

On-Time Performance

September 2021



Prepared by the Division of Strategic Planning & Performance

On-Time Performance September 2021

This report presents an analysis of September 2021 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 2016.

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, 2020, 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 Saturday 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. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2.

On January 11, 2021, Metra added two weekday MD-N trains and four weekday MD-W trains, and on February 1 added 10 weekday RI trains. Metra added four weekday BNSF and MD-N trains and two NCS trains on April 12. Metra added four weekday ME trains on May 10, four Saturday ME trains on May 15 and four Sunday ME trains on May 16. On May 29 Metra restored Saturday service on the BNSF, MD-N, MD-W, RI, UP-N, UP-NW, and UP-W lines, resulting in an increase of 46 Saturday revenue trains systemwide.

In July, Metra launched pilot schedules on the BNSF, ME and UP-N (July 12), and the RI (July 19) that added off-peak options to meet post-COVID needs for riders. Metra also implemented minor weekday peak-period service increases on all other lines and restored ME Saturday service effective July 12. These changes resulted in an increase of 148 weekday trains and 38 Saturday trains systemwide in July. There was no change in the number of daily scheduled trains in August. Schedule adjustments on September 13 resulted two fewer weekday trains on both the UP-N and UP-W.

Under these pilot and alternate schedules Metra operated between 566 and 570 regularly scheduled revenue trains each weekday in September, which is an 18 percent reduction from Metra's pre-pandemic weekday service of 692 scheduled revenue trains. Metra operated 269 regularly scheduled revenue trains each Saturday in August, which is a one percent reduction from the 273 Saturday trains Metra operated pre-pandemic. Metra operated 185 regularly scheduled revenue trains each Sunday in September, which is a two percent increase from the 181 Sunday revenue trains Metra operated pre-pandemic. As a result of these changes under these alternative and pilot schedules, Metra operated about 13 percent fewer revenue trains in September 2021 than in September 2019, but about 44 percent more revenue trains than in September 2020.

Metra has developed a set of service restoration principles to guide schedule design as service is added back. These principles will help Metra meet the needs of riders as travel demand approaches a new normal. Metra will continue to monitor ridership and will add service back incrementally throughout the system to stay ahead of the ridership growth curve and ensure that adequate service is in place to provide social distancing and encourage ridership.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
September 2021**

	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	966	52	94.6%	1,008	68	93.3%	1,974	120	93.9%	120	4	96.7%	100	3	97.0%	2,194	127	94.2%
ME-ML	483	7	98.6%	882	11	98.8%	1,365	18	98.7%	168	9	94.6%	121	1	99.2%	1,654	28	98.3%
ME-BI	147	7	95.2%	231	7	97.0%	378	14	96.3%	32	0	100.0%	--	--	--	410	14	96.6%
ME-SC	<u>231</u>	<u>12</u>	94.8%	<u>651</u>	<u>6</u>	99.1%	<u>882</u>	<u>18</u>	98.0%	<u>126</u>	<u>6</u>	95.2%	<u>98</u>	<u>2</u>	98.0%	<u>1,106</u>	<u>26</u>	97.6%
Subtotal	861	26	97.0%	1,764	24	98.6%	2,625	50	98.1%	326	15	95.4%	219	3	98.6%	3,170	68	97.9%
HC	105	16	84.8%	21	3	85.7%	126	19	84.9%	8	4	50.0%	--	--	--	134	23	82.8%
MD-N	378	20	94.7%	420	21	95.0%	798	41	94.9%	80	7	91.3%	90	3	96.7%	968	51	94.7%
MD-W	<u>399</u>	<u>10</u>	97.5%	<u>441</u>	<u>16</u>	96.4%	<u>840</u>	<u>26</u>	96.9%	<u>96</u>	<u>6</u>	93.8%	<u>90</u>	<u>6</u>	93.3%	<u>1,026</u>	<u>38</u>	96.3%
Subtotal	777	30	96.1%	861	37	95.7%	1,638	67	95.9%	176	13	92.6%	180	9	95.0%	1,994	89	95.5%
NCS	168	12	92.9%	84	7	91.7%	252	19	92.5%	--	--	--	--	--	--	252	19	92.5%
RI	651	24	96.3%	1,029	51	95.0%	1,680	75	95.5%	132	7	94.7%	140	3	97.9%	1,952	85	95.6%
SWS	189	11	94.2%	63	6	90.5%	252	17	93.3%	--	--	--	--	--	--	252	17	93.3%
UP-N	462	21	95.5%	1,102	39	96.5%	1,564	60	96.2%	107	7	93.5%	94	6	93.6%	1,765	73	95.9%
UP-NW	441	24	94.6%	504	15	97.0%	945	39	95.9%	136	9	93.4%	105	3	97.1%	1,186	51	95.7%
UP-W	<u>336</u>	<u>23</u>	93.2%	<u>518</u>	<u>50</u>	90.3%	<u>854</u>	<u>73</u>	91.5%	<u>80</u>	<u>18</u>	77.5%	<u>90</u>	<u>5</u>	94.4%	<u>1,024</u>	<u>96</u>	90.6%
Subtotal	1,239	68	94.5%	2,124	104	95.1%	3,363	172	94.9%	323	34	89.5%	289	14	95.2%	3,975	220	94.5%
System	4,956	239	95.2%	6,954	300	95.7%	11,910	539	95.5%	1,085	77	92.9%	928	32	96.6%	13,923	648	95.3%

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

Delays data for most recent month is final (10/18/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line
January - September 2021**

	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	5,986	186	96.9%	5,451	183	96.6%	11,437	369	96.8%	967	42	95.7%	867	20	97.7%	13,271	431	96.8%
ME-ML	4,037	57	98.6%	7,044	120	98.3%	11,081	177	98.4%	1,058	31	97.1%	953	18	98.1%	13,092	226	98.3%
ME-BI	1,337	29	97.8%	2,144	50	97.7%	3,481	79	97.7%	108	3	97.2%	20	2	90.0%	3,609	84	97.7%
ME-SC	<u>2,101</u>	<u>55</u>	97.4%	<u>5,389</u>	<u>67</u>	98.8%	<u>7,490</u>	<u>122</u>	98.4%	<u>910</u>	<u>36</u>	96.0%	<u>858</u>	<u>17</u>	98.0%	<u>9,258</u>	<u>175</u>	98.1%
Subtotal	7,475	141	98.1%	14,577	237	98.4%	22,052	378	98.3%	2,076	70	96.6%	1,831	37	98.0%	25,959	485	98.1%
HC	822	115	86.0%	58	10	82.8%	880	125	85.8%	8	4	50.0%	--	--	--	888	129	85.5%
MD-N	3,031	235	92.2%	3,415	238	93.0%	6,446	473	92.7%	741	53	92.8%	777	41	94.7%	7,964	567	92.9%
MD-W	<u>3,215</u>	<u>236</u>	92.7%	<u>3,877</u>	<u>182</u>	95.3%	<u>7,092</u>	<u>418</u>	94.1%	<u>812</u>	<u>57</u>	93.0%	<u>776</u>	<u>56</u>	92.8%	<u>8,680</u>	<u>531</u>	93.9%
Subtotal	6,246	471	92.5%	7,292	420	94.2%	13,538	891	93.4%	1,553	110	92.9%	1,553	97	93.8%	16,644	1,098	93.4%
NCS	1,122	110	90.2%	232	48	79.3%	1,354	158	88.3%	--	--	--	--	--	--	1,354	158	88.3%
RI	4,303	190	95.6%	7,191	353	95.1%	11,494	543	95.3%	1,191	53	95.5%	1,213	39	96.8%	13,898	635	95.4%
SWS	1,453	85	94.2%	573	76	86.7%	2,026	161	92.1%	--	--	--	--	--	--	2,026	161	92.1%
UP-N	2,872	109	96.2%	6,817	280	95.9%	9,689	389	96.0%	861	32	96.3%	790	41	94.8%	11,340	462	95.9%
UP-NW	3,745	184	95.1%	4,588	179	96.1%	8,333	363	95.6%	1,054	71	93.3%	905	41	95.5%	10,292	475	95.4%
UP-W	<u>2,524</u>	<u>234</u>	90.7%	<u>4,412</u>	<u>430</u>	90.3%	<u>6,936</u>	<u>664</u>	90.4%	<u>742</u>	<u>63</u>	91.5%	<u>778</u>	<u>81</u>	89.6%	<u>8,456</u>	<u>808</u>	90.4%
Subtotal	9,141	527	94.2%	15,817	889	94.4%	24,958	1,416	94.3%	2,657	166	93.8%	2,473	163	93.4%	30,088	1,745	94.2%
System	36,548	1,825	95.0%	51,191	2,216	95.7%	87,739	4,041	95.4%	8,452	445	94.7%	7,937	356	95.5%	104,128	4,842	95.3%

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

Delays data for most recent month is final (10/18/2021) 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-Sep	Annual
BNSF	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	93.7%	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	95.2%	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	94.5%	95.0%
	2020	97.3	96.6	97.5	99.5	97.2	97.4	97.7	98.1	98.6	98.8	98.2	99.5	97.6%	97.9%
	2021	99.0	90.8	99.4	98.5	98.1	98.5	97.3	96.5	94.2				96.8%	96.8%
	2016-2020 average	93.8	93.3	96.0	96.0	94.1	93.9	94.1	94.2	93.8	94.9	94.4	95.1	94.3%	94.5%
ME	2016	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.1%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	98.1%	98.1%
	2018	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	98.4%	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	97.8%	98.0%
	2020	97.5	97.3	98.2	99.3	95.7	98.1	97.1	96.7	99.0	97.8	97.4	99.1	97.6%	97.7%
	2021	99.3	96.2	98.9	98.7	98.6	98.5	96.9	98.2	97.9				98.1%	98.1%
	2016-2020 average	97.0	96.7	98.8	99.1	98.4	97.7	97.8	98.3	98.3	98.5	97.9	97.9	98.0%	98.0%
HC	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	94.0%	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	94.3%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	89.5%	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	86.4%	87.9%
	2020	90.9	91.4	89.0	95.5	91.1	78.9	86.4	81.0	86.9	85.2	88.8	97.7	89.3%	89.6%
	2021	90.0	75.0	88.0	95.5	76.3	87.5	87.7	85.6	82.8				85.5%	85.5%
	2016-2020 average	88.5	90.2	92.3	94.3	87.2	90.0	90.0	92.1	91.6	91.0	90.2	93.1	90.8%	90.9%
MD-N	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	93.9%	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	92.9%	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	91.8%	91.9%
	2020	93.3	95.7	97.6	97.0	95.3	96.7	96.9	97.4	95.7	96.3	94.5	95.0	96.0%	95.8%
	2021	91.8	86.7	96.4	95.1	93.9	89.3	91.1	95.7	94.7				92.9%	92.9%
	2016-2020 average	92.8	92.1	95.8	95.0	94.0	93.4	92.5	93.7	93.3	94.4	92.5	94.0	93.6%	93.6%
MD-W	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	94.8%	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	95.9%	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	95.3%	95.1%
	2020	95.8	91.7	96.4	96.9	96.4	96.3	94.7	92.1	96.3	93.9	94.1	92.4	95.1%	94.7%
	2021	93.0	85.8	96.1	95.3	93.5	93.8	94.3	95.7	96.3				93.9%	93.9%
	2016-2020 average	94.8	93.1	95.7	96.4	96.0	95.8	95.5	95.6	96.4	95.9	94.2	93.4	95.4%	95.2%
NCS	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	94.6%	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	94.6%	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	94.2%	94.3%
	2020	92.7	82.0	95.5	94.8	100.0	84.2	90.9	86.9	96.4	92.0	97.5	95.5	91.2%	91.7%
	2021	88.8	68.8	92.4	90.7	90.8	93.9	81.0	89.8	92.5				88.3%	88.3%
	2016-2020 average	91.7	89.6	94.5	94.8	93.9	95.3	95.7	95.4	94.6	94.5	92.6	92.7	93.9%	93.7%

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

Line	Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan-Sep	Annual
RI	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	95.7%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	94.7%	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	91.5%	92.0%
	2020	92.0	92.6	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	95.3%	95.8%
	2021	97.7	91.9	96.2	97.7	97.6	93.5	92.8	96.1	95.6				95.4%	95.4%
	2016-2020 average		92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	94.6%
SWS	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	94.7%	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	95.7%	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	92.3%	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	92.9%	93.0%
	2020	95.6	94.1	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.0%	94.0%
	2021	96.5	85.0	94.8	90.9	92.5	90.0	93.3	91.7	93.3				92.1%	92.1%
	2016-2020 average		94.3	93.4	95.5	96.0	93.4	92.8	93.4	92.9	93.1	94.0	93.5	95.0	93.9%
UP-N	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	97.2%	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	94.9%	95.3%
	2020	98.5	98.6	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.2%	98.1%
	2021	98.4	93.6	96.9	98.7	97.3	97.6	95.1	92.7	95.9				95.9%	95.9%
	2016-2020 average		95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	96.9%
UP-NW	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	95.2%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	94.8%	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	93.3%	93.0%
	2020	96.3	96.1	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.8%	96.7%
	2021	97.7	89.6	98.2	96.9	97.8	96.1	95.1	91.3	95.7				95.4%	95.4%
	2016-2020 average		95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	95.3%
UP-W	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	95.4%	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	91.7%	91.5%
	2019	90.4	77.0	90.7	94.0	92.9	95.9	91.1	95.3	95.0	95.3	92.3	95.9	91.5%	92.3%
	2020	94.9	98.2	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	95.8%	94.9%
	2021	93.6	82.5	95.8	97.3	91.7	89.3	87.6	86.2	90.6				90.4%	90.4%
	2016-2020 average		94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	93.7%
System excluding South Shore	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	96.1%	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	94.3%	94.6%
	2020	95.9	95.6	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	96.5%	96.5%
	2021	96.9	90.6	97.4	97.4	96.4	95.3	94.3	94.7	95.3				95.3%	95.3%
	2016-2020 average		94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	95.5%

Delays data for most recent month is final (10/18/2021) version from TOPS.

'2016-2020 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
September 2021**

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
BNSF	1235 81% OT	Wed, Sep 15	8	G	1B SW at Lisle failed.
		Thu, Sep 23	19	CF	Waiting for ZSTPCHC to clear into Cicero
		Wed, Sep 29	17	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	15	DE	CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1262 67% OT	Tue, Sep 14	10	D	Wrong main working around HNSINTW
		Fri, Sep 17	7	D	Waiting for the ZCHCSSE7 17A to depart Cicero
		Tue, Sep 21	11	DE	Worked MT2 - Train NTWBRC compromised knuckle
		Wed, Sep 22	9	B	Waiting for Foreman Wawryk to answer radio for Form B 1078
		Thu, Sep 23	15	CF	Waiting to get through Form B restriction
		Wed, Sep 29	74	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	6	DE	CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1264 76% OT	Tue, Sep 14	6	D	Missed report originally; freight train interference per BNSF
		Mon, Sep 20	8	F	No speedo at departure. Crew had to cycle breakers. BROKEN BUTT SPLICE IN AXLE DRIVE--REPAIRED
		Thu, Sep 23	17	CF	Waiting for BRNTW to get talked through Form B to clear switches (FOREMAN RADIO FAILURE)
		Wed, Sep 29	25	DM1	Delayed due to train 1229 pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	12	DE	CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1267 76% OT	Wed, Sep 08	78	M1	1268 Struck trespasser @ Berwyn
		Wed, Sep 15	9	CC	10MPH at CPK
		Mon, Sep 20	7	CC	Multiple Form B restrictions.
		Wed, Sep 29	10	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	18	DE	CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1271 81% OT	Wed, Sep 08	0	M1	1268 Struck trespasser @ Berwyn
		Tue, Sep 21	7	E	METX 189 shutdown while departing CUS and had to be restarted. REPLACED FUEL PUMP AND FUEL FILTERS
		Wed, Sep 29	11	RF1	DS error
		Thu, Sep 30	9	DE	Working around traffic from CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1272 62% OT	Tue, Sep 07	13	GA	Waiting for a track at CUS. BAD ORDER SWITCH
		Wed, Sep 08	93	M1	1268 Struck trespasser @ Berwyn
		Wed, Sep 15	8	G1	LATE FLIP FROM 1235
		Thu, Sep 16	10	DD	Waiting on 1259 to get by @ Cicero.
		Tue, Sep 21	27	D	Stuck behind ZSSECHC6 18A
		Thu, Sep 23	20	CF1	Late flip from 1235, delayed by ZSTPCHC
		Wed, Sep 29	35	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
Thu, Sep 30	26	DE	CNAMCNM093A stopped at Main Street with mechanical issue		
BNSF	1273 81% OT	Wed, Sep 08	0	M1	1268 Struck trespasser @ Berwyn
		Mon, Sep 20	9	CC	Multiple Form B restrictions.
		Thu, Sep 23	9	CF1	Following 1275, late flip from 1276
		Wed, Sep 29	10	RF1	DS error
BNSF	1276 76% OT	Wed, Sep 08	71	M1	1268 Struck trespasser @ Berwyn
		Tue, Sep 21	13	D	Following traffic ahead from ZSSECHC618A
		Thu, Sep 23	21	CF1	Late flip Following traffic from yarding ZSTPCHC and Multiple Form B restrictions
		Wed, Sep 29	10	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	33	DE	CNAMCNM093A stopped at Main Street with mechanical issue
BNSF	1282 81% OT	Wed, Sep 08	54	M1	1268 Struck trespasser @ Berwyn
		Thu, Sep 16	9	I	Slow loading passengers with bikes and strollers
		Wed, Sep 29	16	DM1	Delayed due to pedestrian strike by freight train Z-STPCHC9-29
		Thu, Sep 30	17	XDE	CNAMCNM093A stopped at Main Street with mechanical issue
HC	916 71% OT	Fri, Sep 10	8	AM	(AMTRAK CAUSED DELAY) - BRIDGE WAS UP WAITING FOR A BARGE TO CLEAR.
		Wed, Sep 15	7	AM	stopped 11" due to cermak being red due to bridge up
		Mon, Sep 20	15	RA	15M AMTRAK RAN FREIGHT TRAIN
		Tue, Sep 21	7	AM	(AMTRAK CAUSED DELAY) - 5M 21ST ST BRIDGE UP
		Tue, Sep 28	12	RF	WAITING ON SIGNAL LEMOYNE
		Thu, Sep 30	51	CD	(SCHEDULED TRACK WORK) - GOT DELAYED DUE TO PLANNED WORK ON CN. DBGO 6328, EIC DELGADO. TALKED BY 2 SIGNALS. WAITED FOR AMTK 301 TO CLEAR
HC	918 81% OT	Thu, Sep 16	6	D	(GENERAL FREIGHT INTERFERENCE) - 6M DELAY FREIGHT TRAIN 21ST AMTRAK
		Tue, Sep 21	6	DE	(GENERAL FREIGHT INTERFERENCE) - 6M DELAY CORWITH FREIGHT TRAIN ZNYCLAC921 LITE POWER DIDNT TAKE THE SIGNAL, SO HE RAN TIME.
		Tue, Sep 28	8	RF	8min running restricted speed due to losing PTC at lemoyne
		Thu, Sep 30	18	CD	(SCHEDULED TRACK WORK) - (SCHEDULED TRACK WORK) - GOT DELAYED DUE TO PLANNED WORK ON CN. DBGO 6328, EIC DELGADO. TALKED BY 2 SIGNALS. RAN R

**Table 3 (continued): Weekday Trains less than 85% On-Time
September 2021**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
ME-SC	331 57% OT	Thu, Sep 09	6	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 6M FOLLOWING ME233
		Fri, Sep 10	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 7M FOLLOWING ME233
		Tue, Sep 14	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 5M FOLLOWING ME233
		Wed, Sep 15	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Fri, Sep 17	6	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - FOLLOWING ME233
		Tue, Sep 21	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 7M DUE TO FOLLOWING ME233
		Tue, Sep 28	7	A	following ME233
		Wed, Sep 29	7	A	(PASS. TRAIN/INTERLINE INTRFRNCE) - 7M FOLLOWING ME233
	Thu, Sep 30	8	I1	-8M FOLLOWING ME233	
MD-N	2147 81% OT	Tue, Sep 07	18	K	-18" -18 min talked past the signal at A-20, then restricted speed to Lake Cook Rd. DEBRIS ON TRACKS
		Wed, Sep 08	6	ZT	-6" 06 min PTC issues.
		Fri, Sep 24	8	D	-7" min late, 9 min CN cross traffic
		Wed, Sep 29	9	F1	2147 arrived Fox Lake at 20:21 8:21 9 min late, 9 min waiting on 2150 to clear 1 mt A-6.
MD-W	2404 81% OT	Wed, Sep 15	9	D1	-9" min late, B-12 late turn from 2229.
		Thu, Sep 16	0	XKD	annulled at River Grove, crew had to shove equipment from Franklin Park to CUS passengers were accommodated by 2246. DEBRIS STRIKE, M/R AIR HOSE
		Fri, Sep 17	19	E1	-19" min late, following 2146 from A-6 to CUS.
	Wed, Sep 29	8	RD	8 min late, 4 min Franklin Pk. late turn from 2229, 4 min B-12 freight interference, 5 min B-6 waiting on NCS 115.	
NCS	113 81% OT	Thu, Sep 02	9	GA1	9 min late, following 2233.
		Thu, Sep 16	9	KD1	-9" min late, 10 min meeting 2229 at B-12, 1 min MP 28.5 50 MPH, 3 min MP 29-29.2 30 MPH
		Fri, Sep 17	9	M1	-HELD DUE TO 109 CAR STRIKE.
		Mon, Sep 27	6	ZT1	-6" min CUS waiting on equipment from WACY (FROM MDN PTC DELAYS), 2 min 40 MPH South Wheeling XO.
RI	403 76% OT	Wed, Sep 08	10	D	(GENERAL FREIGHT INTERFERENCE) - 8 EJE, FREIGHT INTERFERENCE (CN Q199, CN3272, 46 CARS, 8178FT)
		Thu, Sep 09	9	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 3 SWITCH FAILURE AT GRESHAM (RAN AROUND).
		Mon, Sep 20	29	KW	(OBSTRUCTION ON TRACKS, WEATHER) - 28 GRESHAM TO JOLIET, WHEEL SLIPPAGE (PTC CUT IN AND OUT).
		Tue, Sep 28	10	RO	3 95TH WAITING FOR INBOUND. 3 BI WAITING FOR INBOUND. 2 MIDLOTHIAN WAITING FOR INBOUND. _tower operator lineup error
		Wed, Sep 29	7	ZE	10M LATE DEPARTING DUE BREAKER ISSUE. CDU NEEDED RESETING
RI	417 81% OT	Fri, Sep 03	18	H	LATE ENGINE OUT OF YARD DUE TO NO FRESH ENGINES
		Tue, Sep 07	7	CC	3M BI WAITING ON TRAINS AHEAD - track work
		Tue, Sep 28	6	RD	4MIN ROBBINS CHANGING LINEUP ON ACCOUNT OF CRL OMLX4300 DOING WORK AT SCHILLING BROS. DS error
		Thu, Sep 30	10	D	PASSENGERS ON THE WRONG SIDE AND RI417 GOING UP TO 2 CP66 CT
RI	419 81% OT	Tue, Sep 07	15	KW	(PTC WEATHER) - 13M ENROUTE ACCOUNT WHEEL SLIPPAGE DUE TO WEATHER CONDITIONS
		Wed, Sep 15	9	CM	(SIG / SWITCH MALFCN (SIG DEPT)) - AT 93RD AND 99TH ST (MP11.37), SIGNAL WENT FROM CLEAR TO RED SEVERAL TIMES. PUT TRAIN INTO EMERGENCY. AT
		Tue, Sep 21	45	E	26M MECHANICAL DELAY AT CP35.5
		Mon, Sep 27	10	D	(GENERAL FREIGHT INTERFERENCE) - 7MIN AT B. I. WAITING ON 426 TO CLEAR ROBBINS ACCOUNT SINGLE TRACKING BETWEEN 66TH CT AND ROBBINS DUE TO FR
SWS	815 81% OT	Thu, Sep 02	7	ZN	(PTC FOREIGN LINE Engineering) - 5M BELT JCT., BRC DISP PROBLEMS WITH PTC.
		Fri, Sep 10	7	GF	(GATE XING / SIG / SWITCH FOREIGN) - 6M BELT JCT., 10 MPH SPEED RESTRICTION GIVEN BY BRC DISP.
		Thu, Sep 16	10	D	10M IHB - CP RIDGE, IHB BA9 WITH ENG.IHB4720, 111CARS, 5900FT.
		Mon, Sep 20	13	D	(GENERAL FREIGHT INTERFERENCE) - 15M CSX - FOREST HILL, WAITING FOR UP UEPMXC-18 WITH 6000FT. TO SHOW UP & CLEAR. NO ANSWER FROM CSX DISP. A
UP-N	303 81% OT	Thu, Sep 16	14	ZT	-14" Lake Bluff signal went red on a clear, while stopped in the station PTC was cut out, had to run restricted speed XH
		Thu, Sep 23	8	R	-8" ENGINEER FROM FREIGHT BOARD NOT RUNNING PROPERLY LOST TIME LOADING ENGINE
		Tue, Sep 28	9	ZW	-9" PTC issues, air kept dumping - WHEEL SLIP
		Wed, Sep 29	12	ZW	-12" PTC dropped out 3 times creating braking enforcement up to MP8 - ran restricted MP8 to MP10.2 WHEEL SLIP
UP-NW	624 76% OT	Tue, Sep 14	17	A	-16" Delayed @ TO31 waited for M6188 to cross over ahead due to new schedule with track changes
		Wed, Sep 15	29	DD1	-29" No signal at MP31 from 0722-0753, due to M618 being held up at the CN because freight traffic
		Thu, Sep 16	15	RF	-15" No signal at MP 31, had to wait on M6033
		Mon, Sep 20	17	ZT1	-17" Delayed due to following late trains due to M616 delayed
	Thu, Sep 23	10	CC	-10" Delayed 10min at Barrington waiting on M6033	
UP-NW	658 81% OT	Fri, Sep 03	14	D	Freight train interference at the CN.
		Fri, Sep 10	27	M1	-27" M625 was late arriving
		Tue, Sep 14	45	K1	-45" Late turn off M625 on acct. of a vehicle on the tracks @MP31.8
		Wed, Sep 22	9	ZT	-9" Form A 85614 (60MPH); had to watch out for kids @ MP40.78 & PTC issues
UP-W	27 81% OT	Wed, Sep 08	10	CC	-10" 10min delay at Elmhurst Form B @ MP15.0- MP15.5; Form C, XH procedure MP15.18-MP15.49, & 10 mph @ MP 15.17-MP15.18
		Tue, Sep 14	12	ZT	-12" Waited at Park for M42 to clear T3, PTC dropped out at Elmhurst, and dead track at MP27.7-MP28
		Mon, Sep 20	12	D	-12" Waited @ Park for the ZG2LT to clear out of Proviso
		Tue, Sep 21	10	ZH	-10" PTC issues enroute; software update INCORRECT TEST DATE
UP-W	36 81% OT	Wed, Sep 01	10	I	Heavy loading and out of slot at Western
		Thu, Sep 09	9	CC	-9" Track work, Form A's restricted speed through these zones
		Thu, Sep 16	8	I	-8" Heavy passenger loading
		Mon, Sep 20	13	D	-13" Late turn off M13 (-2) & delayed @ Provo for freight train interference (-8)

**Table 3 (continued): Weekday Trains less than 85% On-Time
September 2021**

Line	Train	Date	Minutes Delay		Delay Explanation	
			Late	Code		
UP-W	46	Thu, Sep 02	11	DD	7 MIN LATE DEPARTING ELBURN DUE TO LATE ARRIVAL OF M27 DUE TO WAITING ON M42 AT ELMHURST, NO SIGNAL AT GRACE FOR 3 MIN	
		81% OT	Tue, Sep 14	10	ZT1	-8" Departed Elburn late due to late turn of M27
			Tue, Sep 21	20	RF	-20" CN West Chicago (JB Tower) had cross traffic, no signal at CPY030
			Tue, Sep 28	15	L	-15" Unauthorized person on the tracks, police was called out to remove the person from the tracks at MP22-49
UP-W	52	Wed, Sep 08	10	CC	-10" Slow order, speed restrictions through W Chgo, Winfield, & Wheaton	
		76% OT	Wed, Sep 22	10	CC	-10" 30MPH MP26.75-MP26, red signal at A2 for cross traffic, and red signal at Lake st waiting for M625 to clear
			Mon, Sep 27	10	CC	-10" 10 MPH @ MP17.3-MP17.2
			Wed, Sep 29	7	I	-7" Passengers on the wrong side West Chicago to Villa Park, announcements were made, also freight train blocking Wheaton station
			Thu, Sep 30	19	D1	-19" Late turn off M33 & 30 MPH @ MP14.25-MP13.25 (MTRK1)
UP-W	56	Thu, Sep 09	9	CC	-9" Four slow orders (-5); stopped @ 25th Ave for freight interference IAHPRJ-09 (-3); cross traffic @ Western Ave (-2)	
		76% OT	Fri, Sep 17	11	ZG	-11" Delayed at Kedzie 10min PTC issues UNKOWN SIGNAL AT KEDZIE
			Tue, Sep 21	10	D	-10" Stopped at 25th waiting for M555 to clear T3, 4MAHPRJ on T1
			Fri, Sep 24	20	DD1	-20" Late arrival of M37
			Tue, Sep 28	10	D	-10" Delayed @ Villa Park & Elmhurst loading/unloading from cab car only (operated trk 2)
UP-W	57	Thu, Sep 02	23	F	LATE DEPARTURE FROM CPT ON ACCT. OF LATE ARRIVAL OF EQUIPMENT FROM CAL AVE, DUE TO BAD ORDER EMERGENCY LIGHTS ON COACH CAR 7473 (HAD TO SWAP EQUIPMENT FIVE MINUTES BEFORE DEPARTURE TIME, WHEN THE TRAIN ARRIVED FROM CAL AVE) B/O TIMER RELAY	
		76% OT	Thu, Sep 09	21	J1	-21" Delayed following M55, due to freight train interference & police activity @ MP21.4
			Fri, Sep 10	15	RF	-15" Departed CPT 20 minutes late waiting for M57 to come back from Cal Ave, crew left CPT for back up late on account of Lake St. never gave a line up.
			Fri, Sep 17	10	G	-10" Signal drop to red at cpy032 7 min delay
			Tue, Sep 28	14	F1	-14" Late departure from CPT on acct. of late arrival of equipment from Cal Ave coach yard , due to M647 equipment bad order at Cal ave blocking the lead (crew alerter issues-under investigation)
UP-W	58	Wed, Sep 01	25	G	DELAYED @ KEDZIE ON ACCT OF SWITCH FAILURE @ CPY904 & CPY903	
		81% OT	Wed, Sep 08	12	JM1	-12" 30MPH @ MP32.4-MP32.2, MP28.75-MP25.25, & MP15.2-MP15.4, assisted the passenger that fell @ West Chicago, & slow loading engine (METX167)
			Thu, Sep 09	27	J1	-27" Freight train interference Elburn-West Chicago (ZLTG2); delayed @ MP21.5 for police activity @ MP21.4; 30MPH @ MP32.4-MP32.2 & MP 15.4-MP15.2
			Fri, Sep 10	8	I	-8" Heavy passenger loading at Glen Ellyn, and Oak Park, stop at 25th for a west bound M57 5min delay.
UP-W	64	Thu, Sep 02	22	F1	LATE TURN OFF M57	
		71% OT	Thu, Sep 09	21	J1	-21" Late turn off M57
			Fri, Sep 10	9	RF1	-9" Late arrival of M57
			Thu, Sep 16	10	I	-10" Slow passenger loading en route
			Tue, Sep 28	17	F1	-17" Late turn off M57, due to M647 mechanical issues @ Cal Ave yard (crew alerter issues-under investigation)
	Thu, Sep 30	10	ZR	-10" Late departure from Elburn on acct. of changing engine with dispatcher & entering the correct information in PTC		
UP-W	66	Wed, Sep 01	12	G1	LATE TURN OFF M63 ON ACCT. OF SWITCH FAILURE @ CPY903 & CPY904	
		81% OT	Wed, Sep 22	30	G	-30" Delayed @ CPY903 (-30) on acct. of switch failure (switch #1 out of correspondence)
			Fri, Sep 24	16	DD	-16" Freight interference at Park to 25th St.
			Thu, Sep 30	7	G	-7" Flagged @ Kedzie from trk 2 to track 3

Data is final (10/18/2021) 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
September 2021

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	30	-	-	-	10	3	10	4	6	4	2	6	25	100
Freight Interference - Peak	8	-	-	-	3	1	1	2	-	2	2	4	6	29
Primary	5	-	-	-	3	1	-	1	-	2	2	2	6	22
Secondary	3	-	-	-	-	-	1	-	-	-	-	2	-	7
Freight Interference - Off-Peak	22	-	-	-	7	2	9	2	6	2	-	2	19	71
Primary	22	-	-	-	4	1	8	1	6	2	-	2	15	61
Secondary	-	-	-	-	3	1	1	1	-	-	-	-	4	10
Signal/Switch Failure - Total	4	6	3	3	1	8	6	3	14	2	1	6	10	67
Signal/Switch Failure - Metra/PSA	3	6	3	3	-	2	4	-	14	1	1	6	10	53
Primary	2	6	3	2	-	2	4	-	9	1	1	2	9	41
Secondary	1	-	-	1	-	-	-	-	5	-	-	4	1	12
Signal/Switch Failure - Foreign	1	-	-	-	1	6	2	3	-	1	-	-	-	14
Primary	1	-	-	-	1	4	2	1	-	1	-	-	-	10
Secondary	-	-	-	-	-	2	-	2	-	-	-	-	-	4
Mechanical Failure - Total	6	-	-	3	-	9	8	-	14	-	6	2	5	53
Mechanical Failure - Metra/PSA	5	-	-	3	-	9	8	-	14	-	6	2	5	52
Non-Locomotive Equipment Issue - Metra/PSA	1	-	-	3	-	2	1	-	3	-	3	2	5	20
Primary	1	-	-	2	-	1	1	-	3	-	2	1	2	13
Secondary	-	-	-	1	-	1	-	-	-	-	1	1	3	7
Locomotive Issue - Metra/PSA	4	-	-	-	-	7	7	-	11	-	3	-	-	32
Primary	4	-	-	-	-	2	3	-	6	-	2	-	-	17
Secondary	-	-	-	-	-	5	4	-	5	-	1	-	-	15
Mechanical Failure - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	-	2	-	9	3	-	-	-	-	1	1	2	-	18
Passenger Train Interference - Metra/PSA	-	2	-	8	-	-	-	-	-	-	1	2	-	13
Passenger Train Interference - Foreign	-	-	-	1	3	-	-	-	-	1	-	-	-	5
Accident - Total	38	-	-	-	-	-	-	2	5	-	-	5	-	50
Accident - Metra/PSA	24	-	-	-	-	-	-	2	5	-	-	5	-	36
Accident - Foreign	14	-	-	-	-	-	-	-	-	-	-	-	-	14
Track Work - Total	31	5	-	2	4	1	1	-	8	1	22	5	13	93
Track Work - Metra/PSA	30	5	-	2	-	1	1	-	7	-	22	5	13	86
Track Work - Foreign	1	-	-	-	4	-	-	-	1	1	-	-	-	7
Human Error - Total	13	1	1	2	5	7	2	6	6	4	4	4	4	59
Human Error - Metra/PSA	10	1	1	2	-	1	2	3	6	4	4	2	1	37
Human Error - Foreign	3	-	-	-	5	6	-	3	-	-	-	2	3	22
PTC Related - Total	1	2	-	2	-	12	-	1	5	3	8	5	12	51
PTC Related - Metra/PSA	1	2	-	2	-	12	-	1	5	1	8	5	11	48
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	2	-	-	1	3
Weather - Total	-	-	-	-	-	-	-	-	3	-	2	1	4	10
Weather - Metra/PSA	-	-	-	-	-	-	-	-	3	-	2	1	4	10
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	4	6	2	1	-	6	7	-	7	-	8	7	15	63
Obstruction/Debris - Total	-	-	4	-	-	5	4	3	15	2	19	8	8	68
Catenary Failure - Total	-	6	4	4	-	-	-	-	-	-	-	-	-	14
Other - Total	-	-	-	-	-	-	-	-	2	-	-	-	-	2
Total Trains Delayed	127	28	14	26	23	51	38	19	85	17	73	51	96	648
Total Metra/PSA Delays	77	28	14	25	0	36	26	9	78	8	71	43	67	482
Total Foreign Carrier Delays	50	0	0	1	23	15	12	10	7	9	2	8	29	166

Data for current month is final (10/18/2021) 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 September Over Previous Five Years: 2016-2020

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	14	-	-	-	5	14	5	4	5	14	1	2	18	83
Freight Interference - Peak	5	-	-	-	4	2	2	1	0	6	0	1	6	27
Primary	1	-	-	-	3	2	2	1	0	5	0	1	3	18
Secondary	3	-	-	-	0	0	0	0	-	1	-	0	3	9
Freight Interference - Off-Peak	9	-	-	-	1	12	3	3	5	8	1	1	12	55
Primary	7	-	-	-	1	8	3	3	4	6	1	1	8	41
Secondary	2	-	-	-	0	4	0	-	1	2	0	-	4	14
Signal/Switch Failure - Total	15	8	2	1	2	20	8	4	11	7	0	8	6	94
Signal/Switch Failure - Metra/PSA	14	8	2	1	0	16	7	3	11	3	0	8	6	80
Primary	11	5	1	0	0	7	6	2	9	3	0	2	3	49
Secondary	3	3	1	1	-	9	2	1	2	1	0	6	3	31
Signal/Switch Failure - Foreign	2	-	-	-	2	4	1	2	0	4	-	0	0	14
Primary	1	-	-	-	2	2	1	1	0	3	-	0	0	11
Secondary	1	-	-	-	-	1	-	0	-	1	-	-	-	3
Mechanical Failure - Total	13	2	0	0	0	8	4	3	21	3	5	14	10	85
Mechanical Failure - Metra/PSA	13	2	0	0	0	8	4	3	21	3	5	14	10	84
Non-Locomotive Equipment Issue - Metra/PSA	3	2	0	0	0	3	0	0	2	1	2	2	2	18
Primary	2	1	0	-	0	1	0	0	1	1	1	1	2	11
Secondary	1	1	-	0	-	2	-	-	1	-	0	0	0	7
Locomotive Issue - Metra/PSA	10	-	-	-	0	5	4	2	19	2	4	13	8	66
Primary	3	-	-	-	-	2	2	1	5	1	1	3	2	20
Secondary	7	-	-	-	0	2	2	1	14	1	2	10	6	46
Mechanical Failure - Foreign	-	-	-	-	-	-	0	-	-	-	-	-	-	0
Passenger Train Interference - Total	2	1	1	-	1	2	0	0	0	1	-	0	1	10
Passenger Train Interference - Metra/PSA	-	1	1	-	-	2	0	0	0	-	-	0	1	5
Passenger Train Interference - Foreign	2	-	0	-	1	0	-	-	-	1	-	-	0	5
Accident - Total	5	2	0	-	-	6	1	1	3	3	5	7	5	39
Accident - Metra/PSA	4	2	0	-	-	6	1	0	3	3	5	7	5	38
Accident - Foreign	1	-	-	-	-	-	-	1	-	-	-	-	-	2
Track Work - Total	34	11	0	2	1	9	9	1	13	2	3	4	3	94
Track Work - Metra/PSA	33	11	0	2	1	9	9	1	13	1	3	4	3	91
Track Work - Foreign	1	-	-	-	-	-	-	-	-	1	-	-	-	2
Human Error - Total	15	1	1	1	1	7	4	2	10	2	7	4	4	58
Human Error - Metra/PSA	10	1	1	1	-	5	4	1	10	1	6	4	3	45
Human Error - Foreign	6	-	-	0	1	2	1	1	-	1	1	1	1	13
PTC Related - Total	3	-	-	0	-	1	3	0	4	1	0	2	3	18
PTC Related - Metra/PSA	2	-	-	0	-	1	3	0	4	1	0	2	3	17
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	0	-	-	-	1
Weather - Total	1	-	-	-	-	1	0	1	2	1	2	7	-	16
Weather - Metra/PSA	1	-	-	-	-	1	0	1	2	1	2	7	-	16
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	9	7	1	0	0	12	6	1	10	0	10	7	11	73
Obstruction/Debris - Total	6	3	1	5	0	6	5	2	5	3	3	3	7	47
Catenary Failure - Total	-	8	1	2	-	-	-	-	-	-	-	-	-	11
Other - Total	0	-	0	-	-	1	-	-	-	-	1	0	-	3
Total Trains Delayed	119	43	7	12	11	86	46	19	86	37	38	59	69	632
Total Metra/PSA Delays	92	43	7	11	2	66	39	12	81	16	36	56	49	512
Total Foreign Carrier Delays	26	0	0	0	9	20	7	7	5	21	2	3	20	120

Data for current month is final (10/19/2020) 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 5.c: Train Delays by Cause and Line
September 2021 Compared to Average September Over Previous Five Years: 2016-2020

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	16	-	-	-	5	(11)	5	(0)	1	(10)	1	4	7	17
Freight Interference - Peak	3	-	-	-	(1)	(1)	(1)	1	(0)	(4)	2	3	(0)	2
Primary	4	-	-	-	(0)	(1)	(2)	-	(0)	(3)	2	1	3	4
Secondary	(0)	-	-	-	(0)	(0)	1	1	-	(1)	-	2	(3)	(2)
Freight Interference - Off-Peak	13	-	-	-	6	(10)	6	(1)	1	(6)	(1)	1	7	16
Primary	15	-	-	-	3	(7)	5	(2)	2	(4)	(1)	1	7	20
Secondary	(2)	-	-	-	3	(3)	1	1	(1)	(2)	(0)	-	0	(4)
Signal/Switch Failure - Total	(11)	(2)	1	2	(1)	(12)	(2)	(1)	3	(5)	1	(2)	4	(27)
Signal/Switch Failure - Metra/PSA	(11)	(2)	1	2	(0)	(14)	(3)	(3)	3	(2)	1	(2)	4	(27)
Primary	(9)	1	2	2	(0)	(5)	(2)	(2)	(0)	(2)	1	(0)	6	(8)
Secondary	(2)	(3)	(1)	0	-	(9)	(2)	(1)	3	(1)	(0)	(2)	(2)	(19)
Signal/Switch Failure - Foreign	(1)	-	-	-	(1)	2	1	1	(0)	(3)	-	(0)	(0)	(0)
Primary	0	-	-	-	(1)	2	1	(0)	(0)	(2)	-	(0)	(0)	(1)
Secondary	(1)	-	-	-	-	1	-	2	-	(1)	-	-	-	(1)
Mechanical Failure - Total	(7)	(2)	(0)	3	(0)	1	4	(3)	(7)	(3)	1	(12)	(5)	(32)
Mechanical Failure - Metra/PSA	(8)	(2)	(0)	3	(0)	1	4	(3)	(7)	(3)	1	(12)	(5)	(32)
Non-Locomotive Equipment Issue - Metra/PSA	(2)	(2)	(0)	3	(0)	(1)	1	(0)	1	(1)	1	0	3	2
Primary	(1)	(1)	(0)	2	(0)	(0)	1	(0)	2	(1)	1	(0)	0	2
Secondary	(1)	(1)	-	1	-	(1)	-	-	(1)	-	1	1	3	0
Locomotive Issue - Metra/PSA	(6)	-	-	-	(0)	2	3	(2)	(8)	(2)	(1)	(13)	(8)	(34)
Primary	1	-	-	-	-	(0)	1	(1)	1	(1)	1	(3)	(2)	(3)
Secondary	(7)	-	-	-	(0)	3	2	(1)	(9)	(1)	(1)	(10)	(6)	(31)
Mechanical Failure - Foreign	1	-	-	-	-	-	(0)	-	-	-	-	-	-	1
Passenger Train Interference - Total	(2)	1	(1)	9	2	(2)	(0)	(0)	(0)	-	1	2	(1)	8
Passenger Train Interference - Metra/PSA	-	1	(1)	8	-	(2)	(0)	(0)	(0)	-	1	2	(1)	8
Passenger Train Interference - Foreign	(2)	-	(0)	1	2	(0)	-	-	-	-	-	-	(0)	(0)
Accident - Total	33	(2)	(0)	-	-	(6)	(1)	1	2	(3)	(5)	(2)	(5)	11
Accident - Metra/PSA	20	(2)	(0)	-	-	(6)	(1)	2	2	(3)	(5)	(2)	(5)	(2)
Accident - Foreign	13	-	-	-	-	-	-	(1)	-	-	-	-	-	12
Track Work - Total	(3)	(6)	(0)	-	3	(8)	(8)	(1)	(5)	(1)	19	1	10	(1)
Track Work - Metra/PSA	(3)	(6)	(0)	-	(1)	(8)	(8)	(1)	(6)	(1)	19	1	10	(5)
Track Work - Foreign	(0)	-	-	-	4	-	-	-	1	-	-	-	-	5
Human Error - Total	(2)	(0)	0	1	4	-	(2)	4	(4)	2	(3)	(0)	-	1
Human Error - Metra/PSA	0	(0)	0	1	-	(4)	(2)	2	(4)	3	(2)	(2)	(2)	(8)
Human Error - Foreign	(3)	-	-	(0)	4	4	(1)	2	-	(1)	(1)	1	2	9
PTC Related - Total	(2)	2	-	2	-	11	(3)	1	1	2	8	3	9	33
PTC Related - Metra/PSA	(1)	2	-	2	-	11	(3)	1	1	0	8	3	8	31
PTC Related - Foreign	(1)	-	-	-	-	-	-	-	-	2	-	-	1	2
Weather - Total	(1)	-	-	-	-	(1)	(0)	(1)	1	(1)	-	(6)	4	(6)
Weather - Metra/PSA	(1)	-	-	-	-	(1)	(0)	(1)	1	(1)	-	(6)	4	(6)
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Passenger Related - Total	(5)	(1)	1	1	(0)	(6)	1	(1)	(3)	(0)	(2)	0	4	(10)
Obstruction/Debris - Total	(6)	(3)	3	(5)	(0)	(1)	(1)	1	10	(1)	16	5	1	21
Catenary Failure - Total	-	(2)	3	2	-	-	-	-	-	-	-	-	-	3
Other - Total	(0)	-	(0)	-	-	(1)	-	-	2	-	(1)	(0)	-	(1)
Total Trains Delayed	8	(15)	7	14	12	(35)	(8)	(0)	(1)	(20)	35	(8)	27	16
Total Metra/PSA Delays	-15	-15	7	14	-2	-30	-13	-3	-3	-8	35	-13	18	-30
Total Foreign Carrier Delays	24	0	0	1	14	-5	5	3	2	-12	0	5	9	46

Data for current month is final (10/18/2021) 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 - September 2021**

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	80	-	-	-	49	42	120	27	24	45	15	46	307	755
Freight Interference - Peak	27	-	-	-	39	14	45	22	6	27	6	24	86	296
Primary	21	-	-	-	38	13	38	18	4	20	4	20	60	236
Secondary	6	-	-	-	1	1	7	4	2	7	2	4	26	60
Freight Interference - Off-Peak	53	-	-	-	10	28	75	5	18	18	9	22	221	459
Primary	49	-	-	-	7	26	68	2	17	15	6	19	159	368
Secondary	4	-	-	-	3	2	7	3	1	3	3	3	62	91
Signal/Switch Failure - Total	21	33	13	22	26	131	69	27	128	34	10	30	52	596
Signal/Switch Failure - Metra/PSA	12	33	13	22	-	108	63	16	124	8	10	15	43	467
Primary	9	22	11	11	-	85	54	16	109	7	7	11	34	376
Secondary	3	11	2	11	-	23	9	-	15	1	3	4	9	91
Signal/Switch Failure - Foreign	9	-	-	-	26	23	6	11	4	26	-	15	9	129
Primary	8	-	-	-	26	17	5	8	4	23	-	14	9	114
Secondary	1	-	-	-	-	6	1	3	-	3	-	1	-	15
Mechanical Failure - Total	38	1	1	5	3	66	49	24	63	4	56	24	48	382
Mechanical Failure - Metra/PSA	37	1	1	5	3	66	49	24	63	4	56	24	48	381
Non-Locomotive Equipment Issue - Metra/PSA	10	1	1	5	2	9	10	4	14	-	14	9	25	104
Primary	6	1	1	2	2	6	8	1	13	-	11	7	11	69
Secondary	4	-	-	3	-	3	2	3	1	-	3	2	14	35
Locomotive Issue - Metra/PSA	27	-	-	-	1	57	39	20	49	4	42	15	23	277
Primary	17	-	-	-	1	23	18	9	30	3	15	9	13	138
Secondary	10	-	-	-	-	34	21	11	19	1	27	6	10	139
Mechanical Failure - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Passenger Train Interference - Total	7	2	-	11	3	20	1	13	7	1	5	3	-	73
Passenger Train Interference - Metra/PSA	-	2	-	10	-	15	1	13	6	-	5	3	-	55
Passenger Train Interference - Foreign	7	-	-	1	3	5	-	-	1	1	-	-	-	18
Accident - Total	96	11	6	-	2	9	13	4	39	4	21	71	27	303
Accident - Metra/PSA	69	11	6	-	-	8	7	4	39	4	20	70	8	246
Accident - Foreign	27	-	-	-	2	1	6	-	-	-	1	1	19	57
Track Work - Total	44	31	2	32	7	19	34	4	55	10	81	38	31	388
Track Work - Metra/PSA	43	30	2	32	1	19	32	4	54	3	81	35	31	367
Track Work - Foreign	1	1	-	-	6	-	2	-	1	7	-	3	-	21
Human Error - Total	35	16	10	17	14	60	51	28	65	10	61	52	44	463
Human Error - Metra/PSA	23	16	10	17	7	21	42	14	65	9	41	28	28	321
Human Error - Foreign	12	-	-	-	7	39	9	14	-	1	20	24	16	142
PTC Related - Total	5	13	4	14	16	69	31	16	37	32	34	23	71	365
PTC Related - Metra/PSA	5	11	4	12	6	62	28	7	35	13	34	23	64	304
PTC Related - Foreign	-	2	-	2	10	7	3	9	2	19	-	-	7	61
Weather - Total	57	39	11	13	7	101	74	10	76	8	75	110	64	645
Weather - Metra/PSA	44	39	11	13	5	98	71	10	76	6	64	106	58	601
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	11	4	6	44
Passenger Related - Total	25	38	10	12	1	27	50	-	74	-	50	38	95	420
Obstruction/Debris - Total	23	27	17	30	-	23	31	5	64	8	52	40	68	388
Catenary Failure - Total	-	14	10	19	-	-	-	-	-	-	-	-	-	43
Other - Total	-	1	-	-	1	-	8	-	3	5	2	-	1	21
Total Trains Delayed	431	226	84	175	129	567	531	158	635	161	462	475	808	4,842
Total Metra/PSA Delays	281	223	84	172	24	447	382	97	603	60	415	382	444	3,614
Total Foreign Carrier Delays	150	3	0	3	105	120	149	61	32	101	47	93	364	1,228

Data for current month is final (10/18/2021) 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 - September Average Over Previous Five Years: 2016-2020

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	112	-	0	-	40	89	83	48	44	97	9	46	168	735
Freight Interference - Peak	42	-	0	-	34	18	23	16	10	35	3	25	59	265
Primary	23	-	-	-	28	11	16	12	7	26	2	12	29	166
Secondary	19	-	0	-	6	6	7	4	3	9	1	13	30	99
Freight Interference - Off-Peak	70	-	-	-	6	71	60	32	34	62	6	21	109	470
Primary	56	-	-	-	5	44	42	29	26	45	3	15	80	345
Secondary	14	-	-	-	1	27	18	3	8	18	2	6	29	125
Signal/Switch Failure - Total	170	63	29	28	23	153	95	56	106	80	22	58	77	961
Signal/Switch Failure - Metra/PSA	93	63	29	28	3	121	78	24	104	31	21	42	67	704
Primary	66	43	22	21	2	72	59	18	78	21	12	22	31	469
Secondary	27	20	7	7	0	49	19	6	26	10	9	21	35	236
Signal/Switch Failure - Foreign	77	-	-	-	21	31	16	32	2	50	0	16	11	256
Primary	59	-	-	-	17	17	12	25	2	33	-	10	8	182
Secondary	18	-	-	-	3	14	5	8	0	17	0	6	3	74
Mechanical Failure - Total	149	14	5	3	5	116	75	26	153	26	78	82	94	829
Mechanical Failure - Metra/PSA	148	10	4	3	5	108	74	26	153	26	78	82	94	812
Non-Locomotive Equipment Issue - Metra/PSA	53	10	4	3	1	18	8	4	17	11	25	27	40	219
Primary	22	4	2	1	1	9	5	3	8	7	14	15	20	110
Secondary	30	7	2	2	0	9	3	2	8	4	11	12	20	109
Locomotive Issue - Metra/PSA	95	-	-	-	4	90	66	22	137	15	53	56	55	593
Primary	29	-	-	-	3	28	25	7	42	7	17	17	19	194
Secondary	66	-	-	-	1	62	41	14	95	9	36	39	36	399
Mechanical Failure - Foreign	2	4	1	1	0	8	1	1	-	-	-	-	-	17
Passenger Train Interference - Total	19	4	2	3	8	24	3	8	4	26	-	2	3	105
Passenger Train Interference - Metra/PSA	2	2	1	0	0	18	2	7	3	0	-	2	2	39
Passenger Train Interference - Foreign	18	2	1	2	8	6	1	1	1	25	-	-	1	65
Accident - Total	56	31	6	9	2	36	34	12	28	14	38	66	45	376
Accident - Metra/PSA	52	17	4	9	1	27	31	10	25	9	37	58	27	305
Accident - Foreign	4	13	2	-	1	9	3	3	4	5	1	8	18	71
Track Work - Total	126	58	10	24	10	76	32	8	91	14	50	42	58	599
Track Work - Metra/PSA	116	58	10	24	9	75	30	7	91	9	50	41	58	579
Track Work - Foreign	10	-	-	-	1	2	2	0	-	5	-	0	-	20
Human Error - Total	142	27	12	14	14	87	48	21	69	26	49	53	56	620
Human Error - Metra/PSA	81	26	12	13	2	55	32	11	68	10	43	40	42	435
Human Error - Foreign	61	1	-	1	12	33	16	10	1	17	6	14	14	185
PTC Related - Total	31	10	3	6	5	5	7	5	36	6	29	24	41	207
PTC Related - Metra/PSA	29	10	3	6	2	5	7	3	35	3	29	23	39	194
PTC Related - Foreign	2	-	-	-	3	0	-	2	1	3	-	1	1	13
Weather - Total	105	68	23	35	3	68	50	14	98	10	47	58	34	612
Weather - Metra/PSA	105	68	23	35	3	68	50	14	97	9	47	58	33	609
Weather - Foreign	0	-	-	-	0	0	-	-	1	1	-	0	0	3
Passenger Related - Total	75	65	11	12	1	92	80	7	101	5	85	115	121	771
Obstruction/Debris - Total	64	33	11	29	4	37	37	15	68	23	29	71	70	490
Catenary Failure - Total	-	21	5	9	-	-	-	-	-	-	-	-	-	35
Other - Total	2	1	2	3	0	5	5	1	5	2	3	6	4	39
Total Trains Delayed	1,051	395	118	173	115	789	549	221	804	330	439	624	771	6,378
Total Metra/PSA Delays	763	375	114	170	29	611	427	124	750	127	423	539	558	5,011
Total Foreign Carrier Delays	288	20	4	3	86	178	122	97	53	203	16	84	213	1,368

Data for current month is final (10/19/2020) 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.c: Train Delays by Cause and Line - YTD
January - September 2021 Compared to Average January - September Average Over Previous Five Years: 2016-2020

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	(32)	-	(0)	-	9	(47)	37	(21)	(20)	(52)	6	0	139	20
Freight Interference - Peak	(15)	-	(0)	-	5	(4)	22	6	(4)	(8)	3	(1)	27	31
Primary	(2)	-	-	-	10	2	22	6	(3)	(6)	2	8	31	70
Secondary	(13)	-	(0)	-	(5)	(5)	(0)	-	(1)	(2)	1	(9)	(4)	(39)
Freight Interference - Off-Peak	(17)	-	-	-	4	(43)	15	(27)	(16)	(44)	3	1	112	(11)
Primary	(7)	-	-	-	2	(18)	26	(27)	(9)	(30)	3	4	79	23
Secondary	(10)	-	-	-	2	(25)	(11)	(0)	(7)	(15)	1	(3)	33	(34)
Signal/Switch Failure - Total	(149)	(30)	(16)	(6)	3	(22)	(26)	(29)	22	(46)	(12)	(28)	(25)	(365)
Signal/Switch Failure - Metra/PSA	(81)	(30)	(16)	(6)	(3)	(13)	(15)	(8)	20	(23)	(11)	(27)	(24)	(237)
Primary	(57)	(21)	(11)	(10)	(2)	13	(5)	(2)	31	(14)	(5)	(11)	3	(93)
Secondary	(24)	(9)	(5)	4	(0)	(26)	(10)	(6)	(11)	(9)	(6)	(17)	(26)	(145)
Signal/Switch Failure - Foreign	(68)	-	-	-	5	(8)	(10)	(21)	2	(24)	(0)	(1)	(2)	(127)
Primary	(51)	-	-	-	9	-	(7)	(17)	2	(10)	-	4	1	(68)
Secondary	(17)	-	-	-	(3)	(8)	(4)	(5)	(0)	(14)	(0)	(5)	(3)	(59)
Mechanical Failure - Total	(111)	(13)	(4)	2	(2)	(50)	(26)	(2)	(90)	(22)	(22)	(58)	(46)	(447)
Mechanical Failure - Metra/PSA	(111)	(9)	(3)	2	(2)	(42)	(25)	(2)	(90)	(22)	(22)	(58)	(46)	(431)
Non-Locomotive Equipment Issue - Metra/PSA	(43)	(9)	(3)	2	1	(9)	2	(0)	(3)	(11)	(11)	(18)	(15)	(115)
Primary	(16)	(3)	(1)	1	1	(3)	3	(2)	5	(7)	(3)	(8)	(9)	(41)
Secondary	(26)	(7)	(2)	1	(0)	(6)	(1)	1	(7)	(4)	(8)	(10)	(6)	(74)
Locomotive Issue - Metra/PSA	(68)	-	-	-	(3)	(33)	(27)	(2)	(88)	(11)	(11)	(41)	(32)	(316)
Primary	(12)	-	-	-	(2)	(5)	(7)	2	(12)	(4)	(2)	(8)	(6)	(56)
Secondary	(56)	-	-	-	(1)	(28)	(20)	(3)	(76)	(8)	(9)	(33)	(26)	(260)
Mechanical Failure - Foreign	(1)	(4)	(1)	(1)	(0)	(8)	(1)	(1)	-	-	-	-	-	(16)
Passenger Train Interference - Total	(12)	(2)	(2)	8	(5)	(4)	(2)	5	3	(25)	5	1	(3)	(32)
Passenger Train Interference - Metra/PSA	(2)	-	(1)	10	(0)	(3)	(1)	6	3	(0)	5	1	(2)	16
Passenger Train Interference - Foreign	(11)	(2)	(1)	(1)	(5)	(1)	(1)	(1)	0	(24)	-	-	(1)	(47)
Accident - Total	40	(20)	0	(9)	-	(27)	(21)	(8)	11	(10)	(17)	5	(18)	(73)
Accident - Metra/PSA	17	(6)	2	(9)	(1)	(19)	(24)	(6)	14	(5)	(17)	12	(19)	(59)
Accident - Foreign	23	(13)	(2)	-	1	(8)	3	(3)	(4)	(5)	(0)	(7)	1	(14)
Track Work - Total	(82)	(27)	(8)	8	(3)	(57)	2	(4)	(36)	(4)	31	(4)	(27)	(211)
Track Work - Metra/PSA	(73)	(28)	(8)	8	(8)	(56)	2	(3)	(37)	(6)	31	(6)	(27)	(212)
Track Work - Foreign	(9)	1	-	-	5	(2)	-	(0)	1	2	-	3	-	1
Human Error - Total	(107)	(11)	(2)	3	-	(27)	3	7	(4)	(16)	12	(1)	(12)	(157)
Human Error - Metra/PSA	(58)	(10)	(2)	4	5	(34)	10	3	(3)	(1)	(2)	(12)	(14)	(114)
Human Error - Foreign	(49)	(1)	-	(1)	(5)	6	(7)	4	(1)	(16)	14	10	2	(43)
PTC Related - Total	(26)	3	1	8	11	64	24	11	1	26	5	(1)	30	158
PTC Related - Metra/PSA	(24)	1	1	6	4	57	21	4	-	10	5	-	25	110
PTC Related - Foreign	(2)	2	-	2	7	7	3	7	1	16	-	(1)	6	48
Weather - Total	(48)	(29)	(12)	(22)	4	33	24	(4)	(22)	(2)	28	52	30	33
Weather - Metra/PSA	(61)	(29)	(12)	(22)	2	30	21	(4)	(21)	(3)	17	48	25	(8)
Weather - Foreign	13	-	-	-	2	3	3	-	(1)	1	11	4	6	41
Passenger Related - Total	(50)	(27)	(1)	-	0	(65)	(30)	(7)	(27)	(5)	(35)	(77)	(26)	(351)
Obstruction/Debris - Total	(41)	(6)	6	1	(4)	(14)	(6)	(10)	(4)	(15)	23	(31)	(2)	(102)
Catenary Failure - Total	-	(7)	5	10	-	-	-	-	-	-	-	-	-	8
Other - Total	(2)	-	(2)	(3)	1	(5)	3	(1)	(2)	3	(1)	(6)	(3)	(18)
Total Trains Delayed	(620)	(169)	(34)	2	14	(222)	(18)	(63)	(169)	(169)	23	(149)	37	(1,536)
Total Metra/PSA Delays	-482	-152	-30	2	-5	-164	-45	-27	-147	-67	-8	-157	-114	-1,397
Total Foreign Carrier Delays	-138	-17	-4	0	19	-58	27	-36	-21	-102	31	9	151	-140

Data for current month is final (10/18/2021) 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 7.a: Train Delays by Cause and Month
2021**

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 - Sep	
Freight Interference - Total	65	109	39	44	60	79	120	139	100				755	15.6%
Freight Interference - Peak	31	52	21	17	23	26	42	55	29				296	6.1%
Primary	26	43	17	16	21	22	31	38	22				236	4.9%
Secondary	5	9	4	1	2	4	11	17	7				60	1.2%
Freight Interference - Off-Peak	34	57	18	27	37	53	78	84	71				459	9.5%
Primary	24	47	16	26	32	44	54	64	61				368	7.6%
Secondary	10	10	2	1	5	9	24	20	10				91	1.9%
Signal/Switch Failure - Total	46	93	43	37	50	84	117	59	67				596	12.3%
Signal/Switch Failure - Metra/PSA	37	65	37	28	30	60	108	49	53				467	9.6%
Primary	32	51	29	26	27	51	80	39	41				376	7.8%
Secondary	5	14	8	2	3	9	28	10	12				91	1.9%
Signal/Switch Failure - Foreign	9	28	6	9	20	24	9	10	14				129	2.7%
Primary	8	25	6	7	18	23	8	9	10				114	2.4%
Secondary	1	3	-	2	2	1	1	1	4				15	0.3%
Mechanical Failure - Total	25	43	23	37	32	43	75	51	53				382	7.9%
Mechanical Failure - Metra/PSA	25	43	23	37	32	43	75	51	52				381	7.9%
Non-Locomotive Equipment Issue - Metra/PSA	4	14	9	3	10	20	17	7	20				104	2.1%
Primary	3	8	6	3	7	13	10	6	13				69	1.4%
Secondary	1	6	3	-	3	7	7	1	7				35	0.7%
Locomotive Issue - Metra/PSA	21	29	14	34	22	23	58	44	32				277	5.7%
Primary	11	19	11	14	10	14	28	14	17				138	2.9%
Secondary	10	10	3	20	12	9	30	30	15				139	2.9%
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	1				1	0.0%
Passenger Train Interference - Total	2	9	3	1	1	5	16	18	18				73	1.5%
Passenger Train Interference - Metra/PSA	2	7	3	1	-	4	9	16	13				55	1.1%
Passenger Train Interference - Foreign	-	2	-	-	1	1	7	2	5				18	0.4%
Accident - Total	30	35	24	40	17	36	5	66	50				303	6.3%
Accident - Metra/PSA	23	21	24	39	14	23	5	61	36				246	5.1%
Accident - Foreign	7	14	-	1	3	13	-	5	14				57	1.2%
Track Work - Total	1	18	40	17	28	38	76	77	93				388	8.0%
Track Work - Metra/PSA	1	18	38	16	27	37	73	71	86				367	7.6%
Track Work - Foreign	-	-	2	1	1	1	3	6	7				21	0.4%
Human Error - Total	25	62	27	23	47	29	108	83	59				463	9.6%
Human Error - Metra/PSA	19	52	19	16	34	20	71	53	37				321	6.6%
Human Error - Foreign	6	10	8	7	13	9	37	30	22				142	2.9%
PTC Related - Total	33	32	35	26	37	60	50	41	51				365	7.5%
PTC Related - Metra/PSA	28	26	29	16	31	54	39	33	48				304	6.3%
PTC Related - Foreign	5	6	6	10	6	6	11	8	3				61	1.3%
Weather - Total	23	430	5	1	12	31	27	106	10				645	13.3%
Weather - Metra/PSA	23	397	5	1	12	31	27	95	10				601	12.4%
Weather - Foreign	-	33	-	-	-	-	-	11	-				44	0.9%
Passenger Related - Total	20	37	23	18	27	67	89	76	63				420	8.7%
Obstruction/Debris - Total	36	36	21	26	50	45	72	34	68				388	8.0%
Catenary Failure - Total	-	-	-	2	11	-	2	14	14				43	0.9%
Other - Total	-	-	1	4	4	1	2	7	2				21	0.4%
Total Trains Delayed	306	904	284	276	376	518	759	771	648				4,842	100.0%
Total Metra/PSA Delays	214	702	223	204	272	385	572	560	482				3,614	74.6%
Total Foreign Carrier Delays	92	202	61	72	104	133	187	211	166				1,228	25.4%

Data for current month is final (10/18/2021) version of TOPS

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

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

**Table 7.b: Train Delays by Cause 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 - Sep
Freight Interference - Total	55	52	58	18	12	37	63	68	46	44	51	51	409 11.2%
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	150 4.1%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	125 3.4%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	25 0.7%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	259 7.1%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	202 5.5%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	57 1.6%
Signal/Switch Failure - Total	87	146	47	22	31	44	56	32	37	36	50	24	502 13.7%
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	372 10.2%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	283 7.7%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	89 2.4%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	130 3.6%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	116 3.2%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	14 0.4%
Mechanical Failure - Total	99	106	37	15	13	12	23	21	32	32	10	26	358 9.8%
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	337 9.2%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	123 3.4%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	66 1.8%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	57 1.6%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	214 5.8%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	95 2.6%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	119 3.3%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	21 0.6%
Passenger Train Interference - Total	5	7	2	2	-	3	3	9	1	2	3	2	32 0.9%
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	23 0.6%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	9 0.2%
Accident - Total	57	18	20	4	5	5	25	19	10	15	30	21	163 4.5%
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	140 3.8%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	23 0.6%
Track Work - Total	41	46	38	18	41	59	40	30	28	28	40	7	341 9.3%
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	316 8.6%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	25 0.7%
Human Error - Total	103	99	42	14	17	18	36	36	28	36	29	23	393 10.7%
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	326 8.9%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	67 1.8%
PTC Related - Total	43	36	21	28	29	20	33	27	48	37	35	43	285 7.8%
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	246 6.7%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	39 1.1%
Weather - Total	33	89	4	7	24	11	26	148	10	80	93	16	352 9.6%
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	349 9.5%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	3 0.1%
Passenger Related - Total	57	55	37	5	12	47	24	27	24	26	12	18	288 7.9%
Obstruction/Debris - Total	97	39	25	18	165	21	27	31	31	22	75	18	454 12.4%
Catenary Failure - Total	21	-	25	-	-	-	1	-	-	-	-	-	47 1.3%
Other - Total	11	8	3	3	1	-	5	2	3	6	1	3	36 1.0%
Total Trains Delayed	709	701	359	154	350	277	362	450	298	364	429	252	3,660 100.0%
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	2,934 80.2%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	726 19.8%

Data for current month is final (10/19/2020) 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 8: Train Delays by Duration
September 2021**

<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	21	3	2	11	9	11	5	7	15	6	7	7	10	114
11-15	7	0	3	0	3	4	3	2	2	1	4	5	7	41
16-20	2	1	1	0	1	4	2	0	3	0	2	5	1	22
21+	13	3	1	1	3	1	0	3	3	3	6	7	5	49
Annulled	<u>9</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>1</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>13</u>
Sub-Total	52	7	7	12	16	20	10	12	24	11	21	24	23	239
Weekday Off-Peak **														
6-10	22	5	3	2	0	8	8	3	35	4	9	4	25	128
11-15	11	2	2	1	1	5	3	1	7	1	10	1	13	58
16-20	8	2	0	1	2	5	2	0	3	0	5	2	6	36
21+	22	2	2	2	0	2	2	3	6	1	5	7	6	60
Annulled	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>1</u>	<u>0</u>	<u>18</u>
Sub-Total	68	11	7	6	3	21	16	7	51	6	39	15	50	300
Saturday														
6-10	1	4	0	3	0	2	2	0	1	0	1	4	5	23
11-15	1	3	0	1	0	5	3	0	1	0	2	1	4	21
16-20	1	2	0	2	0	0	0	0	1	0	3	2	3	14
21+	1	0	0	0	4	0	1	0	2	0	1	1	6	16
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>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>3</u>
Sub-Total	4	9	0	6	4	7	6	0	7	0	7	9	18	77
Sunday-Holiday														
6-10	0	0	0	2	0	2	2	0	2	0	4	0	2	14
11-15	0	1	0	0	0	1	2	0	0	0	2	3	2	11
16-20	3	0	0	0	0	0	1	0	0	0	0	0	1	5
21+	0	0	0	0	0	0	1	0	1	0	0	0	0	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>0</u>	<u>0</u>	<u>0</u>
Sub-Total	3	1	0	2	0	3	6	0	3	0	6	3	5	32
September 2021 Total														
6-10	44	12	5	18	9	23	17	10	53	10	21	15	42	279
11-15	19	6	5	2	4	15	11	3	10	2	18	10	26	131
16-20	14	5	1	3	3	9	5	0	7	0	10	9	11	77
21+	36	5	3	3	7	3	4	6	12	4	12	15	17	127
Annulled	<u>14</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>12</u>	<u>2</u>	<u>0</u>	<u>34</u>
TOTAL	127	28	14	26	23	51	38	19	85	17	73	51	96	648
2021 Year-to-Date														
6-10	143	103	27	84	55	260	242	74	360	60	123	128	266	1,925
11-15	77	54	12	25	30	153	135	30	108	31	78	80	197	1,010
16-20	42	21	13	18	10	61	64	14	59	19	53	59	104	537
21+	103	35	20	32	32	76	78	34	91	47	150	167	215	1,080
Annulled	<u>66</u>	<u>13</u>	<u>12</u>	<u>16</u>	<u>2</u>	<u>17</u>	<u>12</u>	<u>6</u>	<u>17</u>	<u>4</u>	<u>58</u>	<u>41</u>	<u>26</u>	<u>290</u>
TOTAL	431	226	84	175	129	567	531	158	635	161	462	475	808	4,842
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
September 2021 Total														
6-10	34.6%	42.9%	35.7%	69.2%	39.1%	45.1%	44.7%	52.6%	62.4%	58.8%	28.8%	29.4%	43.8%	43.1%
11-15	15.0%	21.4%	35.7%	7.7%	17.4%	29.4%	28.9%	15.8%	11.8%	11.8%	24.7%	19.6%	27.1%	20.2%
16-20	11.0%	17.9%	7.1%	11.5%	13.0%	17.6%	13.2%	0.0%	8.2%	0.0%	13.7%	17.6%	11.5%	11.9%
21+	28.3%	17.9%	21.4%	11.5%	30.4%	5.9%	10.5%	31.6%	14.1%	23.5%	16.4%	29.4%	17.7%	19.6%
Annulled	<u>11.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>2.0%</u>	<u>2.6%</u>	<u>0.0%</u>	<u>3.5%</u>	<u>5.9%</u>	<u>16.4%</u>	<u>3.9%</u>	<u>0.0%</u>	<u>5.2%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
2021 Year-to-Date Delays By Duration														
6-10	33.2%	45.6%	32.1%	48.0%	42.6%	45.9%	45.6%	46.8%	56.7%	37.3%	26.6%	26.9%	32.9%	39.8%
11-15	17.9%	23.9%	14.3%	14.3%	23.3%	27.0%	25.4%	19.0%	17.0%	19.3%	16.9%	16.8%	24.4%	20.9%
16-20	9.7%	9.3%	15.5%	10.3%	7.8%	10.8%	12.1%	8.9%	9.3%	11.8%	11.5%	12.4%	12.9%	11.1%
21+	23.9%	15.5%	23.8%	18.3%	24.8%	13.4%	14.7%	21.5%	14.3%	29.2%	32.5%	35.2%	26.6%	22.3%
Annulled	<u>15.3%</u>	<u>5.8%</u>	<u>14.3%</u>	<u>9.1%</u>	<u>1.6%</u>	<u>3.0%</u>	<u>2.3%</u>	<u>3.8%</u>	<u>2.7%</u>	<u>2.5%</u>	<u>12.6%</u>	<u>8.6%</u>	<u>3.2%</u>	<u>6.0%</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 (10/18/2021) version from TOPS.