

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

**January 2018**



# COMMUTER RAIL ON-TIME PERFORMANCE

## January 2018

This report presents an analysis of the January 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 January 2018, Metra operated 17,143 scheduled trains, including scheduled "extras", if any. 987 of these trains were delayed (late or annulled), representing an on-time performance rate of 94.2%. 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 January 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 January 2018. Of the 987 delays systemwide in January 2018, all but 474 (48%) were beyond Metra's control. Table 6.b shows the average frequencies over the previous five Januarys, and Table 6.c shows the differences between Table 6.a and Table 6.b., illustrating that in January 2018, 137 more delays than the average over the previous five Januarys were controllable.

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

Table 8.a shows the frequency of train delays by delay-cause category and by line during January 2018. Table 8.b shows the average frequencies over the previous five Januarys, and Table 8.c shows the differences between Table 8.a and Table 8.b. There were 987 delays systemwide in January 2018, 92 less than the average over the previous five Januarys. Table 9.a shows delays from the beginning of the year through January 2018. Table 9.b shows the average frequencies from the beginning of the year through January 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. In January of 2018, a total of 987 trains were delayed, compared to 752 trains delayed in the same month 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 January 2018 freight operations delayed 134 trains systemwide, compared to 53 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 24 trains were delayed by lift deployment in January 2018.

A review of January 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 44.4% of all late trains. Table 14 shows that the average length of delay was 15.7 minutes in January 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  
January 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>	1,188	164	86.2%	880	62	93.0%	2,068	226	89.1%	115	7	93.9%	90	3	96.7%	2,273	236	89.6%
<b>Elec -ML</b>	924	25	97.3%	924	13	98.6%	1,848	38	97.9%	160	0	100.0%	100	0	100.0%	2,108	38	98.2%
<b>-BI</b>	286	13	95.5%	308	9	97.1%	594	22	96.3%	32	1	96.9%		--		626	23	96.3%
<b>-SC</b>	<u>308</u>	<u>11</u>	96.4%	<u>682</u>	<u>17</u>	97.5%	<u>990</u>	<u>28</u>	97.2%	<u>128</u>	<u>0</u>	100.0%	<u>100</u>	<u>0</u>	100.0%	<u>1,218</u>	<u>28</u>	97.7%
<b>Subtotal</b>	1,518	49	96.8%	1,914	39	98.0%	3,432	88	97.4%	320	1	99.7%	200	0	100.0%	3,952	89	97.7%
<b>Heritage</b>	132	16	87.9%	22	5	77.3%	154	21	86.4%	--			--			154	21	86.4%
<b>Milw -N</b>	550	42	92.4%	770	73	90.5%	1,320	115	91.3%	96	6	93.8%	100	4	96.0%	1,516	125	91.8%
<b>-W</b>	<u>594</u>	<u>34</u>	94.3%	<u>682</u>	<u>33</u>	95.2%	<u>1,276</u>	<u>67</u>	94.7%	<u>96</u>	<u>2</u>	97.9%	<u>90</u>	<u>8</u>	91.1%	<u>1,462</u>	<u>77</u>	94.7%
<b>Subtotal</b>	1,144	76	93.4%	1,452	106	92.7%	2,596	182	93.0%	192	8	95.8%	190	12	93.7%	2,978	202	93.2%
<b>NCS</b>	242	17	93.0%	242	16	93.4%	484	33	93.2%	--			--			484	33	93.2%
<b>RI</b>	792	79	90.0%	748	56	92.5%	1,540	135	91.2%	128	4	96.9%	140	2	98.6%	1,808	141	92.2%
<b>SWS</b>	242	18	92.6%	418	23	94.5%	660	41	93.8%	24	1	95.8%	--			684	42	93.9%
<b>UP -N</b>	660	26	96.1%	880	7	99.2%	1,540	33	97.9%	105	4	96.2%	90	4	95.6%	1,735	41	97.6%
<b>-NW</b>	726	41	94.4%	704	12	98.3%	1,430	53	96.3%	99	9	90.9%	75	7	90.7%	1,604	69	95.7%
<b>-W</b>	<u>594</u>	<u>56</u>	90.6%	<u>704</u>	<u>54</u>	92.3%	<u>1,298</u>	<u>110</u>	91.5%	<u>83</u>	<u>2</u>	97.6%	<u>90</u>	<u>1</u>	98.9%	<u>1,471</u>	<u>113</u>	92.3%
<b>Subtotal</b>	1,980	123	93.8%	2,288	73	96.8%	4,268	196	95.4%	287	15	94.8%	255	12	95.3%	4,810	223	95.4%
<b>SYSTEM</b>	7,238	542	92.5%	7,964	380	95.2%	15,202	922	93.9%	1,066	36	96.6%	875	29	96.7%	17,143	987	94.2%

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

Delays data for most recent month is final (02/26/18) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTByServPeriod&Line 02/27/18

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	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	95.8%	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	78.6%	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	90.9%	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	93.2%	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	95.9%	94.5%
	<b>2018</b>	89.6												89.6%	89.6%
	<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	90.8%
<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	98.1%	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	93.7%	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	96.3%	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	98.0%	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	95.6%	98.1%
	<b>2018</b>	97.7												97.7%	97.7%
	<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	96.3%
<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	97.0%	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	79.5%	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	92.1%	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	90.0%	94.2%
	<b>2017</b>	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	93.9%	93.2%
	<b>2018</b>	86.4												86.4%	86.4%
	<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	95.5%	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	73.1%	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	91.8%	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	95.3%	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	95.3%	93.8%
	<b>2018</b>	91.8												91.8%	91.8%
	<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	90.1%
<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	96.6%	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	84.8%	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	93.6%	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	94.0%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.9%	95.5%
	<b>2018</b>	94.7												94.7%	94.7%
	<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	93.1%
<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	95.0%	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	76.0%	89.9%
	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.9%	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	92.3%	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	92.6%	94.0%
	<b>2018</b>	93.2												93.2%	93.2%
	<b>2013-2017 average</b>		90.0	87.7	92.4	94.1	93.6	93.8	94.7	94.3	94.4	93.7	94.3	91.6	90.0%

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

LINE	YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN- JAN	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	96.5%	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	82.5%	93.8%
	2015	97.4	95.3	98.9	98.7	97.8	97.4	94.2	97.0	96.3	97.3	97.1	97.4	97.4%	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	92.6%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	95.2%	95.7%
	2018	92.2												92.2%	92.2%
	<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	92.9%	95.6%
SWS	2013	94.7	97.1	97.3	97.7	95.0	91.0	98.0	96.8	97.1	98.2	93.2	91.1	94.7%	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	83.0%	92.6%
	2015	94.7	89.7	95.6	96.1	96.3	91.1	92.4	93.8	97.6	96.8	96.0	94.4	94.7%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	95.6%	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	96.2%	94.9%
	2018	93.9												93.9%	93.9%
	<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	92.8%	94.6%
UP - N	2013	98.3	97.3	97.9	96.6	96.7	93.0	96.0	94.9	97.0	96.5	96.9	98.0	98.3%	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	91.2%	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	98.6%	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	96.9%	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	95.6%	97.2%
	2018	97.6												97.6%	97.6%
	<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	96.1%	97.1%
UP - NW	2013	96.3	97.7	96.0	95.1	93.3	89.2	93.9	93.7	96.3	94.6	94.6	94.2	96.3%	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	86.6%	95.2%
	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	96.0%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.0%	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	96.2%	95.1%
	2018	95.7												95.7%	95.7%
	<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	94.4%	95.5%
UP - W	2013	96.5	96.2	96.9	94.4	93.7	89.2	95.0	93.0	96.6	96.6	94.0	91.5	96.5%	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	85.9%	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	93.9%	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	97.8%	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	95.0%	94.1%
	2018	92.3												92.3%	92.3%
	<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	93.8%	94.7%
SYSTEM excluding South Shore	2013	96.8	96.1	96.7	95.7	95.9	92.4	94.0	95.2	96.4	95.9	95.1	93.8	96.8%	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	85.6%	94.3%
	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	94.9%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	95.8%	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	95.6%	95.8%
	2018	94.2												94.2%	94.2%
<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	93.7%	95.6%	

Delays data for most recent month is final (02/26/18) version from TOPS.

P:\ONTIME\report\Delays&TrainsByServPeriod.xls\OTPhyLine&Month 2/27/2018

'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  
January 2018**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1226 <b>77% OT</b>	Tue, Jan 02	22	RN	2 CREW MEMBERS DID NOT SHOW FOR DUTY
		Mon, Jan 15	0	XF	AIR ISSUE IN THE TRAINSET. DROPPED PASSENGERS AT HINSDALE
		Thu, Jan 18	20	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	14	RN	REGULR ENGINEER USED WRONG LAY OFF TIME AND NO ENGINEER CALLED
		Mon, Jan 22	0	XVE	LOCOMOTIVE METX193 NO POWER OR HEP
BNSF	1228 <b>82% OT</b>	Tue, Jan 09	8	D	CBTMCCK001 TIED DOWN ON MT1 UNION AVE
		Thu, Jan 18	22	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Tue, Jan 23	11	VF	ADA LIFT FAILURE AT ATC CAR 8438 - MECHANICAL; TESTED AT 1TH ST COULD NOT DUPLICATE
		Tue, Jan 30	11	ZT	PTC CONNECTING ISSUE AT ATC
BNSF	1234 <b>68% OT</b>	Tue, Jan 02	12	CW	BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE
		Mon, Jan 15	17	F1	HANDLING PASSENGERS FROM 1226 AND FOLLOWING 1226
		Tue, Jan 16	10	IW	PASSENGER HANDLING DUE TO HEAVY SNOW FALL
		Thu, Jan 18	42	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	13	CW	BROKEN RAIL MT3 IN CASS AVE CROSSING
		Mon, Jan 22	17	VE1	WORKING MT2 AROUND 1226 EQUIPMENT
		Tue, Jan 30	12	RA	HELD FOR MISROUTED TRAINS AT AMTRAK CP HARRISON
BNSF	1236 <b>77% OT</b>	Tue, Jan 02	12	GW	#4A AND 1A SWITCH FAILING IN EITHER DIRECTION
		Tue, Jan 09	16	D	UFCLCN1 02 CLEARING INTO WEST YARD EOLA
		Thu, Jan 18	32	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	11	CW	BROKEN RAIL CASS AVE
		Mon, Jan 22	16	VE1	DELAYED DUE TO 1226.
BNSF	1240 <b>77% OT</b>	Tue, Jan 02	45	GW	#4A AND 1A SWITCH FAILURE AT LISLE
		Tue, Jan 09	14	D	CBTMCCK001 TIED DOWN ON MT1 UNION AVE
		Thu, Jan 18	46	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	11	CW	BROKEN RAIL
		Mon, Jan 22	13	VE1	DELAYE DUE TO 1226.
BNSF	1242 <b>68% OT</b>	Tue, Jan 02	27	GW	#4A AND 1A SWITCH FAILURE AT LISLE
		Tue, Jan 09	11	D	FOLLOWING 1236 DUE TO MULTIPLE FREIGHT ISSUES.
		Mon, Jan 15	9	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
		Wed, Jan 17	16	F	SET OUT CAR 7472 IN HILL YARD
		Thu, Jan 18	26	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	9	CW	BROKEN RAIL
BNSF	1246 <b>68% OT</b>	Mon, Jan 22	8	VE1	DELAYED DUE TO 1226.
		Tue, Jan 02	30	GW	#4A AND 1A SWITCH FAILURE AT LISLE
		Fri, Jan 05	7	E1	WORKING AROUND 1226 AND ACCOMODATING PASSENGERS
		Tue, Jan 09	8	D	UFCLCN102 YARDING INTO WEST YARD EOLA
		Mon, Jan 15	22	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
		Thu, Jan 18	38	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
BNSF	1248 <b>68% OT</b>	Fri, Jan 19	9	CW	BROKEN RAIL
		Mon, Jan 22	9	VE1	WORKING AROUND 1226
		Tue, Jan 02	10	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE
		Fri, Jan 05	7	E1	FOLLOWING 1246 DUE TO 1226 LOCO ISSUE
		Tue, Jan 09	8	D1	DELAYED FROM LATE FLIP DUE TO FREIGHT INTERFERENCE
		Mon, Jan 15	27	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
BNSF	1249 <b>82% OT</b>	Thu, Jan 18	40	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	11	CW	OPERATED OVER BROKEN RAIL AND RESTRICTING SIGNAL
		Mon, Jan 22	25	VE1	DELAYED DUE TO 1226.
		Tue, Jan 02	8	FW	801 DOOR ISSUES
		Mon, Jan 08	9	G	SWITCH FAILURE ON MT2 3B SW
		Fri, Jan 12	10	VF	DOOR ISSUES
BNSF	1250 <b>68% OT</b>	Mon, Jan 15	10	DE1	HGFDBRC AIR TROUBLE
		Tue, Jan 02	10	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE
		Fri, Jan 12	18	GA1	LATE FLIP FROM 1213 DUE TO AMTRAK SWITCH FAILURE
		Mon, Jan 15	20	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
		Thu, Jan 18	42	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	10	CW	BROKEN RAIL
BNSF	1251 <b>82% OT</b>	Mon, Jan 22	8	VE1	CONGESTION FROM 1226
		Tue, Jan 30	14	EW	AIR FLOW ISSUES AT BELMONT. WIRING ISSUE ON COMPRESSOR ON METX 105
		Mon, Jan 08	10	G1	FOLLOWING LATE 1249
		Fri, Jan 12	15	DE	BRCEOL DRAGGING BANDING STRAPS
		Mon, Jan 15	12	DE1	HGFDBRC AIR PROBLEMS AT CICERO
		Tue, Jan 16	6	S	WAITING ON 1247 TO CLEAR INTO HILL YARD - INJURY REINACTMENT EFFICIENCY TEST.
BNSF	1252 <b>77% OT</b>	Tue, Jan 02	24	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE
		Mon, Jan 15	19	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
		Tue, Jan 16	13	FW1	LATE FLIP FROM 1205
		Thu, Jan 18	36	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
		Fri, Jan 19	6	CW	CONGESTION AT FW

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
BNSF	1253	Fri, Jan 05	6	E1	LATE 1259 AHEAD AT ATC	
		<b>82% OT</b>	Mon, Jan 08	7	G1	FOLLOWING LATE 1249 AND 1255
			Fri, Jan 12	21	DE	M-BRCEOL1-12 WITH DRAGGING STRAPS
			Mon, Jan 15	9	DE1	HGFDBRC AIR TROUBLE
BNSF	1254	Tue, Jan 02	8	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE	
		<b>77% OT</b>	Thu, Jan 04	15	E1	ACC 1244 PASSENGERS DUE TO 1215 ANNULMENT.
			Fri, Jan 12	13	GA1	LATE FLIP FROM 1223 DUE TO AMTRAK SWITCH FAILURE
			Mon, Jan 15	0	F1	ANNULLED DUE TO 1226 MECHANICAL ISSUE
			Thu, Jan 18	35	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
BNSF	1256	Tue, Jan 02	21	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE	
		<b>82% OT</b>	Fri, Jan 12	21	GA1	LATE FLIP FROM 1222/1221 DUE TO AMTRAK SWITCH FAILURE
			Mon, Jan 15	12	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
			Thu, Jan 18	0	E1	1218 MECHANICAL FAILURE
BNSF	1257	Fri, Jan 12	15	DE	M-BRCEOL1-12 WITH DRAGGING STRAPS	
		<b>82% OT</b>	Mon, Jan 15	9	DE1	HGFDBRC AIR TROUBLE
			Tue, Jan 16	7	RF	WAITING ON SIGNAL AT CPK. DISPATCHER-NO LINEUP
		Fri, Jan 26	9	RF	DS MISROUTE AT BERWYN	
BNSF	1258	Tue, Jan 02	19	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE	
		<b>73% OT</b>	Fri, Jan 12	17	GA1	LATE FLIP FROM 1219 DUE TO AMTRAK SWITCH FAILURE
			Mon, Jan 15	9	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
			Thu, Jan 18	28	E1	TRAFFIC CONGESTION DUE TO 1218 MECHANICAL FAILURE
			Fri, Jan 19	13	CW1	LATE FLIP
Mon, Jan 22	17	VE1	CONGESTION AND LATE FLIP			
BNSF	1259	Fri, Jan 05	7	E1	LATE DPT FROM CUS, SWS 823	
		<b>77% OT</b>	Thu, Jan 11	8	RA	WAITING FOR LINEUP
			Fri, Jan 12	29	DE	M-BRCEOL1-12 WITH DRAGGING STRAPS
			Mon, Jan 15	9	DE1	HGFDBRC AIR TROUBLE
			Tue, Jan 16	7	FW1	LATE FLIP FROM 1257
BNSF	1260	Tue, Jan 02	7	CW1	TRAFFIC BACKUP AT LISLE DUE TO SWITCH FAILURES BROKEN RAIL	
		<b>82% OT</b>	Tue, Jan 09	7	G1	SWITCH FAILURE AT BERWYN
			Fri, Jan 12	11	GA1	LATE FLIP FROM 1371 DUE TO AMTRAK SWITCH FAILURE
			Thu, Jan 18	20	E1	LATE FLIP
BNSF	1267	Mon, Jan 08	7	G	WORKING AROUND 3B SW FAILURE AT LAVERGNE	
		<b>82% OT</b>	Fri, Jan 12	17	DE	M-BRCEOL1-12 WITH DRAGGING STRAPS
			Mon, Jan 15	15	DE1	HGFDBRC AIR TROUBLE
			Tue, Jan 16	10	FW1	DOOR STUCK ON CAR 7111
BNSF	1279	Thu, Jan 11	10	AM	HELD AT LISLE FOR A383 AND THEN MADE TO FOLLOW.	
		<b>82% OT</b>	Fri, Jan 12	19	DE	CONGESTION FROM M-BRCEOL ISSUE.
			Mon, Jan 15	29	DE1	HGFDBRC AIR TROUBLE
			Tue, Jan 16	6	G	SWITCH FAILURE
BNSF	1288	Wed, Jan 03	7	H1	LATE FLIP OF 1243 - DEPARTED ATC 7" LATE	
		<b>73% OT</b>	Mon, Jan 08	15	G1	1243 LINED DOWN MAIN AND NOT INTO YARD FOR 88 CUT.
			Thu, Jan 11	6	E1	STUCK DOOR CAR 7110 ON 1243 AT ATV. HAD TO CLOSE DOOR PRIOR TO SHOVING IN YARD.
			Fri, Jan 12	9	DE1	MEETING LAST WESTBOUNDS FROM M-BRCEOL.
			Mon, Jan 15	8	DE1	HGFDBRC AIR TROUBLE
Wed, Jan 17	17	JM	PASSENGER FELL GETTING OF TRAIN			
BNSF	1371	Tue, Jan 02	13	CW1	LATE FLIP DUE TO BROKEN RAIL MT2 LISLE AND MT3 LAVERGNE	
		<b>73% OT</b>	Fri, Jan 12	24	GA	46 SWITCH FAILED AT CP HARRISON, TRAPPED IN TRACK 6.
			Mon, Jan 15	9	F1	DELAYED DUE TO 1226 MECHANICAL ISSUE AT WEST HINSDALE.
			Thu, Jan 18	0	E1	1218 MECHANICAL FAILURE
			Fri, Jan 19	8	CW1	CONGESTION AT FWV
Mon, Jan 22	8	VE1	DELAYED DUE TO 1226.			
HC	915	Tue, Jan 02	34	RF	15M CP CERMAK 256/311PM CONTACTING CN DISP, TIMING OUT SIGNAL. 8M CORWITH , NO CROSS TRAFFIC. (MORE SIGNAL ISSUES.) 10M WILLOW SPRINGS DIB.	
		<b>77% OT</b>	Mon, Jan 15	10	G	10M SIGNAL OUT AT JUSTICE.
			Wed, Jan 17	30	DD	27M BRIGHTON 300/327PM FOR UP IG3AH16 UP 9034 W/ 7200FT, STOPPED GOING INTO ASHLAND AVE YARD FOR CREW CHANGE. 6M SUMMIT MECHANICAL ISSUES.
			Thu, Jan 25	25	GA	14M SWITCH ISSUES/ CONGESTION CUS AND ROOSEVELT ROAD; 12M SIGNAL ISSUES CP JUSTICE TO MP19.9 LAMBERT
			Tue, Jan 30	11	D	3M 21ST ST, SWS #819 AHEAD W/ SIGNAL ISSUES; 14M BRIGHTON 304/318PM FOR QLCNSA627 BNSF3923 W/ 70CARS 6497FT STOPPED TO LINE SWITCHES ASHLAN
HC	918	Tue, Jan 02	18	KW	10M ACCT 60MPH RESTRICTION , 8M ACCT SIGNAL TROUBLE.	
		<b>77% OT</b>	Wed, Jan 03	10	H	10M LATE DEPARTURE ACCT ENGINE WAS NOT SIGNJD OFF ON DAILY INSPECTION.
			Mon, Jan 08	6	E	5M LATE DEPARTURE ACCT ENGINE PROBLEMS IN YARD.
			Wed, Jan 24	9	RW	11M LATE DEPARTURE , LATE SET FROM COACH YARD.
			Thu, Jan 25	22	D	20M DELAY CORWITH X-TRAFFIC, YLPCL6512T ENG BN 3852 W/81C 8250'



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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
HC	919	Fri, Jan 05	10	D	15M CORWITH FOR BNSF DZCHI904 PULLING INTO CORWITH YARD STOPPED BEFORE CLEARING THE PLANT TO LINE SWITCHES IN YARD.	
		<b>82% OT</b>	Wed, Jan 24	15	GA	10M CUS SIGNAL ISSUES NORTH SIDE; 7M CP CANAL 603/611PM FOR IHB AP1CP CP9808 WEST W/53CARS 3825FT.
		Thu, Jan 25	18	GA1	21" AMTRAK TERMINAL DELAYS; CONGESTION CUS; TALKED BY SIGNALS CP LUMBER AND 21ST ST; AWDM LUMBER ST. FOLLOWING AMTRAK #305 AND HCD #919.	
		Fri, Jan 26	8	AM	4M AMTRAK TERMINAL CONGESTION (SWS#827 AND AMTK#305 AHEAD.) 6M FOLLOWING ON AMTK #305'S BLOCKS TO SUMMIT.	
ELBI	506	Thu, Jan 11	0	XF	ANNULLED DUE TO EQUIPMENT PROBLEMS AT BI	
		<b>82% OT</b>	Wed, Jan 17	7	I	5MINS HEAVY LOADING ENROUTE AND RESTRICTING SIGNALS BY MCCORMICK PLACE
		Thu, Jan 18	8	RL1	MAKING EXTRA STOPS DUE TO ME504 BEING ANNULLED	
		Wed, Jan 24	6	RW	3MINS SLICK RAIL ON BI BRANCH AND 3MINS WAITING FOR ME706	
ELML	739	Wed, Jan 10	11	AS	6 MIN @ KENSINGTON FOLLOWING TRAINS AND CONGESTION. 5 MIN UNLOADING PASSENGERS FROM KENSINGTON TO FLOSSMOOR. 8 CAR TRAIN.	
		<b>73% OT</b>	Thu, Jan 11	6	I	FOLLOWING 709 AT KENSINGTON
		Fri, Jan 12	7	G	7M LATE : 5M AT KENSINGTON FOLLOWING 709 2M ENROUTE LARGE CONSIST	
		Fri, Jan 26	9	H1	9 MINUTES DOWN DUE TO DELAY AT RANDOLPH	
		Mon, Jan 29	37	J1	17M LATE DEPARTING RANDOLPH DUE TO TRACK CIRCUIT ISSUES SOUTH END OF PLANT, 22M STUCK BEHIND ME709 FOR PASSENGER REMOVAL	
		Wed, Jan 31	7	FS1	FOLLOWING TRAINS	
MN	2128	Thu, Jan 11	9	RF1	9" DEPARTED FOX LAKE LATE DUE TO LATE ARRIVAL/TURN OF #2103; ADA FOX LAKE TO EDGEBROOK.	
		<b>82% OT</b>	Tue, Jan 16	8	D1	8" DEPARTED GRAYSLAKE WAITING ON #2107 TO CLEAR.
		Mon, Jan 22	8	D1	6" DEPARTED FOX LAKE DUE TO LATE ARRIVAL/TURN OF #2103; 6" STOP SIGNAL MAYFAIR U.P. CROSS TRAFFIC.	
		Tue, Jan 23	6	EW	6" MECHANICAL PROBLEMS AIR BLOWING FROM LOCO #413 AIR DRYER FROZEN INGLESIDE.	
MN	2137	Wed, Jan 10	6	E1	10" TRAIN AHEAD GLENVIEW TO DEERFIELD (DUE TO #2131'S LATE DEPARTURE).	
		<b>82% OT</b>	Wed, Jan 17	12	E1	15" DELAY FOLLOWING #2131.
		Wed, Jan 24	18	GA1	15" WAITING ON EQUIPMENT, 5" FOLLOWING LATE TRAINS.	
		Wed, Jan 31	9	E1	12" DUE TO #2140/#338 MECHANICAL FAILURE.	
MN	2139	Tue, Jan 16	10	AM	7" FOLLOWING AMTRAK 7, EN ROUTE; 3" STICKING DOOR #7333, GLENVIEW; 3" ADA, LIBERTYVILLE; 1" STOP SIGNAL, CN.	
		<b>82% OT</b>	Wed, Jan 17	36	E1	39" FOLLOWING TRAIN AHEAD #2131.
		Wed, Jan 24	19	GA1	15" WAITING ON ENGINEER FROM #2141.	
		Wed, Jan 31	10	CW	LATE TURN DUE TO 2140	
MN	2141	Fri, Jan 05	34	E	22" ENGINE PROBLEM, HEALY; 7" CROSS TRAFFIC, MAYFAIR; 5" MORTON GROVE.	
		<b>73% OT</b>	Tue, Jan 16	7	AM1	10" FOLLOWING #2139 AND #2241 TO A-5.
		Wed, Jan 17	30	E1	LATE FLIP FROM EARLIER TRAIN	
		Wed, Jan 24	30	GA1	25" WAITING ON EQUIPMENT; 10" FOLLOWING TRAIN AHEAD.	
		Thu, Jan 25	0	XH	ANNULLED AT WESTERN AVE DEPOT, LOCO #124 NO WATER RAN DRY, USED #2143 AND #2141'S CREW TO MAKE ALL STOPS TO FOX LAKE. MISSED WATER LEAK.	
Wed, Jan 31	18	DE	BROKEN DOWN TRAIN			
MN	2143	Wed, Jan 17	28	E1	LATE FLIP FROM EARLIER TRAIN	
		<b>82% OT</b>	Wed, Jan 24	25	GA1	25" FOLLOWING #2141; 8" WAITING ON EQUIPMENT.
		Thu, Jan 25	42	H1	45" MAKING ALL STOPS EN ROUTE.	
		Wed, Jan 31	0	E1	ANNULLED AT CUS USED CREW AND EQUIPMENT FROM #2143 FOR A LATE #2149 COMBO.	
MN	2145	Fri, Jan 05	17	E1	17" LATE TURN FROM #2146.	
		<b>73% OT</b>	Tue, Jan 16	10	FW	7" LATE TURN FROM #2146 (NO FURTHER INFORMATION GIVEN); 3" REAR WORKING CAR DOOR STICKING #7226.
		Wed, Jan 24	17	GA1	14" LATE TURN FROM #2146; 5" FOLLOWING TRAINS.	
		Thu, Jan 25	26	H1	14" LATE TURN FROM #2146.	
		Mon, Jan 29	7	A1	7" LATE TURN FROM #2146.	
		Wed, Jan 31	0	E1	ANNULLED DUE TO #2140/#338 MECHANICAL FAILURE.	
MN	2146	Fri, Jan 05	15	A	3" CROSS TRAFFIC, CN; 5" LATE TURN FROM #2121; 5" CROSS TRAFFIC, MAYFAIR.	
		<b>77% OT</b>	Mon, Jan 15	6	U	5" ADA, NORTHBROOK; 3" LATE TURN FROM #2121; 2" CROSS TRAFFIC, MAYFAIR.
		Wed, Jan 24	13	GA1	8" MEETING TRAINS AT A-5; 3" LATE TURN FROM #2121; 3" COPY RACINE CROSSING.	
		Mon, Jan 29	6	A1	4" LATE TURN FROM #2121; 2" STOP SIGNAL CROSS TRAFFIC, A-2.	
		Wed, Jan 31	73	E1	73" DELAY DUE TO #2140/#338 MECHANICAL FAILURE.	
MN	2147	Wed, Jan 03	13	GW	12" SWITCH FAILURE, A-5.	
		<b>73% OT</b>	Fri, Jan 05	17	E1	13" FOLLOWING #2145, EN ROUTE; 4" RESTRICTED SPEED, CN.
		Mon, Jan 22	9	I	5" PASSENGER LOADING, EN ROUTE. 4" LATE TURN FROM #2148.	
		Wed, Jan 24	9	GA1	9" FOLLOWING A LATE #2145.	
		Thu, Jan 25	20	H1	20" FOLLOWING A LATE #2145.	
		Wed, Jan 31	0	E1	ANNULLED DUE TO #2140/#338 MECHANICAL FAILURE.	
MN	2149	Fri, Jan 05	14	E1	16" WAITING ON #2156.	
		<b>77% OT</b>	Wed, Jan 17	13	E1	LATE FLIP FROM EARLIER TRAIN
		Wed, Jan 24	10	GA1	10" LATE TURN FROM #2150.	
		Thu, Jan 25	20	H1	20" WAITING ON A LATE #2156, ROUNDOUT.	
		Wed, Jan 31	45	E1	46" DUE TO #2140/#338 MECHANICAL FAILURE.	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
MN	2150	Wed, Jan 03	17	GW	20" TWO SWITCH FAILURES EN ROUTE A6 TO CUS, #11 SWITCH @ A-6 AND #83 SWITCH @ A-2.	
		77% OT	Wed, Jan 10	10	E1	11" LATE TURN FROM #2133.
		Wed, Jan 17	19	E1	18" DELAY WAITING ON #339 AND #2135 TO CLEAR 2 MAIN; 4" MEETING WEST BOUND TRAINS.	
		Wed, Jan 24	21	GA1	21" LATE TURN FROM #2133.	
		Wed, Jan 31	37	E1	36" USED CREW AND EQUIPMENT FOR #2151.	
MN	2151	Wed, Jan 03	8	GW1	8" WAITING ON #2158, ROUNDOUT.	
		73% OT	Fri, Jan 05	20	E1	20" WAITING ON #2158.
		Wed, Jan 17	12	E1	LATE FLIP FROM EARLIER TRAIN	
		Wed, Jan 24	12	GA1	12" WAITING ON RTA/#2158, ROUNDOUT.	
		Thu, Jan 25	43	HI	41" WAITING ON RTA/#2158, ROUNDOUT.	
MN	2154	82% OT	Fri, Jan 05	23	E1	23" LATE TURN FROM #2145.
		Tue, Jan 16	13	FW1	13" LATE TURN FROM #2145 (NO FURTHER INFORMATION GIVEN FROM INITIAL DELAY); 3" HOLDING FOR CP FREIGHT, DEERFIELD.	
		Wed, Jan 24	15	GA1	17" LATE TURN FROM #2145.	
		Thu, Jan 25	27	HI	27" LATE TURN FROM #2145.	
MN	2158	73% OT	Wed, Jan 03	11	GW1	11" WAITING ON LATE TRAIN #2149.
		Fri, Jan 05	22	E1	22" WAITING ON #2149.	
		Tue, Jan 09	6	D1	6" STOPPED AT GRAYSLAKE WAITING FOR #2149.	
		Wed, Jan 17	14	E1	RESIDUAL DELAYS	
		Wed, Jan 24	16	GA1	16" WAITING ON #2149.	
MW	2200	82% OT	Fri, Jan 12	6	I	6" LATE DEPARTING ELGIN, SLOW LOADING.
		Mon, Jan 15	8	G	4" SIGNAL PROBLEMS, RESTRICTED SPEED BARTLETT TO HANOVER PARK; 4" FREIGHT INTERFERENCE, X/O @ B-12 1MT RIVER GROVE TO GALEWOOD PASSENGERS...	
		Mon, Jan 22	6	IW	6" SLOW PASSENGER LOADING (WEATHER/DENSE FOG) AND X/O @ RIVER GROVE 2MT TO 1MT TO GALEWOOD.	
		Tue, Jan 23	6	N	5" DEPARTED ELGIN LATE DUE TO POWER OUTAGE IN DOWNTOWN ELGIN AREA THAT AFFECTED SIGNALS AND GATE MALFUNCTIONS @ CHICAGO ST & HIGHLAND ST.	
MW	2201	82% OT	Wed, Jan 03	15	G	15" STOPPED, B-35. HAND-LINED ROUTE (SWITCHES)
		Mon, Jan 15	10	G1	5" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2200; 3" STOP SIGNAL CICERO WEST; 2" STOPPED AT B-35 WAITING ON EAST BOUNDS.	
		Mon, Jan 22	6	IW1	6" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2200.	
MW	2254	82% OT	Tue, Jan 09	13	U	6" LOAD AND UNLOAD ADA; 6" LATE DEPARTURE FROM BIG TIMBER DUE TO SAFETY MEETING.
		Wed, Jan 10	12	U1	11" LATE TURN FROM #2249.	
		Thu, Jan 11	11	L1	10" LATE TURN FROM #2249.	
		Mon, Jan 29	30	EW	34" AIR/BRAKE PROBLEMS AT BIG TIMBER.	
MW	2255	82% OT	Tue, Jan 09	10	U1	9" LATE TURN FROM #2254.
		Wed, Jan 10	10	U1	LATE TURN FROM #2254.	
		Thu, Jan 11	9	L1	9" LATE TURN FROM #2254	
		Mon, Jan 29	20	EW1	26" LATE TURN FROM #2254.	
NCS	120	77% OT	Wed, Jan 03	14	GW1	14" WAITING ON LATE MDN TRAIN #2147.
		Fri, Jan 05	18	E1	18" WAITING ON #2147.	
		Mon, Jan 22	7	I1	10" WAITING ON #2147.	
		Wed, Jan 24	7	GA1	10" WAITING ON #2147.	
		Thu, Jan 25	20	HI	22" WAITING ON #2147.	
RI	401	82% OT	Mon, Jan 08	8	CW	8M B/W CP35.5 AND EJE TRAVELLING AT RESTRICTED SPEED DUE TO TRACK CIRCUIT @EJE PREVENTING A SIGNAL AT 35.5
		Wed, Jan 10	6	KW	4M @ BI DUE TO SLICK RAIL, 1M @ MIDLOTHIAN WAITING ON 406, 1M @ OAK PARK WAITING ON 408, 2M FOR EQUIPMENT THAT WAS SLOW TO LOAD.	
		Wed, Jan 24	16	RW1	16M LATE WAITING ON LATE TRAINS TO CLEAR AHEAD	
RI	410	82% OT	Tue, Jan 02	8	GW	5M LATE DEPARTING JUD WAITING IN HCD918/ 3M EN-ROUTE DOOR PROBLEMS W/7260 & 7358
		Wed, Jan 03	9	HI	7M LATE DEPARTING RICHARDS WAITING ON HC918 TO DEPART./2M EN-ROUTE ACCOMMODATING PASSENG	
		Mon, Jan 22	0	XR	RUNSTOP SWITCH ACTIVATED.	
		Wed, Jan 24	30	RW	DEPARTED JUD 26 MIN LATE DUE TO INCLEMENT WEATHER	
RI	411	77% OT	Thu, Jan 04	9	E1	DELAYED 6MIN HAD GO AROUND 409
		Mon, Jan 08	23	E1	4M ITEM 1 AWDMM @ 99TH ST. 11M IN ROUTE FOLLOWING R1409. 8M CP RICHARDS WAITING ON R1424 TO CLEAR	
		Tue, Jan 09	10	HI	DELAYED 8 MIN AT CP 54TH ST WAITING FOR 620 TO CROSS OVER FROM 1 TO 2	
		Tue, Jan 16	9	JM	411 CALLED REQUESTING AN AMBULANCE REMOVE A PASSENGER FROM THEIR TRAIN AT 80TH AVE TOWARDS THE REAR END OF TRAIN	
		Fri, Jan 19	8	G	DEPARTED LSS 6 MIN LATE DUE TO TIMEING OUT SIGNAL AND WAITING FOR TRAFFIC TO TURN	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
RI	416	Tue, Jan 02	9	GW1	9M CP 81ST DUE TO SW #3 FAILING NORMAL FOLLOWED RI302	
		73% OT	Wed, Jan 10	6	U	3M OAK FOREST ADA, 2M LATE DEPARTING JUD, 1M THRU-OUT THE WHOLE TRIP DOOR PROBLEMS W/7322
		Tue, Jan 16	7	FW	5M TINLEY PARK/OAK PARK HAVING PROBLEMS W/CAB CAR #7374, 2M 35TH SAME PROBLEM W/DOOR DUE TO WEATHER	
		Mon, Jan 22	15	R1	11M LATE DEPARTING JUD DUE TO MECH PROBLEMS W/RI410, 4M ENROUTE FOLLOWED RI616	
		Wed, Jan 24	14	RW1	11M LATE DEPARTING RICHARDS, LATE TURN OF EQUIPMENT	
		Thu, Jan 25	12	I	2 MIN LATE DEPARTING CP RICHARDS, 6 MIN DUE TO ADA, 4 MIN STOPPED AT 16TH	
RI	417	Wed, Jan 03	15	T	DEPARTED LSS 5M LATE WAITING FOR 415 TO CLEAR AHEAD, 10M GATE MALFUNCTION ITEM 1 AT SCHOOLHOUSE, MOKENA, WOLF RD.	
		82% OT	Thu, Jan 04	26	E1	DELAYED 6MIN FOLLOWING 615, 20M FOLLOWING TRAINS
		Mon, Jan 08	13	E1	DEPARTED LSS 9M LATE, HELD ACCT 419 EQUIPMENT RUNNING LATE. 6M ENROUTE FOLLOWING LATE TRAINS AHEAD	
		Tue, Jan 16	6	E1	DELAYED 6M AT RICHARDS FOR 415 DEAD IN JOL DEPOT WITH MAIN RES ISSUES ON ENG 416	
RI	419	Wed, Jan 03	7	T	7M DUE TO GATE MALFUNCTIONS AT SCHOOLHOUSE, MOKENA, WOLF RD	
		73% OT	Thu, Jan 04	16	E1	16M LATE INTO JOLIET FOLLOWING LATE TRAINS
		Mon, Jan 08	60	E1	DEPARTED LSS 30M LATE ACCT LATE TURN FROM RI 422. 30M OAK PARK AVE WITH MECH ISSUES	
		Tue, Jan 09	26	H1	DELAYED 35 MIN DUE TO LATE TURN FROM 422 AT LSS	
		Tue, Jan 16	6	D	DELAYED 6M AT EJE CROSSING DUE TO CN L521 THAT HAD TO 'STOP TO DROP OFF CONDUCTOR' AND OVERRAN WINDOW BY 7M	
		Thu, Jan 25	7	GF	10M AT EJE DUE TO X-TRAFFIC M347 CN 2670 +1 155 CARS 9994' (TOOK 22M TO CLEAR INSTEAD OF 10M) CN HAD TO FLAG TRAIN BY SIGNAL.	
RI	421	Tue, Jan 02	7	JM	11M 80TH AVE, 656PM-707PM, WAITING ON AMBULANCE FOR PASSED OUT PASSENGER	
		82% OT	Thu, Jan 04	6	H1	6M LATE INTO JOLIET DUE TO GROUND RELAY ISSUES
		Mon, Jan 08	41	E1	41M IN ROUTE TRAIN CONGESTION DUE TO RI407 DEAD @ 103RD ST	
		Tue, Jan 09	10	H1	DEPARTED LSS 6M LATE FOR LATE EQPT. 1M FOR TB 1501. 3M IN ROUTE WHEEL SLIPPAGE WITH LOCO 201	
RI	523	Wed, Jan 03	11	T	4M 115TH ADA , 6M ITEM 1 AT GOUGAR RD	
		82% OT	Mon, Jan 08	13	E1	DEPARTED LSS 6M LATE, TURNED FROM 622 (525S) EQUIPMENT. 5M ADA @ 107TH AND 115TH. 2M
		Tue, Jan 09	49	H1	51M ELIZABETH WAITING ON RI526 TO CLEAR DUE TO SINGLE TRACKING BEV SUB ACCT RI613 DEAD AT 91ST ST ON EWD	
		Wed, Jan 17	11	U	4 ADA STOPS	
RI	533	Mon, Jan 15	11	D	7M IN ROUTE WITH 9 CARS 4M WAITING ON Q556	
		82% OT	Wed, Jan 17	110	GW	110" SWITCH FROZEN
		Thu, Jan 18	79	E	ENG. 207 WOULD NOT LOAD	
		Thu, Jan 25	10	KW	STOPPED AT HICKORY CREEK M ACCT. ENGINE WOULDN'T LOAD, WHEEL SLIP	
RI	603	Tue, Jan 02	7	GW	7M CP 81ST HAVING TO BE FLAGGED DUE TO PUMPING SWITCH AT GRESHAM CAUSING SIGNAL TO DROP	
		82% OT	Thu, Jan 04	11	EW	6M X-TRAFFIC @ 16TH , 7M DELAY AT BRAINARD AIR ISSUES
		Thu, Jan 11	41	DE	DELAYED 30 MIN IN DEPOT DUE TO L536 GOING INTO EMERGENCY ACROSS 16TH STREET DIAMONDS. 10M ON BEVERLY SUB DUE TO ITEM ONES .	
		Thu, Jan 18	14	CW1	14 MIN DELAY AT GRESHAM WAITING FOR 516 AND ALSO COPYING TRACK PERMIT	
RI	613	Wed, Jan 03	7	IW	FULL CONSIST.	
		68% OT	Thu, Jan 04	10	E1	DELAYED 12 MIN HAD TO GO AROUND 409
		Tue, Jan 09	0	XH	DELAYED 50 MIN ARCHER RADAR UNIT NOT TESTED.	
		Thu, Jan 11	13	GW	12M ON THE BEVERLY SUB LINE DUE TO ITEM ONES ON MULTIPLE GATES	
		Tue, Jan 16	7	G1	DELAYED 7 MIN AT CP PERSHING DUE TO 413 HAVING TO BE TALKED BY THE SIGNAL	
		Wed, Jan 17	7	I	4MIN LATE LEAVING LSS, 2 MINS AT 16TH ST, 3 MIN AT 47TH ST, DROPPING OFF CREW, 2MINS AT GRESHAM	
		Fri, Jan 19	7	G	3 MIN AT 16TH WAITING FOR 620 TO CLEAR AND 3 MIN FOLLOWING 303	
RI	617	Mon, Jan 08	0	E1	TRAIN 617 WAS ANNULLED	
		77% OT	Tue, Jan 09	53	H1	DELAYED 12 MIN HELD IN DEPOT, DELAYED 15 MIN AT CP PERSHING BEHIND 613. 26M 91ST WAITING ON RI613 PASSENGERS AND RUNNING ON WWD
		Thu, Jan 11	9	GW	6M ON THE BEVERLY SUB DUE TO ITEM ONES ON MULTIPLE GATES	
		Tue, Jan 16	8	IW	DELAYED 8 MINS OVER TRIP ACCT PASSENGERS SLOW TO LOAD AT VARIOUS STATIONS	
		Thu, Jan 25	7	I	1M LATE PSGR BOARDING AT LSS, 1M AT 16TH SPEED RESTRICTION, 1M AT MORGAN SPEED RESTRICTION, 1M 103RD HELPING PSGR, 3M 107TH MEETING RI622	
SWS	831	Thu, Jan 04	0	XFW	ANNULLED, SET OUT FROZEN COACH IN COACH YARD.	
		77% OT	Fri, Jan 05	7	E1	6M BELT JCT. MEET LATE SWS #836; 7M CP 143RD ST. MEET SWS #838.
		Fri, Jan 12	6	AM1	12M DELAY DEPARTING CUS, RED SIGNAL.	
		Fri, Jan 26	10	D1	2M FOREST HILL 639/641PM FOR CSXY112 NS929 W/3741FT.; 10M CP143RD ST. MEET SWS#838.	
		Mon, Jan 29	14	RF1	2M BELT JCT MEET SWS #836; 15M CP 143RD ST 707/725PM MEET DELAYED SWS #838; 3M ADA 143RD.	
SWS	836	Fri, Jan 05	8	E1	LATE FLIP OF SWS #823	
		77% OT	Tue, Jan 23	6	D	12M FOREST HILL 620/632PM FOR CSX Q18 CSXT7802 W/59CARS 11781FT PULLING OUT OF CSX YARD. (CSX TOOK THE SIGNAL AT 613PM.)
		Wed, Jan 24	8	D	6M CP RIDGE 603/609PM FOR CSX Q161 CSXT3209 WEST W/9826FT.; 3M BELT JCT, FREIGHT CLEARING	
		Thu, Jan 25	6	GA1	DEPT ORLAND 153RD ST. 12" LATE; LATE FLIP OF SWS #823. ; TALKED BY CP21ST ST.	
		Mon, Jan 29	9	D1	14M ASHBURN 610/624PM MEET SWS #829	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPN	330	Tue, Jan 09	10	J	LATE DEPARTURE FROM KENOSHA, WAITED FOR THE KENOSHA POLICE TO REMOVE AN UNRULY FEMALE PASSENGER OFF THE TRAIN.	
		82% OT	Thu, Jan 18	14	E1	SLOW AND HEAVY PASSENGER LOADING DUE TO HELPING TO ACCOMMODATE FOR #328 PASSENGERS.
		Wed, Jan 24	0	XF	ANNULLED DUE TO FEDERAL WHEEL ON THE CAR 6179.	
		Wed, Jan 31	7	RO1	MADE ALL STOPS TO WINNETKA TO HELP ACCOMMODATE FOR #328 ANNULMENT.	
UPN	355	Wed, Jan 17	7	F1	DELAYED FOLLOWING TRAINS AHEAD ON ACCT. OF LATE DEPARTURE OF #347 EQUIPMENT, DUE TO MECHANICAL ISSUES WITH #4302 EQUIPMENT.	
		82% OT	Thu, Jan 18	13	VE1	DELAYED FOLLOWING #353 FROM CPT TO WAUKEGAN.
		Fri, Jan 19	65	E1	STOPPED AT CLYBOURN BEHIND #351 AND #353 DUE TO MECHANICAL FAILURE ON #351, RAN AROUND #351-#353 RP-WK PICKING UP PASSENGERS FROM...	
		Fri, Jan 26	8	E1	DELAYED RUNNING ON APPROACH SIGNALS BEHIND #353, XH AT MP 24.43.	
UPNW	632	77% OT	Tue, Jan 02	7	KW	7" 40 MPH ON THE MCHENRY SUB & STICKY DOORS.
		Thu, Jan 04	6	FW	DEPARTED MCHENRY 2" LATE DUE TO WEATHER RESTRICTIONS ON THE MCHENRY SUB, XH AT MP 23.08, STICKING LOADING DOORS ON 7269.	
		Fri, Jan 12	8	D	CROSS TRAFFIC AT THE CN BARRINGTON FOR THE A4919-11TH.	
		Wed, Jan 17	8	D	STOPPED AT CN BARRINGTON FOR FREIGHT TRAIN A49191-16.	
		Tue, Jan 30	6	DD1	DELAYED FOLLOWING #630 OUT OF BARRINGTON ON ACCT OF #634 LATE CROSSOVER MOVE & #630 FREIGHT INTERFERENCE @ BARRINGTON (A49191-29).	
UPNW	651	77% OT	Tue, Jan 02	8	F1	DELAYED FOLLOWING #647.
		Thu, Jan 18	10	H1	LATE DEPARTURE FROM CPT (USED #653 EQUIPMENT FROM CAL AVE ON ACCT. OF ORIGINAL EQUIP WEST 5 CARS WAS LATE FROM CAL AVE COACH YARD)...	
		Wed, Jan 24	7	GA1	WAITED AT BARRINGTON FOR #645 TO YARD, #645 WAS DELAYED WAITING AT BARRINGTON FOR #647 TO CLEAR.	
		Mon, Jan 29	23	G	DEPARTED CPT 10" DOWN DUE TO LATE ARRIVAL OF EQUIPMENT FROM CAL AVE COACH YARD ALSO DELAYED @ MYAFAIR HAD TO BE FLAGGED BY THE SIGNAL DUE TO	
		Wed, Jan 31	29	E1	STOPPED @ CLYBOURN FROM 18:16-1830 ON ACCT. OF #2140 & AMTRAK #338 WERE BOTH STOPPED ACROSS MAYFAIR PLANT DUE TO MECHANICAL ISSUES.	
UPW	10	82% OT	Fri, Jan 05	6	D	WAITED FOR FREIGHT TRAIN MMCPR-04 TO CLEAR GRACE.
		Mon, Jan 15	12	K	CAR STUCK ON THE TRACKS AT MP10.2, DISPATCHER HAD TO RE-ROUTE #10 FROM TRACK 1 TO 2 AT MAYWOOD AND MELROSE PARK, WAITED FOR SIGNAL...	
		Thu, Jan 18	20	DD	WAITED FOR A SIGNAL AT 25TH AVENUE DUE TO FREIGHT TRAIN ICSG2I-18 YARD MOVE INTO PROVISIO.	
		Mon, Jan 22	7	F	XH PROCEDURE @ MP 5.22 & BAD ORDER ATC ON CAB CAR #8419 (OPERATED ON ABSOLUTE BLOCKS FROM ELMHURST-KEDZIE).	
UPW	13	82% OT	Fri, Jan 05	14	D1	STOPPED AT PARK ON TRACK 2 WAITING FOR #18 AND #20 TO CLEAR FROM BEING CROSSED DOWN FROM TRACK 1 TO TRACK 3 AHEAD.
		Mon, Jan 15	19	K1	STOPPED @ VALE WAITING ON #14 TO CLEAR ON ACCT. OF A VEHICLE ON THE TRACKS @ MP10.2 & XH @ MP10.2.	
		Tue, Jan 23	9	D	DELAYED AT KEDZIE WAITING FOR IG3AH TO CLEAR ON ROCKWELL JCT.	
		Wed, Jan 31	6	D	STOPPED @ PARK WAITING FOR #16 TO CLEAR DUE TO RUNNING SOUTH SIDE TRACK #3 ELBURN TO ELMHURST.	
UPW	30	82% OT	Wed, Jan 10	8	KD1	FOLLOWING #26, THEN #28 AT PARK.
		Fri, Jan 12	7	D	CROSS TRAFFIC AT CN WEST CHICAGO FOR THE X110441-9TH.	
		Mon, Jan 15	10	F1	TRAIN CONTROL ELMHURST-RIVER FOREST FOLLOWING #28, DUE TO MECHANICAL ISSUES & CROSS TRAFFIC AT WESTERN AVE.	
		Mon, Jan 22	7	GM	XH @ MP 5.22 & TRAIN CONTROL PARK TO OAK PARK FOLLOWING #28.	
UPW	35	82% OT	Wed, Jan 17	17	G	SWITCH #67 FAILURE @ WESTERN AVE.
		Thu, Jan 18	8	U	2 ADA LIFTS.	
		Wed, Jan 24	17	D	15" WAITING FOR MPRCBV TO CLEAR PECK; 5" SLOW PASSENGER HANDLING, EN ROUTE.	
		Thu, Jan 25	17	D	FREIGHT TRAIN INTERFERENCE @ PARK (14:19-14:29) QPRNPV & 2 ADA LIFTS.	
UPW	55	73% OT	Tue, Jan 02	10	FW1	10" DELAYED FOLLOWING M53 ON TRAIN CONTROL OAK PARK TO ELMHURST.
		Thu, Jan 04	7	H	7" TRAIN CONTROL BETWEEN OAK PARK-ELMHURST DUE TO FOLLOWING #53, WHICH DEPARTED LATE FROM CPT DUE TO LATE ARRIVAL FROM CAL AVE YARD.	
		Wed, Jan 17	15	F1	TRAIN CONTROL OAK PARK TO ELMHURST FOLLOWING #51 ON ACCT. OF #51 MECHANICAL ISSUES @ CPT & XH @ MP 23.78.	
		Thu, Jan 18	35	E	TRAIN CONTROL OAK PARK-CPY015 & 20MPH OVER ALL CROSSINGS ELMHURST-ELBURN ON ACCT. OF NO DITCH LIGHTS ON METX165.	
		Wed, Jan 24	10	GA	NO SIGNAL AT WESTERN A2 DUE TO UNION STATION HAVING SWITCH FAILURE CAUSING THE MILWAUKEE WEST TO BACK UP AT WESTERN AVE.	
		Tue, Jan 30	15	KD1	DELAYED FOLLOWING #53.	
UPW	57	73% OT	Thu, Jan 04	14	H1	16" TRAIN CONTROL BETWEEN 25TH AVE-ELMHURST FOLLOWING #55 ON ACCT. OF LATE #53 & STICKY DOORS ON CARS #6101 & #6108 @ W. CHICAGO & GENEVA.
		Tue, Jan 09	7	D1	RAN TRAIN CONTROL BEHIND #55.	
		Wed, Jan 17	17	F1	TRAIN CONTROL FROM CPT TO ELMHURST FOLLOWING #55 ON ACCT. OF #51 MECHANICAL ISSUES @ CPT & DELAYED BEHIND #53 JUST SHORT OF ELBURN...	
		Thu, Jan 18	22	R1	LATE DEPARTURE FROM CPT ON ACCT. OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE WITH A SWITCH ENGINE ATTACHED TO THE EQUIPMENT...	
		Fri, Jan 19	29	JM1	WAITED BEHIND #55 STOPPED AT GENEVA FOR A PASSENGER THAT SLIPPED ON THE PLATFORM, PARAMEDICS DID TAKE THE PASSENGER AWAY.	
		Tue, Jan 30	0	XR	ANNULLED @ ELMHURST METX 126 SHUT DOWN @ PARK WITH A MU FAULT STOP REQUEST AND 587 CODE AFTER TROUBLE SHOOTING COULD NOT GET EQUIP MOVING..	

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation	
UPW	59	Fri, Jan 05	7	D	RAN TRACK 1 WESTERN TO KEDZIE USED TO SHORT CROSSOVERS RAN AT RESTRICTED SPEED.	
		<b>73% OT</b>	Tue, Jan 09	9	D1	RAN TRAIN CONTROL BEHIND #57.
		Wed, Jan 17	10	F1	TRAIN CONTROL FROM MP 7.0 TO PARK FOLLOWING #57 ON ACCT. OF #51 MECHANICAL ISSUES @ CPT (18:02-18:09).	
		Thu, Jan 18	18	R1	LATE DEPARTURE FROM CPT, DUE TO CONGESTION @ LAKE STREET PLANT & WAITED @ HALSTED FOR #57 TO CLEAR (17:55-18:04).	
		Wed, Jan 24	8	GA1	FOLLOWED #57 ON TRAIN CONTROL.	
		Tue, Jan 30	79	R1	TIED ON TO #57 EQUIPMENT AND SHOVED EQUIPMENT TO ELMHURST AND THEN TURNED COMBO TRAIN BACK TO CPT.	
UPW	60	Fri, Jan 05	34	K	WAITED FOR A CAR THAT WAS STUCK ON THE TRACKS @ MP15.89, WAITED FOR CAR TO BE REMOVED AND TRACKS TO BE INSPECTED.	
		<b>77% OT</b>	Wed, Jan 17	9	F1	LATE TURN OFF #59 CREW AND EQUIPMENT ON ACCT. OF #51 MECHANICAL ISSUES.
		Thu, Jan 18	20	R1	LATE TURN OFF #59 CREW & EQUIPMENT ON ACCT. OF LATE DEPARTURE FROM CPT.	
		Wed, Jan 24	7	GA1	DEPARTED ELMHURST 8" LATE ON ACCOUNT OF LATE TURN OF #59.	
		Tue, Jan 30	0	R1	ANNULLED DUE TO #57 ENGINE ISSUES.	
UPW	61	Tue, Jan 02	7	GW	7" NO SIGNAL, UNIVERSITY. WAITED FOR MAINTAINER TO RELEASE TRACK 3 @ MP 28, WORKING TO THAW OUT ICE BUILT UP ON HOT BOX DETECTOR.	
		<b>77% OT</b>	Fri, Jan 05	27	K	WAITED FOR A CAR THAT WAS STUCK ON THE TRACKS @ MP15.89, WAITED FOR CAR TO BE REMOVED AND TRACKS TO BE INSPECTED.
		Tue, Jan 09	17	VF	ADA LIFT PROBLEMS, CREW HAD TO MANUALLY OPERATE THE LIFT AT WHEATON TO GET AN ADA PASSENGER OFF THE TRAIN.	
		Thu, Jan 18	16	R1	DELAYED @ PARK WAITING ON LATE #59/#60 TO CROSSOVER @ ELMHURST.	
		Tue, Jan 30	7	R1	DELAYED BEHIND #59.	
UPW	62	Wed, Jan 03	6	D	6" OPERATED SOUTHSIDE FROM MELROSE-KEDZIE (USED SHORT CROSSOVERS AT KEDZIE ON ACCT. OF FREIGHT INTERFERENCE).	
		<b>77% OT</b>	Wed, Jan 17	51	KD	LATE DEPARTURE FROM ELBURN ON ACCT. OF AIR ISSUES WITH CAB CAR 8439. MAIN RESERVOIR HOSE BETWEEN ENGINE CAME APART ELBURN MIC RECONNECTED IT
		Fri, Jan 19	10	D	STOPPED AT PARK WAITING FOR MELNP TO CLEAR IN PROVISIO PER DISPATCHER SHE WAS TOLD TRAIN WAS READY TO DEPART BY THE TOWER...	
		Tue, Jan 23	111	M	DELAYED STRUCK A CAR @ MP 22.50 ON TRACK 1, CAR WAS ALSO BLOCKING TRACKS 1 & 2, WAITED FOR TOW TO REMOVE CAR & TRACKS TO BE INSPECTED.	
		Tue, Jan 30	7	U	UNLOAD A ADA LIFT PASSENGER @ ELMHURST ON TRK 2 @ THE CROSSING FROM THE CAB CAR.	
UPW	64	Thu, Jan 04	8	HI	8" LATE TURN FROM #57 CREW & EQUIPMENT ON ACCT. OF TRAIN CONTROL FOLLOWING #55.	
		<b>64% OT</b>	Mon, Jan 08	41	DD	WAITED AT ELMHURST FOR MELPRJ TO CLEAR IN PROVISIO ON TRACK 1 @ 25TH AVE DUE TO BEING LINED INTO THE WRONG LEAD. HAD TO WAIT FOR CREW...
		Fri, Jan 12	8	D	DELAYED WAITING FOR SLOW PASSENGER LOADING @ GENEVA, VILLA PARK AND ELMHURST, ALSO FOLLOWING MPRASX AND ZCSG1 AT VALE.	
		Wed, Jan 17	26	KD1	LATE TURN OFF #57 & EQUIPMENT ON ACCT. OF #62 MECHANICAL ISSUES.	
		Thu, Jan 18	17	R1	LATE TURN OFF #57 CREW & EQUIPMENT ON ACCT. OF LATE DEPARTURE FROM CPT.	
		Fri, Jan 19	11	JM1	LATE TURN OF EQUIPMENT FROM #57.	
		Tue, Jan 23	35	M1	DELAYED AT WHEATON #62 STOPPED AHEAD STRUCK A CAR @ MP 22.50 ON TRACK 1 CAR WAS ALSO BLOCKING TRACKS 1 & 2, WAITED FOR TOW TO REMOVE CAR...	
		Tue, Jan 30	17	R1	LATE DEPARTURE FROM ELBURN HAD TO USE #55 EQUIPMENT AND CREW DUE TO #57 STOPPED @ PARK WITH A BROKE DOWN ENGINE.	
UPW	65	Tue, Jan 02	8	DE	8" MET M64 AT PARK, FREIGHT AGBNP BROKE DOWN ON TRACK #3 WEST OF GRACE. M65 RAN TRACK #1 GRACE TO UNIVERSITY.	
		<b>82% OT</b>	Mon, Jan 08	50	DD	WAITED @ MAYWOOD FOR MELPRJ TO CLEAR INTO PROVISIO @ 25TH AVE ON TRACK 1 DUE TO BEING LINED INTO THE WRONG LEAD. HAD TO WAIT FOR CREW..
		Wed, Jan 17	10	JM	STOPPED AT WINFIELD STATION DUE TO MEDICAL EMERGENCY- MALE PASSENGER WAS EXPERIENCING CHEST PAINS.	
		Tue, Jan 23	58	M1	DELAYED @ ELMHURST DUE TO #62 STRUCK A CAR @ MP 22.50 ON TRACK 1 CAR WAS ALSO BLOCKING TRACKS 1 & 2, WAITED FOR TOW TO REMOVE CAR...	

Data is final (02/26/18) version from TOPS.

P:\ONTIME\report\WeekdayTrainsBelow85%\_table.xlsx\PrintCopy 02/27/2018

**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

P:\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**  
**January 2018**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	112	17	10	15	7	74	41	17	61	14	29	39	38	474	48%
Semi-controllable	53	0	0	0	12	25	11	6	10	26	0	10	33	186	19%
Uncontrollable	71	21	13	13	2	26	25	10	70	2	12	20	42	327	33%
<b>TOTAL TRAINS DELAYED</b>	<b>236</b>	<b>38</b>	<b>23</b>	<b>28</b>	<b>21</b>	<b>125</b>	<b>77</b>	<b>33</b>	<b>141</b>	<b>42</b>	<b>41</b>	<b>69</b>	<b>113</b>	<b>987</b>	<b>100%</b>

**January - 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	63.6	27.6	10.4	14.4	3.0	53.8	28.2	15.4	39.2	10.2	23.0	20.0	28.4	337.2	31%
Semi-controllable	36.2	0.0	0.0	0.0	5.8	20.2	17.2	13.4	8.8	23.8	0.6	3.2	16.4	145.6	13%
Uncontrollable	102.4	69.0	17.4	21.8	3.6	72.6	52.8	17.4	73.6	14.0	42.4	64.8	44.8	596.6	55%
<b>TOTAL TRAINS DELAYED</b>	<b>202.2</b>	<b>96.6</b>	<b>27.8</b>	<b>36.2</b>	<b>12.4</b>	<b>146.6</b>	<b>98.2</b>	<b>46.2</b>	<b>121.6</b>	<b>48.0</b>	<b>66.0</b>	<b>88.0</b>	<b>89.6</b>	<b>1,079.4</b>	<b>100%</b>

**January 2018 Divergence From January 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	48.4	-10.6	-0.4	0.6	4.0	20.2	12.8	1.6	21.8	3.8	6.0	19.0	9.6	136.8	-148%
Semi-controllable	16.8	0.0	0.0	0.0	6.2	4.8	-6.2	-7.4	1.2	2.2	-0.6	6.8	16.6	40.4	-44%
Uncontrollable	-31.4	-48.0	-4.4	-8.8	-1.6	-46.6	-27.8	-7.4	-3.6	-12.0	-30.4	-44.8	-2.8	-269.6	292%
<b>TOTAL TRAINS DELAYED</b>	<b>33.8</b>	<b>-58.6</b>	<b>-4.8</b>	<b>-8.2</b>	<b>8.6</b>	<b>-21.6</b>	<b>-21.2</b>	<b>-13.2</b>	<b>19.4</b>	<b>-6.0</b>	<b>-25.0</b>	<b>-19.0</b>	<b>23.4</b>	<b>-92.4</b>	<b>100%</b>

**January-January 2018**

DELAY CONTROL	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM	
		ML	BI	SC		N	W				N	NW	W		
Controllable	112	17	10	15	7	74	41	17	61	14	29	39	38	474	48%
Semi-controllable	53	0	0	0	12	25	11	6	10	26	0	10	33	186	19%
Uncontrollable	71	21	13	13	2	26	25	10	70	2	12	20	42	327	33%
<b>TOTAL TRAINS DELAYED</b>	<b>236</b>	<b>38</b>	<b>23</b>	<b>28</b>	<b>21</b>	<b>125</b>	<b>77</b>	<b>33</b>	<b>141</b>	<b>42</b>	<b>41</b>	<b>69</b>	<b>113</b>	<b>987</b>	<b>100%</b>

Data for current month is final (02/26/18) version from TOPS.

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

02/27/2018



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

WEEKDAY	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	TOTAL
	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	Th	Fr	Mo	Tu	We	
<b>BNSF</b>	33	3	5	6	10	8	3	5	29	36	9	6	31	20	13	1	1	0	2	0	3	2	226
<b>Elec -ML</b>	1	0	2	0	2	0	1	1	1	9	0	0	1	2	0	0	3	0	6	5	0	4	38
<b>-BI</b>	2	0	0	0	1	0	0	1	0	2	1	1	5	0	0	0	1	3	1	1	0	3	22
<b>-SC</b>	2	5	0	5	0	0	1	0	0	6	0	0	2	0	0	0	0	1	1	5	0	0	28
<b>Heritage</b>	3	1	0	2	1	0	0	1	0	1	0	2	0	0	1	0	3	4	1	0	1	0	21
<b>Milw -N</b>	2	7	1	9	1	2	4	4	1	1	10	11	3	0	3	1	18	15	0	2	2	18	115
<b>-W</b>	2	11	1	1	0	3	7	7	1	7	1	0	5	1	2	1	9	2	0	2	1	3	67
<b>NCS</b>	0	5	0	2	2	0	0	1	0	6	1	0	0	0	1	0	5	6	1	1	1	1	33
<b>RI</b>	9	10	15	4	17	13	4	17	0	2	6	4	8	3	2	0	8	5	1	3	3	1	135
<b>SWS</b>	1	0	1	6	1	1	2	3	3	1	1	1	0	2	1	1	1	6	3	4	2	0	41
<b>UP -N</b>	0	0	0	0	3	1	0	2	0	1	0	4	9	6	0	0	1	0	2	0	2	2	33
<b>-NW</b>	5	0	1	4	7	1	0	2	1	0	4	2	3	0	3	4	2	0	0	2	4	8	53
<b>-W</b>	4	1	4	11	3	3	7	1	3	6	3	12	10	4	2	9	5	3	0	2	13	4	110
<b>SYSTEM</b>	64	43	30	50	48	32	29	45	39	78	36	43	77	38	28	17	57	45	18	27	32	46	922

  

SATURDAY	6	13	20	27	TOTAL	SUNDAY/HOLIDAY	1	7	14	21	28	TOTAL
<b>BNSF</b>	4	0	3	0	7	<b>BNSF</b>	2	0	0	0	1	3
<b>Elec -ML</b>	0	0	0	0	0	<b>Elec -ML</b>	0	0	0	0	0	0
<b>-BI</b>	1	0	0	0	1	<b>-BI</b>	-	-	-	-	-	0
<b>-SC</b>	0	0	0	0	0	<b>-SC</b>	0	0	0	0	0	0
<b>Heritage</b>	-	-	-	-	-	<b>Heritage</b>	-	-	-	-	-	0
<b>Milw -N</b>	1	1	3	1	6	<b>Milw -N</b>	1	0	1	2	0	4
<b>-W</b>	0	0	2	0	2	<b>-W</b>	6	0	1	0	1	8
<b>NCS</b>	-	-	-	-	-	<b>NCS</b>	-	-	-	-	-	0
<b>RI</b>	2	0	2	0	4	<b>RI</b>	0	0	0	0	2	2
<b>SWS</b>	0	1	0	0	1	<b>SWS</b>	-	-	-	-	-	0
<b>UP -N</b>	1	2	0	1	4	<b>UP -N</b>	4	0	0	0	0	4
<b>-NW</b>	9	0	0	0	9	<b>-NW</b>	3	2	1	1	0	7
<b>-W</b>	0	0	0	2	2	<b>-W</b>	0	0	0	0	1	1
<b>SYSTEM</b>	18	4	10	4	36	<b>SYSTEM</b>	16	2	3	3	5	29

Data is final (02/26/18) version from TOPS.

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

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	46	0	0	0	7	8	2	1	9	15	0	11	35	134
Freight Interference - Peak	36	0	0	0	5	2	0	1	1	3	0	5	12	65
Primary	16	0	0	0	5	2	0	1	1	2	0	4	5	36
Secondary	20	0	0	0	0	0	0	0	0	1	0	1	7	29
Freight Interference - Off-Peak	10	0	0	0	2	6	2	0	8	12	0	6	23	69
Primary	2	0	0	0	2	3	2	0	7	7	0	1	19	43
Secondary	8	0	0	0	0	3	0	0	1	5	0	5	4	26
Signal/Switch Failure - TOTAL	25	8	3	8	7	23	35	14	6	17	2	7	5	160
Signal/Switch Failure - Metra/PSA	17	8	3	8	1	6	26	9	5	5	2	5	2	97
Primary	7	5	2	7	1	5	20	5	4	4	1	5	2	68
Secondary	10	3	1	1	0	1	6	4	1	1	1	0	0	29
Signal/Switch Failure - Foreign	8	0	0	0	6	17	9	5	1	12	0	2	3	63
Primary	2	0	0	0	4	2	2	1	1	9	0	0	1	22
Secondary	6	0	0	0	2	15	7	4	0	3	0	2	2	41
Mechanical Failure - TOTAL	58	3	5	0	1	40	11	3	33	5	16	16	13	204
Mechanical Failure - Metra/PSA	57	1	4	0	1	40	11	3	33	5	16	16	13	200
Non-Locomotive Equipment Failure - Metra/PSA	19	1	4	0	0	0	0	0	0	0	6	7	9	46
Primary	6	0	2	0	0	0	0	0	0	0	1	1	3	13
Secondary	13	1	2	0	0	0	0	0	0	0	5	6	6	33
Locomotive Failure - Metra/PSA	38	0	0	0	1	40	11	3	33	5	10	9	4	154
Primary	4	0	0	0	1	4	4	0	4	2	3	1	2	25
Secondary	34	0	0	0	0	36	7	3	29	3	7	8	2	129
Mechanical Failure - Foreign	1	2	1	0	0	0	0	0	0	0	0	0	0	4
Passenger Train Interference - TOTAL	1	1	1	0	1	10	0	0	0	1	0	0	0	15
Passenger Train Interference - Metra/PSA	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Passenger Train Interference - Foreign	1	1	1	0	1	3	0	0	0	1	0	0	0	8
Accident - TOTAL	0	8	2	6	0	0	0	3	0	0	0	0	6	25
Accident - Metra/PSA	0	8	2	6	0	0	0	3	0	0	0	0	6	25
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	3	0	0	5	1	1	0	0	0	0	1	0	0	11
Track Work - Metra/PSA	3	0	0	5	1	1	0	0	0	0	1	0	0	11
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	15	7	2	2	2	15	4	5	23	1	5	12	16	109
Human Error - Metra/PSA	9	7	2	2	1	11	4	5	23	0	4	11	16	95
Human Error - Foreign	6	0	0	0	1	4	0	0	0	1	1	1	0	14
Sick, Injured, Unruly Passenger - TOTAL	4	5	1	2	0	1	1	0	2	0	1	1	6	24
Sick, Injured, Unruly Passenger - Metra/PSA	4	5	1	2	0	1	1	0	2	0	1	1	6	24
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	55	4	4	5	2	12	9	3	54	2	7	11	4	172
Weather - Metra/PSA	55	4	4	5	2	12	9	3	54	2	7	11	4	172
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	2	1	2	0	0	7	1	2	9	0	2	2	3	31
Lift Deployment - TOTAL	2	0	0	0	0	5	7	0	2	0	1	2	5	24
Obstruction/Debris - TOTAL	6	1	0	0	0	3	2	2	0	0	1	6	19	40
Catenary Failure - TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - TOTAL	19	0	3	0	0	0	5	0	3	1	5	1	1	38
<b>TOTAL TRAINS DELAYED</b>	<b>236</b>	<b>38</b>	<b>23</b>	<b>28</b>	<b>21</b>	<b>125</b>	<b>77</b>	<b>33</b>	<b>141</b>	<b>42</b>	<b>41</b>	<b>69</b>	<b>113</b>	<b>987</b>
Total Metra/PSA Delays	174	35	21	28	6	93	66	27	131	13	40	55	75	764
Total Foreign Carrier Delays	62	3	2	0	15	32	11	6	10	29	1	14	38	223

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 02/27/2018

'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**  
**January - 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	23.6	0.0	0.0	0.0	3.4	14.0	13.4	9.0	8.8	11.6	0.6	3.2	16.2	103.8
Freight Interference - Peak	14.4	0.0	0.0	0.0	3.4	2.6	4.8	3.4	3.0	3.8	0.2	0.4	4.6	40.6
Primary	12.0	0.0	0.0	0.0	3.2	1.8	3.4	3.2	2.8	2.8	0.2	0.4	2.2	32.0
Secondary	2.4	0.0	0.0	0.0	0.2	0.8	1.4	0.2	0.2	1.0	0.0	0.0	2.4	8.6
Freight Interference - Off-Peak	9.2	0.0	0.0	0.0	0.0	11.4	8.6	5.6	5.8	7.8	0.4	2.8	11.6	63.2
Primary	6.4	0.0	0.0	0.0	0.0	7.0	5.0	4.8	4.2	5.8	0.4	1.8	10.2	45.6
Secondary	2.8	0.0	0.0	0.0	0.0	4.4	3.6	0.8	1.6	2.0	0.0	1.0	1.4	17.6
Signal/Switch Failure - TOTAL	29.8	10.8	3.8	6.6	2.8	23.4	15.6	7.8	12.6	13.6	0.2	3.0	11.4	141.4
Signal/Switch Failure - Metra/PSA	13.6	10.8	3.8	6.6	0.4	17.0	11.8	3.4	12.4	1.0	0.2	3.0	11.0	95.0
Primary	6.6	6.6	2.6	5.6	0.2	9.4	5.0	1.4	8.6	0.8	0.2	2.2	4.8	54.0
Secondary	7.0	4.2	1.2	1.0	0.2	7.6	6.8	2.0	3.8	0.2	0.0	0.8	6.2	41.0
Signal/Switch Failure - Foreign	16.2	0.0	0.0	0.0	2.4	6.4	3.8	4.4	0.2	12.6	0.0	0.0	0.4	46.4
Primary	13.6	0.0	0.0	0.0	2.2	5.6	3.2	2.4	0.0	7.6	0.0	0.0	0.2	34.8
Secondary	2.6	0.0	0.0	0.0	0.2	0.8	0.6	2.0	0.2	5.0	0.0	0.0	0.2	11.6
Mechanical Failure - TOTAL	13.0	3.0	1.2	1.4	1.6	19.4	9.2	4.0	14.6	3.4	15.4	9.2	9.0	104.4
Mechanical Failure - Metra/PSA	12.8	3.0	1.2	1.4	1.4	17.2	9.2	4.0	14.6	3.4	15.4	9.2	9.0	101.8
Non-Locomotive Equipment Failure - Metra/PSA	4.0	3.0	1.2	1.4	0.4	4.6	4.0	0.2	1.6	1.4	5.2	2.8	5.2	35.0
Primary	1.8	1.2	0.4	0.8	0.4	1.2	1.0	0.0	0.8	0.8	1.2	0.8	2.8	13.2
Secondary	2.2	1.8	0.8	0.6	0.0	3.4	3.0	0.2	0.8	0.6	4.0	2.0	2.4	21.8
Locomotive Failure - Metra/PSA	8.8	0.0	0.0	0.0	1.0	12.6	5.2	3.8	13.0	2.0	10.2	6.4	3.8	66.8
Primary	3.4	0.0	0.0	0.0	0.8	2.4	1.8	0.8	4.2	0.6	2.0	3.0	1.4	20.4
Secondary	5.4	0.0	0.0	0.0	0.2	10.2	3.4	3.0	8.8	1.4	8.2	3.4	2.4	46.4
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Passenger Train Interference - TOTAL	1.8	1.4	0.8	0.8	0.4	5.8	1.2	2.2	2.6	0.4	0.0	0.4	1.4	19.2
Passenger Train Interference - Metra/PSA	0.0	0.6	0.6	0.4	0.0	4.0	1.0	2.2	2.0	0.2	0.0	0.4	1.4	12.8
Passenger Train Interference - Foreign	1.8	0.8	0.2	0.4	0.4	1.8	0.2	0.0	0.6	0.2	0.0	0.0	0.0	6.4
Accident - TOTAL	7.0	0.0	0.0	0.0	0.2	15.2	5.6	2.0	7.6	1.2	4.4	16.4	0.6	60.2
Accident - Metra/PSA	1.4	0.0	0.0	0.0	0.2	13.4	5.6	1.8	6.4	1.2	4.4	16.4	0.6	51.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	1.8	0.0	0.2	1.2	0.0	0.0	0.0	0.0	8.8
Track Work - TOTAL	12.2	6.0	1.2	2.6	0.0	5.4	1.4	3.4	3.2	1.8	2.4	2.8	1.6	44.0
Track Work - Metra/PSA	12.2	6.0	1.2	2.6	0.0	5.4	1.4	3.4	3.2	1.8	2.4	2.8	1.6	44.0
Track Work - 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
Human Error - TOTAL	18.0	2.8	2.8	1.8	0.8	6.8	4.8	2.2	4.6	2.6	3.2	2.6	4.2	57.2
Human Error - Metra/PSA	13.8	1.6	2.6	1.8	0.0	5.4	3.2	0.8	4.6	0.2	2.6	2.2	3.2	42.0
Human Error - Foreign	4.2	1.2	0.2	0.0	0.8	1.4	1.6	1.4	0.0	2.4	0.6	0.4	1.0	15.2
Sick, Injured, Unruly Passenger - TOTAL	1.6	6.2	1.2	1.8	0.2	2.2	0.6	0.4	1.4	0.0	2.6	4.0	3.4	25.6
Sick, Injured, Unruly Passenger - Metra/PSA	1.6	6.2	1.2	1.8	0.2	2.2	0.6	0.4	1.4	0.0	2.6	4.0	3.4	25.6
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	80.8	56.8	13.6	15.0	2.8	40.6	37.4	13.4	53.8	10.2	29.6	32.2	30.2	416.4
Weather - Metra/PSA	80.4	56.8	13.6	15.0	2.8	40.4	36.8	13.4	53.8	10.0	29.6	32.2	30.2	415.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.4
Passenger Loading - TOTAL	0.6	2.8	1.4	0.8	0.0	4.2	2.4	0.4	3.6	0.0	3.0	1.6	3.2	24.0
Lift Deployment - TOTAL	3.6	0.2	0.0	0.0	0.0	2.8	3.0	0.0	2.2	0.0	0.8	2.2	3.2	18.0
Obstruction/Debris - TOTAL	8.2	2.8	1.2	4.2	0.2	4.2	3.0	1.0	3.6	2.4	1.0	8.2	4.4	44.4
Catenary Failure - TOTAL	0.0	2.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Other - TOTAL	2.0	1.2	0.0	0.6	0.0	2.6	0.6	0.4	3.0	0.8	2.8	2.2	0.8	17.0
<b>TOTAL TRAINS DELAYED</b>	<b>202.2</b>	<b>96.6</b>	<b>27.8</b>	<b>36.2</b>	<b>12.4</b>	<b>146.6</b>	<b>98.2</b>	<b>46.2</b>	<b>121.6</b>	<b>48.0</b>	<b>66.0</b>	<b>88.0</b>	<b>89.6</b>	<b>1,079.4</b>
Total Metra/PSA Delays	150.2	94.6	27.4	35.8	5.2	118.8	78.6	31.2	110.8	21.0	64.8	84.4	72.0	894.8
Total Foreign Carrier Delays	52.0	2.0	0.4	0.4	7.2	27.8	19.6	15.0	10.8	27.0	1.2	3.6	17.6	184.6

Data for latest month is final (02/14/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 02/27/2018

'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**  
**January 2018 Divergence From January 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	22.4	0.0	0.0	0.0	3.6	-6.0	-11.4	-8.0	0.2	3.4	-0.6	7.8	18.8	30.2
Freight Interference - Peak	21.6	0.0	0.0	0.0	1.6	-0.6	-4.8	-2.4	-2.0	-0.8	-0.2	4.6	7.4	24.4
<i>Primary</i>	4.0	0.0	0.0	0.0	1.8	0.2	-3.4	-2.2	-1.8	-0.8	-0.2	3.6	2.8	4.0
<i>Secondary</i>	17.6	0.0	0.0	0.0	-0.2	-0.8	-1.4	-0.2	-0.2	0.0	0.0	1.0	4.6	20.4
Freight Interference - Off-Peak	0.8	0.0	0.0	0.0	2.0	-5.4	-6.6	-5.6	2.2	4.2	-0.4	3.2	11.4	5.8
<i>Primary</i>	-4.4	0.0	0.0	0.0	2.0	-4.0	-3.0	-4.8	2.8	1.2	-0.4	-0.8	8.8	-2.6
<i>Secondary</i>	5.2	0.0	0.0	0.0	0.0	-1.4	-3.6	-0.8	-0.6	3.0	0.0	4.0	2.6	8.4
Signal/Switch Failure - TOTAL	-4.8	-2.8	-0.8	1.4	4.2	-0.4	19.4	6.2	-6.6	3.4	1.8	4.0	-6.4	18.6
Signal/Switch Failure - Metra/PSA	3.4	-2.8	-0.8	1.4	0.6	-11.0	14.2	5.6	-7.4	4.0	1.8	2.0	-9.0	2.0
<i>Primary</i>	0.4	-1.6	-0.6	1.4	0.8	-4.4	15.0	3.6	-4.6	3.2	0.8	2.8	-2.8	14.0
<i>Secondary</i>	3.0	-1.2	-0.2	0.0	-0.2	-6.6	-0.8	2.0	-2.8	0.8	1.0	-0.8	-6.2	-12.0
Signal/Switch Failure - Foreign	-8.2	0.0	0.0	0.0	3.6	10.6	5.2	0.6	0.8	-0.6	0.0	2.0	2.6	16.6
<i>Primary</i>	-11.6	0.0	0.0	0.0	1.8	-3.6	-1.2	-1.4	1.0	1.4	0.0	0.0	0.8	-12.8
<i>Secondary</i>	3.4	0.0	0.0	0.0	1.8	14.2	6.4	2.0	-0.2	-2.0	0.0	2.0	1.8	29.4
Mechanical Failure - TOTAL	45.0	0.0	3.8	-1.4	-0.6	20.6	1.8	-1.0	18.4	1.6	0.6	6.8	4.0	99.6
Mechanical Failure - Metra/PSA	44.2	-2.0	2.8	-1.4	-0.4	22.8	1.8	-1.0	18.4	1.6	0.6	6.8	4.0	98.2
Non-Locomotive Equipment Failure - Metra/PSA	15.0	-2.0	2.8	-1.4	-0.4	-4.6	-4.0	-0.2	-1.6	-1.4	0.8	4.2	3.8	11.0
<i>Primary</i>	4.2	-1.2	1.6	-0.8	-0.4	-1.2	-1.0	0.0	-0.8	-0.8	-0.2	0.2	0.2	-0.2
<i>Secondary</i>	10.8	-0.8	1.2	-0.6	0.0	-3.4	-3.0	-0.2	-0.8	-0.6	1.0	4.0	3.6	11.2
Locomotive Failure - Metra/PSA	29.2	0.0	0.0	0.0	0.0	27.4	5.8	-0.8	20.0	3.0	-0.2	2.6	0.2	87.2
<i>Primary</i>	0.6	0.0	0.0	0.0	0.2	1.6	2.2	-0.8	-0.2	1.4	1.0	-2.0	0.6	4.6
<i>Secondary</i>	28.6	0.0	0.0	0.0	-0.2	25.8	3.6	0.0	20.2	1.6	-1.2	4.6	-0.4	82.6
Mechanical Failure - Foreign	0.8	2.0	1.0	0.0	-0.2	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Passenger Train Interference - TOTAL	-0.8	-0.4	0.2	-0.8	0.6	4.2	-1.2	-2.2	-2.6	0.6	0.0	-0.4	-1.4	-4.2
Passenger Train Interference - Metra/PSA	0.0	-0.6	-0.6	-0.4	0.0	3.0	-1.0	-2.2	-2.0	-0.2	0.0	-0.4	-1.4	-5.8
Passenger Train Interference - Foreign	-0.8	0.2	0.8	-0.4	0.6	1.2	-0.2	0.0	-0.6	0.8	0.0	0.0	0.0	1.6
Accident - TOTAL	-7.0	8.0	2.0	6.0	-0.2	-15.2	-5.6	1.0	-7.6	-1.2	-4.4	-16.4	5.4	-35.2
Accident - Metra/PSA	-1.4	8.0	2.0	6.0	-0.2	-13.4	-5.6	1.2	-6.4	-1.2	-4.4	-16.4	5.4	-26.4
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	-1.8	0.0	-0.2	-1.2	0.0	0.0	0.0	0.0	-8.8
Track Work - TOTAL	-9.2	-6.0	-1.2	2.4	1.0	-4.4	-1.4	-3.4	-3.2	-1.8	-1.4	-2.8	-1.6	-33.0
Track Work - Metra/PSA	-9.2	-6.0	-1.2	2.4	1.0	-4.4	-1.4	-3.4	-3.2	-1.8	-1.4	-2.8	-1.6	-33.0
Track Work - 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
Human Error - TOTAL	-3.0	4.2	-0.8	0.2	1.2	8.2	-0.8	2.8	18.4	-1.6	1.8	9.4	11.8	51.8
Human Error - Metra/PSA	-4.8	5.4	-0.6	0.2	1.0	5.6	0.8	4.2	18.4	-0.2	1.4	8.8	12.8	53.0
Human Error - Foreign	1.8	-1.2	-0.2	0.0	0.2	2.6	-1.6	-1.4	0.0	-1.4	0.4	0.6	-1.0	-1.2
Sick, Injured, Unruly Passenger - TOTAL	2.4	-1.2	-0.2	0.2	-0.2	-1.2	0.4	-0.4	0.6	0.0	-1.6	-3.0	2.6	-1.6
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	-1.2	-0.2	0.2	-0.2	-1.2	0.4	-0.4	0.6	0.0	-1.6	-3.0	2.6	-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	-25.8	-52.8	-9.6	-10.0	-0.8	-28.6	-28.4	-10.4	0.2	-8.2	-22.6	-21.2	-26.2	-244.4
Weather - Metra/PSA	-25.4	-52.8	-9.6	-10.0	-0.8	-28.4	-27.8	-10.4	0.2	-8.0	-22.6	-21.2	-26.2	-243.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	-0.2	-0.6	0.0	0.0	-0.2	0.0	0.0	0.0	-1.4
Passenger Loading - TOTAL	1.4	-1.8	0.6	-0.8	0.0	2.8	-1.4	1.6	5.4	0.0	-1.0	0.4	-0.2	7.0
Lift Deployment - TOTAL	-1.6	-0.2	0.0	0.0	0.0	2.2	4.0	0.0	-0.2	0.0	0.2	-0.2	1.8	6.0
Obstruction/Debris - TOTAL	-2.2	-1.8	-1.2	-4.2	-0.2	-1.2	-1.0	1.0	-3.6	-2.4	0.0	-2.2	14.6	-4.4
Catenary Failure - TOTAL	0.0	-2.6	-0.6	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.8
Other - TOTAL	17.0	-1.2	3.0	-0.6	0.0	-2.6	4.4	-0.4	0.0	0.2	2.2	-1.2	0.2	21.0
<b>TOTAL TRAINS DELAYED</b>	<b>33.8</b>	<b>-58.6</b>	<b>-4.8</b>	<b>-8.2</b>	<b>8.6</b>	<b>-21.6</b>	<b>-21.2</b>	<b>-13.2</b>	<b>19.4</b>	<b>-6.0</b>	<b>-25.0</b>	<b>-19.0</b>	<b>23.4</b>	<b>-92.4</b>
Total Metra/PSA Delays	23.8	-59.6	-6.4	-7.8	0.8	-25.8	-12.6	-4.2	20.2	-8.0	-24.8	-29.4	3.0	-130.8
Total Foreign Carrier Delays	10.0	1.0	1.6	-0.4	7.8	4.2	-8.6	-9.0	-0.8	2.0	-0.2	10.4	20.4	38.4

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx>LastMonthByLine 02/27/2018

'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 - January 2018**

CAUSE CATEGORY	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - TOTAL	46	0	0	0	7	8	2	1	9	15	0	11	35	134
Freight Interference - Peak	36	0	0	0	5	2	0	1	1	3	0	5	12	65
Primary	16	0	0	0	5	2	0	1	1	2	0	4	5	36
Secondary	20	0	0	0	0	0	0	0	0	1	0	1	7	29
Freight Interference - Off-Peak	10	0	0	0	2	6	2	0	8	12	0	6	23	69
Primary	2	0	0	0	2	3	2	0	7	7	0	1	19	43
Secondary	8	0	0	0	0	3	0	0	1	5	0	5	4	26
Signal/Switch Failure - TOTAL	25	8	3	8	7	23	35	14	6	17	2	7	5	160
Signal/Switch Failure - Metra/PSA	17	8	3	8	1	6	26	9	5	5	2	5	2	97
Primary	7	5	2	7	1	5	20	5	4	4	1	5	2	68
Secondary	10	3	1	1	0	1	6	4	1	1	1	0	0	29
Signal/Switch Failure - Foreign	8	0	0	0	6	17	9	5	1	12	0	2	3	63
Primary	2	0	0	0	4	2	2	1	1	9	0	0	1	22
Secondary	6	0	0	0	2	15	7	4	0	3	0	2	2	41
Mechanical Failure - TOTAL	58	3	5	0	1	40	11	3	33	5	16	16	13	204
Mechanical Failure - Metra/PSA	57	1	4	0	1	40	11	3	33	5	16	16	13	200
Non-Locomotive Equipment Failure - Metra/PSA	19	1	4	0	0	0	0	0	0	0	6	7	9	46
Primary	6	0	2	0	0	0	0	0	0	0	1	1	3	13
Secondary	13	1	2	0	0	0	0	0	0	0	5	6	6	33
Locomotive Failure - Metra/PSA	38	0	0	0	1	40	11	3	33	5	10	9	4	154
Primary	4	0	0	0	1	4	4	0	4	2	3	1	2	25
Secondary	34	0	0	0	0	36	7	3	29	3	7	8	2	129
Mechanical Failure - Foreign	1	2	1	0	0	0	0	0	0	0	0	0	0	4
Passenger Train Interference - TOTAL	1	1	1	0	1	10	0	0	0	1	0	0	0	15
Passenger Train Interference - Metra/PSA	0	0	0	0	0	7	0	0	0	0	0	0	0	7
Passenger Train Interference - Foreign	1	1	1	0	1	3	0	0	0	1	0	0	0	8
Accident - TOTAL	0	8	2	6	0	0	0	3	0	0	0	0	6	25
Accident - Metra/PSA	0	8	2	6	0	0	0	3	0	0	0	0	6	25
Accident - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Track Work - TOTAL	3	0	0	5	1	1	0	0	0	0	1	0	0	11
Track Work - Metra/PSA	3	0	0	5	1	1	0	0	0	0	1	0	0	11
Track Work - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Error - TOTAL	15	7	2	2	2	15	4	5	23	1	5	12	16	109
Human Error - Metra/PSA	9	7	2	2	1	11	4	5	23	0	4	11	16	95
Human Error - Foreign	6	0	0	0	1	4	0	0	0	1	1	1	0	14
Sick, Injured, Unruly Passenger - TOTAL	4	5	1	2	0	1	1	0	2	0	1	1	6	24
Sick, Injured, Unruly Passenger - Metra/PSA	4	5	1	2	0	1	1	0	2	0	1	1	6	24
Sick, Injured, Unruly Passenger - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather - TOTAL	55	4	4	5	2	12	9	3	54	2	7	11	4	172
Weather - Metra/PSA	55	4	4	5	2	12	9	3	54	2	7	11	4	172
Weather - Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Loading - TOTAL	2	1	2	0	0	7	1	2	9	0	2	2	3	31
Lift Deployment - TOTAL	2	0	0	0	0	5	7	0	2	0	1	2	5	24
Obstruction/Debris - TOTAL	6	1	0	0	0	3	2	2	0	0	1	6	19	40
Catenary Failure - TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - TOTAL	19	0	3	0	0	0	5	0	3	1	5	1	1	38
<b>TOTAL TRAINS DELAYED</b>	<b>236</b>	<b>38</b>	<b>23</b>	<b>28</b>	<b>21</b>	<b>125</b>	<b>77</b>	<b>33</b>	<b>141</b>	<b>42</b>	<b>41</b>	<b>69</b>	<b>113</b>	<b>987</b>
Total Metra/PSA Delays	174	35	21	28	6	93	66	27	131	13	40	55	75	764
Total Foreign Carrier Delays	62	3	2	0	15	32	11	6	10	29	1	14	38	223

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 02/27/2018

'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 - January - 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	23.6	0.0	0.0	0.0	3.4	14.0	13.4	9.0	8.8	11.6	0.6	3.2	16.2	103.8
Freight Interference - Peak	14.4	0.0	0.0	0.0	3.4	2.6	4.8	3.4	3.0	3.8	0.2	0.4	4.6	40.6
<i>Primary</i>	12.0	0.0	0.0	0.0	3.2	1.8	3.4	3.2	2.8	2.8	0.2	0.4	2.2	32.0
<i>Secondary</i>	2.4	0.0	0.0	0.0	0.2	0.8	1.4	0.2	0.2	1.0	0.0	0.0	2.4	8.6
Freight Interference - Off-Peak	9.2	0.0	0.0	0.0	0.0	11.4	8.6	5.6	5.8	7.8	0.4	2.8	11.6	63.2
<i>Primary</i>	6.4	0.0	0.0	0.0	0.0	7.0	5.0	4.8	4.2	5.8	0.4	1.8	10.2	45.6
<i>Secondary</i>	2.8	0.0	0.0	0.0	0.0	4.4	3.6	0.8	1.6	2.0	0.0	1.0	1.4	17.6
Signal/Switch Failure - TOTAL	29.8	10.8	3.8	6.6	2.8	23.4	15.6	7.8	12.6	13.6	0.2	3.0	11.4	141.4
Signal/Switch Failure - Metra/PSA	13.6	10.8	3.8	6.6	0.4	17.0	11.8	3.4	12.4	1.0	0.2	3.0	11.0	95.0
<i>Primary</i>	6.6	6.6	2.6	5.6	0.2	9.4	5.0	1.4	8.6	0.8	0.2	2.2	4.8	54.0
<i>Secondary</i>	7.0	4.2	1.2	1.0	0.2	7.6	6.8	2.0	3.8	0.2	0.0	0.8	6.2	41.0
Signal/Switch Failure - Foreign	16.2	0.0	0.0	0.0	2.4	6.4	3.8	4.4	0.2	12.6	0.0	0.0	0.4	46.4
<i>Primary</i>	13.6	0.0	0.0	0.0	2.2	5.6	3.2	2.4	0.0	7.6	0.0	0.0	0.2	34.8
<i>Secondary</i>	2.6	0.0	0.0	0.0	0.2	0.8	0.6	2.0	0.2	5.0	0.0	0.0	0.2	11.6
Mechanical Failure - TOTAL	13.0	3.0	1.2	1.4	1.6	19.4	9.2	4.0	14.6	3.4	15.4	9.2	9.0	104.4
Mechanical Failure - Metra/PSA	12.8	3.0	1.2	1.4	1.4	17.2	9.2	4.0	14.6	3.4	15.4	9.2	9.0	101.8
Non-Locomotive Equipment Failure - Metra/PSA	4.0	3.0	1.2	1.4	0.4	4.6	4.0	0.2	1.6	1.4	5.2	2.8	5.2	35.0
<i>Primary</i>	1.8	1.2	0.4	0.8	0.4	1.2	1.0	0.0	0.8	0.8	1.2	0.8	2.8	13.2
<i>Secondary</i>	2.2	1.8	0.8	0.6	0.0	3.4	3.0	0.2	0.8	0.6	4.0	2.0	2.4	21.8
Locomotive Failure - Metra/PSA	8.8	0.0	0.0	0.0	1.0	12.6	5.2	3.8	13.0	2.0	10.2	6.4	3.8	66.8
<i>Primary</i>	3.4	0.0	0.0	0.0	0.8	2.4	1.8	0.8	4.2	0.6	2.0	3.0	1.4	20.4
<i>Secondary</i>	5.4	0.0	0.0	0.0	0.2	10.2	3.4	3.0	8.8	1.4	8.2	3.4	2.4	46.4
Mechanical Failure - Foreign	0.2	0.0	0.0	0.0	0.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Passenger Train Interference - TOTAL	1.8	1.4	0.8	0.8	0.4	5.8	1.2	2.2	2.6	0.4	0.0	0.4	1.4	19.2
Passenger Train Interference - Metra/PSA	0.0	0.6	0.6	0.4	0.0	4.0	1.0	2.2	2.0	0.2	0.0	0.4	1.4	12.8
Passenger Train Interference - Foreign	1.8	0.8	0.2	0.4	0.4	1.8	0.2	0.0	0.6	0.2	0.0	0.0	0.0	6.4
Accident - TOTAL	7.0	0.0	0.0	0.0	0.2	15.2	5.6	2.0	7.6	1.2	4.4	16.4	0.6	60.2
Accident - Metra/PSA	1.4	0.0	0.0	0.0	0.2	13.4	5.6	1.8	6.4	1.2	4.4	16.4	0.6	51.4
Accident - Foreign	5.6	0.0	0.0	0.0	0.0	1.8	0.0	0.2	1.2	0.0	0.0	0.0	0.0	8.8
Track Work - TOTAL	12.2	6.0	1.2	2.6	0.0	5.4	1.4	3.4	3.2	1.8	2.4	2.8	1.6	44.0
Track Work - Metra/PSA	12.2	6.0	1.2	2.6	0.0	5.4	1.4	3.4	3.2	1.8	2.4	2.8	1.6	44.0
Track Work - 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
Human Error - TOTAL	18.0	2.8	2.8	1.8	0.8	6.8	4.8	2.2	4.6	2.6	3.2	2.6	4.2	57.2
Human Error - Metra/PSA	13.8	1.6	2.6	1.8	0.0	5.4	3.2	0.8	4.6	0.2	2.6	2.2	3.2	42.0
Human Error - Foreign	4.2	1.2	0.2	0.0	0.8	1.4	1.6	1.4	0.0	2.4	0.6	0.4	1.0	15.2
Sick, Injured, Unruly Passenger - TOTAL	1.6	6.2	1.2	1.8	0.2	2.2	0.6	0.4	1.4	0.0	2.6	4.0	3.4	25.6
Sick, Injured, Unruly Passenger - Metra/PSA	1.6	6.2	1.2	1.8	0.2	2.2	0.6	0.4	1.4	0.0	2.6	4.0	3.4	25.6
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	80.8	56.8	13.6	15.0	2.8	40.6	37.4	13.4	53.8	10.2	29.6	32.2	30.2	416.4
Weather - Metra/PSA	80.4	56.8	13.6	15.0	2.8	40.4	36.8	13.4	53.8	10.0	29.6	32.2	30.2	415.0
Weather - Foreign	0.4	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.2	0.0	0.0	0.0	1.4
Passenger Loading - TOTAL	0.6	2.8	1.4	0.8	0.0	4.2	2.4	0.4	3.6	0.0	3.0	1.6	3.2	24.0
Lift Deployment - TOTAL	3.6	0.2	0.0	0.0	0.0	2.8	3.0	0.0	2.2	0.0	0.8	2.2	3.2	18.0
Obstruction/Debris - TOTAL	8.2	2.8	1.2	4.2	0.2	4.2	3.0	1.0	3.6	2.4	1.0	8.2	4.4	44.4
Catenary Failure - TOTAL	0.0	2.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8
Other - TOTAL	2.0	1.2	0.0	0.6	0.0	2.6	0.6	0.4	3.0	0.8	2.8	2.2	0.8	17.0
<b>TOTAL TRAINS DELAYED</b>	<b>202.2</b>	<b>96.6</b>	<b>27.8</b>	<b>36.2</b>	<b>12.4</b>	<b>146.6</b>	<b>98.2</b>	<b>46.2</b>	<b>121.6</b>	<b>48.0</b>	<b>66.0</b>	<b>88.0</b>	<b>89.6</b>	<b>1,079.4</b>
Total Metra/PSA Delays	150.2	94.6	27.4	35.8	5.2	118.8	78.6	31.2	110.8	21.0	64.8	84.4	72.0	894.8
Total Foreign Carrier Delays	52.0	2.0	0.4	0.4	7.2	27.8	19.6	15.0	10.8	27.0	1.2	3.6	17.6	184.6

Data for latest month is final (02/14/17) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx|YTDByLine 02/27/2018

'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 - January 2018 Divergence From January - January 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	22.4	0.0	0.0	0.0	3.6	-6.0	-11.4	-8.0	0.2	3.4	-0.6	7.8	18.8	30.2
Freight Interference - Peak	21.6	0.0	0.0	0.0	1.6	-0.6	-4.8	-2.4	-2.0	-0.8	-0.2	4.6	7.4	24.4
Primary	4.0	0.0	0.0	0.0	1.8	0.2	-3.4	-2.2	-1.8	-0.8	-0.2	3.6	2.8	4.0
Secondary	17.6	0.0	0.0	0.0	-0.2	-0.8	-1.4	-0.2	-0.2	0.0	0.0	1.0	4.6	20.4
Freight Interference - Off-Peak	0.8	0.0	0.0	0.0	2.0	-5.4	-6.6	-5.6	2.2	4.2	-0.4	3.2	11.4	5.8
Primary	-4.4	0.0	0.0	0.0	2.0	-4.0	-3.0	-4.8	2.8	1.2	-0.4	-0.8	8.8	-2.6
Secondary	5.2	0.0	0.0	0.0	0.0	-1.4	-3.6	-0.8	-0.6	3.0	0.0	4.0	2.6	8.4
Signal/Switch Failure - TOTAL	-4.8	-2.8	-0.8	1.4	4.2	-0.4	19.4	6.2	-6.6	3.4	1.8	4.0	-6.4	18.6
Signal/Switch Failure - Metra/PSA	3.4	-2.8	-0.8	1.4	0.6	-11.0	14.2	5.6	-7.4	4.0	1.8	2.0	-9.0	2.0
Primary	0.4	-1.6	-0.6	1.4	0.8	-4.4	15.0	3.6	-4.6	3.2	0.8	2.8	-2.8	14.0
Secondary	3.0	-1.2	-0.2	0.0	-0.2	-6.6	-0.8	2.0	-2.8	0.8	1.0	-0.8	-6.2	-12.0
Signal/Switch Failure - Foreign	-8.2	0.0	0.0	0.0	3.6	10.6	5.2	0.6	0.8	-0.6	0.0	2.0	2.6	16.6
Primary	-11.6	0.0	0.0	0.0	1.8	-3.6	-1.2	-1.4	1.0	1.4	0.0	0.0	0.8	-12.8
Secondary	3.4	0.0	0.0	0.0	1.8	14.2	6.4	2.0	-0.2	-2.0	0.0	2.0	1.8	29.4
Mechanical Failure - TOTAL	45.0	0.0	3.8	-1.4	-0.6	20.6	1.8	-1.0	18.4	1.6	0.6	6.8	4.0	99.6
Mechanical Failure - Metra/PSA	44.2	-2.0	2.8	-1.4	-0.4	22.8	1.8	-1.0	18.4	1.6	0.6	6.8	4.0	98.2
Non-Locomotive Equipment Failure - Metra/PSA	15.0	-2.0	2.8	-1.4	-0.4	-4.6	-4.0	-0.2	-1.6	-1.4	0.8	4.2	3.8	11.0
Primary	4.2	-1.2	1.6	-0.8	-0.4	-1.2	-1.0	0.0	-0.8	-0.8	-0.2	0.2	0.2	-0.2
Secondary	10.8	-0.8	1.2	-0.6	0.0	-3.4	-3.0	-0.2	-0.8	-0.6	1.0	4.0	3.6	11.2
Locomotive Failure - Metra/PSA	29.2	0.0	0.0	0.0	0.0	27.4	5.8	-0.8	20.0	3.0	-0.2	2.6	0.2	87.2
Primary	0.6	0.0	0.0	0.0	0.2	1.6	2.2	-0.8	-0.2	1.4	1.0	-2.0	0.6	4.6
Secondary	28.6	0.0	0.0	0.0	-0.2	25.8	3.6	0.0	20.2	1.6	-1.2	4.6	-0.4	82.6
Mechanical Failure - Foreign	0.8	2.0	1.0	0.0	-0.2	-2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Passenger Train Interference - TOTAL	-0.8	-0.4	0.2	-0.8	0.6	4.2	-1.2	-2.2	-2.6	0.6	0.0	-0.4	-1.4	-4.2
Passenger Train Interference - Metra/PSA	0.0	-0.6	-0.6	-0.4	0.0	3.0	-1.0	-2.2	-2.0	-0.2	0.0	-0.4	-1.4	-5.8
Passenger Train Interference - Foreign	-0.8	0.2	0.8	-0.4	0.6	1.2	-0.2	0.0	-0.6	0.8	0.0	0.0	0.0	1.6
Accident - TOTAL	-7.0	8.0	2.0	6.0	-0.2	-15.2	-5.6	1.0	-7.6	-1.2	-4.4	-16.4	5.4	-35.2
Accident - Metra/PSA	-1.4	8.0	2.0	6.0	-0.2	-13.4	-5.6	1.2	-6.4	-1.2	-4.4	-16.4	5.4	-26.4
Accident - Foreign	-5.6	0.0	0.0	0.0	0.0	-1.8	0.0	-0.2	-1.2	0.0	0.0	0.0	0.0	-8.8
Track Work - TOTAL	-9.2	-6.0	-1.2	2.4	1.0	-4.4	-1.4	-3.4	-3.2	-1.8	-1.4	-2.8	-1.6	-33.0
Track Work - Metra/PSA	-9.2	-6.0	-1.2	2.4	1.0	-4.4	-1.4	-3.4	-3.2	-1.8	-1.4	-2.8	-1.6	-33.0
Track Work - 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
Human Error - TOTAL	-3.0	4.2	-0.8	0.2	1.2	8.2	-0.8	2.8	18.4	-1.6	1.8	9.4	11.8	51.8
Human Error - Metra/PSA	-4.8	5.4	-0.6	0.2	1.0	5.6	0.8	4.2	18.4	-0.2	1.4	8.8	12.8	53.0
Human Error - Foreign	1.8	-1.2	-0.2	0.0	0.2	2.6	-1.6	-1.4	0.0	-1.4	0.4	0.6	-1.0	-1.2
Sick, Injured, Unruly Passenger - TOTAL	2.4	-1.2	-0.2	0.2	-0.2	-1.2	0.4	-0.4	0.6	0.0	-1.6	-3.0	2.6	-1.6
Sick, Injured, Unruly Passenger - Metra/PSA	2.4	-1.2	-0.2	0.2	-0.2	-1.2	0.4	-0.4	0.6	0.0	-1.6	-3.0	2.6	-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	-25.8	-52.8	-9.6	-10.0	-0.8	-28.6	-28.4	-10.4	0.2	-8.2	-22.6	-21.2	-26.2	-244.0
Weather - Metra/PSA	-25.4	-52.8	-9.6	-10.0	-0.8	-28.4	-27.8	-10.4	0.2	-8.0	-22.6	-21.2	-26.2	-243.0
Weather - Foreign	-0.4	0.0	0.0	0.0	0.0	-0.2	-0.6	0.0	0.0	-0.2	0.0	0.0	0.0	-1.4
Passenger Loading - TOTAL	1.4	-1.8	0.6	-0.8	0.0	2.8	-1.4	1.6	5.4	0.0	-1.0	0.4	-0.2	7.0
Lift Deployment - TOTAL	-1.6	-0.2	0.0	0.0	0.0	2.2	4.0	0.0	-0.2	0.0	0.2	-0.2	1.8	6.0
Obstruction/Debris - TOTAL	-2.2	-1.8	-1.2	-4.2	-0.2	-1.2	-1.0	1.0	-3.6	-2.4	0.0	-2.2	14.6	-4.4
Catenary Failure - TOTAL	0.0	-2.6	-0.6	-0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-3.8
Other - TOTAL	17.0	-1.2	3.0	-0.6	0.0	-2.6	4.4	-0.4	0.0	0.2	2.2	-1.2	0.2	21.0
<b>TOTAL TRAINS DELAYED</b>	<b>33.8</b>	<b>-58.6</b>	<b>-4.8</b>	<b>-8.2</b>	<b>8.6</b>	<b>-21.6</b>	<b>-21.2</b>	<b>-13.2</b>	<b>19.4</b>	<b>-6.0</b>	<b>-25.0</b>	<b>-19.0</b>	<b>23.4</b>	<b>-92.4</b>
Total Metra/PSA Delays	23.8	-59.6	-6.4	-7.8	0.8	-25.8	-12.6	-4.2	20.2	-8.0	-24.8	-29.4	3.0	-130.8
Total Foreign Carrier Delays	10.0	1.0	1.6	-0.4	7.8	4.2	-8.6	-9.0	-0.8	2.0	-0.2	10.4	20.4	38.4

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\YTDByLine 02/27/2018

'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 - Jan	
Freight Interference - TOTAL	134												134	13.6%
Freight Interference - Peak	65												65	6.6%
Primary	36												36	3.6%
Secondary	29												29	2.9%
Freight Interference - Off-Peak	69												69	7.0%
Primary	43												43	4.4%
Secondary	26												26	2.6%
Signal/Switch Failure - TOTAL	160												160	16.2%
Signal/Switch Failure - Metra/PSA	97												97	9.8%
Primary	68												68	6.9%
Secondary	29												29	2.9%
Signal/Switch Failure - Foreign	63												63	6.4%
Primary	22												22	2.2%
Secondary	41												41	4.2%
Mechanical Failure - TOTAL	204												204	20.7%
Mechanical Failure - Metra/PSA	200												200	20.3%
Non-Locomotive Equipment Failure - Metra/PSA	46												46	4.7%
Primary	13												13	1.3%
Secondary	33												33	3.3%
Locomotive Failure - Metra/PSA	154												154	15.6%
Primary	25												25	2.5%
Secondary	129												129	13.1%
Mechanical Failure - Foreign	4												4	0.4%
Passenger Train Interference - TOTAL	15												15	1.5%
Passenger Train Interference - Metra/PSA	7												7	0.7%
Passenger Train Interference - Foreign	8												8	0.8%
Accident - TOTAL	25												25	2.5%
Accident - Metra/PSA	25												25	2.5%
Accident - Foreign	0												0	0.0%
Track Work - TOTAL	11												11	1.1%
Track Work - Metra/PSA	11												11	1.1%
Track Work - Foreign	0												0	0.0%
Human Error - TOTAL	109												109	11.0%
Human Error - Metra/PSA	95												95	9.6%
Human Error - Foreign	14												14	1.4%
Sick, Injured, Unruly Passenger - TOTAL	24												24	2.4%
Sick, Injured, Unruly Passenger - Metra/PSA	24												24	2.4%
Sick, Injured, Unruly Passenger - Foreign	0												0	0.0%
Weather - TOTAL	172												172	17.4%
Weather - Metra/PSA	172												172	17.4%
Weather - Foreign	0												0	0.0%
Passenger Loading - TOTAL	31												31	3.1%
Lift Deployment - TOTAL	24												24	2.4%
Obstruction/Debris - TOTAL	40												40	4.1%
Catenary Failure - TOTAL	0												0	0.0%
Other - TOTAL	38												38	3.9%
<b>TOTAL TRAINS DELAYED</b>	<b>987</b>												<b>987</b>	<b>100.0%</b>
Total Metra/PSA Delays	764												764	77.4%
Total Foreign Carrier Delays	223												223	22.6%

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report\DelaysByCause.xlsx\AllMonths 02/27/2018

'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 - Jan	
Freight Interference - TOTAL	53	68	69	79	49	110	74	74	96	109	115	110	53	7.0%
Freight Interference - Peak	20	21	23	25	14	34	31	28	42	45	46	30	20	2.7%
Primary	11	16	17	11	12	22	20	22	20	30	28	19	11	1.5%
Secondary	9	5	6	14	2	12	11	6	22	15	18	11	9	1.2%
Freight Interference - Off-Peak	33	47	46	54	35	76	43	46	54	64	69	80	33	4.4%
Primary	26	38	36	34	27	57	30	35	39	50	55	51	26	3.5%
Secondary	7	9	10	20	8	19	13	11	15	14	14	29	7	0.9%
Signal/Switch Failure - TOTAL	118	44	80	79	91	87	69	132	119	64	110	230	118	15.7%
Signal/Switch Failure - Metra/PSA	98	31	74	28	72	74	63	99	104	54	90	211	98	13.0%
Primary	69	21	41	25	46	42	55	72	46	35	57	132	69	9.2%
Secondary	29	10	33	3	26	32	8	27	58	19	33	79	29	3.9%
Signal/Switch Failure - Foreign	20	13	6	51	19	13	6	33	15	10	20	19	20	2.7%
Primary	10	9	4	16	15	10	4	30	14	4	13	11	10	1.3%
Secondary	10	4	2	35	4	3	2	3	1	6	7	8	10	1.3%
Mechanical Failure - TOTAL	84	61	64	42	111	85	85	85	97	125	85	95	84	11.2%
Mechanical Failure - Metra/PSA	83	55	62	42	111	84	80	78	97	125	85	95	83	11.0%
Non-Locomotive Equipment Failure - Metra/PSA	12	8	15	10	23	35	16	21	11	20	20	8	12	1.6%
Primary	6	8	5	7	7	13	6	10	7	8	10	6	6	0.8%
Secondary	6	0	10	3	16	22	10	11	4	12	10	2	6	0.8%
Locomotive Failure - Metra/PSA	71	47	47	32	88	49	64	57	86	105	65	87	71	9.4%
Primary	18	21	20	17	29	25	21	17	22	34	19	22	18	2.4%
Secondary	53	26	27	15	59	24	43	40	64	71	46	65	53	7.0%
Mechanical Failure - Foreign	1	6	2	0	0	1	5	7	0	0	0	0	1	0.1%
Passenger Train Interference - TOTAL	16	2	2	5	19	9	9	14	18	17	11	11	16	2.1%
Passenger Train Interference - Metra/PSA	9	0	1	2	2	4	6	10	16	12	8	6	9	1.2%
Passenger Train Interference - Foreign	7	2	1	3	17	5	3	4	2	5	3	5	7	0.9%
Accident - TOTAL	74	32	26	101	18	65	45	43	96	55	70	9	74	9.8%
Accident - Metra/PSA	69	32	23	98	9	64	40	1	93	49	26	8	69	9.2%
Accident - Foreign	5	0	3	3	9	1	5	42	3	6	44	1	5	0.7%
Track Work - TOTAL	78	17	29	72	98	107	71	86	84	94	129	83	78	10.4%
Track Work - Metra/PSA	78	17	29	72	98	107	71	80	77	94	128	83	78	10.4%
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	68	9.0%
Human Error - Metra/PSA	58	50	37	49	41	58	48	37	55	50	67	52	58	7.7%
Human Error - Foreign	10	90	17	20	15	17	25	5	11	35	21	30	10	1.3%
Sick, Injured, Unruly Passenger - TOTAL	27	28	40	27	20	38	44	30	17	37	26	22	27	3.6%
Sick, Injured, Unruly Passenger - Metra/PSA	27	28	34	27	20	38	44	30	17	37	26	22	27	3.6%
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	97	12.9%
Weather - Metra/PSA	96	25	59	4	2	33	104	2	0	37	22	211	96	12.8%
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	33	4.4%
Lift Deployment - TOTAL	17	8	8	13	23	31	29	23	25	15	28	28	17	2.3%
Obstruction/Debris - TOTAL	66	44	43	35	78	64	24	52	25	45	46	23	66	8.8%
Catenary Failure - TOTAL	6	1	4	1	0	0	1	0	18	1	0	1	6	0.8%
Other - TOTAL	15	15	24	20	22	37	32	32	48	22	24	29	15	2.0%
<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>752</b>	<b>100.0%</b>
Total Metra/PSA Delays	655	313	410	401	514	675	636	556	639	576	593	823	655	87.1%
Total Foreign Carrier Delays	97	179	104	156	109	147	118	171	134	165	204	166	97	12.9%

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

P:\ONTIME\report\DelaysByCause.xlsx AllMonths 02/27/2018

'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 - Jan	
Freight Interference - TOTAL	81												81	6.5%
Freight Interference - Peak	45												45	3.9%
Primary	25												25	2.2%
Secondary	20												20	1.7%
Freight Interference - Off-Peak	36												36	2.6%
Primary	17												17	0.9%
Secondary	19												19	1.7%
Signal/Switch Failure - TOTAL	42												42	0.5%
Signal/Switch Failure - Metra/PSA	-1												-1	-3.2%
Primary	-1												-1	-2.3%
Secondary	0												0	-0.9%
Signal/Switch Failure - Foreign	43												43	3.7%
Primary	12												12	0.9%
Secondary	31												31	2.8%
Mechanical Failure - TOTAL	120												120	9.5%
Mechanical Failure - Metra/PSA	117												117	9.2%
Non-Locomotive Equipment Failure - Metra/PSA	34												34	3.1%
Primary	7												7	0.5%
Secondary	27												27	2.5%
Locomotive Failure - Metra/PSA	83												83	6.2%
Primary	7												7	0.1%
Secondary	76												76	6.0%
Mechanical Failure - Foreign	3												3	0.3%
Passenger Train Interference - TOTAL	-1												-1	-0.6%
Passenger Train Interference - Metra/PSA	-2												-2	-0.5%
Passenger Train Interference - Foreign	1												1	-0.1%
Accident - TOTAL	-49												-49	-7.3%
Accident - Metra/PSA	-44												-44	-6.6%
Accident - Foreign	-5												-5	-0.7%
Track Work - TOTAL	-67												-67	-9.3%
Track Work - Metra/PSA	-67												-67	-9.3%
Track Work - Foreign	0												0	0.0%
Human Error - TOTAL	41												41	2.0%
Human Error - Metra/PSA	37												37	1.9%
Human Error - Foreign	4												4	0.1%
Sick, Injured, Unruly Passenger - TOTAL	-3												-3	-1.2%
Sick, Injured, Unruly Passenger - Metra/PSA	-3												-3	-1.2%
Sick, Injured, Unruly Passenger - Foreign	0												0	0.0%
Weather - TOTAL	75												75	4.5%
Weather - Metra/PSA	76												76	4.7%
Weather - Foreign	-1												-1	-0.1%
Passenger Loading - TOTAL	-2												-2	-1.2%
Lift Deployment - TOTAL	7												7	0.2%
Obstruction/Debris - TOTAL	-26												-26	-4.7%
Catenary Failure - TOTAL	-6												-6	-0.8%
Other - TOTAL	23												23	1.9%
<b>TOTAL TRAINS DELAYED</b>	<b>235</b>												<b>235</b>	
Total Metra/PSA Delays	109												109	
Total Foreign Carrier Delays	126												126	

Data for current month is final (02/26/18) version from TOPS.

P:\ONTIME\report[DelaysByCause.xlsx]AllMonths 02/27/2018

'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 February 2016 and January 2018**

	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Feb-16	11	0	0	0	3	5	6	1	16	2	0	2	7	53
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
<b>Total</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>78</b>	<b>86</b>	<b>69</b>	<b>46</b>	<b>89</b>	<b>8</b>	<b>25</b>	<b>183</b>	<b>813</b>
Feb-17	4	0	0	0	2	9	3	13	3	10	2	7	15	68
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
<b>Jan-18</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>11</b>	<b>35</b>	<b>134</b>
<b>Total</b>	<b>143</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>113</b>	<b>51</b>	<b>114</b>	<b>84</b>	<b>165</b>	<b>25</b>	<b>80</b>	<b>267</b>	<b>1,087</b>

Data for current month is final (02/26/18) 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												2
Electric ML	0												0	0.00%
Electric BI	0												0	0.00%
Electric SC	0												0	0.00%
HER	0												0	0.00%
Milw N	5												5	4.00%
Milw W	7												7	9.09%
NCS	0												0	0.00%
RI	2												2	1.42%
SWS	0												0	0.00%
UP N	1												1	2.44%
UP NW	2												2	2.90%
UP W	5												5	4.42%
<b>Total Lift Delays</b>	<b>24</b>												<b>24</b>	<b>2.43%</b>
<b>ALL DELAYS</b>														<b>987</b>

Data for current month is final (02/26/18) 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**

January 2018

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Peak *</b>														
6-10	66	16	9	4	8	15	12	10	40	12	9	27	29	257
11-15	35	5	1	2	3	3	8	2	16	3	7	6	5	96
16-20	19	0	1	1	3	9	4	2	3	0	3	1	12	58
21+	34	3	0	3	2	10	6	1	15	2	3	6	9	94
Annulled	<u>10</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>5</u>	<u>4</u>	<u>2</u>	<u>5</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>37</u>
Sub-Total	164	25	13	11	16	42	34	17	79	18	26	41	56	542
<b>Off-Peak **</b>														
6-10	32	3	2	8	1	32	20	7	30	11	4	9	22	181
11-15	17	0	2	1	1	21	16	2	9	5	6	7	11	98
16-20	9	1	1	1	0	12	2	5	5	2	2	4	10	54
21+	11	6	5	3	3	15	4	2	16	6	3	8	13	95
Annulled	<u>3</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>17</u>
Sub-Total	72	13	10	17	5	83	43	16	62	24	15	28	57	445
<b>January 2018 Total</b>														
6-10	98	19	11	12	9	47	32	17	70	23	13	36	51	438
11-15	52	5	3	3	4	24	24	4	25	8	13	13	16	194
16-20	28	1	2	2	3	21	6	7	8	2	5	5	22	112
21+	45	9	5	6	5	25	10	3	31	8	6	14	22	189
Annulled	<u>13</u>	<u>4</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>8</u>	<u>5</u>	<u>2</u>	<u>7</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>54</u>
TOTAL	236	38	23	28	21	125	77	33	141	42	41	69	113	987
<b>2018 Year-to-Date</b>														
6-10	98	19	11	12	9	47	32	17	70	23	13	36	51	438
11-15	52	5	3	3	4	24	24	4	25	8	13	13	16	194
16-20	28	1	2	2	3	21	6	7	8	2	5	5	22	112
21+	45	9	5	6	5	25	10	3	31	8	6	14	22	189
Annulled	<u>13</u>	<u>4</u>	<u>2</u>	<u>5</u>	<u>0</u>	<u>8</u>	<u>5</u>	<u>2</u>	<u>7</u>	<u>1</u>	<u>4</u>	<u>1</u>	<u>2</u>	<u>54</u>
TOTAL	236	38	23	28	21	125	77	33	141	42	41	69	113	987
<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>January 2018 Total</b>														
6-10	41.5%	50.0%	47.8%	42.9%	42.9%	37.6%	41.6%	51.5%	49.6%	54.8%	31.7%	52.2%	45.1%	44.4%
11-15	22.0%	13.2%	13.0%	10.7%	19.0%	19.2%	31.2%	12.1%	17.7%	19.0%	31.7%	18.8%	14.2%	19.7%
16-20	11.9%	2.6%	8.7%	7.1%	14.3%	16.8%	7.8%	21.2%	5.7%	4.8%	12.2%	7.2%	19.5%	11.3%
21+	19.1%	23.7%	21.7%	21.4%	23.8%	20.0%	13.0%	9.1%	22.0%	19.0%	14.6%	20.3%	19.5%	19.1%
Annulled	<u>5.5%</u>	<u>10.5%</u>	<u>8.7%</u>	<u>17.9%</u>	<u>0.0%</u>	<u>6.4%</u>	<u>6.5%</u>	<u>6.1%</u>	<u>5.0%</u>	<u>2.4%</u>	<u>9.8%</u>	<u>1.4%</u>	<u>1.8%</u>	<u>5.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2018 Year-to-Date Delays By Duration</b>														
6-10	41.5%	50.0%	47.8%	42.9%	42.9%	37.6%	41.6%	51.5%	49.6%	54.8%	31.7%	52.2%	45.1%	44.4%
11-15	22.0%	13.2%	13.0%	10.7%	19.0%	19.2%	31.2%	12.1%	17.7%	19.0%	31.7%	18.8%	14.2%	19.7%
16-20	11.9%	2.6%	8.7%	7.1%	14.3%	16.8%	7.8%	21.2%	5.7%	4.8%	12.2%	7.2%	19.5%	11.3%
21+	19.1%	23.7%	21.7%	21.4%	23.8%	20.0%	13.0%	9.1%	22.0%	19.0%	14.6%	20.3%	19.5%	19.1%
Annulled	<u>5.5%</u>	<u>10.5%</u>	<u>8.7%</u>	<u>17.9%</u>	<u>0.0%</u>	<u>6.4%</u>	<u>6.5%</u>	<u>6.1%</u>	<u>5.0%</u>	<u>2.4%</u>	<u>9.8%</u>	<u>1.4%</u>	<u>1.8%</u>	<u>5.5%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (02/26/18) 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>January 2018</b>														
Peak *	15.3	11.7	8.7	14.3	14.1	18.0	16.9	10.3	15.1	10.8	19.4	12.1	16.6	15.0
Off-Peak **	13.9	22.9	25.9	17.5	22.0	16.9	12.1	15.5	17.6	13.5	19.7	15.5	20.1	16.6
All	14.8	15.0	16.9	16.1	16.0	17.2	14.1	13.0	16.2	12.3	19.5	13.5	18.3	15.7
<b>2018 Year-to-Date</b>														
Peak *	15.3	11.7	8.7	14.3	14.1	18.0	16.9	10.3	15.1	10.8	19.4	12.1	16.6	15.0
Off-Peak **	13.9	22.9	25.9	17.5	22.0	16.9	12.1	15.5	17.6	13.5	19.7	15.5	20.1	16.6
All	14.8	15.0	16.9	16.1	16.0	17.2	14.1	13.0	16.2	12.3	19.5	13.5	18.3	15.7

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 (02/26/18) version from TOPS.