	0	7	1	0	8	0	10	6	5	55
<b>Sunday-Holiday</b>														
6-10	2	1	0	1	0	0	1	0	2	0	2	3	0	12
11-15	0	1	0	1	0	0	1	0	0	0	0	0	0	3
16-20	0	0	0	0	0	0	0	0	0	0	1	0	0	1
21+	2	0	0	0	0	0	1	0	1	0	1	2	0	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	4	2	0	2	0	0	3	0	3	0	4	5	0	23
<b>November 2018 Total</b>														
6-10	81	17	11	16	6	63	26	17	39	23	34	38	57	428
11-15	22	4	3	6	5	29	18	9	26	6	17	27	27	199
16-20	13	2	2	1	2	8	18	4	15	6	7	6	15	99
21+	39	18	0	0	5	36	31	12	28	8	35	43	24	279
Annulled	<u>11</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>34</u>
TOTAL	166	41	20	25	18	138	95	42	112	45	97	116	124	1,039
<b>2018 Year-to-Date</b>														
6-10	992	210	90	101	71	596	316	157	482	255	227	341	597	4,435
11-15	395	72	26	31	38	249	152	55	187	114	140	186	264	1,909
16-20	155	34	12	10	20	103	81	37	100	63	83	88	162	948
21+	320	62	8	21	47	200	113	66	173	101	131	240	250	1,732
Annulled	<u>104</u>	<u>21</u>	<u>6</u>	<u>22</u>	<u>0</u>	<u>37</u>	<u>24</u>	<u>6</u>	<u>35</u>	<u>17</u>	<u>26</u>	<u>20</u>	<u>29</u>	<u>347</u>
TOTAL	1,966	399	142	185	176	1,185	686	321	977	550	607	875	1,302	9,371
<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>November 2018 Total</b>														
6-10	48.8%	41.5%	55.0%	64.0%	33.3%	45.7%	27.4%	40.5%	34.8%	51.1%	35.1%	32.8%	46.0%	41.2%
11-15	13.3%	9.8%	15.0%	24.0%	27.8%	21.0%	18.9%	21.4%	23.2%	13.3%	17.5%	23.3%	21.8%	19.2%
16-20	7.8%	4.9%	10.0%	4.0%	11.1%	5.8%	18.9%	9.5%	13.4%	13.3%	7.2%	5.2%	12.1%	9.5%
21+	23.5%	43.9%	0.0%	0.0%	27.8%	26.1%	32.6%	28.6%	25.0%	17.8%	36.1%	37.1%	19.4%	26.9%
Annulled	<u>6.6%</u>	<u>0.0%</u>	<u>20.0%</u>	<u>8.0%</u>	<u>0.0%</u>	<u>1.4%</u>	<u>2.1%</u>	<u>0.0%</u>	<u>3.6%</u>	<u>4.4%</u>	<u>4.1%</u>	<u>1.7%</u>	<u>0.8%</u>	<u>3.3%</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	50.5%	52.6%	63.4%	54.6%	40.3%	50.3%	46.1%	48.9%	49.3%	46.4%	37.4%	39.0%	45.9%	47.3%
11-15	20.1%	18.0%	18.3%	16.8%	21.6%	21.0%	22.2%	17.1%	19.1%	20.7%	23.1%	21.3%	20.3%	20.4%
16-20	7.9%	8.5%	8.5%	5.4%	11.4%	8.7%	11.8%	11.5%	10.2%	11.5%	13.7%	10.1%	12.4%	10.1%
21+	16.3%	15.5%	5.6%	11.4%	26.7%	16.9%	16.5%	20.6%	17.7%	18.4%	21.6%	27.4%	19.2%	18.5%
Annulled	<u>5.3%</u>	<u>5.3%</u>	<u>4.2%</u>	<u>11.9%</u>	<u>0.0%</u>	<u>3.1%</u>	<u>3.5%</u>	<u>1.9%</u>	<u>3.6%</u>	<u>3.1%</u>	<u>4.3%</u>	<u>2.3%</u>	<u>2.2%</u>	<u>3.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (12/27/2018) version from TOPS.