

On-Time Performance

April 2020



Prepared by the Division of Strategic Planning & Performance

On-Time Performance April 2020

This report presents an analysis of April 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.

Under the alternate schedule, Metra operated between 375 and 377 scheduled revenue trains each weekday in April, which is a reduction of about 46 percent from Metra's normal weekday service of 692 scheduled revenue trains. As a result, the total number of Metra revenue trains operated in April 2020 is about 40 percent lower than in April 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 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
April 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	484	2	99.6%	419	4	99.0%	903	6	99.3%	120	0	100.0%	80	0	100.0%	1,103	6	99.5%	
Elec																			
-ML	286	3	99.0%	714	7	99.0%	1,000	10	99.0%	160	1	99.4%	80	0	100.0%	1,240	11	99.1%	
-BI	66	0	100.0%	154	1	99.4%	220	1	99.5%	32	0	100.0%	--	--		252	1	99.6%	
-SC	<u>154</u>	<u>0</u>	100.0%	<u>572</u>	<u>6</u>	99.0%	<u>726</u>	<u>6</u>	99.2%	<u>128</u>	<u>0</u>	100.0%	<u>80</u>	<u>0</u>	100.0%	<u>934</u>	<u>6</u>	99.4%	
Subtotal	506	3	99.4%	1,440	14	99.0%	1,946	17	99.1%	320	1	99.7%	160	0	100.0%	2,426	18	99.3%	
Heritage	132	6	95.5%	22	1	95.5%	154	7	95.5%	--	--		--	--		154	7	95.5%	
Milw																			
-N	308	9	97.1%	308	10	96.8%	616	19	96.9%	80	4	95.0%	72	0	100.0%	768	23	97.0%	
-W	<u>286</u>	<u>6</u>	97.9%	<u>418</u>	<u>13</u>	96.9%	<u>704</u>	<u>19</u>	97.3%	<u>96</u>	<u>7</u>	92.7%	<u>72</u>	<u>1</u>	98.6%	<u>872</u>	<u>27</u>	96.9%	
Subtotal	594	15	97.5%	726	23	96.8%	1,320	38	97.1%	176	11	93.8%	144	1	99.3%	1,640	50	97.0%	
NCS	154	8	94.8%	154	8	94.8%	308	16	94.8%	--	--		--	--		308	16	94.8%	
RI	242	3	98.8%	602	6	99.0%	844	9	98.9%	132	1	99.2%	112	0	100.0%	1,088	10	99.1%	
SWS	154	0	100.0%	286	8	97.2%	440	8	98.2%	24	1	95.8%	--	--		464	9	98.1%	
UP																			
-N	242	3	98.8%	550	9	98.4%	792	12	98.5%	104	2	98.1%	72	3	95.8%	968	17	98.2%	
-NW	352	4	98.9%	462	7	98.5%	814	11	98.6%	136	1	99.3%	84	1	98.8%	1,034	13	98.7%	
-W	<u>264</u>	<u>1</u>	99.6%	<u>484</u>	<u>5</u>	99.0%	<u>748</u>	<u>6</u>	99.2%	<u>80</u>	<u>1</u>	98.8%	<u>72</u>	<u>1</u>	98.6%	<u>900</u>	<u>8</u>	99.1%	
Subtotal	858	8	99.1%	1,496	21	98.6%	2,354	29	98.8%	320	4	98.8%	228	5	97.8%	2,902	38	98.7%	
System	3,124	45	98.6%	5,145	85	98.3%	8,269	130	98.4%	1,092	18	98.4%	724	6	99.2%	10,085	154	98.5%	

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

Delays data for most recent month is final (05/20/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - April 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	3,830	100	97.4%	2,889	62	97.9%	6,719	162	97.6%	510	19	96.3%	360	10	97.2%	7,589	191	97.5%
Elec																		
-ML	2,766	65	97.7%	3,335	71	97.9%	6,101	136	97.8%	680	22	96.8%	360	6	98.3%	7,141	164	97.7%
-BI	828	19	97.7%	1,001	13	98.7%	1,829	32	98.3%	176	10	94.3%	40	3	92.5%	2,045	45	97.8%
-SC	<u>944</u>	<u>12</u>	98.7%	<u>2,521</u>	<u>39</u>	98.5%	<u>3,465</u>	<u>51</u>	98.5%	<u>544</u>	<u>20</u>	96.3%	<u>360</u>	<u>2</u>	99.4%	<u>4,369</u>	<u>73</u>	98.3%
Subtotal	4,538	96	97.9%	6,857	123	98.2%	11,395	219	98.1%	1,400	52	96.3%	760	11	98.6%	13,555	282	97.9%
Heritage	516	43	91.7%	86	7	91.9%	602	50	91.7%	--	--	--	--	--	--	602	50	91.7%
Milw																		
-N	1,888	95	95.0%	2,515	95	96.2%	4,403	190	95.7%	340	23	93.2%	324	7	97.8%	5,067	220	95.7%
-W	<u>1,916</u>	<u>81</u>	95.8%	<u>2,318</u>	<u>118</u>	94.9%	<u>4,234</u>	<u>199</u>	95.3%	<u>408</u>	<u>40</u>	90.2%	<u>324</u>	<u>7</u>	97.8%	<u>4,966</u>	<u>246</u>	95.0%
Subtotal	3,804	176	95.4%	4,833	213	95.6%	8,637	389	95.5%	748	63	91.6%	648	14	97.8%	10,033	466	95.4%
NCS	716	79	89.0%	830	59	92.9%	1,546	138	91.1%	--	--	--	--	--	--	1,546	138	91.1%
RI	2,371	131	94.5%	2,615	133	94.9%	4,986	264	94.7%	575	30	94.8%	518	22	95.8%	6,079	316	94.8%
SWS	830	21	97.5%	1,460	64	95.6%	2,290	85	96.3%	102	6	94.1%	--	--	--	2,392	91	96.2%
UP																		
-N	2,029	30	98.5%	3,005	41	98.6%	5,034	71	98.6%	442	8	98.2%	324	11	96.6%	5,800	90	98.4%
-NW	2,345	94	96.0%	2,426	54	97.8%	4,771	148	96.9%	578	9	98.4%	378	7	98.1%	5,727	164	97.1%
-W	<u>1,887</u>	<u>56</u>	97.0%	<u>2,462</u>	<u>67</u>	97.3%	<u>4,349</u>	<u>123</u>	97.2%	<u>340</u>	<u>3</u>	99.1%	<u>324</u>	<u>9</u>	97.2%	<u>5,013</u>	<u>135</u>	97.3%
Subtotal	6,261	180	97.1%	7,893	162	97.9%	14,154	342	97.6%	1,360	20	98.5%	1,026	27	97.4%	16,540	389	97.6%
System	22,866	826	96.4%	27,463	823	97.0%	50,329	1,649	96.7%	4,695	190	96.0%	3,312	84	97.5%	58,336	1,923	96.7%

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

Delays data for most recent month is final (05/20/2020) 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-Apr	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	93.9%	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	95.0%	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	96.0%	94.5%
	2018	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	92.0%	92.2%
	2019	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	93.7%	95.0%
	2020	97.3	96.6	97.5	99.5									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	94.1%	94.0%
Electric	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	97.2%	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	98.6%	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	97.9%	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	96.8%	98.0%
	2020	97.5	97.3	98.2	99.3									97.9%	97.9%
	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	97.8%	98.0%
Heritage	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	91.8%	90.2%
	2016	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	94.7%	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	95.4%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	90.8%	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	84.7%	87.9%
	2020	90.9	91.4	89.0	95.5									91.7%	91.7%
	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	91.4%	91.0%
Milw - 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	92.2%	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	95.5%	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	95.9%	93.8%
	2018	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	92.0%	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	90.7%	91.9%
	2020	93.3	95.7	97.6	97.0									95.7%	95.7%
	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	93.3%	93.6%
Milw - 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	94.8%	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	94.9%	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	95.7%	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	95.1%	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	94.1%	95.1%
	2020	95.8	91.7	96.4	96.9									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	94.9%	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	91.1%	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	93.2%	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	93.7%	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	92.8%	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	92.4%	94.3%
	2020	92.7	82.0	95.5	94.8									91.1%	91.1%
	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	92.6%	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-Apr	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	97.6%	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	95.3%	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	97.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	93.8%	94.8%
	2019	89.8	87.1	96.7	95.7	88.9	94.0	88.2	92.6	90.1	94.9	91.4	94.1	92.4%	92.0%
	2020	92.0	92.6	97.4	99.1									94.8%	94.8%
	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	95.2%	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	94.1%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.6%	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	96.0%	94.9%
	2018	93.9	90.5	92.0	95.4	92.4	87.1	91.9	92.7	94.8	93.6	93.1	95.2	93.0%	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	92.4%	93.0%
	2020	95.6	94.1	97.6	98.1									96.2%	96.2%
	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	94.4%	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	97.5%	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	97.7%	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	97.5%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.7%	96.6%
	2019	90.7	89.1	96.9	97.6	97.6	95.3	94.6	94.7	97.2	95.4	94.4	99.3	93.7%	95.3%
	2020	98.5	98.6	98.4	98.2									98.4%	98.4%
	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	96.6%	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	95.5%	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	97.8%	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	96.4%	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	95.1%	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	92.1%	93.0%
	2020	96.3	96.1	98.0	98.7									97.1%	97.1%
	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	95.4%	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	94.4%	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	96.3%	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	95.1%	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	92.2%	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	88.3%	92.3%
	2020	94.9	98.2	97.8	99.1									97.3%	97.3%
	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	93.3%	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	95.5%	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	96.6%	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	96.6%	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	94.7%	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	93.2%	94.6%
	2020	95.9	95.6	97.6	98.5									96.7%	96.7%
	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 (05/20/2020) 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
April 2020**

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late			
HC	918 82% OT	Fri, Apr 03	7		ZN	7 minutes PTC problems @ Romeoville - software issue
		Thu, Apr 09	25		DD	(GENERAL FREIGHT INTERFERENCE) - QSBDCI7 05 STOPPED TO OPERATE TWO SWITCHES 18 minutes stop at Corwith BNSF cross traffic, 10 minutes stop at Brighton PK NS cross traffic.
		Tue, Apr 21	37		ZN	25MIN WRONG PAPER WORK FOR UP/PTC 13 MIN SIGNAL AT BRIGHTON
		Wed, Apr 22	18		ZN	departed Joliet 14 late unable to initialize on the UP
MN	2102 77% OT	Thu, Apr 02	8		RF	1" SWITCH FAILURE A-20, X/O 2MT TO 1MT DEERFIELD TO A-20; 7" STOP SIGNAL MAYFAIR.
		Mon, Apr 06	16		D	10 FREIGHT INTERFERENCE, FOLLOWING FREIGHT TRAIN TO A-20, 6" STOP SIGNAL AT MAYFAIR.
		Tue, Apr 07	31		CG	31" CODE FAILURE RONDOUT, HANDLINE ROUTE.
		Wed, Apr 08	6		G	6" SIGNAL PROBLEMS GRAYSLAKE EAST, VERBAL PERMISSION PAST SIGNAL, RESTRICTED SPEED TO CN X-ING
		Mon, Apr 13	9		G	9" SIGNAL PROBLEMS GRAYSLAKE, VERBAL PERMISSION BY GRAYSLAKE EAST. RESTRICTED SPEED.
NCS	100 77% OT	Wed, Apr 15	15		C	15" TRACK CIRCUIT OUT AT A2
		Fri, Apr 17	11		ZP	7" DEPARTED ANTIOCH LATE DUE TO PTC ISSUES, CN DID NOT RECEIVE 101 CONSIST INFO. ZP code per 9:00 meeting
		Mon, Apr 20	33		ZP	33 min delay crew setting up PTC. Incorrect numbers assigned to trains.
		Tue, Apr 28	7		ZN	7" DEPARTED ANTIOCH LATE DUE TO DIFFICULTIES INITIALIZING PTC. INCORRECT INFO ASSIGNED BY CN
NCS	101 82% OT	Wed, Apr 29	14		D	15" FREIGHT TRAIN INTERFERENCE B-12
		Mon, Apr 20	22		ZP1	31" DEPARTING CUS DUE TO LATE ARRIVAL OF #100.
		Tue, Apr 21	6		ZN	8" DEPARTED CUS LATE DUE TO PTC ISSUES, DIFFICULTIES INITIALIZING PTC - INCORRECT INFO ASSIGNED BY CN
		Fri, Apr 24	12		ZN	8" DEPARTED CUS LATE DUE TO UNSUCCESSFUL ATTEMPTS TO INITIALIZE PTC - INCORRECT LOCO ENTERED BY CN; 4" STOPPED @ FRANKLIN PARK TO INITIALIZE PTC.
		Wed, Apr 29	10		D1	5" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF NCS 100; 5" FRANKLIN PARK INITIALIZING PTC; LAKE VILLA PTC WENT INTO RESTRICTED MODE, RESTRICTED SPEED LAKE VILLA TO ANTIOCH.

Data is final (05/20/2020) 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
April 2020

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
		Freight Interference - Total	-	-		-	-				1	2	7	
Freight Interference - Peak	-	-	-	-	1	1	2	2	-	-	-	-	-	6
Primary	-	-	-	-	1	1	2	2	-	-	-	-	-	6
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freight Interference - Off-Peak	-	-	-	-	-	1	5	2	-	1	-	3	-	12
Primary	-	-	-	-	-	1	5	1	-	1	-	3	-	11
Secondary	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Signal/Switch Failure - Total	2	1	1	1	-	5	3	-	-	3	2	1	3	22
Signal/Switch Failure - Metra/PSA	2	1	1	1	-	5	3	-	-	1	2	1	3	20
Primary	2	1	1	1	-	4	3	-	-	1	2	1	2	18
Secondary	-	-	-	-	-	1	-	-	-	-	-	-	1	2
Signal/Switch Failure - Foreign	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Primary	-	-	-	-	-	-	-	-	-	2	-	-	-	2
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mechanical Failure - Total	1	-	-	-	-	3	4	1	-	-	6	-	-	15
Mechanical Failure - Metra/PSA	1	-	-	-	-	3	4	1	-	-	6	-	-	15
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	2	-	1	-	-	3	-	-	6
Primary	-	-	-	-	-	1	-	1	-	-	2	-	-	4
Secondary	-	-	-	-	-	1	-	-	-	-	1	-	-	2
Locomotive Issue - Metra/PSA	1	-	-	-	-	1	4	-	-	-	3	-	-	9
Primary	-	-	-	-	-	1	2	-	-	-	2	-	-	5
Secondary	1	-	-	-	-	-	2	-	-	-	1	-	-	4
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Train Interference - Total	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	-	-	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accident - Total	3	-	-	-	-	-	1	-	-	-	-	-	-	4
Accident - Metra/PSA	3	-	-	-	-	-	1	-	-	-	-	-	-	4
Accident - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Track Work - Total	-	-	-	-	-	5	1	1	1	5	4	-	1	18
Track Work - Metra/PSA	-	-	-	-	-	5	1	1	1	-	4	-	1	13
Track Work - Foreign	-	-	-	-	-	-	-	-	-	5	-	-	-	5
Human Error - Total	-	1	-	1	-	2	3	1	3	-	1	2	-	14
Human Error - Metra/PSA	-	1	-	1	-	1	1	1	3	-	1	1	-	10
Human Error - Foreign	-	-	-	-	-	1	2	-	-	-	-	1	-	4
PTC Related - Total	-	4	-	1	4	-	4	9	2	-	4	-	-	28
PTC Related - Metra/PSA	-	4	-	1	-	-	4	6	-	-	4	-	-	19
PTC Related - Foreign	-	-	-	-	4	-	-	3	2	-	-	-	-	9
Weather - Total	-	-	-	-	-	3	3	-	1	-	-	-	-	7
Weather - Metra/PSA	-	-	-	-	-	3	3	-	1	-	-	-	-	7
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	-	1	-	-	-	-	1	-	-	-	-	-	3	5
Obstruction/Debris - Total	-	2	-	3	2	-	-	-	3	-	-	7	1	18
Catenary Failure - Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other - Total	-	2	-	-	-	1	-	-	-	-	-	-	-	3
Total Trains Delayed	6	11	1	6	7	23	27	16	10	9	17	13	8	154
Total Metra/PSA Delays	6	11	1	6	2	20	18	9	8	1	17	9	8	116
Total Foreign Carrier Delays	0	0	0	0	5	3	9	7	2	8	0	4	0	38

Data for current month is final (05/20/2020) 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 5.b: Train Delays by Cause and Line
Average April Over Previous Five Years: 2015-2019

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	8	-	-	-	4	11	8	7	3	8	1	5	19	74
Freight Interference - Peak	1	-	-	-	3	3	2	2	0	2	0	2	8	25
Primary	1	-	-	-	3	2	2	1	0	2	0	1	3	16
Secondary	-	-	-	-	0	1	0	1	-	0	0	1	5	9
Freight Interference - Off-Peak	7	-	-	-	1	8	5	5	3	6	0	3	11	49
Primary	6	-	-	-	1	6	4	4	3	4	0	2	7	37
Secondary	1	-	-	-	-	2	2	1	0	2	0	1	4	12
Signal/Switch Failure - Total	20	3	2	2	2	21	12	5	6	8	3	6	6	95
Signal/Switch Failure - Metra/PSA	9	3	2	2	-	15	8	1	5	3	3	3	6	60
Primary	7	3	2	2	-	9	7	1	4	2	1	2	3	41
Secondary	3	1	0	-	-	6	2	0	1	1	2	1	3	19
Signal/Switch Failure - Foreign	11	-	-	-	2	6	3	3	0	5	-	3	0	35
Primary	11	-	-	-	2	2	2	1	0	4	-	1	0	22
Secondary	0	-	-	-	0	5	2	2	-	2	-	2	-	13
Mechanical Failure - Total	11	5	1	0	-	10	5	2	9	2	5	7	6	64
Mechanical Failure - Metra/PSA	11	3	-	0	-	9	5	2	9	2	5	7	6	61
Non-Locomotive Equipment Issue - Metra/PSA	2	3	-	0	-	2	0	0	1	1	2	4	1	18
Primary	2	1	-	-	-	0	0	0	1	0	2	2	1	10
Secondary	1	2	-	0	-	1	-	0	-	1	0	2	1	8
Locomotive Issue - Metra/PSA	9	-	-	-	-	7	5	2	8	1	3	3	5	43
Primary	3	-	-	-	-	4	2	1	4	1	1	1	2	18
Secondary	5	-	-	-	-	4	3	1	4	0	2	2	3	25
Mechanical Failure - Foreign	0	1	1	0	-	1	-	-	-	-	-	-	-	3
Passenger Train Interference - Total	0	0	-	0	1	2	-	1	-	2	-	0	1	9
Passenger Train Interference - Metra/PSA	0	-	-	-	-	2	-	1	-	-	-	0	1	4
Passenger Train Interference - Foreign	0	0	-	0	1	1	-	-	-	2	-	-	-	5
Accident - Total	9	4	1	3	-	-	7	4	2	-	6	9	3	50
Accident - Metra/PSA	9	4	1	3	-	-	7	3	1	-	6	9	1	46
Accident - Foreign	-	-	-	-	-	-	-	1	1	-	-	1	2	5
Track Work - Total	14	3	1	1	1	13	3	1	7	1	11	6	6	66
Track Work - Metra/PSA	14	3	1	1	1	13	3	0	7	1	11	6	6	65
Track Work - Foreign	-	-	-	-	-	-	0	0	-	-	-	-	-	1
Human Error - Total	11	0	-	0	1	7	4	1	6	1	4	6	8	51
Human Error - Metra/PSA	3	0	-	0	0	4	2	0	6	1	3	5	4	30
Human Error - Foreign	8	-	-	-	1	3	1	1	-	1	1	1	4	21
PTC Related - Total	2	-	-	-	-	-	-	-	3	0	2	3	4	14
PTC Related - Metra/PSA	2	-	-	-	-	-	-	-	3	0	2	3	4	13
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	0	0	0
Weather - Total	4	1	0	0	-	3	1	-	3	1	2	1	-	16
Weather - Metra/PSA	4	1	0	0	-	3	1	-	3	1	2	1	-	16
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	4	5	1	1	0	5	5	1	7	2	6	12	8	57
Obstruction/Debris - Total	5	5	1	1	0	4	3	0	3	3	2	8	15	52
Catenary Failure - Total	-	0	-	0	-	-	-	-	-	-	-	-	-	0
Other - Total	0	-	-	0	0	0	1	1	-	-	0	-	-	3
Total Trains Delayed	88	27	7	9	10	77	49	23	49	28	42	63	77	551
Total Metra/PSA Delays	61	26	7	8	1	55	36	11	45	12	40	54	52	407
Total Foreign Carrier Delays	27	2	1	1	9	22	13	13	5	17	2	9	26	144

Data for current month is final (05/29/2019) 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 5.c: Train Delays by Cause and Line
April 2020 Compared to Average April Over Previous Five Years: 2015-2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(8)	-	-	-	(3)	(9)	(1)	(3)	(3)	(7)	(1)	(2)	(19)	(56)
Freight Interference - Peak	(1)	-	-	-	(2)	(2)	(0)	(0)	(0)	(2)	(0)	(2)	(8)	(19)
Primary	(1)	-	-	-	(2)	(1)	0	1	(0)	(2)	(0)	(1)	(3)	(10)
Secondary	-	-	-	-	(0)	(1)	(0)	(1)	-	(0)	(0)	(1)	(5)	(9)
Freight Interference - Off-Peak	(7)	-	-	-	(1)	(7)	(0)	(3)	(3)	(5)	(0)	-	(11)	(37)
Primary	(6)	-	-	-	(1)	(5)	1	(3)	(3)	(3)	(0)	1	(7)	(26)
Secondary	(1)	-	-	-	-	(2)	(2)	0	(0)	(2)	(0)	(1)	(4)	(11)
Signal/Switch Failure - Total	(18)	(2)	(1)	(1)	(2)	(16)	(9)	(5)	(6)	(5)	(1)	(5)	(3)	(73)
Signal/Switch Failure - Metra/PSA	(7)	(2)	(1)	(1)	-	(10)	(5)	(1)	(5)	(2)	(1)	(2)	(3)	(40)
Primary	(5)	(2)	(1)	(1)	-	(5)	(4)	(1)	(4)	(1)	1	(1)	(1)	(23)
Secondary	(3)	(1)	(0)	-	-	(5)	(2)	(0)	(1)	(1)	(2)	(1)	(2)	(17)
Signal/Switch Failure - Foreign	(11)	-	-	-	(2)	(6)	(3)	(3)	(0)	(3)	-	(3)	(0)	(33)
Primary	(11)	-	-	-	(2)	(2)	(2)	(1)	(0)	(2)	-	(1)	(0)	(20)
Secondary	(0)	-	-	-	(0)	(5)	(2)	(2)	-	(2)	-	(2)	-	(13)
Mechanical Failure - Total	(10)	(5)	(1)	(0)	-	(7)	(1)	(1)	(9)	(2)	1	(7)	(6)	(49)
Mechanical Failure - Metra/PSA	(10)	(3)	-	(0)	-	(6)	(1)	(1)	(9)	(2)	1	(7)	(6)	(46)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(3)	-	(0)	-	0	(0)	1	(1)	(1)	1	(4)	(1)	(12)
Primary	(2)	(1)	-	-	-	1	(0)	1	(1)	(0)	-	(2)	(1)	(6)
Secondary	(1)	(2)	-	(0)	-	(0)	-	(0)	-	(1)	1	(2)	(1)	(6)
Locomotive Issue - Metra/PSA	(8)	-	-	-	-	(6)	(1)	(2)	(8)	(1)	0	(3)	(5)	(34)
Primary	(3)	-	-	-	-	(3)	-	(1)	(4)	(1)	1	(1)	(2)	(13)
Secondary	(4)	-	-	-	-	(4)	(1)	(1)	(4)	(0)	(1)	(2)	(3)	(21)
Mechanical Failure - Foreign	(0)	(1)	(1)	(0)	-	(1)	-	-	-	-	-	-	-	(3)
Passenger Train Interference - Total	(0)	(0)	-	(0)	(1)	(0)	-	(1)	-	(2)	-	(0)	(1)	(7)
Passenger Train Interference - Metra/PSA	(0)	-	-	-	-	0	-	(1)	-	-	-	(0)	(1)	(2)
Passenger Train Interference - Foreign	(0)	(0)	-	(0)	(1)	(1)	-	-	-	(2)	-	-	-	(5)
Accident - Total	(6)	(4)	(1)	(3)	-	-	(6)	(4)	(2)	-	(6)	(9)	(3)	(46)
Accident - Metra/PSA	(6)	(4)	(1)	(3)	-	-	(6)	(3)	(1)	-	(6)	(9)	(1)	(42)
Accident - Foreign	-	-	-	-	-	-	-	(1)	(1)	-	-	(1)	(2)	(5)
Track Work - Total	(14)	(3)	(1)	(1)	(1)	(8)	(2)	0	(6)	4	(7)	(6)	(5)	(48)
Track Work - Metra/PSA	(14)	(3)	(1)	(1)	(1)	(8)	(2)	1	(6)	(1)	(7)	(6)	(5)	(52)
Track Work - Foreign	-	-	-	-	-	-	(0)	(0)	-	5	-	-	-	4
Human Error - Total	(11)	1	-	1	(1)	(5)	(1)	(0)	(3)	(1)	(3)	(4)	(8)	(37)
Human Error - Metra/PSA	(3)	1	-	1	(0)	(3)	(1)	1	(3)	(1)	(2)	(4)	(4)	(20)
Human Error - Foreign	(8)	-	-	-	(1)	(2)	1	(1)	-	(1)	(1)	-	(4)	(17)
PTC Related - Total	(2)	4	-	1	4	-	4	9	(1)	(0)	2	(3)	(4)	14
PTC Related - Metra/PSA	(2)	4	-	1	-	-	4	6	(3)	(0)	2	(3)	(4)	6
PTC Related - Foreign	-	-	-	-	4	-	-	3	2	-	-	(0)	(0)	9
Weather - Total	(4)	(1)	(0)	(0)	-	0	2	-	(2)	(1)	(2)	(1)	-	(9)
Weather - Metra/PSA	(4)	(1)	(0)	(0)	-	0	2	-	(2)	(1)	(2)	(1)	-	(9)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(4)	(4)	(1)	(1)	(0)	(5)	(4)	(1)	(7)	(2)	(6)	(12)	(5)	(52)
Obstruction/Debris - Total	(5)	(3)	(1)	2	2	(4)	(3)	(0)	-	(3)	(2)	(1)	(14)	(34)
Catenary Failure - Total	-	(0)	-	(0)	-	-	-	-	-	-	-	-	-	(0)
Other - Total	(0)	2	-	(0)	(0)	1	(1)	(1)	-	-	(0)	-	-	0
Total Trains Delayed	(82)	(16)	(6)	(3)	(3)	(54)	(22)	(7)	(39)	(19)	(25)	(50)	(69)	(397)
Total Metra/PSA Delays	-55	-15	-6	-2	1	-35	-18	-2	-37	-11	-23	-45	-44	-291
Total Foreign Carrier Delays	-27	-2	-1	-1	-4	-19	-4	-6	-3	-9	-2	-5	-26	-106

Data for current month is final (05/20/2020) 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.

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 - April 2020**

Top 2 causes for each line and the system are shaded

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	8	-	-	-	12	12	58	12	11	23	8	9	30	183
Freight Interference - Peak	-	-	-	-	12	3	8	7	1	4	6	3	14	58
Primary	-	-	-	-	10	3	8	3	1	2	4	3	8	42
Secondary	-	-	-	-	2	-	-	4	-	2	2	-	6	16
Freight Interference - Off-Peak	8	-	-	-	-	9	50	5	10	19	2	6	16	125
Primary	8	-	-	-	-	6	40	4	8	13	-	4	11	94
Secondary	-	-	-	-	-	3	10	1	2	6	2	2	5	31
Signal/Switch Failure - Total	20	5	10	16	5	45	24	64	59	27	5	15	7	302
Signal/Switch Failure - Metra/PSA	11	5	10	16	1	38	24	8	57	10	4	12	7	203
Primary	9	4	7	15	1	25	19	6	36	6	4	6	6	144
Secondary	2	1	3	1	-	13	5	2	21	4	-	6	1	59
Signal/Switch Failure - Foreign	9	-	-	-	4	7	-	56	2	17	1	3	-	99
Primary	9	-	-	-	4	5	-	54	2	11	-	3	-	88
Secondary	-	-	-	-	-	2	-	2	-	6	1	-	-	11
Mechanical Failure - Total	50	12	4	2	-	46	47	9	30	11	19	13	14	257
Mechanical Failure - Metra/PSA	50	1	2	1	-	40	47	9	30	11	19	13	14	237
Non-Locomotive Equipment Issue - Metra/PSA	24	1	2	1	-	11	7	1	8	10	14	7	5	91
Primary	7	1	1	1	-	2	3	1	1	6	7	4	3	37
Secondary	17	-	1	-	-	9	4	-	7	4	7	3	2	54
Locomotive Issue - Metra/PSA	26	-	-	-	-	29	40	8	22	1	5	6	9	146
Primary	7	-	-	-	-	9	15	2	11	1	4	1	4	54
Secondary	19	-	-	-	-	20	25	6	11	-	1	5	5	92
Mechanical Failure - Foreign	-	11	2	1	-	6	-	-	-	-	-	-	-	20
Passenger Train Interference - Total	-	1	-	1	1	6	2	2	1	2	-	-	-	16
Passenger Train Interference - Metra/PSA	-	-	-	-	-	4	2	2	-	1	-	-	-	9
Passenger Train Interference - Foreign	-	1	-	1	1	2	-	-	1	1	-	-	-	7
Accident - Total	17	1	-	11	-	24	6	-	3	7	-	5	25	99
Accident - Metra/PSA	17	-	-	11	-	20	3	-	3	7	-	5	25	91
Accident - Foreign	-	1	-	-	-	4	3	-	-	-	-	-	-	8
Track Work - Total	34	11	1	3	2	19	5	1	27	11	12	5	12	143
Track Work - Metra/PSA	34	11	1	3	-	19	5	1	27	-	12	5	12	130
Track Work - Foreign	-	-	-	-	2	-	-	-	-	11	-	-	-	13
Human Error - Total	28	29	4	8	4	46	30	17	33	4	16	28	11	258
Human Error - Metra/PSA	23	29	4	8	2	39	24	13	33	1	16	23	11	226
Human Error - Foreign	5	-	-	-	2	7	6	4	-	3	-	5	-	32
PTC Related - Total	3	14	1	1	21	4	7	11	34	2	17	7	6	128
PTC Related - Metra/PSA	2	14	1	1	5	3	7	8	32	1	17	7	6	104
PTC Related - Foreign	1	-	-	-	16	1	-	3	2	1	-	-	-	24
Weather - Total	8	14	6	4	-	8	32	6	30	3	7	12	3	133
Weather - Metra/PSA	8	14	6	4	-	8	32	6	30	2	7	12	3	132
Weather - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
Passenger Related - Total	13	34	7	1	1	4	23	-	25	-	5	26	15	154
Obstruction/Debris - Total	9	14	4	9	4	4	12	14	57	-	1	39	12	179
Catenary Failure - Total	-	27	8	11	-	-	-	-	-	-	-	-	-	46
Other - Total	1	2	-	6	-	2	-	2	6	1	-	5	-	25
Total Trains Delayed	191	164	45	73	50	220	246	138	316	91	90	164	135	1,923
Total Metra/PSA Delays	168	151	43	71	13	181	179	63	300	34	81	147	105	1,536
Total Foreign Carrier Delays	23	13	2	2	37	39	67	75	16	57	9	17	30	387

Data for current month is final (05/20/2020) 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 - April Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
		Top 2 causes for each line and the system are shaded												
Freight Interference - Total	49	-	-	-	18	50	37	30	23	45	5	28	93	378
Freight Interference - Peak	20	-	-	-	16	11	10	10	7	16	1	14	29	136
Primary	11	-	-	-	13	7	7	8	5	12	1	8	13	85
Secondary	9	-	-	-	2	4	3	3	2	4	1	6	16	51
Freight Interference - Off-Peak	29	-	-	-	2	39	27	19	16	29	4	13	64	242
Primary	22	-	-	-	2	25	19	17	12	21	2	9	49	178
Secondary	7	-	-	-	-	14	8	3	4	8	1	4	15	64
Signal/Switch Failure - Total	88	33	14	15	11	65	57	32	41	36	14	22	40	468
Signal/Switch Failure - Metra/PSA	49	33	14	15	2	47	47	16	41	10	14	12	33	332
Primary	31	22	10	12	1	27	34	10	29	7	6	8	13	212
Secondary	18	12	4	3	0	20	13	6	11	3	7	4	19	120
Signal/Switch Failure - Foreign	39	-	-	-	9	18	10	16	0	26	-	9	8	136
Primary	31	-	-	-	7	8	7	8	0	17	-	5	6	90
Secondary	9	-	-	-	2	10	4	7	-	9	-	4	2	47
Mechanical Failure - Total	69	12	4	2	2	72	39	15	64	10	38	37	46	412
Mechanical Failure - Metra/PSA	68	9	3	2	2	63	39	15	64	10	38	37	46	397
Non-Locomotive Equipment Issue - Metra/PSA	21	9	3	2	1	11	4	3	7	4	13	16	22	116
Primary	9	4	1	0	0	5	2	2	4	2	6	7	10	53
Secondary	12	6	2	1	0	6	2	2	3	1	6	9	12	64
Locomotive Issue - Metra/PSA	47	-	-	-	1	53	35	11	57	6	25	21	24	281
Primary	13	-	-	-	1	15	13	3	19	3	7	7	8	88
Secondary	34	-	-	-	0	38	22	9	38	3	18	14	17	192
Mechanical Failure - Foreign	1	3	1	0	0	9	0	1	-	-	-	-	-	15
Passenger Train Interference - Total	5	3	1	2	3	14	1	5	2	8	0	0	2	45
Passenger Train Interference - Metra/PSA	1	1	1	0	0	9	0	5	1	0	0	0	2	22
Passenger Train Interference - Foreign	4	2	0	1	3	5	0	0	0	7	-	-	-	23
Accident - Total	36	25	5	5	2	11	24	8	13	6	23	39	16	212
Accident - Metra/PSA	35	12	3	5	0	9	23	7	10	3	23	38	8	176
Accident - Foreign	1	13	2	-	1	2	0	1	3	3	-	1	8	36
Track Work - Total	40	16	3	6	2	25	10	5	13	3	17	13	12	165
Track Work - Metra/PSA	36	16	3	6	2	24	9	5	13	3	17	13	12	158
Track Work - Foreign	4	-	-	-	-	1	1	0	-	-	-	-	-	7
Human Error - Total	66	6	3	3	7	47	27	13	29	14	23	23	31	291
Human Error - Metra/PSA	31	6	3	3	2	28	15	6	29	2	21	18	22	186
Human Error - Foreign	35	-	-	-	6	19	12	7	-	11	2	5	9	106
PTC Related - Total	8	2	1	2	-	1	1	1	7	0	23	10	26	82
PTC Related - Metra/PSA	7	2	1	2	-	1	1	1	7	0	23	9	25	80
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	0	1	2
Weather - Total	100	75	23	31	3	55	43	12	81	10	43	48	35	557
Weather - Metra/PSA	99	75	23	31	3	52	42	12	81	9	43	48	35	552
Weather - Foreign	0	-	-	-	-	2	0	-	0	1	-	-	0	5
Passenger Related - Total	21	23	6	5	0	31	27	4	32	3	28	36	48	266
Obstruction/Debris - Total	31	10	5	11	0	21	18	7	22	10	12	28	31	206
Catenary Failure - Total	-	9	2	4	-	-	-	-	-	-	-	-	-	15
Other - Total	5	0	1	1	0	2	3	1	2	1	1	4	1	22
Total Trains Delayed	517	214	69	85	49	394	287	133	328	148	228	286	382	3,120
Total Metra/PSA Delays	381	197	66	84	11	288	224	78	302	53	221	244	263	2,412
Total Foreign Carrier Delays	136	17	3	2	38	106	62	55	26	95	7	43	119	708

Data for current month is final (05/29/2019) version of TOPS

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

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 - April 2020 Compared to Average January - April Average Over Previous Five Years: 2015-2019

Cause Category	BNSF	Electric			HER	Milw		NCS	RI	SWS	Union Pacific			SYSTEM
		ML	BI	SC		N	W				N	NW	W	
Freight Interference - Total	(41)	-	-	-	(6)	(38)	21	(18)	(12)	(22)	3	(19)	(63)	(195)
Freight Interference - Peak	(20)	-	-	-	(4)	(8)	(2)	(3)	(6)	(12)	5	(11)	(15)	(78)
Primary	(11)	-	-	-	(3)	(4)	1	(5)	(4)	(10)	3	(5)	(5)	(43)
Secondary	(9)	-	-	-	(0)	(4)	(3)	1	(2)	(2)	1	(6)	(10)	(35)
Freight Interference - Off-Peak	(21)	-	-	-	(2)	(30)	23	(14)	(6)	(10)	(2)	(7)	(48)	(117)
Primary	(14)	-	-	-	(2)	(19)	21	(13)	(4)	(8)	(2)	(5)	(38)	(84)
Secondary	(7)	-	-	-	-	(11)	2	(2)	(2)	(2)	1	(2)	(10)	(33)
Signal/Switch Failure - Total	(68)	(28)	(4)	1	(6)	(20)	(33)	32	18	(9)	(9)	(7)	(33)	(166)
Signal/Switch Failure - Metra/PSA	(38)	(28)	(4)	1	(1)	(9)	(23)	(8)	16	-	(10)	(0)	(26)	(129)
Primary	(22)	(18)	(3)	3	(0)	(2)	(15)	(4)	7	(1)	(2)	(2)	(7)	(68)
Secondary	(16)	(11)	(1)	(2)	(0)	(7)	(8)	(4)	10	1	(7)	2	(18)	(61)
Signal/Switch Failure - Foreign	(30)	-	-	-	(5)	(11)	(10)	40	2	(9)	1	(6)	(8)	(37)
Primary	(22)	-	-	-	(3)	(3)	(7)	46	2	(6)	-	(2)	(6)	(2)
Secondary	(9)	-	-	-	(2)	(8)	(4)	(5)	-	(3)	1	(4)	(2)	(36)
Mechanical Failure - Total	(19)	-	-	(0)	(2)	(26)	8	(6)	(34)	1	(19)	(24)	(32)	(155)
Mechanical Failure - Metra/PSA	(18)	(8)	(1)	(1)	(2)	(23)	8	(6)	(34)	1	(19)	(24)	(32)	(160)
Non-Locomotive Equipment Issue - Metra/PSA	3	(8)	(1)	(1)	(1)	0	3	(2)	1	6	1	(9)	(17)	(25)
Primary	(2)	(3)	-	1	(0)	(3)	1	(1)	(3)	4	1	(3)	(7)	(16)
Secondary	5	(6)	(1)	(1)	(0)	3	2	(2)	4	3	1	(6)	(10)	(10)
Locomotive Issue - Metra/PSA	(21)	-	-	-	(1)	(24)	5	(3)	(35)	(5)	(20)	(15)	(15)	(135)
Primary	(6)	-	-	-	(1)	(6)	2	(1)	(8)	(2)	(3)	(6)	(4)	(34)
Secondary	(15)	-	-	-	(0)	(18)	3	(3)	(27)	(3)	(17)	(9)	(12)	(100)
Mechanical Failure - Foreign	(1)	8	1	1	(0)	(3)	(0)	(1)	-	-	-	-	-	5
Passenger Train Interference - Total	(5)	(2)	(1)	(1)	(2)	(8)	1	(3)	(1)	(6)	(0)	(0)	(2)	(29)
Passenger Train Interference - Metra/PSA	(1)	(1)	(1)	(0)	(0)	(5)	2	(3)	(1)	1	(0)	(0)	(2)	(13)
Passenger Train Interference - Foreign	(4)	(1)	(0)	(0)	(2)	(3)	(0)	(0)	1	(6)	-	-	-	(16)
Accident - Total	(19)	(24)	(5)	6	(2)	13	(18)	(8)	(10)	1	(23)	(34)	9	(113)
Accident - Metra/PSA	(18)	(12)	(3)	6	(0)	11	(20)	(7)	(7)	4	(23)	(33)	17	(85)
Accident - Foreign	(1)	(12)	(2)	-	(1)	2	3	(1)	(3)	(3)	-	(1)	(8)	(28)
Track Work - Total	(6)	(5)	(2)	(3)	(0)	(6)	(5)	(4)	14	8	(5)	(8)	(0)	(22)
Track Work - Metra/PSA	(2)	(5)	(2)	(3)	(2)	(5)	(4)	(4)	14	(3)	(5)	(8)	(0)	(28)
Track Work - Foreign	(4)	-	-	-	2	(1)	(1)	(0)	-	11	-	-	-	6
Human Error - Total	(38)	23	1	5	(3)	(1)	3	4	4	(10)	(7)	5	(20)	(33)
Human Error - Metra/PSA	(8)	23	1	5	0	11	9	7	4	(1)	(5)	5	(11)	40
Human Error - Foreign	(30)	-	-	-	(4)	(12)	(6)	(3)	-	(8)	(2)	0	(9)	(74)
PTC Related - Total	(5)	12	0	(1)	21	3	6	10	27	2	(6)	(3)	(20)	46
PTC Related - Metra/PSA	(5)	12	0	(1)	5	2	6	7	25	1	(6)	(2)	(19)	24
PTC Related - Foreign	(0)	-	-	-	16	1	-	3	2	1	-	(0)	(1)	22
Weather - Total	(92)	(61)	(17)	(27)	(3)	(47)	(11)	(6)	(51)	(7)	(36)	(36)	(32)	(424)
Weather - Metra/PSA	(91)	(61)	(17)	(27)	(3)	(44)	(10)	(6)	(51)	(7)	(36)	(36)	(32)	(420)
Weather - Foreign	(0)	-	-	-	-	(2)	(0)	-	(0)	(0)	-	-	(0)	(4)
Passenger Related - Total	(8)	11	1	(4)	1	(27)	(4)	(4)	(7)	(3)	(23)	(10)	(33)	(112)
Obstruction/Debris - Total	(22)	4	(1)	(2)	4	(17)	(6)	7	35	(10)	(11)	11	(19)	(27)
Catenary Failure - Total	-	18	6	7	-	-	-	-	-	-	-	-	-	31
Other - Total	(4)	2	(1)	5	(0)	(0)	(3)	1	4	-	(1)	1	(1)	3
Total Trains Delayed	(326)	(50)	(24)	(12)	1	(174)	(41)	5	(12)	(57)	(138)	(122)	(247)	(1,197)
Total Metra/PSA Delays	-213	-46	-23	-13	2	-107	-45	-15	-2	-19	-140	-97	-158	-876
Total Foreign Carrier Delays	-113	-4	-1	0	-1	-67	5	20	-10	-38	2	-26	-89	-321

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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 - Apr
Freight Interference - Total	55	52	58	18									183 9.5%
Freight Interference - Peak	19	13	20	6									58 3.0%
Primary	13	10	13	6									42 2.2%
Secondary	6	3	7	-									16 0.8%
Freight Interference - Off-Peak	36	39	38	12									125 6.5%
Primary	26	31	26	11									94 4.9%
Secondary	10	8	12	1									31 1.6%
Signal/Switch Failure - Total	87	146	47	22									302 15.7%
Signal/Switch Failure - Metra/PSA	70	77	36	20									203 10.6%
Primary	52	46	28	18									144 7.5%
Secondary	18	31	8	2									59 3.1%
Signal/Switch Failure - Foreign	17	69	11	2									99 5.1%
Primary	15	61	10	2									88 4.6%
Secondary	2	8	1	-									11 0.6%
Mechanical Failure - Total	99	106	37	15									257 13.4%
Mechanical Failure - Metra/PSA	93	92	37	15									237 12.3%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6									91 4.7%
Primary	12	16	5	4									37 1.9%
Secondary	17	29	6	2									54 2.8%
Locomotive Issue - Metra/PSA	64	47	26	9									146 7.6%
Primary	16	18	15	5									54 2.8%
Secondary	48	29	11	4									92 4.8%
Mechanical Failure - Foreign	6	14	-	-									20 1.0%
Passenger Train Interference - Total	5	7	2	2									16 0.8%
Passenger Train Interference - Metra/PSA	3	2	2	2									9 0.5%
Passenger Train Interference - Foreign	2	5	-	-									7 0.4%
Accident - Total	57	18	20	4									99 5.1%
Accident - Metra/PSA	57	17	13	4									91 4.7%
Accident - Foreign	-	1	7	-									8 0.4%
Track Work - Total	41	46	38	18									143 7.4%
Track Work - Metra/PSA	40	43	34	13									130 6.8%
Track Work - Foreign	1	3	4	5									13 0.7%
Human Error - Total	103	99	42	14									258 13.4%
Human Error - Metra/PSA	97	80	39	10									226 11.8%
Human Error - Foreign	6	19	3	4									32 1.7%
PTC Related - Total	43	36	21	28									128 6.7%
PTC Related - Metra/PSA	39	32	14	19									104 5.4%
PTC Related - Foreign	4	4	7	9									24 1.2%
Weather - Total	33	89	4	7									133 6.9%
Weather - Metra/PSA	32	89	4	7									132 6.9%
Weather - Foreign	1	-	-	-									1 0.1%
Passenger Related - Total	57	55	37	5									154 8.0%
Obstruction/Debris - Total	97	39	25	18									179 9.3%
Catenary Failure - Total	21	-	25	-									46 2.4%
Other - Total	11	8	3	3									25 1.3%
Total Trains Delayed	709	701	359	154									1,923 100.0%
Total Metra/PSA Delays	617	534	269	116									1,536 79.9%
Total Foreign Carrier Delays	92	167	90	38									387 20.1%

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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 - Apr	
Freight Interference - Total	100	141	102	75	75	91	124	88	65	70	92	47	418	9.5%
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	154	3.5%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	102	2.3%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	52	1.2%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	264	6.0%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	168	3.8%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	96	2.2%
Signal/Switch Failure - Total	127	276	103	140	168	82	147	103	92	76	220	64	646	14.6%
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	452	10.2%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	332	7.5%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	120	2.7%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	194	4.4%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	133	3.0%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	61	1.4%
Mechanical Failure - Total	127	134	84	82	117	132	98	130	71	125	71	81	427	9.7%
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	409	9.3%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	136	3.1%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	58	1.3%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	78	1.8%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	273	6.2%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	88	2.0%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	185	4.2%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	18	0.4%
Passenger Train Interference - Total	20	13	17	1	6	26	21	8	9	7	9	13	51	1.2%
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	18	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	33	0.7%
Accident - Total	47	171	21	30	45	25	63	96	37	26	5	25	269	6.1%
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	133	3.0%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	136	3.1%
Track Work - Total	11	52	38	61	75	87	152	77	91	58	139	10	162	3.7%
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	150	3.4%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	12	0.3%
Human Error - Total	99	249	60	52	92	57	108	88	81	71	66	45	460	10.4%
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	243	5.5%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	217	4.9%
PTC Related - Total	79	131	63	63	50	23	100	29	29	41	27	30	336	7.6%
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	325	7.4%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	11	0.2%
Weather - Total	591	401	18	37	23	12	120	25	35	151	238	25	1,047	23.7%
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	1,041	23.6%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.1%
Passenger Related - Total	41	141	68	60	98	110	166	105	74	60	88	111	310	7.0%
Obstruction/Debris - Total	90	86	36	52	59	36	78	64	64	76	66	84	264	6.0%
Catenary Failure - Total	-	-	-	-	3	1	-	3	-	1	2	10	-	0.0%
Other - Total	9	10	-	6	-	1	1	-	2	4	3	1	25	0.6%
Total Trains Delayed	1,341	1,805	610	659	811	683	1,178	816	650	766	1,026	546	4,415	100.0%
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	3,370	76.3%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	1,045	23.7%

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Table 8: Train Delays by Duration
April 2020

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
Weekday Peak *														
6-10	1	3	0	0	2	6	5	3	3	0	2	0	0	25
11-15	1	0	0	0	0	0	0	3	0	0	1	1	0	6
16-20	0	0	0	0	1	1	0	1	0	0	0	1	0	4
21+	0	0	0	0	3	2	1	1	0	0	0	2	1	10
Annulled	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	2	3	0	0	6	9	6	8	3	0	3	4	1	45
Weekday Off-Peak **														
6-10	0	2	0	2	0	7	8	3	2	6	1	1	2	34
11-15	0	2	1	3	1	1	1	2	1	1	2	1	1	17
16-20	1	2	0	1	0	0	0	1	1	0	3	3	0	12
21+	1	0	0	0	0	2	4	2	2	1	3	2	2	19
Annulled	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Sub-Total	4	7	1	6	1	10	13	8	6	8	9	7	5	85
Saturday														
6-10	0	0	0	0	0	2	0	0	0	0	1	1	1	5
11-15	0	1	0	0	0	0	3	0	1	0	0	0	0	5
16-20	0	0	0	0	0	0	1	0	0	0	1	0	0	2
21+	0	0	0	0	0	2	3	0	0	1	0	0	0	6
Annulled	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	0	1	0	0	0	4	7	0	1	1	2	1	1	18
Sunday-Holiday														
6-10	0	0	0	0	0	0	0	0	0	0	0	1	1	2
11-15	0	0	0	0	0	0	1	0	0	0	1	0	0	2
16-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21+	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Annulled	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total	0	0	0	0	0	0	1	0	0	0	3	1	1	6
April 2020 Total														
6-10	1	5	0	2	2	15	13	6	5	6	4	3	4	66
11-15	1	3	1	3	1	1	5	5	2	1	4	2	1	30
16-20	1	2	0	1	1	1	1	2	1	0	4	4	0	18
21+	1	0	0	0	3	6	8	3	2	2	5	4	3	37
Annulled	2	1	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	6	11	1	6	7	23	27	16	10	9	17	13	8	154
2020 Year-to-Date														
6-10	75	87	27	35	23	109	114	63	187	36	33	73	41	903
11-15	42	21	5	10	11	31	54	32	58	17	25	30	27	363
16-20	21	18	3	4	5	12	17	14	29	8	13	20	16	180
21+	25	24	8	13	11	49	51	28	38	22	13	32	39	353
Annulled	28	14	2	11	0	19	10	1	4	8	6	9	12	124
TOTAL	191	164	45	73	50	220	246	138	316	91	90	164	135	1,923
Share of Delays by Duration														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
April 2020 Total														
6-10	16.7%	45.5%	0.0%	33.3%	28.6%	65.2%	48.1%	37.5%	50.0%	66.7%	23.5%	23.1%	50.0%	42.9%
11-15	16.7%	27.3%	100.0%	50.0%	14.3%	4.3%	18.5%	31.3%	20.0%	11.1%	23.5%	15.4%	12.5%	19.5%
16-20	16.7%	18.2%	0.0%	16.7%	14.3%	4.3%	3.7%	12.5%	10.0%	0.0%	23.5%	30.8%	0.0%	11.7%
21+	16.7%	0.0%	0.0%	0.0%	42.9%	26.1%	29.6%	18.8%	20.0%	22.2%	29.4%	30.8%	37.5%	24.0%
Annulled	33.3%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%
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	39.3%	53.0%	60.0%	47.9%	46.0%	49.5%	46.3%	45.7%	59.2%	39.6%	36.7%	44.5%	30.4%	47.0%
11-15	22.0%	12.8%	11.1%	13.7%	22.0%	14.1%	22.0%	23.2%	18.4%	18.7%	27.8%	18.3%	20.0%	18.9%
16-20	11.0%	11.0%	6.7%	5.5%	10.0%	5.5%	6.9%	10.1%	9.2%	8.8%	14.4%	12.2%	11.9%	9.4%
21+	13.1%	14.6%	17.8%	17.8%	22.0%	22.3%	20.7%	20.3%	12.0%	24.2%	14.4%	19.5%	28.9%	18.4%
Annulled	14.7%	8.5%	4.4%	15.1%	0.0%	8.6%	4.1%	0.7%	1.3%	8.8%	6.7%	5.5%	8.9%	6.4%
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 (05/20/2020) version from TOPS.