

On-Time Performance

November 2019



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of November 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
November 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	1,117	55	95.1%	828	31	96.3%	1,945	86	95.6%	153	3	98.0%	100	2	98.0%	2,198	91	95.9%
Elec -ML	837	12	98.6%	843	12	98.6%	1,680	24	98.6%	200	6	97.0%	102	0	100.0%	1,982	30	98.5%
-BI	260	4	98.5%	280	4	98.6%	540	8	98.5%	40	0	100.0%	--	--	--	580	8	98.6%
-SC	<u>260</u>	<u>3</u>	98.8%	<u>620</u>	<u>6</u>	99.0%	<u>880</u>	<u>9</u>	99.0%	<u>160</u>	<u>0</u>	100.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,140</u>	<u>9</u>	99.2%
Subtotal	1,357	19	98.6%	1,743	22	98.7%	3,100	41	98.7%	400	6	98.5%	202	0	100.0%	3,702	47	98.7%
Heritage	120	12	90.0%	20	1	95.0%	140	13	90.7%	--	--	--	--	--	--	140	13	90.7%
Milw -N	519	57	89.0%	741	72	90.3%	1,260	129	89.8%	100	13	87.0%	90	19	78.9%	1,450	161	88.9%
-W	<u>538</u>	<u>48</u>	91.1%	<u>622</u>	<u>59</u>	90.5%	<u>1,160</u>	<u>107</u>	90.8%	<u>120</u>	<u>8</u>	93.3%	<u>90</u>	<u>8</u>	91.1%	<u>1,370</u>	<u>123</u>	91.0%
Subtotal	1,057	105	90.1%	1,363	131	90.4%	2,420	236	90.2%	220	21	90.5%	180	27	85.0%	2,820	284	89.9%
NCS	179	15	91.6%	221	20	91.0%	400	35	91.3%	--	--	--	--	--	--	400	35	91.3%
RI	720	66	90.8%	642	62	90.3%	1,362	128	90.6%	165	10	93.9%	140	6	95.7%	1,667	144	91.4%
SWS	220	11	95.0%	380	26	93.2%	600	37	93.8%	30	0	100.0%	--	--	--	630	37	94.1%
UP -N	598	44	92.6%	802	27	96.6%	1,400	71	94.9%	130	5	96.2%	90	14	84.4%	1,620	90	94.4%
-NW	656	87	86.7%	642	51	92.1%	1,298	138	89.4%	170	12	92.9%	105	30	71.4%	1,573	180	88.6%
-W	<u>539</u>	<u>37</u>	93.1%	<u>641</u>	<u>49</u>	92.4%	<u>1,180</u>	<u>86</u>	92.7%	<u>102</u>	<u>11</u>	89.2%	<u>90</u>	<u>8</u>	91.1%	<u>1,372</u>	<u>105</u>	92.3%
Subtotal	1,793	168	90.6%	2,085	127	93.9%	3,878	295	92.4%	402	28	93.0%	285	52	81.8%	4,565	375	91.8%
System	6,563	451	93.1%	7,282	420	94.2%	13,845	871	93.7%	1,370	68	95.0%	907	87	90.4%	16,122	1,026	93.6%

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

Delays data for most recent month is final (12/19/19) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - November 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	12,825	741	94.2%	9,594	469	95.1%	22,419	1,210	94.6%	1,429	59	95.9%	1,018	30	97.1%	24,866	1,299	94.8%
Elec -ML	9,679	232	97.6%	9,714	204	97.9%	19,393	436	97.8%	1,878	67	96.4%	1,047	11	98.9%	22,318	514	97.7%
-BI	3,006	75	97.5%	3,241	67	97.9%	6,247	142	97.7%	416	2	99.5%	40	0	100.0%	6,703	144	97.9%
-SC	<u>3,009</u>	<u>56</u>	98.1%	<u>7,187</u>	<u>100</u>	98.6%	<u>10,196</u>	<u>156</u>	98.5%	<u>1,504</u>	<u>7</u>	99.5%	<u>1,040</u>	<u>12</u>	98.8%	<u>12,740</u>	<u>175</u>	98.6%
Subtotal	15,694	363	97.7%	20,142	371	98.2%	35,836	734	98.0%	3,798	76	98.0%	2,127	23	98.9%	41,761	833	98.0%
Heritage	1,404	170	87.9%	234	40	82.9%	1,638	210	87.2%	--	--	--	--	--	--	1,638	210	87.2%
Milw -N	6,014	515	91.4%	8,538	628	92.6%	14,552	1,143	92.1%	972	145	85.1%	941	86	90.9%	16,465	1,374	91.7%
-W	<u>6,286</u>	<u>354</u>	94.4%	<u>7,241</u>	<u>336</u>	95.4%	<u>13,527</u>	<u>690</u>	94.9%	<u>1,162</u>	<u>53</u>	95.4%	<u>939</u>	<u>42</u>	95.5%	<u>15,628</u>	<u>785</u>	95.0%
Subtotal	12,300	869	92.9%	15,779	964	93.9%	28,079	1,833	93.5%	2,134	198	90.7%	1,880	128	93.2%	32,093	2,159	93.3%
NCS	2,101	110	94.8%	2,567	168	93.5%	4,668	278	94.0%	--	--	--	--	--	--	4,668	278	94.0%
RI	8,394	773	90.8%	7,469	632	91.5%	15,863	1,405	91.1%	1,744	109	93.8%	1,477	51	96.5%	19,084	1,565	91.8%
SWS	2,568	173	93.3%	4,441	336	92.4%	7,009	509	92.7%	288	8	97.2%	--	--	--	7,297	517	92.9%
UP -N	6,976	414	94.1%	9,338	336	96.4%	16,314	750	95.4%	1,271	128	89.9%	958	65	93.2%	18,543	943	94.9%
-NW	7,700	682	91.1%	7,489	372	95.0%	15,189	1,054	93.1%	1,430	104	92.7%	960	113	88.2%	17,579	1,271	92.8%
-W	<u>6,306</u>	<u>541</u>	91.4%	<u>7,489</u>	<u>608</u>	91.9%	<u>13,795</u>	<u>1,149</u>	91.7%	<u>976</u>	<u>68</u>	93.0%	<u>948</u>	<u>53</u>	94.4%	<u>15,719</u>	<u>1,270</u>	91.9%
Subtotal	20,982	1,637	92.2%	24,316	1,316	94.6%	45,298	2,953	93.5%	3,677	300	91.8%	2,866	231	91.9%	51,841	3,484	93.3%
System	76,268	4,836	93.7%	84,542	4,296	94.9%	160,810	9,132	94.3%	13,070	750	94.3%	9,368	463	95.1%	183,248	10,345	94.4%

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

Delays data for most recent month is final (12/19/19) 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-Nov	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	89.3%	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	94.2%	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	94.0%	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	94.7%	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	92.0%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9		94.8%	
	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	92.8%	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	97.4%	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	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7		98.0%	
	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	97.9%	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	90.8%	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	90.1%	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	94.4%	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	93.4%	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	89.3%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7		87.2%	
	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	91.6%	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	91.6%	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	94.7%	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	94.7%	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	94.0%	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	92.6%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9		91.7%	
	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	93.5%	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	93.4%	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	96.4%	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	95.0%	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	96.2%	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	95.6%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0		95.0%	
	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	95.3%	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	89.7%	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	93.8%	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	94.7%	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	94.2%	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	93.2%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3		94.0%	
	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	93.1%	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-Nov	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	93.4%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.0%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	96.1%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.9%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4		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	95.5%	95.5%
SWS	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	92.3%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.6%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.1%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.0%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.5%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1		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	96.5%	96.7%
	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.4%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.7%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4		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	95.1%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.5%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6		92.8%	
	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	94.3%	94.4%
	2015	93.9	91.1	96.1	96.3	97.5	93.9	93.9	95.9	96.0	96.1	97.3	96.8	95.3%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.3%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.4%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	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	95.3	92.3		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	94.2%	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	94.1%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	96.1%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.2%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.0%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.9%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6		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	95.5%	95.5%	

Delays data for most recent month is final (12/19/19) 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
November 2019**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1221 80% OT	Thu, Nov 07	8	G	Multiple grade crossing malfunctions due to broken track wire
		Tue, Nov 12	7	GA	Switch failure Amtrak E-10 switch.
		Fri, Nov 15	14	RA	Amtrak held them for 381 & 808. Crew was ready to depart, but had to wait for Amtrak to line him up.
		Thu, Nov 21	8	KD1	Air Hose separation between METX 112 & METX 116. as 1216 was pulling into Chicago Union Station.
BNSF	1283 83% OT	Mon, Nov 11	14	G1	Following traffic ahead for Highlands SW fail
		Wed, Nov 20	11	G	There was a track indication at Lavergne, Main 2.
		Thu, Nov 21	12	KW	Delay due to wet rail and leaves causing wheel slip and PTC to go disengaged.
HC	918 75% OT	Fri, Nov 01	10	GF1	DEPART LATE, RED SIGNAL, NO ANSWER FROM CN DISP WHO WAS BUSY WORKING ON SWITCH MALFUNCTIONS AT 45 CROSSOVER AND ROCKWELL
		Mon, Nov 04	18	D	(PASSENGER TRAIN INTERFERENCE) - MEETING AT301 WHO WAS SINGLE TRACKING AROUND A FREIGHT
		Mon, Nov 11	13	GF	10" restricted signal CP Canal 3" freight traffic CP Canal
		Thu, Nov 21	54	E1	(LOCO MALFCN, TRN AHD) - TIED ON TO DISABLED HCD916 AT ROMEOVILLE
		Mon, Nov 25	12	D	(FREIGHT TRAIN INTERFERENCE) - BN LT. ENG 6436, YLBC164124T STOPPED ON DIAMOND.
MN	2109 80% OT	Fri, Nov 01	12	KW	WHEEL SLIP
		Mon, Nov 04	9	D	Block by Eastbound freight at Rondout
		Thu, Nov 07	13	CC	13" DELAY: FOLLOWING TARDY #2209 CUS TO A-5; COPYING CANCELATION FOR FOREMAN GUERRERO TBN 1236; ADA OFF @ NORTHBROOK.
		Wed, Nov 27	26	GW	-3 min following trains from CUS to A-3; -8 min stopped at Grayland to copy radio bulletins; -5 min stopped at Edgebrook to copy 2 radio bulletins and cancel 1 radio bulletin; -6 min complying with Item 2s; -4 min ran into and out of the siding for meet w
MN	2112 80% OT	Fri, Nov 01	8	KW	WHEEL SLIP
		Fri, Nov 08	10	C	10" DELAY, BROKEN RAIL @ NORTH GLENVIEW; CROSSING MALFUNCTION.
		Tue, Nov 12	7	F	7" DOOR PROBLEMS COACH #7285 LIBERTYVILLE & LAKE FOREST NO DOOR CLOSE LIGHT/NO LOAD (AMTRAK ENGINE #91); 4" STOP SIGNAL MAYFAIR UP CROSS-TRAFFIC.
		Mon, Nov 25	9	RN	-6 min late departure from Fox Lake due to not having a brakeman; -5 min ADA Golf to CUS (b/o chair lift): -3 min stopped for cross traffic at Mayfair; -3 min stopped for UP cross traffic at A-2.
MN	2118 80% OT	Fri, Nov 01	8	C1	BROKEN RAIL 3 MAIN AT A2
		Tue, Nov 05	6	L	6" DELAY, CLOSE CALL GLENVIEW. PASSENGER RAN ACROSS LAST MINUTE, ENGINEER PUT TRAIN IN EMERGENCY RESULTING IN FLAT SPOTS.
		Thu, Nov 07	27	R1	27" DELAY, FOLLOWING LATE #2116; SLOW HEAVY PASSENGER LOADING, UNLOADED SHORTS @ FOREST GLEN, EXPRESSED TO WESTERN AVE.
MN	2122 60% OT	Fri, Nov 01	12	C1	BROKEN RAIL 3 MAIN AT A2
		Mon, Nov 04	6	CC1	10MPH AT MAYFAIR
		Tue, Nov 05	6	L1	6" DELAY, FOLLOWING TRAINS AHEAD; 10MPH TEMPORARY SPEED RESTRICTION OVER MAYFAIR DIAMOND.
		Thu, Nov 07	20	R1	20" FOLLOWING LATE 2192.
		Fri, Nov 08	21	C	21" DELAY, BROKEN RAIL @ NORTH GLENVIEW; CROSSING MALFUNCTION; FOLLOWING TRAINS AHEAD.
		Mon, Nov 11	11	GW	7" SLOW PASSENGER BOARDING (SNOW); 2" OPERATING ON APPROACH SIGNALS NORTH GLENVIEW TO MAYFAIR; 2" STOP SIGNAL MAYFAIR.
		Tue, Nov 12	10	A	3" FOLLOWING TRAINS AHEAD, OPERATING ON APPROACH SIGNALS; 3" STOP SIGNAL MAYFAIR; 3" STOP SIGNAL A-2.
MN	2124 65% OT	Fri, Nov 01	9	GW	Snow packed signals @ MP 18.6 & MP 17.8; Following trains ahead
		Wed, Nov 06	7	D	6" STOP SIGNAL CN X-ING, N/B FREIGHT INTERFERENCE; 2" 30MPH TEMPORARY SPEED RESTRICTION MAYFAIR DIAMOND MP 9.0.
		Thu, Nov 07	19	R1	19" FOLLOWING LATE #2122.
		Fri, Nov 08	19	C	17" DELAY, BROKEN RAIL @ NORTH GLENVIEW; CROSSING MALFUNCTION.
		Mon, Nov 11	11	GW1	11" DELAY, FOLLOWING LATE TRAINS AHEAD.
		Tue, Nov 12	7	A1	6" FOLLOWING LATE #2122.
		Thu, Nov 14	16	E1	4" DEPARTED FOX LAKE LATE WAITING ON #2122; 12" FOLLOWING LATE #2122.
MN	2128 70% OT	Wed, Nov 06	11	D	5" FREIGHT INTERFERENCE A-20; 5" FOLLOWING FREIGHT TRAIN (198); X/O 2MT TO 1MT MAYFAIR TO A-5.
		Mon, Nov 11	23	GW1	19" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF #2103.
		Thu, Nov 14	16	RF1	10" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF #2103; 7" STOP SIGNAL CN, DIFFICULTIES CONTACTING RTC DESK 15 CN DISPATCHER TO COPY 30MPH TEMPORARY SPEED RESTRICTION.
		Fri, Nov 22	9	I	9" DELAY: RESTRICTING SIGNAL @ GRAND; SLOW MOVING PASSENGERS AT INGLESIDE; ENGINE NOT LOADING (ENG 84); ASSISTING ELDERLY PASSENGERS AT LIBERTYVILLE.
		Mon, Nov 25	8	I	4" OAKELY APPROACH STOP; 3" SLOW PASSENGER LOADING; 3" STOP AT MAYFAIR; A-3 TO A-2 APPROACH STOP.
		Wed, Nov 27	8	K	-10 min report of downed trees from the dispatcher; -6 min 4 Item 2s at Glenview, Oakton, Howard, and Touhy
MN	2131 80% OT	Mon, Nov 04	21	G	21 min late. Mayfair and Deerfield signal issues.
		Tue, Nov 05	7	G	4 min A-2 due to switch failure, 3 min A-3, 4 min 2 ADA's.
		Mon, Nov 11	10	G	4 min ADA, 2 min A-3 cross traffic, 2 min cross traffic Mayfair, 2 min 43.32.
		Wed, Nov 20	7	GA1	#235 switch failure by Amtrak, blown fuses

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
MN	2132 75% OT	Fri, Nov 01	42		KW1	-42' WHEEL SLIP engine #411 @ Mayfair (ground relay) main enerator grounded.
		Tue, Nov 05	24		CC	11" OPERATING ON RESTRICTING SIGNALS TO GRAYLAND-MAYFAIR; 11" STOP SIGNAL MAYFAIR; 3" CLOSE CALL CANAL ST. AUTOMOBILE WENT AROUND THE GATES.
		Fri, Nov 08	6		C1	7" DELAY, Broken Rail
		Wed, Nov 27	9		D	-2 min approach at Grayland; -3 min stopped at Northbrook waiting for n/b train to clear; -4 min stopped at A-5 waiting for n/b freight from D&I to clear
		Fri, Nov 29	18		D	18" DELAY, CP281 FREIGHT TRAIN AT A-5.
MN	2135 79% OT	Mon, Nov 04	11		G	11 min late, both Mayfair and Deerfield.
		Mon, Nov 11	10		G1	10 min following trains.
		Tue, Nov 12	7		D	7" CN CROSS TRAFFIC.
		Thu, Nov 14	10		UF	3 min late ADA at departure, 7 min Libertyville ADA issues with the lift.
MW	2201 80% OT	Tue, Nov 12	17		DE	3" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2200; 14" FREIGHT INTERFERENCE B-12 (472) 9,000 BROKEN KNUCKLE/DRAWBAR & RECREW, WAITING ON #2204 TO CROSSOVER.
		Fri, Nov 15	7		R1	7" delay, late turn from #2200.
		Thu, Nov 21	31		VE	31" DELAY, LOCO #84 WOULDN'T LOAD AT ITASCA. DUE TO INDEPENDENT BRAKE APPLIED, ISSUE WITH NEW LOCO'S
		Fri, Nov 29	20		KW1	19" DELAY, LATE DEPARTURE FROM CUS DUE TO EARLIER DELAYS ON #2200.
MW	2220 75% OT	Fri, Nov 01	27		E1	-13" operated on restricting signals ; -14" departed Roselle late due to late flip of 7201; Stop signal @ B-12; Waited on M2216.
		Mon, Nov 04	15		G1	15" DEPARTED ROSELLE LATE DUE TO LATE ARRIVAL/TURN OF #7201.
		Tue, Nov 12	23		GW	23" SIGNAL PROBLEMS, OPERATING ON RESTRICTING SIGNALS
		Thu, Nov 14	14		RD1	9" DEPARTED ROSELLE LATE DUE TO LATE ARRIVAL/TURN OF #7201 (WAS DELAYED AT A5, DISPATCHER RAN TRAINS IN DIFFERENT ORDER)
		Tue, Nov 19	11		C	11" DELAY, OB TRAFFIC ON 7201 AND SLOW LOADING AT ROSELLE DUE TO PLATFORM CONSTRUCTION.
MW	2224 80% OT	Fri, Nov 01	19		E1	-16" departed Franklin Park late due to waiting on other trains; -2" stop signal @ A-5; -2" stop signal @ CUS
		Mon, Nov 04	11		G1	12" DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON LATE TRAINS.
		Mon, Nov 11	0		XEW	ANNULLED @ FRANKLIN PARK DUE TO MECHANICAL PROBLEMS ENGINE #401. AIR PROBLEMS (BLOW DOWNS) #2226 MADE ADDITIONAL STOPS FRANKLIN PARK TO CUS TO ACCOMMODATE #2224 PASSENGERS.
		Tue, Nov 12	20		GW1	20" DELAY, DEPARTED FRANKLIN PARK LATE DUE TO WAITING ON LATE TRAINS.
MW	2226 80% OT	Mon, Nov 11	20		EW1	20" MADE ADDITIONAL STOPS FRANKLIN PARK TO CUS TO ACCOMMODATE #2224'S PASSENGERS.
		Tue, Nov 12	7		GW1	7" DELAY: DEPARTED ELGIN LATE DUE TO LATE ARRIVAL/TURN OF #2203; SIGNAL PROBLEMS; FOLLOWING TRAINS AHEAD.
		Thu, Nov 14	7		RD1	7" DELAY, FOLLOWING TRAINS AHEAD.
MW	2252 80% OT	Fri, Nov 22	9		E	LOCO MECHANICAL ISSUE WITH HEP - CHANGED CAT STARTER
		Fri, Nov 01	23		JM	-14" @ Big Timber Road - medical emergency, intoxicated male fell over and sustained a rather large cut on his noggin; -10" slippery rails.
		Mon, Nov 11	11		G	11 min late, signal issues Roselle- Itasca.
		Thu, Nov 21	8		KW	wheel slip
MW	2253 80% OT	Fri, Nov 22	11		I1	6 min late turn from 2247, 5 min passenger loading.
		Fri, Nov 01	35		KW1	Departed CUS @ 10:01 PM (-21") due to late turn of MM2252
		Mon, Nov 11	19		G1	18" late turn from 2252 and following 2155.
		Thu, Nov 21	10		KW1	10" DELAY, LATE TURN FROM #2252.
MW	2254 75% OT	Fri, Nov 22	15		I1	15" delay, late turn from #2252.
		Fri, Nov 01	22		KW1	Late turn from M2249
		Mon, Nov 11	27		G1	19 min late turn from 2249, 12 min signal issues Roselle – Itasca.
		Tue, Nov 12	8		G1	10 min late turn from 2249.
MW	2255 80% OT	Wed, Nov 13	9		R1	10" late turn from #2249.
		Wed, Nov 20	8		I	5 min late turn from 2249, 5 min passenger loading.
		Fri, Nov 01	28		KW1	-15" departing CUS due to late turn from M2254
		Mon, Nov 11	22		G1	23" delay, late turn from #2254.
NCS	112 80% OT	Wed, Nov 13	37		G	37" delay, switch issues at B-35 (hand lined) and late turn from #2254.
		Fri, Nov 22	11		U	4" LATE DEPARTURE WHEEL CHAIR ARRIVED LATE, -4" GETTING ADA OFF AT HANOVER PARK
		Fri, Nov 08	24		GF1	34" LATE ARRIVAL/TURN OF NCS 101, ORIGINATED @ MUNDELEIN.
		Tue, Nov 12	7		U	7" DELAY: ADA GRAYSLAKE; SLOW LOADING ENGINE #88.
NCS	114 80% OT	Thu, Nov 14	10		RF	15" DEPARTED ANTIOCH LATE DUE TO DIFFICULTIES CONTACTING RTC DESK 15 CN DISPATCHER TO CONFIRM TGBO
		Thu, Nov 21	17		KP	17" @ CUS HELD 26" @ GRAYSLAKE, HOMEWOOD WAS EVACUATED, UNABLE TO REACH RTC.
		Fri, Nov 01	62		DE1	-57" turned off M103 & originated out of Grayslake, waited for the Pace Bus transporting passengers from Antioch, Lake Villa and Round Lake Beach but it never showed up. Went to the wrong Grayslake station; -10" tripped the rail detector @ Prospect Height
NCS	117 79% OT	Tue, Nov 12	34		R	40" DEPARTED ANTIOCH COACHYARD LATE DUE TO WAITING FOR A RECREW DUE TO GRADE CROSSING MALFUNCTION 529(a) VIOLATION DUNBAR RD. MP 40.85.
		Thu, Nov 21	10		KP1	10" LATE FLIP FROM #103, UNABLE TO REACH RTC TO VERIFY TGBO'S OUT OF ANTIOCH
		Mon, Nov 25	13		YR	13" DELAY, STOP A-2; DERAIL IN PLANT.
		Tue, Nov 05	17		G	11 min CUS waiting on equipment due to A2 switch failure, 4 min enroute signal problem, 6 min cross traffic Deval.
NCS	117 79% OT	Mon, Nov 11	8		GM	9 min 529-A Hintz Rd.
		Thu, Nov 21	34		E1	34" DELAY, PICKED UP PASSENGERS FROM #117.
		Fri, Nov 22	10		E1	10" delay, late locomotives from yard due to issue with 414.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	303 75% OT	Mon, Nov 04	6	GM	(GATECROSSING MALFUNCTION) - 6M ITEM 1 AWDWM 66TH CT
		Fri, Nov 08	8	C	(GATECROSSING MALFUNCTION) - ITEM 1 1528 147TH ITEM 1 1529 95TH DUE TO BROKEN RAIL
		Mon, Nov 11	10	GW1	(SIG/SWT MALFCN, TRAIN AHEAD) - 10M FOLLOWING RI413 ACCOUNT SWITCH FAILURE AT GRESHAM
		Thu, Nov 21	8	GM	(GATECROSSING MALFUNCTION) - BUL 1561: 112TH
		Wed, Nov 27	8	I	(PSGR HANDLING) - PASSENGER LOADING IN ROUTE
RI	401 75% OT	Fri, Nov 01	8	GM	(GATECROSSING MALFUNCTION) - GM AT 104TH ITEM 1
		Tue, Nov 05	9	GM	Two item #1's at Tinley Park at CP 66th Court.
		Fri, Nov 15	12	GW1	14" Late turn/Late departure 14" BI @ 659a 4" Approach/Red Robbins.
		Thu, Nov 21	0	XE	TRAIN ANNULLED DUE TO MECH FAILURE W/ENG #408. BROKEN MICROSWITCH.
		Fri, Nov 29	22	KW1	10M LATE DUE TO LATE TURN OF EQUIP AS RI600, EQUIP WAS SWAPPED LSS W/402
RI	414 80% OT	Fri, Nov 01	11	G	#9 SW FAILURE AT GRESHAM
		Mon, Nov 11	8	B	(GATECROSSING MALFUNCTION) - ITEM #1 95TH ST
		Fri, Nov 15	13	IW	13M LATE ENROUTE DUE TO SLOW/HEAVY PASSENGER LOADING (PSGR HANDLING, WEATHER) -
		Thu, Nov 21	13	E1	Made unscheduled stops per Rock Dispatcher
RI	416 65% OT	Fri, Nov 01	11	GM1	7M (CROSSING MAIFUNCTION TRN AHD) - DEPARTED LATE DUE TO FLIP OF RI0401/3M BRI B WAITING ON RI614 TO CLEAR DUE TO CONGESTION IN THE DEPOT
		Tue, Nov 05	12	GM1	Late flip from 401.
		Mon, Nov 11	7	B	5" signal dropped @ Tinley PTC penalty 3" Item 1 @ 95th
		Thu, Nov 14	6	U	3m late arrival/late turn 3m wheelchair Oakforest 2m Passenger @ Midlothian.
		Fri, Nov 15	9	GW1	Sig/Swt malfunction
		Thu, Nov 21	52	E1	53" Mechanical failure on 401 turn as 6141 at 80th to make 416 did not make 614.
		Fri, Nov 29	45	KW1	20M AT BI DUE TO SWITCH FAILURE OF SW83. 20M late flip from wheel slip.
RI	419 80% OT	Tue, Nov 05	10	K1	(ROW ACCIDENT/MISC., TRN AHEAD) - 3M WAITING FOR RI417 TO CLEAR INTO YARD, AND 5M WALKING SPEED ACCOUNT ALL TRAINS HAVING TO DO WALKING SPEED
		Mon, Nov 11	19	GW1	LATE ARRIVAL RI0422
		Wed, Nov 20	8	K	(OBSTRUCTION ON TRACKS) - WALKING SPEED OVER 87TH ST BRIDGE ACCT TRUCK STRUCK IT
		Thu, Nov 21	8	KW	Excessive Wheel Slip
RI	421 80% OT	Fri, Nov 15	11	ZP1	(PTC DISPATCH) - DEPARTED LSS 9M LATE ACCT LATE TURN FROM 4212
		Wed, Nov 20	16	K1	(OBSTN ON TRKS, TRN AHD) - DEPARTED LSS 12M LATE ACCT LATE TURN FROM 4212
		Thu, Nov 21	20	U	2 ADA LIFTS, LIFTS FUNCTIONED AS INTENDED.
		Fri, Nov 22	13	ZT1	(SIG/SWT MALFCN, TRAIN AHEAD) -(PSGR HANDLING, TRN AHD) LATE TURN FROM 4212. PTC ISSUE.
RI	422 70% OT	Tue, Nov 05	6	I	(PSGR HANDLING) - BAD MEETS ENROUTE
		Fri, Nov 08	11	C	(GATECROSSING MALFUNCTION) - 95TH STREET ITEM 1 DUE TO BROKEN RAIL
		Mon, Nov 11	22	GW	17M ACCOUNT MULTIPLE ISSUES AND PTC HAD THEM RUNNING RESTRICTED SPEED
		Tue, Nov 12	9	GW	(SIG/SWT MALFUNCTION) - HAD TO WAIT AT 16TH ST FOR RI615 TO CLEAR DUE TO SWITCH 23 FAILURE AT TAYLOR ST . FROST ON CONTACTS
		Thu, Nov 21	6	GM	(GATECROSSING MALFUNCTION) - BUL 1561 : 111TH
RI	428 75% OT	Fri, Nov 29	9	G	(SIG/SWT MALFUNCTION) - COULD NOT GET A SIGNAL AT 66 COURT AND CIRCUIT DOWN.
		Fri, Nov 01	15	C1	(M OF W WORK) -(M OF W WORK, TRN AHD) SINGLE TRACK ROBBINS TO 66TH CT WAITING FOR RI525
		Mon, Nov 04	7	GM1	(CROSSING MAIFUNCTION TRN AHD) - DEPARTED JOLIET 11M LATE DUE TO LATE FLIP FROM RI423
		Wed, Nov 06	7	ZT	(PTC BACK OFFICE) - DEPARTED JOLIET 6M LATE ACCOUNT PTC ISSUES
		Fri, Nov 15	17	D	(FREIGHT TRAIN INTERFERENCE) - CNA491 10" red at EJE cross traffic 4" late departure due to late arrival of 423 3" cross traffic 16th
RI	524 70% OT	Fri, Nov 29	14	ZG	(PTC MALFUNCTION LOCOMOTIVE) - RESTRICTED SPEED TO 191ST - wiu failure
		Mon, Nov 04	8	GM	(GATECROSSING MALFUNCTION) - 4M ITEM 1 AWDWM 66TH CT
		Tue, Nov 05	7	I	(PSGR HANDLING) - PSGR HANDLING
		Fri, Nov 08	7	C	(GATECROSSING MALFUNCTION) - ITEM 1 1528 147TH DUE TO BROKEN RAIL
		Fri, Nov 15	8	U	(PSGR HANDLING) - BAD MEETS WITH OUTBOUND TRAINS 3" waiting on 415 @ Oak forest 2" waiting on 617 @ 115th 2" waiting on 619 @ 95th 1" PTC and ADA Joliet to Lasalle
RI	529 80% OT	Wed, Nov 20	11	K	(OBSTRUCTION ON TRACKS) - TRUCK STUCK UNDER BRIDGE AT GRESHAM
		Fri, Nov 29	7	G	SIGNAL ISSUES AT 167TH CROSSING
		Fri, Nov 01	25	C	(M OF W WORK) - SINGLE TRACK ROBBINS TO 66TH
		Wed, Nov 06	22	IW	(PSGR HANDLING, WEATHER) - 22M ENROUTE SLOW PASSENGER HANDLING AND WHEEL SLIPPAGE ACCOUNT WEATHER CONDITIONS
		Fri, Nov 15	9	KW	(LOCOMOTIVE MALFUNCTION) - 5" WHEEL SLIP ON THE BEVERLY 4" slow doors on car
RI	614 80% OT	Fri, Nov 22	9	C	FORM A BULLETIN 1682 & 1504
		Fri, Nov 01	20	G	#9 SW FAILURE AT GRESHAM
		Fri, Nov 15	9	AM	(PSGR HANDLING, WEATHER) - DUE TO SLOW/HEAVY PASSENGER LOADING. Amtrak cross traffic at 16th.
		Thu, Nov 21	18	E1	18" Made us take 614 Missed 1 car ADA 91st to LSS.
		Fri, Nov 22	10	G1	8" late arrival of equipment 3" passenger loading 2" yard stop at 49th.
SWS	831 84% OT	Fri, Nov 01	6	D	(FREIGHT TRAIN INTERFERENCE) - 10M BELT JCT 634/744PM FOR UP OKKCH CP8512 W/116 CARS WHO STOPPED BEFORE CLEARING THE PLANT.
		Wed, Nov 06	29	R	DEPT CUS 37M LATE FLIPPED SWS #836 TO COVER SWS #831 ACCT. #831 B/O EQUIP. @ 14TH ST DUE TO YARD CREW NOT STRETCHING EQUIPMENT AFTER COUPLING CAUSES HOSE DAMAGE FROM PULL APART
		Fri, Nov 15	13	K1	(OBSTN ON TRKS, TRN AHD) - 20M DELAY TRAINS AHEAD ACCT. VEHICLE ON TRACKS. FOLLOWING ON BLOCKS SWS#829 TO CP RIDGE.

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

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
SWS	838	Mon, Nov 04	8	GF1	(SIG/SWT MALFN.FOREIGN LINE TRN) - 12M ASHBURN 729/741PM WAITING FOR SWS#833 TO CLEAR (#833 HAD TO GET TALKED BY SIGNAL.)	
		80% OT	Fri, Nov 15	32	K1	44" Late arrival of # 827 Equipment
			Thu, Nov 21	11	D1	(FRT TRN INF, TRN AHD) - 15M ASHBURN HOLDING FOR SWS#833 BLOCKED BY NS BS31 HEADROOM MOVE WEST END OF LANDERS.
			Wed, Nov 27	28	K1	Delayed due to vehicle on tracks at Ashburn
UPN	343	Fri, Nov 01	16	KW	-14" delayed due to locomotive wheel slip	
		68% OT	Mon, Nov 04	17	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Wed, Nov 06	15	KW	DELAYED DUE TO WHEEL SLIP ON METX172
			Thu, Nov 21	7	KW	DELAYED ON ACCT. OF WHEEL SLIP ON METX158.
			Mon, Nov 25	7	C	HAD A 10MPH RESTRICTION @ M.P. 42.1-42.15 DUE TO A BROKEN INSULATED JOINT ON TRK 1.
		Tue, Nov 26	11	KW	DELAYED DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS FROM WINNETKA TO KENOSHA ALSO HAD 2 ADA LIFTS @ GLENCOE	
UPN	345	Fri, Nov 01	20	JM	-20" delayed at Ravenswood waited for an ambulance to assist female passenger	
		80% OT	Mon, Nov 04	12	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Tue, Nov 05	22	G	DEPARTED CPT LATE, LATE ARRIVAL OF EQUIPMENT AND CREW FROM CAL AVE YARD DUE TO SWITCH 35 & 27 FAILURE AT WESTERN A2.
			Thu, Nov 21	10	KW1	DELAYED OUT OF CPT (SWAP EQUIPMENT AFTER ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD, METX131 SHUT DOWN @ NORTHWEST JCT- LOW COOLANT PRESSURE-USED M346 EQUIPMENT FOR M345) & FOLLOWED M343 WITH WHEEL SLIP.
UPN	347	Fri, Nov 01	18	JM1	-18" - stopped at Clybourn waited for M345 to get back on the move due to a medical emergency @ Ravenswood	
		75% OT	Mon, Nov 04	6	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Tue, Nov 05	22	G	FOLLOWING LATE TRAINS DUE TO SWITCH 35 & 27 FAILURE AT WESTERN AVE INTERLOCKING.
			Mon, Nov 18	6	KW1	DELAYED FOLLOWING M345 WITH WHEEL SLIPPING AND GROUND RELAY ISSUES.
		Thu, Nov 21	7	KW1	DELAYED FOLLOWING M345 ON ACCT. OF M343 WHEEL SLIP ISSUES.	
UPN	349	Fri, Nov 01	17	JM1	-17" held at CPT waited for M345 to get back on the move due to a medical emergency @ Ravenswood, also delayed following trains ahead	
		70% OT	Mon, Nov 04	18	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Tue, Nov 05	24	G	FOLLOWING LATE TRAINS DUE TO SWITCH 35 & 27 FAILURE AT WESTERN AVE INTERLOCKING.
			Mon, Nov 11	7	G1	DEPARTED CPT 7 MINS DOWN WAITED FOR CROSS TRAFFIC TO CLEAR ON LAKE ST PLANT DUE TO SWITCH #37 FAILURE @ LAKE ST THAT CAUSED TRACK CHANGES.
			Thu, Nov 21	17	KW	DELAYED ON ACCT. OF WHEEL SLIP METX121.
		Mon, Nov 25	7	C	HAD A 10MPH RESTRICTION @ M.P. 42.1-42.15 DUE TO A BROKEN INSULATED JOINT ON TRK 1.	
UPN	351	Fri, Nov 01	10	JM1	10" held at CPT waited for M345 to get back on the move due to a medical emergency @ Ravenswood, also delayed following trains ahead	
		80% OT	Mon, Nov 04	10	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Tue, Nov 05	13	G	DEPARTED CPT LATE, LATE ARRIVAL OF EQUIPMENT AND CREW FROM CAL AVE YARD DUE TO SWITCH 35 & 27 FAILURE AT WESTERN A2.
			Thu, Nov 21	10	KW	DELAYED ON ACCT. OF WHEEL SLIP METX171.
UPN	353	Fri, Nov 01	11	JM1	-11" delayed following trains ahead due to a medical emergency on M345 @ Ravenswood	
		74% OT	Mon, Nov 04	14	ZT	PTC RAN TRAIN RESTRICTED SPEED ON CLEAR SIGNALS FROM MP26.5-MP29.5
			Tue, Nov 05	14	G	FOLLOWING LATE TRAINS DUE TO SWITCH 35 & 27 FAILURE AT WESTERN AVE INTERLOCKING.
			Fri, Nov 15	95	K	DELAYED @ HUBBARD WOODS WAITED FOR A CAR TO BE REMOVED AND TRACKS TO BE INSPECTED AND RELEASED @ MP 19.5.
		Thu, Nov 21	15	KW	DELAYED ON ACCT. OF WHEEL SLIP METX159	
UPN	356	Tue, Nov 05	7	I	SLOW PASSENGER UNLOADING.	
		80% OT	Wed, Nov 13	10	U	LATE DEPARTURE FROM KENOSHA ON ACCT. OF PTC SLOW INITIALIZING & TWO ADA LIFTS.
			Fri, Nov 15	82	K	DELAYED @ RAVINIA WAITED FOR A CAR TO BE REMOVED AND TRACKS TO BE INSPECTED AND RELEASED @ MP 19.5.
			Thu, Nov 21	9	KW	DELAYED ON ACCT. OF WHEEL SLIP METX161
UPNW	622	Tue, Nov 05	8	CC	10 MPH @ MAYFAIR.	
		75% OT	Mon, Nov 11	7	G1	DELAYED DUE TO CROSS TRAFFIC @ MAYFAIR.
			Tue, Nov 12	8	CW	COLD WEATHER RESTRICTION (40MPH) ON THE MCHENRY SUB & XH @ MP9.68.
			Fri, Nov 15	10	RF	RED SIGNAL AT T038, CAD DID NOT PICK UP SYMBOL DUE TO DISPATCHER STEPPED AWAY FROM DESK.
			Mon, Nov 25	15	DE1	DELAYED, M624 AHEAD 2 BARRINGTON & OPERATED TRACK 3 BARRINGTON-SEEGER ON ACCT. OF GSHOEV23 ON TRACK @ MP28.
UPNW	627	Mon, Nov 04	9	CC	10mph speed restriction at Mayfair.	
		75% OT	Tue, Nov 05	8	G	DELAYED DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
			Tue, Nov 19	11	D	STOPPED AT DEVAL FOR CROSS TRAFFIC (O582J)
			Thu, Nov 21	19	KW	MAIN POWER SAVER CIRCUIT CONTINUOUSLY TRIPPED; 1 ADA LIFT & PTC DISENGAGED @ ARLINGTON PARK DUE TO WHEEL SLIP ON METX136
			Wed, Nov 27	10	KW	WHEEL SLIP ON METX152, 1 ADA LIFT, & XH @ MP18.77
UPNW	629	Tue, Nov 05	13	G	DEPARTED CPT LATE, LATE ARRIVAL OF EQUIPMENT AND CREW FROM CAL AVE YARD DUE TO SWITCH 35 & 27 FAILURE AT WESTERN A2.	
		80% OT	Thu, Nov 21	21	KW	2 ADA LIFTS; XH @ MP10.31, & WHEEL SLIP ON METX150.
			Tue, Nov 26	8	KW1	WHEEL SLIP ON METX 140 CAUSING PTC ISSUES
			Wed, Nov 27	13	KW	WHEEL SLIP ON METX129

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPNW	630 75% OT	Thu, Nov 07	6	C1	BROKEN RAIL TRACK TWO AT BARRINGTON HAD TO GO WALKING SPEED. FOLLOWING TRAINS AHEAD.
		Fri, Nov 08	9	GF1	FOLLOWING M628 EN ROUTE.
		Mon, Nov 11	12	G1	DELAYED FOLLOWING M634 @ BARRINGTON.
		Tue, Nov 12	8	U1	DELAYED FOLLOWING M628 WITH ADA LIFT ISSUES XH @ MP10.04.
		Mon, Nov 25	9	DE1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF OPERATED TRACK 3 BARRINGTON-SEEGER ON ACCT. OF GSHOEV23 ON TRACK 2 @ MP28.
UPNW	631 80% OT	Mon, Nov 04	9	CC	10mph speed restriction at Mayfair and cross traffic at Mayfair.
		Tue, Nov 19	21	KW	CONSTANT WHEEL SLIP METX 168 DUE TO SLIPPERY RAIL CONDITIONS.
		Thu, Nov 21	17	KW	DELAYED FOLLOWING M627; LOST PTC @ MP34 (OPERATED RESTRICTED SPEED TO MP35); LOST PTC A SECOND TIME (OPERATED RESTRICTED SPEED MP39.5-40.5)
		Wed, Nov 27	9	KW1	DELAYED ON ACCT. OF M627 AHEAD WITH WHEEL SLIP & XH @ MP18.77 MTRK2
UPNW	632 80% OT	Tue, Nov 12	11	CW	40MPH COLD WEATHER RESTRICTION ON THE MCHENRY SUB; LATE DEPARTURE FROM MCHENRY-WAITED ON TRACK WARRANTS FROM DISPATCHER 342; RED SIGNAL @ CRYSTAL LAKE JUNCTION (WAITED FOR LINE-UP FROM THE SWITCH TENDER)
		Mon, Nov 25	18	DE1	LATE TURN OFF M603, WHEEL SLIP; FOLLOWED TRAINS AHEAD ON ACCT. OF OPERATED TRACK 3 BARRINGTON-SEEGER ON ACCT. OF GSHOEV23 ON TRACK 2 @ MP28. PTC DISENGAGED @ MT PROSPECT & EDISON PARK (40MPH BETWEEN EDISON PARK-MAYFAIR); RECEIVED AN ABSOLUTE BLOCK @ MAYFA
		Tue, Nov 26	48	KW1	LATE DEPARTURE FROM MCHENRY ON ACCT. OF LATE TURN OFF M603 FOR WHEEL SLIP & NO WORKING PTC OR SPEEDOMETER ON CAB CAR 8515 (AFTER TROUBLESHOOTING, THE ENGINEER NOTICED THAT THE CAB CAR WAS NOT IN ATS)
		Fri, Nov 29	33	KW	DEPARTED 25" LATE AT MCHENRY DUE TO LATE ARRIVAL OF M603. DELAYED 08" AT TO-38 DUE TO CAD DID NOT PICK UP SYMBOL AND DISPATCHER AWAY FROM DESK.
UPNW	635 79% OT	Tue, Nov 05	30	G	DELAYED DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Wed, Nov 13	11	KW	WHEEL SLIP ON METX 168 (OPERATED ON AN ABSOLUTE BLOCK)
		Tue, Nov 19	14	KW1	CONSTANT WHEEL SLIP METX 160 DUE TO SLIPPERY RAIL CONDITIONS.
		Thu, Nov 21	18	KW	WHEEL SLIP METX129 & FOLLOWED TRAINS AHEAD.
UPNW	636 80% OT	Thu, Nov 07	7	C1	BROKEN RAIL TRACK TWO AT BARRINGTON HAD TO GO WALKING SPEED. FOLLOWING TRAINS AHEAD.
		Tue, Nov 12	22	CW	DELAYED BEHIND M632, TRAIN MEETS, & CROSS TRAFFIC @ BARRINGTON & MAYFAIR.
		Mon, Nov 25	15	DE1	DELAYED FOLLOWING M632 FROM CRYSTAL LAKE JUNCTION TO CPT; RECEIVED AN ABSOLUTE BLOCK FROM ARLINGTON HEIGHTS; OPERATED RESTRICTED SPEED FROM CUMBERLAND-DEVAL (PTC SYSTEM RE-ENGAGED)
		Fri, Nov 29	10	KW	DELAYED DUE TO WHEEL SLIP/WEATHER CONDITIONS.
UPNW	639 74% OT	Fri, Nov 01	7	D1	-7" delayed following trains ahead that were delayed behind M631
		Wed, Nov 13	11	KW1	DELAYED WAITING ON M643 TO CLEAR BARRINGTON.
		Tue, Nov 19	7	KW1	DELAYED FOLLOWING TRAINS AHEAD.
		Thu, Nov 21	50	KW1	DELAYED @ CPT031 FOR M643 TO CLEAR, M641 WHEEL SLIP ISSUES & XH @ MP10.31.
		Tue, Nov 26	11	KW1	DELAYED FOLLOWING TRAINS AHEAD DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS
UPNW	641 68% OT	Fri, Nov 01	25	KW	-25" delayed due to excessive wheel slip with a 10 car set and one engine
		Tue, Nov 05	50	G	DELAYED DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Wed, Nov 13	10	KW1	DELAYED FOLLOWING M635 FROM MT PROSPECT-CRYSTAL LAKE.
		Tue, Nov 19	15	KW1	DELAYED FOLLOWING TRAINS AHEAD.
		Thu, Nov 21	86	KW	DELAYED DUE TO WHEEL SLIP ISSUES (NO TRACTION) JUST NORTH OF PALATINE ON METX168.
		Tue, Nov 26	12	KW	DELAYED DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS
UPNW	643 65% OT	Fri, Nov 01	12	D1	-12" delayed following trains ahead that were delayed behind M631
		Tue, Nov 05	60	G	DELAYED DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Wed, Nov 13	16	KW1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF M635 WHEEL SLIP ISSUES.
		Tue, Nov 19	11	KW1	DELAYED FOLLOWING TRAINS AHEAD.
		Thu, Nov 21	86	KW1	DELAYED BEHIND M641 & FOLLOWED TO CRYSTAL LAKE JUNCTION ON ACCT. OF WHEEL SLIP ISSUES.
		Tue, Nov 26	13	KW1	DEPARTED CPT 4 MINS DOWN DUE TO TRACK CHANGES IN THE DEPOT HAD TRK WORK ON LAKE ST PLANT ALSO DELAYED FOLLOWING TRAINS AHEAD DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS
		Wed, Nov 27	8	D1	DELAYED FOLLOWING M637
UPNW	645 75% OT	Mon, Nov 04	12	CC	10mph speed restriction at Mayfair.
		Tue, Nov 19	6	KW1	DELAYED FOLLOWING TRAINS AHEAD.
		Wed, Nov 20	8	E	ENGINE (METX149) NO LOADING ISSUES @ ARLINGTON HEIGHTS CHANGED CONTACTOR
		Thu, Nov 21	45	KW1	DELAYED FOLLOWING TRAINS AHEAD, M641 WHEEL SLIP ISSUES.
		Tue, Nov 26	9	KW1	DELAYED FOLLOWING TRAINS AHEAD DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS
UPNW	647 70% OT	Fri, Nov 01	16	KW	-16" wheel slip due to track conditions, also following trains ahead
		Mon, Nov 04	10	CC	10mph speed restriction at Mayfair also had 3 ADA lifts Arlington Heights and Palatine.
		Tue, Nov 05	66	G	DELAYED DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Thu, Nov 21	77	KW1	DELAYED @ MP24.1 FROM 18.25-19:15 & STOPPED @ MP29.3 FROM 19:31-19:35 ON ACCT OF M641 WHEEL SLIP ISSUES.
		Tue, Nov 26	16	K	WAITED FOR CROSSTRAFFIC TO CLEAR @ DEVAL ALSO RAN @ RESTRICTED SPEED @ M.P. 18.55 DUE TO A TRAFFIC ACCIDENT NEAR THE TRACKS HAD 1 ADA LIFT AND A XH ORDER M.P. 47.39
		Wed, Nov 27	11	GW1	DELAYED WAITING FOR M637 TO YARD EQUIPMENT @ CRYSTAL LAKE
UPNW	651 84% OT	Tue, Nov 05	14	G	FOLLOWING LATE TRAINS DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Thu, Nov 21	80	KW1	DELAYED @ ARLINGTON HEIGHTS 18:40-20:30, M641 WHEEL SLIP ISSUES
		Tue, Nov 26	8	K	DELAYED RAN @ RESTRICTED SPEEC @ M.P. 18.78-1855 DUE TO A TRAFFIC ACCIDENT NEAR THE TRACKS

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
UPNW	653 80% OT	Fri, Nov 01	10	U	-10" 2 ADA lifts
		Tue, Nov 05	30	G	DEPARTED CPT LATE, LATE ARRIVAL OF EQUIPMENT AND CREW FROM CAL AVE YARD DUE TO SWITCH 35 & 27 FAILURE AT WESTERN A2.
		Fri, Nov 15	39	K	STAGED @ PALATINE ON TRK 2 WAITED FOR A CAR TO BE REMOVED AND TRACKS TO BE INSPECTED @ MP 31.67.
		Thu, Nov 21	63	KW1	DELAYED DUE TO M641 WHEEL SLIP ISSUES.
UPNW	656 70% OT	Mon, Nov 04	12	CC	10mph speed restriction at Mayfair.
		Wed, Nov 13	12	KW1	LATE TURN OFF M633 ON ACCT. OF WAITED FOR M635 TO CLEAR BARRINGTON FOR WHEEL SLIP.
		Wed, Nov 20	6	I	SLOW PASSENGER LOADING EN ROUTE.
		Thu, Nov 21	23	KW	LATE TURN OFF M633, WHEEL SLIP ON METX146.
		Tue, Nov 26	8	KW1	LATE TURN OF EQUIPMENT FROM M633 THAT WAS DELAYED FOLLOWING TRAINS AHEAD DUE TO TRACK CONDITIONS
UPNW	657 75% OT	Fri, Nov 01	16	KW	-16" PTC issues ran @ restricted speed until the next signal, also had wheel slip due to track conditions.
		Mon, Nov 04	7	CC	10mph speed restriction at Mayfair.
		Wed, Nov 06	43	KW	WHEEL SLIP FROM EDISON PARK ON METX171 (ONLY ABLE TO DO 3MPH BETWEEN PALATINE-BARRINGTON).
		Wed, Nov 13	7	KW	WHEEL SLIP ON METX150
UPNW	658 80% OT	Fri, Nov 01	9	IW	-9" slow passenger loading
		Tue, Nov 19	7	KW1	DEPARTED HARVARD 10" LATE DUE TO LATE ARRIVAL OF M625.
		Thu, Nov 21	37	KW1	LATE TURN OFF M625, WHEEL SLIP ISSUES ON METX 152.
		Tue, Nov 26	12	KW1	HAD TO CUT OUT THE PTC AND RAN ON BLOCKS AFTER DEPARTING HARVARD TO CPT DUE TO WHEEL SLIP CAUSED BY WEATHER RELATED TRACK CONDITIONS
UPNW	662 80% OT	Tue, Nov 05	30	G1	LATE TURN OF EQUIPMENT FROM M653.
		Fri, Nov 15	22	K1	LATE TURN OF CREW AND EQUIPMENT FROM M653.
		Thu, Nov 21	50	KW1	LATE TURN OFF M653, M641 WHEEL SLIP ISSUES.
		Fri, Nov 29	16	ZF	2 PTC FAULTS BEFORE MP60, RAN ON ABSOLUTE BLOCK FROM MP60-CPT.
UPW	34 80% OT	Fri, Nov 01	20	C	BROKEN RAIL AT WESTERN/A2 & FOLLOWING TRAINS AT ELMHURST
		Tue, Nov 05	7	G1	LATE TURN FROM M19, #39 SWITCH FAILURE. CROSS TRAFFIC @ WESTERN AVE
		Thu, Nov 07	8	G1	FOLLOWING TRAINS AHEAD DUE TO SWITCH 65 FAILURE AT WESTERN AVE A2.
		Tue, Nov 19	7	I	SLOW PASSENGER LOADING EN ROUTE & 1 ADA LIFT.
UPW	45 75% OT	Tue, Nov 05	11	G	DEPARTED CP 10MIN LATE DUE TO MULTIPLE EQUIPMENT SWAPS IN THE DEPOT DUE TO SWITCH 35 & 27 FAILURES AT WESTERN A2 AFFECTING ALL TRAINS COMING FROM CAL AVE.
		Mon, Nov 11	10	CC	DEPARTED LAKE ST 4" LATE ON ACCT. OF SWITCH PROBLEMS, SLOW ORDER BETWEEN MP11.75-9.75.
		Wed, Nov 20	6	RF	CN @ WEST CHICAGO HAD TO RESTACK THE SIGNAL #24 IN ORDER TO CLEAR A SIGNAL FOR THE TRAIN.
		Thu, Nov 21	8	ZT	OPERATED RESTRICTED SPEED FROM LOMBARD-GLEN ELLYN ON ACCT. OF LOST PTC & 1 ADA LIFT.
UPW	49 79% OT	Wed, Nov 27	10	GW	DELAYED ON ACCT. OF XH PROCEDURES @ MP10.57, MP10.75, & MP24.69 & PTC DISENGAGED @ PM24.69
		Tue, Nov 05	8	G1	DELAYED DUE TO #35 & #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Thu, Nov 07	10	ZT1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF M45 PTC ISSUES @ LOMBARD.
		Mon, Nov 11	11	CC	DELAYED ON ACCT. OF SLOW ORDER BETWEEN MP11.5-9.75.
UPW	55 84% OT	Wed, Nov 13	8	KP	DELAYED ON ACCT. OF POLICE ACTIVITY @ MP23.98 (POLICE LOOKING FOR A SUICIDAL PERSON).
		Fri, Nov 01	11	K	-10", held @ Kress due to a tie on fire on track 2, waited for fire to be put out
		Mon, Nov 11	21	CC	DELAYED ON ACCT. OF SLOW ORDER BETWEEN MP11.75-9.75, HAD 2 ADA LIFTS @ OAK PARK AND WHEATON AND ALSO FOLLOWING TRAINS AHEAD.
		Thu, Nov 21	7	KW	DELAYED FOLLOWING TRAINS AHEAD WINFIELD-GENEVA ON ACCT. OF M53 WHEEL SLIP ISSUES.
UPW	56 80% OT	Tue, Nov 05	13	G1	NO SIGNAL AT HALSTED AND BRIDGE A WAITING FOR OTHER TRAINS TO CLEAR.
		Mon, Nov 11	12	CC1	15MPH BETWEEN MP9.75-11.75, ALSO CROSS TRAFFIC AT WESTERN A2
		Fri, Nov 15	10	I	HEAVY PASSENGER LOADING AT MULTIPLE STOPS.
		Wed, Nov 27	18	GW	XH PROCEDURES @ MP24.69, MP10.75, & MP10.57 & HEAVY PASSENGER LOADING
UPW	60 70% OT	Fri, Nov 01	10	ZT	-10", PTC issues @ Park
		Mon, Nov 04	16	D1	Delayed following M58 that was stopped waiting for M61 to clear @ 25th had the EG1PRM on trk 1 and 2LG3AH on trk 2
		Tue, Nov 05	10	G1	LATE TURN DUE TO #35 AND #27 SWITCH FAILURE @ WESTERN AVE INTERLOCKING.
		Thu, Nov 07	6	C	DELAYED ON ACCT. OF USED SHORT CROSSOVERS @ KEDZIE, DUE TO SWITCH WORK @ CPY010.
		Mon, Nov 11	24	CC	LATE TURN OF EQUIPMENT FROM M59 & 15MPH BETWEEN MP9.75-11.75
UPW	70 75% OT	Fri, Nov 15	6	R	ENGINEER LEFT REVERSER IN CONTROL STAND
		Fri, Nov 01	13	I	-6" departing Elburn late due to late turn of M67; Waited for passengers on wrong side from Turner to Park; Also dead track Melrose Park to Maywood.
		Tue, Nov 05	20	D	WAITED FOR A SIGNAL AT PARK DUE TO FREIGHT TRAIN MNPCX-04 AHEAD, YARDING INTO PROVISO YARD.
		Wed, Nov 06	10	D1	LATE ARRIVAL OF M67 CREW & EQUIPMENT.
		Fri, Nov 08	90	CC	STOPPED AT MELROSE PARK STATION DUE TO WAITED FOR FREIGHT TO CLEAR, TRACK CONSTRUCTION PROJECT NEAR MAYWOOD (FORM B & RESTRICTED SPEED IN EFFECT).
Tue, Nov 12	20	JM1	LATE DEPARTURE OUT OF ELBURN DUE TO LATE ARRIVAL OF M67 CREW AND EQUIPMENT.		

Data is final (12/19/19) 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
November 2019

Cause Category	BNSF	Electric			HER	Milw			NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W	N				NW	W		
Freight Interference - Total	2	-	-	-	5	13	19	4	6	12	-	14	17	92	
Freight Interference - Peak	-	-	-	-	5	2	3	1	-	4	-	9	1	25	
Primary	-	-	-	-	5	2	3	1	-	3	-	3	-	17	
Secondary	-	-	-	-	-	-	-	-	-	1	-	6	1	8	
Freight Interference - Off-Peak	2	-	-	-	-	11	16	3	6	8	-	5	16	67	
Primary	2	-	-	-	-	11	14	1	4	7	-	4	9	52	
Secondary	-	-	-	-	-	-	2	2	2	1	-	1	7	15	
Signal/Switch Failure - Total	40	3	1	1	6	48	26	11	44	4	19	21	18	242	
Signal/Switch Failure - Metra/PSA	28	3	1	1	-	40	22	7	44	-	19	16	17	198	
Primary	17	2	1	1	-	23	14	6	27	-	18	11	7	127	
Secondary	11	1	-	-	-	17	8	1	17	-	1	5	10	71	
Signal/Switch Failure - Foreign	12	-	-	-	6	8	4	4	-	4	-	5	1	44	
Primary	11	-	-	-	4	3	1	3	-	3	-	2	1	28	
Secondary	1	-	-	-	2	5	3	1	-	1	-	3	-	16	
Mechanical Failure - Total	8	1	-	-	2	5	10	9	14	2	-	5	10	66	
Mechanical Failure - Metra/PSA	8	1	-	-	2	5	10	9	14	2	-	5	10	66	
Non-Locomotive Equipment Failure - Metra/PSA	5	-	-	-	-	1	1	-	-	-	-	1	4	12	
Primary	2	-	-	-	-	1	1	-	-	-	-	1	2	7	
Secondary	3	-	-	-	-	-	-	-	-	-	-	-	2	5	
Locomotive Failure - Metra/PSA	3	1	-	-	2	4	9	9	14	2	-	4	6	54	
Primary	2	-	-	-	1	2	5	2	6	2	-	3	3	26	
Secondary	1	1	-	-	1	2	4	7	8	-	-	1	3	28	
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Train Interference - Total	-	-	-	-	-	4	1	-	1	3	-	-	-	9	
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	-	-	-	-	-	-	-	4	
Passenger Train Interference - Foreign	-	-	-	-	-	-	1	-	1	3	-	-	-	5	
Accident - Total	4	-	-	-	-	-	-	-	-	-	-	-	1	5	
Accident - Metra/PSA	4	-	-	-	-	-	-	-	-	-	-	-	-	4	
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	1	1	
Track Work - Total	4	4	1	-	-	36	4	3	13	1	10	36	27	139	
Track Work - Metra/PSA	2	4	1	-	-	36	4	3	13	1	10	36	27	137	
Track Work - Foreign	2	-	-	-	-	-	-	-	-	-	-	-	-	2	
Human Error - Total	6	1	3	-	-	25	14	4	6	4	2	2	3	70	
Human Error - Metra/PSA	4	1	3	-	-	16	14	2	6	2	2	1	2	53	
Human Error - Foreign	2	-	-	-	-	9	-	2	-	2	-	1	1	17	
Sick, Injured, Unruly Passenger - Total	1	-	-	-	-	-	6	-	2	-	7	-	6	22	
Sick, Injured, Unruly Passenger - Metra/PSA	1	-	-	-	-	-	6	-	2	-	7	-	6	22	
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Weather - Total	18	15	2	2	-	15	30	-	30	-	31	82	13	238	
Weather - Metra/PSA	18	15	2	2	-	15	30	-	30	-	31	82	13	238	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	1	3	-	1	-	6	8	-	10	-	4	12	5	50	
Lift Deployment - Total	-	-	-	-	-	3	3	1	7	-	2	2	1	19	
Obstruction/Debris - Total	6	1	1	5	-	4	-	3	8	10	15	6	4	63	
Catenary Failure - Total	-	2	-	-	-	-	-	-	-	-	-	-	-	2	
Other - Total	1	-	-	-	-	2	2	-	3	1	-	-	-	9	
Total Trains Delayed	91	30	8	9	13	161	123	35	144	37	90	180	105	1,026	
Total Metra/PSA Delays	73	30	8	9	2	131	99	25	137	16	90	160	85	865	
Total Foreign Carrier Delays	18	0	0	0	11	30	24	10	7	21	0	20	20	161	

Data for current month is final (12/19/19) 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 November 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	13	-	-	-	6	7	8	9	5	16	3	4	18	87	
Freight Interference - Peak	5	-	-	-	5	1	2	3	2	7	1	2	7	37	
Primary	4	-	-	-	5	0	1	2	1	5	0	2	3	23	
Secondary	2	-	-	-	1	1	0	1	1	1	1	0	5	13	
Freight Interference - Off-Peak	8	-	-	-	0	6	6	5	3	9	1	2	10	51	
Primary	6	-	-	-	0	4	4	5	2	6	0	1	9	39	
Secondary	2	-	-	-	-	1	2	0	1	3	1	0	2	11	
Signal/Switch Failure - Total	26	6	2	2	2	18	10	7	9	10	4	8	10	114	
Signal/Switch Failure - Metra/PSA	20	6	2	2	1	14	8	3	9	1	4	7	9	86	
Primary	13	4	2	2	1	9	6	3	7	1	4	5	6	64	
Secondary	7	2	0	-	-	5	2	0	2	-	0	2	3	22	
Signal/Switch Failure - Foreign	6	-	-	-	1	4	2	3	-	9	-	1	1	28	
Primary	3	-	-	-	1	3	1	3	-	5	-	1	0	17	
Secondary	3	-	-	-	-	1	1	0	-	4	-	0	1	11	
Mechanical Failure - Total	15	4	0	1	-	11	3	0	15	3	8	10	5	77	
Mechanical Failure - Metra/PSA	15	3	0	0	-	10	3	0	15	3	8	10	5	75	
Non-Locomotive Equipment Failure - Metra/PSA	2	3	0	0	-	2	-	-	5	1	1	0	4	19	
Primary	1	1	0	0	-	1	-	-	1	1	1	0	1	7	
Secondary	1	2	0	0	-	1	-	-	3	1	1	0	2	11	
Locomotive Failure - Metra/PSA	13	-	-	-	-	9	3	0	10	2	7	10	2	57	
Primary	3	-	-	-	-	3	2	0	4	1	2	3	0	18	
Secondary	11	-	-	-	-	6	1	0	6	1	5	7	1	38	
Mechanical Failure - Foreign	-	1	-	1	-	0	-	-	-	-	-	-	-	2	
Passenger Train Interference - Total	1	0	0	0	1	4	1	2	1	1	-	0	0	11	
Passenger Train Interference - Metra/PSA	-	-	0	-	-	2	0	2	1	0	-	0	0	6	
Passenger Train Interference - Foreign	1	0	-	0	1	2	1	0	-	1	-	-	-	6	
Accident - Total	19	-	-	1	1	1	7	-	1	2	3	14	5	55	
Accident - Metra/PSA	13	-	-	1	0	1	6	-	1	-	3	14	4	43	
Accident - Foreign	6	-	-	-	1	0	1	-	-	2	-	0	1	12	
Track Work - Total	11	7	1	8	1	10	2	1	9	1	5	7	4	66	
Track Work - Metra/PSA	11	7	1	8	1	10	2	1	9	1	5	7	4	66	
Track Work - Foreign	-	-	-	-	-	-	-	-	-	0	-	-	-	0	
Human Error - Total	13	4	1	2	2	8	1	2	4	6	2	3	6	53	
Human Error - Metra/PSA	6	4	1	2	1	4	1	0	4	5	1	2	5	38	
Human Error - Foreign	6	-	-	-	1	3	0	1	-	1	1	1	1	16	
Sick, Injured, Unruly Passenger - Total	3	3	0	0	-	3	2	0	1	1	3	3	4	24	
Sick, Injured, Unruly Passenger - Metra/PSA	3	3	0	0	-	3	2	0	1	1	3	3	4	24	
Sick, Injured, Unruly Passenger - Foreign	0	-	-	-	-	-	-	-	-	-	-	-	-	0	
Weather - Total	10	7	6	3	0	8	8	2	9	0	12	12	7	87	
Weather - Metra/PSA	10	7	6	3	0	8	8	2	9	0	12	12	7	87	
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Passenger Loading - Total	4	3	1	1	-	4	1	1	3	-	5	7	7	37	
Lift Deployment - Total	1	-	-	-	-	4	2	0	3	0	2	2	2	16	
Obstruction/Debris - Total	14	4	1	3	1	1	5	2	4	2	1	5	3	44	
Catenary Failure - Total	-	3	2	0	-	-	-	-	-	-	-	-	-	5	
Other - Total	6	2	0	1	-	0	1	0	2	1	4	1	3	23	
Total Trains Delayed	136	43	17	25	13	79	51	25	67	43	51	76	75	700	
Total Metra/PSA Delays	104	42	17	23	3	61	39	11	62	14	48	70	54	549	
Total Foreign Carrier Delays	32	1	-	1	10	17	12	14	5	29	3	6	21	151	

Data for latest month is final (12/27/18) version of TOPS

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

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

Table 5.c: Train Delays by Cause and Line

November 2019 Compared to Average November 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	(11)	-	-	-	(1)	6	11	(5)	1	(4)	(3)	10	(1)	5
Freight Interference - Peak	(5)	-	-	-	(0)	1	1	(2)	(2)	(3)	(1)	7	(6)	(12)
Primary	(4)	-	-	-	0	2	2	(1)	(1)	(2)	(0)	1	(3)	(6)
Secondary	(2)	-	-	-	(1)	(1)	(0)	(1)	(1)	(0)	(1)	6	(4)	(5)
Freight Interference - Off-Peak	(6)	-	-	-	(0)	5	10	(2)	3	(1)	(1)	3	6	16
Primary	(4)	-	-	-	(0)	7	10	(4)	2	1	(0)	3	0	13
Secondary	(2)	-	-	-	-	(1)	0	2	1	(2)	(1)	1	5	4
Signal/Switch Failure - Total	14	(3)	(1)	(1)	4	30	16	4	35	(6)	15	13	8	128
Signal/Switch Failure - Metra/PSA	8	(3)	(1)	(1)	(1)	26	14	4	35	(1)	15	9	8	112
Primary	4	(2)	(1)	(1)	(1)	14	8	3	20	(1)	14	6	1	63
Secondary	4	(1)	(0)	-	-	12	6	1	15	-	1	3	7	49
Signal/Switch Failure - Foreign	6	-	-	-	5	4	2	1	-	(5)	-	4	(0)	16
Primary	8	-	-	-	3	0	(0)	-	-	(2)	-	1	1	11
Secondary	(2)	-	-	-	2	4	2	1	-	(3)	-	3	(1)	5
Mechanical Failure - Total	(7)	(3)	(0)	(1)	2	(6)	7	9	(1)	(1)	(8)	(5)	5	(11)
Mechanical Failure - Metra/PSA	(7)	(2)	(0)	(0)	2	(5)	7	9	(1)	(1)	(8)	(5)	5	(9)
Non-Locomotive Equipment Failure - Metra/PSA	3	(3)	(0)	(0)	-	(1)	1	-	(5)	(1)	(1)	1	0	(7)
Primary	1	(1)	(0)	(0)	-	0	1	-	(1)	(1)	(1)	1	1	(0)
Secondary	2	(2)	-	(0)	-	(1)	-	-	(3)	(1)	(1)	(0)	(0)	(6)
Locomotive Failure - Metra/PSA	(10)	1	-	-	2	(5)	6	9	4	-	(7)	(6)	4	(3)
Primary	(1)	-	-	-	1	(1)	3	2	2	1	(2)	0	3	8
Secondary	(10)	1	-	-	1	(4)	3	7	2	(1)	(5)	(6)	2	(10)
Mechanical Failure - Foreign	-	(1)	-	(1)	-	(0)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(1)	(0)	(0)	(0)	(1)	-	0	(2)	-	2	-	(0)	(0)	(2)
Passenger Train Interference - Metra/PSA	-	-	(0)	-	-	2	(0)	(2)	(1)	(0)	-	(0)	(0)	(2)
Passenger Train Interference - Foreign	(1)	(0)	-	(0)	(1)	(2)	0	(0)	1	2	-	-	-	(1)
Accident - Total	(15)	-	-	(1)	(1)	(1)	(7)	-	(1)	(2)	(3)	(14)	(4)	(50)
Accident - Metra/PSA	(9)	-	-	(1)	(0)	(1)	(6)	-	(1)	-	(3)	(14)	(4)	(39)
Accident - Foreign	(6)	-	-	-	(1)	(0)	(1)	-	-	(2)	-	(0)	(0)	(11)
Track Work - Total	(7)	(3)	(0)	(8)	(1)	26	2	2	4	(0)	5	29	23	73
Track Work - Metra/PSA	(9)	(3)	(0)	(8)	(1)	26	2	2	4	-	5	29	23	71
Track Work - Foreign	2	-	-	-	-	-	-	-	-	(0)	-	-	-	2
Human Error - Total	(7)	(3)	2	(2)	(2)	17	13	2	2	(2)	-	(1)	(3)	17
Human Error - Metra/PSA	(2)	(3)	2	(2)	(1)	12	13	2	2	(3)	1	(1)	(3)	15
Human Error - Foreign	(4)	-	-	-	(1)	6	(0)	1	-	1	(1)	0	0	1
Sick, Injured, Unruly Passenger - Total	(2)	(3)	(0)	(0)	-	(3)	4	(0)	1	(1)	4	(3)	2	(2)
Sick, Injured, Unruly Passenger - Metra/PSA	(2)	(3)	(0)	(0)	-	(3)	4	(0)	1	(1)	4	(3)	2	(2)
Sick, Injured, Unruly Passenger - Foreign	(0)	-	-	-	-	-	-	-	-	-	-	-	-	(0)
Weather - Total	8	8	(4)	(1)	(0)	7	22	(2)	21	(0)	19	70	6	151
Weather - Metra/PSA	8	8	(4)	(1)	(0)	7	22	(2)	21	(0)	19	70	6	151
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Loading - Total	(3)	-	(1)	(0)	-	2	7	(1)	7	-	(1)	5	(2)	13
Lift Deployment - Total	(1)	-	-	-	-	(1)	1	1	4	(0)	0	(0)	(1)	3
Obstruction/Debris - Total	(8)	(3)	-	2	(1)	3	(5)	1	4	8	14	1	1	19
Catenary Failure - Total	-	(1)	(2)	(0)	-	-	-	-	-	-	-	-	-	(3)
Other - Total	(5)	(2)	(0)	(1)	-	2	1	(0)	1	0	(4)	(1)	(3)	(14)
Total Trains Delayed	(45)	(13)	(9)	(16)	0	82	72	10	77	(6)	39	104	30	326
Total Metra/PSA Delays	(31)	(12)	(9)	(14)	(1)	70	60	14	75	2	42	90	31	316
Total Foreign Carrier Delays	(14)	(1)	-	(1)	1	13	12	(4)	2	(8)	(3)	14	(1)	10

Data for current month is final (12/19/19) 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 - November 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	94	-	-	-	86	177	127	52	53	150	5	89	204	1,037
Freight Interference - Peak	17	-	-	-	69	49	42	12	10	52	2	52	55	360
Primary	15	-	-	-	51	28	29	10	7	36	2	22	25	225
Secondary	2	-	-	-	18	21	13	2	3	16	-	30	30	135
Freight Interference - Off-Peak	77	-	-	-	17	128	85	40	43	98	3	37	149	677
Primary	64	-	-	-	13	77	59	35	31	65	2	26	93	465
Secondary	13	-	-	-	4	51	26	5	12	33	1	11	56	212
Signal/Switch Failure - Total	296	72	22	16	44	280	143	49	353	97	170	215	262	2,019
Signal/Switch Failure - Metra/PSA	174	72	22	16	7	240	127	40	353	37	170	157	223	1,638
Primary	129	57	15	9	7	130	98	33	246	29	117	101	136	1,107
Secondary	45	15	7	7	-	110	29	7	107	8	53	56	87	531
Signal/Switch Failure - Foreign	122	-	-	-	37	40	16	9	-	60	-	58	39	381
Primary	101	-	-	-	27	22	9	6	-	41	-	36	28	270
Secondary	21	-	-	-	10	18	7	3	-	19	-	22	11	111
Mechanical Failure - Total	167	2	2	2	3	194	90	28	194	47	80	103	107	1,019
Mechanical Failure - Metra/PSA	165	2	1	-	3	182	88	26	194	43	80	103	107	994
Non-Locomotive Equipment Failure - Metra/PSA	79	1	1	-	-	17	7	2	24	17	11	41	31	231
Primary	21	1	1	-	-	6	5	1	7	7	7	23	16	95
Secondary	58	-	-	-	-	11	2	1	17	10	4	18	15	136
Locomotive Failure - Metra/PSA	86	1	-	-	3	165	81	24	170	26	69	62	76	763
Primary	28	-	-	-	2	41	29	8	57	12	14	21	21	233
Secondary	58	1	-	-	1	124	52	16	113	14	55	41	55	530
Mechanical Failure - Foreign	2	-	1	2	-	12	2	2	-	4	-	-	-	25
Passenger Train Interference - Total	23	2	-	2	17	31	5	7	3	46	-	1	-	137
Passenger Train Interference - Metra/PSA	2	2	-	-	1	23	1	7	-	-	-	1	-	37
Passenger Train Interference - Foreign	21	-	-	2	16	8	4	-	3	46	-	-	-	100
Accident - Total	32	82	12	-	9	78	26	9	42	23	66	70	117	566
Accident - Metra/PSA	31	16	2	-	2	48	22	8	41	11	66	70	56	373
Accident - Foreign	1	66	10	-	7	30	4	1	1	12	-	-	61	193
Track Work - Total	91	51	4	3	21	148	52	21	175	14	80	104	79	843
Track Work - Metra/PSA	89	51	4	3	21	142	45	20	175	13	80	104	79	826
Track Work - Foreign	2	-	-	-	-	6	7	1	-	1	-	-	-	17
Human Error - Total	202	17	11	6	21	168	99	42	178	52	113	98	117	1,124
Human Error - Metra/PSA	129	15	11	6	3	82	59	19	174	12	93	62	83	748
Human Error - Foreign	73	2	-	-	18	86	40	23	4	40	20	36	34	376
Sick, Injured, Unruly Passenger - Total	34	19	3	6	1	29	44	5	38	4	64	36	46	329
Sick, Injured, Unruly Passenger - Metra/PSA	29	19	3	6	1	29	44	5	38	4	64	36	46	324
Sick, Injured, Unruly Passenger - Foreign	5	-	-	-	-	-	-	-	-	-	-	-	-	5
Weather - Total	201	203	67	106	4	119	87	35	240	20	189	283	97	1,651
Weather - Metra/PSA	200	203	67	106	4	119	87	35	239	16	189	283	97	1,645
Weather - Foreign	1	-	-	-	-	-	-	-	1	4	-	-	-	6
Passenger Loading - Total	32	25	6	2	-	41	32	3	92	1	75	72	72	453
Lift Deployment - Total	15	1	-	-	-	33	18	2	57	2	18	58	65	269
Obstruction/Debris - Total	82	30	14	27	1	55	28	14	101	52	45	97	66	612
Catenary Failure - Total	-	6	1	3	-	-	-	-	-	-	-	-	-	10
Other - Total	30	4	2	2	3	21	34	11	39	9	38	45	38	276
Total Trains Delayed	1,299	514	144	175	210	1,374	785	278	1,565	517	943	1,271	1,270	10,345
Total Metra/PSA Delays	978	446	133	171	46	1,015	585	190	1,503	200	918	1,088	932	8,205
Total Foreign Carrier Delays	321	68	11	4	164	359	200	88	62	317	25	183	338	2,140

Data for current month is final (12/19/19) 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 - November Average Over Previous 5 Years: 2014-2018

Cause Category	Top 2 causes for each line and the system are shaded													
	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	236	-	0	-	43	127	119	111	62	153	18	60	237	1,165
Freight Interference - Peak	96	-	0	-	39	26	29	42	19	52	5	33	82	423
Primary	56	-	-	-	35	17	19	29	10	39	2	17	38	262
Secondary	40	-	0	-	4	9	10	13	9	13	3	17	45	161
Freight Interference - Off-Peak	140	-	-	-	3	102	89	69	43	101	13	26	155	741
Primary	111	-	-	-	3	65	58	60	35	74	7	21	123	556
Secondary	29	-	-	-	0	37	31	8	8	27	6	6	32	185
Signal/Switch Failure - Total	236	76	33	35	24	192	119	78	95	105	28	59	100	1,178
Signal/Switch Failure - Metra/PSA	157	76	32	35	2	153	98	45	93	32	28	52	93	895
Primary	105	47	24	26	2	85	64	30	71	22	17	25	43	562
Secondary	52	29	8	9	0	68	34	14	22	10	11	26	50	333
Signal/Switch Failure - Foreign	79	-	0	-	22	38	21	33	2	73	-	7	7	283
Primary	54	-	-	-	19	21	15	22	2	47	-	3	4	186
Secondary	25	-	0	-	3	18	6	11	1	26	-	4	2	97
Mechanical Failure - Total	173	37	9	7	6	140	84	35	176	34	93	99	94	986
Mechanical Failure - Metra/PSA	171	31	8	6	6	130	83	35	175	34	93	99	94	964
Non-Locomotive Equipment Failure - Metra/PSA	42	31	8	6	1	17	11	3	20	11	24	24	38	237
Primary	17	9	3	3	1	7	6	1	8	5	10	9	16	95
Secondary	25	23	4	3	0	10	6	2	12	6	14	15	22	142
Locomotive Failure - Metra/PSA	129	-	-	-	4	113	72	31	155	22	69	75	57	728
Primary	36	-	-	-	3	32	26	10	48	10	23	22	18	227
Secondary	93	-	-	-	2	81	46	22	107	12	46	53	39	500
Mechanical Failure - Foreign	2	6	1	1	0	10	0	0	0	-	-	-	0	22
Passenger Train Interference - Total	25	8	3	4	10	45	6	13	8	24	1	3	8	156
Passenger Train Interference - Metra/PSA	2	5	2	1	1	30	4	12	6	2	1	3	7	77
Passenger Train Interference - Foreign	23	3	1	2	9	14	2	1	2	22	-	0	1	79
Accident - Total	133	22	6	12	2	47	50	15	30	12	45	97	37	507
Accident - Metra/PSA	107	22	6	12	1	43	46	11	25	7	44	90	28	443
Accident - Foreign	25	-	-	-	1	3	5	4	5	4	1	7	8	64
Track Work - Total	263	66	16	48	8	89	37	15	92	13	53	53	61	815
Track Work - Metra/PSA	246	66	16	48	8	89	37	15	92	11	53	53	61	795
Track Work - Foreign	17	-	-	-	-	-	1	0	-	3	-	-	-	20
Human Error - Total	205	37	14	22	22	96	51	22	67	37	44	50	63	729
Human Error - Metra/PSA	127	37	14	22	4	61	36	11	66	15	35	36	43	507
Human Error - Foreign	78	1	-	1	18	34	15	11	1	22	9	14	19	222
Sick, Injured, Unruly Passenger - Total	38	48	7	12	1	40	33	4	28	5	37	40	45	338
Sick, Injured, Unruly Passenger - Metra/PSA	36	48	7	12	1	40	33	4	28	5	37	40	45	336
Sick, Injured, Unruly Passenger - Foreign	2	-	-	-	-	-	-	-	0	-	-	-	-	3
Weather - Total	190	108	37	38	5	117	95	27	137	21	84	102	73	1,035
Weather - Metra/PSA	190	108	37	38	5	115	94	27	137	20	84	102	73	1,029
Weather - Foreign	1	-	-	-	1	2	1	-	0	1	-	-	1	6
Passenger Loading - Total	60	68	13	19	-	60	54	4	75	1	64	91	60	570
Lift Deployment - Total	35	3	-	1	-	39	28	3	22	2	12	22	36	201
Obstruction/Debris - Total	99	30	12	31	6	40	35	15	44	27	25	64	60	489
Catenary Failure - Total	-	42	10	22	-	-	-	-	-	-	-	-	-	74
Other - Total	52	13	8	8	1	21	21	6	25	14	25	23	40	257
Total Trains Delayed	1,745	557	168	259	128	1,051	732	347	860	446	530	762	914	8,500
Total Metra/PSA Delays	1,281	548	166	255	35	821	569	187	788	169	502	674	641	6,636
Total Foreign Carrier Delays	464	9	3	4	93	230	163	160	72	278	28	89	273	1,864

Data for latest month is final (12/27/18) version of TOPS

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

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

Table 6.c: Train Delays by Cause & Line - YTD
January - November 2019 Compared to January - November 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	(142)	-	(0)	-	43	50	8	(59)	(9)	(3)	(13)	29	(33)	(128)
Freight Interference - Peak	(79)	-	(0)	-	30	23	13	(30)	(9)	0	(3)	19	(27)	(63)
Primary	(41)	-	-	-	16	11	10	(19)	(3)	(3)	(0)	5	(13)	(37)
Secondary	(38)	-	(0)	-	14	12	3	(11)	(6)	3	(3)	13	(15)	(26)
Freight Interference - Off-Peak	(63)	-	-	-	14	26	(4)	(29)	(0)	(3)	(10)	11	(6)	(64)
Primary	(47)	-	-	-	10	12	1	(25)	(4)	(9)	(5)	5	(30)	(91)
Secondary	(16)	-	-	-	4	14	(5)	(3)	4	6	(5)	5	24	27
Signal/Switch Failure - Total	60	(4)	(11)	(19)	20	88	24	(29)	258	(8)	142	156	162	841
Signal/Switch Failure - Metra/PSA	17	(4)	(10)	(19)	5	87	29	(5)	260	5	142	105	130	743
Primary	24	10	(9)	(17)	5	45	34	3	175	7	100	76	93	545
Secondary	(7)	(14)	(1)	(2)	(0)	42	(5)	(7)	85	(2)	42	30	37	198
Signal/Switch Failure - Foreign	43	-	(0)	-	15	2	(5)	(24)	(2)	(13)	-	51	32	98
Primary	47	-	-	-	8	1	(6)	(16)	(2)	(6)	-	33	24	84
Secondary	(4)	-	(0)	-	7	0	1	(8)	(1)	(7)	-	18	9	14
Mechanical Failure - Total	(6)	(35)	(7)	(5)	(3)	54	6	(7)	18	13	(13)	4	13	33
Mechanical Failure - Metra/PSA	(6)	(29)	(7)	(6)	(3)	52	5	(9)	19	9	(13)	4	13	30
Non-Locomotive Equipment Failure - Metra/PSA	37	(30)	(7)	(6)	(1)	0	(4)	(1)	4	6	(13)	17	(7)	(6)
Primary	4	(8)	(2)	(3)	(1)	(1)	(1)	(0)	(1)	2	(3)	14	0	-
Secondary	33	(23)	(4)	(3)	(0)	1	(4)	(1)	5	4	(10)	3	(7)	(6)
Locomotive Failure - Metra/PSA	(43)	1	-	-	(1)	52	9	(7)	15	4	-	(13)	19	35
Primary	(8)	-	-	-	(1)	9	3	(2)	9	2	(9)	(1)	3	6
Secondary	(35)	1	-	-	(1)	43	6	(6)	6	2	9	(12)	16	30
Mechanical Failure - Foreign	0	(6)	(0)	1	(0)	2	2	2	(0)	4	-	-	(0)	3
Passenger Train Interference - Total	(2)	(6)	(3)	(2)	7	(14)	(1)	(6)	(5)	22	(1)	(2)	(8)	(19)
Passenger Train Interference - Metra/PSA	(0)	(3)	(2)	(1)	0	(7)	(3)	(5)	(6)	(2)	(1)	(2)	(7)	(40)
Passenger Train Interference - Foreign	(2)	(3)	(1)	(0)	7	(6)	2	(1)	1	24	-	(0)	(1)	21
Accident - Total	(101)	60	6	(12)	7	31	(24)	(6)	12	11	21	(27)	80	59
Accident - Metra/PSA	(76)	(6)	(4)	(12)	1	5	(24)	(3)	16	4	22	(20)	28	(70)
Accident - Foreign	(24)	66	10	-	6	27	(1)	(3)	(4)	8	(1)	(7)	53	129
Track Work - Total	(172)	(15)	(12)	(45)	13	59	15	6	83	1	27	51	18	28
Track Work - Metra/PSA	(157)	(15)	(12)	(45)	13	53	8	5	83	2	27	51	18	31
Track Work - Foreign	(15)	-	-	-	-	6	6	1	-	(2)	-	-	-	(3)
Human Error - Total	(3)	(20)	(3)	(16)	(1)	72	48	20	111	15	69	48	54	395
Human Error - Metra/PSA	2	(22)	(3)	(16)	(1)	21	23	8	108	(3)	58	26	40	241
Human Error - Foreign	(5)	1	-	(1)	0	52	25	12	3	18	11	22	15	154
Sick, Injured, Unruly Passenger - Total	(4)	(29)	(4)	(6)	0	(11)	11	1	10	(1)	27	(4)	1	(9)
Sick, Injured, Unruly Passenger - Metra/PSA	(7)	(29)	(4)	(6)	0	(11)	11	1	10	(1)	27	(4)	1	(12)
Sick, Injured, Unruly Passenger - Foreign	3	-	-	-	-	-	-	-	(0)	-	-	-	-	2
Weather - Total	11	95	30	68	(2)	2	(8)	8	103	(1)	105	181	24	616
Weather - Metra/PSA	10	95	30	68	(1)	4	(7)	8	102	(4)	105	181	24	616
Weather - Foreign	0	-	-	-	(1)	(2)	(1)	-	1	3	-	-	(1)	-
Passenger Loading - Total	(28)	(43)	(7)	(17)	-	(19)	(22)	(1)	17	(0)	11	(19)	12	(117)
Lift Deployment - Total	(20)	(2)	-	(1)	-	(6)	(10)	(1)	35	-	6	36	29	68
Obstruction/Debris - Total	(17)	(0)	2	(4)	(5)	15	(7)	(1)	57	25	20	33	6	123
Catenary Failure - Total	-	(36)	(9)	(19)	-	-	-	-	-	-	-	-	-	(64)
Other - Total	(22)	(9)	(6)	(6)	2	-	13	5	14	(5)	13	22	(2)	19
Total Trains Delayed	(446)	(43)	(24)	(84)	82	323	53	(69)	705	71	413	509	356	1,845
Total Metra/PSA Delays	(303)	(102)	(33)	(84)	11	194	16	3	715	31	416	414	291	1,569
Total Foreign Carrier Delays	(143)	59	8	(0)	71	129	37	(72)	(10)	39	(3)	94	65	276

Data for current month is final (12/19/19) 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 and year-to-date are shaded													
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov
Freight Interference - Total	100	142	108	77	77	92	126	88	65	70	92		1,037 10.0%
Freight Interference - Peak	38	52	39	25	29	39	35	37	21	20	25		360 3.5%
Primary	27	33	25	17	20	20	16	19	16	15	17		225 2.2%
Secondary	11	19	14	8	9	19	19	18	5	5	8		135 1.3%
Freight Interference - Off-Peak	62	90	69	52	48	53	91	51	44	50	67		677 6.5%
Primary	35	55	53	32	33	41	57	36	34	37	52		465 4.5%
Secondary	27	35	16	20	15	12	34	15	10	13	15		212 2.0%
Signal/Switch Failure - Total	196	393	146	182	196	101	216	124	113	110	242		2,019 19.5%
Signal/Switch Failure - Metra/PSA	160	320	109	134	153	82	175	103	106	98	198		1,638 15.8%
Primary	132	215	87	85	95	64	107	62	67	66	127		1,107 10.7%
Secondary	28	105	22	49	58	18	68	41	39	32	71		531 5.1%
Signal/Switch Failure - Foreign	36	73	37	48	43	19	41	21	7	12	44		381 3.7%
Primary	27	51	25	30	33	14	33	13	7	9	28		270 2.6%
Secondary	9	22	12	18	10	5	8	8	-	3	16		111 1.1%
Mechanical Failure - Total	121	106	66	67	96	113	92	116	67	109	66		1,019 9.9%
Mechanical Failure - Metra/PSA	116	91	66	67	96	113	92	111	67	109	66		994 9.6%
Non-Locomotive Equipment Failure - Metra/PSA	21	33	19	31	14	18	16	26	18	23	12		231 2.2%
Primary	11	13	8	10	8	7	9	9	7	6	7		95 0.9%
Secondary	10	20	11	21	6	11	7	17	11	17	5		136 1.3%
Locomotive Failure - Metra/PSA	95	58	47	36	82	95	76	85	49	86	54		763 7.4%
Primary	26	19	16	15	23	25	21	21	16	25	26		233 2.3%
Secondary	69	39	31	21	59	70	55	64	33	61	28		530 5.1%
Mechanical Failure - Foreign	5	15	-	-	-	-	-	5	-	-	-		25 0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9		137 1.3%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4		37 0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5		100 1.0%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5		566 5.5%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4		373 3.6%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1		193 1.9%
Track Work - Total	11	52	38	62	75	87	152	77	91	59	139		843 8.1%
Track Work - Metra/PSA	11	46	32	62	72	87	152	77	91	59	137		826 8.0%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2		17 0.2%
Human Error - Total	106	256	73	66	111	58	132	92	85	75	70		1,124 10.9%
Human Error - Metra/PSA	94	108	36	46	92	41	102	54	66	56	53		748 7.2%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17		376 3.6%
Sick, Injured, Unruly Passenger - Total	19	65	16	20	37	29	57	24	22	18	22		329 3.2%
Sick, Injured, Unruly Passenger - Metra/PSA	19	65	16	20	35	29	57	24	22	15	22		324 3.1%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	2	-	-	-	-	3	-		5 0.0%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238		1,651 16.0%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238		1,645 15.9%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-		6 0.1%
Passenger Loading - Total	12	40	29	19	37	72	84	58	33	19	50		453 4.4%
Lift Deployment - Total	11	37	29	24	34	17	27	25	21	25	19		269 2.6%
Obstruction/Debris - Total	79	72	32	45	41	31	68	61	60	60	63		612 5.9%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2		10 0.1%
Other - Total	28	57	17	29	30	19	20	19	12	36	9		276 2.7%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026		10,345 100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865		8,205 79.3%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161		2,140 20.7%

Data for current month is final (12/19/19) 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 and year-to-date are shaded														
Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Nov	
Freight Interference - Total	134	126	154	86	136	141	101	95	133	159	112	137	1,377	14.7%
Freight Interference - Peak	65	52	55	30	42	55	39	29	30	61	44	54	502	5.4%
Primary	36	25	26	20	27	26	16	19	17	34	27	26	273	2.9%
Secondary	29	27	29	10	15	29	23	10	13	27	17	28	229	2.4%
Freight Interference - Off-Peak	69	74	99	56	94	86	62	66	103	98	68	83	875	9.3%
Primary	43	58	76	49	69	62	48	52	68	66	48	57	639	6.8%
Secondary	26	16	23	7	25	24	14	14	35	32	20	26	236	2.5%
Signal/Switch Failure - Total	160	171	102	95	145	149	128	141	124	110	217	197	1,542	16.5%
Signal/Switch Failure - Metra/PSA	97	133	96	73	113	103	103	131	97	89	179	188	1,214	13.0%
Primary	68	105	51	52	92	63	74	72	73	61	144	132	855	9.1%
Secondary	29	28	45	21	21	40	29	59	24	28	35	56	359	3.8%
Signal/Switch Failure - Foreign	63	38	6	22	32	46	25	10	27	21	38	9	328	3.5%
Primary	22	33	5	20	17	30	16	8	17	15	26	5	209	2.2%
Secondary	41	5	1	2	15	16	9	2	10	6	12	4	119	1.3%
Mechanical Failure - Total	204	139	89	60	74	92	65	102	70	95	94	98	1,084	11.6%
Mechanical Failure - Metra/PSA	200	132	88	55	74	92	63	102	69	87	84	96	1,046	11.2%
Non-Locomotive Equipment Failure - Metra/PSA	46	49	21	10	10	12	23	7	13	30	29	26	250	2.7%
Primary	13	13	8	5	8	8	15	6	7	8	7	10	98	1.0%
Secondary	33	36	13	5	2	4	8	1	6	22	22	16	152	1.6%
Locomotive Failure - Metra/PSA	154	83	67	45	64	80	40	95	56	57	55	70	796	8.5%
Primary	25	19	20	15	20	21	20	20	16	22	18	25	216	2.3%
Secondary	129	64	47	30	44	59	20	75	40	35	37	45	580	6.2%
Mechanical Failure - Foreign	4	7	1	5	-	-	2	-	1	8	10	2	38	0.4%
Passenger Train Interference - Total	15	12	9	29	33	28	25	5	19	17	23	7	215	2.3%
Passenger Train Interference - Metra/PSA	7	5	6	12	10	7	1	3	6	9	8	4	74	0.8%
Passenger Train Interference - Foreign	8	7	3	17	23	21	24	2	13	8	15	3	141	1.5%
Accident - Total	25	82	70	12	25	-	19	23	20	43	45	43	364	3.9%
Accident - Metra/PSA	25	79	67	7	12	-	13	17	20	43	45	43	328	3.5%
Accident - Foreign	-	3	3	5	13	-	6	6	-	-	-	-	36	0.4%
Track Work - Total	11	18	43	101	100	100	58	59	88	120	51	36	749	8.0%
Track Work - Metra/PSA	11	18	43	101	99	97	57	59	88	120	51	36	744	7.9%
Track Work - Foreign	-	-	-	-	1	3	1	-	-	-	-	-	5	0.1%
Human Error - Total	109	121	61	52	94	91	80	104	69	72	63	79	916	9.8%
Human Error - Metra/PSA	95	100	49	14	64	59	37	92	53	49	42	72	654	7.0%
Human Error - Foreign	14	21	12	38	30	32	43	12	16	23	21	7	262	2.8%
Sick, Injured, Unruly Passenger - Total	24	33	44	33	43	44	36	32	32	25	20	22	366	3.9%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33	44	33	43	44	36	32	32	25	20	22	366	3.9%
Sick, Injured, Unruly Passenger - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0%
Weather - Total	172	295	14	27	71	51	8	41	34	10	295	36	1,018	10.9%
Weather - Metra/PSA	172	294	13	27	70	51	8	40	34	10	295	36	1,014	10.8%
Weather - Foreign	-	1	1	-	1	-	-	1	-	-	-	-	4	0.0%
Passenger Loading - Total	31	56	32	13	67	95	78	139	33	35	37	46	616	6.6%
Lift Deployment - Total	24	27	21	13	45	23	30	36	27	18	27	29	291	3.1%
Obstruction/Debris - Total	40	82	29	62	60	51	63	35	30	59	47	57	558	6.0%
Catenary Failure - Total	-	1	1	-	-	-	-	-	9	1	3	63	14	0.1%
Other - Total	38	27	25	19	33	22	31	20	22	19	5	20	261	2.8%
Total Trains Delayed	987	1,190	694	602	926	887	722	832	710	782	1,039	870	9,371	100.0%
Total Metra/PSA Delays	764	987	514	429	690	644	520	706	520	563	843	712	7,180	76.6%
Total Foreign Carrier Delays	223	203	180	173	236	243	202	126	190	219	196	158	2,191	23.4%

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
November 2019**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	27	4	2	2	4	27	19	6	39	6	20	34	18	208
11-15	12	5	1	0	2	11	13	2	16	2	9	19	12	104
16-20	7	2	1	1	2	7	6	2	7	0	7	10	6	58
21+	7	1	0	0	4	10	6	3	4	3	8	24	1	71
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>
Sub-Total	55	12	4	3	12	57	48	15	66	11	44	87	37	451
Weekday Off-Peak **														
6-10	14	8	2	3	0	30	23	7	26	14	14	16	12	169
11-15	8	3	2	1	0	15	14	2	21	3	1	11	12	93
16-20	3	1	0	1	1	14	9	4	4	1	3	7	7	55
21+	5	0	0	1	0	11	13	4	9	8	9	17	16	93
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>10</u>
Sub-Total	31	12	4	6	1	72	59	20	62	26	27	51	49	420
Saturday														
6-10	0	3	0	0	0	5	3	0	7	0	3	4	6	31
11-15	3	3	0	0	0	4	4	0	1	0	0	5	2	22
16-20	0	0	0	0	0	1	0	0	1	0	1	1	2	6
21+	0	0	0	0	0	3	0	0	1	0	1	2	1	8
Annulled	<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>0</u>	<u>0</u>	<u>1</u>
Sub-Total	3	6	0	0	0	13	8	0	10	0	5	12	11	68
Sunday-Holiday														
6-10	0	0	0	0	0	3	4	0	4	0	0	8	2	21
11-15	0	0	0	0	0	2	1	0	0	0	4	1	1	9
16-20	0	0	0	0	0	1	0	0	0	0	2	2	1	6
21+	1	0	0	0	0	13	3	0	2	0	8	14	1	42
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>0</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>9</u>
Sub-Total	2	0	0	0	0	19	8	0	6	0	14	30	8	87
November 2019 Total														
6-10	41	15	4	5	4	65	49	13	76	20	37	62	38	429
11-15	23	11	3	1	2	32	32	4	38	5	14	36	27	228
16-20	10	3	1	2	3	23	15	6	12	1	13	20	16	125
21+	13	1	0	1	4	37	22	7	16	11	26	57	19	214
Annulled	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>5</u>	<u>5</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>5</u>	<u>5</u>	<u>30</u>
TOTAL	91	30	8	9	13	161	123	35	144	37	90	180	105	1,026
2019 Year-to-Date														
6-10	604	177	59	40	78	576	356	140	799	184	346	492	489	4,340
11-15	234	76	17	20	39	270	175	54	296	101	221	266	287	2,056
16-20	132	35	4	13	26	158	77	23	133	51	111	141	135	1,039
21+	230	78	17	15	53	309	141	50	281	155	214	336	300	2,179
Annulled	<u>99</u>	<u>148</u>	<u>47</u>	<u>87</u>	<u>14</u>	<u>61</u>	<u>36</u>	<u>11</u>	<u>56</u>	<u>26</u>	<u>51</u>	<u>36</u>	<u>59</u>	<u>731</u>
TOTAL	1,299	514	144	175	210	1,374	785	278	1,565	517	943	1,271	1,270	10,345
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
November 2019 Total														
6-10	45.1%	50.0%	55.6%	30.8%	40.4%	39.8%	37.1%	52.8%	54.1%	41.1%	34.4%	36.2%	41.8%	
11-15	25.3%	36.7%	37.5%	11.1%	15.4%	19.9%	26.0%	11.4%	26.4%	13.5%	15.6%	20.0%	22.2%	
16-20	11.0%	10.0%	12.5%	22.2%	23.1%	14.3%	12.2%	17.1%	8.3%	2.7%	14.4%	11.1%	15.2%	
21+	14.3%	3.3%	0.0%	11.1%	30.8%	23.0%	17.9%	20.0%	11.1%	29.7%	28.9%	31.7%	20.9%	
Annulled	<u>4.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.5%</u>	<u>4.1%</u>	<u>14.3%</u>	<u>1.4%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.8%</u>	<u>4.8%</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%	
2019 Year-to-Date Delays By Duration														
6-10	46.5%	34.4%	41.0%	22.9%	37.1%	41.9%	45.4%	50.4%	51.1%	35.6%	36.7%	38.7%	38.5%	
11-15	18.0%	14.8%	11.8%	11.4%	18.6%	19.7%	22.3%	19.4%	18.9%	19.5%	23.4%	20.9%	22.6%	
16-20	10.2%	6.8%	2.8%	7.4%	12.4%	11.5%	9.8%	8.3%	8.5%	9.9%	11.8%	11.1%	10.6%	
21+	17.7%	15.2%	11.8%	8.6%	25.2%	22.5%	18.0%	18.0%	18.0%	30.0%	22.7%	26.4%	23.6%	
Annulled	<u>7.6%</u>	<u>28.8%</u>	<u>32.6%</u>	<u>49.7%</u>	<u>6.7%</u>	<u>4.4%</u>	<u>4.6%</u>	<u>4.0%</u>	<u>3.6%</u>	<u>5.0%</u>	<u>5.4%</u>	<u>2.8%</u>	<u>4.6%</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%	

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

Data for most recent month is final (12/19/2019) version from TOPS.