

# On-Time Performance

October 2019



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Prepared by the Division of Strategic Capital Planning

## On-Time Performance October 2019

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

### On-Time Performance Tables

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

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

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules & Special Events

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

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,288	49	96.2%	943	24	97.5%	2,231	73	96.7%	120	7	94.2%	82	9	89.0%	2,433	89	96.3%
<b>Elec -ML</b>	966	8	99.2%	966	6	99.4%	1,932	14	99.3%	160	5	96.9%	83	0	100.0%	2,175	19	99.1%
<b>-BI</b>	299	4	98.7%	322	3	99.1%	621	7	98.9%	32	0	100.0%	--	--	--	653	7	98.9%
<b>-SC</b>	<u>299</u>	<u>0</u>	100.0%	<u>713</u>	<u>1</u>	99.9%	<u>1,012</u>	<u>1</u>	99.9%	<u>128</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>1,220</u>	<u>1</u>	99.9%
<b>Subtotal</b>	1,564	12	99.2%	2,001	10	99.5%	3,565	22	99.4%	320	5	98.4%	163	0	100.0%	4,048	27	99.3%
<b>Heritage</b>	138	12	91.3%	23	3	87.0%	161	15	90.7%	--	--	--	--	--	--	161	15	90.7%
<b>Milw -N</b>	598	41	93.1%	851	55	93.5%	1,449	96	93.4%	80	11	86.3%	74	2	97.3%	1,603	109	93.2%
<b>-W</b>	<u>621</u>	<u>34</u>	94.5%	<u>713</u>	<u>26</u>	96.4%	<u>1,334</u>	<u>60</u>	95.5%	<u>96</u>	<u>4</u>	95.8%	<u>72</u>	<u>3</u>	95.8%	<u>1,502</u>	<u>67</u>	95.5%
<b>Subtotal</b>	1,219	75	93.8%	1,564	81	94.8%	2,783	156	94.4%	176	15	91.5%	146	5	96.6%	3,105	176	94.3%
<b>NCS</b>	207	12	94.2%	253	10	96.0%	460	22	95.2%	--	--	--	--	--	--	460	22	95.2%
<b>RI</b>	828	46	94.4%	736	39	94.7%	1,564	85	94.6%	132	5	96.2%	112	2	98.2%	1,808	92	94.9%
<b>SWS</b>	253	17	93.3%	436	39	91.1%	689	56	91.9%	24	0	100.0%	--	--	--	713	56	92.1%
<b>UP -N</b>	690	38	94.5%	921	32	96.5%	1,611	70	95.7%	104	9	91.3%	72	3	95.8%	1,787	82	95.4%
<b>-NW</b>	759	81	89.3%	737	41	94.4%	1,496	122	91.8%	136	10	92.6%	86	4	95.3%	1,718	136	92.1%
<b>-W</b>	<u>621</u>	<u>42</u>	93.2%	<u>737</u>	<u>27</u>	96.3%	<u>1,358</u>	<u>69</u>	94.9%	<u>80</u>	<u>0</u>	100.0%	<u>74</u>	<u>2</u>	97.3%	<u>1,512</u>	<u>71</u>	95.3%
<b>Subtotal</b>	2,070	161	92.2%	2,395	100	95.8%	4,465	261	94.2%	320	19	94.1%	232	9	96.1%	5,017	289	94.2%
<b>System</b>	7,567	384	94.9%	8,351	306	96.3%	15,918	690	95.7%	1,092	51	95.3%	735	25	96.6%	17,745	766	95.7%

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

Delays data for most recent month is final (11/20/19) version from TOPS.

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

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	11,708	686	94.1%	8,766	438	95.0%	20,474	1,124	94.5%	1,276	56	95.6%	918	28	96.9%	22,668	1,208	94.7%
<b>Elec -ML</b>	8,842	220	97.5%	8,871	192	97.8%	17,713	412	97.7%	1,678	61	96.4%	945	11	98.8%	20,336	484	97.6%
<b>-BI</b>	2,746	71	97.4%	2,961	63	97.9%	5,707	134	97.7%	376	2	99.5%	40	0	100.0%	6,123	136	97.8%
<b>-SC</b>	<u>2,749</u>	<u>53</u>	98.1%	<u>6,567</u>	<u>94</u>	98.6%	<u>9,316</u>	<u>147</u>	98.4%	<u>1,344</u>	<u>7</u>	99.5%	<u>940</u>	<u>12</u>	98.7%	<u>11,600</u>	<u>166</u>	98.6%
<b>Subtotal</b>	14,337	344	97.6%	18,399	349	98.1%	32,736	693	97.9%	3,398	70	97.9%	1,925	23	98.8%	38,059	786	97.9%
<b>Heritage</b>	1,284	158	87.7%	214	39	81.8%	1,498	197	86.8%	--	--	--	--	--	--	1,498	197	86.8%
<b>Milw -N</b>	5,495	458	91.7%	7,797	556	92.9%	13,292	1,014	92.4%	872	132	84.9%	851	67	92.1%	15,015	1,213	91.9%
<b>-W</b>	<u>5,748</u>	<u>306</u>	94.7%	<u>6,619</u>	<u>277</u>	95.8%	<u>12,367</u>	<u>583</u>	95.3%	<u>1,042</u>	<u>45</u>	95.7%	<u>849</u>	<u>34</u>	96.0%	<u>14,258</u>	<u>662</u>	95.4%
<b>Subtotal</b>	11,243	764	93.2%	14,416	833	94.2%	25,659	1,597	93.8%	1,914	177	90.8%	1,700	101	94.1%	29,273	1,875	93.6%
<b>NCS</b>	1,922	95	95.1%	2,346	148	93.7%	4,268	243	94.3%	--	--	--	--	--	--	4,268	243	94.3%
<b>RI</b>	7,674	707	90.8%	6,827	570	91.7%	14,501	1,277	91.2%	1,579	99	93.7%	1,337	45	96.6%	17,417	1,421	91.8%
<b>SWS</b>	2,348	162	93.1%	4,061	310	92.4%	6,409	472	92.6%	258	8	96.9%	--	--	--	6,667	480	92.8%
<b>UP -N</b>	6,378	370	94.2%	8,536	309	96.4%	14,914	679	95.4%	1,141	123	89.2%	868	51	94.1%	16,923	853	95.0%
<b>-NW</b>	7,044	595	91.6%	6,847	321	95.3%	13,891	916	93.4%	1,260	92	92.7%	855	83	90.3%	16,006	1,091	93.2%
<b>-W</b>	<u>5,767</u>	<u>504</u>	91.3%	<u>6,848</u>	<u>559</u>	91.8%	<u>12,615</u>	<u>1,063</u>	91.6%	<u>874</u>	<u>57</u>	93.5%	<u>858</u>	<u>45</u>	94.8%	<u>14,347</u>	<u>1,165</u>	91.9%
<b>Subtotal</b>	19,189	1,469	92.3%	22,231	1,189	94.7%	41,420	2,658	93.6%	3,275	272	91.7%	2,581	179	93.1%	47,276	3,109	93.4%
<b>System</b>	69,705	4,385	93.7%	77,260	3,876	95.0%	146,965	8,261	94.4%	11,700	682	94.2%	8,461	376	95.6%	167,126	9,319	94.4%

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

Delays data for most recent month is final (11/20/19) version from TOPS.

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
<b>BNSF</b>	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.7%	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	93.9%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.0%	94.5%
	<b>2018</b>	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3			94.7%	
	<b>2014-2018 average</b>	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.8%	93.0%
<b>Electric</b>	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.3%	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	98.2%	98.1%
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	<b>2018</b>	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3			97.9%	
	<b>2014-2018 average</b>	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.9%	97.9%
<b>Heritage</b>	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	90.3%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.6%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.4%	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	93.9%	93.2%
	<b>2018</b>	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.5%	89.4%
	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7			86.8%	
	<b>2014-2018 average</b>	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	91.8%	91.7%
<b>Milw - N</b>	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	91.2%	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	94.5%	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	93.9%	93.8%
	<b>2018</b>	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.8%	92.7%
	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2			91.9%	
	<b>2014-2018 average</b>	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	93.4%	93.6%
<b>Milw - W</b>	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	93.0%	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	96.2%	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	96.1%	95.5%
	<b>2018</b>	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.9%	95.7%
	<b>2019</b>	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5			95.4%	
	<b>2014-2018 average</b>	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	95.2%	95.2%
<b>NCS</b>	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.9%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.6%	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	94.6%	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	94.4%	94.0%
	<b>2018</b>	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.6%	92.9%
	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2			94.3%	
	<b>2014-2018 average</b>	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	93.0%	93.0%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Oct	Annual
RI	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	93.0%	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	95.9%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.9%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9			91.8%	
	2014-2018 average	92.0	92.6	96.4	97.1	96.1	95.5	94.9	96.1	96.0	97.2	96.0	95.9	95.4%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.4%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.4%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.0%	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	95.5%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.4%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1			92.8%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	94.0%	94.0%
UP - N	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	96.4%	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	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4			95.0%	
	2014-2018 average	96.0	95.9	97.7	97.5	97.7	97.6	97.0	96.9	97.7	97.7	96.9	97.2	97.2%	97.1%
UP - NW	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	94.9%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	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	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	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	95.2%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1			93.2%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.6%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	94.1%	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	95.1%	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	95.4%	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	94.3%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.8%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3			91.9%	
	2014-2018 average	92.9	92.2	95.7	95.1	93.3	93.9	94.6	94.0	95.3	94.3	94.6	93.1	94.1%	94.1%
System excluding South Shore	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	93.8%	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	96.0%	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	96.1%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	95.0%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7			94.4%	
	2014-2018 average	93.2	93.5	96.4	96.9	95.7	94.9	95.5	95.8	96.0	96.3	95.7	95.6	95.4%	95.5%

Delays data for most recent month is final (11/20/19) version from TOPS.

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

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MN	2122 <b>83% OT</b>	Mon, Oct 14	8	L1	5" STOP SIGNAL MAYFAIR; 2" STOP SIGNAL A-2.
		Tue, Oct 15	7	CC	7" TRACK CONSTRUCTION
		Mon, Oct 28	6	E1	6" FOLLOWING TRAINS AHEAD. (2192).
		Tue, Oct 29	16	M1	16" FOLLOWING TRAINS AHEAD DUE TO AMTK 329 INCIDENT
MN	2140 <b>78% OT</b>	Fri, Oct 18	8	I	7" PASSENGER LOADING.
		Mon, Oct 21	7	H1	SINGLE TRACKING 3 main to CUS DUE TO LOCO ISSUES ON WEST LINE
		Wed, Oct 23	8	I	8 min late, passenger loading.
		Thu, Oct 24	7	I	7" passenger loading.
		Thu, Oct 31	13	D	CP brought out two freight trains for UP and UP only took first train.
MN	2147 <b>83% OT</b>	Mon, Oct 07	7	E1	3 min cross traffic Mayfair, 9 min meeting NCS (meeting 115) 120 at Libertyville.
		Thu, Oct 10	15	D	6 min Libertyville waiting on 120, 9 min CN cross traffic.
		Mon, Oct 14	0	E1	Annulled at CUS.
		Thu, Oct 31	25	KD1	25 MIN LATE, 19 FOLLOWING 2145, 7 MIN MEETING 2156 AT LIBERTYVILLE
MN	2156 <b>74% OT</b>	Mon, Oct 07	8	D	5 min late turn from 2141 and 2143, 9 min CN cross (freight) traffic.
		Thu, Oct 10	19	D1	15 min Grayslake waiting on 2147, 6 min Libertyville meeting 2149.
		Mon, Oct 14	0	E1	Annulled at Grayslake used crew and equipment for 2158.
		Fri, Oct 18	15	K	12" HELD SHORT OF TOUGHY AVE. REPORT OF A CAR NEAR TRACKS; 10" GRAYSLAKE WAITING ON #2147.
		Wed, Oct 23	10	RF1	CP dispatcher put in incorrect stacks causing 2143 to not be lined up into yard. 2156 had to wait for time to run and departed after 2143 cleared.
MW	2230 <b>83% OT</b>	Mon, Oct 28	8	RF	12 min stop signal Libertyville west due to CP dispatcher error.
		Wed, Oct 02	7	DE1	20" DEPARTED BIG TIMBER LATE DUE TO LATE ARRIVAL/TURN OF #2207.
		Mon, Oct 07	8	D	18" FREIGHT INTERFERENCE, FREIGHT TRAIN WITH SCRAP METAL HANGING OFF THE SIDE.
		Tue, Oct 08	7	DE1	18" FREIGHT INTERFERENCE FRANKLIN PARK, X/O 2MT AND TEMPORARY SPEED RESTRICTION 10MPH @ MP 21.6 (ITASCA). Broken knuckle
MW	2231 <b>74% OT</b>	Fri, Oct 25	7	CC	10" TRACK CONSTRUCTION.
		Tue, Oct 01	9	VE	10 min enroute loco 422 lost HEP leaving CUS picked up foreman Patrick at Sullivan's shanty, HEP was restored.
		Tue, Oct 08	10	I	3 min CUS late ADA, 2 min ADA off at Elgin, 6 min passenger un-loading Roselle.
		Fri, Oct 18	6	I	3" ADA; 3" ROSELLE HEAVY PASSENGER LOADING.
		Mon, Oct 21	11	H1	LATE EQUIPMENT OUT OF YARD AND HEAVY PASSENGER LOADING DUE TO EARLIER LOCO ISSUES 2223
MW	2233 <b>78% OT</b>	Fri, Oct 25	7	VE	7 min late, locomotive lost HEP departing CUS, NOTHING FOUND
		Mon, Oct 28	9	L1	9 min late waiting on 7412 to clear B-12.
		Fri, Oct 11	10	G	10 min late, signal problems B-17 to Itasca.
		Wed, Oct 16	13	E	14 min crew needed to cut-out traction motor # 4 on loco 421.
		Mon, Oct 21	10	U	6 min 3 ADA's, 6 min following trains.
MW	2255 <b>83% OT</b>	Fri, Oct 25	10	VE1	10 min late, following 2231.
		Mon, Oct 28	8	U1	FOLLOWING 2231
		Wed, Oct 02	10	J	18" STOPPED AT GALEWOOD FOR POLICE ACTIVITY
		Fri, Oct 04	6	D	-14" STOP SIGNAL AT B17 FREIGHT TRAIN
RI	423 <b>83% OT</b>	Wed, Oct 09	23	E1	33" delay, late turn from #2254.
		Mon, Oct 28	8	J	POLICE CALLED AT WESTERN TO REMOVE PASSENGER
		Thu, Oct 10	6	KW	No traction 1 Wheel slip every departure BI to Mokena (non-PTC related)
		Thu, Oct 17	7	U	4" unloading ADA Blue Island Vermont 3" ADA 35th.
RI	428 <b>78% OT</b>	Tue, Oct 22	10	J	(PSGR PROBLEMS/REMOVAL) - 12M 35TH POLICE ACTIVITY - PASSENGER REMOVED
		Thu, Oct 24	6	U	(PSGR HANDLING) - ADA AND 9 CARS
		Tue, Oct 22	10	U	(ACCESSIBILITY RELATED) - ADA
		Thu, Oct 24	13	VG	(GATECROSSING MALFUNCTION) - 147TH ST.  4 MIN ITEM 1 3 MIN PTC LOG IN 3 MIN RESTRICTING IN CAB TINLEY OAK PARK
		Tue, Oct 29	19	B	(M OF W WORK) - RED BOARD AT WRONG LOCATION NEXT TO YELLOW BOARDS 17.5 WAITING FOR FOREMAN TO REMOVE BOARDS
RI	529 <b>78% OT</b>	Wed, Oct 30	10	CC	(SCHEDULED TRACK WORK) - 10M ROBBINS ACCOUNT SCHEDULED WORK, WAITING ON WORK CREW TO CLEAR
		Thu, Oct 31	6	CC	(SCHEDULED TRACK WORK) - 2 MIN CROSSING OVER AT ROBBINS 4 MIN AUTHORITY BY FORM B AND 25 MPH SPEED RESTRICTION BY FORM B LIMITS
		Wed, Oct 02	14	ZT	PTC WOULD NOT INITIALIZE, CUT OUT PER DISPATCHER, RE-INITIALIZED TO PTC AT 35TH ST
		Tue, Oct 08	12	D	Eastbound IOWA slow coming across UD Tower over the EJ&E.
		Fri, Oct 11	14	C	TRAIN STOPPED AT CP 66TH CT AND REROUTED 1TO 2 broken rail on one causing gates t malfunction 80th Ave and 183rd.
RI	609 <b>70% OT</b>	Wed, Oct 23	7	KW	(LOCO MALFCN, WEATHER) - EXCESSIVE WHEEL SLIP ON BEVERLY, COULDN'T GET OVER 15 MPH
		Wed, Oct 30	20	K	(GATECROSSING MALFUNCTION) - 20M BEV SUB ACCOUNT FOUR ITEM 1 AWDM AND WAITING ON INSTRUCTIONS FROM FOREMAN IN CHARGE OF PROTECTING THE AWDM
		Fri, Oct 18	14	E	(LOCOMOTIVE MALFUNCTION) - HEP KEPT CUTTING OUT AND HAVING TO RESET ENGINE
		Tue, Oct 22	9	ZT	(PTC BACK OFFICE) - STOPPED 9M ACCOUNT ISSUES WITH PTC, AND THEN INSTRUCTED TO CUT OUT PTC.
		Thu, Oct 24	6	U	3 min speed rest. 3 mins ADA
RI	609 <b>70% OT</b>	Fri, Oct 25	7	E	(LOCOMOTIVE MALFUNCTION) - SPEED-O NOT WORKING PROPERLY.
		Tue, Oct 29	15	C	(M OF W WORK) - BROKEN RAIL AT 16TH HELD FOR INBOUND TRAFFIC
		Wed, Oct 30	7	K1	FALLOUT FROM EARLIER TREE DOWN ON BEVERLY SUB
		Thu, Oct 31	11	ZT	11" red signal bridge A PTC showed red fence with no prompts to allow train to go by signal



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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	614 <b>78% OT</b>	Tue, Oct 01	7	RO	HAD TO BE TALKED BY 16TH ST DUE TO LEVER LOCK NOT SEATED
		Tue, Oct 08	38	E1	38' due to mechanical issues with RI0612.
		Thu, Oct 10	8	G	Signal at Pershing dropped on train causing penalty application, train could not get prompt to pass signal because by the time it stopped, it was already past the signal. Cause was intermittent circuit East of Pershing
		Thu, Oct 17	22	K1	(OBSTN ON TRKS, TRN AHD) - DEPARTED 20M LATE FROM FLIP OF DH6141
		Tue, Oct 29	12	R	New hire trainman performing air test mistakenly reported brakes not setting on loco 418.
RI	619 <b>78% OT</b>	Tue, Oct 08	8	ZR1	(PTC BACK OFFICE) - AT GRESHAM WAITING ON DH4232 TO CLEAR.
		Tue, Oct 15	6	GX	Broken gate AT VINCENNES
		Fri, Oct 18	20	E1	(LOCO MALFCN, TRN AHD) - DEPARTED LSS 19M LATE MECHANICAL PROBLEMS WITH 415 ADDED PROTECTOR ENG 419
		Tue, Oct 29	6	C1	(M OF W WORK, TRN AHD) - DEPARTED LSS 10M LATE DUE TO LATE FLIP FROM DH6192
		Wed, Oct 30	6	K1	AWDM AT 94TH DUE TO EARLIER TREE DOWN
SWS	822 <b>70% OT</b>	Wed, Oct 02	6	GT	6" NS CAD malfunction
		Tue, Oct 08	9	CC	(SCHEDULED TRACK WORK) - TALK BY RED ACCT TRACK WORK
		Thu, Oct 10	7	GF	11" Belt all red talked by signal restricted speed 4" CP 518 10 MPH through plant.
		Mon, Oct 21	9	K	(OBSTRUCTION ON TRACKS) - SIGNALS TIMING OUT TO ACCOMMODATE TRAFFIC PATTERN FOR DELAYED 822 AND LATE 811
		Wed, Oct 23	14	AM	(NON-REVENUE PASS EQUIP AHEAD) - AMTRAK YARD JOB YC3 ON THE BRIDGE WAITING TO YARD WAS IN THE WAY
		Thu, Oct 24	16	R1	(LOCO MALFCN, TRN AHD) - LATE TURN FROM SW0807
		Wed, Oct 30	22	D	(FREIGHT TRAIN INTERFERENCE) - IHB GA3 EAST UP ENG 8237 W/107C, 5100
SWS	836 <b>83% OT</b>	Mon, Oct 14	12	E1	(LOCO MALFCN, TRN AHD) - MEET SWS #825 (RUNNING LATE) SINGLE TRACKING AROUND DISABLED SWS#834.
		Fri, Oct 25	8	DD	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - SIGNAL TIME OUT AT CP518. NEEDED TO BE SENT DOWN METRA RUNNER
		Mon, Oct 28	10	D	(FREIGHT TRAIN INTERFERENCE) - CROSS TRAFFIC AT THE RIDGE AGBNP (UP5530 103CARS 9300 )
		Wed, Oct 30	22	C1	(M OF W WORK, TRN AHD) - 28M CP RIDGE HOLDING FOR SWS#829. SINGLE TRACKING CP RIDGE TO FOREST HILL DUE TO BROKEN RAIL ON TK 2 NEAR ASHBURN.
SWS	842 <b>78% OT</b>	Wed, Oct 02	8	D	8" stop indication @ Ashburn yard move for Head room L402 NS4203 53 X 3 7396t 9760L
		Thu, Oct 03	34	DE1	37" stopped at CP 21st Street Freight interference L537 was stalled and in emergency. 4" stopped at Forest Hill Freight interference.
		Fri, Oct 11	43	D	(FREIGHT TRAIN INTERFERENCE) - TRAIN IAMCSR10 1L 40E 9801
		Mon, Oct 14	7	D	10" stop indication @ Belt Jct cross traffic.
		Fri, Oct 25	11	DD1	(FRT TRN INF, TRN AHD) - STOP INDICATION CP RIDGE WAITING FOR OUTBOUND TO CLEAR ACCT FREIGHT TRAFFIC AT ASHBURN
UPN	322 <b>83% OT</b>	Fri, Oct 04	8	F	DEPARTED WAUKEGAN 4 MINUTES LATE DUE TO WAITING FOR M320 TO CLEAR, WAITED FOR PEOPLE TO MOVE DOWN A CAR AT ALL STATIONS DUE TO THE CAR 7810 NO HAVING POWER AND BEING CLOSED OFF.
		Tue, Oct 22	22	KW1	Late departure from Waukegan waiting on M320 to clear due to M303 wheel slip
		Mon, Oct 28	16	KW	WHEEL SLIP ON METX159 & FOLLOWING M320.
		Tue, Oct 29	9	KW	WHEEL SLIP ON METX130
UPN	349 <b>78% OT</b>	Tue, Oct 08	0	XF	ANNULLED @ CPT CAR #553 HAD A BROKEN AIR LINE AND COULD NOT DEPART OUT OF THE DEPOT.
		Wed, Oct 23	20	KW	Wheel slip METX147 @ MP27 (cut out & ran on absolute block) & 1 ADA lift
		Fri, Oct 25	65	F	DEPARTED CPT 65" DOWN DUE TO LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD EQUIPMENT WOULD NOT LOAD FROM CAB AFTER TROUBLE SHOOTING THERE WVAS A ISSUE FOUND WITH THE 2 POINT JUMPER CABLE.
		Wed, Oct 30	10	KW	WHEEL SLIP ON METX164.
		Thu, Oct 31	6	ZT1	TRAINS AHEAD RUNNIG ON SIGNALS
UPNW	603 <b>74% OT</b>	Mon, Oct 14	25	L1	Stopped @ Irving Park on acct of HLCX6313 stopped across Mayfair plant (struck trespasser reported, not struck)
		Fri, Oct 18	36	E	EXCESSIVE WHEEL SLIP AND COULD NOT MAINTAIN TRACK SPEED EN ROUTE ON THE METX 156, changed out governor
		Tue, Oct 22	59	KW	DELAYED DUE TO WHEEL SLIP METX163.
		Wed, Oct 23	15	KW	WHEEL SLIP ON THE METX 153 STARTING AT PALATINE.
		Tue, Oct 29	14	KW	WHEEL SLIP ON METX170
		Thu, Oct 31	9	K	STOPPED AT MP16.5 DUE TO CAR STUCK ON TRACK 2 AT THE CROSSING, CREW STOPPED TO INSPECT EQUIPMENT TO MAKE SURE THE CAR WAS NOT STRUCK
UPNW	605 <b>83% OT</b>	Tue, Oct 22	30	KW1	DELAYED FOLLOWING M603, WHEEL SLIP.
		Wed, Oct 23	6	KW	WHEEL SLIP ON THE METX 121 STARTING AT PALATINE
		Wed, Oct 30	9	KW	WHEEL SLIP CAUSING THE PTC TO DISENGAGE AT PARK RIDGE AND DEE RD.
		Thu, Oct 31	7	K	STOPPED AT PARK RIDGE DUE TO CAR ON TRACKS AT MP16.5
UPNW	622 <b>83% OT</b>	Thu, Oct 17	18	KD	Train struck debris causing hose separation between the engine and head car at Des Plaines.
		Tue, Oct 22	12	KW	HEAVY LOADING EN ROUTE; WHEEL SLIP METX152; YELLOW SIGN OUT OF MCHENRY.
		Mon, Oct 28	7	RL	DELAYED FOLLOWING M624 CRYSTAL LK JCT TO BARRINGTON.
		Thu, Oct 31	11	K1	FOLLOWING TRAINS AHEAD

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UPNW	632	Mon, Oct 14	28	L1	Late turn off M603 on acct of HLCX6313 stopped across Mayfair plant (struck trespasser reported) & MS03 PTC disengaged a few times due to wheel slip	
		<b>70% OT</b>	Fri, Oct 18	42	E1	DEPARTED MCHENRY 39 MINUTES LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M603 WHO HAD EXCESSIVE WHEEL SLIP AND COULD NOT MAINTAIN TRACK SPEED EN ROUTE, STILL UNDER INVESTIGATION.
			Tue, Oct 22	62	KW1	LATE TURN OFF M603 OUT OF CRYSTAL LAKE ON ACCT. OF WHEEL SLIP METX163 & FOLLOWED M636 FROM CRYSTAL LAKE-CPT.
			Wed, Oct 23	28	KW	Departed McHenry 15 minutes late due to late turn of crew and equipment off M605 due to wheel slip on the METX 153 and following M636
			Mon, Oct 28	6	RL1	DELAYED FOLLOWING TRAINS AHEAD.
			Tue, Oct 29	23	KW1	LATE TURN OFF M603 ON ACCT. OF WHEEL SLIP ON METX170
			Thu, Oct 31	27	K1	DEPARTED MCHENRY 11 MINUTES LATE DUE TO LATE TURN OF CREW AND EQUIPMENT ON M603, FOLLOWING TRAINS AHEAD.
UPNW	634	Tue, Oct 22	30	KW1	LATE TURN OFF M605 FOLLOWING M603 ON ACCT. OF WHEEL SLIP.	
		<b>83% OT</b>	Wed, Oct 23	11	KW	Departed Barrington 10 minutes late due to late turn of crew and equipment off M605 due to wheel slip on the METX121
			Mon, Oct 28	6	RL1	DELAYED FOLLOWING TRAINS AHEAD.
			Wed, Oct 30	9	KW1	DEPARTED BARRINGTON 13 MINUTES LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OFF M605.
UPNW	636	Thu, Oct 10	9	RF	SIGNAL DROPPED MP42.6. TRACK EQUIPMENT WAS SENT OUT AHEAD OF SCOOT.	
		<b>83% OT</b>	Tue, Oct 22	22	KW1	DELAYED FOLLOWING TRAINS AHEAD, WHEEL SLIP.
			Tue, Oct 29	7	I	SLOW PASSENGER LOADING/UNLOADING EN ROUTE & TRAIN MEETS.
			Wed, Oct 30	17	KW1	FOLLOWING M632 OFF THE MCHENRY SUB, 2 ADA LIFTS, LOST POWER WHILE ADA WAS OUT TWICE, AND LOST AIR AT IRVING PARK.
UPNW	639	Mon, Oct 07	17	GT1	DELAYED @ DEVAL DISPATCHER 342 LOST CONTACT IN FIELD WITH THE CAD SYSTEM ALSO DELAYED FOLLOWING TRAIN AHEAD.	
		<b>83% OT</b>	Thu, Oct 17	9	CF1	Delayed on acct of operated track 2 from Mayfair to CPT031 & waited for M641 @ Barrington to clear (engineering equipment malfunctioned @ Dee Rd)
			Mon, Oct 21	48	KW1	STAGED ON T1 AT CLYBOURN DUE TO TRAIN BLOCKING DEVAL INTERLOCKING.
			Tue, Oct 29	16	VF1	Delayed following trains on trk 1 due to M635 stopped @ Des Plaines on trk 2 with car #7816 filled with smoke waited for the fire dept to inspect and release equipment.
UPNW	641	Wed, Oct 02	9	ZT	PTC ISSUES @ CRYSTAL LAKE 18:20-18:30 (RESTRICTED SPEED TO NEXT SIGNAL-OPERATED IN ATS).	
		<b>70% OT</b>	Mon, Oct 07	19	GT1	DELAYED @ DEVAL DISPATCHER 342 LOST CONTACT IN FIELD WITH THE CAD SYSTEM ALSO DELAYED FOLLOWING TRAIN AHEAD.
			Thu, Oct 10	11	ZT	XH @ MP13.69; WAITED ON M633 TO CROSSOVER @ BARRINGTON; 40MPH @ MP42.25-42.4; NO PTC WOODSTOCK-HARVARD.
			Thu, Oct 17	19	CF1	Delayed on acct of engineering equipment malfunctioned on trk 1 @ Dee Rd
			Mon, Oct 21	54	KW1	STAGED ON T2 AT CLYBOURN DUE TO TRAIN BLOCKING DEVAL INTERLOCKING.
			Wed, Oct 23	44	KW	Wheel slip from Palatine METX133, PTC disengaged @ Fox River Grove, only able to do 8MPH between MP52-MP59
	Tue, Oct 29	30	VF1	Delayed following trains on trk 1 due to M635 stopped @ Des Plaines on trk 2 with car #7816 filled with smoke waited for the fire dept to inspect and release equipment.		
UPNW	643	Mon, Oct 07	18	GT1	DELAYED @ DEVAL DISPATCHER 342 LOST CONTACT IN FIELD WITH THE CAD SYSTEM ALSO DELAYED FOLLOWING TRAINS AHEAD.	
		<b>70% OT</b>	Thu, Oct 10	8	ZT1	XH @ MP13.69 & DELAYED FOLLOWING M641.
			Thu, Oct 17	24	CF1	Delayed on acct of engineering equipment malfunctioned on trk 1 @ Dee Rd
			Mon, Oct 21	53	KW1	STAGED AT CPT DUE TO TRAIN BLOCKING DEVAL INTERLOCKING.
			Wed, Oct 23	18	KW	Wheel slip METX165 (cut out MP60 & received an absolute block)
			Tue, Oct 29	25	VF1	Delayed following trains on trk 1 due to M635 stopped @ Des Plaines on trk 2 with car #7816 filled with smoke waited for the fire dept to inspect and release equipment.
	Wed, Oct 30	10	KW	WHEEL SLIP ON METX144 & SLOW PASSENGER LOADING EN ROUTE.		
UPNW	645	Mon, Oct 07	10	GT1	DELAYED FOLLOWING TRAINS AHEAD THAT WERE STOPPED @ DEVAL DISPATCHER 342 LOST CONTACT IN FIELD WITH THE CAD SYSTEM.	
		<b>83% OT</b>	Thu, Oct 17	7	CF1	Delayed on acct of engineering equipment malfunctioned on trk 1 @ Dee Rd
			Mon, Oct 21	43	KW1	STAGED AT CPT DUE TO TRAIN BLOCKING DEVAL INTERLOCKING.
			Tue, Oct 29	15	VF1	Delayed following trains on trk 1 due to M635 stopped @ Des Plaines on trk 2 with car #7816 filled with smoke waited for the fire dept to inspect and release equipment.
UPNW	647	Thu, Oct 17	21	CF1	Delayed on acct of engineering equipment malfunctioned on trk 1 @ Dee Rd	
		<b>78% OT</b>	Mon, Oct 21	49	KW1	STAGED AT CPT DUE TO TRAIN BLOCKING DEVAL INTERLOCKING.
			Wed, Oct 23	22	KW1	Delayed on acct of following trains ahead with wheel slip issues en route
			Tue, Oct 29	21	VF1	Delayed following trains on trk 1 due to M635 stopped @ Des Plaines on trk 2 with car #7816 filled with smoke waited for the fire dept to inspect and release equipment.
			Wed, Oct 30	13	KW	WHEEL SLIP METX171 (RECEIVED MULTIPLE BRAKE APPLICATIONS)

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
UPW	21 <b>74% OT</b>	Mon, Oct 14	7		GT1	Delayed @ Park waiting on M19/34 to crossover & clear on acct of computer issues wth Dispatcher 11.
		Wed, Oct 16	10		U	Slow passenger loading en route with four ADA lifts
		Mon, Oct 21	14		CC	40MPH MP20.25-20.5, restricted MP20.5-MP21.5, wheelslip on METX158 MP20.5-MP21.5; PTC disengaged MP25.5-MP26.5 (restricted speed to next Signal)
		Tue, Oct 22	10		KW	PTC DISENGAGED @ MP10.2 DUE TO SLIPPERY RAIL CONDITIONS (OPERATED ATC) & XH @ MP25.02.
		Tue, Oct 29	12		KW	WHEEL SLIP ON METX156; PTC DISENGAGED-RESTRICTED SPEED LOMBARD-GLEN ELLYN; CUT OUT PTC @ GLEN ELLYN & OPERATED IN ATC; BRAKE ENFORCEMENT @ OAK PARK; STICKY NORTH SIDE LOADING DOORS ON COACH CAR 6041.
		Wed, Oct 30	14		G	STOPPED AT WESTERN AVE DUE TO A TRACK CIRCUIT, 2 ADA LIFTS.
UPW	45 <b>83% OT</b>	Tue, Oct 01	106		E	STOPPED @ Y903 DUE TO GROUND RELAY ON THE METX 154 AFTER CUTTING OUT TRACTION MOTORS AND TROUBLESHOOTING WAITED FOR THE YARD CREW TO TIE ON THE UPY28 AND THEN FOLLOWED M53 AND TRAINS AHEAD TO ELBURN.
		Fri, Oct 11	53		KP1	Stopped behind M43 due to suicidal trespasser at MP5.75.
		Tue, Oct 15	0		XUF	Annulled due to the brakes on cab car 8463 would not release stopped @ Halsted, valve issue from lift
		Wed, Oct 30	6		U	LATE DEPARTING CPT ON ACCT. OF THREE ADA LIFTS EN ROUTE & ONE ARRIVING @ DEPARTURE TIME.
UPW	59 <b>83% OT</b>	Tue, Oct 01	22		E1	DELAYED FOLLOWING M45 AND TRAINS AHEAD.
		Mon, Oct 07	22		U	DELAYED @ OAK PARK HAD TO ASSIST AND CALL POLICE TO ASSIST A ELDERLY PASSENGER WHO MOTORIZED WHEEL CHAIR LOST POWER.
		Fri, Oct 11	0		KP1	ANNULLED DUE TO M43-M4302 CREW/EQUIPMENT WAS EXTREMELY DELAYED.
		Mon, Oct 21	8		ZT	PTC DROPPED OUT MULTIPLE TIMES MP7-8.9 CAUSING RESTRICTED SPEED TO THE NEXT SIGNAL EACH TIME ALSO DELAYED FOLLOWING M57 WITH PTC ISSUES.
UPW	60 <b>83% OT</b>	Tue, Oct 01	17		E1	DEPARTED ELMHURST 22 MINUTES LATE ON ACCOUNT OF LATE ARRIVAL OF M59.
		Mon, Oct 07	22		U1	LATE TURN OF EQUIPMENT FROM M59.
		Fri, Oct 11	0		KP1	ANNULLED DUE TO M59 ANNULMENT
		Mon, Oct 21	14		ZT	Late turn from M59 also PTC dropped out mutiple times causing resticted speed to the next signal each time MP8.5-6.4.

Data is final (11/20/19) version from TOPS.

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

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

Effective July 1, 2016

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'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**  
October 2019

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>8</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>18</b>	-	-	<b>5</b>	<b>70</b>	
Freight Interference - Peak	-	-	-	-	6	2	3	1	1	5	-	-	2	20	
Primary	-	-	-	-	5	2	2	1	1	4	-	-	-	15	
Secondary	-	-	-	-	1	-	1	-	-	1	-	-	2	5	
Freight Interference - Off-Peak	7	-	-	-	2	11	11	2	1	13	-	-	3	50	
Primary	6	-	-	-	1	9	5	2	1	10	-	-	3	37	
Secondary	1	-	-	-	1	2	6	-	-	3	-	-	-	13	
<b>Signal/Switch Failure - Total</b>	<b>11</b>	<b>2</b>	<b>4</b>	-	<b>3</b>	<b>5</b>	<b>8</b>	<b>4</b>	<b>19</b>	<b>10</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>110</b>	
Signal/Switch Failure - Metra/PSA	10	2	4	-	1	1	6	4	19	7	15	16	13	98	
Primary	4	2	3	-	1	1	5	4	14	5	10	11	6	66	
Secondary	6	-	1	-	-	-	1	-	5	2	5	5	7	32	
Signal/Switch Failure - Foreign	1	-	-	-	2	4	2	-	-	3	-	-	-	12	
Primary	1	-	-	-	2	1	2	-	-	3	-	-	-	9	
Secondary	-	-	-	-	-	3	-	-	-	-	-	-	-	3	
<b>Mechanical Failure - Total</b>	<b>17</b>	-	-	-	-	<b>30</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>15</b>	<b>109</b>	
Mechanical Failure - Metra/PSA	17	-	-	-	-	30	7	2	14	10	8	6	15	109	
Non-Locomotive Equipment Failure - Metra/PSA	17	-	-	-	-	-	-	-	-	-	4	2	-	23	
Primary	3	-	-	-	-	-	-	-	-	-	3	-	-	6	
Secondary	14	-	-	-	-	-	-	-	-	-	1	2	-	17	
Locomotive Failure - Metra/PSA	-	-	-	-	-	30	7	2	14	10	4	4	15	86	
Primary	-	-	-	-	-	4	3	-	7	3	2	2	4	25	
Secondary	-	-	-	-	-	26	4	2	7	7	2	2	11	61	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Train Interference - Total</b>	<b>-</b>	-	-	-	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	-	-	-	<b>7</b>	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	1	1	-	-	-	-	-	4	
Passenger Train Interference - Foreign	-	-	-	-	2	-	-	-	-	1	-	-	-	3	
<b>Accident - Total</b>	<b>-</b>	-	-	-	-	<b>13</b>	-	-	-	<b>2</b>	<b>8</b>	<b>3</b>	-	<b>26</b>	
Accident - Metra/PSA	-	-	-	-	-	13	-	-	-	2	8	3	-	26	
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Track Work - Total</b>	<b>18</b>	<b>10</b>	<b>2</b>	-	-	<b>4</b>	<b>3</b>	-	<b>8</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>59</b>	
Track Work - Metra/PSA	18	10	2	-	-	4	3	-	8	6	1	6	1	59	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Human Error - Total</b>	<b>14</b>	<b>3</b>	<b>1</b>	-	<b>2</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>75</b>	
Human Error - Metra/PSA	8	3	1	-	-	11	6	2	12	5	4	3	1	56	
Human Error - Foreign	6	-	-	-	2	2	3	2	-	-	-	1	3	19	
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>4</b>	<b>1</b>	-	-	-	-	<b>8</b>	-	<b>1</b>	-	<b>2</b>	-	<b>2</b>	<b>18</b>	
Sick, Injured, Unruly Passenger - Metra/PSA	1	1	-	-	-	-	8	-	1	-	2	-	2	15	
Sick, Injured, Unruly Passenger - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3	
<b>Weather - Total</b>	<b>15</b>	<b>1</b>	-	-	-	<b>2</b>	<b>1</b>	<b>6</b>	<b>9</b>	-	<b>42</b>	<b>70</b>	<b>5</b>	<b>151</b>	
Weather - Metra/PSA	15	1	-	-	-	2	1	6	9	-	42	70	5	151	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Passenger Loading - Total</b>	<b>2</b>	-	-	-	-	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	-	<b>2</b>	<b>2</b>	<b>2</b>	<b>19</b>	
Lift Deployment - Total	-	-	-	-	-	<b>6</b>	<b>3</b>	-	<b>6</b>	-	-	<b>2</b>	<b>8</b>	<b>25</b>	
Obstruction/Debris - Total	-	<b>1</b>	-	<b>1</b>	-	<b>6</b>	-	-	<b>19</b>	<b>4</b>	-	<b>14</b>	<b>15</b>	<b>60</b>	
Catenary Failure - Total	-	<b>1</b>	-	-	-	-	-	-	-	-	-	-	-	<b>1</b>	
Other - Total	<b>1</b>	-	-	-	-	<b>10</b>	<b>10</b>	<b>1</b>	-	-	-	<b>13</b>	<b>1</b>	<b>36</b>	
<b>Total Trains Delayed</b>	<b>89</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>109</b>	<b>67</b>	<b>22</b>	<b>92</b>	<b>56</b>	<b>82</b>	<b>136</b>	<b>71</b>	<b>766</b>	
Total Metra/PSA Delays	72	19	7	1	1	90	48	17	90	34	82	135	63	659	
Total Foreign Carrier Delays	17	0	0	0	14	19	19	5	2	22	0	1	8	107	

Data for current month is final (11/20/19) version of TOPS

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

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

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
		Top 2 causes for each line and the system are shaded												
<b>Freight Interference - Total</b>	<b>23</b>	-	-	-	<b>2</b>	<b>9</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>7</b>	<b>30</b>	<b>109</b>
Freight Interference - Peak	6	-	-	-	2	1	3	4	1	4	-	4	12	37
Primary	3	-	-	-	2	1	2	3	0	3	-	2	5	22
Secondary	3	-	-	-	-	0	1	1	0	1	-	2	7	16
Freight Interference - Off-Peak	17	-	-	-	-	7	7	6	3	8	2	3	18	71
Primary	14	-	-	-	-	5	4	6	2	6	2	2	13	54
Secondary	4	-	-	-	-	3	2	-	0	2	1	1	5	17
<b>Signal/Switch Failure - Total</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>81</b>
Signal/Switch Failure - Metra/PSA	12	7	2	3	-	10	7	4	6	4	1	4	4	65
Primary	9	3	1	2	-	6	5	4	4	3	0	2	2	41
Secondary	3	4	1	1	-	4	2	0	1	1	1	3	2	23
Signal/Switch Failure - Foreign	2	-	-	-	2	3	1	1	0	6	-	1	-	17
Primary	2	-	-	-	1	1	1	0	0	5	-	0	-	11
Secondary	-	-	-	-	1	2	0	0	0	1	-	0	-	5
<b>Mechanical Failure - Total</b>	<b>19</b>	<b>3</b>	<b>0</b>	-	-	<b>9</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>94</b>
Mechanical Failure - Metra/PSA	19	3	-	-	-	8	8	5	13	3	11	9	14	93
Non-Locomotive Equipment Failure - Metra/PSA	4	3	-	-	-	0	0	0	0	1	3	1	6	18
Primary	2	1	-	-	-	0	0	0	0	0	1	1	1	7
Secondary	2	2	-	-	-	-	0	0	0	0	2	1	4	11
Locomotive Failure - Metra/PSA	15	-	-	-	-	8	8	4	12	2	8	8	9	74
Primary	5	-	-	-	-	2	3	2	4	1	2	2	2	23
Secondary	11	-	-	-	-	5	5	3	8	1	6	5	7	51
Mechanical Failure - Foreign	-	0	0	-	-	1	-	-	-	-	-	-	-	2
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>2</b>	-	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	-	<b>0</b>	<b>0</b>	<b>14</b>
Passenger Train Interference - Metra/PSA	1	2	-	0	-	3	0	1	0	1	-	0	0	8
Passenger Train Interference - Foreign	3	-	-	0	1	1	-	-	0	1	-	-	-	6
<b>Accident - Total</b>	<b>12</b>	<b>0</b>	-	<b>2</b>	-	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>41</b>
Accident - Metra/PSA	12	0	-	2	-	2	-	0	3	1	6	6	7	39
Accident - Foreign	-	-	-	-	-	-	1	-	-	-	-	-	1	2
<b>Track Work - Total</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>86</b>
Track Work - Metra/PSA	26	11	3	6	0	6	5	2	9	2	5	5	7	86
Track Work - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	-	0
<b>Human Error - Total</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>62</b>
Human Error - Metra/PSA	9	3	0	1	0	2	5	0	6	0	3	2	6	37
Human Error - Foreign	8	-	-	-	2	6	2	1	0	3	0	1	1	24
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>1</b>	-	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>29</b>
Sick, Injured, Unruly Passenger - Metra/PSA	4	4	1	1	-	5	2	0	2	0	5	3	2	29
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Weather - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	<b>3</b>	-	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>24</b>
Weather - Metra/PSA	2	2	1	1	-	3	-	0	3	0	3	7	1	24
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	-	<b>3</b>	<b>1</b>	-	<b>1</b>	-	<b>2</b>	<b>4</b>	<b>3</b>	<b>28</b>
Lift Deployment - Total	2	0	-	-	-	2	2	1	1	-	1	1	1	12
Obstruction/Debris - Total	21	3	1	2	1	2	2	1	2	3	1	6	6	51
Catenary Failure - Total	-	3	0	2	-	-	-	-	-	-	-	-	-	5
Other - Total	3	0	0	0	0	2	2	1	1	1	1	2	2	15
<b>Total Trains Delayed</b>	<b>151</b>	<b>44</b>	<b>11</b>	<b>20</b>	<b>8</b>	<b>68</b>	<b>48</b>	<b>28</b>	<b>50</b>	<b>37</b>	<b>41</b>	<b>59</b>	<b>85</b>	<b>651</b>
Total Metra/PSA Delays	115	44	11	20	2	49	34	16	46	14	38	51	53	491
Total Foreign Carrier Delays	36	0	0	0	7	19	14	12	4	23	3	9	32	159

Data for latest month is final (11/26/18) version of TOPS

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

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

**Table 5.c: Train Delays by Cause and Line**  
**October 2019 Compared to Average October Over Previous Five Years: 2014-2018**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(16)</b>	-	-	-	<b>6</b>	<b>4</b>	<b>4</b>	<b>(7)</b>	<b>(1)</b>	<b>6</b>	<b>(2)</b>	<b>(7)</b>	<b>(25)</b>	<b>(39)</b>
Freight Interference - Peak	(6)	-	-	-	4	1	(0)	(3)	0	1	-	(4)	(10)	(17)
Primary	(3)	-	-	-	3	1	0	(2)	1	1	-	(2)	(5)	(7)
Secondary	(3)	-	-	-	1	(0)	(0)	(1)	(0)	0	-	(2)	(5)	(11)
Freight Interference - Off-Peak	(10)	-	-	-	2	4	4	(4)	(2)	5	(2)	(3)	(15)	(21)
Primary	(8)	-	-	-	1	4	1	(4)	(1)	4	(2)	(2)	(10)	(17)
Secondary	(3)	-	-	-	1	(1)	4	-	(0)	1	(1)	(1)	(5)	(4)
<b>Signal/Switch Failure - Total</b>	<b>(4)</b>	<b>(5)</b>	<b>2</b>	<b>(3)</b>	<b>1</b>	<b>(8)</b>	<b>(0)</b>	<b>(1)</b>	<b>13</b>	<b>(0)</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>29</b>
Signal/Switch Failure - Metra/PSA	(2)	(5)	2	(3)	1	(9)	(1)	-	13	3	14	12	9	33
Primary	(5)	(1)	2	(2)	1	(5)	(0)	0	10	2	10	9	4	25
Secondary	3	(4)	0	(1)	-	(4)	(1)	(0)	4	1	4	2	5	9
Signal/Switch Failure - Foreign	(1)	-	-	-	0	1	1	(1)	(0)	(3)	-	(1)	-	(5)
Primary	(1)	-	-	-	1	-	1	(0)	(0)	(2)	-	(0)	-	(2)
Secondary	-	-	-	-	(1)	1	(0)	(0)	(0)	(1)	-	(0)	-	(2)
<b>Mechanical Failure - Total</b>	<b>(2)</b>	<b>(3)</b>	<b>(0)</b>	-	-	<b>21</b>	<b>(1)</b>	<b>(3)</b>	<b>1</b>	<b>7</b>	<b>(3)</b>	<b>(3)</b>	<b>1</b>	<b>15</b>
Mechanical Failure - Metra/PSA	(2)	(3)	-	-	-	22	(1)	(3)	1	7	(3)	(3)	1	16
Non-Locomotive Equipment Failure - Metra/PSA	13	(3)	-	-	-	(0)	(0)	(0)	(0)	(1)	1	1	(6)	5
Primary	1	(1)	-	-	-	(0)	(0)	(0)	(0)	(0)	2	(1)	(1)	(1)
Secondary	12	(2)	-	-	-	-	(0)	(0)	-	(0)	(1)	1	(4)	6
Locomotive Failure - Metra/PSA	(15)	-	-	-	-	22	(1)	(2)	2	8	(4)	(4)	6	12
Primary	(5)	-	-	-	-	2	0	(2)	3	2	(0)	(0)	2	2
Secondary	(11)	-	-	-	-	21	(1)	(1)	(1)	6	(4)	(3)	4	10
Mechanical Failure - Foreign	-	(0)	(0)	-	-	(1)	-	-	-	-	-	-	-	(2)
<b>Passenger Train Interference - Total</b>	<b>(4)</b>	<b>(2)</b>	-	<b>(0)</b>	<b>1</b>	<b>(2)</b>	<b>1</b>	-	<b>(0)</b>	-	-	<b>(0)</b>	<b>(0)</b>	<b>(7)</b>
Passenger Train Interference - Metra/PSA	(1)	(2)	-	(0)	-	(1)	1	-	(0)	-	-	(0)	(0)	(4)
Passenger Train Interference - Foreign	(3)	-	-	(0)	1	(1)	-	-	(0)	-	-	-	-	(3)
<b>Accident - Total</b>	<b>(12)</b>	<b>(0)</b>	-	<b>(2)</b>	-	<b>11</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>1</b>	<b>2</b>	<b>(3)</b>	<b>(8)</b>	<b>(15)</b>
Accident - Metra/PSA	(12)	(0)	-	(2)	-	11	-	(0)	(3)	1	2	(3)	(7)	(13)
Accident - Foreign	-	-	-	-	-	-	(1)	-	-	-	-	-	(1)	(2)
<b>Track Work - Total</b>	<b>(8)</b>	<b>(1)</b>	<b>(1)</b>	<b>(6)</b>	<b>(0)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(1)</b>	<b>4</b>	<b>(4)</b>	<b>1</b>	<b>(6)</b>	<b>(27)</b>
Track Work - Metra/PSA	(8)	(1)	(1)	(6)	(0)	(2)	(2)	(2)	(1)	4	(4)	1	(6)	(27)
Track Work - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)
<b>Human Error - Total</b>	<b>(3)</b>	<b>(0)</b>	<b>1</b>	<b>(1)</b>	-	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>(3)</b>	<b>13</b>
Human Error - Metra/PSA	(1)	(0)	1	(1)	(0)	9	1	2	6	5	1	1	(5)	19
Human Error - Foreign	(2)	-	-	-	0	(4)	1	1	(0)	(3)	(0)	-	2	(5)
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>0</b>	<b>(3)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(5)</b>	<b>6</b>	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>(3)</b>	<b>0</b>	<b>(11)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(3)	(3)	(1)	(1)	-	(5)	6	(0)	(1)	(0)	(3)	(3)	0	(14)
Sick, Injured, Unruly Passenger - Foreign	3	-	-	-	-	-	-	-	-	-	-	-	-	3
<b>Weather - Total</b>	<b>13</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>(0)</b>	<b>39</b>	<b>63</b>	<b>4</b>	<b>127</b>
Weather - Metra/PSA	13	(1)	(1)	(1)	-	(1)	1	6	6	(0)	39	63	4	127
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Loading - Total</b>	<b>(3)</b>	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(9)</b>
Passenger Loading - Metra/PSA	(2)	(6)	-	-	-	4	1	(1)	5	-	(1)	1	7	13
Obstruction/Debris - Total	(21)	(2)	(1)	(1)	(1)	4	(2)	(1)	17	1	(1)	8	9	9
Catenary Failure - Total	-	(2)	(0)	(2)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	(2)	(0)	(0)	(0)	(0)	8	8	-	(1)	(1)	(1)	11	(1)	21
<b>Total Trains Delayed</b>	<b>(62)</b>	<b>(25)</b>	<b>(4)</b>	<b>(19)</b>	<b>7</b>	<b>41</b>	<b>19</b>	<b>(6)</b>	<b>42</b>	<b>19</b>	<b>41</b>	<b>77</b>	<b>(14)</b>	<b>115</b>
Total Metra/PSA Delays	(43)	(25)	(4)	(19)	(1)	41	14	1	44	20	44	84	10	168
Total Foreign Carrier Delays	(19)	(0)	(0)	(0)	7	(0)	5	(7)	(2)	(1)	(3)	(8)	(24)	(52)

Data for current month is final (11/20/19) version of TOPS

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

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

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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>92</b>	-	-	-	<b>81</b>	<b>164</b>	<b>108</b>	<b>48</b>	<b>47</b>	<b>138</b>	<b>5</b>	<b>75</b>	<b>187</b>	<b>945</b>
Freight Interference - Peak	17	-	-	-	64	47	39	11	10	48	2	43	54	335
Primary	15	-	-	-	46	26	26	9	7	33	2	19	25	208
Secondary	2	-	-	-	18	21	13	2	3	15	-	24	29	127
Freight Interference - Off-Peak	75	-	-	-	17	117	69	37	37	90	3	32	133	610
Primary	62	-	-	-	13	66	45	34	27	58	2	22	84	413
Secondary	13	-	-	-	4	51	24	3	10	32	1	10	49	197
<b>Signal/Switch Failure - Total</b>	<b>256</b>	<b>69</b>	<b>21</b>	<b>15</b>	<b>38</b>	<b>232</b>	<b>117</b>	<b>38</b>	<b>309</b>	<b>93</b>	<b>151</b>	<b>194</b>	<b>244</b>	<b>1,777</b>
Signal/Switch Failure - Metra/PSA	146	69	21	15	7	200	105	33	309	37	151	141	206	1,440
Primary	112	55	14	8	7	107	84	27	219	29	99	90	129	980
Secondary	34	14	7	7	-	93	21	6	90	8	52	51	77	460
Signal/Switch Failure - Foreign	110	-	-	-	31	32	12	5	-	56	-	53	38	337
Primary	90	-	-	-	23	19	8	3	-	38	-	34	27	242
Secondary	20	-	-	-	8	13	4	2	-	18	-	19	11	95
<b>Mechanical Failure - Total</b>	<b>159</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>189</b>	<b>80</b>	<b>19</b>	<b>180</b>	<b>45</b>	<b>80</b>	<b>98</b>	<b>97</b>	<b>953</b>
Mechanical Failure - Metra/PSA	157	1	1	-	1	177	78	17	180	41	80	98	97	928
Non-Locomotive Equipment Failure - Metra/PSA	74	1	1	-	-	16	6	2	24	17	11	40	27	219
Primary	19	1	1	-	-	5	4	1	7	7	7	22	14	88
Secondary	55	-	-	-	-	11	2	1	17	10	4	18	13	131
Locomotive Failure - Metra/PSA	83	-	-	-	1	161	72	15	156	24	69	58	70	709
Primary	26	-	-	-	1	39	24	6	51	10	14	18	18	207
Secondary	57	-	-	-	-	122	48	9	105	14	55	40	52	502
Mechanical Failure - Foreign	2	-	1	2	-	12	2	2	-	4	-	-	-	25
<b>Passenger Train Interference - Total</b>	<b>23</b>	<b>2</b>	-	<b>2</b>	<b>17</b>	<b>27</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>43</b>	-	<b>1</b>	-	<b>128</b>
Passenger Train Interference - Metra/PSA	2	2	-	-	1	19	1	7	-	-	-	1	-	33
Passenger Train Interference - Foreign	21	-	-	2	16	8	3	-	2	43	-	-	-	95
<b>Accident - Total</b>	<b>28</b>	<b>82</b>	<b>12</b>	-	<b>9</b>	<b>78</b>	<b>26</b>	<b>9</b>	<b>42</b>	<b>23</b>	<b>66</b>	<b>70</b>	<b>116</b>	<b>561</b>
Accident - Metra/PSA	27	16	2	-	2	48	22	8	41	11	66	70	56	369
Accident - Foreign	1	66	10	-	7	30	4	1	1	12	-	-	60	192
<b>Track Work - Total</b>	<b>87</b>	<b>47</b>	<b>3</b>	<b>3</b>	<b>21</b>	<b>112</b>	<b>48</b>	<b>18</b>	<b>162</b>	<b>13</b>	<b>70</b>	<b>68</b>	<b>52</b>	<b>704</b>
Track Work - Metra/PSA	87	47	3	3	21	106	41	17	162	12	70	68	52	689
Track Work - Foreign	-	-	-	-	-	6	7	1	-	1	-	-	-	15
<b>Human Error - Total</b>	<b>196</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>21</b>	<b>143</b>	<b>85</b>	<b>38</b>	<b>172</b>	<b>48</b>	<b>111</b>	<b>96</b>	<b>114</b>	<b>1,054</b>
Human Error - Metra/PSA	125	14	8	6	3	66	45	17	168	10	91	61	81	695
Human Error - Foreign	71	2	-	-	18	77	40	21	4	38	20	35	33	359
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>33</b>	<b>19</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>29</b>	<b>38</b>	<b>5</b>	<b>36</b>	<b>4</b>	<b>57</b>	<b>36</b>	<b>40</b>	<b>307</b>
Sick, Injured, Unruly Passenger - Metra/PSA	28	19	3	6	1	29	38	5	36	4	57	36	40	302
Sick, Injured, Unruly Passenger - Foreign	5	-	-	-	-	-	-	-	-	-	-	-	-	5
<b>Weather - Total</b>	<b>183</b>	<b>188</b>	<b>65</b>	<b>104</b>	<b>4</b>	<b>104</b>	<b>57</b>	<b>35</b>	<b>210</b>	<b>20</b>	<b>158</b>	<b>201</b>	<b>84</b>	<b>1,413</b>
Weather - Metra/PSA	182	188	65	104	4	104	57	35	209	16	158	201	84	1,407
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
<b>Passenger Loading - Total</b>	<b>31</b>	<b>22</b>	<b>6</b>	<b>1</b>	-	<b>35</b>	<b>24</b>	<b>3</b>	<b>82</b>	<b>1</b>	<b>71</b>	<b>60</b>	<b>67</b>	<b>403</b>
<b>Lift Deployment - Total</b>	<b>15</b>	<b>1</b>	-	-	-	<b>30</b>	<b>15</b>	<b>1</b>	<b>50</b>	<b>2</b>	<b>16</b>	<b>56</b>	<b>64</b>	<b>250</b>
<b>Obstruction/Debris - Total</b>	<b>76</b>	<b>29</b>	<b>13</b>	<b>22</b>	<b>1</b>	<b>51</b>	<b>28</b>	<b>11</b>	<b>93</b>	<b>42</b>	<b>30</b>	<b>91</b>	<b>62</b>	<b>549</b>
<b>Catenary Failure - Total</b>	-	<b>4</b>	<b>1</b>	<b>3</b>	-	-	-	-	-	-	-	-	-	<b>8</b>
<b>Other - Total</b>	<b>29</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>19</b>	<b>32</b>	<b>11</b>	<b>36</b>	<b>8</b>	<b>38</b>	<b>45</b>	<b>38</b>	<b>267</b>
<b>Total Trains Delayed</b>	<b>1,208</b>	<b>484</b>	<b>136</b>	<b>166</b>	<b>197</b>	<b>1,213</b>	<b>662</b>	<b>243</b>	<b>1,421</b>	<b>480</b>	<b>853</b>	<b>1,091</b>	<b>1,165</b>	<b>9,319</b>
Total Metra/PSA Delays	905	416	125	162	44	884	486	165	1,366	184	828	928	847	7,340
Total Foreign Carrier Delays	303	68	11	4	153	329	176	78	55	296	25	163	318	1,979

Data for current month is final (11/20/19) version of TOPS

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



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

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>223</b>	-	<b>0</b>	-	<b>37</b>	<b>120</b>	<b>111</b>	<b>102</b>	<b>57</b>	<b>137</b>	<b>15</b>	<b>56</b>	<b>219</b>	<b>1,077</b>
Freight Interference - Peak	91	-	0	-	34	24	27	38	17	45	4	31	75	387
Primary	53	-	-	-	31	16	18	27	9	34	2	15	35	239
Secondary	38	-	0	-	3	8	9	12	8	11	2	16	40	148
Freight Interference - Off-Peak	132	-	-	-	3	96	83	64	41	92	11	25	144	691
Primary	104	-	-	-	3	61	54	55	33	68	6	19	114	517
Secondary	28	-	-	-	0	35	30	8	8	24	5	5	30	174
<b>Signal/Switch Failure - Total</b>	<b>210</b>	<b>70</b>	<b>30</b>	<b>33</b>	<b>22</b>	<b>174</b>	<b>109</b>	<b>71</b>	<b>86</b>	<b>95</b>	<b>24</b>	<b>51</b>	<b>90</b>	<b>1,064</b>
Signal/Switch Failure - Metra/PSA	137	70	30	33	2	140	90	41	84	30	24	45	84	809
Primary	92	42	22	24	1	76	58	27	64	20	14	20	37	498
Secondary	45	28	8	9	0	64	32	14	20	10	11	25	47	311
Signal/Switch Failure - Foreign	73	-	0	-	20	34	19	30	2	64	-	6	5	255
Primary	51	-	-	-	17	18	13	19	2	42	-	2	4	169
Secondary	22	-	0	-	3	16	6	11	1	22	-	4	1	86
<b>Mechanical Failure - Total</b>	<b>157</b>	<b>33</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>129</b>	<b>80</b>	<b>35</b>	<b>161</b>	<b>30</b>	<b>85</b>	<b>89</b>	<b>89</b>	<b>909</b>
Mechanical Failure - Metra/PSA	156	28	7	6	6	119	80	34	160	30	85	89	89	889
Non-Locomotive Equipment Failure - Metra/PSA	40	28	7	6	1	15	11	3	16	10	23	24	34	218
Primary	16	8	3	2	1	6	6	1	7	4	9	9	14	88
Secondary	24	21	4	3	0	9	6	2	9	6	13	14	20	130
Locomotive Failure - Metra/PSA	116	-	-	-	4	104	69	31	145	20	62	65	55	671
Primary	34	-	-	-	3	28	24	10	44	9	21	19	18	209
Secondary	82	-	-	-	2	76	44	21	101	11	41	46	37	462
Mechanical Failure - Foreign	2	5	1	0	0	10	0	0	0	-	-	-	0	20
<b>Passenger Train Interference - Total</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>41</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>145</b>
Passenger Train Interference - Metra/PSA	2	5	2	1	1	29	4	11	5	2	1	2	7	71
Passenger Train Interference - Foreign	22	2	1	2	8	12	1	1	2	21	-	0	1	74
<b>Accident - Total</b>	<b>113</b>	<b>22</b>	<b>6</b>	<b>11</b>	<b>1</b>	<b>46</b>	<b>43</b>	<b>15</b>	<b>29</b>	<b>10</b>	<b>42</b>	<b>83</b>	<b>31</b>	<b>452</b>
Accident - Metra/PSA	94	22	6	11	1	43	40	11	24	7	41	76	24	400
Accident - Foreign	19	-	-	-	0	3	3	4	5	3	1	7	7	52
<b>Track Work - Total</b>	<b>252</b>	<b>59</b>	<b>15</b>	<b>40</b>	<b>7</b>	<b>79</b>	<b>35</b>	<b>15</b>	<b>83</b>	<b>12</b>	<b>49</b>	<b>46</b>	<b>57</b>	<b>749</b>
Track Work - Metra/PSA	235	59	15	40	7	79	34	15	83	10	49	46	57	729
Track Work - Foreign	17	-	-	-	-	-	1	0	-	2	-	-	-	20
<b>Human Error - Total</b>	<b>193</b>	<b>34</b>	<b>13</b>	<b>20</b>	<b>20</b>	<b>88</b>	<b>50</b>	<b>20</b>	<b>62</b>	<b>31</b>	<b>42</b>	<b>47</b>	<b>57</b>	<b>676</b>
Human Error - Metra/PSA	121	33	13	20	3	57	35	10	62	11	33	34	38	469
Human Error - Foreign	72	1	-	1	16	31	15	9	1	21	8	14	19	206
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>35</b>	<b>44</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>37</b>	<b>31</b>	<b>3</b>	<b>27</b>	<b>4</b>	<b>34</b>	<b>38</b>	<b>41</b>	<b>314</b>
Sick, Injured, Unruly Passenger - Metra/PSA	33	44	7	12	1	37	31	3	27	4	34	38	41	312
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
<b>Weather - Total</b>	<b>180</b>	<b>100</b>	<b>31</b>	<b>35</b>	<b>5</b>	<b>109</b>	<b>86</b>	<b>25</b>	<b>127</b>	<b>20</b>	<b>72</b>	<b>90</b>	<b>66</b>	<b>948</b>
Weather - Metra/PSA	179	100	31	35	5	107	86	25	127	19	72	90	66	942
Weather - Foreign	1	-	-	-	1	2	1	-	0	1	-	-	1	6
<b>Passenger Loading - Total</b>	<b>56</b>	<b>65</b>	<b>12</b>	<b>17</b>	-	<b>56</b>	<b>53</b>	<b>3</b>	<b>72</b>	<b>1</b>	<b>59</b>	<b>84</b>	<b>54</b>	<b>533</b>
<b>Lift Deployment - Total</b>	<b>34</b>	<b>3</b>	-	<b>1</b>	-	<b>35</b>	<b>26</b>	<b>3</b>	<b>19</b>	<b>2</b>	<b>10</b>	<b>19</b>	<b>34</b>	<b>185</b>
<b>Obstruction/Debris - Total</b>	<b>85</b>	<b>26</b>	<b>11</b>	<b>28</b>	<b>6</b>	<b>39</b>	<b>30</b>	<b>14</b>	<b>40</b>	<b>25</b>	<b>24</b>	<b>59</b>	<b>57</b>	<b>444</b>
<b>Catenary Failure - Total</b>	-	<b>39</b>	<b>8</b>	<b>21</b>	-	-	-	-	-	-	-	-	-	<b>68</b>
<b>Other - Total</b>	<b>46</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>20</b>	<b>6</b>	<b>23</b>	<b>13</b>	<b>22</b>	<b>22</b>	<b>37</b>	<b>235</b>
<b>Total Trains Delayed</b>	<b>1,609</b>	<b>514</b>	<b>152</b>	<b>234</b>	<b>115</b>	<b>973</b>	<b>680</b>	<b>322</b>	<b>793</b>	<b>403</b>	<b>479</b>	<b>686</b>	<b>839</b>	<b>7,800</b>
Total Metra/PSA Delays	1,178	506	149	231	32	760	530	176	725	154	455	604	588	6,087
Total Foreign Carrier Delays	432	8	3	3	83	213	151	146	68	249	24	83	252	1,713

Data for latest month is final (11/26/18) version of TOPS

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

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

**Table 6.c: Train Delays by Cause & Line - YTD**  
**January - October 2019 Compared to January - October Average Over Previous 5 Years: 2014-2018**

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
<b>Freight Interference - Total</b>	<b>(131)</b>	-	<b>(0)</b>	-	<b>44</b>	<b>44</b>	<b>(3)</b>	<b>(54)</b>	<b>(10)</b>	<b>1</b>	<b>(10)</b>	<b>19</b>	<b>(32)</b>	<b>(132)</b>
Freight Interference - Peak	(74)	-	(0)	-	30	23	12	(27)	(7)	3	(2)	12	(21)	(52)
Primary	(38)	-	-	-	15	10	8	(18)	(2)	(1)	-	4	(10)	(31)
Secondary	(36)	-	(0)	-	15	13	4	(10)	(5)	4	(2)	8	(11)	(21)
Freight Interference - Off-Peak	(57)	-	-	-	14	21	(14)	(27)	(4)	(2)	(8)	7	(11)	(81)
Primary	(42)	-	-	-	10	5	(9)	(21)	(6)	(10)	(4)	3	(30)	(104)
Secondary	(15)	-	-	-	4	16	(6)	(5)	2	8	(4)	5	19	23
<b>Signal/Switch Failure - Total</b>	<b>46</b>	<b>(1)</b>	<b>(9)</b>	<b>(18)</b>	<b>16</b>	<b>58</b>	<b>8</b>	<b>(33)</b>	<b>223</b>	<b>(2)</b>	<b>127</b>	<b>143</b>	<b>154</b>	<b>713</b>
Signal/Switch Failure - Metra/PSA	9	(1)	(9)	(18)	5	60	15	(8)	225	7	127	96	122	631
Primary	20	13	(8)	(16)	6	31	26	(0)	155	9	85	70	92	482
Secondary	(11)	(14)	(1)	(2)	(0)	29	(11)	(8)	70	(2)	41	26	30	149
Signal/Switch Failure - Foreign	37	-	(0)	-	11	(2)	(7)	(25)	(2)	(8)	-	47	33	82
Primary	39	-	-	-	6	1	(5)	(16)	(2)	(4)	-	32	23	73
Secondary	(2)	-	(0)	-	5	(3)	(2)	(9)	(1)	(4)	-	15	10	9
<b>Mechanical Failure - Total</b>	<b>2</b>	<b>(32)</b>	<b>(6)</b>	<b>(4)</b>	<b>(5)</b>	<b>60</b>	<b>(0)</b>	<b>(16)</b>	<b>19</b>	<b>15</b>	<b>(5)</b>	<b>9</b>	<b>8</b>	<b>44</b>
Mechanical Failure - Metra/PSA	1	(27)	(6)	(6)	(5)	58	(2)	(17)	20	11	(5)	9	8	39
Non-Locomotive Equipment Failure - Metra/PSA	34	(27)	(6)	(6)	(1)	1	(5)	(1)	8	7	(12)	16	(7)	1
Primary	3	(7)	(2)	(2)	(1)	(1)	(2)	(0)	-	3	(2)	13	(0)	0
Secondary	31	(21)	(4)	(3)	(0)	2	(4)	(1)	8	4	(9)	4	(7)	1
Locomotive Failure - Metra/PSA	(33)	-	-	-	(3)	57	3	(16)	11	4	7	(7)	15	38
Primary	(8)	-	-	-	(2)	11	(0)	(4)	7	1	(7)	(1)	0	(2)
Secondary	(25)	-	-	-	(2)	46	4	(12)	4	3	14	(6)	15	40
Mechanical Failure - Foreign	0	(5)	(0)	2	(0)	2	2	2	(0)	4	-	-	(0)	5
<b>Passenger Train Interference - Total</b>	<b>(2)</b>	<b>(6)</b>	<b>(3)</b>	<b>(1)</b>	<b>8</b>	<b>(14)</b>	<b>(2)</b>	<b>(4)</b>	<b>(5)</b>	<b>21</b>	<b>(1)</b>	<b>(1)</b>	<b>(8)</b>	<b>(17)</b>
Passenger Train Interference - Metra/PSA	(0)	(3)	(2)	(1)	0	(10)	(3)	(4)	(5)	(2)	(1)	(1)	(7)	(38)
Passenger Train Interference - Foreign	(1)	(2)	(1)	-	8	(4)	2	(1)	0	22	-	(0)	(1)	21
<b>Accident - Total</b>	<b>(85)</b>	<b>60</b>	<b>6</b>	<b>(11)</b>	<b>8</b>	<b>32</b>	<b>(17)</b>	<b>(6)</b>	<b>13</b>	<b>13</b>	<b>24</b>	<b>(13)</b>	<b>85</b>	<b>109</b>
Accident - Metra/PSA	(67)	(6)	(4)	(11)	1	5	(18)	(3)	17	4	25	(6)	32	(31)
Accident - Foreign	(18)	66	10	-	7	27	1	(3)	(4)	9	(1)	(7)	53	140
<b>Track Work - Total</b>	<b>(165)</b>	<b>(12)</b>	<b>(12)</b>	<b>(37)</b>	<b>14</b>	<b>33</b>	<b>13</b>	<b>3</b>	<b>79</b>	<b>1</b>	<b>21</b>	<b>22</b>	<b>(5)</b>	<b>(45)</b>
Track Work - Metra/PSA	(148)	(12)	(12)	(37)	14	27	7	2	79	2	21	22	(5)	(40)
Track Work - Foreign	(17)	-	-	-	-	6	6	1	-	(1)	-	-	-	(5)
<b>Human Error - Total</b>	<b>3</b>	<b>(18)</b>	<b>(5)</b>	<b>(14)</b>	<b>1</b>	<b>55</b>	<b>35</b>	<b>18</b>	<b>110</b>	<b>17</b>	<b>69</b>	<b>49</b>	<b>57</b>	<b>378</b>
Human Error - Metra/PSA	4	(19)	(5)	(14)	(0)	9	10	7	106	(1)	58	27	43	226
Human Error - Foreign	(1)	1	-	(1)	2	46	25	12	3	17	12	21	14	153
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>(2)</b>	<b>(25)</b>	<b>(4)</b>	<b>(6)</b>	<b>0</b>	<b>(8)</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>-</b>	<b>23</b>	<b>(2)</b>	<b>(1)</b>	<b>(7)</b>
Sick, Injured, Unruly Passenger - Metra/PSA	(5)	(25)	(4)	(6)	0	(8)	7	2	9	-	23	(2)	(1)	(10)
Sick, Injured, Unruly Passenger - Foreign	3	-	-	-	-	-	-	-	(0)	-	-	-	-	3
<b>Weather - Total</b>	<b>3</b>	<b>88</b>	<b>34</b>	<b>69</b>	<b>(1)</b>	<b>(5)</b>	<b>(29)</b>	<b>10</b>	<b>83</b>	<b>(0)</b>	<b>86</b>	<b>111</b>	<b>18</b>	<b>465</b>
Weather - Metra/PSA	3	88	34	69	(1)	(3)	(29)	10	82	(3)	86	111	18	465
Weather - Foreign	0	-	-	-	(1)	(2)	(1)	-	1	3	-	-	(1)	-
<b>Passenger Loading - Total</b>	<b>(25)</b>	<b>(43)</b>	<b>(6)</b>	<b>(16)</b>	<b>-</b>	<b>(21)</b>	<b>(29)</b>	<b>-</b>	<b>10</b>	<b>(0)</b>	<b>12</b>	<b>(24)</b>	<b>13</b>	<b>(130)</b>
Lift Deployment - Total	(19)	(2)	-	(1)	-	(5)	(11)	(2)	31	0	6	37	30	65
Obstruction/Debris - Total	(9)	3	2	(6)	(5)	12	(2)	(3)	53	17	6	32	5	105
Catenary Failure - Total	-	(35)	(7)	(18)	-	-	-	-	-	-	-	-	-	(60)
Other - Total	(17)	(7)	(5)	(5)	2	(2)	12	5	13	(5)	16	23	1	32
<b>Total Trains Delayed</b>	<b>(401)</b>	<b>(30)</b>	<b>(16)</b>	<b>(68)</b>	<b>82</b>	<b>240</b>	<b>(18)</b>	<b>(79)</b>	<b>628</b>	<b>77</b>	<b>374</b>	<b>405</b>	<b>326</b>	<b>1,519</b>
Total Metra/PSA Delays	(273)	(90)	(24)	(69)	12	124	(44)	(11)	641	30	373	324	259	1,253
Total Foreign Carrier Delays	(129)	60	8	1	70	116	25	(68)	(13)	47	1	80	66	266

Data for current month is final (11/20/19) version of TOPS

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

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

**Table 7.a: Train Delays by Cause & Month  
2019**

Top 2 causes for each month year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct
<b>Freight Interference - Total</b>	<b>100</b>	<b>142</b>	<b>108</b>	<b>77</b>	<b>77</b>	<b>92</b>	<b>126</b>	<b>88</b>	<b>65</b>	<b>70</b>			<b>945</b> <b>10.1%</b>
Freight Interference - Peak	38	52	39	25	29	39	35	37	21	20			335 3.6%
Primary	27	33	25	17	20	20	16	19	16	15			208 2.2%
Secondary	11	19	14	8	9	19	19	18	5	5			127 1.4%
Freight Interference - Off-Peak	62	90	69	52	48	53	91	51	44	50			610 6.5%
Primary	35	55	53	32	33	41	57	36	34	37			413 4.4%
Secondary	27	35	16	20	15	12	34	15	10	13			197 2.1%
<b>Signal/Switch Failure - Total</b>	<b>196</b>	<b>393</b>	<b>146</b>	<b>182</b>	<b>196</b>	<b>101</b>	<b>216</b>	<b>124</b>	<b>113</b>	<b>110</b>			<b>1,777</b> <b>19.1%</b>
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82	175	103	106	98			1,440 15.5%
Primary	132	215	87	85	95	64	107	62	67	66			980 10.5%
Secondary	28	105	22	49	58	18	68	41	39	32			460 4.9%
Signal/Switch Failure - Foreign	36	73	37	48	43	19	41	21	7	12			337 3.6%
Primary	27	51	25	30	33	14	33	13	7	9			242 2.6%
Secondary	9	22	12	18	10	5	8	8	-	3			95 1.0%
<b>Mechanical Failure - Total</b>	<b>121</b>	<b>106</b>	<b>66</b>	<b>67</b>	<b>96</b>	<b>113</b>	<b>92</b>	<b>116</b>	<b>67</b>	<b>109</b>			<b>953</b> <b>10.2%</b>
Mechanical Failure - Metra/PSA	116	91	66	67	96	113	92	111	67	109			928 10.0%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18	16	26	18	23			219 2.4%
Primary	11	13	8	10	8	7	9	9	7	6			88 0.9%
Secondary	10	20	11	21	6	11	7	17	11	17			131 1.4%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95	76	85	49	86			709 7.6%
Primary	26	19	16	15	23	25	21	21	16	25			207 2.2%
Secondary	69	39	31	21	59	70	55	64	33	61			502 5.4%
Mechanical Failure - Foreign	5	15	-	-	-	-	-	5	-	-			25 0.3%
<b>Passenger Train Interference - Total</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>6</b>	<b>26</b>	<b>21</b>	<b>8</b>	<b>9</b>	<b>7</b>			<b>128</b> <b>1.4%</b>
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4			33 0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3			95 1.0%
<b>Accident - Total</b>	<b>47</b>	<b>171</b>	<b>21</b>	<b>30</b>	<b>45</b>	<b>25</b>	<b>63</b>	<b>96</b>	<b>37</b>	<b>26</b>			<b>561</b> <b>6.0%</b>
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26			369 4.0%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-			192 2.1%
<b>Track Work - Total</b>	<b>11</b>	<b>52</b>	<b>38</b>	<b>62</b>	<b>75</b>	<b>87</b>	<b>152</b>	<b>77</b>	<b>91</b>	<b>59</b>			<b>704</b> <b>7.6%</b>
Track Work - Metra/PSA	11	46	32	62	72	87	152	77	91	59			689 7.4%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-			15 0.2%
<b>Human Error - Total</b>	<b>106</b>	<b>256</b>	<b>73</b>	<b>66</b>	<b>111</b>	<b>58</b>	<b>132</b>	<b>92</b>	<b>85</b>	<b>75</b>			<b>1,054</b> <b>11.3%</b>
Human Error - Metra/PSA	94	108	36	46	92	41	102	54	66	56			695 7.5%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19			359 3.9%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>20</b>	<b>37</b>	<b>29</b>	<b>57</b>	<b>24</b>	<b>22</b>	<b>18</b>			<b>307</b> <b>3.3%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29	57	24	22	15			302 3.2%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-	-	-	-	3			5 0.1%
<b>Weather - Total</b>	<b>591</b>	<b>401</b>	<b>18</b>	<b>37</b>	<b>23</b>	<b>12</b>	<b>120</b>	<b>25</b>	<b>35</b>	<b>151</b>			<b>1,413</b> <b>15.2%</b>
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151			1,407 15.1%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-			6 0.1%
<b>Passenger Loading - Total</b>	<b>12</b>	<b>40</b>	<b>29</b>	<b>19</b>	<b>37</b>	<b>72</b>	<b>84</b>	<b>58</b>	<b>33</b>	<b>19</b>			<b>403</b> <b>4.3%</b>
<b>Lift Deployment - Total</b>	<b>11</b>	<b>37</b>	<b>29</b>	<b>24</b>	<b>34</b>	<b>17</b>	<b>27</b>	<b>25</b>	<b>21</b>	<b>25</b>			<b>250</b> <b>2.7%</b>
<b>Obstruction/Debris - Total</b>	<b>79</b>	<b>72</b>	<b>32</b>	<b>45</b>	<b>41</b>	<b>31</b>	<b>68</b>	<b>61</b>	<b>60</b>	<b>60</b>			<b>549</b> <b>5.9%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>1</b>			<b>8</b> <b>0.1%</b>
<b>Other - Total</b>	<b>28</b>	<b>57</b>	<b>17</b>	<b>29</b>	<b>30</b>	<b>19</b>	<b>20</b>	<b>19</b>	<b>12</b>	<b>36</b>			<b>267</b> <b>2.9%</b>
<b>Total Trains Delayed</b>	<b>1,341</b>	<b>1,805</b>	<b>610</b>	<b>659</b>	<b>811</b>	<b>683</b>	<b>1,178</b>	<b>816</b>	<b>650</b>	<b>766</b>			<b>9,319</b> <b>100.0%</b>
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659			7,340 78.8%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107			1,979 21.2%

Data for current month is final (11/20/19) version of TOPS

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

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

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

Top 2 causes for each month year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Oct	
<b>Freight Interference - Total</b>	<b>134</b>	<b>126</b>	<b>154</b>	<b>86</b>	<b>136</b>	<b>141</b>	<b>101</b>	<b>95</b>	<b>133</b>	<b>159</b>	<b>112</b>	<b>137</b>	<b>1,265</b>	<b>15.2%</b>
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	458	5.5%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	246	3.0%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	212	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	807	9.7%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	591	7.1%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	216	2.6%
<b>Signal/Switch Failure - Total</b>	<b>160</b>	<b>171</b>	<b>102</b>	<b>95</b>	<b>145</b>	<b>149</b>	<b>128</b>	<b>141</b>	<b>124</b>	<b>110</b>	<b>217</b>	<b>197</b>	<b>1,325</b>	<b>15.9%</b>
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	1,035	12.4%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	711	8.5%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	324	3.9%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	290	3.5%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	183	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	107	1.3%
<b>Mechanical Failure - Total</b>	<b>204</b>	<b>139</b>	<b>89</b>	<b>60</b>	<b>74</b>	<b>92</b>	<b>65</b>	<b>102</b>	<b>70</b>	<b>95</b>	<b>94</b>	<b>98</b>	<b>990</b>	<b>11.9%</b>
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	962	11.5%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	221	2.7%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	91	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	130	1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	741	8.9%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	198	2.4%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	543	6.5%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	28	0.3%
<b>Passenger Train Interference - Total</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>29</b>	<b>33</b>	<b>28</b>	<b>25</b>	<b>5</b>	<b>19</b>	<b>17</b>	<b>23</b>	<b>7</b>	<b>192</b>	<b>2.3%</b>
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	66	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	126	1.5%
<b>Accident - Total</b>	<b>25</b>	<b>82</b>	<b>70</b>	<b>12</b>	<b>25</b>	<b>-</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>43</b>	<b>45</b>	<b>43</b>	<b>319</b>	<b>3.8%</b>
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	283	3.4%
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>36</b>	<b>698</b>	<b>8.4%</b>
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	693	8.3%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	0.1%
<b>Human Error - Total</b>	<b>109</b>	<b>121</b>	<b>61</b>	<b>52</b>	<b>94</b>	<b>91</b>	<b>80</b>	<b>104</b>	<b>69</b>	<b>72</b>	<b>63</b>	<b>79</b>	<b>853</b>	<b>10.2%</b>
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	612	7.3%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	241	2.9%
<b>Sick, Injured, Unruly Passenger - Total</b>	<b>24</b>	<b>33</b>	<b>44</b>	<b>33</b>	<b>43</b>	<b>44</b>	<b>36</b>	<b>32</b>	<b>32</b>	<b>25</b>	<b>20</b>	<b>22</b>	<b>346</b>	<b>4.2%</b>
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	346	4.2%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
<b>Weather - Total</b>	<b>172</b>	<b>295</b>	<b>14</b>	<b>27</b>	<b>71</b>	<b>51</b>	<b>8</b>	<b>41</b>	<b>34</b>	<b>10</b>	<b>295</b>	<b>36</b>	<b>723</b>	<b>8.7%</b>
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	719	8.6%
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>46</b>	<b>579</b>	<b>6.9%</b>
<b>Lift Deployment - Total</b>	<b>24</b>	<b>27</b>	<b>21</b>	<b>13</b>	<b>45</b>	<b>23</b>	<b>30</b>	<b>36</b>	<b>27</b>	<b>18</b>	<b>27</b>	<b>29</b>	<b>264</b>	<b>3.2%</b>
<b>Obstruction/Debris - Total</b>	<b>40</b>	<b>82</b>	<b>29</b>	<b>62</b>	<b>60</b>	<b>51</b>	<b>63</b>	<b>35</b>	<b>30</b>	<b>59</b>	<b>47</b>	<b>57</b>	<b>511</b>	<b>6.1%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>11</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>20</b>	<b>256</b>	<b>3.1%</b>
<b>Total Trains Delayed</b>	<b>987</b>	<b>1,190</b>	<b>694</b>	<b>602</b>	<b>926</b>	<b>887</b>	<b>722</b>	<b>832</b>	<b>710</b>	<b>782</b>	<b>1,039</b>	<b>870</b>	<b>8,332</b>	<b>100.0%</b>
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	6,337	76.1%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	1,995	23.9%

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

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

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

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

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	22	5	3	0	3	13	17	7	23	8	10	17	8	136
11-15	10	1	1	0	3	10	12	1	11	2	13	15	9	88
16-20	8	1	0	0	3	6	1	1	1	2	8	15	3	49
21+	6	1	0	0	3	8	4	3	10	3	4	34	20	96
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>15</u>
Sub-Total	49	8	4	0	12	41	34	12	46	17	38	81	42	384
<b>Weekday Off-Peak **</b>														
6-10	10	3	2	0	2	23	15	2	14	14	4	13	5	107
11-15	6	1	1	1	1	7	4	5	15	8	9	5	11	74
16-20	3	1	0	0	0	7	4	1	3	3	5	6	1	34
21+	5	1	0	0	0	14	3	1	6	12	14	17	7	80
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>11</u>
Sub-Total	24	6	3	1	3	55	26	10	39	39	32	41	27	306
<b>Saturday</b>														
6-10	3	4	0	0	0	4	2	0	2	0	1	2	0	18
11-15	2	1	0	0	0	2	2	0	0	0	0	2	0	9
16-20	1	0	0	0	0	2	0	0	0	0	0	1	0	4
21+	1	0	0	0	0	3	0	0	2	0	6	4	0	16
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>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>4</u>
Sub-Total	7	5	0	0	0	11	4	0	5	0	9	10	0	51
<b>Sunday-Holiday</b>														
6-10	1	0	0	0	0	2	1	0	0	0	0	1	1	6
11-15	2	0	0	0	0	0	1	0	1	0	1	0	0	5
16-20	0	0	0	0	0	0	0	0	0	0	1	0	0	1
21+	5	0	0	0	0	0	1	0	0	0	1	3	1	11
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Sub-Total	9	0	0	0	0	2	3	0	2	0	3	4	2	25
<b>October 2019 Total</b>														
6-10	36	12	5	0	5	42	35	9	39	22	15	33	14	267
11-15	20	3	2	1	4	19	19	6	27	10	23	22	20	176
16-20	12	2	0	0	3	15	5	2	4	5	14	22	4	88
21+	17	2	0	0	3	25	8	4	18	15	25	58	28	203
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8</u>	<u>0</u>	<u>1</u>	<u>4</u>	<u>4</u>	<u>5</u>	<u>1</u>	<u>5</u>	<u>32</u>
TOTAL	89	19	7	1	15	109	67	22	92	56	82	136	71	766
<b>2019 Year-to-Date</b>														
6-10	563	162	55	35	74	511	307	127	723	164	309	430	451	3,911
11-15	211	65	14	19	37	238	143	50	258	96	207	230	260	1,828
16-20	122	32	3	11	23	135	62	17	121	50	98	121	119	914
21+	217	77	17	14	49	272	119	43	265	144	188	279	281	1,965
Annulled	<u>95</u>	<u>148</u>	<u>47</u>	<u>87</u>	<u>14</u>	<u>57</u>	<u>31</u>	<u>6</u>	<u>54</u>	<u>26</u>	<u>51</u>	<u>31</u>	<u>54</u>	<u>701</u>
TOTAL	1,208	484	136	166	197	1,213	662	243	1,421	480	853	1,091	1,165	9,319
<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>October 2019 Total</b>														
6-10	40.4%	63.2%	71.4%	0.0%	33.3%	38.5%	52.2%	40.9%	42.4%	39.3%	18.3%	24.3%	19.7%	34.9%
11-15	22.5%	15.8%	28.6%	100.0%	26.7%	17.4%	28.4%	27.3%	29.3%	17.9%	28.0%	16.2%	28.2%	23.0%
16-20	13.5%	10.5%	0.0%	0.0%	20.0%	13.8%	7.5%	9.1%	4.3%	8.9%	17.1%	16.2%	5.6%	11.5%
21+	19.1%	10.5%	0.0%	0.0%	20.0%	22.9%	11.9%	18.2%	19.6%	26.8%	30.5%	42.6%	39.4%	26.5%
Annulled	<u>4.5%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>7.3%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>4.3%</u>	<u>7.1%</u>	<u>6.1%</u>	<u>0.7%</u>	<u>7.0%</u>	<u>4.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2019 Year-to-Date Delays By Duration</b>														
6-10	46.6%	33.5%	40.4%	21.1%	37.6%	42.1%	46.4%	52.3%	50.9%	34.2%	36.2%	39.4%	38.7%	42.0%
11-15	17.5%	13.4%	10.3%	11.4%	18.8%	19.6%	21.6%	20.6%	18.2%	20.0%	24.3%	21.1%	22.3%	19.6%
16-20	10.1%	6.6%	2.2%	6.6%	11.7%	11.1%	9.4%	7.0%	8.5%	10.4%	11.5%	11.1%	10.2%	9.8%
21+	18.0%	15.9%	12.5%	8.4%	24.9%	22.4%	18.0%	17.7%	18.6%	30.0%	22.0%	25.6%	24.1%	21.1%
Annulled	<u>7.9%</u>	<u>30.6%</u>	<u>34.6%</u>	<u>52.4%</u>	<u>7.1%</u>	<u>4.7%</u>	<u>4.7%</u>	<u>2.5%</u>	<u>3.8%</u>	<u>5.4%</u>	<u>6.0%</u>	<u>2.8%</u>	<u>4.6%</u>	<u>7.5%</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 (11/20/2019) version from TOPS.