

On-Time Performance

August 2020



Prepared by the Division of Strategic Planning & Performance

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This report presents an analysis of August 2020 train delays as reported for Metra's eleven rail lines. On-time is defined, for this analysis, as those regularly scheduled trains arriving at their last station stop less than six minutes behind schedule. Trains that are six minutes or more behind schedule, including annulled trains (trains that do not complete their scheduled runs), are regarded as late. "Extra" trains (trains added to handle special events but not shown in the regularly published timetables) are excluded from on-time performance calculations unless shown in special-event schedules that include all intermediate station stop times and are distributed publicly via Metra's website or on paper flyers. Cancelled (not annulled) trains and non-revenue trains are also excluded from on-time performance calculations.

On-Time Performance Tables

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

Table 2 lists on-time percentages by line for each month and year since 2015.

Table 3 lists each weekday train that was less than 85% on-time for the current month, in order of line, train, and dates delayed. The codes in the *Delay Code* column of Table 3 are defined and shown sorted by cause category and carrier designation in Table 4. Effective January 1, 2020, Metra is using an updated set of delay codes and delay cause categories. Changes to the delay cause categories used for Tables 5 through 7 have been applied retroactively to prior year data; totals by cause category for prior years may not match what was previously reported.

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

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

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

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

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

Reporting Calculations for Temporary Schedules 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.

Alternate Service Schedules due to the Coronavirus (COVID-19) Pandemic

On Monday, March 23, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased service on the ME to match Sunday service, thus eliminating Saturday service on the ME Blue Island Branch. Beginning August 3, Metra added two weekday BNSF trains and four weekday RI trains.

Under these alternate schedules, Metra operated 382 scheduled revenue trains each weekday in August, which is a 45 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in August, which is a 34 percent reduction from the 273 Saturday trains Metra normally operates. There has been no change in the number of Sunday trains. As a result of these reductions under the alternative schedules, Metra operated about 44 percent fewer revenue trains in August 2020 than in August 2019. The reduced schedules will remain in effect until health officials deem the crisis has passed and/or ridership begins to return to normal. Metra will continue to monitor ridership and may adjust service levels on a line-by-line basis to meet the ridership demands.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
August 2020**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	504	5	99.0%	399	13	96.7%	903	18	98.0%	100	1	99.0%	100	2	98.0%	1,103	21	98.1%
ME-ML	420	15	96.4%	714	25	96.5%	1,134	40	96.5%	100	4	96.0%	100	6	94.0%	1,334	50	96.3%
ME-BI	147	7	95.2%	231	6	97.4%	378	13	96.6%		--			--		378	13	96.6%
ME-SC	<u>231</u>	<u>9</u>	96.1%	<u>567</u>	<u>15</u>	97.4%	<u>798</u>	<u>24</u>	97.0%	<u>100</u>	<u>3</u>	97.0%	<u>100</u>	<u>0</u>	100.0%	<u>998</u>	<u>27</u>	97.3%
Subtotal	798	31	96.1%	1,512	46	97.0%	2,310	77	96.7%	200	7	96.5%	200	6	97.0%	2,710	90	96.7%
HC	84	16	81.0%		--		84	16	81.0%		--			--		84	16	81.0%
MD-N	294	6	98.0%	294	10	96.6%	588	16	97.3%	90	1	98.9%	90	3	96.7%	768	20	97.4%
MD-W	<u>273</u>	<u>23</u>	91.6%	<u>399</u>	<u>34</u>	91.5%	<u>672</u>	<u>57</u>	91.5%	<u>90</u>	<u>10</u>	88.9%	<u>90</u>	<u>0</u>	100.0%	<u>852</u>	<u>67</u>	92.1%
Subtotal	567	29	94.9%	693	44	93.7%	1,260	73	94.2%	180	11	93.9%	180	3	98.3%	1,620	87	94.6%
NCS	84	11	86.9%		--		84	11	86.9%		--			--		84	11	86.9%
RI	315	19	94.0%	609	32	94.7%	924	51	94.5%	140	2	98.6%	140	1	99.3%	1,204	54	95.5%
SWS	147	28	81.0%	63	13	79.4%	210	41	80.5%		--			--		210	41	80.5%
UP-N	231	9	96.1%	525	16	97.0%	756	25	96.7%	90	1	98.9%	90	0	100.0%	936	26	97.2%
UP-NW	336	14	95.8%	441	23	94.8%	777	37	95.2%	105	2	98.1%	105	3	97.1%	987	42	95.7%
UP-W	<u>252</u>	<u>16</u>	93.7%	<u>462</u>	<u>40</u>	91.3%	<u>714</u>	<u>56</u>	92.2%	<u>90</u>	<u>4</u>	95.6%	<u>90</u>	<u>2</u>	97.8%	<u>894</u>	<u>62</u>	93.1%
Subtotal	819	39	95.2%	1,428	79	94.5%	2,247	118	94.7%	285	7	97.5%	285	5	98.2%	2,817	130	95.4%
System	3,318	178	94.6%	4,704	227	95.2%	8,022	405	95.0%	905	28	96.9%	905	17	98.1%	9,832	450	95.4%

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

Delays data for most recent month is final (09/25/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - August 2020**

	Weekdays									Weekends						Total		
	Peak*			Off-Peak**			Total			Saturdays			Sundays & Holidays			Trains Scheduled	Trains Late	Percent On-Time
	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time	Trains Scheduled	Trains Late	Percent On-Time			
BNSF	5,634	119	97.9%	4,461	98	97.8%	10,095	217	97.9%	878	39	95.6%	758	34	95.5%	11,731	290	97.5%
ME-ML	4,301	104	97.6%	6,086	173	97.2%	10,387	277	97.3%	1,198	51	95.7%	758	32	95.8%	12,343	360	97.1%
ME-BI	1,344	41	96.9%	1,837	32	98.3%	3,181	73	97.7%	240	11	95.4%	40	3	92.5%	3,461	87	97.5%
ME-SC	<u>1,792</u>	<u>29</u>	98.4%	<u>4,712</u>	<u>79</u>	98.3%	<u>6,504</u>	<u>108</u>	98.3%	<u>998</u>	<u>31</u>	96.9%	<u>758</u>	<u>24</u>	96.8%	<u>8,260</u>	<u>163</u>	98.0%
Subtotal	7,437	174	97.7%	12,635	284	97.8%	20,072	458	97.7%	2,436	93	96.2%	1,556	59	96.2%	24,064	610	97.5%
HC	770	83	89.2%	87	7	92.0%	857	90	89.5%	--	--	--	--	--	--	857	90	89.5%
MD-N	3,020	124	95.9%	3,671	134	96.3%	6,691	258	96.1%	664	36	94.6%	682	28	95.9%	8,037	322	96.0%
MD-W	<u>2,965</u>	<u>124</u>	95.8%	<u>3,877</u>	<u>205</u>	94.7%	<u>6,842</u>	<u>329</u>	95.2%	<u>736</u>	<u>66</u>	91.0%	<u>682</u>	<u>21</u>	96.9%	<u>8,260</u>	<u>416</u>	95.0%
Subtotal	5,985	248	95.9%	7,548	339	95.5%	13,533	587	95.7%	1,400	102	92.7%	1,364	49	96.4%	16,297	738	95.5%
NCS	971	104	89.3%	837	59	93.0%	1,808	163	91.0%	--	--	--	--	--	--	1,808	163	91.0%
RI	3,418	189	94.5%	4,880	208	95.7%	8,298	397	95.2%	1,082	44	95.9%	1,076	53	95.1%	10,456	494	95.3%
SWS	1,288	71	94.5%	1,608	88	94.5%	2,896	159	94.5%	108	6	94.4%	--	--	--	3,004	165	94.5%
UP-N	2,921	43	98.5%	5,041	80	98.4%	7,962	123	98.5%	772	16	97.9%	682	24	96.5%	9,416	163	98.3%
UP-NW	3,640	135	96.3%	4,145	112	97.3%	7,785	247	96.8%	967	27	97.2%	796	33	95.9%	9,548	307	96.8%
UP-W	<u>2,856</u>	<u>99</u>	96.5%	<u>4,261</u>	<u>192</u>	95.5%	<u>7,117</u>	<u>291</u>	95.9%	<u>664</u>	<u>16</u>	97.6%	<u>682</u>	<u>35</u>	94.9%	<u>8,463</u>	<u>342</u>	96.0%
Subtotal	9,417	277	97.1%	13,447	384	97.1%	22,864	661	97.1%	2,403	59	97.5%	2,160	92	95.7%	27,427	812	97.0%
System	34,920	1,265	96.4%	45,503	1,467	96.8%	80,423	2,732	96.6%	8,307	343	95.9%	6,914	287	95.8%	95,644	3,362	96.5%

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

Delays data for most recent month is final (09/25/2020) version from TOPS.

Table 2: On-Time Performance by Line

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Aug	Annual
BNSF	2015	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	94.1%	94.4%
	2016	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	94.0%	94.0%
	2017	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.5%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	91.9%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	94.2%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1					97.5%	97.5%
	2015-2019 average	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	93.9%	94.0%
ME	2015	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	97.4%	97.6%
	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.3%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.3%	98.1%
	2019	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	97.6%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7					97.5%	97.5%
	2015-2019 average	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	97.9%	98.0%
HC	2015	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	90.1%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	93.9%	94.2%
	2017	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.2%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.8%	89.4%
	2019	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	86.8%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0					89.5%	89.5%
	2015-2019 average	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	90.7%	91.0%
MD-N	2015	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	93.9%	94.9%
	2016	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.4%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	94.3%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	93.0%	92.7%
	2019	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	91.3%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4					96.0%	96.0%
	2015-2019 average	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	93.4%	93.6%
MD-W	2015	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	95.7%	96.4%
	2016	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.4%	94.9%
	2017	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	2018	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	95.8%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	95.2%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1					95.0%	95.0%
	2015-2019 average	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	95.5%	95.5%
NCS	2015	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	93.0%	93.8%
	2016	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	94.4%	94.5%
	2017	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	94.9%	94.0%
	2018	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	93.3%	92.9%
	2019	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	94.0%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9					91.0%	91.0%
	2015-2019 average	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	93.9%	93.9%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Aug	Annual
RI	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	97.1%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	95.6%	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	96.2%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.6%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	91.6%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5					95.3%	95.3%
	2015-2019 average	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	95.0%	95.1%
SWS	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	93.7%	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	95.1%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.6%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	92.0%	92.7%
	2019	90.4	91.0	93.8	94.4	95.3	91.7	92.0	94.9	92.0	92.1	94.1	94.2	93.0%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5					94.5%	94.5%
	2015-2019 average	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	93.9%	94.1%
UP-N	2015	98.6	95.6	98.3	97.1	97.7	98.2	97.0	95.9	98.2	97.0	97.6	98.4	97.3%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.6%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	97.0%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	94.6%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2					98.3%	98.3%
	2015-2019 average	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	96.7%	96.9%
UP-NW	2015	96.0	91.6	97.6	96.3	96.9	96.8	94.1	96.5	96.1	97.5	96.7	97.5	95.8%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	96.9%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	95.4%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.9%	94.9%
	2019	90.3	89.9	94.8	93.4	95.7	94.7	90.7	93.4	96.7	92.1	88.6	95.4	92.9%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7					96.8%	96.8%
	2015-2019 average	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	95.2%	95.1%
UP-W	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	94.8%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.3%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	94.5%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	91.6%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.1%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1					96.0%	96.0%
	2015-2019 average	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	93.4%	93.7%
System excluding South Shore	2015	94.9	92.5	97.0	97.2	97.2	95.8	95.3	96.3	96.8	97.0	96.8	97.5	95.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.2%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	94.9%	94.8%
	2019	91.8	88.2	96.3	96.1	95.3	95.8	93.2	95.3	95.9	95.7	93.6	96.7	94.1%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4					96.5%	96.5%
	2015-2019 average	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	95.4%	95.5%

Delays data for most recent month is final (09/25/2020) version from TOPS.

'2015-2019 average' calculated by summing the delays over the five years, summing the trains run over the five years, and calculating their ratio.

**Table 3: Weekday Trains less than 85% On-Time
August 2020**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
HC	916 81% OT	Fri, Aug 07	6	GF	(GATE XING / SIG / SWITCH FOREIGN) - SIGNAL ISSUE, A MAINTAINER WAS REQUIRED.
		Mon, Aug 10	18	R	BRAKES NOT SETTING AND RELEASING PROPERLY - Seat was not secured and hit independent
		Tue, Aug 18	9	CD	WAITING FOR NS TRACK INSPECTOR TO CLEAR PLANT.
		Wed, Aug 26	11	D	-11 DUE TO FREIGHT DELAY AT 21ST ST. CN R967
HC	917 76% OT	Tue, Aug 04	6	D	7M Cermak due to cross traffic.
		Wed, Aug 05	7	D	(GENERAL FREIGHT INTERFERENCE) - 9M CORWITH FOR BNSF Z TRAIN W/4400FT ENTERING CORWITH YARD THAT STOPPED TO LINE SWITCHES BEFORE CLEARING TH
		Mon, Aug 10	124	KW	Stopped at Romeoville for high winds and obstruction on tracks.
		Fri, Aug 21	17	VE	(LOCOMOTIVE MALFUNCTION) - 22M TOTAL LOSS OF HEP INSPECTING TRAIN. (PRIOR TO LEMONT, EXTRA STATION DWELL MANUAL OPERATION OF DOORS.)nothing found/replaced/repared
HC	919 81% OT	Thu, Aug 27	45	RA	Amtrak Lined freight train ahead- 8' at BNSF Corwith
		Tue, Aug 04	11	RF	11M RED SIGNAL XO36. UNABLE TO CONTACT UP DISPATCHER WHO WAS BUSY WITH OTHER PARTS OF THE DIVISION DOWNSTAT
		Mon, Aug 10	105	KW	(OBSTRUCTION ON TRACKS, WEATHER) - RESTRICTED SPEED RUNNING ON 917 S BLOCKS CN HIGH WIND WARNINGS.
		Mon, Aug 24	20	CA	Delayed at 21st st bridge and also for crossovers at Lemoyne
MD-W	2210 81% OT	Mon, Aug 31	12	D	(GENERAL FREIGHT INTERFERENCE) - 9M BRIGHTON FOR NS 23M NS8081 W/5000FT. LINED UP AFTER CN DISP NOTIFIED NS OF FIRE AT BRIDGEPORT AND DELAY
		Tue, Aug 11	9	NW	10" SIGNAL PROBLEMS, RESTRICTING SIGNALS FRANKLIN PARK TO GALEWOOD. Power outage, affecting signals.
		Thu, Aug 13	21	K	20" TRACK OBSTRUCTION, AUTOMOBILE STUCK ON 2MT, FOULING 1MT @ GRAND AVE
		Thu, Aug 20	9	ZG	9" DELAY, PTC ISSUES. mars switch/galewood signal communication issues, forced restricted speed
MD-W	2227 81% OT	Fri, Aug 21	10	G	5" SIGNAL PROBLEMS, FLAGGED/VERBAL PERMISSION, OPERATING ON RESTRICTED SIGNALS GALEWOOD TO CICERO.
		Mon, Aug 10	16	KW1	Arrived Big Timber at 18:18 6:18 16 min late, following 2225 and NCS 109.
		Mon, Aug 24	21	D	21 min at Bensenville waiting on CP freight to yard.
		Tue, Aug 25	0	XE	Annulled at Medinah. Locomotive 84 stopped loading, all passengers were transferred to 2235.
MD-W	2236 81% OT	Wed, Aug 26	8	JM	15 min medical emergency at Itasca.
		Tue, Aug 04	14	D	23 min, blocked by CP freight at B-17 and waiting on 2217,
		Fri, Aug 07	13	G	RESTRICTING SIGNALS FROM B17 TO B12
		Tue, Aug 11	8	NW	18" SIGNAL PROBLEMS, RESTRICTING SIGNALS GALEWOOD TO ELMWOOD PARK. Power outage, affecting signals.
MD-W	2240 81% OT	Wed, Aug 12	7	CG	17" B-17 RESTRICTED SPEED
		Fri, Aug 07	19	CC	28 min late, single (track work) tracking between B-17 and B-12. 12 min meeting 2221, 15 min waiting on signal and line-up.
		Mon, Aug 17	7	CC	7" late, track work B-35.
		Fri, Aug 21	15	CW	24" delay, due to CP-380 switching power and crew on 2 main, we had to single track and flag trains between B17 and B12 on track 1, and a track circuit at B17 over switch 15 on 1 main forced westbound trains to run at restricted speed and eastbound trains
MD-W	2242 81% OT	Thu, Aug 27	8	GM	8 min late: 4 min item 1 at Scott St.; 2 min passenger loading Galewood; 2 min UP cross traffic A-2.
		Fri, Aug 07	10	CC	12 min single tracking and track work.
		Mon, Aug 10	17	KW	Arrived CUS at 17:07 5:07, 18 min late, due to foul weather and power lines blocking 3 and 2 main tracks all train traffic was halted between B-12 and Galewood.
		Fri, Aug 14	23	G	19 min late, signal issues between Roselle and Itasca.
MD-W	2244 71% OT	Fri, Aug 21	26	CW	27" delay, due to CP-380 switching power and crew on 2 main, we had to single track and flag trains between B17 and B12 on track 1, and a track circuit at B17 over switch 15 on 1 main forced westbound trains to run at restricted speed and eastbound trains
		Thu, Aug 06	15	D	15 min late, 5 min stop signal Elgin, 10 min stop signal Wood Dale. CP was operating in peak period. 2244 waiting for 2227.
		Fri, Aug 07	10	CC	10 min late, track work.
		Mon, Aug 10	7	KW1	Arrived CUS at 17:56 5:56 7 min late, copying 3 Item 4 gate malfunctions and complying with restrictions.
MD-W	2248 71% OT	Fri, Aug 14	6	G	10 min late, signal issues at Itasca.
		Fri, Aug 21	17	CW	17" delay, due to CP-380 switching power and crew on 2 main, we had to single track and flag trains between B17 and B12 on track 1, and a track circuit at B17 over switch 15 on 1 main forced westbound trains to run at restricted speed and eastbound trains
		Mon, Aug 24	26	D	25 min B-17 waiting on CP freight to Yard.
		Mon, Aug 03	16	D	18 min freight interference B-17.
MD-W	2248 71% OT	Mon, Aug 10	10	KW1	Arrived CUS at 19:52 7:52 10 min late, gate malfunctions, used 2 main B-12 to Galewood.
		Tue, Aug 11	20	GT	10 min stop signal Big Timber, 8 min B-35 waiting on 2235, signal issues at tower B-17
		Fri, Aug 14	10	G	SIGNAL PROBLEMS, RESTRICTED SPEED TO WOODDALE EAST
		Fri, Aug 21	16	CW	16" delay, due to CP-380 switching power and crew on 2 main, we had to single track and flag trains between B17 and B12 on track 1, and a track circuit at B17 over switch 15 on 1 main forced westbound trains to run at restricted speed and eastbound trains
		Tue, Aug 25	13	E1	13 min delay, meeting 2243 at West Roselle.

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2020**

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
NCS	102 76% OT	Tue, Aug 04	11	GM	11" 529A AROUND DEVAL.
		Tue, Aug 11	7	NW	7" RESTRICTING SIGNALS FRANKLIN PARK TO GALEWOOD DUE TO DOWN POWER LINES AND DAMAGE CAUSED BY SEVERE WEATHER YESTERDAY. Power outage, affecting signals.
		Thu, Aug 13	18	K	18" TRACK OBSTRUCTION, AUTOMOBILE STUCK ON 2MT, FOULING 1MT @ GRAND AVE
		Tue, Aug 18	13	ZN	10" DEPARTED ANTIOCH LATE DUE TO PTC INITIALIZATION ISSUES WITH CN; 3" AUTOMATIC GRADE CROSSING MALFUNCTION 529(A) @ BELMONT AVE. MP 15.6
		Fri, Aug 21	35	ZR	22" departed Antioch coach yard late due to difficulties setting up the PTC. Engineer was entering TBO # instead of cab car #; 5" restricted speed by derailed freight train @ mp 53.72; 10" stop signal Deval; 10" stop signal Galewood.
RI	505 81% OT	Tue, Aug 04	6	RO	3M GOING THROUGH 5 POCKET GETTING AROUND PASSENGER TRAIN
		Thu, Aug 06	10	RO	7M BI TOWER OPERATOR HAD TO FLAG TRAIN OUT OF 5 POCKET TO MAIN TK ACCOUNT SIGNAL NOT COMING IN, SO 5M RES. Determined to be tower operator error
		Mon, Aug 10	60	KW	LATE ARRIVAL OF EQUIPMENT DUE TO WEATHER CONDITIONS
		Tue, Aug 11	15	NW	UNFAVORABLE SIGNALS FROM ROBINS TO 66TH COURT AND 35.5 TO EJE CROSSING. Power outage, affecting signals.
RI	607 76% OT	Mon, Aug 10	35	KW	(OBSTRUCTION ON TRACKS) - TREE ACROSS TRACKS AT 99TH ST ON BV, RAN TRAIN TO BI AND THEN BACK UP TO GRESHAM
		Wed, Aug 12	6	D	Cross traffic at 16th street
		Thu, Aug 13	14	ZT	PTC SCREEN WENT BLANK AND STOPPED THE TRAIN. INFORMED THE CREW TO CUT AND RUN WITHOUT IT
		Mon, Aug 17	6	CC	track work on # 1, thru Beverly passenger on wrong platform some stations. slow passenger loading at 111th
		Fri, Aug 21	6	U	2 ADAs en route
SWS	802 81% OT	Mon, Aug 10	6	D	(GENERAL FREIGHT INTERFERENCE) - FOLLOWING B551 ENG 9363 W/90C/ 8153 EAST TO CALUMET
		Tue, Aug 11	22	D	20" CP 518 FREIGHT INTERFERENCE
		Thu, Aug 13	10	ZT	6" PTC 13 trying to restart PTC.
		Wed, Aug 19	27	D	(GENERAL FREIGHT INTERFERENCE) - HEADROOM NS 25Z W/60C, 11000
SWS	806 76% OT	Tue, Aug 04	8	D	(GENERAL FREIGHT INTERFERENCE) - HEAD ROOM MOVE NSBC43 W/60C, 10,500
		Fri, Aug 07	6	D	(GENERAL FREIGHT INTERFERENCE) - UP MPRAS07 SOUTH UP ENG 7141 W/75C, 12227
		Thu, Aug 13	12	D	(GENERAL FREIGHT INTERFERENCE) - CSX WEST AT CP RIDGE Q015-12 CSX ENG 3235, 13000
		Wed, Aug 26	7	D1	(GENERAL FREIGHT INTERFERENCE) - MEETING SW803
		Mon, Aug 31	9	Q	WRONG DOB AT MANNHATTAN AND NO TONER AT BRK ROOM. ISSUES INITIALIZING PTC AT MANNHATTAN.
SWS	812 62% OT	Wed, Aug 05	14	GA	(SIGNAL / SWITCH FAILURE AMTRAK) - SWITCH 854 FAING AT 21ST STREET
		Fri, Aug 07	8	RF	(FOREIGN/PSA DISPATCH ERROR) - RED SIGNAL , NO TRAIN, NO ANSWER
		Tue, Aug 11	9	D1	(GENERAL FREIGHT INTERFERENCE) - LATE TURN FROM SW803
		Thu, Aug 13	27	D1	14" delay Ashburn, acct NS 25V ENG.9257 12000' yarding.
		Wed, Aug 19	9	D1	(GENERAL FREIGHT INTERFERENCE) - 5 LATE TURN FROM SW803, -9 PTC INITIALIZATION ISSUES DEPARTING 179TH.
		Thu, Aug 20	17	ZN	ERROR CODE D-111 - interaction with NS back office - PTC MALFUNCTION COACH) - HAD TO CUT OUT PTC BRAKE VALVE
		Mon, Aug 24	9	D	(GENERAL FREIGHT INTERFERENCE) - CSX Q015, ENG CSX 3149, 67C, 12000 WEST
		Tue, Aug 25	7	CC	(SCHEDULED TRACK WORK) - SLOW ORDERS AND FORM B S
		Mon, Aug 03	17	ZT	(PTC BACK OFFICE/SOFTWARE) - PTC ISSUES MP 5. ATTEMPTING TO RE-INITIALIZE SYSTEM WOULD CUT OUT.
SWS	815 71% OT	Fri, Aug 21	7	CC	(SCHEDULED TRACK WORK) - VARIOUS FORM B ORDERS EN-ROUTE
		Mon, Aug 24	7	CW	6M CP74TH ST, WAITING FOR TRACK INSPECTOR 2130 TO CLEAR AUTHORITY.
		Tue, Aug 25	6	CC	(SCHEDULED TRACK WORK) - VARIOUS FORM B S EN-ROUTE.
		Thu, Aug 27	13	D	(GENERAL FREIGHT INTERFERENCE) - 15M CP518 FOR NS25V NS7685 72CARS 12256FT.
		Fri, Aug 28	7	CC	(SCHEDULED TRACK WORK) - VARIOUS FORM B S EN-ROUTE
SWS	821 76% OT	Mon, Aug 10	108	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 52M DELAY CP143RD ST. FOR TRACK INSPECTOR TO INSPECT TRACK CP WILL COOK TO 143RD ST. FOR TREE REMOVAL.
		Tue, Aug 11	20	D	(GENERAL FREIGHT INTERFERENCE) - 14M CP LUMBER 350/404PM #43 SW FAILED ON AMTRAK AND CROSS TRAFFIC AT 21ST ST. CN GA89 CN8922WEST W/96 CARS
		Mon, Aug 17	12	D	15" Amtrak and cross traffic at union, ran with PTC cut out.
		Mon, Aug 24	9	CA	8M CP LUMBER RED SIGNAL / SOUTH BRANCH BRIDGE ISSUES.
SWS	823 81% OT	Tue, Aug 25	12	G	(SIG / SWITCH MALFCN (SIG DEPT)) - RED SIGNAL CP LENOX ACCT. TRACK CIRCUIT AHEAD TALKED BY RESTRICTED SPEED TO CP BROWN.
		Fri, Aug 07	44	K	(OBSTRUCTION ON TRACKS) - BRIDGE STRIKE 80TH AVE MP19.43
		Mon, Aug 10	0	XKW	(OBSTRUCTION ON TRACKS, WEATHER) - 38M CP 518 NS PLACED HIGH WIND WARNING ON AGAIN (NO TRAIN MOVEMENT)
SWS	824 81% OT	Fri, Aug 14	7	L	(UNAUTHORIZED PEOPLE ON TRACKS) - 14M CP RIDGE 517/531PM POLICE ACTIVITY, PERSON ON TRACKS AT 107TH ST. MP17.23
		Mon, Aug 24	25	CA	10M CP LUMBER TALKED BY SIGNAL SOUTH BRANCH BRIDGE ISSUES.
		Thu, Aug 13	11	D	(GENERAL FREIGHT INTERFERENCE) - 15M CP RIDGE 247/302PM FOR IHB BP12 IHB2163WEST W/95CARS 5100FT WHO HAD BEEN LINED UP WELL IN ADVANCE BY IH
SWS	824 81% OT	Mon, Aug 24	25	CA	18M 320/338P CP21ST. SOUTH BRANCH BRIDGE ISSUES.
		Thu, Aug 27	20	Q	20" delay. Waiting for 2nd DOB
		Mon, Aug 31	6	CC	(SCHEDULED TRACK WORK) - VARIOUS FORM B WORK EN-ROUTE

**Table 3 (continued): Weekday Trains less than 85% On-Time
August 2020**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
UP-N	351	Mon, Aug 10	12		KW	Departed CPT late late arrival of equipment from Cal Ave yard due to high wind warnings and tornado warnings MP 0-46 on the Geneva Sub.
		76% OT	Tue, Aug 25	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Wed, Aug 26	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Thu, Aug 27	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Mon, Aug 31	0	XKP	TERMINATED IN WAUKEGAN DUE TO CIVIL UNREST IN KENOSHA
UP-N	365	Mon, Aug 24	0		XKP	terminated at Waukegan due to civil unrest in Kenosha
		76% OT	Tue, Aug 25	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Wed, Aug 26	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Thu, Aug 27	0	XKP	terminated in waukegan due to civil unrest in kenosha
			Mon, Aug 31	0	XKP	TERMINATED IN WAUKEGAN DUE TO CIVIL UNREST IN KENOSHA
UP-NW	658	Mon, Aug 03	8		A	LATE TURN OF EQUIPMENT FROM M625
		38% OT	Tue, Aug 04	7	U1	LATE TURN OF EQUIPMENT FROM M625
			Fri, Aug 07	18	D1	DEPARTED HARVARD 18" LATE DUE TO LATE TURN OF EQUIPMENT FROM M625
			Mon, Aug 10	36	KW1	Late turn of M625
			Tue, Aug 11	15	D1	LATE ARRIVAL OF EQUIPMENT FROM M625. Delayed by CN at EJ&E crossing.
			Thu, Aug 13	12	R1	DELAYED ON ACCT. OF M625 LATE ARRIVAL M658. Door light issue on 625, and conductor was from freight side and didn't communicate it properly.
			Fri, Aug 14	14	U1	LATE TURN OF EQUIPMENT FROM M625 (2 ADAs on en route on 625)
			Wed, Aug 19	8	A	Delayed on acct. of late turn off M625, due to schedule conflict (M625 arrive in Harvard one minute after M658 departure time)
			Thu, Aug 20	10	A	Delayed on acct. of turn off M625, due to schedule conflict (M625 arrives in Harvard one minute after M658 departure time).
			Mon, Aug 24	9	A	Departed Harvard 8 mins down due to turn of equipment from M625
			Tue, Aug 25	13	A	Late turn due to arrival of M625 equipment
			Wed, Aug 26	14	A	Late departure from Harvard on acct. of schedule conflict (M625 arrival is 1 minute after M658 departure time)
			Thu, Aug 27	9	A	Late turn off M625 on acct. of schedule conflict & XH @ MP26.04 & MP26.40
		UP-W	56	Mon, Aug 03	8	
52% OT	Tue, Aug 04			9	E1	DEPARTED 1 MIN DOWN TURN FROM M37 SLOW LOADING METX 154 HAD TRACTION MOTORS CUT OUT
	Wed, Aug 05			13	U	FOUR ADA LIFTS
	Mon, Aug 10			99	KW1	Late turn of equipment from M37 due to high wind warnings and tornado warnings.
	Thu, Aug 13			13	U	2 ADA LIFTS & TRESPASSER @ MP 23.48
	Mon, Aug 17			6	I	SLOW LOADING @ VILLA PARK AND ELMHURST ON TRK 2 @ THE CROSSINGS
	Wed, Aug 19			9	U	2 ADA lifts
	Mon, Aug 24			13	U	4 ADA lifts @ Villa Park, Oak Park
	Thu, Aug 27			9	U	2 ADA lifts
	Mon, Aug 31			14	U	6 ADA LIFTS ALSO GENEVA, VILLA PARK, OAK PARK

Data is final (09/25/2020) version from TOPS.

Table 4: Delay Codes by Cause Category & Carrier

METRA/PSA		METRA/PSA (continued)		Foreign Carrier	
Category		Category		Category	
Delay Code	Definition	Delay Code	Definition	Delay Code	Definition
Passenger Train Interference		Human Error		Passenger Train Interference	
A	Passenger Train/Interline Interference	B	Human Error, Eng. Dept.	AM	Amtrak Caused Delay
AA	Rule 9.9 Delayed in Block / Rule 6.30 [obsolete Jan. 2020]	H	Human Error, Mechanical Department	AS	NICTD Train Interference
AD	Non-Revenue Passenger Train Interference [obsolete Jan. 2020]	Q	Late Issuance of Track Warrant	Freight Interference - Peak & Off-Peak	
Accident		R	Human Error, Transportation	D	General Freight Interference
M	Right of Way Accident / Misc.	RD	Metra Dispatcher Error (dispatching Metra trains)	DD	Freight Dispatcher Error (dispatching freight trains)
YC	Derailment - Engineering	RL	Human Error, Job Action / Employee No Show (CMS Error)	DE	Freight Mechanical Malfunction
YE	Derailment - Mechanical	RN	Human Error, Job Action / Employee No Show (Non-CMS)	DR	Freight-Human Error
YM	Derailment - Accident	RO	Human Error, Metra Tower Operator	Accident	
Passenger Related		RZ	ETMS Train Crew Error [obsolete 2015]	DM	Freight-Accident / Incident
I	Passenger Handling, Running Time	YB	Derailment - Human Error, Engineering	YF	Derailment - Accident, Foreign Line
IB	Passenger Handling, Bicycle	YH	Derailment - Human Error, Mechanical	Passenger Related	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	Weather		Signal/Switch Failure	
U	Accessibility Related (ADA)	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
Obstruction/Debris		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	Track Work	
KD	Train Struck Debris	FW	Cab Car / TRL / MU Malfunction, Weather	CA	Amtrak Engineering
L	Unauthorized People On Tracks / Near Miss	GW	Signal / Switch Malfunction Weather (Signal Dept.)	CD	Track Work by Freight Carrier
KP	Suspicious Package(s) / Person(s) / Activity	IW	Passenger Handling, Weather	Non-Locomotive Equipment Issue	
Signal/Switch Failure		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	Locomotive Issue	
G	Signal / Switch Malfunction (Signal Dept.)	NW	Utility Failure, Weather	EA	Amtrak Locomotive/Car Malfunction
GM	Metra/PSA Gate Crossing Malfunction	OW	AC/DC System Failure, Weather	Human Error	
GT	Metra Telecom / CAD failure	RW	Train Crew Issues, Weather	BA	Amtrak Engineering Human Error
GX	Broken Gate Crossing	UW	Accessibility, Weather	HS	Human Error, NICTD Mechanical Dept. [obsolete Jan. 2020]
GZ	ETMS Signal Malfunction [obsolete 2015]	YW	Derailment Accident, Weather	RA	Human Error, Amtrak Transportation
VG	Signal / Switch / Gate Crossing Failure, Nothing Found	ZW	PTC Weather	RF	Foreign/PSA Dispatcher Error (dispatching Metra trains)
Track Work		Other		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	Weather	
CC	Scheduled Track Work	S	Operational (Efficiency) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	PTC Related	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	PTC Related		ZD	PTC Foreign Line Transportation
Catenary Failure		ZB	PTC Human Error, Engineering Dept.	ZN	PTC Foreign Line Engineering
CO	Scheduled Wire Work	ZC	PTC Construction / Maintenance	ZS	PTC NICTD MU Train (On-Board)
O	AC/DC System Failure	ZE	PTC Malfunction Locomotive		
Non-Locomotive Equipment Issue		ZF	PTC Malfunction Coach		
F	Cab Car / Trailer / MU Malfunction	ZG	PTC Wayside		
FZ	ETMS Malfunction on Cab Car [obsolete 2015]	ZH	PTC Human Error, Mechanical		
UF	ADA Lift Failure	ZP	PTC Dispatcher		
VF	Cab Car Problem Reported, Nothing Found	ZR	PTC Human Error, Metra Transportation		
Locomotive Issue		ZT	PTC Back Office/Software		
E	Locomotive Malfunction				
EZ	ETMS Malfunction on Locomotive [obsolete 2015]				
VE	Locomotive Problem Reported, Nothing Found				

Effective January 1, 2020

'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.

The delay codes listed above are used for primary delayed trains; primary annulled trains (trains that fail to reach their scheduled destination station) use a primary delay code preceded by an "X" (e.g., XE, XGA, etc.);

All secondary trains, including annulled, use primary delay code followed by a "1" (e.g., E1, GA1, etc.); secondary annulled trains do not use a delay code preceded by an "X".

Table 5.a: Train Delays by Cause and Line
August 2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	3	-	-	-	5	4	11	2	2	17	-	4	20	68
Freight Interference - Peak	-	-	-	-	5	-	2	2	1	13	-	1	9	33
Primary	-	-	-	-	5	-	2	2	1	9	-	1	7	27
Secondary	-	-	-	-	-	-	-	-	-	4	-	-	2	6
Freight Interference - Off-Peak	3	-	-	-	-	4	9	-	1	4	-	3	11	35
Primary	3	-	-	-	-	4	8	-	1	2	-	1	9	28
Secondary	-	-	-	-	-	-	1	-	-	2	-	2	2	7
Signal/Switch Failure - Total	1	3	1	3	2	1	12	2	5	2	-	-	-	32
Signal/Switch Failure - Metra/PSA	1	3	1	3	-	1	12	2	5	1	-	-	-	29
Primary	1	3	1	2	-	1	12	2	5	1	-	-	-	28
Secondary	-	-	-	1	-	-	-	-	-	-	-	-	-	1
Signal/Switch Failure - Foreign	-	-	-	-	2	-	-	-	-	1	-	-	-	3
Primary	-	-	-	-	2	-	-	-	-	1	-	-	-	3
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	3	-	-	-	1	4	3	-	3	-	2	3	2	21
Mechanical Failure - Metra/PSA	3	-	-	-	1	4	3	-	3	-	2	3	2	21
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	-	-	1	-	-	1	-	-	1	-	4
Primary	1	-	-	-	-	1	-	-	1	-	-	1	-	4
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Locomotive Issue - Metra/PSA	2	-	-	-	1	3	3	-	2	-	2	2	2	17
Primary	2	-	-	-	1	1	1	-	2	-	1	1	1	10
Secondary	-	-	-	-	-	2	2	-	-	-	1	1	1	7
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	1	-	-	-	-	-	-	7	1	9
Passenger Train Interference - Metra/PSA	-	-	-	-	-	-	-	-	-	-	-	7	1	8
Passenger Train Interference - Foreign	-	-	-	-	1	-	-	-	-	-	-	-	-	1
Accident - Total	-	-	-	-	-	-	4	-	-	-	-	9	6	19
Accident - Metra/PSA	-	-	-	-	-	-	4	-	-	-	-	9	6	19
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	3	7	-	-	2	1	6	-	2	8	-	-	1	30
Track Work - Metra/PSA	3	7	-	-	-	1	6	-	2	5	-	-	1	25
Track Work - Foreign	-	-	-	-	2	-	-	-	-	3	-	-	-	5
Human Error - Total	7	1	-	-	3	4	2	-	6	3	5	5	-	36
Human Error - Metra/PSA	5	1	-	-	1	3	2	-	6	2	5	3	-	28
Human Error - Foreign	2	-	-	-	2	1	-	-	-	1	-	2	-	8
PTC Related - Total	-	2	-	2	-	-	5	2	2	5	-	-	9	27
PTC Related - Metra/PSA	-	2	-	2	-	-	5	1	2	3	-	-	9	24
PTC Related - Foreign	-	-	-	-	-	-	-	1	-	2	-	-	-	3
Weather - Total	3	27	11	20	2	2	17	4	28	4	9	9	12	148
Weather - Metra/PSA	3	27	11	20	2	2	17	4	28	4	9	9	12	148
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	1	5	-	-	-	1	1	-	3	-	1	4	11	27
Obstruction/Debris - Total	-	4	1	2	-	3	6	1	3	2	9	-	-	31
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	1	-	-	-	-	-	-	-	-	-	1	-	2
Total Trains Delayed	21	50	13	27	16	20	67	11	54	41	26	42	62	450
Total Metra/PSA Delays	16	50	13	27	4	15	56	8	52	17	26	36	42	362
Total Foreign Carrier Delays	5	0	0	0	12	5	11	3	2	24	0	6	20	88

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

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

Table 5.b: Train Delays by Cause and Line
Average August Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	18	-	-	-	6	10	9	8	3	14	0	3	20	91
Freight Interference - Peak	7	-	-	-	5	2	4	3	1	4	0	1	7	35
Primary	4	-	-	-	4	2	2	2	1	3	0	1	4	22
Secondary	3	-	-	-	1	1	2	1	0	2	-	0	3	13
Freight Interference - Off-Peak	10	-	-	-	1	8	5	6	2	9	0	2	13	56
Primary	9	-	-	-	1	5	2	5	2	7	0	2	10	43
Secondary	2	-	-	-	-	3	2	1	-	2	-	-	3	13
Signal/Switch Failure - Total	18	5	2	1	2	17	11	6	14	5	4	7	8	100
Signal/Switch Failure - Metra/PSA	12	5	2	1	0	14	9	5	14	2	4	5	8	82
Primary	10	4	2	0	0	8	5	4	10	1	2	2	3	51
Secondary	2	1	0	1	-	6	5	1	4	0	3	3	4	31
Signal/Switch Failure - Foreign	6	-	-	-	2	3	2	1	-	3	-	2	0	18
Primary	3	-	-	-	2	2	2	1	-	3	-	1	0	14
Secondary	2	-	-	-	0	1	-	0	-	-	-	1	-	5
Mechanical Failure - Total	25	3	0	1	1	9	5	2	20	4	10	11	13	105
Mechanical Failure - Metra/PSA	24	3	0	1	1	9	5	2	20	4	10	11	13	104
Non-Locomotive Equipment Issue - Metra/PSA	9	3	0	1	-	2	1	0	1	0	3	3	5	30
Primary	2	0	-	0	-	2	1	0	1	0	2	2	2	13
Secondary	6	3	0	0	-	0	0	-	0	0	1	1	3	16
Locomotive Issue - Metra/PSA	15	-	-	-	1	7	4	1	19	4	7	8	8	74
Primary	3	-	-	-	0	2	2	1	6	1	3	2	3	24
Secondary	12	-	-	-	1	4	2	1	13	3	4	6	5	50
Mechanical Failure - Foreign	1	-	-	0	-	1	-	-	-	-	-	-	-	2
Passenger Train Interference - Total	2	-	0	0	0	3	0	1	1	2	-	0	-	10
Passenger Train Interference - Metra/PSA	-	-	0	0	-	2	0	0	1	-	-	0	-	4
Passenger Train Interference - Foreign	2	-	-	-	0	0	-	0	0	2	-	-	-	6
Accident - Total	6	1	-	-	-	9	2	0	1	3	8	13	2	46
Accident - Metra/PSA	6	1	-	-	-	4	2	0	1	2	7	7	0	30
Accident - Foreign	-	-	-	-	-	5	1	-	0	1	1	6	1	16
Track Work - Total	25	9	1	8	-	5	3	0	12	1	10	3	9	86
Track Work - Metra/PSA	16	9	1	8	-	5	3	0	12	1	10	3	9	78
Track Work - Foreign	8	-	-	-	-	-	-	-	-	-	-	-	-	8
Human Error - Total	15	3	1	2	2	10	7	2	9	6	6	4	7	73
Human Error - Metra/PSA	12	3	1	2	0	6	5	2	9	4	5	3	7	58
Human Error - Foreign	4	0	-	-	2	4	1	0	1	2	1	1	-	16
PTC Related - Total	7	-	-	-	0	-	-	0	1	1	-	4	1	14
PTC Related - Metra/PSA	7	-	-	-	-	-	-	0	1	-	-	4	1	13
PTC Related - Foreign	-	-	-	-	0	-	-	-	-	1	-	-	-	1
Weather - Total	3	0	-	0	0	4	3	1	3	-	4	4	4	26
Weather - Metra/PSA	3	0	-	0	-	4	3	1	3	-	4	4	4	25
Weather - Foreign	-	-	-	-	0	-	-	-	-	-	-	-	-	0
Passenger Related - Total	13	12	0	3	-	23	13	1	15	1	21	19	18	141
Obstruction/Debris - Total	9	2	2	4	-	9	3	2	6	7	2	8	5	58
Catenary Failure - Total	-	2	0	1	-	-	-	-	-	-	-	-	-	4
Other - Total	-	-	0	0	0	1	0	-	1	0	1	-	0	4
Total Trains Delayed	141	38	6	21	12	100	57	23	89	43	67	75	86	757
Total Metra/PSA Delays	103	38	6	20	2	77	44	12	84	21	64	64	65	600
Total Foreign Carrier Delays	38	0	0	0	10	23	12	11	5	22	3	11	21	157

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

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

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 5.c: Train Delays by Cause and Line
August 2020 Compared to Average August Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(15)	-	-	-	(1)	(6)	2	(6)	(1)	3	(0)	1	0	(23)
Freight Interference - Peak	(7)	-	-	-	(0)	(2)	(2)	(1)	-	9	(0)	(0)	2	(2)
Primary	(4)	-	-	-	1	(2)	(0)	0	0	6	(0)	0	3	5
Secondary	(3)	-	-	-	(1)	(1)	(2)	(1)	(0)	2	-	(0)	(1)	(7)
Freight Interference - Off-Peak	(7)	-	-	-	(1)	(4)	4	(6)	(1)	(5)	(0)	1	(2)	(21)
Primary	(6)	-	-	-	(1)	(1)	6	(5)	(1)	(5)	(0)	(1)	(1)	(15)
Secondary	(2)	-	-	-	-	(3)	(1)	(1)	-	0	-	2	(1)	(6)
Signal/Switch Failure - Total	(17)	(2)	(1)	2	-	(16)	1	(4)	(9)	(3)	(4)	(7)	(8)	(68)
Signal/Switch Failure - Metra/PSA	(11)	(2)	(1)	2	(0)	(13)	3	(3)	(9)	(1)	(4)	(5)	(8)	(53)
Primary	(9)	(1)	(1)	2	(0)	(7)	7	(2)	(5)	(0)	(2)	(2)	(3)	(23)
Secondary	(2)	(1)	(0)	0	-	(6)	(5)	(1)	(4)	(0)	(3)	(3)	(4)	(30)
Signal/Switch Failure - Foreign	(6)	-	-	-	0	(3)	(2)	(1)	-	(2)	-	(2)	(0)	(15)
Primary	(3)	-	-	-	0	(2)	(2)	(1)	-	(2)	-	(1)	(0)	(11)
Secondary	(2)	-	-	-	(0)	(1)	-	(0)	-	-	-	(1)	-	(5)
Mechanical Failure - Total	(22)	(3)	(0)	(1)	-	(5)	(2)	(2)	(17)	(4)	(8)	(8)	(11)	(84)
Mechanical Failure - Metra/PSA	(21)	(3)	(0)	(1)	-	(5)	(2)	(2)	(17)	(4)	(8)	(8)	(11)	(83)
Non-Locomotive Equipment Issue - Metra/PSA	(8)	(3)	(0)	(1)	-	(1)	(1)	(0)	(0)	(0)	(3)	(2)	(5)	(26)
Primary	(1)	(0)	-	(0)	-	(1)	(1)	(0)	(0)	(0)	(2)	(1)	(2)	(9)
Secondary	(6)	(3)	(0)	(0)	-	(0)	(0)	-	(0)	(0)	(1)	(1)	(3)	(16)
Locomotive Issue - Metra/PSA	(13)	-	-	-	-	(4)	(1)	(1)	(17)	(4)	(5)	(6)	(6)	(57)
Primary	(1)	-	-	-	1	(1)	(1)	(1)	(4)	(1)	(2)	(1)	(2)	(14)
Secondary	(12)	-	-	-	(1)	(2)	0	(1)	(13)	(3)	(3)	(5)	(4)	(43)
Mechanical Failure - Foreign	(1)	-	-	(0)	-	(1)	-	-	-	-	-	-	-	(2)
Passenger Train Interference - Total	(2)	-	(0)	(0)	1	(3)	(0)	(1)	(1)	(2)	-	7	1	(1)
Passenger Train Interference - Metra/PSA	-	-	(0)	(0)	-	(2)	(0)	(0)	(1)	-	-	7	1	4
Passenger Train Interference - Foreign	(2)	-	-	-	1	(0)	-	(0)	(0)	(2)	-	-	-	(5)
Accident - Total	(6)	(1)	-	-	-	(9)	2	(0)	(1)	(3)	(8)	(4)	4	(27)
Accident - Metra/PSA	(6)	(1)	-	-	-	(4)	2	(0)	(1)	(2)	(7)	2	6	(11)
Accident - Foreign	-	-	-	-	-	(5)	(1)	-	(0)	(1)	(1)	(6)	(1)	(16)
Track Work - Total	(22)	(2)	(1)	(8)	2	(4)	3	(0)	(10)	7	(10)	(3)	(8)	(56)
Track Work - Metra/PSA	(13)	(2)	(1)	(8)	-	(4)	3	(0)	(10)	4	(10)	(3)	(8)	(53)
Track Work - Foreign	(8)	-	-	-	2	-	-	-	-	3	-	-	-	(3)
Human Error - Total	(8)	(2)	(1)	(2)	1	(6)	(5)	(2)	(3)	(3)	(1)	1	(7)	(37)
Human Error - Metra/PSA	(7)	(2)	(1)	(2)	1	(3)	(3)	(2)	(3)	(2)	0	0	(7)	(30)
Human Error - Foreign	(2)	(0)	-	-	0	(3)	(1)	(0)	(1)	(1)	(1)	1	-	(8)
PTC Related - Total	(7)	2	-	2	(0)	-	5	2	1	4	-	(4)	8	13
PTC Related - Metra/PSA	(7)	2	-	2	-	-	5	1	1	3	-	(4)	8	11
PTC Related - Foreign	-	-	-	-	(0)	-	-	1	-	1	-	-	-	2
Weather - Total	-	27	11	20	2	(2)	14	3	25	4	5	5	8	122
Weather - Metra/PSA	-	27	11	20	2	(2)	14	3	25	4	5	5	8	123
Weather - Foreign	-	-	-	-	(0)	-	-	-	-	-	-	-	-	(0)
Passenger Related - Total	(12)	(7)	(0)	(3)	-	(22)	(12)	(1)	(12)	(1)	(20)	(15)	(7)	(114)
Obstruction/Debris - Total	(9)	2	(1)	(2)	-	(6)	3	(1)	(3)	(5)	7	(8)	(5)	(27)
Catenary Failure - Total	-	(2)	(0)	(1)	-	-	-	-	-	-	-	-	-	(4)
Other - Total	-	1	(0)	(0)	(0)	(1)	(0)	-	(1)	(0)	(1)	1	(0)	(2)
Total Trains Delayed	(120)	12	7	6	4	(80)	10	(12)	(35)	(2)	(41)	(33)	(24)	(307)
Total Metra/PSA Delays	-87	12	7	7	2	-62	12	-4	-32	-4	-38	-28	-23	-238
Total Foreign Carrier Delays	-33	0	0	0	2	-18	-1	-8	-3	2	-3	-5	-1	-69

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

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

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.a: Train Delays by Cause and Line - YTD
January - August 2020

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	19	-	-	-	24	22	100	17	15	50	8	18	90	363
Freight Interference - Peak	2	-	-	-	24	4	14	12	3	26	6	6	33	130
Primary	2	-	-	-	22	4	14	8	3	19	4	6	24	106
Secondary	-	-	-	-	2	-	-	4	-	7	2	-	9	24
Freight Interference - Off-Peak	17	-	-	-	-	18	86	5	12	24	2	12	57	233
Primary	16	-	-	-	-	15	70	4	10	15	-	8	40	178
Secondary	1	-	-	-	-	3	16	1	2	9	2	4	17	55
Signal/Switch Failure - Total	30	27	27	23	12	65	46	66	77	34	10	28	20	465
Signal/Switch Failure - Metra/PSA	19	27	27	23	2	57	45	10	72	13	9	18	20	342
Primary	14	21	18	20	2	42	40	8	51	9	9	11	15	260
Secondary	5	6	9	3	-	15	5	2	21	4	-	7	5	82
Signal/Switch Failure - Foreign	11	-	-	-	10	8	1	56	5	21	1	10	-	123
Primary	11	-	-	-	10	6	1	54	4	14	-	10	-	110
Secondary	-	-	-	-	-	2	-	2	1	7	1	-	-	13
Mechanical Failure - Total	59	13	5	2	2	54	55	11	39	12	24	21	29	326
Mechanical Failure - Metra/PSA	59	2	3	1	2	47	55	11	39	12	24	21	29	305
Non-Locomotive Equipment Issue - Metra/PSA	27	2	3	1	-	13	8	3	9	11	16	9	11	113
Primary	10	1	2	1	-	4	4	3	2	7	9	5	9	57
Secondary	17	1	1	-	-	9	4	-	7	4	7	4	2	56
Locomotive Issue - Metra/PSA	32	-	-	-	2	34	47	8	30	1	8	12	18	192
Primary	13	-	-	-	2	12	18	2	18	1	6	4	11	87
Secondary	19	-	-	-	-	22	29	6	12	-	2	8	7	105
Mechanical Failure - Foreign	-	11	2	1	-	7	-	-	-	-	-	-	-	21
Passenger Train Interference - Total	-	1	-	1	2	9	2	4	1	3	-	7	1	31
Passenger Train Interference - Metra/PSA	-	-	-	-	-	7	2	4	-	1	-	7	1	22
Passenger Train Interference - Foreign	-	1	-	1	2	2	-	-	1	2	-	-	-	9
Accident - Total	20	1	-	11	-	24	18	-	7	7	-	22	43	153
Accident - Metra/PSA	17	-	-	11	-	20	14	-	6	7	-	19	36	130
Accident - Foreign	3	1	-	-	-	4	4	-	1	-	-	3	7	23
Track Work - Total	53	61	4	17	5	25	18	1	58	23	20	10	18	313
Track Work - Metra/PSA	53	61	4	17	1	23	18	1	58	8	20	9	18	291
Track Work - Foreign	-	-	-	-	4	2	-	-	-	15	-	1	-	22
Human Error - Total	46	31	7	9	10	61	38	18	49	9	26	43	18	365
Human Error - Metra/PSA	37	31	7	9	4	50	32	13	49	4	26	30	17	309
Human Error - Foreign	9	-	-	-	6	11	6	5	-	5	-	13	1	56
PTC Related - Total	3	36	6	19	24	5	15	19	40	15	20	12	23	237
PTC Related - Metra/PSA	2	36	6	19	8	4	15	11	36	8	20	11	23	199
PTC Related - Foreign	1	-	-	-	16	1	-	8	4	7	-	1	-	38
Weather - Total	16	49	17	24	5	20	54	10	67	7	17	33	23	342
Weather - Metra/PSA	16	49	17	24	5	20	54	10	66	6	17	32	23	339
Weather - Foreign	-	-	-	-	-	-	-	-	1	1	-	1	-	3
Passenger Related - Total	18	59	7	1	2	14	29	-	42	1	11	36	44	264
Obstruction/Debris - Total	25	49	5	38	4	21	39	15	93	3	27	71	33	423
Catenary Failure - Total	-	28	8	11	-	-	-	-	-	-	-	-	-	47
Other - Total	1	5	1	7	-	2	2	2	6	1	-	6	-	33
Total Trains Delayed	290	360	87	163	90	322	416	163	494	165	163	307	342	3,362
Total Metra/PSA Delays	247	347	85	161	28	265	305	77	467	64	154	260	244	2,704
Total Foreign Carrier Delays	43	13	2	2	62	57	111	86	27	101	9	47	98	658

Data for current month is final (09/25/2020) version of TOPS

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

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

Table 6.b: Train Delays by Cause and Line - YTD
January - August Average Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded														
Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	117	-	0	-	37	92	69	59	43	98	9	52	171	747
Freight Interference - Peak	44	-	0	-	32	21	20	21	11	33	2	29	56	271
Primary	26	-	-	-	26	13	12	16	7	23	1	14	26	164
Secondary	19	-	0	-	6	8	8	5	3	10	1	16	30	106
Freight Interference - Off-Peak	73	-	-	-	5	71	48	38	32	66	6	22	115	476
Primary	57	-	-	-	4	44	31	33	26	48	4	16	88	351
Secondary	15	-	-	-	0	27	17	5	7	18	3	6	27	125
Signal/Switch Failure - Total	172	60	26	26	22	139	95	51	87	78	24	49	79	908
Signal/Switch Failure - Metra/PSA	92	60	26	26	2	110	78	28	86	27	24	34	68	662
Primary	63	40	20	20	2	66	54	20	65	18	13	19	31	430
Secondary	29	20	6	6	0	44	24	8	21	9	11	15	37	232
Signal/Switch Failure - Foreign	80	-	-	-	19	29	17	23	1	51	-	15	11	246
Primary	61	-	-	-	16	15	12	14	1	33	-	8	8	168
Secondary	19	-	-	-	4	14	5	9	-	18	-	7	3	79
Mechanical Failure - Total	149	23	5	4	5	122	73	25	142	28	77	79	89	821
Mechanical Failure - Metra/PSA	147	21	4	3	5	112	73	24	142	28	77	79	89	802
Non-Locomotive Equipment Issue - Metra/PSA	51	21	4	3	1	15	12	4	17	9	22	29	41	229
Primary	21	6	2	1	1	9	6	2	9	5	13	15	19	107
Secondary	30	15	3	2	0	6	7	2	8	4	9	14	22	122
Locomotive Issue - Metra/PSA	96	-	-	-	4	97	60	20	125	18	55	50	48	574
Primary	29	-	-	-	3	28	23	6	39	8	19	16	17	187
Secondary	67	-	-	-	1	68	38	14	86	10	36	34	31	386
Mechanical Failure - Foreign	2	3	1	1	0	11	0	1	-	-	-	-	-	18
Passenger Train Interference - Total	21	4	2	3	8	25	3	9	3	28	0	1	3	110
Passenger Train Interference - Metra/PSA	2	2	1	1	0	17	1	8	3	2	0	1	3	40
Passenger Train Interference - Foreign	19	2	1	2	8	8	2	1	1	27	-	-	0	70
Accident - Total	60	35	8	9	2	31	40	12	24	9	38	65	33	367
Accident - Metra/PSA	57	22	6	9	1	23	38	10	20	4	37	57	16	301
Accident - Foreign	3	13	2	-	1	8	2	2	4	5	1	7	17	66
Track Work - Total	114	40	10	25	9	73	23	9	72	10	49	42	54	529
Track Work - Metra/PSA	99	40	10	25	9	71	21	8	72	8	49	42	54	508
Track Work - Foreign	15	-	-	-	-	1	2	0	-	2	-	-	-	20
Human Error - Total	133	25	11	15	16	83	45	21	57	28	48	52	57	590
Human Error - Metra/PSA	77	24	11	14	3	51	29	10	56	9	38	34	39	395
Human Error - Foreign	56	1	-	0	14	32	16	11	1	18	10	17	19	196
PTC Related - Total	28	3	1	2	0	3	1	1	23	2	25	19	33	142
PTC Related - Metra/PSA	26	3	1	2	-	3	1	1	23	1	25	19	32	137
PTC Related - Foreign	1	-	-	-	0	-	-	-	-	1	-	1	1	5
Weather - Total	136	89	29	36	3	77	52	15	93	11	52	60	45	699
Weather - Metra/PSA	136	89	29	36	3	75	52	15	93	10	52	60	44	693
Weather - Foreign	0	-	-	-	0	2	0	-	0	1	-	-	1	5
Passenger Related - Total	78	70	11	15	1	97	82	7	101	6	92	124	118	802
Obstruction/Debris - Total	73	24	10	24	3	36	31	12	48	25	24	62	64	435
Catenary Failure - Total	-	16	4	12	-	-	-	-	-	-	-	-	-	32
Other - Total	5	1	2	2	0	5	5	1	5	2	3	6	4	43
Total Trains Delayed	1,085	390	120	171	107	784	520	222	698	326	440	609	752	6,224
Total Metra/PSA Delays	790	371	116	169	27	600	412	125	648	122	420	517	532	4,848
Total Foreign Carrier Delays	295	19	4	3	80	184	108	97	50	204	20	92	220	1,376

Data for current month is final (10/21/2019) version of TOPS

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

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

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 6.c: Train Delays by Cause and Line - YTD
January - August 2020 Compared to Average January - August Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	SYSTEM
Freight Interference - Total	(98)	-	(0)	-	(13)	(70)	31	(42)	(28)	(48)	(1)	(34)	(81)	(384)
Freight Interference - Peak	(42)	-	(0)	-	(8)	(17)	(6)	(9)	(8)	(7)	4	(23)	(23)	(141)
Primary	(24)	-	-	-	(4)	(9)	2	(8)	(4)	(4)	3	(8)	(2)	(58)
Secondary	(19)	-	(0)	-	(4)	(8)	(8)	(1)	(3)	(3)	1	(16)	(21)	(82)
Freight Interference - Off-Peak	(56)	-	-	-	(5)	(53)	38	(33)	(20)	(42)	(4)	(10)	(58)	(243)
Primary	(41)	-	-	-	(4)	(29)	39	(29)	(16)	(33)	(4)	(8)	(48)	(173)
Secondary	(14)	-	-	-	(0)	(24)	(1)	(4)	(5)	(9)	(1)	(2)	(10)	(70)
Signal/Switch Failure - Total	(142)	(33)	1	(3)	(10)	(74)	(49)	15	(10)	(44)	(14)	(21)	(59)	(443)
Signal/Switch Failure - Metra/PSA	(73)	(33)	1	(3)	(0)	(53)	(33)	(18)	(14)	(14)	(15)	(16)	(48)	(320)
Primary	(49)	(19)	(2)	0	-	(24)	(14)	(12)	(14)	(9)	(4)	(8)	(16)	(170)
Secondary	(24)	(14)	3	(3)	(0)	(29)	(19)	(6)	0	(5)	(11)	(8)	(32)	(150)
Signal/Switch Failure - Foreign	(69)	-	-	-	(9)	(21)	(16)	33	4	(30)	1	(5)	(11)	(123)
Primary	(50)	-	-	-	(6)	(9)	(11)	40	3	(19)	-	2	(8)	(58)
Secondary	(19)	-	-	-	(4)	(12)	(5)	(7)	1	(11)	1	(7)	(3)	(66)
Mechanical Failure - Total	(90)	(10)	(0)	(2)	(3)	(68)	(18)	(14)	(103)	(16)	(53)	(58)	(60)	(495)
Mechanical Failure - Metra/PSA	(88)	(19)	(1)	(2)	(3)	(65)	(18)	(13)	(103)	(16)	(53)	(58)	(60)	(497)
Non-Locomotive Equipment Issue - Metra/PSA	(24)	(19)	(1)	(2)	(1)	(2)	(4)	(1)	(8)	2	(6)	(20)	(30)	(116)
Primary	(11)	(5)	0	-	(1)	(5)	(2)	1	(7)	2	(4)	(10)	(10)	(50)
Secondary	(13)	(14)	(2)	(2)	(0)	3	(3)	(2)	(1)	-	(2)	(10)	(20)	(66)
Locomotive Issue - Metra/PSA	(64)	-	-	-	(2)	(63)	(13)	(12)	(95)	(17)	(47)	(38)	(30)	(382)
Primary	(16)	-	-	-	(1)	(16)	(5)	(4)	(21)	(7)	(13)	(12)	(6)	(100)
Secondary	(48)	-	-	-	(1)	(46)	(9)	(8)	(74)	(10)	(34)	(26)	(24)	(281)
Mechanical Failure - Foreign	(2)	8	1	0	(0)	(4)	(0)	(1)	-	-	-	-	-	3
Passenger Train Interference - Total	(21)	(3)	(2)	(2)	(6)	(16)	(1)	(5)	(2)	(25)	(0)	6	(2)	(79)
Passenger Train Interference - Metra/PSA	(2)	(2)	(1)	(1)	(0)	(10)	1	(4)	(3)	(1)	(0)	6	(2)	(18)
Passenger Train Interference - Foreign	(19)	(1)	(1)	(1)	(6)	(6)	(2)	(1)	0	(25)	-	-	(0)	(61)
Accident - Total	(40)	(34)	(8)	2	(2)	(7)	(22)	(12)	(17)	(2)	(38)	(43)	10	(214)
Accident - Metra/PSA	(40)	(22)	(6)	2	(1)	(3)	(24)	(10)	(14)	3	(37)	(38)	20	(171)
Accident - Foreign	-	(12)	(2)	-	(1)	(4)	2	(2)	(3)	(5)	(1)	(4)	(10)	(43)
Track Work - Total	(61)	21	(6)	(8)	(4)	(48)	(5)	(8)	(14)	13	(29)	(32)	(36)	(216)
Track Work - Metra/PSA	(46)	21	(6)	(8)	(8)	(48)	(3)	(7)	(14)	0	(29)	(33)	(36)	(217)
Track Work - Foreign	(15)	-	-	-	4	1	(2)	(0)	-	13	-	1	-	2
Human Error - Total	(87)	6	(4)	(6)	(6)	(22)	(7)	(3)	(8)	(19)	(22)	(9)	(39)	(225)
Human Error - Metra/PSA	(40)	7	(4)	(5)	1	(1)	3	3	(7)	(5)	(12)	(4)	(22)	(86)
Human Error - Foreign	(47)	(1)	-	(0)	(8)	(21)	(10)	(6)	(1)	(13)	(10)	(4)	(18)	(140)
PTC Related - Total	(25)	33	5	17	24	2	14	18	17	13	(5)	(7)	(10)	95
PTC Related - Metra/PSA	(24)	33	5	17	8	1	14	10	13	7	(5)	(8)	(9)	62
PTC Related - Foreign	(0)	-	-	-	16	1	-	8	4	6	-	0	(1)	33
Weather - Total	(120)	(40)	(12)	(12)	2	(57)	2	(5)	(26)	(4)	(35)	(27)	(22)	(357)
Weather - Metra/PSA	(120)	(40)	(12)	(12)	2	(55)	2	(5)	(27)	(4)	(35)	(28)	(21)	(354)
Weather - Foreign	(0)	-	-	-	(0)	(2)	(0)	-	1	(0)	-	1	(1)	(2)
Passenger Related - Total	(60)	(11)	(4)	(14)	1	(83)	(53)	(7)	(59)	(5)	(81)	(88)	(74)	(538)
Obstruction/Debris - Total	(48)	25	(5)	14	1	(15)	8	3	45	(22)	3	9	(31)	(12)
Catenary Failure - Total	-	12	4	(1)	-	-	-	-	-	-	-	-	-	15
Other - Total	(4)	4	(1)	5	(0)	(3)	(3)	1	1	(1)	(3)	0	(4)	(10)
Total Trains Delayed	(795)	(30)	(33)	(8)	(17)	(462)	(104)	(59)	(204)	(161)	(277)	(302)	(410)	(2,862)
Total Metra/PSA Delays	-543	-24	-31	-8	1	-335	-107	-48	-181	-58	-266	-257	-288	-2,144
Total Foreign Carrier Delays	-252	-6	-2	-1	-18	-127	3	-11	-23	-103	-11	-45	-122	-718

Data for current month is final (09/25/2020) version of TOPS

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Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

**Table 7.a: Train Delays by Cause and Month
2020**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug
Freight Interference - Total	55	52	58	18	12	37	63	68					363 10.8%
Freight Interference - Peak	19	13	20	6	3	12	24	33					130 3.9%
Primary	13	10	13	6	3	12	22	27					106 3.2%
Secondary	6	3	7	-	-	-	2	6					24 0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35					233 6.9%
Primary	26	31	26	11	8	18	30	28					178 5.3%
Secondary	10	8	12	1	1	7	9	7					55 1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32					465 13.8%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29					342 10.2%
Primary	52	46	28	18	20	29	39	28					260 7.7%
Secondary	18	31	8	2	4	6	12	1					82 2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3					123 3.7%
Primary	15	61	10	2	6	9	4	3					110 3.3%
Secondary	2	8	1	-	1	-	1	-					13 0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21					326 9.7%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21					305 9.1%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4					113 3.4%
Primary	12	16	5	4	3	3	10	4					57 1.7%
Secondary	17	29	6	2	1	-	1	-					56 1.7%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17					192 5.7%
Primary	16	18	15	5	7	6	10	10					87 2.6%
Secondary	48	29	11	4	2	2	2	7					105 3.1%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-					21 0.6%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9					31 0.9%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8					22 0.7%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1					9 0.3%
Accident - Total	57	18	20	4	5	5	25	19					153 4.6%
Accident - Metra/PSA	57	17	13	4	1	1	18	19					130 3.9%
Accident - Foreign	-	1	7	-	4	4	7	-					23 0.7%
Track Work - Total	41	46	38	18	41	59	40	30					313 9.3%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25					291 8.7%
Track Work - Foreign	1	3	4	5	1	3	-	5					22 0.7%
Human Error - Total	103	99	42	14	17	18	36	36					365 10.9%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28					309 9.2%
Human Error - Foreign	6	19	3	4	-	4	12	8					56 1.7%
PTC Related - Total	43	36	21	28	29	20	33	27					237 7.0%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24					199 5.9%
PTC Related - Foreign	4	4	7	9	-	4	7	3					38 1.1%
Weather - Total	33	89	4	7	24	11	26	148					342 10.2%
Weather - Metra/PSA	32	89	4	7	23	10	26	148					339 10.1%
Weather - Foreign	1	-	-	-	1	1	-	-					3 0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27					264 7.9%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31					423 12.6%
Catenary Failure - Total	21	-	25	-	-	-	1	-					47 1.4%
Other - Total	11	8	3	3	1	-	5	2					33 1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450					3,362 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362					2,704 80.4%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88					658 19.6%

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

**Table 7.b: Train Delays by Cause and Month
2019**

Top 2 causes for each month and year-to-date are shaded

Cause Category	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan - Aug	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	796	10.1%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	293	3.7%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	177	2.2%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	116	1.5%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	503	6.4%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	332	4.2%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	171	2.2%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	1,146	14.5%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	829	10.5%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	585	7.4%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	244	3.1%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	317	4.0%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	225	2.8%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	92	1.2%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	904	11.4%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	885	11.2%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	257	3.3%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	122	1.5%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	135	1.7%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	628	7.9%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	190	2.4%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	438	5.5%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	19	0.2%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	112	1.4%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	28	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	84	1.1%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	498	6.3%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	307	3.9%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	191	2.4%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	553	7.0%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	538	6.8%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	15	0.2%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	805	10.2%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	484	6.1%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	321	4.1%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	538	6.8%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	517	6.5%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	21	0.3%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,227	15.5%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,221	15.4%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	789	10.0%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	501	6.3%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	7	0.1%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	27	0.3%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	7,903	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	6,131	77.6%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,772	22.4%

Data for current month is final (10/21/2019) version of TOPS

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

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

Effective January 2020, Metra has updated the delay cause categories in this table; totals by cause category for prior years may not match what was previously reported.

Table 8: Train Delays by Duration
August 2020

<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
Weekday Peak *														
6-10	0	1	1	2	6	0	13	4	5	14	2	2	6	56
11-15	2	2	0	1	4	0	4	2	3	4	1	2	4	29
16-20	1	1	0	1	3	1	3	1	2	2	0	1	0	16
21+	1	5	2	0	3	3	2	4	9	6	2	9	6	52
Annulled	<u>1</u>	<u>6</u>	<u>4</u>	<u>5</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>25</u>
Sub-Total	5	15	7	9	16	6	23	11	19	28	9	14	16	178
Weekday Off-Peak **														
6-10	4	9	1	2	0	3	14	0	11	6	0	9	11	70
11-15	5	2	1	0	0	1	8	0	6	3	3	5	10	44
16-20	0	1	0	0	0	2	8	0	3	3	2	1	3	23
21+	1	8	0	3	0	4	4	0	10	1	6	7	15	59
Annulled	<u>3</u>	<u>5</u>	<u>4</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>1</u>	<u>1</u>	<u>31</u>
Sub-Total	13	25	6	15	0	10	34	0	32	13	16	23	40	227
Saturday														
6-10	1	3	0	2	0	0	1	0	1	0	0	2	2	12
11-15	0	0	0	0	0	0	4	0	1	0	0	0	1	6
16-20	0	0	0	1	0	0	2	0	0	0	0	0	0	3
21+	0	1	0	0	0	1	3	0	0	0	1	0	1	7
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-Total	1	4	0	3	0	1	10	0	2	0	1	2	4	28
Sunday-Holiday														
6-10	2	4	0	0	0	3	0	0	1	0	0	0	1	11
11-15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16-20	0	1	0	0	0	0	0	0	0	0	0	1	0	2
21+	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Sub-Total	2	6	0	0	0	3	0	0	1	0	0	3	2	17
August 2020 Total														
6-10	7	17	2	6	6	6	28	4	18	20	2	13	20	149
11-15	7	5	1	1	4	1	16	2	10	7	4	7	15	80
16-20	1	3	0	2	3	3	13	1	5	5	2	3	3	44
21+	2	14	2	3	3	8	9	4	19	7	9	17	23	120
Annulled	<u>4</u>	<u>11</u>	<u>8</u>	<u>15</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>9</u>	<u>2</u>	<u>1</u>	<u>57</u>
TOTAL	21	50	13	27	16	20	67	11	54	41	26	42	62	450
2020 Year-to-Date														
6-10	103	171	45	58	39	144	175	75	258	72	50	111	97	1,398
11-15	61	45	11	16	22	51	91	35	91	29	37	53	78	620
16-20	32	33	5	11	12	23	45	18	46	16	17	31	39	328
21+	39	63	14	30	17	67	77	34	69	38	28	80	96	652
Annulled	<u>55</u>	<u>48</u>	<u>12</u>	<u>48</u>	<u>0</u>	<u>37</u>	<u>28</u>	<u>1</u>	<u>30</u>	<u>10</u>	<u>31</u>	<u>32</u>	<u>32</u>	<u>364</u>
TOTAL	290	360	87	163	90	322	416	163	494	165	163	307	342	3,362
Share of Delays by Duration														
<i>Minutes</i>	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
August 2020 Total														
6-10	33.3%	34.0%	15.4%	22.2%	37.5%	30.0%	41.8%	36.4%	33.3%	48.8%	7.7%	31.0%	32.3%	33.1%
11-15	33.3%	10.0%	7.7%	3.7%	25.0%	5.0%	23.9%	18.2%	18.5%	17.1%	15.4%	16.7%	24.2%	17.8%
16-20	4.8%	6.0%	0.0%	7.4%	18.8%	15.0%	19.4%	9.1%	9.3%	12.2%	7.7%	7.1%	4.8%	9.8%
21+	9.5%	28.0%	15.4%	11.1%	18.8%	40.0%	13.4%	36.4%	35.2%	17.1%	34.6%	40.5%	37.1%	26.7%
Annulled	<u>19.0%</u>	<u>22.0%</u>	<u>61.5%</u>	<u>55.6%</u>	<u>0.0%</u>	<u>10.0%</u>	<u>1.5%</u>	<u>0.0%</u>	<u>3.7%</u>	<u>4.9%</u>	<u>34.6%</u>	<u>4.8%</u>	<u>1.6%</u>	<u>12.7%</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%
2020 Year-to-Date Delays By Duration														
6-10	35.5%	47.5%	51.7%	35.6%	43.3%	44.7%	42.1%	46.0%	52.2%	43.6%	30.7%	36.2%	28.4%	41.6%
11-15	21.0%	12.5%	12.6%	9.8%	24.4%	15.8%	21.9%	21.5%	18.4%	17.6%	22.7%	17.3%	22.8%	18.4%
16-20	11.0%	9.2%	5.7%	6.7%	13.3%	7.1%	10.8%	11.0%	9.3%	9.7%	10.4%	10.1%	11.4%	9.8%
21+	13.4%	17.5%	16.1%	18.4%	18.9%	20.8%	18.5%	20.9%	14.0%	23.0%	17.2%	26.1%	28.1%	19.4%
Annulled	<u>19.0%</u>	<u>13.3%</u>	<u>13.8%</u>	<u>29.4%</u>	<u>0.0%</u>	<u>11.5%</u>	<u>6.7%</u>	<u>0.6%</u>	<u>6.1%</u>	<u>6.1%</u>	<u>19.0%</u>	<u>10.4%</u>	<u>9.4%</u>	<u>10.8%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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

Data for most recent month is final (09/25/2020) version from TOPS.