

**COMMUTER RAIL SYSTEM**  
**ON-TIME PERFORMANCE REPORT**  
**February 2018**



# COMMUTER RAIL ON-TIME PERFORMANCE

## February 2018

This report presents an analysis of the February 2018 train delays as reported for Metra's eleven commuter 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 presents the number of train delays by rail line and service period. During February 2018, Metra operated 15,447 scheduled trains, including scheduled "extras", if any. 1,190 of these trains were delayed (late or annulled), representing an on-time performance rate of 92.3%. Table 2 lists on-time percentages by line for each month and year since 2013.

Table 3 lists each train that was on time for less than 85% of its weekday runs in February 2018, in order of line, train, and dates delayed. The codes in the 'Delay Code' column of Table 3 are defined in Table 4 and shown sorted by delay-cause category and carrier designation in Table 5. Effective January 1, 2012, January 1, 2014, and July 1, 2016, Metra is using an expanded set of delay codes, to provide more detail about the cause of and responsibility for each train delay.

Table 6.a shows the frequency of train delays by delay-cause control and by line during February 2018. Of the 1,190 delays systemwide in February 2018, all but 437 (37%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous five Februaries, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in February 2018, 79 more delays than the average over the previous five Februaries were controllable. Table 6.d shows the delay-cause control frequencies since the beginning of the year. Of the 2,177 delays in 2018, all but 911 (42%) were beyond Metra's control.

Table 7 provides a daily listing of the number of delays by line and branch for February 2018.

Table 8.a shows the frequency of train delays by delay-cause category and by line during February 2018. Table 8.b shows the average frequencies over the previous five Februaries, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 1,190 delays systemwide in February 2018, 271 more than the average over the previous five Februaries. Table 9.a shows delays from the beginning of the year through February 2018. Table 9.b shows the average frequencies from the beginning of the year through February of each of the previous five years, and Table 9.c shows the differences between Table 9.a and Table 9.b. Tables 10.a and 10.b display the systemwide frequency of train delays by cause and by month, for 2018 and 2017 respectively, and Table 10.c shows the difference between the two. From January through February of 2018, a total of 2,177 trains were delayed, compared to 1,244 trains delayed in the same two months of 2017.

In Tables 8 through 10, 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 5 for a detailed breakdown of delay codes by cause category and carrier designation.

Table 11 shows, by line and month, all train delays caused by freight operations over the past 24 months. In February 2018 freight operations delayed 126 trains systemwide, compared to 68 a year earlier. Tables 12.a and 12.b display the frequency of lift-deployment train delays by line and month, for 2018 and 2017 respectively. A total of 27 trains were delayed by lift deployment in February 2018.

A review of February 2018 late trains by duration of delay is shown in Table 13. The range with the greatest number of delays was, as usual, six-to-ten minutes, accounting for 46.4% of all late trains. Table 14 shows that the average length of delay was 17.6 minutes in February 2018. It should be noted that these averages relate only to reportable delays (i.e., trains late by six minutes or more).

## **Changes in On-Time Performance Reporting Calculations**

### **“Extra” Trains**

“Extra” trains (trains added to handle special events but not shown in the regularly published schedules) are excluded from on-time performance calculations, except for those “extra” trains whose special-event schedules include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers.

Intermediate station departure times and final station arrival times for some “extra” trains are either unknown (departures of some “extra” trains are held until after the completion of the respective special event) or not published. On-time performance for these two types of “extra” trains cannot be calculated, as arrival times are not known ahead of time; these trains are therefore excluded from on-time performance calculations. However, on-time performance can be calculated for “extra” trains that have full published schedules.

### **Temporary Schedules and Notices, for Construction and 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: SCHEDULED AND DELAYED TRAINS, AND ON-TIME PERFORMANCE BY SERVICE PERIOD AND LINE  
February 2018**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
<b>BNSF</b>	1,064	120	88.7%	800	46	94.3%	1,864	166	91.1%	112	5	95.5%	72	1	98.6%	2,048	172	91.6%
<b>Elec -ML</b>	840	32	96.2%	840	13	98.5%	1,680	45	97.3%	160	3	98.1%	80	2	97.5%	1,920	50	97.4%
<b>-BI</b>	260	14	94.6%	280	11	96.1%	540	25	95.4%	32	3	90.6%		--		572	28	95.1%
<b>-SC</b>	<u>279</u>	<u>9</u>	96.8%	<u>620</u>	<u>14</u>	97.7%	<u>899</u>	<u>23</u>	97.4%	<u>126</u>	<u>1</u>	99.2%	<u>78</u>	<u>0</u>	100.0%	<u>1,103</u>	<u>24</u>	97.8%
<b>Subtotal</b>	1,379	55	96.0%	1,740	38	97.8%	3,119	93	97.0%	318	7	97.8%	158	2	98.7%	3,595	102	97.2%
<b>Heritage</b>	120	9	92.5%	20	4	80.0%	140	13	90.7%		--			--		140	13	90.7%
<b>Milw -N</b>	500	52	89.6%	700	86	87.7%	1,200	138	88.5%	84	3	96.4%	74	5	93.2%	1,358	146	89.2%
<b>-W</b>	<u>540</u>	<u>62</u>	88.5%	<u>620</u>	<u>51</u>	91.8%	<u>1,160</u>	<u>113</u>	90.3%	<u>96</u>	<u>0</u>	100.0%	<u>72</u>	<u>3</u>	95.8%	<u>1,328</u>	<u>116</u>	91.3%
<b>Subtotal</b>	1,040	114	89.0%	1,320	137	89.6%	2,360	251	89.4%	180	3	98.3%	146	8	94.5%	2,686	262	90.2%
<b>NCS</b>	184	28	84.8%	220	27	87.7%	404	55	86.4%		--			--		404	55	86.4%
<b>RI</b>	720	79	89.0%	626	66	89.5%	1,346	145	89.2%	128	5	96.1%	112	5	95.5%	1,586	155	90.2%
<b>SWS</b>	220	27	87.7%	380	32	91.6%	600	59	90.2%	24	0	100.0%		--		624	59	90.5%
<b>UP -N</b>	600	43	92.8%	800	37	95.4%	1,400	80	94.3%	104	5	95.2%	72	6	91.7%	1,576	91	94.2%
<b>-NW</b>	660	85	87.1%	640	37	94.2%	1,300	122	90.6%	96	0	100.0%	60	13	78.3%	1,456	135	90.7%
<b>-W</b>	<u>540</u>	<u>62</u>	88.5%	<u>640</u>	<u>71</u>	88.9%	<u>1,180</u>	<u>133</u>	88.7%	<u>80</u>	<u>8</u>	90.0%	<u>72</u>	<u>5</u>	93.1%	<u>1,332</u>	<u>146</u>	89.0%
<b>Subtotal</b>	1,800	190	89.4%	2,080	145	93.0%	3,880	335	91.4%	280	13	95.4%	204	24	88.2%	4,364	372	91.5%
<b>SYSTEM</b>	6,527	622	90.5%	7,186	495	93.1%	13,713	1,117	91.9%	1,042	33	96.8%	692	40	94.2%	15,447	1,190	92.3%

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

Delays data for most recent month is final (03/28/18) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPbyServPeriod&Line 03/28/18

**TABLE 2: ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
<b>BNSF</b>	<b>2013</b>	95.8	93.9	94.6	93.3	96.0	88.5	95.2	97.1	97.2	94.0	95.8	92.2	94.9%	94.5%
	<b>2014</b>	78.6	84.6	95.6	92.0	82.2	82.0	94.1	91.4	94.1	92.2	95.2	94.1	81.5%	89.7%
	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	90.5%	94.4%
	<b>2016</b>	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.5%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.8%	94.5%
	<b>2018</b>	89.6	91.6											90.6%	90.6%
	<b>2013-2017 average</b>		90.8	91.6	95.8	95.2	92.9	90.1	94.4	93.9	94.2	93.7	94.3	93.8	91.2%
<b>Electric</b>	<b>2013</b>	98.1	99.0	98.5	98.0	98.0	98.3	92.4	96.4	97.2	97.3	96.9	97.0	98.5%	97.2%
	<b>2014</b>	93.7	95.3	97.7	98.8	98.3	97.4	96.7	98.1	98.7	98.4	98.6	98.7	94.4%	97.5%
	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	95.9%	97.6%
	<b>2016</b>	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.3%	98.1%
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.2%	98.1%
	<b>2018</b>	97.7	97.2											97.5%	97.5%
	<b>2013-2017 average</b>		96.3	97.4	98.3	98.6	98.5	97.4	96.4	98.0	97.8	98.1	97.7	98.1	96.9%
<b>Heritage</b>	<b>2013</b>	97.0	99.2	94.4	97.7	94.7	92.5	97.7	99.2	97.5	96.4	98.3	92.1	98.0%	96.4%
	<b>2014</b>	79.5	75.8	88.1	93.2	92.1	94.4	94.7	93.7	92.1	97.8	96.5	98.5	77.8%	91.4%
	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	91.1%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	91.5%	94.2%
	<b>2017</b>	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.1%	93.2%
	<b>2018</b>	86.4	90.7											88.4%	88.4%
	<b>2013-2017 average</b>		90.6	90.6	94.8	94.7	92.6	92.0	92.5	94.3	93.3	96.1	92.4	92.8	90.6%
<b>Milw - N</b>	<b>2013</b>	95.5	92.4	94.1	95.7	95.3	89.6	92.8	93.6	94.4	93.3	95.7	87.5	94.0%	93.3%
	<b>2014</b>	73.1	81.9	89.5	97.9	95.1	91.1	96.0	95.2	95.5	96.2	95.4	93.5	77.3%	91.7%
	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	89.9%	94.9%
	<b>2016</b>	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	<b>2017</b>	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.4%	93.8%
	<b>2018</b>	91.8	89.2											90.6%	90.6%
	<b>2013-2017 average</b>		90.1	90.4	93.9	96.3	94.9	92.4	93.9	94.0	94.0	95.8	95.6	92.8	90.3%
<b>Milw - W</b>	<b>2013</b>	96.6	91.3	96.3	95.8	96.2	90.9	93.2	93.2	92.6	96.5	93.9	93.7	94.1%	94.2%
	<b>2014</b>	84.8	88.4	91.4	97.6	95.9	92.2	94.0	93.5	96.7	95.5	97.7	94.6	86.5%	93.5%
	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	93.3%	96.4%
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.7%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	<b>2018</b>	94.7	91.3											93.1%	93.1%
	<b>2013-2017 average</b>		93.1	92.7	94.4	96.6	96.3	93.6	94.5	95.0	96.0	96.9	96.4	93.3	92.9%
<b>NCS</b>	<b>2013</b>	95.0	87.5	93.7	90.9	94.0	92.7	93.6	95.0	92.5	93.1	90.0	87.4	91.5%	92.2%
	<b>2014</b>	76.0	81.1	88.5	96.3	88.5	89.2	94.0	88.5	95.2	90.9	97.8	91.9	78.5%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	88.4%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.9%	94.5%
	<b>2017</b>	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	92.1%	94.0%
	<b>2018</b>	93.2	86.4											90.1%	90.1%
	<b>2013-2017 average</b>		90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	88.9%

**TABLE 2 (continued): ON-TIME PERFORMANCE BY LINE/BRANCH**

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN-FEB	AVG
RI	2013	96.5	98.1	97.9	94.0	95.5	91.5	93.6	95.5	98.3	96.5	91.7	94.0	97.3%	95.3%
	2014	82.5	83.4	93.4	95.3	95.7	92.5	95.1	97.2	96.6	97.3	97.9	98.6	82.9%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	96.4%	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	94.4%	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											91.3%	91.3%
	<b>2013-2017 average</b>		92.9	94.1	96.8	96.5	96.2	94.9	94.3	96.2	96.5	97.1	95.8	95.6	93.5%
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	95.9%	95.6%
	2014	83.0	92.0	93.5	94.9	93.2	92.8	93.9	95.2	94.2	92.0	90.2	96.2	87.3%	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	92.3%	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	96.4%	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	95.1%	94.9%
	2018	93.9	90.5											92.3%	92.3%
	<b>2013-2017 average</b>		92.8	94.1	96.1	96.3	93.8	93.5	95.1	94.6	95.3	95.6	93.2	94.4	93.4%
UP - N	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	97.8%	96.6%
	2014	91.2	92.1	97.4	97.8	97.4	97.2	97.6	98.1	97.6	97.4	97.8	98.3	91.7%	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	97.2%	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											96.0%	96.0%
	<b>2013-2017 average</b>		96.1	96.6	97.8	97.4	97.5	96.8	96.6	96.5	97.6	97.6	97.4	97.8	96.3%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.9%	94.6%
	2014	86.6	91.1	96.3	98.6	95.6	95.2	94.7	97.4	98.3	95.0	97.1	96.2	88.7%	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	93.9%	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	97.6%	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	96.8%	95.1%
	2018	95.7	90.7											93.3%	93.3%
	<b>2013-2017 average</b>		94.4	95.2	97.2	96.4	95.8	94.3	94.0	95.8	96.3	95.7	95.4	95.2	94.8%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.3%	94.5%
	2014	85.9	90.9	94.4	96.7	96.4	94.8	96.4	94.3	96.7	94.6	95.9	96.2	88.3%	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	92.5%	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	95.6%	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	95.7%	94.1%
	2018	92.3	89.0											90.8%	90.8%
	<b>2013-2017 average</b>		93.8	93.6	96.2	95.4	94.3	93.0	95.3	94.7	96.0	95.2	95.2	93.6	93.7%
SYSTEM excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.5%	95.4%
	2014	85.6	89.3	94.9	96.8	94.5	93.1	95.6	95.7	96.8	95.9	96.9	96.5	87.4%	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	93.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.3%	95.8%
	2018	94.2	92.3											93.3%	93.3%
<b>2013-2017 average</b>		93.7	94.3	96.5	96.7	96.0	94.4	95.1	95.8	96.2	96.4	96.0	95.4	94.0%	95.6%

Delays data for most recent month is final (03/28/18) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPhyLine&Month 3/28/2018

'2013-2017 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**TABLE 3: LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1204 <b>80% OT</b>	Thu, Feb 15	10	GM	DROPPING FLAGMAN AT BOX 2 PROSPECT AVE MP18.32
		Tue, Feb 20	8	GW	BOX 2 CROSSING MALFUNCTIONS AT MAIN ST, WASHINGTON, MAPLE AND FAIRVIEW AVE DUE TO FLOODING.
		Mon, Feb 26	21	KD	REPLACED MAIN RES HOSE BETWEEN CAR 741 AND 804 AT ROOSEVELT RD
		Tue, Feb 27	8	G	DELAYED AT LAVERGNE DUE TO 3B SWITCH FAILURE
BNSF	1242 <b>84% OT</b>	Tue, Feb 06	10	FW1	FOLLOWING 1240 THAT DEPARTED LATE ACCT SETTING OUT B/O CAR FROZEN VALVE
		Tue, Feb 13	8	U	SLOW MOVING ADA PASSENGER LOADING AT NAP. RAN OUT OF SLOT AS A RESULT.
		Wed, Feb 21	10	GA	AMTRAK SWITCH FAILURES AT CP HARRISON. #12, 818 AND E10
BNSF	1248 <b>74% OT</b>	Wed, Feb 07	13	FW1	EARLIER DELAY FROM TRAIN 1214 BROKEN DOWN AT HILL YARD
		Thu, Feb 08	9	FW1	FOLLOWING 1246
		Wed, Feb 14	10	G	#2 CROSSOVER FAILURE AT BERWYN
		Wed, Feb 21	12	GA	AMTRAK SWITCH FAILURES AT CP HARRISON. #12, 818 AND E10
		Fri, Feb 23	7	ZR1	WAITING ON TRAFFIC DUE TO 1242 PTC ISSUE EARLIER CAUSED CONGESTION
BNSF	1251 <b>80% OT</b>	Tue, Feb 06	9	ZH1	TRAFFIC DUE TO 1241
		Fri, Feb 09	7	D	DELAYED AT EOLA FOR MBRCEOL808 AND ZCHCSSE909 AT WEST EOLA
		Tue, Feb 13	11	E1	1243 FAILURE
		Wed, Feb 14	9	RF	WAITING FOR LINEUP
BNSF	1253 <b>80% OT</b>	Tue, Feb 06	9	GT	SIGNAL FAILURE AT FVW
		Fri, Feb 09	20	EW1	FOLLOWING 1255
		Mon, Feb 12	12	GW1	TRAFFIC FROM EARLIER SWITCH PROBLEM
		Tue, Feb 13	15	E1	HOLDING FOR TRAFFIC FROM 1243
BNSF	1259 <b>65% OT</b>	Tue, Feb 06	16	GT	SIGNAL FAILURE AT FVW
		Thu, Feb 08	7	H	METX197 HEP FAILURE AT 14TH STREET YARD. NOT PLUGGED IN PROPERLY
		Fri, Feb 09	7	D	TRAFFIC DUE TO MBRCEOL808 AND ZCHCSSE909
		Mon, Feb 12	33	GW	CUS SWITCH FAILURE
		Tue, Feb 13	12	E1	TRAFFIC FROM 1243 FAILURE
		Wed, Feb 14	7	RF1	WAITING FOR 1251 TO CLEAR INTO YARD
BNSF	1267 <b>80% OT</b>	Thu, Feb 22	7	CW1	WORKING AROUND PULL APART - TRAFFIC
		Tue, Feb 06	12	GT	SIGNAL FAILURE AT FVW
		Mon, Feb 12	17	GW	CUS SWITCH FAILURE
		Tue, Feb 13	10	E1	EQ SWAP EARLIER MECHANICAL DELAYS
BNSF	1269 <b>75% OT</b>	Thu, Feb 22	7	CW1	PULL APART TRAFFIC
		Tue, Feb 06	26	GT	SIGNAL FAILURE AT FVW
		Fri, Feb 09	17	EW1	TRAFFIC DUE TO 1255 DELAY
		Mon, Feb 12	26	GW	CUS SWITCH FAILURE
		Tue, Feb 13	28	E1	WAITING FOR AIR TEST ON EQ LATE TIE ON OF ENGINE DUE TO 1243S LOCO FAILURE
BNSF	1271 <b>80% OT</b>	Mon, Feb 26	10	RF	DS MISROUTE AT EOLA
		Tue, Feb 06	22	GT	SIGNAL FAILURE AT FVW
		Mon, Feb 12	20	GW	CUS SWITCH FAILURE
		Tue, Feb 13	0	E1	TRAIN NOT AIR TESTED IN TIME TO SET DUE TO 1243 FAILURE- ANNULLED
BNSF	1277 <b>84% OT</b>	Mon, Feb 26	7	RF1	FOLLOWING DELAYED 1269
		Tue, Feb 06	20	GT	SIGNAL FAILURE AT FVW
		Mon, Feb 12	10	GW	CUS SWITCH FAILURE
BNSF	1279 <b>74% OT</b>	Tue, Feb 13	14	E1	FOLLOWING TRAFFIC
		Tue, Feb 06	35	GT	SIGNAL FAILURE AT FVW
		Thu, Feb 08	11	G	CODE BROWN AT BERWYN PLANT.
		Mon, Feb 12	21	GW	WAITING FOR LINEUP
		Tue, Feb 13	26	GW	MULTIPLE CROSSING FAILURES TRIGGERED BY WATER MELTING SNOW.
BNSF	1280 <b>75% OT</b>	Mon, Feb 19	6	RF	MISRouted DOWN MT2
		Tue, Feb 06	31	ZH1	LATE FLIP FROM 1241
		Thu, Feb 08	9	G	5B SWITCH FAILING TO GO NORMAL AT LAVERGNE
		Tue, Feb 13	9	E1	HELD OUT OF STATION TO EXPEDITE DEPARTURES
		Thu, Feb 22	6	CW	PULL APART 23.3
BNSF	1281 <b>75% OT</b>	Fri, Feb 23	7	E1	LATE FLIP FROM 1241
		Tue, Feb 06	16	ZH1	LATE FLIP DUE TO 1241
		Mon, Feb 12	6	FW	DOOR STICKING OPEN ON CAR 751 AND 8274
		Tue, Feb 13	20	GW	MULTIPLE CROSSING FAILURES
		Thu, Feb 15	10	RA	WAITING FOR LINEUP AT CUS
BNSF	1285 <b>80% OT</b>	Tue, Feb 20	6	I	SLOW PASSENGER HANDLING
		Tue, Feb 06	13	ZH1	HNADLING TRAFFIC FROM 1281 DUE TO 1241 DELAY
		Mon, Feb 12	6	GW1	LATE FLIP OFF 1286
		Tue, Feb 13	21	GW1	MULTIPLE CROSSING MALFUNCTIONS
BNSF	1288 <b>75% OT</b>	Wed, Feb 14	6	I	SLOW PASSENGER HANDLING
		Tue, Feb 06	13	ZH1	DELAYED FOLLOWING 1280
		Fri, Feb 09	16	FW	METX 193 HORN FAILURE
		Mon, Feb 12	6	GW1	CUS SWITCH FAILURE TRAFFIC
		Tue, Feb 13	8	E1	EARLIER MECHANICAL DELAYS, DRAGGING EXTRA CARS
Thu, Feb 15	7	RA	WAITING FOR LINEUP AFTER SWS CLEARED		

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
BNSF	1289	Thu, Feb 01	6	U	ADA BOARDINGS.	
		<b>75% OT</b>	Fri, Feb 02	7	U	5" ADA LIFT AND 2 SLOW PASSENGER HANDLING.
		Fri, Feb 09	8	FW1	LATE FLIP FROM 1288	
		Tue, Feb 13	8	GW1	EXTRA CARS FROM EQ SWAP	
		Thu, Feb 22	10	UF	ADA LIFT MALFUNCTION.	
BNSF	1297	Fri, Feb 02	13	DD	FREIGHT TRAFFIC AT CICERO	
		<b>80% OT</b>	Tue, Feb 06	6	GT	Z-PTLHC9-04 INTO CECO AHEAD OF 1297.
		Wed, Feb 14	9	C	WORKED MT3 WITH WELDERS ON MT1	
		Thu, Feb 15	8	RA	WAITING FOR LINEUP AT CUS	
BNSF	1373	Tue, Feb 06	21	GT	SIGNAL FAILURE AT FVW	
		<b>79% OT</b>	Tue, Feb 13	30	GW1	MULTIPLE CROSSING FAILURES
		Thu, Feb 15	9	RA	WAITING FOR LINEUP AT CUS	
		Tue, Feb 20	17	R1	LATE FLIP - 1284 UDE @ CPK	
HC	915	Tue, Feb 06	12	GM	13M LOCKPORT FOR MULTIPLE AWDMS (4 CROSSINGS) MP 32.06 TO MP 32.74.	
		<b>80% OT</b>	Wed, Feb 07	20	GF	20M AT 47 CROSSOVER NOT LINGING IN CORRESPONDANCE.
		Mon, Feb 12	24	D	9 MIN AT CERMAK FOR NON LINE UP. 21 MIN AT LEMOYNE FOR M337 ACROSS THE DIAMOND RECREWING.	
		Tue, Feb 27	11	GF	15M BRIDGEPORT 255/310PM SWITCH FAILURE/ CN MAINTAINER CORRECTING PROBLEMS.	
ELBI	232	Thu, Feb 01	10	ZR	10M DUE TO 11TH PLACE PRE-CUT OVER TEST.	
		<b>75% OT</b>	Tue, Feb 06	9	K1	9M ACCT OF PICKING UP PASSENGERS FROM ME328 AT 63RD ST WHO WAS LATE FROM THE CAR ON THE TRACKS AT STONEY
		Tue, Feb 20	11	G1	11 MINS DELAY WAITING ON MULTIPLE TRAINS TO CLEAR RAND	
		Thu, Feb 22	18	KP	18 MIN DELAY DUE TO SUSPICIOUS PACKAGE @ RAND	
		Tue, Feb 27	10	G	9M RANDOLPH WAITING ON ME505 - RUNNING AROUND 126SW FAILURE	
ELSC	332	Tue, Feb 06	23	K1	23M DO TO LATE TURN FROM ME329 AVVT OF THE CAR STUCK ON THE TRACK	
		<b>80% OT</b>	Tue, Feb 20	6	G1	8 MINS DELAY WAITING ON MULTIPLE TRAINS TO CLEAR SW FAILURE
		Thu, Feb 22	9	KP	9 MIN DELAY DUE TO SUSPICIOUS PACKAGE @ RAND	
		Tue, Feb 27	20	ZB	20M RANDOLPH WAITING ON ME337 TO RUN AROUND SWITCH (126) FAILURE AND SYSTEM CRASH AT CCF	
		Mon, Feb 05	8	CW1	20" STOP SIGNAL WAITING ON #2128 TO CLEAR FOX LAKE SUB; 14" DEPARTED CUS LATE DUE TO MECHANICAL PROBLEMS ENGINE #155/216 (NOT LOADING).	
MN	2107	Thu, Feb 01	35	E	5" STOP SIGNAL A-3 WAITING ON TRAINS GOING INTO WACY; 3" LAKE FOREST COPYING MOVEMENT AUTHORITY.	
		<b>80% OT</b>	Tue, Feb 06	13	FW1	8" LATE DEPARTING CUS DUE TO LATE ARRIVAL/TURN OF EQUIPMENT OF NCS #102; 7" STOP SIGNAL, MAYFAIR; WEATHER CONDITIONS.
		Wed, Feb 07	9	I1	5" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF NCS #102; 4" STOP SIGNAL, MAYFAIR.	
		Mon, Feb 05	18	CW1	19" FOLLOWING #2108; 5" HEAVY PASSENGER LOADING MULTIPLE STATIONS.	
		Wed, Feb 07	8	DE1	8" STOP SIGNAL WAITING ON #2209 TO DEPART, CP LAKE.	
MN	2120	Wed, Feb 07	8	DE1	8" STOP SIGNAL WAITING ON #2209 TO DEPART, CP LAKE.	
		<b>70% OT</b>	Tue, Feb 13	16	M1	16" STOPPED DUE TO NCS #108 ACCIDENT.
		Fri, Feb 16	8	AM	6" LATE DEPARTURE DUE TO A LATE AMTRAK #329, TURNED @ ROUNDOUT; 5" STOP SIGNAL MAYFAIR CROSS TRAFFIC; 3" ADA, GOLF; 3" STOP SIGNAL, A-2.	
		Wed, Feb 21	14	E1	14" STOPPED @ GRAYLAND AND PICKED UP/ACCOMMODATED #2114'S PASSENGER; FOLLOWING #2118.	
		Wed, Feb 28	19	U	3" ADA GOLF TO CUS.	
MN	2121	Fri, Feb 02	8	I	10" SLOW PASSENGER LOADING, EN ROUTE.	
		<b>75% OT</b>	Tue, Feb 06	8	F	10" DELAY DOORS NOT OPENING ON CAR #7302; 4" DOORS ON ADA CAR #7441 STICKING.
		Wed, Feb 07	8	E	6" LOCO #420 PROBLEM WITH DYNAMIC BRAKE; 3" ADA.	
		Mon, Feb 19	14	G1	15" SIGNAL FAILURE AT ROUNDOUT WAITING ON #2140 TO GET OFF THE J-LINE.	
		Wed, Feb 28	10	VE	10" DELAY LOCO #419 WAS SLOW ON THE DRAW OUT AT EACH STATION.	
MN	2122	Mon, Feb 05	39	CW1	39" DELAY, DEPARTED FOX LAKE LATE (HOLDING NOWHERE TO GO) FOLLOWING #2118.	
		<b>75% OT</b>	Mon, Feb 12	37	J	15" STOP LIBERTYVILLE DUE TO POLICE ACTIVITY, SEARCHED THE TRAIN FOR 15 YR OLD RUNAWAY FEMALE; 7" DEPARTED FOX LAKE LATE DUE TO DOOR..
		Tue, Feb 13	11	M1	11" DELAY DUE TO NCS #108 ACCIDENT.	
		Fri, Feb 16	10	AM1	DELAYED FOLLOWING #2120; 4" STOP SIGNAL, MAYFAIR.	
		Wed, Feb 21	8	E1	8" DELAYED FOLLOWING #2120.	
MN	2124	Mon, Feb 05	47	CW1	47" FOLLOWING #2122.	
		<b>65% OT</b>	Fri, Feb 09	12	EW	12" AIR DRYER STUCK OPEN ON ENGINE #99, INGLESIDE FROZEN
		Mon, Feb 12	33	J1	34" FOLLOWING #2122 EN ROUTE.	
		Tue, Feb 13	10	M1	12" DELAY DUE TO NCS 108 ACCIDENT.	
		Wed, Feb 14	7	D	6" DEPARTED FOX LAKE LATE; 7" STOP SIGNAL, CN CROSSING FREIGHT.	
		Fri, Feb 16	10	AM1	10" DELAY FOLLOWING #2122.	
MN	2126	Tue, Feb 20	70	H	45" MECHANICAL PROBLEMS @ LAKE FOREST, QUIT LOADING FROM CAB CAR #8528, HAD TO SWITCH ENDS AND SHOVED IN WITH ENGINE #99; 25" MECHANICAL P	
		<b>80% OT</b>	Mon, Feb 05	0	CW1	ANNULLED DUE TO BROKEN RAIL.
		Mon, Feb 12	12	J1	12" FOLLOWING #2124 EN ROUTE.	
		Wed, Feb 14	8	E1	LATE FLIP FROM 2105 ALL RED WAITING FOR UP TRAIN	
		Tue, Feb 20	6	H1	6" DELAY FOLLOWING #2124.	



**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Delay		Delay Explanation
			Minutes Late	Code	
MN	2140	Fri, Feb 09	8	I	8" PASSENGER LOADING, EN ROUTE.
		Tue, Feb 13	8	YW1	8" DELAY FOX LAKE TURN FROM #2117; 5" DELAY SWITCH FAILURE AT CUS.
		Mon, Feb 19	30	G	30" SIGNAL PROBLEM, ROUNDOUT.
		Tue, Feb 27	7	U	3" ADA ON AND OFF; 2" STOP SIGNAL, MAYFAIR; 2" AT A-2.
MN	2145	Fri, Feb 02	7	II	7" LATE TURN FROM #2146.
		Mon, Feb 05	6	IW1	6" LATE TURN FROM #2146.
		Tue, Feb 06	6	IW1	6" LATE TURN FROM #2146.
		Tue, Feb 27	13	ZB	13" DELAY DUE TO CONTROL AND SIGNAL FAILURE AT CCF.
MN	2148	Mon, Feb 05	7	IW	10" SLOW PASSENGER LOADING, EN ROUTE.
		Tue, Feb 06	7	F	10" EN ROUTE DOOR STUCK OPEN ON CAR #8263.
		Tue, Feb 13	9	GW1	24" DELAY LATE TURN FROM #2127 EXPRESSED #2148 FROM GLENVIEW.
		Thu, Feb 22	7	A1	7" LATE TURN FROM #2127.
MN	2151	Mon, Feb 05	16	IW1	17" WAITING ON #2158.
		Tue, Feb 06	8	E1	8" MEETING #2158 AT ROUNDOUT.
		Mon, Feb 12	30	II	31" WAITING ON #2158.
		Thu, Feb 15	30	E1	35" DELAY TAKING GRAYSLAKE SIDING FOR RTA 118/2158.
MN	2155	Fri, Feb 02	7	D1	7" WAITING ON DELAYED #2160 @ ROUNDOUT; #2160 DELAYED DUE TO FREIGHT TRAIN INTERFERENCE @ CN CROSSING.
		Mon, Feb 05	12	IW1	12" LATE TURN FROM #2158.
		Thu, Feb 08	8	RD	4" STOP SIGNAL @ A-5, WAITING FOR LINE UP.
		Mon, Feb 12	16	II	16" LATE TURN FROM #2158.
MN	2158	Thu, Feb 01	7	DE1	WAITING ON A LATE #2149.
		Mon, Feb 05	16	IW1	11" WAITING ON #2149; 6" CN CROSS TRAFFIC.
		Tue, Feb 06	11	E1	14" WAITING ON #2149, GRAYSLAKE.
		Mon, Feb 12	22	II	17" DELAY WAITING ON #2149 TO CLEAR; 11" CN CROSS TRAFFIC (CN FREIGHT).
MN	2160	Thu, Feb 15	49	E1	48" DELAY, RESCUED #2143, SWAPPED EQUIPMENT.
		Fri, Feb 16	11	G	13" DELAY ENROUTE, STOP SIGNAL MILWAUKEE AVE. RESTRICTED SPEED.
		Thu, Feb 22	10	D1	13" WAITING ON 2149.
		Tue, Feb 27	36	E1	18" WAITING ON #2149; 20" WAITING #2153 AT A-20.
MN	2160	Fri, Feb 02	6	D	11" FREIGHT TRAIN INTERFERENCE, CN CROSSING.
		Thu, Feb 08	9	RF	6" FREIGHT TRAIN INTERFERENCE, CN CROSSING; 6" WAITING FOR LINE UP FROM ELGIN DISPATCHER, FOX LAKE.
		Mon, Feb 19	24	G	14" SWITCH PROBLEMS AT ROUNDOUT (HANDLINED SWITCHES); 11" LATE TURN FROM #2160.
		Mon, Feb 26	7	R1	8" LATE TURN FROM #2153; 7" FREIGHT INTERFERENCE, CN CROSSING.
MW	2201	Mon, Feb 05	9	CW1	11" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2200.
		Tue, Feb 06	6	IW	4" LATE DEPARTING CUS DUE TO LATE ARRIVAL/TURN OF #2200; 3" SLOW LOADING/UNLOADING PASSENGERS DUE TO SLIPPERY/ICY PLATFORMS.
		Wed, Feb 07	21	DE	39" STOPPED @ B-17 FREIGHT INTERFERENCE.
		Wed, Feb 21	9	D1	8" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2200; 1" MEETS WITH INBOUNDS.
MW	2216	Mon, Feb 05	8	CW1	8" SIGNAL PROBLEMS.
		Mon, Feb 12	18	GW1	18" FOLLOWING TRAIN AHEAD.
		Wed, Feb 14	10	R	12" DEPARTED BIG TIMBER LATE DUE TO ENGINEER SWITCHING ENDS TO RELEASE THE INDEPENDENT ON THE ENGINE #417.
		Fri, Feb 23	14	E1	14" DELAY FOLLOWING #2214.
MW	2218	Mon, Feb 05	11	CW	11" SIGNAL PROBLEMS.
		Wed, Feb 07	0	DE1	ANNULLED @ ROSELLE.
		Mon, Feb 12	17	GW1	17" FOLLOWING #2216.
		Tue, Feb 13	45	M1	45" STOPPED BEHIND NCS 108 DUE TO GRADE CROSSING ACCIDENT @ GREEN ST; STOP SIGNAL A-5, COMPUTER CRASHED.
MW	2220	Wed, Feb 14	10	R1	10" DELAY LATE DEPARTURE WAITING/FOLLOWING #2216.
		Fri, Feb 23	17	E1	17" DELAY FOLLOWING TRAINS AHEAD.
		Mon, Feb 05	12	CW1	12" SIGNAL PROBLEMS.
		Wed, Feb 07	9	DE1	9" DELAY, #2218 ANNULLED AT ROSELLE, THEN DEPARTED ROSELLE ON #2220'S SCHEDULE.
MW	2220	Mon, Feb 12	20	GW1	17" FOLLOWING #2218.
		Tue, Feb 13	17	M1	16" DELAY DUE TO NCS #108 GRADE CROSSING ACCIDENT.
		Wed, Feb 14	11	R1	10" DELAY FOLLOWING #2218.
		Fri, Feb 23	7	E1	7" FOLLOWING TRAINS AHEAD.

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
MW	2222	Mon, Feb 05	15	CW1	5" STOP SIGNAL, B-17; 4 STOP SIGNAL SCHAUMBURG, RESTRICTED SPEED TO ROSELLE WEST; 2" REDUCED SPEED A-5 TO A-2, FOLLOWING TRAINS.
		Tue, Feb 06	8	IW	3" SLOW LOADING AT ALL STATIONS DUE TO WEATHER CONDITIONS; 2" LATE DEPARTING BIG TIMBER DUE TO SWITCHING ENDS TO PERFORM BRAKE TEST...
		Wed, Feb 07	7	DEI	5" DEPARTED BIG TIMBER LATE DUE TO LATE ARRIVAL/TURN OF #2201.
		Mon, Feb 12	14	GW1	12" FOLLOWING #2220, OPERATING ON APPROACH SIGNALS BARTLETT TO ELMWOOD PARK.
		Tue, Feb 13	19	M1	8" STOP SIGNAL A-5 AND INSTRUCTED TO OPERATE @ RESTRICTED SPEED BY ACCIDENT; 7" STOP SIGNAL B-17; 4" MULTIPLE ADA'S.
MW	2224	Mon, Feb 05	9	CW1	9" SIGNAL PROBLEMS.
		Wed, Feb 07	11	DEI	11" FOLLOWING #2222.
		Mon, Feb 12	13	GW1	12" FOLLOWING #2222.
		Tue, Feb 13	25	M1	9" DEPARTED FRANKLIN PARK LATE ON TURN OF 7241; FOLLOWING TRAINS AHEAD FROM A-3.
MW	2226	Mon, Feb 05	10	CW	RESTRICTED SIGNAL SCHAUMBURG; 2" STOP SIGNAL CUS.
		Tue, Feb 13	15	M1	15" DELAYED NCS #108 ACCIDENT.
		Fri, Feb 16	16	GW1	23" DEPARTED ELGIN LATE DUE TO LATE ARRIVAL/TURN OF #2203.
		Tue, Feb 20	7	U	4" ADA, BENSENVILLE; 3" COPIED TWO ITEM #2 CROSSING MALFUNCTIONS.
		Wed, Feb 28	15	G	11" RESTRICTED SIGNAL SPLAUDING THROUGH WEST BARTLETT; 4" ADA WOODDALE TO WESTERN AVE.
MW	2257	Mon, Feb 05	125	G	STOP SIGNAL.
		Thu, Feb 22	12	VE	12" DELAY DUE TO MECHANICAL (ENGINE) PROBLEMS.
		Fri, Feb 23	7	VE	7" DELAY DUE TO MECHANICAL PROBLEMS (BRAKING ISSUES).
		Tue, Feb 27	7	KD1	7" DELAY DUE TO HAVING TO ACCOMMODATE #2255'S PASSENGERS AT RIVER GROVE.
NCS	108	Wed, Feb 07	7	I	5" SLOW/HEAVY (1213) PASSENGER LOADING; 5" STOP SIGNAL, DEVAL.
		Fri, Feb 09	18	GF	15" SIGNAL PROBLEMS UNABLE TO REACH RTC FOR INSTRUCTIONS, LEIGHTON; 4" UPRR CROSS TRAFFIC, DEVAL.
		Tue, Feb 13	48	M	48" STRUCK TRACTOR/SNOW PLOW @ GREEN ST. MP 1.03 ON 3MT IN FRONT OF COYNE UNIVERSITY.
		Tue, Feb 20	11	KW	5" SLOW PASSENGER LOADING; 4" BRAKING ISSUES, PLATFORM SPOTS, WEATHER; 4" STOP SIGNAL CANAL ST. CUS; 1" ADA WHEELING TO CUS.
		Fri, Feb 23	20	E	16" MECHANICAL PROBLEMS ENGINE #402/403 @ VERNON HILLS. (ENGINE #402 BLOWN TURBO)
NCS	109	Thu, Feb 01	6	A	8" STOP SIGNAL DEVAL, 2 ADA'S.
		Mon, Feb 05	9	AM	4" WAITING ON AMTRAK #8, CANAL ST; 3" DEVAL; 3" SLOW PASSENGERS.
		Tue, Feb 13	66	E1	45" TIED ON TO #118 AT ROUND LAKE BEACH AND SHOVED BACK TO ANTIOCH; 20" DELAY CUS SWITCH FAILURE #235.
		Mon, Feb 26	8	A	5" STOP SIGNAL, GRAYSLAKE; 3" STOP SIGNAL, A-5.
NCS	110	Tue, Feb 06	7	GM	4" STOP SIGNAL AT B-12 TO COPY CROSSING MALFUNCTION FOR GRAND AVE; 3" SLOW/HEAVY PASSENGER LOADING.
		Fri, Feb 09	17	GF1	17" FOLLOWING A LATE NCS #108.
		Mon, Feb 12	50	K	50" STOPPED AT TOUHY AVE MP 20.75 SEMI TRUCK STUCK ON THE TRACKS FOULING 1 & 2 MT.
		Tue, Feb 13	19	M1	19" FOLLOWING TRAINS A-2 TO CUS.
		Fri, Feb 23	7	E1	7" DELAY FOLLOWING #108.
NCS	114	Thu, Feb 01	10	I	10" HAULING 9 CARS AND DISCOVERING PLATFORM SPOTS.
		Fri, Feb 02	7	D	7" FREIGHT INTERFERENCE N/B, GRAYSLAKE.
		Fri, Feb 09	12	D	7" 2 529A'S; 7" UPRR FREIGHT TRAIN, DEVAL; 2" STOP SIGNAL, ANTIOCH.
		Tue, Feb 13	67	YW1	67" STOPPED @ WESTERN DUE TO UP DERAILMENT @ A-2.
		Thu, Feb 22	8	D	8" (N/B) FREIGHT TRAIN INTERFERENCE, LAKE VILLA.
NCS	117	Wed, Feb 07	7	RF	9" ENROUTE TALKED BY, GRAYSLAKE.
		Wed, Feb 14	47	M1	47" DELAY SHORT OF #2243 ACCIDENT SCENE.
		Tue, Feb 20	20	GW	20" A BIT OF SEE/SAWING AND SASHAYING DUE TO TRACK CIRCUIT AT B-12.
		Wed, Feb 21	12	GT	13" STOP SIGNAL GRAYSLAKE RESTRICTED SPEED TO RAM; 4" DEVAL STOP SIGNAL.
		Tue, Feb 27	11	ZB1	5" FOLLOWING #115; 3" GALEWOOD; 2" BELMONT, DROP OFF CLEANERS AT SULLIVANS.
NCS	118	Thu, Feb 08	82	M	82" STRUCK AUTOMOBILE AT NEVA AVE. WHILE TRAVELING EASTBOUND ON TRACK 1 TOWARDS CUS, #119 DEPARTED CUS @ 8:16PM.
		Tue, Feb 13	0	XE	ANNULLED @ ROUND LAKE BEACH DUE TO MECHANICAL PROBLEMS.
		Tue, Feb 20	21	GW	22" DELAY STOP SIGNAL B-12 TRACK CIRCUIT BEHIND 2243, NCS 117 MADE SEE/SAW MOVE FROM 1 MAIN WEST PAST INTERLOCKING TO CLEAR TRACK CIRCUIT
		Tue, Feb 27	16	ZB1	8" AT JCT 19 WAITING ON #115; 7" AT B-12; 4" STOP SIGNAL, PROSPECT.
NCS	120	Tue, Feb 06	9	F1	15" DELAY WAITING ON A LATE #2147.
		Tue, Feb 13	64	E1	64" DELAY, ADD LOCO #403.
		Fri, Feb 16	8	RF	8" DELAY WAITING ON LINE UP FROM CN.
		Tue, Feb 27	8	EAI	8" DELAY DUE TO AMTRAK 340'S MECHANICAL PROBLEM AT GLENVIEW.
RI	303	Mon, Feb 12	12	FW	DEPARTING 13M LATE OUT OF LSS DUE TO LATE EQUIPMENT OUT OF THE YARD. ICE IN DOOR PORTAL.
		Wed, Feb 14	8	M	DEPARTED LSS 10M LATE ACCT LATE EQUIPMENT OUT OF YARD 6M BRIDGE A WAITING FOR LITE ENGINE 418 TO CLEAR PLANT
		Mon, Feb 19	8	G1	5M 14TH STOP SIGNAL RI 413 AHEAD. 6M FOR ADA, 3M BI & 3M ROBBINS
		Tue, Feb 20	9	KW	9M 66CT SLOW UNLOADING PASSENGERS, HAD TO WAIT FOR 524 TO CLEAR ACCT T&T CP35.5 TO MOKENA HIGH WATER INSPECTION

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Delay		Delay Explanation	
			Minutes Late	Code		
RI	411	Thu, Feb 01	6	G	6M LATE INTO JOLIET HAD TO BE TALKED BY SIGNAL AT ROBBINS	
		70% OT	Mon, Feb 05	26	JM	3M MIDLO IN NEED OF AMBULANCE, CHANGED MEET FOR OAK FOREST AND STOPPED 14M WAITING ON AMBULANCE. 9M IN ROUTE FOLLOWING RI0413
			Mon, Feb 12	6	GW1	DEPARTED LSS 3M LATE FOLLOWING RI409, AND AN ADDITIONAL 3M TO CP RICHARDS
			Thu, Feb 15	8	GW	8 MIN DUE TO 411 HAVING CAB SIGNAL ISSUES. ICE IN POINTS.
			Tue, Feb 20	7	KW	DELAYED 7M DUE TO INCLEMENT WEATHER CONDITIONS, FLASH FLOOD WARNING, LOADING PASSENGERS
Tue, Feb 27	11	ZB	11M EJE WAITING ON SIGNAL DUE TO DISPATCHER LOSING CONTROL OF TERRITORY DUE TO TELECOM ISSUES			
RI	412	Mon, Feb 05	22	D	17M AT EJE DUE TO CNM395 RECREWING ACROSS THE DIAMOND AT EJE CROSSING	
		80% OT	Tue, Feb 06	20	H1	20 MIN LATE DUE TO RUNNING AROUND TRAIN 408/410 AT TINLEY PRK -80TH AVE
			Wed, Feb 07	16	GW	3 AWDMM 16 MINS LATE 191ST, 107TH, 111TH, ITEMS 1'S
			Tue, Feb 13	14	GT1	14M WAITING ON SYSTEM TO REBOOT
RI	414	Mon, Feb 05	15	D1	15M LATE EN-ROUTE FOLLOWING RI412 W/X-TRAFFIC @ EJE X-CROSSING	
		70% OT	Tue, Feb 06	43	H1	43 MIN DOWN DUE TO BEING STUCK BEHIND 408/410
			Wed, Feb 07	11	GW	11MINS LATE AWDMM AT 191ST, 111TH 107TH ITEMS 1'S
			Thu, Feb 08	6	I	PASSENGER HANDLING
			Fri, Feb 09	27	E	22M LATE DEPARTING JUD DUE TO MECH PROBLEMS W/EQUIP
			Tue, Feb 13	15	GT1	15M GRESHAM DUE TO SYSTEM CRASHING, DISP HAD NO CONTROL
RI	416	Mon, Feb 05	13	FW	9M LATE EN-ROUTE DUE TO ICE BUILD-UP ON CAR #7241 & 7347, 4M LATE FOLLOWING RI616 @ GRESHAM	
		80% OT	Tue, Feb 06	35	H1	35 MIN DUE TO FOLLOWING 414 408/410
			Fri, Feb 09	16	E1	14M LATE DEPARTING JUD SWAPPED EQUIP W/RI414 WHICH HAD MECH PROB/2M
			Mon, Feb 12	16	KD1	16M LATE EN-ROUTE DUE TO DOOR PROBLEMS W/7241, 7377, & 7347
RI	419	Mon, Feb 06	13	FW	DEPARTED LSS 11M LATE ACCT DOOR PROBLEMS WITH COACH 7372, 3M 16TH WAITING 619 TO CLEAR PLANT. ICE IN DOORS	
		65% OT	Wed, Feb 07	12	GW	9M AT GRESHAM DUE TO SWITCH FAILURE, 3M VERMONT ADA, 3M NEW LENOX ADA
			Mon, Feb 12	33	GW1	3M BI ADA, 5M IN ROUTE FOR CAN SIG. ISSUES. 2M GRESHAM WAITING FOR SIG. 23M EJE-RICHARDS ST FOR TRAINS AHEAD ACCOUNT OF SW FAILURE
			Wed, Feb 14	8	K1	DEPARTED LSS 7M LATE ACCT LATE TURN FROM 422
			Tue, Feb 20	7	KW	DELAYED 4M FOR INCLEMENT WEATHER, FLASH FLOOD WARN. AND 3M AT EJE FOR FREIGHT TRAIN INTERFERENCE ALSO DUE TO WEATHER
			Thu, Feb 22	8	RD1	DEPARTED LSS 8M LATE ACCT LATE TURN FROM 422
			Wed, Feb 28	6	E1	4M FOLLOWING RI 617 16TH TO CP PERSHING, 2M LOADING PASSENGERS
RI	422	Fri, Feb 09	6	IW	3M AMWDM GOUGAR RD 4M SLOW PASSENGER LOADING	
		80% OT	Wed, Feb 14	17	K1	16M LATE LEAVING JOLIET DUE TO LATE TURN
			Fri, Feb 16	6	G	7M STOP AND FLAG PLANT
			Thu, Feb 22	16	RD	10M DELAY AT EJE DUE TO X-TRAFFIC, 2M MIDLOTHIAN 411 IN STATION, 3M 95TH AWDMM, 3M GRESHAM WAIT FOR 613 TO CLEAR GRESHAM
RI	503	Tue, Feb 06	6	I	3MIN WAITING FOR 616-4MIN AT MIDLOWAITING FOR 506--3 MIN AT 103RD MIDLO OAK FOREST PSSNGR HANDLING	
		75% OT	Wed, Feb 07	9	I	2MIN GATES, 1 MIN LATE DEPARTING LSS, 3 MIN FOR PASSANGERS, 1 MIN SPEED RESTRICTION
			Fri, Feb 09	9	IW	9M LATE EN-ROUTE DUE TO AWDMM @ 95TH ST ITEM #2 & 119TH ITEM #1 & ACCOMMODATING PASSENGERS
			Tue, Feb 13	11	GT	112M GRESHAM DUE TO SYSTEM DOWN
			Thu, Feb 15	15	CW	12M AT 14TH ST DUE TO BAD SIGNAL. TALKED BY 14TH AND HAD 2 RESTRICTING SIGNALS AFTER. 4M ON BEVERLY DUE TO WHEEL SLIP ON THE 203 ENGINE.
RI	508	Wed, Feb 07	10	I1	DEPARTED 7 MIN LATE DUE TO LATE TRUN, 2 MIN FOR ADA, 7 MIN FOR GATES, 3 MIN PASSANGER HANDLING	
		80% OT	Fri, Feb 09	8	IW1	4M LATE DEPARTING JUD DUE TO LATE TURN OF EQUIP FROM RI503, 4M WEATHER RELATED LOADING/UNLOADING
			Tue, Feb 13	7	GT1	7M LATE DUE TO LATE TURN OF EQUIP AS RI503/SYSTEM CRASHED
			Wed, Feb 28	7	CC	DEPARTED BI 7 MINS LATE DUE TO FREIGHT TRAIN IA507/8M CP 81ST ST WAITING ON RI509 DUE TO SINGLE TRACKING @ CP46TH ST FOR SWITCH FAILURE
RI	509	Tue, Feb 06	6	H1	DEPARTED LSS 7 MINS LATE, LATE POWER COMING OUT OF YARD	
		80% OT	Wed, Feb 07	11	IW	FULL CONSIST, ACCOMODATING PASSENGERS
			Thu, Feb 08	21	JM	25MINUTES STOPPED AT 111TH WAITING ON EMT'S FOR MEDICAL EMERGENCY.
			Mon, Feb 12	10	I	6M TRAVELING WITH FULL CONSIST AND ACCOMODATING PASSENGERS, 5M EN ROUTE FOR MULTIPLE AWDMM'S
RI	514	Wed, Feb 07	7	IW	7M SLOW LOADING PASSENGERS	
		80% OT	Fri, Feb 09	9	IW	9M SLOW LOADING DUE TO WEATHER
			Mon, Feb 12	8	I	2 MIN WAITING FOR 511, 2 MIN FOR FLAG STOPS, 4 MIN FOR PASSANGER HANDLING WITH A 9 CAR TRAIN
			Tue, Feb 13	11	IW	11M LATE EN-ROUTE ACCOMMODATING PASSENGERS/RUNNING W/FULL CONSISTS
RI	617	Fri, Feb 09	9	EW1	DELAYED 9M FOLLOWING BEHIND 615 FOLLOWING 613 THAT HAD ENGINE FAILURE @ 99TH	
		80% OT	Wed, Feb 14	19	K1	DEPARTED LSS 12M LATE ACCT MECHANICAL PROBLEMS, 4M 16TH WAITING FOR 419 TO CLEAR PLANT AHEAD
			Tue, Feb 20	8	KW	DELAYED 8M DUE TO INCLEMENT WEATHER, FLASH FLOOD WARNINGS, AND LOADING PASSENGERS
			Wed, Feb 28	8	E1	DEPARTED LSS 5M LATE ACCT LATE TURN, USED FOR 620 ACCT 605 ENGINE 412 B/O. 3M LOADING PASSENGERS

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train Date	Date	Minutes Delay		Delay Explanation
			Late	Code	
SWS 802 80% OT	Wed, Feb 07	9	D	17M DELAY ASHBURN, 543/600AM, NS25E 51 CARS, 9479" HEAD ROOM.	
	Mon, Feb 12	12	FW	8M LATE DEPARTING 179TH, ENG LOADING ISSUE, 3M DOOR PROBLEMS ASHBURN, 4M ASHBURN TALKED BY RED, CSX TRAP CIRCUIT.	
	Tue, Feb 13	10	RF	7M LATE DEPARTURE ACCT BRAKE PROBLEM WITH ENG 114, 12M DELAY CP-RIDGE ACCT RED SIGNAL, NO TRAIN.	
	Tue, Feb 20	11	GW	15M LOST 17TH TO 153RD, TALKED BY RED 17TH ACCT SIGNAL PROBLEMS	
SWS 803 80% OT	Wed, Feb 07	13	D	11M LATE DEPARTING CUS, TURNED FROM SW802, 12M ADDITIONAL DELAY BRC MEETING SW806	
	Mon, Feb 12	21	FW1	12M LATE TURN FROM SW802, 15M 657/712AMWAITING SW806, 10M ADDITIONAL DELAY 712.722AM ACCT #13 SWITCH FAILING REVERSE AT BJ.	
	Tue, Feb 13	20	DE	8M LATE TURN FROM LATE SW802, 30M DELAY ASHBURN ACCT CSX Q642 W/4400', 75 CARS IN EMERGENCY AT 645AM, CSX CUT TRAIN AND CLEARED 730AM	
	Tue, Feb 20	7	GW	11M LATE TURN FROM SW802, 9M ADDITIONAL ACCT MECHANICAL TROUBLE. 3M MEETING SW804 AT CSX.	
SWS 805 65% OT	Mon, Feb 05	44	GA	DEPART CUS 15M LATE ACCT PLANT TROUBLE, ADDITIONAL 26M DELAY SSBRIDGE ACCT BRIDGE TROUBLE.	
	Mon, Feb 12	11	GF	6M 734/40AM MEETING LATE SW808 AT BJ, 7M 740/47AMDELAY BJ ACCT #13 SW FAILING REVERSE.	
	Tue, Feb 13	34	DE1	28M DELAY CP74TH MEETING LATE 806, 808, 810, CSX 642BLOCKING ASHBURN	
	Fri, Feb 16	15	GF	23M DELAY 736/39AM CP74TH ST MEETING SW810, CSX HAD SWITCH 3 FAILING NORMAL.	
	Tue, Feb 20	36	KW1	TURNED 19M LATE FROM SW804, USED SW806'S TRAIN SET.	
	Thu, Feb 22	8	GF	6M DELAY CP74TH ST, HELD ACCT #11 SWITCH FAILURE AT BRC, 16M DELAY BRC MEETING SW808 AND SW810	
SWS 806 80% OT	Tue, Feb 27	15	E	21M AT CUS DUE TO POWER NOT LOADING, HAD TO SWAP THEIR DOUBLE HEADER FOR THE SW806 WITH THE 187 ENGINE.	
	Fri, Feb 02	10	GT	12M SIGNAL PROBLEMS CP LENOX-143RD. TELECOM	
	Mon, Feb 05	50	F	38 M LATE DEPARTING , MECHANICAL PROPBLEMS, USED SW810 CONSIST. 14M ACCT SSBRIDGE ISSUES.	
	Tue, Feb 13	38	DE	43M DELAY , CSX Q642 WEST IN EMERGENCY AT 645AM	
SWS 812 75% OT	Tue, Feb 20	20	GW	17M SIGNOAL TROUBLE 179-143RD. 7M DELAY ASHBURN , MEETING SW803	
	Mon, Feb 05	21	D	IHB DISP CONFUSED LATE SW810 FOR SW812, SW810 WAS 31M OUT OF SLOT. 13M DELAY X-TRAFFIC Q26 CSXT3193 W/14000", 8M CP518/TRAFFIC	
	Wed, Feb 07	10	D1	9M LATE TURN FROM SW803	
	Mon, Feb 12	16	FW1	15M LATE TURN FROM SW803	
	Tue, Feb 13	23	DE1	READY TO DEPART 803AM 20M LATE ACCT LATE SW803, 10M ADDED DELAY ACCT TRAIN MANAGEMENT SYSTEM DOWN AT CCF	
SWS 823 75% OT	Tue, Feb 20	19	GW1	7M LATE TURN ACCT LATE 803 10M ADDITIONAL DELAY ACCTTALKED BY RED 179TH AND RAN RESTRICTED TO143RD	
	Mon, Feb 05	14	GF1	3M CP74TH ST MEET SWS#834 SINGLE TRACKING BELT JCT. ACCT. SWITCH PROBLEMS; 6M BELT JCT. TALKED BY SIGNAL ACCT. SWITCH ; 4M OAK LAWN ADA	
	Wed, Feb 07	7	FW1	7M AT BRC WAITING ON THE SW834 TO CLEAR	
	Mon, Feb 12	9	GM	11M DUE TO ITEM 1S AT 87TH AND PULASKI AND 107TH.	
	Fri, Feb 16	6	GA	7M CP ROOSEVELT RED SIGNAL, TALKED BY AT RESTRICTED SPEED.	
SWS 836 80% OT	Wed, Feb 28	8	D	11M CP518 442/453PM FOR NS#903 GEO TRAIN GOING INTO UP CANAL ST YARD (MISCOMMUNICATION W/ UP YARDMASTER ON RADIO.)	
	Mon, Feb 05	7	GF1	DEPART ORLAND 153RD ST 10M LATE; LATE FLIP FROM SWS#823.	
	Wed, Feb 07	10	D	LEFT 5M LATE DUE TO LATE TURN. 13M AT CP RIDGE FOR CSX161 7600 FEET AND AP1GL 4200 FEET GOING THRU.	
UPN 343 80% OT	Mon, Feb 12	10	GM	6M LATE TURN FROM SW823. 12M DUE TO ITEM 1S AT 87TH AND PULASKI AND 107TH.	
	Fri, Feb 23	6	AM	5M CP23RD ST 639/644PM FOR NS 880 BNSF6429 W/ 110CARS 6995FT	
	Mon, Feb 05	12	CW	ARRIVED KENOSHA, NO FLAGMAN TO FLAG TRAIN ACROSS BROKEN RAIL AT MP 0.27 @ FARM INDUSTRIAL LEAD. FORM C #49107.	
UPNW 628 80% OT	Tue, Feb 06	182	M1	182" DELAYED DUE TO # 341 STRUCK PEDESTRIAN, MP 33.69.	
	Wed, Feb 07	8	IW	HEAVY PASSENGER LOADING EN ROUTE DUE TO INCLEMENT WEATHER & XH @ MP32.98.	
	Mon, Feb 19	52	G	DELAYED DUE TO BAD CONTACT ON THE # 7 SWITCH Y903 FROM LEAD 5 TTO LEAD 6 CAUSING EQUIPMENT TO ARRIVE/DEPART CAL AVE LATE.	
	Mon, Feb 05	10	F1	DELAYED FOLLOWING #626 WIH MECHANICAL ISSUES FROM DEVAL- PARK RIDGE.	
UPNW 630 75% OT	Tue, Feb 06	7	F1	10MPH BETWEEN MP 22.65-22.45 ON ACCT. OF BROKEN RAIL ON TRK #2, 50MPH BETWEEN MP16.2-16.0 & FOLLOWED #626 DEE RD TO CLYBOURN ON ACCT. OF 606	
	Thu, Feb 08	6	GW1	DEPARTED BARRINGTON 10" LATE DUE TO ICE NOT LETTING THE SPRING SWITCH LINE FOR THE MAIN LINE, HAD TO WAIT FOR THE 5" TIMER.	
	Mon, Feb 12	24	GW1	DELAYED 24" WAITING FOR #626 TO CLEAR AT BARRINGTON.	
	Mon, Feb 05	9	F1	DELAYED FOLLOWING #628 ON ACCT. OF #626 MECHANICAL ISSUES.	
	Tue, Feb 06	8	F1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF #606 ANNULMENT & 10 MPH @ MP22.65 ON ACCT. OF BROKEN RAIL.	
UPNW 632 80% OT	Thu, Feb 08	6	GW1	FOLLOWING TRAINS AHEAD.	
	Mon, Feb 12	30	GW1	DELAYED 30" FOLLOWING TRAINS AHEAD AT BARRINGTON.	
	Tue, Feb 27	30	KD	STOPPED AT CLYBOURN DUE TO DOORS ON ENTIRE CONSIST OPENED WHILE COMING INTO STATION, CREW WAS ABLE TO CLOSE DOORS AND HAD TO MANUALLY OPEN.	
	Mon, Feb 05	9	F1	DEPARTED MCHENRY 6" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OF #603	
	Wed, Feb 14	7	U	DELAYED 23" FOLLOWING TRAINS AHEAD AT BARRINGTON.	
Tue, Feb 27	13	KD1	SLOW LOADING ADA PASSENGER @ BARRINGTON.		
				STOPPED BEHIND #630 AT CLYBOURN, RAN AROUND #630 AT CLYBOURN TRACK 2 TO TRACK 3.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
UPNW	641	Thu, Feb 01	25	DEI	DEI	DELAYED FOLLOWING TRAINS AHEAD DUE TO FREIGHT TRAIN INTERFERENCE @ SEEGER.	
		80% OT	Mon, Feb 12	30	H1	DEPARTED CPT 30" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD.	
			Mon, Feb 19	10	G	DELAYED DUE TO BAD CONTACT ON THE #7 SWITCH @ Y903 FROM LEAD 5 TO LEAD 6 CAUSING EQUIP. TO ARRIVE AND DEPART CAL AVE LATE WHICH LEAD TO EQUIP DELAYED @ JEFFERSON PK ON ACCT. REPORT OF A FIRE @ MP 10.31.	
		Wed, Feb 28	15	K	K	DELAYED @ JEFFERSON PK ON ACCT. REPORT OF A FIRE @ MP 10.31.	
UPNW	643	Thu, Feb 01	16	DEI	DEI	DELAYED FOLLOWING TRAINS AHEAD DUE TO FREIGHT TRAIN INTERFERENCE @ SEEGER.	
		70% OT	Mon, Feb 05	14	CW1	FOLLOWING #641 AND #637.	
			Mon, Feb 12	74	H1	DEPARTED CPT 58" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD, ALSO DELAYED FOLLOWING TRAINS AHEAD.	
		Thu, Feb 15	7	I	I	LATE DEPARTURE FROM CPT ON ACCT. OF WAITING ON #53 TO CLEAR THE PLANT & WAITING FOR #647 TO CLEAR THE STATION @ PARK RIDGE.	
		Mon, Feb 19	60	G	G	DELAYED DUE TO BAD CONTACT ON THE #7 SWITCH @903 FROM LEAD 5 TO LEAD 6 CAUSING EQUIP. TO ARRIVE AND DEPART CAL AVE LATE WHICH LEAD TO EQUIPME DELAYED @ IRVING PARK ON ACCT. REPORT OF A FIRE @ MP 10.31.	
		Wed, Feb 28	20	K	K	DELAYED @ IRVING PARK ON ACCT. REPORT OF A FIRE @ MP 10.31.	
UPNW	647	Thu, Feb 01	8	DEI	DEI	DELAYED FOLLOWING TRAINS AHEAD DUE TO FREIGHT TRAIN INTERFERENCE @ SEEGER.	
		70% OT	Mon, Feb 05	12	CW1	50 MPH @ MP 16, 10MPH @ MP 22.45 - WALKING SPEED MP 22.5 DUE TO BROKEN RAIL. CAR #7275 DONT CLOSE, BLEN OFF DOORS, ADA STUCK IN SNOW @ WOODS	
			Mon, Feb 12	39	FW1	FW1	DEPARTED CPT 37" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD, ALSO DELAYED FOLLOWING TRAINS AHEAD.
		Tue, Feb 13	16	YW1	YW1	DEPARTED CPT 16" DOWN LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD DUE TO DERAILMENT OF EQUIPMENT IN THE YARD.	
		Thu, Feb 15	8	U	U	HAD TO RE-SPOT THE TRAIN @ ARLINGTON HEIGHTS ON ACCT. OF USED 3RD CAR FOR ADA PASSENGER-FIRST 2 ADA CARS WERE NOT OPERATIONAL (-8) & 3 ATS	
Wed, Feb 28	14	K	K	DELAYED @ CLYBOURN ON ACCT. REPORT OF A FIRE @ MP 10.31.			
UPNW	649	Mon, Feb 05	6	CW1	CW1	2 SLOW ORDERS 30 MPH @ MP 3.8 & 50 MPH @ MP 5.75. WEATHER CONDITIONS. FORM A #49940 50 MPH @ MP 16, MP 16.2 TRK #2, FORM A #49948	
		65% OT	Fri, Feb 09	9	GW1	GW1	DELAYED FOLOWING A LATE #651.
			Mon, Feb 12	20	FW1	FW1	DEPARTED CPT 14" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD.
		Tue, Feb 13	11	YW1	YW1	DELAYED FOLLOWING TRAINS AHEAD.	
		Wed, Feb 14	10	F1	F1	DELAYED OUT OF CPT ON ACCT. OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD, LATE MECHANICAL ISSUES FOUND ON THE EQUIPMENT.	
		Mon, Feb 19	42	G	G	DELAYED DUE TO A BAD CONTACT ON THE #7 SWITCH @ Y903 FROM LEAD 5 TO LEAD 6 CAUSING EQUIP. TO ARRIVE AND DEPART CAL AVE LATE WHICH LEAD TO EQ DELAYED FOLLOWING TRAINS AHEAD ON ACCT. REPORT OF A FIRE @ MP 10.31.	
Wed, Feb 28	9	K1	K1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. REPORT OF A FIRE @ MP 10.31.			
UPNW	651	Mon, Feb 05	11	CW1	CW1	FORM A #49940 50 MPH @ MP 16, MP 16.2 TRK #2, FORM A #49948 10 MPH 22.45, MP 22.65 (BROKEN RAIL VAIL ST). CAR #8428 STICKING DOORS.	
		60% OT	Wed, Feb 07	6	FW	FW	LATE DEPARTING CPT ON ACCT. OF USED #653 TO OPERATE AS #651, DUE TO #651 EQUIP. BAD ORDER CAB CAR FOR FEDERAL WHEELS @ CAL AVE COACH YARD
			Fri, Feb 09	12	GW1	GW1	DEPARTED CPT 14" DOWN LATE ARRIVAL OF CREW FROM #623 AND #650 THAT NEEDED TO PUT EQUIPMENT TOGETHER.
		Mon, Feb 12	29	FW1	FW1	DEPARTED CPT 40" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD.	
		Tue, Feb 13	15	YW1	YW1	DELAYED FOLLOWING TRAINS AHEAD.	
		Thu, Feb 15	6	II	II	DELAYED @ ARLINGTON HEIGHTS WAITING ON #658 TO CLEAR STATION (RULE 6.30) & WAITED FOR #645 TO YARD EQUIPMENT @ BARRINGTON.	
		Mon, Feb 19	40	G1	G1	DELAYED BEHIND TRAINS THAT WERE GETTING TO THE DEPOT DUE TO SWITCH FAILURE @ Y903.	
Wed, Feb 28	9	K1	K1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. REPORT OF A FIRE @ MP 10.31.			
UPNW	656	Mon, Feb 05	6	FW	FW	LATE TURN DUE TO STICKY DOORS FROM 3RD, 4TH & 6TH CAR OF SET.	
		80% OT	Mon, Feb 12	0	XFW	XFW	TRAIN ANNULLED AT BARRINGTON ON ACCOUNT OF LOADING ISSUES ON CAB CAR #8472.
			Mon, Feb 19	11	G1	G1	15" LATE DEPARTURE DUE TO LATE ARRIVAL OF # 633.
		Wed, Feb 28	9	K1	K1	DELAYED ON ACCT. OF TRAIN MEETS WITH LATE OUTBOUND TRAINS EN ROUTE ON ACCT. REPORT OF A FIRE @ MP 10.31.	
UPW	21	Tue, Feb 06	13	U	U	2 ADA LIFTS: NO DOOR LIGHT @ CROSS TRAFFIC @ WESTERN AVE.	
		65% OT	Fri, Feb 09	9	GW	GW	DEPARTED CPT 15" LATE DUE TO SWITCH FAILURE ON LAKE ST PALNT 41 AND 45 WERE NOT NORMAL.
			Mon, Feb 12	6	CI	CI	WAIT FOR #34 TO CLEAR AT PARK AND SLOW PASSENGER LOADING TRACK #2 AT ELMHURST & VILLA PARK.
		Wed, Feb 14	9	J	J	PASSENGER EJECTION AT CPT DUE TO MALE PRIED DOORS OPEN TO GET ON TRAIN AT DEPARTURE. ADA LIFT @ GLEN ELLYN & WHEATON.	
		Tue, Feb 20	7	I	I	LATE DEPARTURE FROM CPT ON ACCT. OF CROSS TRAFFIC ON THE PLANT & OPERATING WITH 9 CARS WITH ONLY 1 ENGINE ON A LOCAL SCHEDULE.	
		Wed, Feb 21	7	U	U	ADA LIFTS AT GLEN ELLYN AND WHEATON; STICKY DOORS ON EQUIPMENT.	
Tue, Feb 27	19	E1	E1	DEPARTED CPT 22" LATE DUE TO LATE TURN OF CREW OFF #14.			
UPW	22	Mon, Feb 12	7	I	I	SLOW PASSENGER LOADING EN ROUTE.	
		80% OT	Tue, Feb 13	6	II	II	TRAIN CONTROL OAK PARK-WESTERN AVE FOLLOWING #20, DUE TO SLOW LOADING.
			Tue, Feb 20	9	K	K	METAL BINDING FOUND.
		Tue, Feb 27	10	E1	E1	FOLLOWING TRAINS AHEAD DUE TO #12 WITH ENGINE ISSUES, MADE EXTRA STOPS AT MELROSE PARK AND OAK PARK.	

**TABLE 3 (continued): LIST OF WEEKDAY TRAINS LESS THAN 85% ON-TIME  
February 2018**

Line	Train Date	Minutes Delay		Code	Delay Explanation
		Late			
UPW <b>80% OT</b>	34	Wed, Feb 07	20	RF	RAN TRACK 2 AT VILLA PARK AND ELMHURST AND HAD TO GET RELINES AT KEDZIE DUE TO DISPATCHER ERROR.
		Mon, Feb 12	20	C	OPERATING ON TRAK #2 ELMHURST & RIVER FOREST DUE TO BROKEN RAIL NO TRACK #3 @ MAPLE AVE. HEAVY PASSENGER LOADING AT OAK PARK.
		Mon, Feb 26	6	VF	BAD ORDER ATC ON CAB CAR #8415 (OPERATED ON ABSOLUTE BLOCKS FROM ELMHURST)
		Tue, Feb 27	8	E1	FOLLOWING TRAINS AHEAD DUE TO #12 WITH ENGINE ISSUES, HEAVY PASSENGER LOADING AT OAK PARK AND RIVER FOREST.
UPW <b>80% OT</b>	42	Tue, Feb 06	6	U1	LATE TURN OFF #21 CREW & EQUIPMENT ON ACCT. OF ADA LIFTS, MECHANICAL ISSUES & CROSS TRAFFIC.
		Tue, Feb 13	7	G	NO SIGNAL @ CPY011 & HALSTED FOR CAD WARM START.
		Tue, Feb 20	9	II	DELAYED @ CN @ WEST CHICAGO (M33681-19); 20MPH BETWEEN MP5.22- 4.84; OPERATED WITH 9 CARS & 1 ENGINE ON A LOCAL SCHEDULE & MADE AN ADDITIONA
		Tue, Feb 27	18	E1	DEPARTED ELBURN 9" LATE DUE TO LATE TURN OF CREW AND EQUIPMENT OF #21, 2 ADA LIFTS.
UPW <b>80% OT</b>	48	Tue, Feb 06	12	U	3 ADA LIFTS EN ROUTE (5"), RAN ON TRAIN CONTROL FOLLOWING ZG1SKP.
		Wed, Feb 07	8	I	PASSENGERS ON THE WRONG SIDE AT MELROSE PARK DUE TO GPS ERROR, ADA LIFT AT LOMBARD.
		Fri, Feb 16	10	L	STOPPED WAITING FOR POLICE TO REMOVE TRESPASSER AT MP 24.23.
		Mon, Feb 19	11	I	TRAIN CONTROL KRESS-WEST CHICAGO WAITING ON #31 TO CLEAR; PEOPLE ON WRONG SIDE WINFIELD & WHEATON (TRK 3 GPS MADE ANNOUNCEMENTS)...
UPW <b>80% OT</b>	49	Mon, Feb 05	13	D1	FOLLOW TRAINS AHEAD, WHEATON TO WEST CHICAGO.
		Fri, Feb 09	9	D1	DELAYED FOLLOWING #47 THAT WAS STOPPED WAITING FOR #56 TO CLEAR TRACK 2 @ PARK DUE TO THE MNPCH ON TRK 3 ALSO RAN @ RESTRICTED SPEED MP 24.7
		Mon, Feb 12	16	H	DEPARTED CPT 12" LATE, HAD TO USE A DIFFERENT CREW AND EQUIPMENT ON ACCOUNT OF NORMAL CREW AND EQUIPMENT WAS LATE COMING FROM CAL AV
		Wed, Feb 14	18	JMI	DELAYED FOLLOWING #47 ON ACCT. OF MEDICAL EMERGENCY @ WHEATON WITH #47.
UPW <b>75% OT</b>	50	Wed, Feb 07	13	D	FREIGHT TRAIN INTERFERENCE @ 25TH AVE (ZG1BR-7)
		Thu, Feb 08	17	D	STOPPED AT PARK WAITING FOR ZLTG2 TO CLEAR INTO PROVISO.
		Fri, Feb 09	16	D	STOPPED @ KEDZIE DUE TO YPRBRX-09 AHEAD.
		Wed, Feb 14	12	D	DELAYED @ WEST CHICAGO (-8) WAITING ON #33 TO CLEAR & TRAIN CONTROL KEELER-KEDZIE (OPERATED MTRK 3).
		Wed, Feb 28	7	D	DELAYED AT 25TH WAITING FOR YYCPRX TO CLEAR 6 MAIN (6" DELAY) & PASSENGERS WERE ON THE WRONG SIDE @ MAYWOOD & RIVER FOREST WVOM NOT WORKING.
UPW <b>80% OT</b>	52	Wed, Feb 07	6	J	STOPPED AT VILLA PARK WAITING ON POLICE TO REMOVE AN UNRULY MALE OFF THE TRAIN (POLICE ARRIVED & REMOVED PERSON FROM TRAIN)
		Wed, Feb 14	10	D	-14 DELAYED FOLLOWING MNPCH.
		Thu, Feb 15	40	G	DELAYED @ CPY038 (-20) SWITCH #3 FAILED TO LOCK REVERSE (CREW HAD TO HAND LINE SWITCH):
		Fri, Feb 16	22	D	FREIGHT TRAIN INTERFERENCE @ PARK MNPPR; PASSENGERS STOPPED AT ELMHURST WAITING FOR ANPCNR-15 TO CLEAR OUTBOUND 2. OPERATED TRACK 3 VALE TO KEDZIE THROUGH SHORT CROSSOVER SWITCHES CAUSING TRAI
UPW <b>80% OT</b>	54	Fri, Feb 09	9	J	POLICE ACTIVITY AT GLEN ELLYN, MALE PASSENGER UNRULY TO CREW & OTHER PASSENGERS. GLEN ELLYN POLICE REMOVED PASSENGER.
		Wed, Feb 14	37	KP	LATE TURN OFF #35 ON ACCT. OF FREIGHT TRAIN INTERFERENCE; DELAYED @ WHEATON FOR POLICE ACTIVITY (POLICE SEARCHING FOR TRESPASSER);...
		Thu, Feb 15	9	D	FREIGHT TRAIN INTERFERENCE (ZBRG1) GOING ON THE ROCKWELL SUB & WAITED FOR PASSENGERS ON THE WRONG SIDE @ RIVER FOREST & OAK PARK (TRK 3)
		Tue, Feb 27	18	D	RAN ON TRAIN CONTROL FOLLOWING IG3AH VALE TO KEDZIE, STOPPED AT KEDZIE WAITING FOR IG3AH TO CLEAR INTO THE ROCKWELL.
UPW <b>65% OT</b>	55	Thu, Feb 01	7	GF	TRAIN CONTROL OAK PARK-ELMHURST FOLLOWING #53 & NO SIGNAL @ CN @ WEST CHICAGO.
		Mon, Feb 05	10	FW	DEPARTED 6" LATE DUE TO STICKY DOOR ISSUES ON #7242. TRAIN CONTROL OAK PARK - BELLWOOD. XH AT MP 23.5. SNOW AND ICE.
		Thu, Feb 08	10	F1	RAN ON TRAIN CONTROL FOLLOWING #53.
		Fri, Feb 09	8	K	RAN @ RESTRICTED SPEED MP 24.75-24.94 DUE TO A SNOW PLOW STUCK ON THE TRKS BLOCKING TRKS 1 & 2.
		Mon, Feb 12	50	H	DEPARTED CPT 35" LATE ON ACCOUNT OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE YARD, ALSO RAN ON TRAIN CONTROL FOLLOWING TRAINS AHEAD.
		Wed, Feb 14	14	JMI	DELAYED FOLLOWING #53 ON ACCT. OF A MEDICAL EMERGENCY @ WHEATON WITH #47.
UPW <b>80% OT</b>	59	Mon, Feb 05	8	F1	TRAIN CONTROL FROM OAK PARK TO ELMHURST. FOLLOWING TRAINS AHEAD.
		Thu, Feb 08	9	F1	RAN ON TRAIN CONTROL FOLLOWING #57.
		Tue, Feb 13	10	YW1	DELAYED FOLLOWING #57. ICE BUILDUP IN SWITCH POINT
		Mon, Feb 19	0	XM	ANNULLED @ MP 14 STRUCK A SEMI TRUCK @ WOLF RD MP 13.75 WAITED FOR AREA AND TRACKS TO BE RELEASED AND INSPECTED.
		Mon, Feb 05	7	FW1	LATE ARRIVAL FROM #59 EQUIPMENT.
UPW <b>80% OT</b>	60	Thu, Feb 08	8	F1	DEPARTED ELMHURST 8" LATE DUE TO LATE ARRIVAL OF #59.
		Tue, Feb 13	10	YW1	LATE TURN FROM #59. ICE BUILDUP IN SWITCH POINT
		Mon, Feb 19	0	M1	ANNULLED DUE TO #59 CRITICAL INCIDENT AT WOLF ROAD MP 13.75.
		Fri, Feb 09	15	K1	DELAYED FOLLOWING #68.
UPW <b>75% OT</b>	62	Mon, Feb 12	14	IW	RAN TRK #2 VILLA PARK AND ELMHURST. ALSO RAN THE SHORTS AT KEDZIE.
		Wed, Feb 14	6	JMI	LATE TURN OFF #47 CREW AND EQUIPMENT ON ACCT. OF MEDICAL EMERGENCY @ WHEATON.
		Thu, Feb 15	22	D	TRAIN CONTROL FROM WHEATON-PARK ON ACCT. OF FREIGHT TRAIN INTERFERENCE (CNAWK9) & DELAYED 5" HALSTED WAITING ON SIGNAL.
		Mon, Feb 19	130	M1	DELAYED DUE TO #59 STRUCK A SEMI TRUCK @ WOLF RD WAITED FOR TRACKS TO BE RELEASED.
UPW <b>80% OT</b>	64	Thu, Feb 08	11	F1	DEPARTED ELBURN 5" LATE DUE TO LATE ARRIVAL OF #57, ALSO RAN THE SHORT CROSSOVERS AT KEDZIE.
		Fri, Feb 09	10	G	SWITCH FAILURE @ WESTERN AVE.
		Mon, Feb 12	42	H1	DEPARTED ELBURN 22" LATE ON ACCOUNT OF LATE ARRIVAL OF #57, ALSO STOPPED AT BRIDGE A FOR A SWITCH FAILURE ON LAKE ST.
		Mon, Feb 19	84	M1	DELAYED DUE TO #59 STRUCK A SEMI TRUCK 2 WOLF RD WAITED FOR TRACKS TO BE RELEASED.
UPW <b>80% OT</b>	66	Fri, Feb 09	13	K1	LATE TURN FROM #63.
		Mon, Feb 19	0	M1	ANNULLED DUE TO #59 CRITICAL INCIDENT AT WOLF R MP 13.75.
		Thu, Feb 22	12	D	FREIGHT TRAIN INTERFERENCE ZLTG2B FROM KRESS & WAITED FOR #67 @ PARK, WHICH HAD FREIGHT TRAIN INTERFERENCE (MELNPK).
		Fri, Feb 23	11	F	RAN @ RESTRICTED SPED FROM CYP903 TO CPT HAD BAD ORDER ATC ON CAB CAR #8410 RAN ON BLKS CPT903 TO CPT.

Data is final (03/28/18) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85% table.xlsx\PrintCopy 03/28/2018

**TABLE 4: DELAY INCIDENT CODES AND DEFINITIONS**

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

Effective July 1, 2016 Revised July 19, 2016

F:\QNTIME\JFDelayClassification\Tbl2012\_v2016md.xlsx\IncidentCodeTable\_Lnd 08/16/2016

**TABLE 5: DELAY INCIDENT CODES SORTED BY CAUSE CATEGORY & CARRIER DESIGNATION**

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

Effective July 1, 2016

Revised July 19, 2016

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

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



**TABLES 6.a, 6.b, 6.c, & 6.d: FREQUENCY OF TRAIN DELAYS BY CONTROL AND LINE**  
**February 2018**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	82	33	18	10	4	64	26	26	50	12	34	41	37	437	37%
Semi-controllable	23	0	0	0	9	11	18	8	5	32	1	9	46	162	14%
Uncontrollable	67	17	10	14	0	71	72	21	100	15	56	85	63	591	50%
<b>TOTAL TRAINS DELAYED</b>	<b>172</b>	<b>50</b>	<b>28</b>	<b>24</b>	<b>13</b>	<b>146</b>	<b>116</b>	<b>55</b>	<b>155</b>	<b>59</b>	<b>91</b>	<b>135</b>	<b>146</b>	<b>1,190</b>	<b>100%</b>

**February - Average Over Previous Five Years: 2013-2017**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	70.4	21.4	7.8	9.8	5.2	63.2	36.6	22.2	38.4	13.4	18.6	14.4	37.0	358.4	39%
Semi-controllable	29.6	0.0	0.0	0.0	4.8	21.4	16.4	22.6	9.8	15.2	3.2	9.4	17.8	150.2	16%
Uncontrollable	74.4	33.6	12.8	19.4	1.8	48.4	45.4	9.8	45.4	8.8	33.0	46.8	31.2	410.8	45%
<b>TOTAL TRAINS DELAYED</b>	<b>174.4</b>	<b>55.0</b>	<b>20.6</b>	<b>29.2</b>	<b>11.8</b>	<b>133.0</b>	<b>98.4</b>	<b>54.6</b>	<b>93.6</b>	<b>37.4</b>	<b>54.8</b>	<b>70.6</b>	<b>86.0</b>	<b>919.4</b>	<b>100%</b>

**February 2018 Divergence From February Average Over Previous Five Years**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	11.6	11.6	10.2	0.2	-1.2	0.8	-10.6	3.8	11.6	-1.4	15.4	26.6	0.0	78.6	29%
Semi-controllable	-6.6	0.0	0.0	0.0	4.2	-10.4	1.6	-14.6	-4.8	16.8	-2.2	-0.4	28.2	11.8	4%
Uncontrollable	-7.4	-16.6	-2.8	-5.4	-1.8	22.6	26.6	11.2	54.6	6.2	23.0	38.2	31.8	180.2	67%
<b>TOTAL TRAINS DELAYED</b>	<b>-2.4</b>	<b>-5.0</b>	<b>7.4</b>	<b>-5.2</b>	<b>1.2</b>	<b>13.0</b>	<b>17.6</b>	<b>0.4</b>	<b>61.4</b>	<b>21.6</b>	<b>36.2</b>	<b>64.4</b>	<b>60.0</b>	<b>270.6</b>	<b>100%</b>

**January-February 2018**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	194	50	28	25	11	138	67	43	111	26	63	80	75	911	42%
Semi-controllable	76	0	0	0	21	36	29	14	15	58	1	19	79	348	16%
Uncontrollable	138	38	23	27	2	97	97	31	170	17	68	105	105	918	42%
<b>TOTAL TRAINS DELAYED</b>	<b>408</b>	<b>88</b>	<b>51</b>	<b>52</b>	<b>34</b>	<b>271</b>	<b>193</b>	<b>88</b>	<b>296</b>	<b>101</b>	<b>132</b>	<b>204</b>	<b>259</b>	<b>2,177</b>	<b>100%</b>

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByControl.xls>LastMonthRespByLine

03/28/2018

**TABLE 7: NUMBER OF DELAYS BY DATE**  
**February 2018**

WEEKDAY	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	TOTAL
	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
<b>BNSF</b>	1	3	1	28	10	6	15	22	29	7	7	1	1	5	14	5	3	6	2	0	166
<b>Elec -ML</b>	0	0	0	3	0	0	1	3	11	5	0	1	1	0	2	7	0	0	11	0	45
<b>-BI</b>	1	0	0	1	0	0	3	2	2	4	1	0	0	1	2	2	1	1	4	0	25
<b>-SC</b>	0	0	0	7	0	0	1	0	2	3	0	1	0	1	5	1	0	0	2	0	23
<b>Heritage</b>	0	1	1	2	1	0	0	3	0	1	0	1	1	0	0	0	0	0	1	1	13
<b>Milw -N</b>	6	5	21	12	3	4	2	9	15	2	8	5	10	7	6	2	0	3	11	7	138
<b>-W</b>	1	2	15	5	15	7	3	11	14	13	1	2	0	3	7	1	5	0	7	1	113
<b>NCS</b>	3	1	1	6	5	2	3	5	11	1	1	1	1	3	1	1	3	1	5	0	55
<b>RI</b>	4	4	9	14	14	6	16	24	6	12	5	2	3	9	0	3	1	3	4	6	145
<b>SWS</b>	1	1	9	0	9	0	0	9	9	0	2	3	0	8	0	3	2	0	2	1	59
<b>UP -N</b>	1	5	2	21	9	0	5	5	3	4	14	1	8	0	0	0	0	2	0	0	80
<b>-NW</b>	5	2	11	13	4	5	11	23	7	7	5	0	11	2	0	0	0	0	4	12	122
<b>-W</b>	4	0	9	3	7	8	14	14	5	13	4	2	16	8	1	6	3	2	13	1	133
<b>SYSTEM</b>	27	24	79	115	77	38	74	130	114	72	48	20	52	47	38	31	18	18	66	29	1,117

  

<b>SATURDAY</b>	3	10	17	24	<b>TOTAL</b>
<b>BNSF</b>	0	2	2	1	5
<b>Elec -ML</b>	0	1	2	0	3
<b>-BI</b>	0	0	3	0	3
<b>-SC</b>	0	0	0	1	1
<b>Heritage</b>	-	-	-	-	-
<b>Milw -N</b>	0	0	2	1	3
<b>-W</b>	0	0	0	0	0
<b>NCS</b>	-	-	-	-	-
<b>RI</b>	0	1	1	3	5
<b>SWS</b>	0	0	0	0	0
<b>UP -N</b>	1	1	1	2	5
<b>-NW</b>	0	0	0	0	0
<b>-W</b>	1	6	0	1	8
<b>SYSTEM</b>	2	11	11	9	33

  

<b>SUNDAY/HOLIDAY</b>	4	11	18	25	<b>TOTAL</b>
<b>BNSF</b>	0	0	1	0	1
<b>Elec -ML</b>	1	1	0	0	2
<b>-BI</b>	-	-	-	-	0
<b>-SC</b>	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	0
<b>Milw -N</b>	2	3	0	0	5
<b>-W</b>	0	2	1	0	3
<b>NCS</b>	-	-	-	-	0
<b>RI</b>	0	4	0	1	5
<b>SWS</b>	-	-	-	-	0
<b>UP -N</b>	0	6	0	0	6
<b>-NW</b>	2	7	4	0	13
<b>-W</b>	0	2	0	3	5
<b>SYSTEM</b>	5	25	6	4	40

Data is final (03/28/18) version from TOPS.

**TABLE 8.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
February 2018

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	12	0	0	0	6	11	17	5	5	16	1	9	44	126
Freight Interference - Peak	4	0	0	0	5	3	8	0	3	9	0	8	12	52
Primary	3	0	0	0	5	1	2	0	2	6	0	4	2	25
Secondary	1	0	0	0	0	2	6	0	1	3	0	4	10	27
Freight Interference - Off-Peak	8	0	0	0	1	8	9	5	2	7	1	1	32	74
Primary	8	0	0	0	1	2	5	5	2	5	0	1	29	58
Secondary	0	0	0	0	0	6	4	0	0	2	1	0	3	16
Signal/Switch Failure - TOTAL	37	15	9	9	5	13	11	6	19	20	11	9	7	171
Signal/Switch Failure - Metra/PSA	24	15	9	9	2	13	10	3	19	4	11	9	5	133
Primary	22	15	8	8	1	7	9	3	13	4	7	3	5	105
Secondary	2	0	1	1	1	6	1	0	6	0	4	6	0	28
Signal/Switch Failure - Foreign	13	0	0	0	3	0	1	3	0	16	0	0	2	38
Primary	13	0	0	0	3	0	1	2	0	12	0	0	2	33
Secondary	0	0	0	0	0	0	0	1	0	4	0	0	0	5
Mechanical Failure - TOTAL	23	5	4	3	0	28	5	12	10	3	8	19	19	139
Mechanical Failure - Metra/PSA	23	5	4	3	0	22	5	11	10	3	8	19	19	132
Non-Locomotive Equipment Failure - Metra/PSA	1	5	4	3	0	2	0	2	1	2	7	15	7	49
Primary	1	1	0	0	0	2	0	1	1	1	3	2	1	13
Secondary	0	4	4	3	0	0	0	1	0	1	4	13	6	36
Locomotive Failure - Metra/PSA	22	0	0	0	0	20	5	9	9	1	1	4	12	83
Primary	3	0	0	0	0	5	1	2	4	1	1	1	1	19
Secondary	19	0	0	0	0	15	4	7	5	0	0	3	11	64
Mechanical Failure - Foreign	0	0	0	0	0	6	0	1	0	0	0	0	0	7
Passenger Train Interference - TOTAL	0	0	0	0	1	6	0	3	0	2	0	0	0	12
Passenger Train Interference - Metra/PSA	0	0	0	0	0	3	0	2	0	0	0	0	0	5
Passenger Train Interference - Foreign	0	0	0	0	1	3	0	1	0	2	0	0	0	7
Accident - TOTAL	3	0	0	0	0	4	21	5	1	0	30	2	16	82
Accident - Metra/PSA	0	0	0	0	0	4	21	5	1	0	30	2	16	79
Accident - Foreign	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Track Work - TOTAL	3	0	0	0	0	1	1	1	2	0	3	4	3	18
Track Work - Metra/PSA	3	0	0	0	0	1	1	1	2	0	3	4	3	18
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	28	12	5	2	1	15	9	8	17	2	7	8	7	121
Human Error - Metra/PSA	14	12	5	2	0	13	9	6	17	1	7	8	6	100
Human Error - Foreign	14	0	0	0	1	2	0	2	0	1	0	0	1	21
Sick, Injured, Unruly Passenger - TOTAL	1	2	0	0	0	5	3	1	4	1	4	1	11	33
Sick, Injured, Unruly Passenger - Metra/PSA	1	2	0	0	0	5	3	1	4	1	4	1	11	33
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	55	7	3	1	0	38	36	6	60	13	16	51	9	295
Weather - Metra/PSA	55	7	3	1	0	38	36	6	59	13	16	51	9	294
Weather - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Passenger Loading - TOTAL	2	2	3	0	0	12	0	4	12	0	4	8	9	56
Lift Deployment - TOTAL	5	0	0	0	0	3	5	0	3	1	1	4	5	27
Obstruction/Debris - TOTAL	3	6	4	8	0	3	2	4	19	1	0	20	12	82
Catenary Failure - TOTAL	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Other - TOTAL	0	0	0	1	0	7	6	0	3	0	6	0	4	27
<b>TOTAL TRAINS DELAYED</b>	<b>172</b>	<b>50</b>	<b>28</b>	<b>24</b>	<b>13</b>	<b>146</b>	<b>116</b>	<b>55</b>	<b>155</b>	<b>59</b>	<b>91</b>	<b>135</b>	<b>146</b>	<b>1,190</b>
Total Metra/PSA Delays	130	50	28	24	2	124	98	43	149	24	90	126	99	987
Total Foreign Carrier Delays	42	0	0	0	11	22	18	12	6	35	1	9	47	203

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 03/28/2018

'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.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**February - Average Over Previous Five Years: 2013-2017**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	19.2	0.0	0.0	0.0	3.6	18.8	15.2	18.0	8.2	10.4	3.2	8.0	17.8	122.4
Freight Interference - Peak	5.4	0.0	0.0	0.0	3.4	4.6	3.0	7.0	3.2	3.0	0.2	4.8	3.2	37.8
Primary	3.2	0.0	0.0	0.0	3.2	3.2	2.4	3.8	1.0	2.4	0.2	2.6	2.2	24.2
Secondary	2.2	0.0	0.0	0.0	0.2	1.4	0.6	3.2	2.2	0.6	0.0	2.2	1.0	13.6
Freight Interference - Off-Peak	13.8	0.0	0.0	0.0	0.2	14.2	12.2	11.0	5.0	7.4	3.0	3.2	14.6	84.6
Primary	11.8	0.0	0.0	0.0	0.2	9.0	8.4	8.8	4.2	6.4	1.6	2.2	11.8	64.4
Secondary	2.0	0.0	0.0	0.0	0.0	5.2	3.8	2.2	0.8	1.0	1.4	1.0	2.8	20.2
Signal/Switch Failure - TOTAL	21.8	3.8	3.2	3.2	1.8	16.2	15.0	13.2	11.8	8.6	4.8	6.0	21.6	131.0
Signal/Switch Failure - Metra/PSA	12.2	3.8	3.2	3.2	0.2	13.6	13.4	8.6	10.2	2.2	4.8	4.6	21.4	101.4
Primary	9.2	1.6	2.2	2.4	0.2	5.4	8.2	4.4	6.2	1.4	3.0	1.6	4.4	50.2
Secondary	3.0	2.2	1.0	0.8	0.0	8.2	5.2	4.2	4.0	0.8	1.8	3.0	17.0	51.2
Signal/Switch Failure - Foreign	9.6	0.0	0.0	0.0	1.6	2.6	1.6	4.6	1.6	6.4	0.0	1.4	0.2	29.6
Primary	6.6	0.0	0.0	0.0	1.4	1.0	1.2	2.2	0.6	3.8	0.0	0.4	0.2	17.4
Secondary	3.0	0.0	0.0	0.0	0.2	1.6	0.4	2.4	1.0	2.6	0.0	1.0	0.0	12.2
Mechanical Failure - TOTAL	16.0	3.2	0.8	0.6	0.2	23.6	10.4	4.0	16.8	3.2	9.0	3.0	5.4	96.2
Mechanical Failure - Metra/PSA	15.6	2.2	0.8	0.6	0.2	21.4	10.2	4.0	16.8	3.2	9.0	3.0	5.2	92.2
Non-Locomotive Equipment Failure - Metra/PSA	6.0	2.2	0.8	0.6	0.2	2.8	1.4	0.4	2.0	2.0	1.2	0.2	1.4	21.2
Primary	1.8	1.0	0.2	0.6	0.2	1.0	1.0	0.0	1.2	0.6	0.6	0.2	1.0	9.4
Secondary	4.2	1.2	0.6	0.0	0.0	1.8	0.4	0.4	0.8	1.4	0.6	0.0	0.4	11.8
Locomotive Failure - Metra/PSA	9.6	0.0	0.0	0.0	0.0	18.6	8.8	3.6	14.8	1.2	7.8	2.8	3.8	71.0
Primary	3.2	0.0	0.0	0.0	0.0	4.4	4.4	1.0	4.2	0.6	2.0	1.4	2.0	23.2
Secondary	6.4	0.0	0.0	0.0	0.0	14.2	4.4	2.6	10.6	0.6	5.8	1.4	1.8	47.8
Mechanical Failure - Foreign	0.4	1.0	0.0	0.0	0.0	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.2	4.0
Passenger Train Interference - TOTAL	1.2	0.6	0.0	0.6	0.4	10.2	2.0	1.6	0.6	0.8	0.4	0.8	3.2	22.4
Passenger Train Interference - Metra/PSA	0.0	0.4	0.0	0.2	0.0	7.8	1.8	1.6	0.4	0.2	0.4	0.8	3.0	16.6
Passenger Train Interference - Foreign	1.2	0.2	0.0	0.4	0.4	2.4	0.2	0.0	0.2	0.6	0.0	0.0	0.2	5.8
Accident - TOTAL	18.0	0.0	0.0	0.2	0.0	3.2	7.4	0.4	0.4	0.2	0.6	8.4	1.2	40.0
Accident - Metra/PSA	10.6	0.0	0.0	0.2	0.0	3.2	7.2	0.4	0.2	0.2	0.6	8.4	0.2	31.2
Accident - Foreign	7.4	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	1.0	8.8
Track Work - TOTAL	11.4	2.6	0.4	1.2	0.2	1.6	1.0	1.4	2.4	0.2	0.2	2.0	0.8	25.4
Track Work - Metra/PSA	7.8	2.6	0.4	1.2	0.2	1.6	1.0	1.4	2.4	0.2	0.2	2.0	0.8	21.8
Track Work - Foreign	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Human Error - TOTAL	27.2	2.4	1.2	1.8	3.8	13.2	7.8	4.8	8.0	3.0	3.4	2.6	4.0	83.2
Human Error - Metra/PSA	13.4	2.4	1.2	1.6	1.0	4.6	2.4	0.8	8.0	0.0	3.2	1.6	3.2	43.4
Human Error - Foreign	13.8	0.0	0.0	0.2	2.8	8.6	5.4	4.0	0.0	3.0	0.2	1.0	0.8	39.8
Sick, Injured, Unruly Passenger - TOTAL	2.8	4.6	0.6	0.4	0.2	2.4	6.0	0.6	1.4	0.4	1.4	6.8	2.2	29.8
Sick, Injured, Unruly Passenger - Metra/PSA	2.8	4.6	0.6	0.4	0.2	2.4	6.0	0.6	1.4	0.4	1.4	6.8	2.2	29.8
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	35.0	18.4	8.0	12.2	1.2	28.4	21.6	6.0	29.6	4.0	21.8	23.4	15.4	225.0
Weather - Metra/PSA	34.8	18.4	8.0	12.2	0.8	26.2	21.6	6.0	29.6	3.6	21.8	23.4	15.0	221.4
Weather - Foreign	0.2	0.0	0.0	0.0	0.4	2.2	0.0	0.0	0.0	0.4	0.0	0.0	0.4	3.6
Passenger Loading - TOTAL	0.4	5.6	2.0	2.0	0.0	2.0	1.6	0.0	6.8	0.2	2.4	0.4	4.0	27.4
Lift Deployment - TOTAL	2.4	0.0	0.0	0.2	0.0	5.4	1.6	0.8	2.2	0.0	0.8	1.4	3.6	18.4
Obstruction/Debris - TOTAL	6.4	4.0	2.2	3.4	0.4	7.2	6.2	2.2	4.2	1.8	5.4	4.8	2.4	50.6
Catenary Failure - TOTAL	0.0	9.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
Other - TOTAL	12.6	0.8	0.2	0.4	0.0	0.8	2.6	1.6	1.2	4.6	1.4	3.0	4.4	33.6
<b>TOTAL TRAINS DELAYED</b>	<b>174.4</b>	<b>55.0</b>	<b>20.6</b>	<b>29.2</b>	<b>11.8</b>	<b>133.0</b>	<b>98.4</b>	<b>54.6</b>	<b>93.6</b>	<b>37.4</b>	<b>54.8</b>	<b>70.6</b>	<b>86.0</b>	<b>919.4</b>
Total Metra/PSA Delays	119.0	53.8	20.6	28.6	3.0	96.2	75.6	28.0	83.4	16.6	51.4	60.2	65.4	701.8
Total Foreign Carrier Delays	55.4	1.2	0.0	0.6	8.8	36.8	22.8	26.6	10.2	20.8	3.4	10.4	20.6	217.6

Data for latest month is final (03/14/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 03/28/2018

'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.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**February 2018 Divergence From February Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	-7.2	0.0	0.0	0.0	2.4	-7.8	1.8	-13.0	-3.2	5.6	-2.2	1.0	26.2	3.6
Freight Interference - Peak	-1.4	0.0	0.0	0.0	1.6	-1.6	5.0	-7.0	-0.2	6.0	-0.2	3.2	8.8	14.2
<i>Primary</i>	-0.2	0.0	0.0	0.0	1.8	-2.2	-0.4	-3.8	1.0	3.6	-0.2	1.4	-0.2	0.8
<i>Secondary</i>	-1.2	0.0	0.0	0.0	-0.2	0.6	5.4	-3.2	-1.2	2.4	0.0	1.8	9.0	13.4
Freight Interference - Off-Peak	-5.8	0.0	0.0	0.0	0.8	-6.2	-3.2	-6.0	-3.0	-0.4	-2.0	-2.2	17.4	-10.6
<i>Primary</i>	-3.8	0.0	0.0	0.0	0.8	-7.0	-3.4	-3.8	-2.2	-1.4	-1.6	-1.2	17.2	-6.4
<i>Secondary</i>	-2.0	0.0	0.0	0.0	0.0	0.8	0.2	-2.2	-0.8	1.0	-0.4	-1.0	0.2	-4.2
Signal/Switch Failure - TOTAL	15.2	11.2	5.8	5.8	3.2	-3.2	-4.0	-7.2	7.2	11.4	6.2	3.0	-14.6	40.0
Signal/Switch Failure - Metra/PSA	11.8	11.2	5.8	5.8	1.8	-0.6	-3.4	-5.6	8.8	1.8	6.2	4.4	-16.4	31.6
<i>Primary</i>	12.8	13.4	5.8	5.6	0.8	1.6	0.8	-1.4	6.8	2.6	4.0	1.4	0.6	54.8
<i>Secondary</i>	-1.0	-2.2	0.0	0.2	1.0	-2.2	-4.2	-4.2	2.0	-0.8	2.2	3.0	-17.0	-23.2
Signal/Switch Failure - Foreign	3.4	0.0	0.0	0.0	1.4	-2.6	-0.6	-1.6	-1.6	9.6	0.0	-1.4	1.8	8.4
<i>Primary</i>	6.4	0.0	0.0	0.0	1.6	-1.0	-0.2	-0.2	-0.6	8.2	0.0	-0.4	1.8	15.6
<i>Secondary</i>	-3.0	0.0	0.0	0.0	-0.2	-1.6	-0.4	-1.4	-1.0	1.4	0.0	-1.0	0.0	-7.2
Mechanical Failure - TOTAL	7.0	1.8	3.2	2.4	-0.2	4.4	-5.4	8.0	-6.8	-0.2	-1.0	16.0	13.6	42.8
Mechanical Failure - Metra/PSA	7.4	2.8	3.2	2.4	-0.2	0.6	-5.2	7.0	-6.8	-0.2	-1.0	16.0	13.8	39.8
Non-Locomotive Equipment Failure - Metra/PSA	-5.0	2.8	3.2	2.4	-0.2	-0.8	-1.4	1.6	-1.0	0.0	5.8	14.8	5.6	27.8
<i>Primary</i>	-0.8	0.0	-0.2	-0.6	-0.2	1.0	-1.0	1.0	-0.2	0.4	2.4	1.8	0.0	3.6
<i>Secondary</i>	-4.2	2.8	3.4	3.0	0.0	-1.8	-0.4	0.6	-0.8	-0.4	3.4	13.0	5.6	24.2
Locomotive Failure - Metra/PSA	12.4	0.0	0.0	0.0	0.0	1.4	-3.8	5.4	-5.8	-0.2	-6.8	1.2	8.2	12.0
<i>Primary</i>	-0.2	0.0	0.0	0.0	0.0	0.6	-3.4	1.0	-0.2	0.4	-1.0	-0.4	-1.0	-4.2
<i>Secondary</i>	12.6	0.0	0.0	0.0	0.0	0.8	-0.4	4.4	-5.6	-0.6	-5.8	1.6	9.2	16.2
Mechanical Failure - Foreign	-0.4	-1.0	0.0	0.0	0.0	3.8	-0.2	1.0	0.0	0.0	0.0	0.0	-0.2	3.0
Passenger Train Interference - TOTAL	-1.2	-0.6	0.0	-0.6	0.6	-4.2	-2.0	1.4	-0.6	1.2	-0.4	-0.8	-3.2	-10.4
Passenger Train Interference - Metra/PSA	0.0	-0.4	0.0	-0.2	0.0	-4.8	-1.8	0.4	-0.4	-0.2	-0.4	-0.8	-3.0	-11.6
Passenger Train Interference - Foreign	-1.2	-0.2	0.0	-0.4	0.6	0.6	-0.2	1.0	-0.2	1.4	0.0	0.0	-0.2	1.2
Accident - TOTAL	-15.0	0.0	0.0	-0.2	0.0	0.8	13.6	4.6	0.6	-0.2	29.4	-6.4	14.8	42.0
Accident - Metra/PSA	-10.6	0.0	0.0	-0.2	0.0	0.8	13.8	4.6	0.8	-0.2	29.4	-6.4	15.8	47.8
Accident - Foreign	-4.4	0.0	0.0	0.0	0.0	0.0	-0.2	0.0	-0.2	0.0	0.0	0.0	-1.0	-5.8
Track Work - TOTAL	-8.4	-2.6	-0.4	-1.2	-0.2	-0.6	0.0	-0.4	-0.4	-0.2	2.8	2.0	2.2	-7.4
Track Work - Metra/PSA	-4.8	-2.6	-0.4	-1.2	-0.2	-0.6	0.0	-0.4	-0.4	-0.2	2.8	2.0	2.2	-3.8
Track Work - Foreign	-3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.6
Human Error - TOTAL	0.8	9.6	3.8	0.2	-2.8	1.8	1.2	3.2	9.0	-1.0	3.6	5.4	3.0	37.8
Human Error - Metra/PSA	0.6	9.6	3.8	0.4	-1.0	8.4	6.6	5.2	9.0	1.0	3.8	6.4	2.8	56.6
Human Error - Foreign	0.2	0.0	0.0	-0.2	-1.8	-6.6	-5.4	-2.0	0.0	-2.0	-0.2	-1.0	0.2	-18.8
Sick, Injured, Unruly Passenger - TOTAL	-1.8	-2.6	-0.6	-0.4	-0.2	2.6	-3.0	0.4	2.6	0.6	2.6	-5.8	8.8	3.2
Sick, Injured, Unruly Passenger - Metra/PSA	-1.8	-2.6	-0.6	-0.4	-0.2	2.6	-3.0	0.4	2.6	0.6	2.6	-5.8	8.8	3.2
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	20.0	-11.4	-5.0	-11.2	-1.2	9.6	14.4	0.0	30.4	9.0	-5.8	27.6	-6.4	70.0
Weather - Metra/PSA	20.2	-11.4	-5.0	-11.2	-0.8	11.8	14.4	0.0	29.4	9.4	-5.8	27.6	-6.0	72.6
Weather - Foreign	-0.2	0.0	0.0	0.0	-0.4	-2.2	0.0	0.0	1.0	-0.4	0.0	0.0	-0.4	-2.6
Passenger Loading - TOTAL	1.6	-3.6	1.0	-2.0	0.0	10.0	-1.6	4.0	5.2	-0.2	1.6	7.6	5.0	28.6
Lift Deployment - TOTAL	2.6	0.0	0.0	-0.2	0.0	-2.4	3.4	-0.8	0.8	1.0	0.2	2.6	1.4	8.6
Obstruction/Debris - TOTAL	-3.4	2.0	1.8	4.6	-0.4	-4.2	-4.2	1.8	14.8	-0.8	-5.4	15.2	9.6	31.4
Catenary Failure - TOTAL	0.0	-8.0	-2.0	-3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-13.0
Other - TOTAL	-12.6	-0.8	-0.2	0.6	0.0	6.2	3.4	-1.6	1.8	-4.6	4.6	-3.0	-0.4	-6.6
<b>TOTAL TRAINS DELAYED</b>	<b>-2.4</b>	<b>-5.0</b>	<b>7.4</b>	<b>-5.2</b>	<b>1.2</b>	<b>13.0</b>	<b>17.6</b>	<b>0.4</b>	<b>61.4</b>	<b>21.6</b>	<b>36.2</b>	<b>64.4</b>	<b>60.0</b>	<b>270.6</b>
Total Metra/PSA Delays	11.0	-3.8	7.4	-4.6	-1.0	27.8	22.4	15.0	65.6	7.4	38.6	65.8	33.6	285.2
Total Foreign Carrier Delays	-13.4	-1.2	0.0	-0.6	2.2	-14.8	-4.8	-14.6	-4.2	14.2	-2.4	-1.4	26.4	-14.6

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 03/28/2018

'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 9.a: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - February 2018**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	58	0	0	0	13	19	19	6	14	31	1	20	79	260
Freight Interference - Peak	40	0	0	0	10	5	8	1	4	12	0	13	24	117
Primary	19	0	0	0	10	3	2	1	3	8	0	8	7	61
Secondary	21	0	0	0	0	2	6	0	1	4	0	5	17	56
Freight Interference - Off-Peak	18	0	0	0	3	14	11	5	10	19	1	7	55	143
Primary	10	0	0	0	3	5	7	5	9	12	0	2	48	101
Secondary	8	0	0	0	0	9	4	0	1	7	1	5	7	42
Signal/Switch Failure - TOTAL	62	23	12	17	12	36	46	20	25	37	13	16	12	331
Signal/Switch Failure - Metra/PSA	41	23	12	17	3	19	36	12	24	9	13	14	7	230
Primary	29	20	10	15	2	12	29	8	17	8	8	8	7	173
Secondary	12	3	2	2	1	7	7	4	7	1	5	6	0	57
Signal/Switch Failure - Foreign	21	0	0	0	9	17	10	8	1	28	0	2	5	101
Primary	15	0	0	0	7	2	3	3	1	21	0	0	3	55
Secondary	6	0	0	0	2	15	7	5	0	7	0	2	2	46
Mechanical Failure - TOTAL	81	8	9	3	1	68	16	15	43	8	24	35	32	343
Mechanical Failure - Metra/PSA	80	6	8	3	1	62	16	14	43	8	24	35	32	332
Non-Locomotive Equipment Failure - Metra/PSA	20	6	8	3	0	2	0	2	1	2	13	22	16	95
Primary	7	1	2	0	0	2	0	1	1	1	4	3	4	26
Secondary	13	5	6	3	0	0	0	1	0	1	9	19	12	69
Locomotive Failure - Metra/PSA	60	0	0	0	1	60	16	12	42	6	11	13	16	237
Primary	7	0	0	0	1	9	5	2	8	3	4	2	3	44
Secondary	53	0	0	0	0	51	11	10	34	3	7	11	13	193
Mechanical Failure - Foreign	1	2	1	0	0	6	0	1	0	0	0	0	0	11
Passenger Train Interference - TOTAL	1	1	1	0	2	16	0	3	0	3	0	0	0	27
Passenger Train Interference - Metra/PSA	0	0	0	0	0	10	0	2	0	0	0	0	0	12
Passenger Train Interference - Foreign	1	1	1	0	2	6	0	1	0	3	0	0	0	15
Accident - TOTAL	3	8	2	6	0	4	21	8	1	0	30	2	22	107
Accident - Metra/PSA	0	8	2	6	0	4	21	8	1	0	30	2	22	104
Accident - Foreign	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Track Work - TOTAL	6	0	0	5	1	2	1	1	2	0	4	4	3	29
Track Work - Metra/PSA	6	0	0	5	1	2	1	1	2	0	4	4	3	29
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	43	19	7	4	3	30	13	13	40	3	12	20	23	230
Human Error - Metra/PSA	23	19	7	4	1	24	13	11	40	1	11	19	22	195
Human Error - Foreign	20	0	0	0	2	6	0	2	0	2	1	1	1	35
Sick, Injured, Unruly Passenger - TOTAL	5	7	1	2	0	6	4	1	6	1	5	2	17	57
Sick, Injured, Unruly Passenger - Metra/PSA	5	7	1	2	0	6	4	1	6	1	5	2	17	57
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	110	11	7	6	2	50	45	9	114	15	23	62	13	467
Weather - Metra/PSA	110	11	7	6	2	50	45	9	113	15	23	62	13	466
Weather - Foreign	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Passenger Loading - TOTAL	4	3	5	0	0	19	1	6	21	0	6	10	12	87
Lift Deployment - TOTAL	7	0	0	0	0	8	12	0	5	1	2	6	10	51
Obstruction/Debris - TOTAL	9	7	4	8	0	6	4	6	19	1	1	26	31	122
Catenary Failure - TOTAL	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Other - TOTAL	19	0	3	1	0	7	11	0	6	1	11	1	5	65
<b>TOTAL TRAINS DELAYED</b>	<b>408</b>	<b>88</b>	<b>51</b>	<b>52</b>	<b>34</b>	<b>271</b>	<b>193</b>	<b>88</b>	<b>296</b>	<b>101</b>	<b>132</b>	<b>204</b>	<b>259</b>	<b>2,177</b>
Total Metra/PSA Delays	304	85	49	52	8	217	164	70	280	37	130	181	174	1,751
Total Foreign Carrier Delays	104	3	2	0	26	54	29	18	16	64	2	23	85	426

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 03/28/2018

'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 9.b: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - February - Average Over Previous Five Years: 2013-2017**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	42.8	0.0	0.0	0.0	7.0	32.8	28.6	27.0	17.0	22.0	3.8	11.2	34.0	226.2
Freight Interference - Peak	19.8	0.0	0.0	0.0	6.8	7.2	7.8	10.4	6.2	6.8	0.4	5.2	7.8	78.4
Primary	15.2	0.0	0.0	0.0	6.4	5.0	5.8	7.0	3.8	5.2	0.4	3.0	4.4	56.2
Secondary	4.6	0.0	0.0	0.0	0.4	2.2	2.0	3.4	2.4	1.6	0.0	2.2	3.4	22.2
Freight Interference - Off-Peak	23.0	0.0	0.0	0.0	0.2	25.6	20.8	16.6	10.8	15.2	3.4	6.0	26.2	147.8
Primary	18.2	0.0	0.0	0.0	0.2	16.0	13.4	13.6	8.4	12.2	2.0	4.0	22.0	110.0
Secondary	4.8	0.0	0.0	0.0	0.0	9.6	7.4	3.0	2.4	3.0	1.4	2.0	4.2	37.8
Signal/Switch Failure - TOTAL	51.6	14.6	7.0	9.8	4.6	39.6	30.6	21.0	24.4	22.2	5.0	9.0	33.0	272.4
Signal/Switch Failure - Metra/PSA	25.8	14.6	7.0	9.8	0.6	30.6	25.2	12.0	22.6	3.2	5.0	7.6	32.4	196.4
Primary	15.8	8.2	4.8	8.0	0.4	14.8	13.2	5.8	14.8	2.2	3.2	3.8	9.2	104.2
Secondary	10.0	6.4	2.2	1.8	0.2	15.8	12.0	6.2	7.8	1.0	1.8	3.8	23.2	92.2
Signal/Switch Failure - Foreign	25.8	0.0	0.0	0.0	4.0	9.0	5.4	9.0	1.8	19.0	0.0	1.4	0.6	76.0
Primary	20.2	0.0	0.0	0.0	3.6	6.6	4.4	4.6	0.6	11.4	0.0	0.4	0.4	52.2
Secondary	5.6	0.0	0.0	0.0	0.4	2.4	1.0	4.4	1.2	7.6	0.0	1.0	0.2	23.8
Mechanical Failure - TOTAL	29.0	6.2	2.0	2.0	1.8	43.0	19.6	8.0	31.4	6.6	24.4	12.2	14.4	200.6
Mechanical Failure - Metra/PSA	28.4	5.2	2.0	2.0	1.6	38.6	19.4	8.0	31.4	6.6	24.4	12.2	14.2	194.0
Non-Locomotive Equipment Failure - Metra/PSA	10.0	5.2	2.0	2.0	0.6	7.4	5.4	0.6	3.6	3.4	6.4	3.0	6.6	56.2
Primary	3.6	2.2	0.6	1.4	0.6	2.2	2.0	0.0	2.0	1.4	1.8	1.0	3.8	22.6
Secondary	6.4	3.0	1.4	0.6	0.0	5.2	3.4	0.6	1.6	2.0	4.6	2.0	2.8	33.6
Locomotive Failure - Metra/PSA	18.4	0.0	0.0	0.0	1.0	31.2	14.0	7.4	27.8	3.2	18.0	9.2	7.6	137.8
Primary	6.6	0.0	0.0	0.0	0.8	6.8	6.2	1.8	8.4	1.2	4.0	4.4	3.4	43.6
Secondary	11.8	0.0	0.0	0.0	0.2	24.4	7.8	5.6	19.4	2.0	14.0	4.8	4.2	94.2
Mechanical Failure - Foreign	0.6	1.0	0.0	0.0	0.2	4.4	0.2	0.0	0.0	0.0	0.0	0.0	0.2	6.6
Passenger Train Interference - TOTAL	3.0	2.0	0.8	1.4	0.8	16.0	3.2	3.8	3.2	1.2	0.4	1.2	4.6	41.6
Passenger Train Interference - Metra/PSA	0.0	1.0	0.6	0.6	0.0	11.8	2.8	3.8	2.4	0.4	0.4	1.2	4.4	29.4
Passenger Train Interference - Foreign	3.0	1.0	0.2	0.8	0.8	4.2	0.4	0.0	0.8	0.8	0.0	0.0	0.2	12.2
Accident - TOTAL	25.0	0.0	0.0	0.2	0.2	18.4	13.0	2.4	8.0	1.4	5.0	24.8	1.8	100.2
Accident - Metra/PSA	12.0	0.0	0.0	0.2	0.2	16.6	12.8	2.2	6.6	1.4	5.0	24.8	0.8	82.6
Accident - Foreign	13.0	0.0	0.0	0.0	0.0	1.8	0.2	0.2	1.4	0.0	0.0	0.0	1.0	17.6
Track Work - TOTAL	23.6	8.6	1.6	3.8	0.2	7.0	2.4	4.8	5.6	2.0	2.6	4.8	2.4	69.4
Track Work - Metra/PSA	20.0	8.6	1.6	3.8	0.2	7.0	2.4	4.8	5.6	2.0	2.6	4.8	2.4	65.8
Track Work - Foreign	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
Human Error - TOTAL	45.2	5.2	4.0	3.6	4.6	20.0	12.6	7.0	12.6	5.6	6.6	5.2	8.2	140.4
Human Error - Metra/PSA	27.2	4.0	3.8	3.4	1.0	10.0	5.6	1.6	12.6	0.2	5.8	3.8	6.4	85.4
Human Error - Foreign	18.0	1.2	0.2	0.2	3.6	10.0	7.0	5.4	0.0	5.4	0.8	1.4	1.8	55.0
Sick, Injured, Unruly Passenger - TOTAL	4.4	10.8	1.8	2.2	0.4	4.6	6.6	1.0	2.8	0.4	4.0	10.8	5.6	55.4
Sick, Injured, Unruly Passenger - Metra/PSA	4.4	10.8	1.8	2.2	0.4	4.6	6.6	1.0	2.8	0.4	4.0	10.8	5.6	55.4
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	115.8	75.2	21.6	27.2	4.0	69.0	59.0	19.4	83.4	14.2	51.4	55.6	45.6	641.4
Weather - Metra/PSA	115.2	75.2	21.6	27.2	3.6	66.6	58.4	19.4	83.4	13.6	51.4	55.6	45.2	636.4
Weather - Foreign	0.6	0.0	0.0	0.0	0.4	2.4	0.6	0.0	0.0	0.6	0.0	0.0	0.4	5.0
Passenger Loading - TOTAL	1.0	8.4	3.4	2.8	0.0	6.2	4.0	0.4	10.4	0.2	5.4	2.0	7.2	51.4
Lift Deployment - TOTAL	6.0	0.2	0.0	0.2	0.0	8.2	4.6	0.8	4.4	0.0	1.6	3.6	6.8	36.4
Obstruction/Debris - TOTAL	14.6	6.8	3.4	7.6	0.6	11.4	9.2	3.2	7.8	4.2	6.4	13.0	6.8	95.0
Catenary Failure - TOTAL	0.0	11.6	2.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.8
Other - TOTAL	14.6	2.0	0.2	1.0	0.0	3.4	3.2	2.0	4.2	5.4	4.2	5.2	5.2	50.6
<b>TOTAL TRAINS DELAYED</b>	<b>376.6</b>	<b>151.6</b>	<b>48.4</b>	<b>65.4</b>	<b>24.2</b>	<b>279.6</b>	<b>196.6</b>	<b>100.8</b>	<b>215.2</b>	<b>85.4</b>	<b>120.8</b>	<b>158.6</b>	<b>175.6</b>	<b>1,998.8</b>
Total Metra/PSA Delays	269.2	148.4	48.0	64.4	8.2	215.0	154.2	59.2	194.2	37.6	116.2	144.6	137.4	1,596.6
Total Foreign Carrier Delays	107.4	3.2	0.4	1.0	16.0	64.6	42.4	41.6	21.0	47.8	4.6	14.0	38.2	402.2

Data for latest month is final (03/14/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx|YTDBByLine 03/28/2018

'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 9.c: FREQUENCY OF TRAIN DELAYS BY CAUSE AND LINE**  
**January - February 2018 Divergence From January - February Average Over Previous Five Years**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	15.2	0.0	0.0	0.0	6.0	-13.8	-9.6	-21.0	-3.0	9.0	-2.8	8.8	45.0	33.8
Freight Interference - Peak	20.2	0.0	0.0	0.0	3.2	-2.2	0.2	-9.4	-2.2	5.2	-0.4	7.8	16.2	38.6
Primary	3.8	0.0	0.0	0.0	3.6	-2.0	-3.8	-6.0	-0.8	2.8	-0.4	5.0	2.6	4.8
Secondary	16.4	0.0	0.0	0.0	-0.4	-0.2	4.0	-3.4	-1.4	2.4	0.0	2.8	13.6	33.8
Freight Interference - Off-Peak	-5.0	0.0	0.0	0.0	2.8	-11.6	-9.8	-11.6	-0.8	3.8	-2.4	1.0	28.8	-4.8
Primary	-8.2	0.0	0.0	0.0	2.8	-11.0	-6.4	-8.6	0.6	-0.2	-2.0	-2.0	26.0	-9.0
Secondary	3.2	0.0	0.0	0.0	0.0	-0.6	-3.4	-3.0	-1.4	4.0	-0.4	3.0	2.8	4.2
Signal/Switch Failure - TOTAL	10.4	8.4	5.0	7.2	7.4	-3.6	15.4	-1.0	0.6	14.8	8.0	7.0	-21.0	58.6
Signal/Switch Failure - Metra/PSA	15.2	8.4	5.0	7.2	2.4	-11.6	10.8	0.0	1.4	5.8	8.0	6.4	-25.4	33.6
Primary	13.2	11.8	5.2	7.0	1.6	-2.8	15.8	2.2	2.2	5.8	4.8	4.2	-2.2	68.8
Secondary	2.0	-3.4	-0.2	0.2	0.8	-8.8	-5.0	-2.2	-0.8	0.0	3.2	2.2	-23.2	-35.2
Signal/Switch Failure - Foreign	-4.8	0.0	0.0	0.0	5.0	8.0	4.6	-1.0	-0.8	9.0	0.0	0.6	4.4	25.0
Primary	-5.2	0.0	0.0	0.0	3.4	-4.6	-1.4	-1.6	0.4	9.6	0.0	-0.4	2.6	2.8
Secondary	0.4	0.0	0.0	0.0	1.6	12.6	6.0	0.6	-1.2	-0.6	0.0	1.0	1.8	22.2
Mechanical Failure - TOTAL	52.0	1.8	7.0	1.0	-0.8	25.0	-3.6	7.0	11.6	1.4	-0.4	22.8	17.6	142.4
Mechanical Failure - Metra/PSA	51.6	0.8	6.0	1.0	-0.6	23.4	-3.4	6.0	11.6	1.4	-0.4	22.8	17.8	138.0
Non-Locomotive Equipment Failure - Metra/PSA	10.0	0.8	6.0	1.0	-0.6	-5.4	-5.4	1.4	-2.6	-1.4	6.6	19.0	9.4	38.8
Primary	3.4	-1.2	1.4	-1.4	-0.6	-0.2	-2.0	1.0	-1.0	-0.4	2.2	2.0	0.2	3.4
Secondary	6.6	2.0	4.6	2.4	0.0	-5.2	-3.4	0.4	-1.6	-1.0	4.4	17.0	9.2	35.4
Locomotive Failure - Metra/PSA	41.6	0.0	0.0	0.0	0.0	28.8	2.0	4.6	14.2	2.8	-7.0	3.8	8.4	99.2
Primary	0.4	0.0	0.0	0.0	0.2	2.2	-1.2	0.2	-0.4	1.8	0.0	-2.4	-0.4	0.4
Secondary	41.2	0.0	0.0	0.0	-0.2	26.6	3.2	4.4	14.6	1.0	-7.0	6.2	8.8	98.8
Mechanical Failure - Foreign	0.4	1.0	1.0	0.0	-0.2	1.6	-0.2	1.0	0.0	0.0	0.0	0.0	-0.2	4.4
Passenger Train Interference - TOTAL	-2.0	-1.0	0.2	-1.4	1.2	0.0	-3.2	-0.8	-3.2	1.8	-0.4	-1.2	-4.6	-14.6
Passenger Train Interference - Metra/PSA	0.0	-1.0	-0.6	-0.6	0.0	-1.8	-2.8	-1.8	-2.4	-0.4	-0.4	-1.2	-4.4	-17.4
Passenger Train Interference - Foreign	-2.0	0.0	0.8	-0.8	1.2	1.8	-0.4	1.0	-0.8	2.2	0.0	0.0	-0.2	2.8
Accident - TOTAL	-22.0	8.0	2.0	5.8	-0.2	-14.4	8.0	5.6	-7.0	-1.4	25.0	-22.8	20.2	6.8
Accident - Metra/PSA	-12.0	8.0	2.0	5.8	-0.2	-12.6	8.2	5.8	-5.6	-1.4	25.0	-22.8	21.2	21.4
Accident - Foreign	-10.0	0.0	0.0	0.0	0.0	-1.8	-0.2	-0.2	-1.4	0.0	0.0	0.0	-1.0	-14.6
Track Work - TOTAL	-17.6	-8.6	-1.6	1.2	0.8	-5.0	-1.4	-3.8	-3.6	-2.0	1.4	-0.8	0.6	-40.4
Track Work - Metra/PSA	-14.0	-8.6	-1.6	1.2	0.8	-5.0	-1.4	-3.8	-3.6	-2.0	1.4	-0.8	0.6	-36.8
Track Work - Foreign	-3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.6
Human Error - TOTAL	-2.2	13.8	3.0	0.4	-1.6	10.0	0.4	6.0	27.4	-2.6	5.4	14.8	14.8	89.6
Human Error - Metra/PSA	-4.2	15.0	3.2	0.6	0.0	14.0	7.4	9.4	27.4	0.8	5.2	15.2	15.6	109.6
Human Error - Foreign	2.0	-1.2	-0.2	-0.2	-1.6	-4.0	-7.0	-3.4	0.0	-3.4	0.2	-0.4	-0.8	-20.0
Sick, Injured, Unruly Passenger - TOTAL	0.6	-3.8	-0.8	-0.2	-0.4	1.4	-2.6	0.0	3.2	0.6	1.0	-8.8	11.4	1.6
Sick, Injured, Unruly Passenger - Metra/PSA	0.6	-3.8	-0.8	-0.2	-0.4	1.4	-2.6	0.0	3.2	0.6	1.0	-8.8	11.4	1.6
Sick, Injured, Unruly Passenger - Foreign	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Weather - TOTAL	-5.8	-64.2	-14.6	-21.2	-2.0	-19.0	-14.0	-10.4	30.6	0.8	-28.4	6.4	-32.6	-174.4
Weather - Metra/PSA	-5.2	-64.2	-14.6	-21.2	-1.6	-16.6	-13.4	-10.4	29.6	1.4	-28.4	6.4	-32.2	-170.4
Weather - Foreign	-0.6	0.0	0.0	0.0	-0.4	-2.4	-0.6	0.0	1.0	-0.6	0.0	0.0	-0.4	-4.0
Passenger Loading - TOTAL	3.0	-5.4	1.6	-2.8	0.0	12.8	-3.0	5.6	10.6	-0.2	0.6	8.0	4.8	35.6
Lift Deployment - TOTAL	1.0	-0.2	0.0	-0.2	0.0	-0.2	7.4	-0.8	0.6	1.0	0.4	2.4	3.2	14.6
Obstruction/Debris - TOTAL	-5.6	0.2	0.6	0.4	-0.6	-5.4	-5.2	2.8	11.2	-3.2	-5.4	13.0	24.2	27.0
Catenary Failure - TOTAL	0.0	-10.6	-2.6	-3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-16.8
Other - TOTAL	4.4	-2.0	2.8	0.0	0.0	3.6	7.8	-2.0	1.8	-4.4	6.8	-4.2	-0.2	14.4
<b>TOTAL TRAINS DELAYED</b>	<b>31.4</b>	<b>-63.6</b>	<b>2.6</b>	<b>-13.4</b>	<b>9.8</b>	<b>-8.6</b>	<b>-3.6</b>	<b>-12.8</b>	<b>80.8</b>	<b>15.6</b>	<b>11.2</b>	<b>45.4</b>	<b>83.4</b>	<b>178.2</b>
Total Metra/PSA Delays	34.8	-63.4	1.0	-12.4	-0.2	2.0	9.8	10.8	85.8	-0.6	13.8	36.4	36.6	154.4
Total Foreign Carrier Delays	-3.4	-0.2	1.6	-1.0	10.0	-10.6	-13.4	-23.6	-5.0	16.2	-2.6	9.0	46.8	23.8

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx|YTDByLine 03/28/2018

'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 10.a: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2018**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - TOTAL	134	126											260 11.9%
Freight Interference - Peak	65	52											117 5.4%
Primary	36	25											61 2.8%
Secondary	29	27											56 2.6%
Freight Interference - Off-Peak	69	74											143 6.6%
Primary	43	58											101 4.6%
Secondary	26	16											42 1.9%
Signal/Switch Failure - TOTAL	160	171											331 15.2%
Signal/Switch Failure - Metra/PSA	97	133											230 10.6%
Primary	68	105											173 7.9%
Secondary	29	28											57 2.6%
Signal/Switch Failure - Foreign	63	38											101 4.6%
Primary	22	33											55 2.5%
Secondary	41	5											46 2.1%
Mechanical Failure - TOTAL	204	139											343 15.8%
Mechanical Failure - Metra/PSA	200	132											332 15.3%
Non-Locomotive Equipment Failure - Metra/PSA	46	49											95 4.4%
Primary	13	13											26 1.2%
Secondary	33	36											69 3.2%
Locomotive Failure - Metra/PSA	154	83											237 10.9%
Primary	25	19											44 2.0%
Secondary	129	64											193 8.9%
Mechanical Failure - Foreign	4	7											11 0.5%
Passenger Train Interference - TOTAL	15	12											27 1.2%
Passenger Train Interference - Metra/PSA	7	5											12 0.6%
Passenger Train Interference - Foreign	8	7											15 0.7%
Accident - TOTAL	25	82											107 4.9%
Accident - Metra/PSA	25	79											104 4.8%
Accident - Foreign	0	3											3 0.1%
Track Work - TOTAL	11	18											29 1.3%
Track Work - Metra/PSA	11	18											29 1.3%
Track Work - Foreign	0	0											0 0.0%
Human Error - TOTAL	109	121											230 10.6%
Human Error - Metra/PSA	95	100											195 9.0%
Human Error - Foreign	14	21											35 1.6%
Sick, Injured, Unruly Passenger - TOTAL	24	33											57 2.6%
Sick, Injured, Unruly Passenger - Metra/PSA	24	33											57 2.6%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	172	295											467 21.5%
Weather - Metra/PSA	172	294											466 21.4%
Weather - Foreign	0	1											1 0.0%
Passenger Loading - TOTAL	31	56											87 4.0%
Lift Deployment - TOTAL	24	27											51 2.3%
Obstruction/Debris - TOTAL	40	82											122 5.6%
Catenary Failure - TOTAL	0	1											1 0.0%
Other - TOTAL	38	27											65 3.0%
<b>TOTAL TRAINS DELAYED</b>	<b>987</b>	<b>1,190</b>											<b>2,177 100.0%</b>
Total Metra/PSA Delays	764	987											1,751 80.4%
Total Foreign Carrier Delays	223	203											426 19.6%

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 03/28/2018

'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 10.b: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH  
2017**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb	
Freight Interference - TOTAL	53	68	69	79	49	110	74	74	96	109	115	110	121	9.7%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	41	3.3%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	27	2.2%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	14	1.1%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	80	6.4%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	64	5.1%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	16	1.3%
Signal/Switch Failure - TOTAL	118	44	80	79	91	87	69	132	119	64	110	230	162	13.0%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	129	10.4%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	90	7.2%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	39	3.1%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	33	2.7%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	19	1.5%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	14	1.1%
Mechanical Failure - TOTAL	84	61	64	42	111	85	85	85	97	125	85	95	145	11.7%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	138	11.1%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	20	1.6%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	14	1.1%
Secondary	6	0	10	3	16	22	10	11	4	12	10	2	6	0.5%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	118	9.5%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	39	3.1%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	79	6.4%
Mechanical Failure - Foreign	1	6	2	0	0	1	5	7	0	0	0	0	7	0.6%
Passenger Train Interference - TOTAL	16	2	2	5	19	9	9	14	18	17	11	11	18	1.4%
Passenger Train Interference - Metra/PSA	9	0	1	2	2	4	6	10	16	12	8	6	9	0.7%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	9	0.7%
Accident - TOTAL	74	32	26	101	18	65	45	43	96	55	70	9	106	8.5%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	101	8.1%
Accident - Foreign	5	0	3	3	9	1	5	42	3	6	44	1	5	0.4%
Track Work - TOTAL	78	17	29	72	98	107	71	86	84	94	129	83	95	7.6%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	95	7.6%
Track Work - Foreign	0	0	0	0	0	0	0	6	7	0	1	0	0	0.0%
Human Error - TOTAL	68	140	54	69	56	75	73	42	66	85	88	82	208	16.7%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	108	8.7%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	100	8.0%
Sick, Injured, Unruly Passenger - TOTAL	27	28	40	27	20	38	44	30	17	37	26	22	55	4.4%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	55	4.4%
Sick, Injured, Unruly Passenger - Foreign	0	0	6	0	0	0	0	0	0	0	0	0	0	0.0%
Weather - TOTAL	97	25	59	4	2	33	104	2	0	37	22	212	122	9.8%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	0	37	22	211	121	9.7%
Weather - Foreign	1	0	0	0	0	0	0	0	0	0	0	1	1	0.1%
Passenger Loading - TOTAL	33	7	12	10	36	81	94	112	64	35	43	54	40	3.2%
Lift Deployment - TOTAL	17	8	8	13	23	31	29	23	25	15	28	28	25	2.0%
Obstruction/Debris - TOTAL	66	44	43	35	78	64	24	52	25	45	46	23	110	8.8%
Catenary Failure - TOTAL	6	1	4	1	0	0	1	0	18	1	0	1	7	0.6%
Other - TOTAL	15	15	24	20	22	37	32	32	48	22	24	29	30	2.4%
<b>TOTAL TRAINS DELAYED</b>	<b>752</b>	<b>492</b>	<b>514</b>	<b>557</b>	<b>623</b>	<b>822</b>	<b>754</b>	<b>727</b>	<b>773</b>	<b>741</b>	<b>797</b>	<b>989</b>	<b>1,244</b>	<b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	968	77.8%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	276	22.2%

Data for latest month is final (01/25/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 03/28/2018

'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 10.c: FREQUENCY OF TRAIN DELAYS BY CAUSE & MONTH**  
**2018 Divergence From 2017**

CAUSE CATEGORY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Feb
Freight Interference - TOTAL	81	58											139 2.2%
Freight Interference - Peak	45	31											76 2.1%
Primary	25	9											34 0.6%
Secondary	20	22											42 1.4%
Freight Interference - Off-Peak	36	27											63 0.1%
Primary	17	20											37 -0.5%
Secondary	19	7											26 0.6%
Signal/Switch Failure - TOTAL	42	127											169 2.2%
Signal/Switch Failure - Metra/PSA	-1	102											101 0.2%
Primary	-1	84											83 0.7%
Secondary	0	18											18 -0.5%
Signal/Switch Failure - Foreign	43	25											68 2.0%
Primary	12	24											36 1.0%
Secondary	31	1											32 1.0%
Mechanical Failure - TOTAL	120	78											198 4.1%
Mechanical Failure - Metra/PSA	117	77											194 4.2%
Non-Locomotive Equipment Failure - Metra/PSA	34	41											75 2.8%
Primary	7	5											12 0.1%
Secondary	27	36											63 2.7%
Locomotive Failure - Metra/PSA	83	36											119 1.4%
Primary	7	-2											5 -1.1%
Secondary	76	38											114 2.5%
Mechanical Failure - Foreign	3	1											4 -0.1%
Passenger Train Interference - TOTAL	-1	10											9 -0.2%
Passenger Train Interference - Metra/PSA	-2	5											3 -0.2%
Passenger Train Interference - Foreign	1	5											6 0.0%
Accident - TOTAL	-49	50											1 -3.6%
Accident - Metra/PSA	-44	47											3 -3.3%
Accident - Foreign	-5	3											-2 -0.3%
Track Work - TOTAL	-67	1											-66 -6.3%
Track Work - Metra/PSA	-67	1											-66 -6.3%
Track Work - Foreign	0	0											0 0.0%
Human Error - TOTAL	41	-19											22 -6.2%
Human Error - Metra/PSA	37	50											87 0.3%
Human Error - Foreign	4	-69											-65 -6.4%
Sick, Injured, Unruly Passenger - TOTAL	-3	5											2 -1.8%
Sick, Injured, Unruly Passenger - Metra/PSA	-3	5											2 -1.8%
Sick, Injured, Unruly Passenger - Foreign	0	0											0 0.0%
Weather - TOTAL	75	270											345 11.6%
Weather - Metra/PSA	76	269											345 11.7%
Weather - Foreign	-1	1											0 0.0%
Passenger Loading - TOTAL	-2	49											47 0.8%
Lift Deployment - TOTAL	7	19											26 0.3%
Obstruction/Debris - TOTAL	-26	38											12 -3.2%
Catenary Failure - TOTAL	-6	0											-6 -0.5%
Other - TOTAL	23	12											35 0.6%
<b>TOTAL TRAINS DELAYED</b>	<b>235</b>	<b>698</b>											<b>933</b>
Total Metra/PSA Delays	109	674											783
Total Foreign Carrier Delays	126	24											150

Data for current month is final (03/28/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 03/28/2018

'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 11: FREIGHT DELAYS**  
**between March 2016 and February 2018**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Mar-16	4	0	0	0	2	6	8	6	2	7	0	0	8	43
Apr-16	13	0	0	0	3	8	4	3	1	8	0	1	3	44
May-16	17	0	0	0	0	9	12	7	0	8	0	1	18	72
Jun-16	19	0	0	0	1	4	6	9	4	10	0	0	20	73
Jul-16	25	0	0	0	2	5	24	6	2	9	0	1	8	82
Aug-16	56	0	0	0	2	14	6	4	3	5	1	2	15	108
Sep-16	22	0	0	0	5	9	4	3	4	17	1	2	11	78
Oct-16	11	0	0	0	2	2	2	9	3	2	1	3	13	48
Nov-16	8	0	0	0	5	3	5	7	2	9	1	4	21	65
Dec-16	9	0	0	0	4	7	4	8	6	9	2	8	37	94
Jan-17	3	0	0	0	2	6	5	6	3	3	2	1	22	53
Feb-17	4	0	0	0	2	9	3	13	3	10	2	7	15	68
<b>Total</b>	<b>191</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>82</b>	<b>83</b>	<b>81</b>	<b>33</b>	<b>97</b>	<b>10</b>	<b>30</b>	<b>191</b>	<b>828</b>
Mar-17	6	0	0	0	4	6	7	5	2	17	1	6	15	69
Apr-17	0	0	0	0	1	8	9	12	4	7	0	4	34	79
May-17	2	0	0	0	2	5	2	11	2	15	2	2	6	49
Jun-17	19	0	1	0	3	9	2	14	18	8	4	5	27	110
Jul-17	7	0	0	0	4	13	5	5	11	4	3	8	14	74
Aug-17	10	0	0	0	3	11	2	4	6	22	0	5	11	74
Sep-17	17	0	0	0	2	21	2	8	1	14	1	5	25	96
Oct-17	5	0	0	0	5	10	4	18	5	15	2	14	31	109
Nov-17	16	0	0	0	4	5	5	15	8	17	9	7	29	115
Dec-17	11	0	0	0	7	8	8	8	15	21	1	6	25	110
Jan-18	46	0	0	0	7	8	2	1	9	15	0	11	35	134
<b>Feb-18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>16</b>	<b>1</b>	<b>9</b>	<b>44</b>	<b>126</b>
<b>Total</b>	<b>151</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>115</b>	<b>65</b>	<b>106</b>	<b>86</b>	<b>171</b>	<b>24</b>	<b>82</b>	<b>296</b>	<b>1,145</b>

Data for current month is final (03/28/18) version from TOPS.

**TABLES 12.a & 12.b: FREQUENCY OF LIFT-DEPLOYMENT TRAIN DELAYS BY LINE & MONTH  
2018**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays YTD	% of All Delays YTD
	BNSF	2	5											7
Electric ML	0	0											0	0.00%
Electric BI	0	0											0	0.00%
Electric SC	0	0											0	0.00%
HER	0	0											0	0.00%
Milw N	5	3											8	2.95%
Milw W	7	5											12	6.22%
NCS	0	0											0	0.00%
RI	2	3											5	1.69%
SWS	0	1											1	0.99%
UP N	1	1											2	1.52%
UP NW	2	4											6	2.94%
UP W	5	5											10	3.86%
<b>Total Lift Delays</b>	<b>24</b>	<b>27</b>											<b>51</b>	<b>2.34%</b>
<b>ALL DELAYS</b>													<b>2,177</b>	

Data for current month is final (03/28/18) version from TOPS.

**2017**

LINE	Jan Feb Mar			Apr May Jun			Jul Aug Sep			Oct Nov Dec			Lift Delays All Year	% of All Delays All Year
	BNSF	1	1	0	0	4	5	2	1	4	2	4	13	37
Electric ML	0	0	0	0	1	2	1	0	0	0	0	0	4	0.81%
Electric BI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Electric SC	0	1	0	0	0	0	0	0	0	0	0	0	1	0.36%
HER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
Milw N	3	2	1	1	4	12	14	10	9	3	4	3	66	6.06%
Milw W	3	0	2	1	0	0	0	4	1	1	3	2	17	2.23%
NCS	0	0	0	0	0	0	1	0	0	2	0	0	3	0.90%
RI	2	1	0	2	4	8	4	3	1	3	6	1	35	3.70%
SWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
UP N	2	1	1	0	4	0	2	2	2	0	2	2	18	3.15%
UP NW	2	1	0	6	3	2	2	2	4	1	4	4	31	3.43%
UP W	4	1	4	3	3	2	3	1	4	3	5	3	36	3.55%
<b>Total Lift Delays</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>23</b>	<b>31</b>	<b>29</b>	<b>23</b>	<b>25</b>	<b>15</b>	<b>28</b>	<b>28</b>	<b>248</b>	<b>2.90%</b>
<b>ALL DELAYS</b>													<b>8,541</b>	

**TABLE 13: FREQUENCY OF TRAIN DELAYS BY DURATION**  
February 2018

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	58	15	11	4	3	23	24	11	42	13	7	35	37	283
11-15	27	10	2	1	2	8	16	4	17	5	7	18	9	126
16-20	18	3	1	1	3	7	11	6	9	3	6	10	7	85
21+	15	2	0	2	1	13	10	6	9	6	22	21	6	113
Annulled	<u>2</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>15</u>
Sub-Total	120	32	14	9	9	52	62	28	79	27	43	85	62	622
<b>Off-Peak **</b>														
6-10	29	10	10	9	0	49	23	11	50	14	16	14	34	269
11-15	10	4	3	2	2	17	10	3	13	7	10	11	19	111
16-20	3	1	1	1	1	4	4	1	5	3	7	9	8	48
21+	9	2	0	2	1	22	13	10	7	8	11	15	17	117
Annulled	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>6</u>	<u>23</u>
Sub-Total	52	18	14	15	4	94	54	27	76	32	48	50	84	568
<b>February 2018 Total</b>														
6-10	87	25	21	13	3	72	47	22	92	27	23	49	71	552
11-15	37	14	5	3	4	25	26	7	30	12	17	29	28	237
16-20	21	4	2	2	4	11	15	7	14	6	13	19	15	133
21+	24	4	0	4	2	35	23	16	16	14	33	36	23	230
Annulled	<u>3</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>3</u>	<u>0</u>	<u>5</u>	<u>2</u>	<u>9</u>	<u>38</u>
TOTAL	172	50	28	24	13	146	116	55	155	59	91	135	146	1,190
<b>2018 Year-to-Date</b>														
6-10	185	44	32	25	12	119	79	39	162	50	36	85	122	990
11-15	89	19	8	6	8	49	50	11	55	20	30	42	44	431
16-20	49	5	4	4	7	32	21	14	22	8	18	24	37	245
21+	69	13	5	10	7	60	33	19	47	22	39	50	45	419
Annulled	<u>16</u>	<u>7</u>	<u>2</u>	<u>7</u>	<u>0</u>	<u>11</u>	<u>10</u>	<u>5</u>	<u>10</u>	<u>1</u>	<u>9</u>	<u>3</u>	<u>11</u>	<u>92</u>
TOTAL	408	88	51	52	34	271	193	88	296	101	132	204	259	2,177
<b>PERCENT COMPOSITION OF DELAYS BY RANGE OF DURATION</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>February 2018 Total</b>														
6-10	50.6%	50.0%	75.0%	54.2%	23.1%	49.3%	40.5%	40.0%	59.4%	45.8%	25.3%	36.3%	48.6%	46.4%
11-15	21.5%	28.0%	17.9%	12.5%	30.8%	17.1%	22.4%	12.7%	19.4%	20.3%	18.7%	21.5%	19.2%	19.9%
16-20	12.2%	8.0%	7.1%	8.3%	30.8%	7.5%	12.9%	12.7%	9.0%	10.2%	14.3%	14.1%	10.3%	11.2%
21+	14.0%	8.0%	0.0%	16.7%	15.4%	24.0%	19.8%	29.1%	10.3%	23.7%	36.3%	26.7%	15.8%	19.3%
Annulled	<u>1.7%</u>	<u>6.0%</u>	<u>0.0%</u>	<u>8.3%</u>	<u>0.0%</u>	<u>2.1%</u>	<u>4.3%</u>	<u>5.5%</u>	<u>1.9%</u>	<u>0.0%</u>	<u>5.5%</u>	<u>1.5%</u>	<u>6.2%</u>	<u>3.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2018 Year-to-Date Delays By Duration</b>														
6-10	45.3%	50.0%	62.7%	48.1%	35.3%	43.9%	40.9%	44.3%	54.7%	49.5%	27.3%	41.7%	47.1%	45.5%
11-15	21.8%	21.6%	15.7%	11.5%	23.5%	18.1%	25.9%	12.5%	18.6%	19.8%	22.7%	20.6%	17.0%	19.8%
16-20	12.0%	5.7%	7.8%	7.7%	20.6%	11.8%	10.9%	15.9%	7.4%	7.9%	13.6%	11.8%	14.3%	11.3%
21+	16.9%	14.8%	9.8%	19.2%	20.6%	22.1%	17.1%	21.6%	15.9%	21.8%	29.5%	24.5%	17.4%	19.2%
Annulled	<u>3.9%</u>	<u>8.0%</u>	<u>3.9%</u>	<u>13.5%</u>	<u>0.0%</u>	<u>4.1%</u>	<u>5.2%</u>	<u>5.7%</u>	<u>3.4%</u>	<u>1.0%</u>	<u>6.8%</u>	<u>1.5%</u>	<u>4.2%</u>	<u>4.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (03/28/18) version from TOPS.

**TABLE 14: AVERAGE LENGTH OF DELAY BY SERVICE PERIOD, IN MINUTES**

	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>February 2018</b>														
Peak *	12.8	11.5	9.1	16.5	14.2	21.5	16.9	19.7	13.9	15.7	51.5	16.8	15.3	17.9
Off-Peak **	12.5	13.2	9.8	11.9	16.8	15.1	19.6	27.4	10.8	16.4	24.1	23.9	20.2	17.3
All	12.7	12.1	9.5	13.6	15.0	17.4	18.1	23.4	12.4	16.1	37.5	19.4	18.1	17.6
<b>2018 Year-to-Date</b>														
Peak *	14.2	11.6	9.0	15.3	14.2	20.0	16.9	16.4	14.5	13.8	40.5	15.3	15.9	16.6
Off-Peak **	13.3	16.8	16.5	14.6	19.7	15.9	16.2	22.7	13.8	15.2	23.0	20.8	20.1	17.0
All	13.9	13.3	12.7	14.9	15.6	17.3	16.6	19.5	14.2	14.6	32.1	17.4	18.2	16.8

Excludes annulled trains, which do not have delay times.

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

Data for most recent month is final (03/28/18) version from TOPS.