

On-Time Performance

September 2019



Prepared by the Division of Strategic Capital Planning

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This report presents an analysis of September 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
September 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			
BNSF	1,120	36	96.8%	820	23	97.2%	1,940	59	97.0%	120	7	94.2%	120	6	95.0%	2,180	72	96.7%
Elec -ML	840	8	99.0%	840	6	99.3%	1,680	14	99.2%	160	6	96.3%	122	1	99.2%	1,962	21	98.9%
-BI	260	3	98.8%	280	3	98.9%	540	6	98.9%	32	0	100.0%	--	--	--	572	6	99.0%
-SC	<u>260</u>	<u>5</u>	98.1%	<u>620</u>	<u>4</u>	99.4%	<u>880</u>	<u>9</u>	99.0%	<u>128</u>	<u>0</u>	100.0%	<u>120</u>	<u>3</u>	97.5%	<u>1,128</u>	<u>12</u>	98.9%
Subtotal	1,360	16	98.8%	1,740	13	99.3%	3,100	29	99.1%	320	6	98.1%	242	4	98.3%	3,662	39	98.9%
Heritage	120	18	85.0%	20	6	70.0%	140	24	82.9%	--	--	--	--	--	--	140	24	82.9%
Milw -N	520	19	96.3%	740	31	95.8%	1,260	50	96.0%	80	14	82.5%	108	4	96.3%	1,448	68	95.3%
-W	<u>540</u>	<u>23</u>	95.7%	<u>620</u>	<u>22</u>	96.5%	<u>1,160</u>	<u>45</u>	96.1%	<u>96</u>	<u>4</u>	95.8%	<u>108</u>	<u>3</u>	97.2%	<u>1,364</u>	<u>52</u>	96.2%
Subtotal	1,060	42	96.0%	1,360	53	96.1%	2,420	95	96.1%	176	18	89.8%	216	7	96.8%	2,812	120	95.7%
NCS	180	8	95.6%	220	9	95.9%	400	17	95.8%	--	--	--	--	--	--	400	17	95.8%
RI	720	79	89.0%	640	63	90.2%	1,360	142	89.6%	132	15	88.6%	168	7	95.8%	1,660	164	90.1%
SWS	220	19	91.4%	380	31	91.8%	600	50	91.7%	24	0	100.0%	--	--	--	624	50	92.0%
UP -N	600	17	97.2%	799	14	98.2%	1,399	31	97.8%	106	9	91.5%	112	5	95.5%	1,617	45	97.2%
-NW	660	32	95.2%	640	12	98.1%	1,300	44	96.6%	136	0	100.0%	126	7	94.4%	1,562	51	96.7%
-W	<u>540</u>	<u>31</u>	94.3%	<u>640</u>	<u>29</u>	95.5%	<u>1,180</u>	<u>60</u>	94.9%	<u>80</u>	<u>4</u>	95.0%	<u>108</u>	<u>4</u>	96.3%	<u>1,368</u>	<u>68</u>	95.0%
Subtotal	1,800	80	95.6%	2,079	55	97.4%	3,879	135	96.5%	322	13	96.0%	346	16	95.4%	4,547	164	96.4%
System	6,580	298	95.5%	7,259	253	96.5%	13,839	551	96.0%	1,094	59	94.6%	1,092	40	96.3%	16,025	650	95.9%

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

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

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - September 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			
BNSF	10,420	637	93.9%	7,823	414	94.7%	18,243	1,051	94.2%	1,156	49	95.8%	836	19	97.7%	20,235	1,119	94.5%
Elec -ML	7,876	212	97.3%	7,905	186	97.6%	15,781	398	97.5%	1,518	56	96.3%	862	11	98.7%	18,161	465	97.4%
-BI	2,447	67	97.3%	2,639	60	97.7%	5,086	127	97.5%	344	2	99.4%	40	0	100.0%	5,470	129	97.6%
-SC	<u>2,450</u>	<u>53</u>	97.8%	<u>5,854</u>	<u>93</u>	98.4%	<u>8,304</u>	<u>146</u>	98.2%	<u>1,216</u>	<u>7</u>	99.4%	<u>860</u>	<u>12</u>	98.6%	<u>10,380</u>	<u>165</u>	98.4%
Subtotal	12,773	332	97.4%	16,398	339	97.9%	29,171	671	97.7%	3,078	65	97.9%	1,762	23	98.7%	34,011	759	97.8%
Heritage	1,146	146	87.3%	191	36	81.2%	1,337	182	86.4%	--	--	--	--	--	--	1,337	182	86.4%
Milw -N	4,897	417	91.5%	6,946	501	92.8%	11,843	918	92.2%	792	121	84.7%	777	65	91.6%	13,412	1,104	91.8%
-W	<u>5,127</u>	<u>272</u>	94.7%	<u>5,906</u>	<u>251</u>	95.8%	<u>11,033</u>	<u>523</u>	95.3%	<u>946</u>	<u>41</u>	95.7%	<u>777</u>	<u>31</u>	96.0%	<u>12,756</u>	<u>595</u>	95.3%
Subtotal	10,024	689	93.1%	12,852	752	94.1%	22,876	1,441	93.7%	1,738	162	90.7%	1,554	96	93.8%	26,168	1,699	93.5%
NCS	1,715	83	95.2%	2,093	138	93.4%	3,808	221	94.2%	--	--	--	--	--	--	3,808	221	94.2%
RI	6,846	661	90.3%	6,091	531	91.3%	12,937	1,192	90.8%	1,447	94	93.5%	1,225	43	96.5%	15,609	1,329	91.5%
SWS	2,095	145	93.1%	3,625	271	92.5%	5,720	416	92.7%	234	8	96.6%	--	--	--	5,954	424	92.9%
UP -N	5,688	332	94.2%	7,615	277	96.4%	13,303	609	95.4%	1,037	114	89.0%	796	48	94.0%	15,136	771	94.9%
-NW	6,285	514	91.8%	6,110	280	95.4%	12,395	794	93.6%	1,124	82	92.7%	769	79	89.7%	14,288	955	93.3%
-W	<u>5,146</u>	<u>462</u>	91.0%	<u>6,111</u>	<u>532</u>	91.3%	<u>11,257</u>	<u>994</u>	91.2%	<u>794</u>	<u>57</u>	92.8%	<u>784</u>	<u>43</u>	94.5%	<u>12,835</u>	<u>1,094</u>	91.5%
Subtotal	17,119	1,308	92.4%	19,836	1,089	94.5%	36,955	2,397	93.5%	2,955	253	91.4%	2,349	170	92.8%	42,259	2,820	93.3%
System	62,138	4,001	93.6%	68,909	3,570	94.8%	131,047	7,571	94.2%	10,608	631	94.1%	7,726	351	95.5%	149,381	8,553	94.3%

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

Delays data for most recent month is final (11/11/19) 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-Sep	Annual
BNSF	2014	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	88.3%	89.7%
	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.3%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.7%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.2%	94.5%
	2018	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%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7				94.5%	
	2014-2018 average	89.6	91.2	95.4	95.4	91.7	90.8	93.7	93.0	93.2	93.4	93.7	94.4	92.7%	93.0%
Electric	2014	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	97.2%	97.5%
	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.5%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.4%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9				97.8%	
	2014-2018 average	96.2	97.1	98.5	98.8	98.7	97.2	97.6	98.4	98.1	98.3	97.9	98.0	97.8%	97.9%
Heritage	2014	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	89.4%	91.4%
	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	89.7%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.0%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.3%	93.2%
	2018	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%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9				86.4%	
	2014-2018 average	88.4	89.0	94.1	94.3	88.0	90.9	91.8	93.2	93.2	94.4	90.4	92.5	91.5%	91.7%
Milw - N	2014	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	90.6%	91.7%
	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	94.1%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	93.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.9%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3				91.8%	
	2014-2018 average	89.4	89.8	94.1	95.5	94.3	93.2	94.3	94.2	93.6	95.5	94.5	94.2	93.2%	93.6%
Milw - W	2014	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	92.7%	93.5%
	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.9%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.8%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	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%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2				95.3%	
	2014-2018 average	92.8	92.7	94.4	96.9	96.3	94.7	95.3	95.7	96.8	96.8	96.3	93.9	95.1%	95.2%
NCS	2014	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	88.7%	89.9%
	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.2%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.6%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.6%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.3%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8				94.2%	
	2014-2018 average	89.6	87.5	92.7	95.0	92.8	93.8	95.7	93.9	94.6	94.2	94.4	91.9	92.9%	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-Sep	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	92.4%	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	95.7%	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	94.7%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1				91.5%	
	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	95.2%	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	92.5%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.1%	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	94.7%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.7%	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	92.3%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0				92.9%	
	2014-2018 average	92.6	92.8	95.1	95.8	93.3	92.7	93.8	93.8	94.9	94.7	93.2	95.2	93.9%	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	96.3%	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	97.6%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.2%	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				94.9%	
	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	97.1%	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	95.8%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	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	94.8%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7				93.3%	
	2014-2018 average	94.3	93.8	97.1	97.0	96.3	94.7	94.3	96.2	96.0	96.3	95.0	95.4	95.5%	95.5%
UP - W	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	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	95.0%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.4%	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	94.5%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.7%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0				91.5%	
	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	93.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.1%	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	94.9%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9				94.3%	
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	95.3%	95.5%	

Delays data for most recent month is final (11/11/19) 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
September 2019**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
HC	915 70% OT	Thu, Sep 05	14	CC	(SCHEDULED TRACK WORK) - 18M WAITING FOR MOW TO CLEAR THEN TALKED BY RED SIGNALS AT CP CANAL AND CP ARGO (TRACK WORK)
		Tue, Sep 10	15	CC	(SCHEDULED TRACK WORK) - 9M TALKED BY RED SIGNAL CP CERMAK, AND CONTACTING FIC TRACKWORK.
		Wed, Sep 11	20	D	(FREIGHT TRAIN INTERFERENCE) - 22M CP CERMAK 253/317PM FOR CN L-535 IC1038 W/162CARS 9849FT. MOVING THRU WORK ZONE.
		Thu, Sep 12	36	D	32" CP Cermak 253p to 325p Freight train. 9" CP Brighton 335p to 344p Freight train. U706 CN8836 98 cars 6000ft this train was given a 300p window knocked down the signal at 16th street 319p and cleared 327p.
		Tue, Sep 24	11	D	(FREIGHT TRAIN INTERFERENCE) - 11M CORWITH 304/315PM FOR BNSF ROBCHIG19M BNSF6960EAST W/5500FT ENCOUNTERED A BAD SWITCH.
		Fri, Sep 27	6	D1	(FRT TRN INF, TRN AHD) - 12M CP CANAL IHB HGALIB127 BNSF6519 W/3207FT ON SHORT TIME. MISCOMM WITH CN DISP WHO TOLD HIM ABOUT AMT#22, BUT N
HC	917 70% OT	Fri, Sep 06	6	GF	(SIG/SWT MALFUNCTION FOREIGN LI) - 8M CP CERMAK RED SIGNAL ATTEMPTING TO CONTACT CN DISP. THEN CN DISP TALKED HCD #917 BY SIGNAL.
		Wed, Sep 11	9	D	(FREIGHT TRAIN INTERFERENCE) - 6M CP CANAL FOR IHB VLPCNSC40 BNSF4077 W/64CARS 6000FT CREW ON SHORT TIME.
		Thu, Sep 12	22	D	10" cross traffic at Brighton 15m red signal at romeville
		Mon, Sep 16	7	RF	12" at Rockwell awaiting 914
		Fri, Sep 20	32	J	(PSGR PROBLEMS/REMOVAL) - PASSENGER ON BOARD BECAME EXTREMELY AGITATED/ IRATE AND STARTED ATTECKING TRAIN CREW. METRA POLICE SUMMONED TO MEE
		Thu, Sep 26	7	AM	(AMTRAK CAUSED DELAY) - 12M AMTRAK OPERATOR MISTAKENLY PUT TRAIN ON NB TK, AND DID NOT COMMUNICATE. CN DISP TIMING OUT SIGNAL.
HC	919 75% OT	Tue, Sep 10	8	CC	(SCHEDULED TRACK WORK) - 8M CP CERMAK TALKED BY RED SIGNAL / CONTACTING FIC FOR TRACKWORK.
		Thu, Sep 12	6	AM	14" stopped behind Amtrak 301 at Corwith following under restricted/approach signal. 3" Summit unloading head car only.
		Fri, Sep 13	14	GA	6" CUs track 14 signal dropped from approach to dark talked by signal from CUS south dispatch 3" Bridgeport 10 MPH slow order 3" CP Canal red waiting on Amtrak freight traffic.
		Tue, Sep 17	39	CF	(FREIGHT TRN INTERFERENCE-MECH) - 40M CORWITH 546/626PM FOR BNSF QLACNSA614L BNSF6945 EAST W/7392FT THAT ENCOUNTERED A B/O SWITCH (FOOT PEDA
		Fri, Sep 20	20	CC1	(SCHEDULED TRACK WORK TRN AHD) - DELAYED TALKED BY RED SIGNALS AMTRAK #305 AHEAD.
MN	2125 80% OT	Tue, Sep 17	18	JM	15 min Western Ave medical emergency, 5 min meeting 2146 at Rondout.
		Tue, Sep 24	10	F1	6 min following 2123(27 PIN CONNECTOR ISSUES ON CAR 8250); 5 min passenger loading.
		Thu, Sep 26	7	D	8" CN CROSS TRAFFIC.
		Fri, Sep 27	16	GX	8 min enroute copying Item 2's for Central, Coldwell and Devon Ave's, 8 min meeting 2146 at Rondout.
MN	2148 80% OT	Tue, Sep 24	10	F1	15 min Deerfield waiting on 2146, 2148 expressed from Edgebrook to Western Ave.
		Wed, Sep 25	7	G	BROKEN BOND WIRE CAUSING TRACK CIRCUIT NEAR EDGEBROOK
		Fri, Sep 27	8	GX1	8 min late, late turn from 2127.
		Mon, Sep 30	9	GM1	CARPENTER AVE CROSSING MALFUNCTION - MAINTAINER HAD FOUL TIME PROTECTION ON ONE OF THE MAINS TO MAKE REPAIRS CAUSING A BOTTLENECK NEAR A2
MW	2224 80% OT	Mon, Sep 09	8	CC1	10 MIN DELAY, DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON TARDY 2222.
		Tue, Sep 10	7	CG	7 MIN DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON 2222 WHO WAS DELAYED WITH SIGNAL ISSUES RELATED TO B35 CUTOVER
		Mon, Sep 16	10	B1	15" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON TARDY #2222.
		Mon, Sep 23	7	CG1	6" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON TARDY #2222 (LATE BUT NOT REPORTABLE ACCT MOVING THROUGH WORK ZONE NEAR THE ELGIN SIGNAL CUTOVER)
RI	303 75% OT	Thu, Sep 05	8	ZE	(PTC MALFUNCTION LOCOMOTIVE) - CUT OUT AND THEN THE SPEEDO WOULD NOT STAY SET
		Mon, Sep 09	8	GM	(GATECROSSING MALFUNCTION) - 8M ITEM 1 AWD 95TH ST AND FOLLOWING RI 413
		Tue, Sep 24	8	ZT	(PTC BACK OFFICE) - TRAIN WENT INTO PENALTY AT BRIDGE B, MENU GAVE OPTION TO INIALIZE, SO THAT IS WHAT THEY SELECTED
		Wed, Sep 25	16	G	(SIG/SWT MALFUNCTION) - CIRCUIT POPPING UP AND DOWN, RAN RESTRICTED SPEED.
RI	411 80% OT	Fri, Sep 27	69	KW	WHEELSLIP DUE TO HEAVY RAIN
		Tue, Sep 03	6	E1	BEHIND 409 WHICH HAD LOCOMOTIVE ISSUES WITH LOCOMOTIVE 108
		Wed, Sep 18	8	VE	ENGINEER REPORTED ISSUES ON DEADMAN'S PEDAL, MECHANICAL DEPT FOUND NO DEFECTS AND COULDN'T RECREATE ISSUE
		Wed, Sep 25	11	G	215-D CARD FAILURE IN SIGNAL BUNGALOW AT CP 66TH CT CAUSED RED FENCE TO APPEAR AND PUT TRAIN INTO EMERGENCY
RI	415 80% OT	Mon, Sep 30	7	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - 7M CP RICHARDS WAITING ON RI409 TO CLEAR INTO THE YARD ACCOUNT SWITCH 3 FAILING REVERSE AND RI409 HAVING TO H
		Thu, Sep 05	7	ZE1	DELAYED FOLLOWING LATE 303
		Tue, Sep 24	9	ZT1	(PTC BACK OFFICE) - FOLLOWING 613
		Wed, Sep 25	13	G1	FOLLOWING RI 409, RI0411, RI0413
RI	416 80% OT	Fri, Sep 27	9	KW	WHEELSLIP DUE TO HEAVY RAIN
		Wed, Sep 04	17	H1	(CAB CAR/TRL/MU MALFCN, TRN AHD) - DEPARTED LATE FROM TURN OF RI401
		Mon, Sep 09	10	R1	(CAR CAB/TRAILER/MU MALFUNCTION) - DEPARTED JOILET/LATE TURN OF EQUIP FROM RI401
		Thu, Sep 12	9	E	Buzzer noise in the cab would not go off, TRANSDUCERS NEEDED TO BE REPLACED ON 184
		Fri, Sep 20	8	E1	(LOCO MALFCN, TRN AHD) -

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	422 80% OT	Tue, Sep 03	6	E1	DELAYED MEETING 411 AT BI
		Tue, Sep 10	6	VF	CAB SIGNAL ISSUES. RAN ON BLOCKS FROM NEW LENOX TO 14.5, MECHANICAL UNABLE TO RECREATE ISSUE
		Wed, Sep 11	8	RD1	WAITING BEHIND 6172 (LATE FLIP FROM 607 DUE TO DISPATCHER ERROR)
		Fri, Sep 20	9	JM1	(PASSENGER MEDICAL EMERG. TRN A) - HELD OUT OF STATION DUE TO A MEDICAL EMERGENCY ON 415
RI	423 65% OT	Thu, Sep 05	14	ZE1	(PTC MALFUNCTION LOCOMOTIVE) - SPEEDOMETER ON PTC WAS INCORRECT BY MORE THEN 5MPH, CUTOUT AT ROBBINS
		Mon, Sep 09	10	ZT	(PTC BACK OFFICE) - 4M WAITING ON SIGNAL AT GRESHAM ACCOUNT SYSTEM CRASH THAT REMOVED A STACK, AND ROCK ROADS RADIO (BI BASE) NOT WORKING, S
		Tue, Sep 10	23	J	(PSGR PROBLEMS/REMOVAL) - UNRULY PSG AT 35TH ST
		Wed, Sep 11	6	D	(FREIGHT TRAIN INTERFERENCE) - CNA447 CN5673 116CARS 6337
		Mon, Sep 23	26	E1	(LOCO MALFCN, TRN AHD) - DEPARTED LSS 18M LATE ACCT LATE TURN FROM 4232
		Wed, Sep 25	21	G	(SIG/SWT MALFUNCTION) - RESTRICTED FROM ROBBINS TO CP66
		Fri, Sep 27	49	H1	ACCOMODATING PASSENGERS FROM 621
		RI	428 55% OT	Wed, Sep 04	6
Thu, Sep 05	11	ZE1	(PTC BACK OFFICE) - LATE FLIP FROM 423		
Fri, Sep 06	8	KP	4" crossed over at Mokena 2 to 1 due to police activity at 23.8 car driving on siding and into ditch. 2" approach to red at Broadway.		
Mon, Sep 09	7	ZT1	(PASS TRN INF, TRN AHD) - LATE ARRIVAL OF 423		
Tue, Sep 10	22	J1	(PSGR PRBLMS/REMOL, TRN AHD) - LATE ARRIVAL 423 WHO HAD AN UNRULY PSG AT 35TH ST. 19MIN		
Thu, Sep 12	10	U	ADA PASSENGER SLOW LOADING/UNLOADING		
Mon, Sep 23	25	E1	(LOCO MALFCN, TRN AHD) - DEPARTED JOL 28M LATE ACCOUNT LATE FLIP FROM RI423		
Wed, Sep 25	21	G1	(SIG/SWT MALFCN, TRAIN AHEAD) - LATE FLIP OFF RI0423		
Fri, Sep 27	59	H1	LATE FLIP FROM 423		
RI	516 75% OT	Tue, Sep 17	14	CC	(SCHEDULED TRACK WORK) - 29M GRESHAM CLEARING WEST ON THE MAIN LINE TO CLEAR UP FOR RI603
		Fri, Sep 20	11	CC	(SCHEDULED TRACK WORK) - SINGLE TRACKING, HELD AT GRESHAM 10M WAITING FOR 603 TO CLEAR
		Mon, Sep 23	9	CC	(SCHEDULED TRACK WORK) - DUE TO SINGLE TRACKING D1521, HELD FOR 603 TO CLEAR
		Thu, Sep 26	10	CC	(SCHEDULED TRACK WORK) - 10M GRESHAM DUE TO SINGLE TRACKING, HELD FOR 603
		Fri, Sep 27	9	CC	(SCHEDULED TRACK WORK) - SINGLE TRACKING FORM D 1536, HELD FOR 603 TO CLEAR
RI	607 75% OT	Fri, Sep 06	6	I	(PSGR HANDLING) - PASSENGER LOADING ON BEVERLY
		Mon, Sep 09	9	I	(PSGR HANDLING) - 7M ENROUTE SLOW PASSENGER HANDLING
		Tue, Sep 10	7	CC	(SCHEDULED TRACK WORK) - 3M TB 1534
		Wed, Sep 11	10	RD	DISPATCHER ERROR, LINED UP YARD MOVE AHEAD OF 607
Thu, Sep 12	10	CC1	HELD AT GRESHAM WAITING FOR 618 TO CLEAR EAST FIRST		
RI	613 75% OT	Tue, Sep 10	22	H	CAB CAR TROUBLE CAUSING EQUIPMENT SWAPS, BROKEN WIRE ON AXLE DRIVE CAUSING PROBLEM, MECHANICAL PERSONNEL LOOKING IN WRONG PLACE TO FIX
		Mon, Sep 16	8	CC	4" speed restriction MP 6.0. 1" speed restriction Morgan Street. 3" 99th and 91st heavy loading.
		Fri, Sep 20	8	CC	MULTIPLE SPEED RESTRICTIONS
		Tue, Sep 24	12	ZT1	(PTC BACK OFFICE) - FOLLOWING 303
		Fri, Sep 27	8	KW	WHEEL SLIP DUE TO HEAVY RAIN
RI	616 75% OT	Tue, Sep 03	8	ZT	PTC ENFORCEMENT AT GRESHAM
		Wed, Sep 04	10	H1	RED SIGNAL AT GRESHAM ACCT 416 LATE DUE TO EARLIER MECHANICAL ISSUES ON TRAIN 600
		Mon, Sep 09	6	R1	CONGESTION FROM EARLIER ISSUES WITH 600
		Thu, Sep 12	11	CC	4" on BSD AWDMM @ racine item 1, 5" waiting on instructions from form B line 1548 due to high radio traffic.
Tue, Sep 17	6	F1	(CAB CAR/TRL/MU MALFCN, TRN AHD) -		
RI	618 70% OT	Tue, Sep 10	7	CC1	(SCHEDULED TRACK WORK TRN AHD) - DEPARTED BI 15M LATE ACCOUNT LATE FLIP FROM RI603
		Thu, Sep 12	15	CC1	20" late arrival of equipment and PTC reinitialize.
		Mon, Sep 16	25	CC1	24" turn of RI613 DUE TO TRACK CONSTRUCTION
		Fri, Sep 20	6	D	FREIGHT INTERFERENCE AT 16TH ST
		Mon, Sep 23	8	CC1	DEPARTED BI 13M LATE ACCOUNT LATE FLIP FROM RI603 (UNREPORTABLE DUE TO CONSTRUCTION SCHEDULE)
Fri, Sep 27	11	CC1	(SCHEDULED TRACK WORK TRN AHD) - DEPARTED BI 8M LATE ACCT LATE TURN FROM 603		
RI	621 70% OT	Mon, Sep 09	6	CC	(SCHEDULED TRACK WORK) - 3M TB 1534
		Tue, Sep 10	32	H1	LATE TURN FROM DH6212 DUE TO ISSUES FROM 613
		Fri, Sep 20	12	ZT1	(PTC BACK OFFICE) - DEPARTED LSS 8M LATE DUE TO LATE TURN FROM 6212
		Mon, Sep 23	28	E1	(LOCO MALFCN, TRN AHD) - DEPARTED LSS 22M LATE ACCT LATE TURN FROM 6212
		Tue, Sep 24	21	ZT1	(PTC BACK OFFICE) - DEPARTED LSS 14M LATE ACCT LATE TURN FROM 6212
Fri, Sep 27	0	XH	ANNULLED DUE TO CAR MAN MISTAKENLY HIT FUEL CUTOFF SWITCH WITH HARD HAT CAUSING ENGINE TO SHUT DOWN		
SWS	807 80% OT	Wed, Sep 11	7	K	(OBSTRUCTION ON TRACKS) - TRUCK STRUCK BRIDGE AT 71ST ST. CREW WALKED BRIDGE.
		Tue, Sep 24	7	ZN	(PTC WAYSIDE) - TALKED BY RED AND RAN RESTRICTED TO WORTH, IHB PTC SIGNAL ISSUES AT CP-RIDGE.
		Thu, Sep 26	16	E	(LOCOMOTIVE MALFUNCTION) - OIL COOLER LEAKING WATER INTO CRANK CASE
		Mon, Sep 30	10	E	ENG 101 STOPPED LOADING DUE TO P3 INTERLOCK FAILURE
SWS	831 80% OT	Fri, Sep 06	15	DD1	(FRT TRN INF, TRN AHD) - 17M FOREST HILL MEET DELAYED SWS#836
		Wed, Sep 18	8	RF1	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - 12M CP143RD ST 707/719PM WAITING ON SWS#838
		Thu, Sep 19	18	D	(FREIGHT TRAIN INTERFERENCE) - 17M BELT JCT. 632/649P FOR UP OCSNU18 CN3161 W/114CARS 7100FT WHO STOPPED DUE TO A CSX Q647 AHEAD (HOLDING FO
		Fri, Sep 27	8	GW1	(SIG/SWT MALFN. WEATHER TRN AHD) -

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
SWS	836	Fri, Sep 06	24		DD	(FRT.DISP-OPER/NON-FRT.TRAIN ER) - 36M CP RIDGE 601/637PM. NS 25V NS8097 WEST W/ 10174FT HEADROOM MOVE WEST END OF LANDERS YARD (ASHBURN) #8	
		80% OT	Mon, Sep 09	6		AM	(AMTRAK CAUSED DELAY) - 5M CP21ST ST. WAITING FOR AMTRAK #370 TO CLEAR.
			Fri, Sep 13	0		YM1	derailment at landers
			Thu, Sep 26	10		AM	(AMTRAK CAUSED DELAY) - 13M CP21ST ST 635/648PM MEET AMT#30, #370 AND #354 SINGLE TRACKING ACROSS SOUTH BRANCH BRIDGE ACCT. TRACK DEFECT ON
SWS	842	Wed, Sep 04	11		DE	(FREIGHT TRAIN INTERFERENCE) - 17M CP RIDGE - AP1 in emergency across plant-dropped signal/ Second delay ACCOUNT STOPPED FREIGHT AT FOREST HILL AND HAVING TO WAIT FOR SW839 TO CLEAR DUE TO A 10,700 ACROSS FOREST HILL. L404 WITH NS 9367	
		80% OT	Thu, Sep 19	15		D1	(FREIGHT TRAIN INTERFERENCE) - 23M AT ASHBURN ACCT. 234-19 (NS7325, 64X0, 9974 FEET) WAITING FOR SWS839 TO CLEAR
			Fri, Sep 20	16		D1	(FRT TRN INF, TRN AHD) - STOPPED AT ASHBURN FOR LATE 839 WHO WAS DELAYED BY FREIGHT AT CP518
			Mon, Sep 30	46		K1	LATE ARRIVAL OF 837 EQUIPMENT DUE TO CAR ON TRACKS AT ASHBURN
UPNW	643	Thu, Sep 05	7		U	TWO ADA LIFTS & HEAVY PASSENGER LOADING EN ROUTE.	
		65% OT	Thu, Sep 12	14		ZT	DELAYED FOLLOWING LATE M637, ALSO SYSTEMWIDE PTC FAILURE, WAITED FOR DISPATCHER TO GIVE INSTRUCTIONS TO RUN ON ATS
			Wed, Sep 18	7		C1	DELAYED FOLLOWING M637 FROM BARRINGTON DUE TO SLOW ORDERS FROM UNSCHEDULED MAINTENANCE
			Thu, Sep 19	11		C	40MPH @ MP14.5-14.6 & MP 20-21.5 MTRK2 & FOLLOWING TRAINS AHEAD.
			Wed, Sep 25	9		C	TWO SLOW ORDERS (40MPH) BETWEEN MP15.1-15.25 & MP22.25-23.25 MAIN TRACK 2; RUNNING ON M641 SIGNALS FROM MAYFAIR-BARRINGTON; RESTRICTED SPEED @ BARRINGTON (TRAINS AHEAD); WAITED @ CRYSTAL LAKE JUNCTION TO BE LINED ONTO THE MCHENRY SUB (-3).
			Thu, Sep 26	7		C	THREE SLOW ORDERS (40MPH) MP15.2-15.35, MP23-24.5, MP42.3-42.4; RUNNING ON M641 SIGNALS FROM MAYFAIR-BARRINGTON; RESTRICTED SPEED @ BARRINGTON (TRAINS AHEAD)
			Fri, Sep 27	15		ZW1	DELAYED FOLLOWING TRAINS AHEAD.

Data is final (11/11/19) 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
1 Passenger Train Interference				13 Human Error				1 Passenger Train Interference			
A	A1	XA	Passenger Train Interference	B	B1	XB	Human Error, Eng. Dept.	AM	AM1	XAM	Amtrak Caused Delay
AA	AA1	XAA	Rule 9.9 Delayed in Block/Rule 6.30	H	H1	XH	Human Error, Mechanical Department	AS	AS1	XAS	NICTD Train Interference
AD	AD1	XAD	Non-Revenue Passenger Train Interference	R	R1	XR	Human Error, Transportation	2 & 3 Freight Interference - Peak & Off-Peak			
4 Accident				RD	RD1	XRD	Human Error, Metra Dispatcher	D	D1	XD	Freight Train Interference
M	M1	XM	Right of Way Accident/Misc.	RL	RL1	XRL	Human Error, Job Action/Employee No Show (CMS Error)	DD	DD1	XDD	Freight Dispatcher/Opr/Freight Train Error
YC	YC1	XYC	Derailment - Engineering	RN	RN1	XRN	Human Error, Job Action/Employee No Show (Non-CMS)	DE	DE1	XDE	Freight Mechanical Malfunction
YE	YE1	XYE	Derailment - Mechanical	RO	RO1	XRO	Human Error, Tower Operator	DR	DR1	XDR	Freight-Human Error
YM	YM1	XYM	Derailment - Accident	RZ	RZ1	XRZ	ETMS Train Crew Error [obsolete 2015]	ZD	ZD1	XZD	PTC Freight Train (On-Board)
5 Passenger Loading				YB	YB1	XYB	Derailment - Human Error, Engineering	4 Accident			
I	I1	XI	Passenger Handling, Running Time	YH	YH1	XYH	Derailment - Human Error, Mechanical	DM	DM1	XDM	Freight-Accident/Incident
IB	IB1	XIB	Passenger Handling, Bicycle	YR	YR1	XYR	Derailment - Human Error, Transportation	YF	YF1	XYF	Derailment - Accident, Foreign Line
6 Lift Deployment				ZB	ZB1	XZB	PTC Human Error, Engineering Dept.	8 Signal/Switch Failure			
U	U1	XU	Accessibility Related (ADA)	ZH	ZH1	XZH	PTC Human Error, Mechanical	GA	GA1	XGA	Signal/Switch Failure Amtrak (Signal Dept.)
UF	UF1	XUF	ADA Lift Failure	ZP	ZP1	XZP	PTC Dispatcher	GF	GF1	XGF	Signal/Switch Foreign Line
7 Obstruction/Debris				ZR	ZR1	XZR	PTC Human Error, Transportation	ZN	ZN1	XZN	PTC Foreign Line (Non-Train)
K	K1	XK	Obstruction On Tracks	14 Sick, Injured, Unruly Passenger				9 Track Work			
KD	KD1	XKD	Train Struck Debris	J	J1	XJ	Passenger Problems/Removal	CA	CA1	XCA	Amtrak Engineering
KP	KP1	XKP	Suspicious Package(s)/Person(s)/Activity	JM	JM1	XJM	Passenger Medical Emergency	11 Non-Locomotive Equipment Failure			
8 Signal/Switch Failure				15 Weather				FS	FS1	XFS	NICTD MU Malfunction
CM	CM1	XCM	Switch Malfunction (Track Dept.)	AW	AW1	XAW	Pass. Train Interference, Weather	ZS	ZS1	XZS	PTC NICTD MU Train (On-Board)
G	G1	XG	Signal/Switch Malfunction (Signal Dept.)	CW	CW1	XCW	M of W Work, Weather	12 Locomotive Failure			
GM	GM1	XGM	Gate Crossing Malfunction	EW	EW1	XEW	Locomotive Malfunction, Weather	EA	EA1	XEA	Amtrak Locomotive/Car Malfunction
GT	GT1	XGT	Telecom Failure	FW	FW1	XFW	Cab Car/TRL/MU Malfunction, Weather	ZA	ZA1	XZA	PTC Amtrak Train (On-Board)
GX	GX1	XGX	Broken Gate Crossing	GW	GW1	XGW	Signal/Switch Malfunction Weather (Signal Dept.)	13 Human Error			
GZ	GZ1	XGZ	ETMS Signal Malfunction [obsolete 2015]	IW	IW1	XIW	Passenger Handling, Weather	BA	BA1	XBA	Amtrak Engineering Human Error
VG	VG1	XVG	Broken Gate Crossing Reported, Nothing Found	KW	KW1	XKW	Obstruction On Tracks, Weather	HS	HS1	XHS	Human Error, NICTD Mechanical Dept.
ZG	ZG1	XZG	PTC Wayside	MW	MW1	XMW	Right of Way Accident/Misc., Weather	RA	RA1	XRA	Human Error, Amtrak Transportation
ZT	ZT1	XZT	PTC Back Office	NW	NW1	XNW	Electricity Utility Failure, Weather	RF	RF1	XRF	Freight Dispatcher/Opr/Non-Freight Train Error
9 Track Work				OW	OW1	XOW	AC/DC System Failure, Weather	RS	RS1	XRS	Human Error, NICTD Transportation
C	C1	XC	Unscheduled Track Work	RW	RW1	XRW	Train Crew Issues, Weather	14 Sick, Injured, Unruly Passenger			
CC	CC1	XCC	Scheduled Track Work	UW	UW1	XUW	Accessibility, Weather	JA	JA1	XJA	Amtrak Passenger Problems/Removal
CF	CF1	XCF	Engineering Equipment Malfunction	YW	YW1	XYW	Derailment Accident, Weather	15 Weather			
CG	CG1	XCG	Scheduled Signal Work	ZW	ZW1	XZW	PTC Weather	DW	DW1	XDW	Freight Train Interference, Weather
CH	CH1	XCH	Contractor Failure	16 Other							
ZC	ZC1	XZC	PTC Construction/Maintenance	L	L1	XL	Unauthorized People On Tracks/Near Miss				
10 Catenary Failure				N	N1	XN	Electricity Utility Failure				
CO	CO1	XCO	Scheduled Wire Work	Q	Q1	XQ	Late Issuance of Track Warrant				
O	O1	XO	AC/DC System Failure	S	S1	XS	Operational (Efficiency) Testing				
11 Non-Locomotive Equipment Failure				T	T1	XT	Property Vandalism				
F	F1	XF	Cab Car/Trailer/MU Malfunction	VE	VE1	XVE	Locomotive Problem Reported, Nothing Found				
FZ	FZ1	XFZ	ETMS Malfunction on Cab Car [obsolete 2015]	VF	VF1	XVF	Cab Car Problem Reported, Nothing Found				
ZF	ZF1	XZF	PTC Malfunction Coach	W	W1	XW	Gas Leak				
12 Locomotive Failure											
E	E1	XE	Locomotive Malfunction								
EZ	EZ1	XEZ	ETMS Malfunction on Locomotive [obsolete 2015]								
ZE	ZE1	XZE	PTC Malfunction Locomotive								

Effective July 1, 2016

Revised July 19, 2016

'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
September 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	
Freight Interference - Total	5	-	-	-	8	9	7	3	4	14	1	1	13	65
Freight Interference - Peak	-	-	-	-	4	3	3	1	-	5	1	-	4	21
Primary	-	-	-	-	3	3	2	1	-	3	1	-	3	16
Secondary	-	-	-	-	1	-	1	-	-	2	-	-	1	5
Freight Interference - Off-Peak	5	-	-	-	4	6	4	2	4	9	-	1	9	44
Primary	5	-	-	-	3	5	4	2	2	6	-	1	6	34
Secondary	-	-	-	-	1	1	-	-	2	3	-	-	3	10
Signal/Switch Failure - Total	19	5	-	-	2	25	5	2	29	3	2	14	7	113
Signal/Switch Failure - Metra/PSA	18	5	-	-	-	25	5	2	29	1	2	13	6	106
Primary	14	4	-	-	-	10	4	2	17	1	2	11	2	67
Secondary	4	1	-	-	-	15	1	-	12	-	-	2	4	39
Signal/Switch Failure - Foreign	1	-	-	-	2	-	-	-	-	2	-	1	1	7
Primary	1	-	-	-	2	-	-	-	-	2	-	1	1	7
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	10	-	1	-	-	8	1	1	22	5	7	10	2	67
Mechanical Failure - Metra/PSA	10	-	1	-	-	8	1	1	22	5	7	10	2	67
Non-Locomotive Equipment Failure - Metra/PSA	5	-	1	-	-	4	-	-	3	-	-	3	2	18
Primary	2	-	1	-	-	-	-	-	1	-	-	2	1	7
Secondary	3	-	-	-	-	4	-	-	2	-	-	1	1	11
Locomotive Failure - Metra/PSA	5	-	-	-	-	4	1	1	19	5	7	7	-	49
Primary	1	-	-	-	-	2	1	1	4	3	2	2	-	16
Secondary	4	-	-	-	-	2	-	-	15	2	5	5	-	33
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	6	1	-	-	-	2	-	-	-	9
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	-	-	-	-	-	-	1
Passenger Train Interference - Foreign	-	-	-	-	6	-	-	-	-	2	-	-	-	8
Accident - Total	3	1	-	-	-	-	-	1	4	7	-	-	21	37
Accident - Metra/PSA	3	1	-	-	-	-	-	-	4	7	-	-	21	36
Accident - Foreign	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Track Work - Total	7	8	-	-	6	3	17	-	34	-	7	6	3	91
Track Work - Metra/PSA	7	8	-	-	6	3	17	-	34	-	7	6	3	91
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Human Error - Total	7	-	-	-	1	6	16	5	34	3	8	3	2	85
Human Error - Metra/PSA	5	-	-	-	-	1	14	4	34	1	5	2	-	66
Human Error - Foreign	2	-	-	-	1	5	2	1	-	2	3	1	2	19
Sick, Injured, Unruly Passenger - Total	1	-	2	-	1	4	3	-	3	-	2	1	5	22
Sick, Injured, Unruly Passenger - Metra/PSA	1	-	2	-	1	4	3	-	3	-	2	1	5	22
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Weather - Total	4	-	-	-	-	1	-	4	8	5	6	7	-	35
Weather - Metra/PSA	4	-	-	-	-	1	-	4	8	5	6	7	-	35
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	5	3	2	-	-	5	1	-	6	1	5	2	3	33
Lift Deployment - Total	-	1	-	-	-	2	-	-	9	-	2	5	2	21
Obstruction/Debris - Total	10	2	-	12	-	3	2	1	7	10	3	-	10	60
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	1	1	1	-	-	1	-	-	4	-	2	2	-	12
Total Trains Delayed	72	21	6	12	24	68	52	17	164	50	45	51	68	650
Total Metra/PSA Delays	64	21	6	12	7	54	43	12	160	30	41	48	52	550
Total Foreign Carrier Delays	8	0	0	0	17	14	9	5	4	20	4	3	16	100

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

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

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

Table 5.b: Train Delays by Cause and Line
Average September 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													
Freight Interference - Total	22	-	-	-	3	14	8	7	6	15	2	2	19	98	
Freight Interference - Peak	7	-	-	-	3	2	1	2	2	5	1	1	6	30	
Primary	3	-	-	-	3	2	1	1	1	4	1	1	3	19	
Secondary	4	-	-	-	0	0	-	0	1	1	0	0	3	11	
Freight Interference - Off-Peak	15	-	-	-	0	12	8	5	4	10	1	1	12	68	
Primary	12	-	-	-	0	7	6	5	3	7	0	1	10	51	
Secondary	3	-	-	-	-	5	2	0	1	3	0	-	3	17	
Signal/Switch Failure - Total	18	10	2	1	2	22	8	6	8	8	1	8	7	100	
Signal/Switch Failure - Metra/PSA	12	10	2	1	0	19	7	3	8	3	1	8	6	79	
Primary	10	6	1	0	0	9	5	2	7	2	0	2	3	50	
Secondary	2	4	1	1	-	10	2	1	1	1	0	5	3	30	
Signal/Switch Failure - Foreign	6	-	-	-	1	3	1	2	0	5	-	-	1	21	
Primary	1	-	-	-	1	2	1	2	0	4	-	-	1	13	
Secondary	5	-	-	-	-	1	-	0	-	1	-	-	-	8	
Mechanical Failure - Total	10	4	1	0	1	8	4	4	20	1	5	12	10	82	
Mechanical Failure - Metra/PSA	10	4	1	0	1	8	4	4	20	1	5	12	10	81	
Non-Locomotive Equipment Failure - Metra/PSA	1	4	1	0	0	2	0	0	2	0	1	2	0	14	
Primary	1	1	0	0	0	1	0	0	1	0	1	1	0	7	
Secondary	-	3	0	-	-	1	-	-	1	-	1	1	-	7	
Locomotive Failure - Metra/PSA	10	-	-	-	0	6	4	4	19	1	4	10	10	67	
Primary	3	-	-	-	-	2	2	1	6	1	2	2	2	21	
Secondary	7	-	-	-	0	4	2	2	13	0	2	8	7	46	
Mechanical Failure - Foreign	-	0	0	0	-	-	0	-	-	-	-	-	-	1	
Passenger Train Interference - Total	3	1	1	-	0	2	0	0	1	1	-	0	1	10	
Passenger Train Interference - Metra/PSA	-	1	1	-	-	1	0	0	1	-	-	0	1	6	
Passenger Train Interference - Foreign	3	-	0	-	0	0	-	-	-	1	-	-	0	5	
Accident - Total	5	2	0	-	1	8	1	1	3	2	7	6	3	37	
Accident - Metra/PSA	4	2	0	-	1	8	1	0	3	2	7	6	3	36	
Accident - Foreign	1	-	-	-	-	-	-	1	-	-	-	-	-	2	
Track Work - Total	39	10	1	2	1	10	7	2	10	1	3	6	3	94	
Track Work - Metra/PSA	37	10	1	2	1	10	7	2	10	1	3	6	3	91	
Track Work - Foreign	2	-	-	-	-	-	-	-	-	0	-	-	-	3	
Human Error - Total	25	2	0	1	1	10	2	1	5	1	5	4	4	62	
Human Error - Metra/PSA	17	2	0	0	0	6	2	-	5	1	4	4	4	46	
Human Error - Foreign	8	-	-	0	1	3	1	1	-	1	1	0	1	16	
Sick, Injured, Unruly Passenger - Total	3	3	0	0	-	3	2	0	2	0	5	3	3	25	
Sick, Injured, Unruly Passenger - Metra/PSA	3	3	0	0	-	3	2	0	2	0	5	3	3	25	
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0	
Weather - Total	1	1	0	-	0	2	0	0	2	0	3	8	1	18	
Weather - Metra/PSA	1	1	0	-	0	2	0	0	2	-	3	8	1	18	
Weather - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0	
Passenger Loading - Total	5	4	1	1	-	5	1	0	4	-	4	5	5	34	
Lift Deployment - Total	3	-	-	0	-	4	2	-	1	-	2	2	3	18	
Obstruction/Debris - Total	5	3	1	2	0	2	3	2	4	1	0	4	2	30	
Catenary Failure - Total	-	12	3	4	-	-	-	-	-	-	-	-	-	19	
Other - Total	6	3	3	1	0	4	3	1	2	1	3	2	3	31	
Total Trains Delayed	145	53	12	13	9	92	45	24	67	33	38	61	65	657	
Total Metra/PSA Delays	104	53	12	13	4	71	34	13	61	10	36	58	44	512	
Total Foreign Carrier Delays	42	0	0	1	6	21	11	11	6	22	3	3	21	145	

Data for latest month is final (11/05/18) 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
September 2019 Compared to Average September 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		
Freight Interference - Total	(17)	-	-	-	5	(5)	(1)	(4)	(2)	(1)	(1)	(1)	(1)	(6)	(33)
Freight Interference - Peak	(7)	-	-	-	1	1	2	(1)	(2)	(0)	-	(1)	(2)	(9)	
Primary	(3)	-	-	-	0	1	1	(0)	(1)	(1)	0	(1)	-	(3)	
Secondary	(4)	-	-	-	1	(0)	1	(0)	(1)	1	(0)	(0)	(2)	(6)	
Freight Interference - Off-Peak	(10)	-	-	-	4	(6)	(4)	(3)	(0)	(1)	(1)	-	(3)	(24)	
Primary	(7)	-	-	-	3	(2)	(2)	(3)	(1)	(1)	(0)	-	(4)	(17)	
Secondary	(3)	-	-	-	1	(4)	(2)	(0)	1	0	(0)	-	0	(7)	
Signal/Switch Failure - Total	1	(5)	(2)	(1)	0	3	(3)	(4)	21	(5)	1	6	-	13	
Signal/Switch Failure - Metra/PSA	6	(5)	(2)	(1)	(0)	6	(2)	(1)	21	(2)	1	5	0	27	
Primary	4	(2)	(1)	(0)	(0)	1	(1)	(0)	10	(1)	2	9	(1)	17	
Secondary	2	(3)	(1)	(1)	-	5	(1)	(1)	11	(1)	(0)	(3)	1	9	
Signal/Switch Failure - Foreign	(5)	-	-	-	1	(3)	(1)	(2)	(0)	(3)	-	1	(0)	(14)	
Primary	-	-	-	-	1	(2)	(1)	(2)	(0)	(2)	-	1	0	(6)	
Secondary	(5)	-	-	-	-	(1)	-	(0)	-	(1)	-	-	(1)	(8)	
Mechanical Failure - Total	(0)	(4)	0	(0)	(1)	(0)	(3)	(3)	2	4	2	(2)	(8)	(15)	
Mechanical Failure - Metra/PSA	(0)	(4)	0	(0)	(1)	(0)	(3)	(3)	2	4	2	(2)	(8)	(14)	
Non-Locomotive Equipment Failure - Metra/PSA	4	(4)	0	(0)	(0)	2	(0)	(0)	1	(0)	(1)	1	2	4	
Primary	1	(1)	1	(0)	(0)	(1)	(0)	(0)	0	(0)	(1)	1	1	-	
Secondary	3	(3)	(0)	-	-	3	-	-	1	-	(1)	-	1	4	
Locomotive Failure - Metra/PSA	(5)	-	-	-	(0)	(2)	(3)	(3)	0	4	3	(3)	(10)	(18)	
Primary	(2)	-	-	-	-	(0)	(1)	(0)	(2)	2	0	(0)	(2)	(5)	
Secondary	(3)	-	-	-	(0)	(2)	(2)	(2)	2	2	3	(3)	(7)	(13)	
Mechanical Failure - Foreign	-	(0)	(0)	(0)	-	-	(0)	-	-	-	-	-	-	(1)	
Passenger Train Interference - Total	(3)	(1)	(1)	-	6	(1)	(0)	(0)	(1)	1	-	(0)	(1)	(1)	
Passenger Train Interference - Metra/PSA	-	(1)	(1)	-	-	(0)	(0)	(0)	(1)	-	-	(0)	(1)	(5)	
Passenger Train Interference - Foreign	(3)	-	(0)	-	6	(0)	-	-	-	1	-	-	(0)	3	
Accident - Total	(2)	(1)	(0)	-	(1)	(8)	(1)	-	1	5	(7)	(6)	18	(0)	
Accident - Metra/PSA	(1)	(1)	(0)	-	(1)	(8)	(1)	(0)	1	5	(7)	(6)	18	0	
Accident - Foreign	(1)	-	-	-	-	(7)	-	0	-	-	-	-	-	(1)	
Track Work - Total	(32)	(2)	(1)	(2)	5	(7)	10	(2)	24	(1)	4	0	(0)	(3)	
Track Work - Metra/PSA	(30)	(2)	(1)	(2)	5	(7)	10	(2)	24	(1)	4	0	(0)	(0)	
Track Work - Foreign	(2)	-	-	-	-	-	-	-	-	(0)	-	-	-	(3)	
Human Error - Total	(18)	(2)	(0)	(1)	(0)	(4)	14	4	29	2	3	(1)	(2)	23	
Human Error - Metra/PSA	(12)	(2)	(0)	(0)	(0)	(5)	12	4	29	0	1	(2)	(4)	20	
Human Error - Foreign	(6)	-	-	(0)	-	2	1	0	-	1	2	1	1	3	
Sick, Injured, Unruly Passenger - Total	(2)	(3)	2	(0)	1	1	1	(0)	1	(0)	(3)	(2)	2	(3)	
Sick, Injured, Unruly Passenger - Metra/PSA	(2)	(3)	2	(0)	1	1	1	(0)	1	(0)	(3)	(2)	2	(3)	
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)	
Weather - Total	3	(1)	(0)	-	(0)	(1)	(0)	4	6	5	3	(1)	(1)	17	
Weather - Metra/PSA	3	(1)	(0)	-	(0)	(1)	(0)	4	6	5	3	(1)	(1)	17	
Weather - Foreign	-	-	-	-	-	-	-	-	-	(0)	-	-	-	(0)	
Passenger Loading - Total	-	(1)	1	(1)	-	0	(0)	(0)	2	1	1	(3)	(2)	(1)	
Lift Deployment - Total	(3)	1	-	(0)	-	(2)	(2)	-	8	-	0	3	(1)	3	
Obstruction/Debris - Total	5	(1)	(1)	10	(0)	1	(1)	(1)	3	9	3	(4)	8	30	
Catenary Failure - Total	-	(12)	(3)	(4)	-	-	-	-	-	-	-	-	-	(19)	
Other - Total	(5)	(2)	(2)	(1)	(0)	(3)	(3)	(1)	2	(1)	(1)	0	(3)	(19)	
Total Trains Delayed	(73)	(32)	(6)	(1)	15	(24)	7	(7)	97	17	7	(10)	3	(7)	
Total Metra/PSA Delays	(40)	(32)	(6)	(1)	3	(17)	9	(1)	99	20	5	(10)	8	38	
Total Foreign Carrier Delays	(34)	(0)	(0)	(1)	11	(7)	(2)	(6)	(2)	(2)	1	0	(5)	(45)	

Data for current month is final (11/11/19) 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.a: Train Delays by Cause & Line - YTD
January - September 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	
Freight Interference - Total	85	-	-	-	73	151	94	45	45	120	5	75	182	875
Freight Interference - Peak	17	-	-	-	58	45	36	10	9	43	2	43	52	315
Primary	15	-	-	-	41	24	24	8	6	29	2	19	25	193
Secondary	2	-	-	-	17	21	12	2	3	14	-	24	27	122
Freight Interference - Off-Peak	68	-	-	-	15	106	58	35	36	77	3	32	130	560
Primary	56	-	-	-	12	57	40	32	26	48	2	22	81	376
Secondary	12	-	-	-	3	49	18	3	10	29	1	10	49	184
Signal/Switch Failure - Total	245	67	17	15	35	227	109	34	290	83	136	178	231	1,667
Signal/Switch Failure - Metra/PSA	136	67	17	15	6	199	99	29	290	30	136	125	193	1,342
Primary	108	53	11	8	6	106	79	23	205	24	89	79	123	914
Secondary	28	14	6	7	-	93	20	6	85	6	47	46	70	428
Signal/Switch Failure - Foreign	109	-	-	-	29	28	10	5	-	53	-	53	38	325
Primary	89	-	-	-	21	18	6	3	-	35	-	34	27	233
Secondary	20	-	-	-	8	10	4	2	-	18	-	19	11	92
Mechanical Failure - Total	142	1	2	2	1	159	73	17	166	35	72	92	82	844
Mechanical Failure - Metra/PSA	140	1	1	-	1	147	71	15	166	31	72	92	82	819
Non-Locomotive Equipment Failure - Metra/PSA	57	1	1	-	-	16	6	2	24	17	7	38	27	196
Primary	16	1	1	-	-	5	4	1	7	7	4	22	14	82
Secondary	41	-	-	-	-	11	2	1	17	10	3	16	13	114
Locomotive Failure - Metra/PSA	83	-	-	-	1	131	65	13	142	14	65	54	55	623
Primary	26	-	-	-	1	35	21	6	44	7	12	16	14	182
Secondary	57	-	-	-	-	96	44	7	98	7	53	38	41	441
Mechanical Failure - Foreign	2	-	1	2	-	12	2	2	-	4	-	-	-	25
Passenger Train Interference - Total	23	2	-	2	15	25	3	6	2	42	-	1	-	121
Passenger Train Interference - Metra/PSA	2	2	-	-	1	17	-	6	-	-	-	1	-	29
Passenger Train Interference - Foreign	21	-	-	2	14	8	3	-	2	42	-	-	-	92
Accident - Total	28	82	12	-	9	65	26	9	42	21	58	67	116	535
Accident - Metra/PSA	27	16	2	-	2	35	22	8	41	9	58	67	56	343
Accident - Foreign	1	66	10	-	7	30	4	1	1	12	-	-	60	192
Track Work - Total	69	37	1	3	21	108	45	18	154	7	69	62	51	645
Track Work - Metra/PSA	69	37	1	3	21	102	38	17	154	6	69	62	51	630
Track Work - Foreign	-	-	-	-	-	6	7	1	-	1	-	-	-	15
Human Error - Total	182	13	7	6	19	130	76	34	160	43	107	92	110	979
Human Error - Metra/PSA	117	11	7	6	3	55	39	15	156	5	87	58	80	639
Human Error - Foreign	65	2	-	-	16	75	37	19	4	38	20	34	30	340
Sick, Injured, Unruly Passenger - Total	29	18	3	6	1	29	30	5	35	4	55	36	38	289
Sick, Injured, Unruly Passenger - Metra/PSA	27	18	3	6	1	29	30	5	35	4	55	36	38	287
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2
Weather - Total	168	187	65	104	4	102	56	29	201	20	116	131	79	1,262
Weather - Metra/PSA	167	187	65	104	4	102	56	29	200	16	116	131	79	1,256
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	29	22	6	1	-	30	21	2	80	1	69	58	65	384
Lift Deployment - Total	15	1	-	-	-	24	12	1	44	2	16	54	56	225
Obstruction/Debris - Total	76	28	13	21	1	45	28	11	74	38	30	77	47	489
Catenary Failure - Total	-	3	1	3	-	-	-	-	-	-	-	-	-	7
Other - Total	28	4	2	2	3	9	22	10	36	8	38	32	37	231
Total Trains Delayed	1,119	465	129	165	182	1,104	595	221	1,329	424	771	955	1,094	8,553
Total Metra/PSA Delays	833	397	118	161	43	794	438	148	1,276	150	746	793	784	6,681
Total Foreign Carrier Delays	286	68	11	4	139	310	157	73	53	274	25	162	310	1,872

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

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

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

Table 6.b: Train Delays by Cause & Line - YTD
January - September 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	
Freight Interference - Total	200	-	0	-	35	112	101	92	54	125	12	49	189	969
Freight Interference - Peak	85	-	0	-	32	23	24	34	16	41	4	27	63	349
Primary	50	-	-	-	28	15	16	24	9	31	2	13	29	217
Secondary	35	-	0	-	3	8	8	10	7	11	2	14	33	132
Freight Interference - Off-Peak	115	-	-	-	3	89	77	57	38	84	9	22	127	619
Primary	91	-	-	-	3	56	49	49	31	61	5	17	101	463
Secondary	24	-	-	-	0	33	27	8	7	22	4	5	26	157
Signal/Switch Failure - Total	195	63	28	30	20	160	100	67	80	84	23	46	86	983
Signal/Switch Failure - Metra/PSA	124	63	28	30	2	130	83	37	78	26	23	41	81	745
Primary	83	39	21	22	1	70	53	24	60	17	13	19	35	457
Secondary	41	23	7	8	0	60	30	14	19	9	9	22	45	288
Signal/Switch Failure - Foreign	71	-	0	-	18	31	18	29	2	58	-	5	5	238
Primary	49	-	-	-	16	17	12	19	2	37	-	2	4	157
Secondary	22	-	0	-	2	14	5	11	0	21	-	3	1	81
Mechanical Failure - Total	138	30	8	6	6	120	72	30	148	28	73	80	75	815
Mechanical Failure - Metra/PSA	137	26	7	6	6	111	72	30	147	28	73	80	75	797
Non-Locomotive Equipment Failure - Metra/PSA	36	26	7	6	1	15	11	3	15	9	19	22	28	200
Primary	14	7	3	2	1	6	5	1	7	4	8	9	13	81
Secondary	22	19	4	3	0	9	6	2	9	5	11	14	16	119
Locomotive Failure - Metra/PSA	100	-	-	-	4	96	61	27	132	18	54	57	46	597
Primary	29	-	-	-	3	26	22	8	39	8	18	16	16	186
Secondary	71	-	-	-	2	70	39	19	93	10	36	41	30	411
Mechanical Failure - Foreign	2	5	1	0	0	9	0	0	0	-	-	-	0	18
Passenger Train Interference - Total	21	5	3	3	8	37	5	10	6	21	1	2	8	131
Passenger Train Interference - Metra/PSA	2	3	2	1	1	25	4	10	5	2	1	2	7	63
Passenger Train Interference - Foreign	19	2	1	2	8	11	1	1	2	20	-	0	1	68
Accident - Total	102	22	6	9	1	44	43	14	26	9	36	77	23	411
Accident - Metra/PSA	83	22	6	9	1	41	40	10	21	6	35	69	17	361
Accident - Foreign	19	-	-	-	0	3	3	4	5	3	1	7	6	50
Track Work - Total	226	48	12	34	7	73	30	13	74	10	44	41	50	663
Track Work - Metra/PSA	209	48	12	34	7	73	30	13	74	8	44	41	50	643
Track Work - Foreign	17	-	-	-	-	-	1	0	-	2	-	-	-	20
Human Error - Total	176	30	13	19	18	80	43	19	56	28	39	45	49	614
Human Error - Metra/PSA	112	30	13	18	3	55	30	10	56	10	31	32	32	432
Human Error - Foreign	64	1	-	1	15	25	13	9	0	17	8	13	17	182
Sick, Injured, Unruly Passenger - Total	31	41	6	10	1	31	30	3	25	4	29	34	40	286
Sick, Injured, Unruly Passenger - Metra/PSA	29	41	6	10	1	31	30	3	25	4	29	34	40	283
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	2
Weather - Total	178	99	30	34	5	106	86	25	125	20	69	82	65	924
Weather - Metra/PSA	177	99	30	34	5	104	86	25	125	19	69	82	64	918
Weather - Foreign	1	-	-	-	1	2	1	-	0	1	-	-	1	6
Passenger Loading - Total	51	59	11	17	-	53	52	3	71	1	57	80	51	505
Lift Deployment - Total	31	2	-	1	-	32	24	2	18	2	10	18	33	173
Obstruction/Debris - Total	64	23	10	26	5	37	28	12	38	22	24	53	51	394
Catenary Failure - Total	-	36	8	19	-	-	-	-	-	-	-	-	-	63
Other - Total	42	10	7	7	1	19	18	5	22	12	21	20	35	220
Total Trains Delayed	1,458	469	141	215	107	904	633	295	743	366	438	627	754	7,150
Total Metra/PSA Delays	1,063	462	139	212	30	711	496	160	679	140	417	553	535	5,596
Total Foreign Carrier Delays	395	8	2	3	77	193	137	135	64	226	21	74	219	1,554

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

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

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

January - September 2019 Compared to January - September 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	
Freight Interference - Total	(115)	-	(0)	-	38	39	(7)	(47)	(9)	(5)	(7)	26	(7)	(94)
Freight Interference - Peak	(68)	-	(0)	-	26	22	12	(24)	(7)	2	(2)	16	(11)	(34)
Primary	(35)	-	-	-	13	9	8	(16)	(3)	(2)	-	6	(4)	(24)
Secondary	(33)	-	(0)	-	14	13	4	(8)	(4)	3	(2)	10	(6)	(10)
Freight Interference - Off-Peak	(47)	-	-	-	12	17	(19)	(22)	(2)	(7)	(6)	10	3	(59)
Primary	(35)	-	-	-	9	1	(9)	(17)	(5)	(13)	(3)	5	(20)	(87)
Secondary	(12)	-	-	-	3	16	(9)	(5)	3	7	(3)	5	23	27
Signal/Switch Failure - Total	50	4	(11)	(15)	15	67	9	(33)	210	(1)	113	132	145	684
Signal/Switch Failure - Metra/PSA	12	4	(11)	(15)	4	69	16	(8)	212	4	113	84	112	597
Primary	25	14	(10)	(14)	5	36	26	(1)	145	7	76	60	88	457
Secondary	(13)	(9)	(1)	(1)	(0)	33	(10)	(8)	66	(3)	38	24	25	140
Signal/Switch Failure - Foreign	38	-	(0)	-	11	(3)	(8)	(24)	(2)	(5)	-	48	33	87
Primary	40	-	-	-	5	1	(6)	(16)	(2)	(2)	-	32	23	76
Secondary	(2)	-	(0)	-	6	(4)	(1)	(9)	(0)	(3)	-	16	10	11
Mechanical Failure - Total	4	(29)	(6)	(4)	(5)	39	1	(13)	18	7	(1)	12	7	29
Mechanical Failure - Metra/PSA	3	(25)	(6)	(6)	(5)	36	(1)	(15)	19	3	(1)	12	7	22
Non-Locomotive Equipment Failure - Metra/PSA	21	(25)	(6)	(6)	(1)	1	(5)	(1)	9	8	(12)	16	(1)	(4)
Primary	2	(6)	(2)	(2)	(1)	(1)	(1)	(0)	0	3	(4)	13	1	1
Secondary	19	(19)	(4)	(3)	(0)	2	(4)	(1)	8	5	(8)	2	(3)	(5)
Locomotive Failure - Metra/PSA	(17)	-	-	-	(3)	35	4	(14)	10	(4)	11	(3)	9	26
Primary	(3)	-	-	-	(2)	9	(1)	(2)	5	(1)	(6)	(0)	(2)	(4)
Secondary	(14)	-	-	-	(2)	26	5	(12)	5	(3)	17	(3)	11	30
Mechanical Failure - Foreign	0	(5)	-	2	(0)	3	2	2	(0)	4	-	-	(0)	7
Passenger Train Interference - Total	2	(3)	(3)	(1)	7	(12)	(2)	(4)	(4)	21	(1)	(1)	(8)	(10)
Passenger Train Interference - Metra/PSA	0	(1)	(2)	(1)	0	(8)	(4)	(4)	(5)	(2)	(1)	(1)	(7)	(34)
Passenger Train Interference - Foreign	2	(2)	(1)	0	6	(3)	2	(1)	0	22	-	(0)	(1)	24
Accident - Total	(74)	60	6	(9)	8	21	(17)	(5)	16	12	22	(10)	93	124
Accident - Metra/PSA	(56)	(6)	(4)	(9)	1	(6)	(18)	(2)	20	3	23	(2)	39	(18)
Accident - Foreign	(18)	66	10	-	7	27	1	(3)	(4)	9	(1)	(7)	54	142
Track Work - Total	(157)	(11)	(11)	(31)	14	35	15	5	80	(3)	25	21	1	(18)
Track Work - Metra/PSA	(140)	(11)	(11)	(31)	14	29	8	4	80	(2)	25	21	1	(13)
Track Work - Foreign	(17)	-	-	-	-	6	6	1	-	(1)	-	-	-	(5)
Human Error - Total	6	(17)	(6)	(13)	1	50	33	15	104	15	68	47	61	365
Human Error - Metra/PSA	5	(19)	(6)	(12)	(0)	0	9	5	100	(5)	56	26	48	207
Human Error - Foreign	1	1	-	(1)	1	50	24	10	4	21	12	21	13	158
Sick, Injured, Unruly Passenger - Total	(2)	(23)	(3)	(4)	0	(2)	0	2	10	0	26	2	(2)	3
Sick, Injured, Unruly Passenger - Metra/PSA	(2)	(23)	(3)	(4)	0	(2)	0	2	10	0	26	2	(2)	4
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	(0)	-	-	-	-	(0)
Weather - Total	(10)	88	35	70	(1)	(4)	(30)	4	76	0	47	49	14	338
Weather - Metra/PSA	(10)	88	35	70	(1)	(2)	(30)	4	75	(3)	47	49	15	338
Weather - Foreign	0	-	-	-	(1)	(2)	(1)	-	1	3	-	-	(1)	-
Passenger Loading - Total	(22)	(37)	(5)	(16)	-	(23)	(31)	(1)	9	(0)	12	(22)	14	(121)
Lift Deployment - Total	(16)	(1)	-	(1)	-	(8)	(12)	(1)	26	0	6	36	23	52
Obstruction/Debris - Total	12	5	3	(5)	(4)	8	(0)	(1)	36	16	6	24	(4)	95
Catenary Failure - Total	-	(33)	(7)	(16)	-	-	-	-	-	-	-	-	-	(56)
Other - Total	(14)	(6)	(5)	(5)	2	(10)	4	5	14	(4)	17	12	2	11
Total Trains Delayed	(339)	(4)	(12)	(50)	75	200	(38)	(74)	586	58	333	328	340	1,403
Total Metra/PSA Delays	(230)	(65)	(21)	(51)	13	83	(58)	(12)	597	10	329	240	249	1,085
Total Foreign Carrier Delays	(109)	60	9	1	62	117	20	(62)	(11)	48	4	88	91	318

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

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

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

Top 2 causes for each month year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Sep
Freight Interference - Total	100	142	108	77	77	92	126	88	65				875 10.2%
Freight Interference - Peak	38	52	39	25	29	39	35	37	21				315 3.7%
Primary	27	33	25	17	20	20	16	19	16				193 2.3%
Secondary	11	19	14	8	9	19	19	18	5				122 1.4%
Freight Interference - Off-Peak	62	90	69	52	48	53	91	51	44				560 6.5%
Primary	35	55	53	32	33	41	57	36	34				376 4.4%
Secondary	27	35	16	20	15	12	34	15	10				184 2.2%
Signal/Switch Failure - Total	196	393	146	182	196	101	216	124	113				1,667 19.5%
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82	175	103	106				1,342 15.7%
Primary	132	215	87	85	95	64	107	62	67				914 10.7%
Secondary	28	105	22	49	58	18	68	41	39				428 5.0%
Signal/Switch Failure - Foreign	36	73	37	48	43	19	41	21	7				325 3.8%
Primary	27	51	25	30	33	14	33	13	7				233 2.7%
Secondary	9	22	12	18	10	5	8	8	-				92 1.1%
Mechanical Failure - Total	121	106	66	67	96	113	92	116	67				844 9.9%
Mechanical Failure - Metra/PSA	116	91	66	67	96	113	92	111	67				819 9.6%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18	16	26	18				196 2.3%
Primary	11	13	8	10	8	7	9	9	7				82 1.0%
Secondary	10	20	11	21	6	11	7	17	11				114 1.3%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95	76	85	49				623 7.3%
Primary	26	19	16	15	23	25	21	21	16				182 2.1%
Secondary	69	39	31	21	59	70	55	64	33				441 5.2%
Mechanical Failure - Foreign	5	15	-	-	-	-	-	5	-				25 0.3%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9				121 1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1				29 0.3%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8				92 1.1%
Accident - Total	47	171	21	30	45	25	63	96	37				535 6.3%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36				343 4.0%
Accident - Foreign	40	87	1	8	-	1	25	29	1				192 2.2%
Track Work - Total	11	52	38	62	75	87	152	77	91				645 7.5%
Track Work - Metra/PSA	11	46	32	62	72	87	152	77	91				630 7.4%
Track Work - Foreign	-	6	6	-	3	-	-	-	-				15 0.2%
Human Error - Total	106	256	73	66	111	58	132	92	85				979 11.4%
Human Error - Metra/PSA	94	108	36	46	92	41	102	54	66				639 7.5%
Human Error - Foreign	12	148	37	20	19	17	30	38	19				340 4.0%
Sick, Injured, Unruly Passenger - Total	19	65	16	20	37	29	57	24	22				289 3.4%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29	57	24	22				287 3.4%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-	-	-	-				2 0.0%
Weather - Total	591	401	18	37	23	12	120	25	35				1,262 14.8%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35				1,256 14.7%
Weather - Foreign	5	1	-	-	-	-	-	-	-				6 0.1%
Passenger Loading - Total	12	40	29	19	37	72	84	58	33				384 4.5%
Lift Deployment - Total	11	37	29	24	34	17	27	25	21				225 2.6%
Obstruction/Debris - Total	79	72	32	45	41	31	68	61	60				489 5.7%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-				7 0.1%
Other - Total	28	57	17	29	30	19	20	19	12				231 2.7%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650				8,553 100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550				6,681 78.1%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100				1,872 21.9%

Data for current month is final (11/11/19) 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 - Sep	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	1,106	14.6%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	397	5.3%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	212	2.8%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	185	2.5%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	709	9.4%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	525	7.0%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	184	2.4%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	1,215	16.1%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	946	12.5%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	650	8.6%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	296	3.9%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	269	3.6%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	168	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	101	1.3%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	895	11.9%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	875	11.6%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	191	2.5%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	83	1.1%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	108	1.4%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	684	9.1%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	176	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	508	6.7%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	20	0.3%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	175	2.3%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	57	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	118	1.6%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	276	3.7%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	240	3.2%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	36	0.5%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	578	7.7%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	573	7.6%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	0.1%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	781	10.3%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	563	7.5%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	218	2.9%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	321	4.3%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	321	4.3%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	713	9.4%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	709	9.4%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	4	0.1%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	544	7.2%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	246	3.3%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	452	6.0%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	1	3	63	11	0.1%
Other - Total	38	27	25	19	33	22	31	20	22	19	5	20	237	3.1%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	7,550	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	5,774	76.5%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	1,776	23.5%

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
September 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	17	6	2	1	9	10	15	3	50	8	9	20	14	164
11-15	5	0	0	1	3	6	3	3	10	3	5	8	3	50
16-20	5	0	1	1	1	2	2	0	7	3	1	0	0	23
21+	7	2	0	1	5	1	3	2	8	3	1	3	10	46
Annulled	<u>2</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>	<u>2</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>15</u>
Sub-Total	36	8	3	5	18	19	23	8	79	19	17	32	31	298
Weekday Off-Peak **														
6-10	12	6	1	2	1	21	15	4	35	11	7	6	11	132
11-15	4	0	1	0	3	5	4	2	13	5	2	3	6	48
16-20	4	0	0	0	1	3	2	0	2	4	2	1	0	19
21+	2	0	1	2	1	2	1	3	13	6	2	1	9	43
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>0</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>11</u>
Sub-Total	23	6	3	4	6	31	22	9	63	31	14	12	29	253
Saturday														
6-10	4	6	0	0	0	10	3	0	6	0	4	0	1	34
11-15	2	0	0	0	0	2	0	0	3	0	3	0	2	12
16-20	0	0	0	0	0	1	1	0	3	0	1	0	1	7
21+	1	0	0	0	0	1	0	0	3	0	1	0	0	6
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	7	6	0	0	0	14	4	0	15	0	9	0	4	59
Sunday-Holiday														
6-10	1	0	0	1	0	2	3	0	5	0	3	3	2	20
11-15	0	1	0	0	0	1	0	0	2	0	1	3	1	9
16-20	3	0	0	0	0	1	0	0	0	0	0	1	0	5
21+	2	0	0	2	0	0	0	0	0	0	1	0	1	6
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	6	1	0	3	0	4	3	0	7	0	5	7	4	40
September 2019 Total														
6-10	34	18	3	4	10	43	36	7	96	19	23	29	28	350
11-15	11	1	1	1	6	14	7	5	28	8	11	14	12	119
16-20	12	0	1	1	2	7	5	0	12	7	4	2	1	54
21+	12	2	1	5	6	4	4	5	24	9	5	4	20	101
Annulled	<u>3</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>	<u>7</u>	<u>2</u>	<u>2</u>	<u>7</u>	<u>26</u>
TOTAL	72	21	6	12	24	68	52	17	164	50	45	51	68	650
2019 Year-to-Date														
6-10	527	150	50	35	69	469	272	118	684	142	294	397	437	3,644
11-15	191	62	12	18	33	219	124	44	231	86	184	208	240	1,652
16-20	110	30	3	11	20	120	57	15	117	45	84	99	115	826
21+	200	75	17	14	46	247	111	39	247	129	163	221	253	1,762
Annulled	<u>91</u>	<u>148</u>	<u>47</u>	<u>87</u>	<u>14</u>	<u>49</u>	<u>31</u>	<u>5</u>	<u>50</u>	<u>22</u>	<u>46</u>	<u>30</u>	<u>49</u>	<u>669</u>
TOTAL	1,119	465	129	165	182	1,104	595	221	1,329	424	771	955	1,094	8,553
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
September 2019 Total														
6-10	47.2%	85.7%	50.0%	33.3%	41.7%	63.2%	69.2%	41.2%	58.5%	38.0%	51.1%	56.9%	41.2%	53.8%
11-15	15.3%	4.8%	16.7%	8.3%	25.0%	20.6%	13.5%	29.4%	17.1%	16.0%	24.4%	27.5%	17.6%	18.3%
16-20	16.7%	0.0%	16.7%	8.3%	8.3%	10.3%	9.6%	0.0%	7.3%	14.0%	8.9%	3.9%	1.5%	8.3%
21+	16.7%	9.5%	16.7%	41.7%	25.0%	5.9%	7.7%	29.4%	14.6%	18.0%	11.1%	7.8%	29.4%	15.5%
Annulled	<u>4.2%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.4%</u>	<u>14.0%</u>	<u>4.4%</u>	<u>3.9%</u>	<u>10.3%</u>	<u>4.0%</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%
2019 Year-to-Date Delays By Duration														
6-10	47.1%	32.3%	38.8%	21.2%	37.9%	42.5%	45.7%	53.4%	51.5%	33.5%	38.1%	41.6%	39.9%	42.6%
11-15	17.1%	13.3%	9.3%	10.9%	18.1%	19.8%	20.8%	19.9%	17.4%	20.3%	23.9%	21.8%	21.9%	19.3%
16-20	9.8%	6.5%	2.3%	6.7%	11.0%	10.9%	9.6%	6.8%	8.8%	10.6%	10.9%	10.4%	10.5%	9.7%
21+	17.9%	16.1%	13.2%	8.5%	25.3%	22.4%	18.7%	17.6%	18.6%	30.4%	21.1%	23.1%	23.1%	20.6%
Annulled	<u>8.1%</u>	<u>31.8%</u>	<u>36.4%</u>	<u>52.7%</u>	<u>7.7%</u>	<u>4.4%</u>	<u>5.2%</u>	<u>2.3%</u>	<u>3.8%</u>	<u>5.2%</u>	<u>6.0%</u>	<u>3.1%</u>	<u>4.5%</u>	<u>7.8%</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 (11/11/2019) version from TOPS.