

# On-Time Performance

February 2020



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Prepared by the Division of Strategic Planning & Performance

## On-Time Performance February 2020

This report presents an analysis of February 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.

**Table 1.a: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
February 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			
<b>BNSF</b>	1,120	41	96.3%	820	29	96.5%	1,940	70	96.4%	150	1	99.3%	80	2	97.5%	2,170	73	96.6%
<b>Elec</b>																		
<b>-ML</b>	840	33	96.1%	840	17	98.0%	1,680	50	97.0%	200	7	96.5%	80	2	97.5%	1,960	59	97.0%
<b>-BI</b>	260	5	98.1%	280	7	97.5%	540	12	97.8%	80	5	93.8%	40	3	92.5%	660	20	97.0%
<b>-SC</b>	<u>260</u>	<u>7</u>	97.3%	<u>620</u>	<u>15</u>	97.6%	<u>880</u>	<u>22</u>	97.5%	<u>160</u>	<u>1</u>	99.4%	<u>80</u>	<u>0</u>	100.0%	<u>1,120</u>	<u>23</u>	97.9%
<b>Subtotal</b>	1,360	45	96.7%	1,740	39	97.8%	3,100	84	97.3%	440	13	97.0%	200	5	97.5%	3,740	102	97.3%
<b>Heritage</b>	120	11	90.8%	20	1	95.0%	140	12	91.4%	--	--	--	--	--	--	140	12	91.4%
<b>Milw</b>																		
<b>-N</b>	520	30	94.2%	740	26	96.5%	1,260	56	95.6%	100	5	95.0%	72	0	100.0%	1,432	61	95.7%
<b>-W</b>	<u>540</u>	<u>44</u>	91.9%	<u>620</u>	<u>47</u>	92.4%	<u>1,160</u>	<u>91</u>	92.2%	<u>120</u>	<u>19</u>	84.2%	<u>72</u>	<u>2</u>	97.2%	<u>1,352</u>	<u>112</u>	91.7%
<b>Subtotal</b>	1,060	74	93.0%	1,360	73	94.6%	2,420	147	93.9%	220	24	89.1%	144	2	98.6%	2,784	173	93.8%
<b>NCS</b>	180	42	76.7%	220	30	86.4%	400	72	82.0%	--	--	--	--	--	--	400	72	82.0%
<b>RI</b>	720	52	92.8%	640	52	91.9%	1,360	104	92.4%	179	11	93.9%	126	9	92.9%	1,665	124	92.6%
<b>SWS</b>	220	11	95.0%	380	25	93.4%	600	36	94.0%	30	1	96.7%	--	--	--	630	37	94.1%
<b>UP</b>																		
<b>-N</b>	600	8	98.7%	800	9	98.9%	1,400	17	98.8%	130	0	100.0%	72	6	91.7%	1,602	23	98.6%
<b>-NW</b>	660	38	94.2%	640	17	97.3%	1,300	55	95.8%	170	4	97.6%	84	2	97.6%	1,554	61	96.1%
<b>-W</b>	<u>540</u>	<u>9</u>	98.3%	<u>640</u>	<u>14</u>	97.8%	<u>1,180</u>	<u>23</u>	98.1%	<u>100</u>	<u>1</u>	99.0%	<u>72</u>	<u>0</u>	100.0%	<u>1,352</u>	<u>24</u>	98.2%
<b>Subtotal</b>	1,800	55	96.9%	2,080	40	98.1%	3,880	95	97.6%	400	5	98.8%	228	8	96.5%	4,508	108	97.6%
<b>System</b>	6,580	331	95.0%	7,260	289	96.0%	13,840	620	95.5%	1,419	55	96.1%	778	26	96.7%	16,037	701	95.6%

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

Delays data for most recent month is final (03/17/2020) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - February 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			
<b>BNSF</b>	2,352	76	96.8%	1,722	42	97.6%	4,074	118	97.1%	270	13	95.2%	180	5	97.2%	4,524	136	97.0%
<b>Elec</b>																		
<b>-ML</b>	1,764	60	96.6%	1,764	48	97.3%	3,528	108	96.9%	360	10	97.2%	180	4	97.8%	4,068	122	97.0%
<b>-BI</b>	546	18	96.7%	588	10	98.3%	1,134	28	97.5%	112	5	95.5%	40	3	92.5%	1,286	36	97.2%
<b>-SC</b>	<u>546</u>	<u>11</u>	98.0%	<u>1,302</u>	<u>23</u>	98.2%	<u>1,848</u>	<u>34</u>	98.2%	<u>288</u>	<u>10</u>	96.5%	<u>180</u>	<u>0</u>	100.0%	<u>2,316</u>	<u>44</u>	98.1%
<b>Subtotal</b>	2,856	89	96.9%	3,654	81	97.8%	6,510	170	97.4%	760	25	96.7%	400	7	98.3%	7,670	202	97.4%
<b>Heritage</b>	252	23	90.9%	42	3	92.9%	294	26	91.2%	--	--	--	--	--	--	294	26	91.2%
<b>Milw</b>																		
<b>-N</b>	1,092	82	92.5%	1,554	71	95.4%	2,646	153	94.2%	180	7	96.1%	162	6	96.3%	2,988	166	94.4%
<b>-W</b>	<u>1,134</u>	<u>63</u>	94.4%	<u>1,302</u>	<u>80</u>	93.9%	<u>2,436</u>	<u>143</u>	94.1%	<u>216</u>	<u>27</u>	87.5%	<u>162</u>	<u>3</u>	98.1%	<u>2,814</u>	<u>173</u>	93.9%
<b>Subtotal</b>	2,226	145	93.5%	2,856	151	94.7%	5,082	296	94.2%	396	34	91.4%	324	9	97.2%	5,802	339	94.2%
<b>NCS</b>	378	62	83.6%	462	42	90.9%	840	104	87.6%	--	--	--	--	--	--	840	104	87.6%
<b>RI</b>	1,512	119	92.1%	1,344	107	92.0%	2,856	226	92.1%	311	21	93.2%	266	19	92.9%	3,433	266	92.3%
<b>SWS</b>	462	18	96.1%	798	45	94.4%	1,260	63	95.0%	54	4	92.6%	--	--	--	1,314	67	94.9%
<b>UP</b>																		
<b>-N</b>	1,260	18	98.6%	1,680	19	98.9%	2,940	37	98.7%	234	4	98.3%	162	8	95.1%	3,336	49	98.5%
<b>-NW</b>	1,386	75	94.6%	1,344	37	97.2%	2,730	112	95.9%	306	5	98.4%	189	5	97.4%	3,225	122	96.2%
<b>-W</b>	<u>1,134</u>	<u>48</u>	95.8%	<u>1,344</u>	<u>45</u>	96.7%	<u>2,478</u>	<u>93</u>	96.2%	<u>180</u>	<u>1</u>	99.4%	<u>162</u>	<u>5</u>	96.9%	<u>2,820</u>	<u>99</u>	96.5%
<b>Subtotal</b>	3,780	141	96.3%	4,368	101	97.7%	8,148	242	97.0%	720	10	98.6%	513	18	96.5%	9,381	270	97.1%
<b>System</b>	13,818	673	95.1%	15,246	572	96.2%	29,064	1,245	95.7%	2,511	107	95.7%	1,683	58	96.6%	33,258	1,410	95.8%

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

Delays data for most recent month is final (03/17/2020) 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-Feb	Annual
<b>BNSF</b>	<b>2015</b>	90.9	90.1	96.8	97.5	96.6	92.4	93.0	95.4	95.8	93.6	93.5	97.4	90.5%	94.4%
	<b>2016</b>	93.2	93.8	95.9	96.8	94.0	93.5	93.8	91.4	91.3	95.2	95.4	93.1	93.5%	94.0%
	<b>2017</b>	95.9	95.6	96.2	96.3	95.4	93.7	96.2	94.4	92.7	93.8	91.8	92.1	95.8%	94.5%
	<b>2018</b>	89.6	91.6	92.7	94.2	90.5	92.2	91.6	92.7	92.0	92.4	92.5	95.1	90.6%	92.2%
	<b>2019</b>	92.7	88.8	97.8	95.1	94.9	94.6	93.0	96.3	96.7	96.3	95.9	97.7	90.8%	95.0%
	<b>2020</b>	97.3	96.6											97.0%	97.0%
	<b>2015-2019 average</b>	92.4	92.0	95.9	96.0	94.2	93.3	93.5	94.0	93.7	94.3	93.8	95.1	92.2%	94.0%
<b>Electric</b>	<b>2015</b>	96.3	95.4	98.4	98.4	98.3	97.7	96.5	98.2	97.9	97.8	97.8	99.0	95.9%	97.6%
	<b>2016</b>	98.0	98.6	98.8	98.9	98.9	96.5	97.9	98.5	97.1	98.6	97.7	97.7	98.3%	98.1%
	<b>2017</b>	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.2%	98.1%
	<b>2018</b>	97.7	97.2	99.1	99.0	99.2	97.7	98.2	98.6	98.6	98.2	97.7	95.9	97.5%	98.1%
	<b>2019</b>	96.4	90.7	99.6	99.7	98.6	99.5	97.1	98.6	98.9	99.3	98.7	98.5	93.7%	98.0%
	<b>2020</b>	97.5	97.3											97.4%	97.4%
	<b>2015-2019 average</b>	96.8	96.3	98.8	98.9	98.8	97.6	97.7	98.5	98.1	98.4	97.9	97.9	96.6%	98.0%
<b>Heritage</b>	<b>2015</b>	92.1	90.0	96.2	88.6	85.8	89.4	92.0	85.7	86.5	98.5	85.0	90.9	91.1%	90.2%
	<b>2016</b>	90.0	92.9	97.4	97.3	95.2	94.8	87.9	94.4	94.6	98.0	94.6	91.8	91.5%	94.2%
	<b>2017</b>	93.9	94.3	96.9	96.4	94.2	89.0	90.7	97.5	95.7	90.3	88.4	90.7	94.1%	93.2%
	<b>2018</b>	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.4%	89.4%
	<b>2019</b>	81.8	82.1	87.1	87.7	85.1	92.1	89.6	89.0	82.9	90.7	90.7	95.9	82.0%	87.9%
	<b>2020</b>	90.9	91.4											91.2%	91.2%
	<b>2015-2019 average</b>	88.6	89.9	93.7	93.1	86.7	90.5	90.8	92.3	91.3	93.0	89.4	92.1	89.2%	91.0%
<b>Milw - N</b>	<b>2015</b>	91.8	87.9	93.5	95.1	95.4	94.8	97.1	94.9	95.6	97.9	97.0	96.8	89.9%	94.9%
	<b>2016</b>	95.3	94.2	95.7	96.8	92.5	92.9	95.0	93.1	93.8	97.5	95.1	93.8	94.7%	94.6%
	<b>2017</b>	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.4%	93.8%
	<b>2018</b>	91.8	89.2	95.2	91.6	92.4	93.6	94.8	94.8	92.4	92.0	90.3	94.3	90.6%	92.7%
	<b>2019</b>	88.4	85.2	94.2	94.3	94.3	92.3	89.4	91.8	95.3	93.2	88.9	95.1	86.9%	91.9%
	<b>2020</b>	93.3	95.7											94.4%	94.4%
	<b>2015-2019 average</b>	92.5	90.5	95.0	94.8	94.1	93.4	93.0	93.5	93.5	94.9	93.2	94.5	91.5%	93.6%
<b>Milw - W</b>	<b>2015</b>	93.6	93.0	94.8	97.7	97.2	95.4	96.6	96.8	97.8	99.0	98.2	96.5	93.3%	96.4%
	<b>2016</b>	94.0	95.3	94.4	96.0	94.9	93.6	92.1	95.2	97.4	97.0	95.6	93.3	94.7%	94.9%
	<b>2017</b>	96.9	95.2	95.2	95.6	97.5	95.8	96.3	96.3	95.5	96.7	96.9	88.2	96.1%	95.5%
	<b>2018</b>	94.7	91.3	96.3	97.7	95.8	96.5	97.4	96.6	96.4	95.7	93.2	96.6	93.1%	95.7%
	<b>2019</b>	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.1%	95.1%
	<b>2020</b>	95.8	91.7											93.9%	93.9%
	<b>2015-2019 average</b>	94.3	93.4	95.4	96.6	96.2	95.6	95.8	96.2	96.7	96.8	95.0	94.2	93.8%	95.5%
<b>NCS</b>	<b>2015</b>	93.9	82.5	92.6	94.8	95.7	94.8	96.0	92.6	95.2	97.1	96.1	93.6	88.4%	93.8%
	<b>2016</b>	92.3	95.5	91.7	93.3	94.4	96.3	95.0	96.4	96.1	95.5	95.2	92.6	93.9%	94.5%
	<b>2017</b>	92.6	91.6	95.1	95.2	95.5	95.7	94.8	98.0	92.7	91.9	92.6	92.0	92.1%	94.0%
	<b>2018</b>	93.2	86.4	95.9	95.5	90.0	92.9	98.8	93.3	93.2	96.1	90.0	88.5	90.1%	92.9%
	<b>2019</b>	87.6	91.8	95.0	95.2	95.0	97.3	95.2	95.0	95.8	95.2	91.3	96.7	89.6%	94.3%
	<b>2020</b>	92.7	82.0											87.6%	87.6%
	<b>2015-2019 average</b>	92.0	89.6	94.0	94.8	94.1	95.4	95.9	95.2	94.6	95.1	93.1	92.7	90.8%	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-Feb	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	96.4%	97.1%
	2016	92.6	96.2	95.8	96.5	97.9	96.2	93.5	96.3	96.0	98.2	97.9	95.3	94.4%	96.1%
	2017	95.2	97.1	97.8	98.0	94.6	96.0	95.3	95.2	95.7	95.9	94.0	92.8	96.1%	95.7%
	2018	92.2	90.2	95.7	96.8	94.8	95.0	96.7	94.9	95.6	97.2	93.3	95.4	91.3%	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	88.4%	92.0%
	2020	92.0	92.6											92.3%	92.3%
	<b>2015-2019 average</b>	93.4	93.2	97.0	97.1	94.7	95.8	93.5	95.2	94.8	96.7	94.8	95.0	93.3%	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	92.3%	94.5%
	2016	95.6	97.2	97.8	95.6	91.9	95.3	94.1	93.3	91.6	97.4	96.6	96.2	96.4%	95.2%
	2017	96.2	94.1	96.4	97.3	92.8	97.1	97.1	94.3	96.3	93.7	90.1	93.8	95.1%	94.9%
	2018	93.9	90.5	92.0	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	90.7%	93.0%
	2020	95.6	94.1											94.9%	94.9%
	<b>2015-2019 average</b>	94.1	92.6	95.1	95.7	93.7	92.5	93.4	93.8	94.5	94.7	94.0	94.8	93.4%	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	97.2%	97.5%
	2016	96.9	98.6	97.1	98.3	98.3	98.2	97.0	96.0	98.1	99.1	98.0	98.1	97.8%	97.8%
	2017	95.6	99.0	98.3	97.0	97.3	97.3	95.6	97.7	96.9	98.1	96.9	96.0	97.3%	97.2%
	2018	97.6	94.2	97.1	97.4	97.6	97.2	97.7	96.6	97.4	96.8	94.2	94.8	96.0%	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	89.9%	95.3%
	2020	98.5	98.6											98.5%	98.5%
	<b>2015-2019 average</b>	95.9	95.4	97.6	97.5	97.7	97.3	96.4	96.2	97.6	97.3	96.2	97.3	95.6%	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	93.9%	96.2%
	2016	97.0	98.1	97.8	98.1	96.0	96.6	94.9	96.8	96.9	96.5	93.2	93.4	97.6%	96.3%
	2017	96.2	97.4	98.1	93.7	97.2	93.3	92.2	94.6	93.8	94.8	95.6	94.6	96.8%	95.1%
	2018	95.7	90.7	95.8	98.0	95.6	91.3	95.5	95.8	94.7	97.8	92.4	94.9	93.3%	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	90.1%	93.0%
	2020	96.3	96.1											96.2%	96.2%
	<b>2015-2019 average</b>	95.0	93.6	96.9	95.9	96.3	94.6	93.4	95.4	95.7	95.7	93.2	95.2	94.3%	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	92.5%	95.4%
	2016	97.8	93.4	97.2	96.7	90.1	94.4	96.6	96.0	96.2	95.6	94.0	92.9	95.6%	95.1%
	2017	95.0	96.5	96.1	92.9	93.8	92.4	94.8	94.3	94.7	92.9	94.8	90.7	95.7%	94.1%
	2018	92.3	89.0	94.4	92.8	88.9	93.9	91.6	89.9	92.9	92.2	91.2	88.5	90.8%	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	84.0%	92.3%
	2020	94.9	98.2											96.5%	96.5%
	<b>2015-2019 average</b>	93.8	89.4	94.9	94.6	92.6	94.1	93.6	94.2	95.0	94.4	93.9	93.0	91.7%	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	93.8%	96.2%
	2016	95.8	96.4	96.8	97.4	95.8	95.5	95.4	95.7	95.7	97.4	96.2	95.2	96.1%	96.1%
	2017	95.6	96.9	97.2	96.6	96.5	95.3	95.5	96.0	95.2	95.7	95.2	93.9	96.3%	95.8%
	2018	94.2	92.3	95.9	96.3	94.5	94.6	95.6	95.3	95.4	95.5	93.6	94.6	93.3%	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	90.1%	94.6%
	2020	95.9	95.6											95.8%	95.8%
	<b>2015-2019 average</b>	94.5	93.4	96.7	96.7	95.9	95.4	95.0	95.7	95.8	96.3	95.1	95.6	93.9%	95.5%

Delays data for most recent month is final (03/17/2020) 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  
February 2020**

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
BNSF	1251 <b>70% OT</b>	Wed, Feb 05	11	F1	Waiting on the late 1243 to shove into the yard. 1243 was late due to power issues at 14st.
		Thu, Feb 06	9	CF1	Waiting on the 1288 to depart from the ATC. 1288 was late off tight turn from 1243 (COMM ISSUES BETWEEN U MAN AND ENGINEER - possible weak repeater in CUS)
		Fri, Feb 07	12	C1	Waiting on late 1288 to depart due to late flip of 1243. 1243 was late due to holding for the U PEMNSB0 10 at Highlands.
		Mon, Feb 10	10	J1	Delayed due to 1247 having to remove two unruly Passengers from their train.
		Wed, Feb 12	19	C1	Waiting on 1288 to pull into ATC.
		Fri, Feb 14	7	IW1	Waiting on 1247 to shove into yard, they were 5 minutes late.
HC	918 <b>75% OT</b>	Wed, Feb 05	14	U	10' ADA Lemont to CUS
		Thu, Feb 06	12	RF	PASSENGERS ON WRONG SIDE FROM ROMEOVILLE TO TO SUMMIT, cn did not advise gps about track change JOLIET TO STATESVILLE 10MPH FOR PTC.
		Fri, Feb 07	15	ZT	(PTC BACK OFFICE/SOFTWARE) - PENALTY APPLICATION WHEN ONBOARD FAILED LOST ABILITY TO SEE SIGNALS AT CP CERMAK
		Thu, Feb 20	7	DD1	QSBDCI66617K BNSF 7472 84C 8300 FT WAS DELAYED FOR AMTK 301 WHO WAS DELAYED BRIGHTON FOR I0018 NS 1024 79
		Mon, Feb 24	10	ZT	(PTC BACK OFFICE/SOFTWARE) - UNABLE TO INIT. CN HELP DESK ASSISTED
ELML	709 <b>80% OT</b>	Wed, Feb 05	9	RD1	(METRA DISPATCHER ERROR) - WAITING FOR 603 TO CLEAR KENSINGTON AND FOLLOWING
		Mon, Feb 10	13	H1	(CAB CAR / TRL / MU MALFUNCTION) - 2 MIN. LATE DEPARTURE ACCT. CONGESTION AT RANDOLPH ST. DUE TO AIR PROBLEMS WITH ME757 AND FOLLOWING ME757
		Thu, Feb 13	10	JM1	SS9115 had an medical emergency.
		Mon, Feb 17	17	FS1	(NICTD TRAIN INTERFERENCE) - 11 MIN. DELAY FOLLOWING LATE TRAINS RESULTING FROM SS9115 BEING BROKEN DOWN AT VAN BUREN.
MN	2137 <b>80% OT</b>	Wed, Feb 05	7	KP	7" delay, due to police activity at Western Avenue.
		Thu, Feb 06	9	VG1	9 min late, following trains ahead.
		Tue, Feb 18	6	H1	6 min late, following 2135 to A-5. (2237 A-3 loading issues)
		Wed, Feb 26	9	E	9 min late, faulty ditch lights loco 73.
MN	2150 <b>80% OT</b>	Wed, Feb 05	12	KP	12" delay, due to police activity at Western Avenue.
		Thu, Feb 06	7	VG1	7 min late, late turn from 2133.
		Mon, Feb 17	8	G1	12" LATE TURN FROM #2133 (#2129 WAITING FOR X-TRAFFIC AT MAYFAIR)
		Wed, Feb 19	6	GX1	6 min late, 8 min late turn from 2133.
MW	2209 <b>80% OT</b>	Thu, Feb 06	10	FW1	10" DEPARTED CUS LATE DUE TO WAITING ON A NEW ENGINEER PULLED IN RELIEF. (DUE TO #2214 MECHANICAL PROBLEMS IN ELGIN COACHYARD)
		Fri, Feb 14	13	RA1	9" STOP SIGNAL B-35 WAITING ON #2230; 4" ADA CUS TO ELGIN, WHEELCHAIR BATTERY DIED PRIOR TO BOARDING AT CUS, CREW HAD TO PHYSICALLY PUSH HER DOWN THE PLATFORM TO LOAD HER UP, AND PUSH HER DOWN THE PLATFORM @ ELGIN.
		Wed, Feb 19	8	RA	8" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF #2218
		Wed, Feb 26	0	XE	Annulled @ Itasca, mechanical problems engine #103 quit loading @ Itasca (Aux Gen). 2228's equipment deadheaded out to Itasca as RTA 93 to rescue disabled 2209
MW	2213 <b>80% OT</b>	Mon, Feb 03	17	D	7" DEPARTED CUS LATE DUE TO MECHANICAL PROBLEMS. LIGHT ENGINE TIED ON LATE & AT DEPARTURE TIME HAD NO DOOR CLOSE LIGHT; 10" FREIGHT INTERFERENCE.
		Fri, Feb 07	12	D	10" STOP SIGNAL B-12 CROSS TRAFFIC, FREIGHT TRAIN B790 W/120 CARS (STOPPED TO LINE SWITCHES); 2" TRACK CONSTRUCTION/SINGLE TRACKING X/O 1 TO 2MT.
		Tue, Feb 11	30	DE	26" FREIGHT INTERFERENCE B-12. G57 W/157 CARS IN EMERGENCY, POSSIBLE BROKEN AIR HOSE.
		Tue, Feb 18	47	D	57" CP FREIGHT TRAIN INTERFERENCE AT B-17 WAITING ON TRAIN TO CLEAR ONTO CONNECTION.
MW	2232 <b>80% OT</b>	Fri, Feb 07	15	D1	20" TRACKING CONSTRUCTION/SINGLE TRACKING, STOP SIGNAL B-17 WAITING ON 2213 TO CLEAR.
		Tue, Feb 11	17	DE1	12" FREIGHT INTERFERENCE B-17 CP650; 6" FREIGHT INTERFERENCE B-12.
		Tue, Feb 18	51	D	51" DELAY, CP FREIGHT INTERFERENCE AT B17 WAITING ON TRAIN TO CLEAR ONTO CONNECTION.
		Wed, Feb 26	0	E1	Annulled due to #2209 mechanical problems @ Itasca.
MW	2254 <b>80% OT</b>	Tue, Feb 04	41	E	41" delay, loco 403 stopped loading at A-5, foreman Patrick repaired MB motor and cut out dynamic brake.
		Fri, Feb 07	11	U	4 min 2 ADA's, 5 min passenger loading, 4 min Western Ave. disruptive/pugnacious passenger who later walked off.
		Fri, Feb 14	14	IW	6 min late turn from 2249, 8 min passenger loading.
		Thu, Feb 27	15	J	12 min Big Timber waiting on local police to interview intoxicated female, 6 min walking speed past Grand Ave.
MW	2255 <b>80% OT</b>	Tue, Feb 04	28	E1	38" delay, late turn from 2254 (mechanical problem on loco 403 at A-5).
		Thu, Feb 13	29	G	29" DELAY, SWITCH PROBLEMS A-2.
		Fri, Feb 14	15	IW1	15" delay, late turn from 2254.
		Thu, Feb 27	9	J1	17" DEPARTING CUS, DUE TO LATE ARRIVAL OF #2254.
NCS	102 <b>65% OT</b>	Mon, Feb 10	7	R	5" DEPARTING ANTIOCH originally reported LATE DUE TO REFUELING PRIOR TO DEPARTING ANTIOCH (engineer had parking brake applied on loco) COACHYARD; 2" SIGNAL DEVAL; 2" STOP SIGNAL A-2.
		Mon, Feb 17	8	GF	10" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
		Tue, Feb 18	10	GF	10" RESTRICTED SPEED MP20.9-17.
		Fri, Feb 21	9	GF	9" DELAY, MULTIPLE TEMPORARY SPEED RESTRICTIONS; SIGNAL PROBLEMS JUNCT. 19, RESTRICTED SPEED.
		Mon, Feb 24	9	GF	2" ADA BUFFALO GROVE; 7" SIGNAL PROBLEMS JUNCT. 19, RESTRICTED SPEED.
		Tue, Feb 25	8	GF	2' ADA BUFFALO GROVE; SIGNAL PROBLEMS/SUSPENDED JUNCT. 19; RESTRICTED SPEED.
		Thu, Feb 27	6	K	10" AUTOMATIC GRADE CROSSING MALFUNCTION 529(a) @ BELVIDERE RD due to vehicle accident near the crossing (police report)/RT. 120 MP 44.8; TEMPORARY SPEED RESTRICTION @ MP 17.3-16.9.



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

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late	Delay			
NCS	103	Thu, Feb 13	21	GF	21" DELAY: (2) AUTOMATIC GRADE CROSSING MALFUNCTIONS 529 (A) @ GOLF RD, RAND RD; (2) ADA'S WHEELING; ADA PRAIRIE VIEW; MECHANICAL PROBLEMS ENGINE #426 GROUND RELAY, C/O #2 TRACTION MOTOR.		
			80% OT	Fri, Feb 14	9	EW	13" MECHANICAL PROBLEMS ENGINE #106, LOSING MR (90LBS)
				Thu, Feb 20	7	GF	7" RESTRICTED SPEED JUNCTION 19
				Fri, Feb 21	9	GF	9" DELAY, SIGNAL PROBLEMS JUNCT. 19, RESTRICTED SPEED; PLANNED WORK.
NCS	108	Mon, Feb 10	6	G	29 Switch failed.		
			70% OT	Tue, Feb 18	12	GF	12" RESTRICTED SPEED MP20.9-17.
				Wed, Feb 19	11	GF	9" SIGNAL PROBLEMS (BUNGALOW FIRE) JUNCT. 19, VERBAL PERMISSION BY, RESTRICTED; 3" ADA ANTIOCH TO CUS; 3" WAITING ON/FOLLOWING ELGIN TRAINS.
				Thu, Feb 20	10	GF	9" RESTRICTED SPEED JUNCTION 19; STOP SIGNAL A-2, UP X-TRAFFIC.
				Fri, Feb 21	9	GF	9" SIGNAL PROBLEM JUNCT. 19, RESTRICTED SPEED.
				Thu, Feb 27	8	K	8" AUTOMATIC GRADE CROSSING MALFUNCTION 529(a) @ BELVIDERE RD. due to vehicle accident near crossing (police report)/RT. 120 MP 44.8
NCS	109	Wed, Feb 05	11	KP	11" delay, due to police activity at Western Avenue.		
			60% OT	Thu, Feb 06	11	GF	6 min following trains, 3 min Touhy Ave. 529-A, 4 min 2 speed restrictions.
				Wed, Feb 12	13	GW1	14 min late, following 2227
				Mon, Feb 17	21	GF	21" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Thu, Feb 20	10	GF	10 min at Jct. 19
				Fri, Feb 21	10	GF	10 min late, 2 min ADA, 3 min A-4 to River Grove following 2227, 6 min Jct. 19.
				Mon, Feb 24	10	GF	3 min following trains ahead, 5 min copying and complying speed restriction, 4 min Jct. 19.
		Tue, Feb 25	12	GF	ARRIVED ANTIOCH AT 18:17 6:17 12 MIN LATE, 2 MIN ADA, 3 MIN SPEED RESTRICTION, 8 MIN JCT 18 5 MIN STOP AT DEVAL.		
NCS	110	Thu, Feb 06	14	FW1	3" MULTIPLE TEMPORARY SPEED RESTRICTIONS; 3" SLOW LOADING PASSENGERS DUE TO WEATHER CONDITIONS (SNOW); 3" SLOW LOADING ENGINE #86; 8" STOP SIGNAL CANAL ST. CUS STATION CONGESTION. due to 2214		
			80% OT	Mon, Feb 17	13	GF	13" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Tue, Feb 18	18	GF	11" RESTRICTED SPEED MP20.9-17; 7" DEVAL WAITING ON UP X-TRAFFIC.
				Fri, Feb 21	10	GF	6" DEPARTED ANTIOCH COACHYARD LATE DUE TO LAST MINUTE YARD MOVE; 8" SIGNAL PROBLEM JUNCT. 19, RESTRICTED SPEED.
NCS	114	Thu, Feb 06	9	KW	3" MULTIPLE TEMPORARY SPEED RESTRICTION; 6" SLOW LOADING ENGINE #86 & SNOWY RAILS; 2" ADA GRAYSLAKE TO CUS.		
			70% OT	Thu, Feb 13	22	GF1	14" DEPARTED ANTIOCH LATE DUE TO LATE ARRIVAL/TURN OF 103; 8" SLOW PASSENGER LOADING DUE TO WEATHER CONDITIONS (SNOW).
				Mon, Feb 17	10	GF	10" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Tue, Feb 18	9	GF	11" RESTRICTED SPEED MP20.9-17; 4" 529A MP 23.9 GOLF RD.
				Mon, Feb 24	11	GF	11" SIGNAL PROBLEMS JUNCT. 19, RESTRICTED SPEED.
				Tue, Feb 25	9	GF	SIGNAL PROBLEMS/SUSPENDED JUNCT. 19, RESTRICTED SPEED.
NCS	115	Wed, Feb 05	7	KP	7" delay, due to police activity at Western Avenue.		
			60% OT	Fri, Feb 07	17	G	17" delay, due to a switch/signal failure at B-6
				Mon, Feb 10	8	GM	3 min copying 529-A, 5 min 529-A MP54.7.
				Wed, Feb 12	13	ZE1	13 delay, following trains ahead 2239 and 2241.
				Mon, Feb 17	15	GF	(NO TTR1/ARRIVAL TIME) SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Tue, Feb 18	29	H1	12 min waiting on equipment from a late 2144 (2237 A-3 loading issues) , 4 min complying with a 529-A 15.6, 2 min meeting 118 at Schiller Pk. 7 min talked by Jct. 19, 5 min stop signal Deval, 2 min RAM waiting on 120.
				Thu, Feb 20	6	GF	12 min delayed at Jct. 19
		Tue, Feb 25	8	GF	8 MIN LATE, 3 MIN FOLLOWING 2241, 9 MIN JCT 19		
NCS	116	Wed, Feb 05	7	KP	7" delay, due to police activity at Western Avenue.		
			75% OT	Mon, Feb 17	24	GF	24" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Tue, Feb 18	6	RA	6 min waiting for line up outside CUS.
				Wed, Feb 19	7	D	8 min stop signal Deval, 5 min Jct. 19.
				Mon, Feb 24	7	GF	7 min late, 8 min stop signal Deval, 5 min Jct. 19.
NCS	117	Mon, Feb 10	8	GM	8" DELAY, 529-A		
			75% OT	Tue, Feb 11	14	GF	8 min CUS waiting on equipment from WACY, 3 min following trains, 10 min 529-A.
				Mon, Feb 17	13	GF	13" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.
				Tue, Feb 18	13	GF	8 min 529-A, 12 min Jct. 19,
				Wed, Feb 19	8	GF	13 min Jct. 19, 6 min Deval stop signal.

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

Line	Train	Date	Minutes		Delay Code	Delay Explanation
			Late	Delay		
NCS	118 70% OT	Wed, Feb 12	10	IW	10 min late, 4 min passenger loading in the night's of the snow storm, 3 min stop signal Deval, 3 min stop signal A-2.	
		Mon, Feb 17	28	RF	4" LATE TURN FROM #107; 15" CONTACTING CN DISPATCHER, 4" ADA; 10" SIGNAL PROBLEMS JUNCTION 19-17 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.	
		Wed, Feb 19	7	GF	8 min enroute Mundelein to B-Grove, 7 min Jct. 19.	
		Thu, Feb 20	12	GF	4 min ADA, 2 min cross traffic A-2, 10 min Jct. 19.	
		Fri, Feb 21	13	GF	13 min late, 4 min ADA, 2 min cross traffic A-2, 12 min Jct. 19.	
Mon, Feb 24	7	GF	8 min Jct. 19, 4 min ADA.			
NCS	119 80% OT	Wed, Feb 12	10	A	3 min snow storm, 11 min Deval, 2 min Metra cross traffic	
		Mon, Feb 17	22	RF1	16" LATE TURN FROM #118(CONTACTING CN DISPATCHER); 9" SIGNAL PROBLEMS JUNCTION 19 BUNGALOW (FIRE) CONTACT RTC FOR VERBAL PERMISSION BY, RESTRICTED SPEED.	
		Thu, Feb 20	11	GF	10 min Jct. 19, 3 min cross traffic Metra crossing.	
Fri, Feb 21	11	GF	11 min late, 10 min Jct. 19, 3 min cross traffic Metra crossing.			
RI	411 80% OT	Thu, Feb 06	8	U	two ADA 35th st ADA 80th ave	
		Mon, Feb 17	8	G	(SIG / SWITCH MALFCN (SIG DEPT)) - 8M BEING FLAGGED BY SIGNAL AND RUNNING RESTRICTED SIGNALS TO EJ&E ACCOUNT ISSUES AT EJE	
		Fri, Feb 21	12	E	(LOCOMOTIVE MALFUNCTION) - WENT INTO EMERG.  BPPS NO LOADING  AESS LOW BATTERY	
		Wed, Feb 26	11	RO	(HUMAN ERROR METRA TOWER OPERATOR) - DEPARTED LSS 12M LATE ACCT LATE TURN FROM 411 WASH	
RI	416 75% OT	Mon, Feb 03	29	E	(LOCOMOTIVE MALFUNCTION) - NO PROPS ON ENG 100 TRACTION MOTOR #4 CUT-OUT ONLY ABLE TO DO 12-15MPH	
		Mon, Feb 10	10	G1	(SIG / SWITCH MALFCN (SIG DEPT)) - 10M LATE FOLLOWING RI612 DUE TO SW #3 FAILING REVERSE CP 81ST ST	
		Fri, Feb 14	7	FW	(CAB / TRL / MU MALFCN, WEATHER) - DOOR PROBLEMS DUE TO WEATHER door 7312, 6011, 7252, 7376.	
		Fri, Feb 21	12	U	3M BLUE ISLAND, 3M OAK FOREST BOTH ADA S 3M ACCOMODATING PASSENGERS DUE TO 10C TRAIN, 3M GRESHAM WAITING ON 6	
		Wed, Feb 26	10	IW	(PASSENGER HANDLING,WEATHER) - 6M ENROUTE SLOW/HEAVY PASSENGER LOADING, 2M 111TH AWDMM ITEM #1, 2M GRESHAM FOLLOWING RI616	
RI	420 80% OT	Tue, Feb 04	8	RD	IOWA152 WITH 109 CARS AND 8100 FT AHEAD. Dispatch error.	
		Mon, Feb 17	25	D	(GENERAL FREIGHT INTERFERENCE) - 13M WAITING ON IA9219, NS9219+2, 112X5, 14554 TONS, AND 7300 FT TO CLEAR	
		Tue, Feb 18	9	E1	(CAB CAR / TRL / MU MALFUNCTION) - DEPARTED JOLIET 5M LATE ACCOUNT ISSUES BUILDING AIR	
Wed, Feb 26	9	RO1	(HUMAN ERROR METRA TOWER OPERATOR) - FOLLOWING 411 WASH			
RI	421 75% OT	Thu, Feb 06	7	ZT1	(PTC MALFUNCTION LOCOMOTIVE) - SCREEN KEPT GIVING OUT CODE ERRORS AND THEN PUT THE TRAIN TO RESTRICTED SPEED	
		Fri, Feb 07	13	KD1	LATE TURN FROM 4212	
		Thu, Feb 13	8	U	2 ADA S	
		Fri, Feb 14	9	FW	9 minutes ADA from downtown to New Lenox frozen doors 7366, 7352.	
		Thu, Feb 20	7	F1	(LATE EQUIP. FROM COACH YD.) - LATE EQUIPMENT OUT OF YARD, 415 S WASH	
RI	423 75% OT	Wed, Feb 05	16	GW1	(METRA/PSA GATE XING MALFUNCTION) - LATE TURN FROM 4232	
		Thu, Feb 13	16	IW	(PASSENGER HANDLING,WEATHER) - SLOW LOADING AND UNLOADING PASSENGERS	
		Mon, Feb 17	20	ZG1	(PTC BACK OFFICE/SOFTWARE) - LATE TURN FROM 4232. Signal issue at Gresham.	
		Tue, Feb 25	6	GW	(TRAIN CREW ISSUES,WEATHER) - DEPARTED LSS 8M LATE ACCT LATE TURN FROM 4232	
		Thu, Feb 27	7	KW	(PTC MALFUNCTION LOCOMOTIVE) - PTC KEPT CUTTING IN & OUT (wheel slip/slide), PUTTING THEM AT RESTRICTED SPEED. GAVE OKAY TO CUT OUT AND TOLD TO INFORM PTC HELP	
RI	428 75% OT	Wed, Feb 05	7	GW1	LATE TURN FROM RI0423 which had a late turn from DH4232	
		Fri, Feb 07	8	KD1	CREW & EQUIPMENT CHANGE AT OAK FOREST	
		Thu, Feb 13	31	RD	(GENERAL FREIGHT INTERFERENCE) - IAIS 516 89X12 7070 TONS 8585 TAKING HEADROOM AT BI	
		Fri, Feb 14	45	G	INCIDENT REFERENCE NUM-11611 (SIG / SWITCH MALFUNCTION) - Tower operator tried to reroute train around a signal problem through 5 pocket the process was time consuming hand lining switch. The Trainmaster hand them go down the Sub line instead of the Main	
		Mon, Feb 17	12	ZG1	(PTC BACK OFFICE/SOFTWARE) - LATE ARRIVAL OF RI423 AS A RESULT OF PTC ISSUES WITH 4232	
RI	516 75% OT	Fri, Feb 07	6	ZG	CLEAR WAYSIDE, RED FENCE ON SCREEN 18TH AND 15TH	
		Thu, Feb 13	15	C	(UNSCHEDULED TRACK WORK) - SWITCH 103 OUT AT BI DUE TO BROKEN RAIL, HAD TO WAIT FOR 515 TO CLEAR BEVERLY insulated joint	
		Mon, Feb 17	7	I	(PASSENGER HANDLING, RUNNING TIME) - PEOPLE ON WRONG SIDE OF THE TRACKS AT NEW LENNOX, MOKENA	
		Wed, Feb 26	6	YR1	(PASS. TRAIN/INTERLINE INTRFRNCE) - STOP AT 47TH ST YARD TO DROP OFF EMPLOYEE due to derailment at 47th ST (conductor did not check points)	
Thu, Feb 27	8	D	WAITING AT CP MOKENA FOR RI0513 TO CROSS AT 66TH COURT. rail link freight			
RI	609 80% OT	Wed, Feb 05	7	U	ADA LSS to Gresham Junction.	
		Thu, Feb 06	9	AM	4" Red signal 16th for Amtrack 2" yard drop off 47th, 1 stopped train twice at Gresham to let passenger off, 2" ADA 91st to 95th.	
		Mon, Feb 17	7	GW	3 "WAITING TO CROSS OVER CP PERSHING. 3" Item 1 at Prairie (salt in crossing).	
		Wed, Feb 26	10	ZG	PTC COULD NOT RECOGNIZE THE SIGNAL AND PUT THE TRAIN INTO EMERG.	
UPNW	632 80% OT	Fri, Feb 07	11	D	Stopped at Barrington due to cross traffic, stopped at Mayfair due to cross traffic	
		Mon, Feb 10	10	Q	late track warrants	
		Thu, Feb 20	18	RF	Departed McHenry 15" due to late arrival of M603 unable to obtain warrant from Dispatcher	
		Fri, Feb 21	8	GW1	Following trains ahead due to signal / switch issue @ Barrington.	

Data is final (03/17/2020) 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
<b>Passenger Train Interference</b>		<b>Human Error</b>		<b>Passenger Train Interference</b>	
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	<b>Freight Interference - Peak &amp; Off-Peak</b>	
<b>Accident</b>		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	<b>Accident</b>	
<b>Passenger Related</b>		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	<b>Passenger Related</b>	
J	Passenger Problems / Removal	YR	Derailment - Human Error, Transportation	JA	Amtrak Passenger Problems / Removal
JM	Passenger Medical Emergency	<b>Weather</b>		<b>Signal/Switch Failure</b>	
U	Accessibility Related ( ADA )	AW	Pass. Train Interference, Weather [obsolete Jan. 2020]	GA	Signal / Switch Failure Amtrak (Signal Dept.)
<b>Obstruction/Debris</b>		CW	M of W Work, Weather	GF	Gate Crossing / Signal / Switch Foreign Line
K	Obstruction On Tracks	EW	Locomotive Malfunction, Weather	<b>Track Work</b>	
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	<b>Non-Locomotive Equipment Issue</b>	
<b>Signal/Switch Failure</b>		KW	Obstruction On Tracks, Weather	FS	NICTD MU Malfunction
CM	Switch Malfunction (Track Dept.)	MW	Right of Way Accident / Misc., Weather [obsolete Jan. 2020]	<b>Locomotive Issue</b>	
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	<b>Human Error</b>	
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)
<b>Track Work</b>		<b>Other</b>		RS	Human Error, NICTD Transportation
C	Unscheduled Track Work	N	Utility Failure	<b>Weather</b>	
CC	Scheduled Track Work	S	Operational ( Efficiency ) Testing	DW	Freight Train Interference, Weather
CF	Engineering Equipment Malfunction	T	Property Vandalism	<b>PTC Related</b>	
CG	Scheduled Signal Work	W	Gas Leak (non-loco fuel)	ZA	PTC Amtrak Train (On-Board)
CH	Contractor Failure	<b>PTC Related</b>		ZD	PTC Foreign Line Transportation
<b>Catenary Failure</b>		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		
<b>Non-Locomotive Equipment Issue</b>		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		
<b>Locomotive Issue</b>		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**  
February 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	
		<b>Freight Interference - Total</b>	<b>5</b>	-		-	-				<b>3</b>	<b>1</b>	<b>25</b>	
Freight Interference - Peak	-	-	-	-	3	-	4	-	1	-	-	2	3	13
Primary	-	-	-	-	2	-	4	-	1	-	-	2	1	10
Secondary	-	-	-	-	1	-	-	-	-	-	-	-	2	3
Freight Interference - Off-Peak	5	-	-	-	-	1	21	2	3	3	-	-	4	39
Primary	5	-	-	-	-	1	15	2	3	2	-	-	3	31
Secondary	-	-	-	-	-	-	6	-	-	1	-	-	1	8
<b>Signal/Switch Failure - Total</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>11</b>	<b>52</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>146</b>
Signal/Switch Failure - Metra/PSA	1	3	5	4	1	15	11	4	21	-	2	9	1	77
Primary	1	2	2	3	1	8	9	4	10	-	2	3	1	46
Secondary	-	1	3	1	-	7	2	-	11	-	-	6	-	31
Signal/Switch Failure - Foreign	7	-	-	-	-	3	-	48	-	10	-	1	-	69
Primary	7	-	-	-	-	1	-	47	-	5	-	1	-	61
Secondary	-	-	-	-	-	2	-	1	-	5	-	-	-	8
<b>Mechanical Failure - Total</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>1</b>	-	<b>16</b>	<b>17</b>	-	<b>19</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>106</b>
Mechanical Failure - Metra/PSA	18	1	-	-	-	16	17	-	19	6	4	5	6	92
Non-Locomotive Equipment Issue - Metra/PSA	9	1	-	-	-	6	4	-	8	6	4	4	3	45
Primary	3	1	-	-	-	1	2	-	1	4	1	2	1	16
Secondary	6	-	-	-	-	5	2	-	7	2	3	2	2	29
Locomotive Issue - Metra/PSA	9	-	-	-	-	10	13	-	11	-	-	1	3	47
Primary	2	-	-	-	-	4	6	-	5	-	-	-	1	18
Secondary	7	-	-	-	-	6	7	-	6	-	-	1	2	29
Mechanical Failure - Foreign	-	11	2	1	-	-	-	-	-	-	-	-	-	14
<b>Passenger Train Interference - Total</b>	-	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	-	-	-	<b>7</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	1	-	1	-	-	-	-	-	2
Passenger Train Interference - Foreign	-	1	-	1	1	-	-	-	1	1	-	-	-	5
<b>Accident - Total</b>	-	<b>1</b>	-	<b>5</b>	-	-	-	-	-	<b>7</b>	-	<b>5</b>	-	<b>18</b>
Accident - Metra/PSA	-	-	-	5	-	-	-	-	-	7	-	5	-	17
Accident - Foreign	-	1	-	-	-	-	-	-	-	-	-	-	-	1
<b>Track Work - Total</b>	<b>24</b>	<b>1</b>	-	-	-	<b>2</b>	<b>4</b>	-	<b>7</b>	<b>3</b>	<b>5</b>	-	-	<b>46</b>
Track Work - Metra/PSA	24	1	-	-	-	2	4	-	7	-	5	-	-	43
Track Work - Foreign	-	-	-	-	-	-	-	-	-	3	-	-	-	3
<b>Human Error - Total</b>	<b>6</b>	<b>7</b>	-	<b>1</b>	<b>1</b>	<b>13</b>	<b>21</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>99</b>
Human Error - Metra/PSA	4	7	-	1	-	8	17	3	14	1	6	16	3	80
Human Error - Foreign	2	-	-	-	1	5	4	3	-	2	-	2	-	19
<b>PTC Related - Total</b>	<b>1</b>	-	-	-	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>4</b>	-	-	<b>36</b>
PTC Related - Metra/PSA	-	-	-	-	4	-	3	1	20	-	4	-	-	32
PTC Related - Foreign	1	-	-	-	1	1	-	-	-	1	-	-	-	4
<b>Weather - Total</b>	<b>4</b>	<b>13</b>	<b>6</b>	<b>4</b>	-	<b>5</b>	<b>18</b>	<b>5</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>89</b>
Weather - Metra/PSA	4	13	6	4	-	5	18	5	18	2	1	10	3	89
Weather - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Related - Total</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>1</b>	-	<b>9</b>	-	<b>10</b>	-	<b>1</b>	<b>4</b>	<b>2</b>	<b>55</b>
<b>Obstruction/Debris - Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	-	<b>4</b>	<b>4</b>	<b>5</b>	<b>10</b>	-	-	<b>5</b>	<b>2</b>	<b>39</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	<b>5</b>	-	-	-	-	-	<b>1</b>	-	<b>2</b>	-	<b>8</b>
<b>Total Trains Delayed</b>	<b>73</b>	<b>59</b>	<b>20</b>	<b>23</b>	<b>12</b>	<b>61</b>	<b>112</b>	<b>72</b>	<b>124</b>	<b>37</b>	<b>23</b>	<b>61</b>	<b>24</b>	<b>701</b>
Total Metra/PSA Delays	58	46	18	21	6	51	83	19	119	17	23	56	17	534
Total Foreign Carrier Delays	15	13	2	2	6	10	29	53	5	20	0	5	7	167

Data for current month is final (03/17/2020) 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 February 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	
		<b>Freight Interference - Total</b>	<b>9</b>	-		-	-				<b>5</b>	<b>18</b>	<b>10</b>	
Freight Interference - Peak	3	-	-	-	4	5	2	4	3	4	0	6	7	38
Primary	2	-	-	-	4	3	1	2	1	3	0	3	3	23
Secondary	0	-	-	-	0	2	1	2	2	1	-	2	4	15
Freight Interference - Off-Peak	6	-	-	-	1	13	7	6	4	7	2	3	22	71
Primary	5	-	-	-	1	8	6	5	3	5	1	2	17	53
Secondary	1	-	-	-	-	5	2	1	1	2	0	1	5	18
<b>Signal/Switch Failure - Total</b>	<b>31</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>22</b>	<b>154</b>
Signal/Switch Failure - Metra/PSA	16	9	4	4	1	14	11	7	16	2	6	5	18	114
Primary	13	7	4	3	1	8	8	3	12	2	3	3	4	70
Secondary	3	2	1	1	0	6	3	3	5	1	3	2	14	45
Signal/Switch Failure - Foreign	15	-	-	-	2	2	2	3	-	10	-	3	4	40
Primary	11	-	-	-	2	1	1	2	-	6	-	2	3	28
Secondary	4	-	-	-	0	1	0	1	-	4	-	1	1	12
<b>Mechanical Failure - Total</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>	-	<b>25</b>	<b>8</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>18</b>	<b>114</b>
Mechanical Failure - Metra/PSA	17	2	1	1	-	20	8	5	15	3	10	7	18	107
Non-Locomotive Equipment Issue - Metra/PSA	6	2	1	1	-	3	1	2	4	1	5	4	6	36
Primary	2	1	0	0	-	2	1	1	2	0	2	1	3	15
Secondary	4	2	1	1	-	1	0	1	2	0	3	3	3	20
Locomotive Issue - Metra/PSA	11	-	-	-	-	17	7	3	12	2	5	3	12	71
Primary	3	-	-	-	-	5	4	1	5	1	2	1	3	24
Secondary	8	-	-	-	-	12	3	2	6	1	3	2	9	47
Mechanical Failure - Foreign	0	1	-	-	-	5	0	1	-	-	-	-	-	7
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>1</b>	-	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	-	<b>1</b>	<b>0</b>	-	<b>1</b>	<b>12</b>
Passenger Train Interference - Metra/PSA	-	0	-	0	-	3	0	1	-	0	0	-	1	6
Passenger Train Interference - Foreign	1	0	-	0	0	2	-	0	-	1	-	-	-	5
<b>Accident - Total</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>0</b>	-	<b>6</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>67</b>
Accident - Metra/PSA	4	3	0	0	-	6	8	1	4	0	10	8	3	49
Accident - Foreign	1	13	2	-	-	-	-	-	0	-	-	-	2	18
<b>Track Work - Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>32</b>
Track Work - Metra/PSA	6	2	0	1	1	6	1	2	2	0	1	3	2	27
Track Work - Foreign	4	-	-	-	-	0	1	-	-	-	-	-	-	5
<b>Human Error - Total</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>113</b>
Human Error - Metra/PSA	10	1	1	0	1	6	3	1	11	0	7	5	10	56
Human Error - Foreign	21	-	-	-	3	12	8	5	-	7	0	1	2	58
<b>PTC Related - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	-	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	-	<b>10</b>	<b>4</b>	<b>11</b>	<b>35</b>
PTC Related - Metra/PSA	2	2	1	0	-	1	1	1	1	-	10	4	11	35
PTC Related - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	0	0
<b>Weather - Total</b>	<b>43</b>	<b>34</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>21</b>	<b>21</b>	<b>5</b>	<b>35</b>	<b>5</b>	<b>16</b>	<b>24</b>	<b>18</b>	<b>250</b>
Weather - Metra/PSA	43	34	10	16	1	19	21	5	35	5	16	24	18	246
Weather - Foreign	0	-	-	-	-	2	-	-	0	-	-	-	0	3
<b>Passenger Related - Total</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>1</b>	-	<b>9</b>	<b>9</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>16</b>	<b>81</b>
<b>Obstruction/Debris - Total</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>5</b>	-	<b>6</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>68</b>
<b>Catenary Failure - Total</b>	-	<b>5</b>	<b>1</b>	<b>2</b>	-	-	-	-	-	-	-	-	-	<b>8</b>
<b>Other - Total</b>	<b>4</b>	-	-	<b>0</b>	-	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>11</b>
<b>Total Trains Delayed</b>	<b>167</b>	<b>83</b>	<b>27</b>	<b>31</b>	<b>13</b>	<b>131</b>	<b>89</b>	<b>45</b>	<b>111</b>	<b>47</b>	<b>74</b>	<b>94</b>	<b>142</b>	<b>1,054</b>
Total Metra/PSA Delays	116	69	25	31	3	91	68	26	103	18	72	81	105	808
Total Foreign Carrier Delays	51	14	2	0	11	40	21	18	8	29	2	13	37	246

Data for current month is final otp (03/22/2019) 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**  
**February 2020 Compared to Average February 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	
<b>Freight Interference - Total</b>	<b>(4)</b>	-	-	-	<b>(2)</b>	<b>(17)</b>	<b>15</b>	<b>(8)</b>	<b>(3)</b>	<b>(8)</b>	<b>(2)</b>	<b>(7)</b>	<b>(22)</b>	<b>(57)</b>
Freight Interference - Peak	(3)	-	-	-	(1)	(5)	2	(4)	(2)	(4)	(0)	(4)	(4)	(25)
Primary	(2)	-	-	-	(2)	(3)	3	(2)	(0)	(3)	(0)	(1)	(2)	(13)
Secondary	(0)	-	-	-	1	(2)	(1)	(2)	(2)	(1)	-	(2)	(2)	(12)
Freight Interference - Off-Peak	(1)	-	-	-	(1)	(12)	14	(4)	(1)	(4)	(2)	(3)	(18)	(32)
Primary	(0)	-	-	-	(1)	(7)	9	(3)	(0)	(3)	(1)	(2)	(14)	(22)
Secondary	(1)	-	-	-	-	(5)	4	(1)	(1)	(1)	(0)	(1)	(4)	(10)
<b>Signal/Switch Failure - Total</b>	<b>(23)</b>	<b>(6)</b>	<b>1</b>	<b>(0)</b>	<b>(2)</b>	<b>2</b>	<b>(1)</b>	<b>43</b>	<b>5</b>	<b>(2)</b>	<b>(4)</b>	<b>2</b>	<b>(21)</b>	<b>(8)</b>
Signal/Switch Failure - Metra/PSA	(15)	(6)	1	(0)	0	1	0	(3)	5	(2)	(4)	4	(17)	(37)
Primary	(12)	(5)	(2)	(0)	0	-	1	1	(2)	(2)	(1)	0	(3)	(24)
Secondary	(3)	(1)	2	0	(0)	1	(1)	(3)	6	(1)	(3)	4	(14)	(14)
Signal/Switch Failure - Foreign	(8)	-	-	-	(2)	1	(2)	45	-	0	-	(2)	(4)	29
Primary	(4)	-	-	-	(2)	0	(1)	45	-	(1)	-	(1)	(3)	33
Secondary	(4)	-	-	-	(0)	1	(0)	0	-	1	-	(1)	(1)	(4)
<b>Mechanical Failure - Total</b>	<b>1</b>	<b>9</b>	<b>1</b>	-	-	<b>(9)</b>	<b>9</b>	<b>(5)</b>	<b>4</b>	<b>3</b>	<b>(6)</b>	<b>(2)</b>	<b>(12)</b>	<b>(8)</b>
Mechanical Failure - Metra/PSA	1	(1)	(1)	(1)	-	(4)	9	(5)	4	3	(6)	(2)	(12)	(15)
Non-Locomotive Equipment Issue - Metra/PSA	3	(1)	(1)	(1)	-	3	3	(2)	4	5	(1)	-	(3)	9
Primary	1	0	(0)	(0)	-	(1)	1	(1)	(1)	4	(1)	1	(2)	1
Secondary	2	(2)	(1)	(1)	-	4	2	(1)	5	2	-	(1)	(1)	9
Locomotive Issue - Metra/PSA	(2)	-	-	-	-	(7)	6	(3)	(1)	(2)	(5)	(2)	(9)	(24)
Primary	(1)	-	-	-	-	(1)	2	(1)	(0)	(1)	(2)	(1)	(2)	(6)
Secondary	(1)	-	-	-	-	(6)	4	(2)	(0)	(1)	(3)	(1)	(7)	(18)
Mechanical Failure - Foreign	(0)	10	2	1	-	(5)	(0)	(1)	-	-	-	-	-	7
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>0</b>	-	<b>1</b>	<b>1</b>	<b>(4)</b>	<b>(0)</b>	-	<b>1</b>	<b>(0)</b>	<b>(0)</b>	-	<b>(1)</b>	<b>(5)</b>
Passenger Train Interference - Metra/PSA	-	(0)	-	(0)	-	(2)	(0)	0	-	(0)	(0)	-	(1)	(4)
Passenger Train Interference - Foreign	(1)	1	-	1	1	(2)	-	(0)	1	(0)	-	-	-	(0)
<b>Accident - Total</b>	<b>(4)</b>	<b>(15)</b>	<b>(2)</b>	<b>5</b>	-	<b>(6)</b>	<b>(8)</b>	<b>(1)</b>	<b>(4)</b>	<b>7</b>	<b>(10)</b>	<b>(3)</b>	<b>(6)</b>	<b>(49)</b>
Accident - Metra/PSA	(4)	(3)	(0)	5	-	(6)	(8)	(1)	(4)	7	(10)	(3)	(3)	(32)
Accident - Foreign	(1)	(12)	(2)	-	-	-	-	-	(0)	-	-	-	(2)	(17)
<b>Track Work - Total</b>	<b>14</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>(4)</b>	<b>2</b>	<b>(2)</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>(3)</b>	<b>(2)</b>	<b>14</b>
Track Work - Metra/PSA	18	(1)	(0)	(1)	(1)	(4)	3	(2)	5	(0)	4	(3)	(2)	16
Track Work - Foreign	(4)	-	-	-	-	(0)	(1)	-	-	3	-	-	-	(2)
<b>Human Error - Total</b>	<b>(25)</b>	<b>6</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>(5)</b>	<b>10</b>	-	<b>3</b>	<b>(4)</b>	<b>(1)</b>	<b>12</b>	<b>(8)</b>	<b>(14)</b>
Human Error - Metra/PSA	(6)	6	(1)	1	(1)	2	14	2	3	1	(1)	11	(7)	24
Human Error - Foreign	(19)	-	-	-	(2)	(7)	(4)	(2)	-	(5)	(0)	1	(2)	(39)
<b>PTC Related - Total</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>5</b>	<b>(0)</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>(6)</b>	<b>(4)</b>	<b>(11)</b>	<b>1</b>
PTC Related - Metra/PSA	(2)	(2)	(1)	(0)	4	(1)	2	0	19	-	(6)	(4)	(11)	(3)
PTC Related - Foreign	1	-	-	-	1	1	-	-	-	1	-	-	(0)	4
<b>Weather - Total</b>	<b>(39)</b>	<b>(21)</b>	<b>(4)</b>	<b>(12)</b>	<b>(1)</b>	<b>(16)</b>	<b>(3)</b>	<b>0</b>	<b>(17)</b>	<b>(3)</b>	<b>(15)</b>	<b>(14)</b>	<b>(15)</b>	<b>(161)</b>
Weather - Metra/PSA	(39)	(21)	(4)	(12)	(1)	(14)	(3)	0	(17)	(3)	(15)	(14)	(15)	(157)
Weather - Foreign	(0)	-	-	-	-	(2)	-	-	(0)	-	-	-	(0)	(3)
<b>Passenger Related - Total</b>	<b>(1)</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>(9)</b>	<b>0</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>(8)</b>	<b>(6)</b>	<b>(14)</b>	<b>(26)</b>
<b>Obstruction/Debris - Total</b>	<b>(7)</b>	<b>1</b>	<b>0</b>	<b>(4)</b>	-	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>2</b>	<b>(5)</b>	<b>(3)</b>	<b>(7)</b>	<b>(4)</b>	<b>(29)</b>
<b>Catenary Failure - Total</b>	-	<b>(5)</b>	<b>(1)</b>	<b>(2)</b>	-	-	-	-	-	-	-	-	-	<b>(8)</b>
<b>Other - Total</b>	<b>(4)</b>	-	-	<b>5</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>1</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>(3)</b>
<b>Total Trains Delayed</b>	<b>(94)</b>	<b>(24)</b>	<b>(7)</b>	<b>(8)</b>	<b>(1)</b>	<b>(70)</b>	<b>23</b>	<b>27</b>	<b>13</b>	<b>(10)</b>	<b>(51)</b>	<b>(33)</b>	<b>(118)</b>	<b>(353)</b>
Total Metra/PSA Delays	-58	-23	-7	-10	3	-40	15	-7	16	-1	-49	-25	-88	-274
Total Foreign Carrier Delays	-36	-1	0	2	-5	-30	8	35	-3	-9	-2	-8	-30	-79

Data for current month is final (03/17/2020) 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 - February 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	
<b>Freight Interference - Total</b>	<b>6</b>	-	-	-	<b>6</b>	<b>6</b>	<b>39</b>	<b>6</b>	<b>6</b>	<b>15</b>	-	<b>3</b>	<b>20</b>	<b>107</b>
Freight Interference - Peak	-	-	-	-	6	1	5	4	1	3	-	2	10	32
Primary	-	-	-	-	5	1	5	1	1	1	-	2	7	23
Secondary	-	-	-	-	1	-	-	3	-	2	-	-	3	9
Freight Interference - Off-Peak	6	-	-	-	-	5	34	2	5	12	-	1	10	75
Primary	6	-	-	-	-	2	28	2	4	8	-	1	6	57
Secondary	-	-	-	-	-	3	6	-	1	4	-	-	4	18
<b>Signal/Switch Failure - Total</b>	<b>10</b>	<b>3</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>30</b>	<b>15</b>	<b>60</b>	<b>55</b>	<b>22</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>233</b>
Signal/Switch Failure - Metra/PSA	3	3	8	9	1	27	15	6	53	9	2	10	1	147
Primary	3	2	5	8	1	17	12	6	32	5	2	4	1	98
Secondary	-	1	3	1	-	10	3	-	21	4	-	6	-	49
Signal/Switch Failure - Foreign	7	-	-	-	4	3	-	54	2	13	1	2	-	86
Primary	7	-	-	-	4	1	-	53	2	7	-	2	-	76
Secondary	-	-	-	-	-	2	-	1	-	6	1	-	-	10
<b>Mechanical Failure - Total</b>	<b>44</b>	<b>12</b>	<b>4</b>	<b>2</b>	-	<b>39</b>	<b>34</b>	<b>3</b>	<b>25</b>	<b>10</b>	<b>7</b>	<b>13</b>	<b>12</b>	<b>205</b>
Mechanical Failure - Metra/PSA	44	1	2	1	-	33	34	3	25	10	7	13	12	185
Non-Locomotive Equipment Issue - Metra/PSA	20	1	2	1	-	9	7	-	8	9	6	7	4	74
Primary	6	1	1	1	-	1	3	-	1	5	3	4	2	28
Secondary	14	-	1	-	-	8	4	-	7	4	3	3	2	46
Locomotive Issue - Metra/PSA	24	-	-	-	-	24	27	3	17	1	1	6	8	111
Primary	6	-	-	-	-	6	8	-	8	1	1	1	3	34
Secondary	18	-	-	-	-	18	19	3	9	-	-	5	5	77
Mechanical Failure - Foreign	-	11	2	1	-	6	-	-	-	-	-	-	-	20
<b>Passenger Train Interference - Total</b>	-	<b>1</b>	-	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	-	-	-	<b>12</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	2	1	2	-	-	-	-	-	5
Passenger Train Interference - Foreign	-	1	-	1	1	2	-	-	1	1	-	-	-	7
<b>Accident - Total</b>	<b>9</b>	<b>1</b>	-	<b>5</b>	-	<b>20</b>	-	-	<b>3</b>	<b>7</b>	-	<b>5</b>	<b>25</b>	<b>75</b>
Accident - Metra/PSA	9	-	-	5	-	20	-	-	3	7	-	5	25	74
Accident - Foreign	-	1	-	-	-	-	-	-	-	-	-	-	-	1
<b>Track Work - Total</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>2</b>	-	<b>9</b>	<b>4</b>	-	<b>23</b>	<b>4</b>	<b>7</b>	-	<b>9</b>	<b>87</b>
Track Work - Metra/PSA	24	4	1	2	-	9	4	-	23	-	7	-	9	83
Track Work - Foreign	-	-	-	-	-	-	-	-	-	4	-	-	-	4
<b>Human Error - Total</b>	<b>15</b>	<b>27</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>42</b>	<b>24</b>	<b>11</b>	<b>23</b>	<b>3</b>	<b>11</b>	<b>23</b>	<b>11</b>	<b>202</b>
Human Error - Metra/PSA	11	27	2	7	1	36	20	7	23	1	11	20	11	177
Human Error - Foreign	4	-	-	-	2	6	4	4	-	2	-	3	-	25
<b>PTC Related - Total</b>	<b>2</b>	<b>5</b>	<b>1</b>	-	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>79</b>
PTC Related - Metra/PSA	1	5	1	-	5	3	3	1	30	-	12	6	4	71
PTC Related - Foreign	1	-	-	-	5	1	-	-	-	1	-	-	-	8
<b>Weather - Total</b>	<b>8</b>	<b>14</b>	<b>6</b>	<b>4</b>	-	<b>5</b>	<b>29</b>	<b>6</b>	<b>27</b>	<b>3</b>	<b>5</b>	<b>12</b>	<b>3</b>	<b>122</b>
Weather - Metra/PSA	8	14	6	4	-	5	29	6	27	2	5	12	3	121
Weather - Foreign	-	-	-	-	-	-	-	-	-	1	-	-	-	1
<b>Passenger Related - Total</b>	<b>10</b>	<b>28</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>12</b>	-	<b>20</b>	-	<b>4</b>	<b>19</b>	<b>8</b>	<b>112</b>
<b>Obstruction/Debris - Total</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>4</b>	-	<b>4</b>	<b>12</b>	<b>13</b>	<b>47</b>	-	-	<b>27</b>	<b>6</b>	<b>136</b>
<b>Catenary Failure - Total</b>	-	<b>15</b>	<b>3</b>	<b>3</b>	-	-	-	-	-	-	-	-	-	<b>21</b>
<b>Other - Total</b>	<b>1</b>	-	-	<b>6</b>	-	<b>1</b>	-	<b>2</b>	<b>6</b>	<b>1</b>	-	<b>2</b>	-	<b>19</b>
<b>Total Trains Delayed</b>	<b>136</b>	<b>122</b>	<b>36</b>	<b>44</b>	<b>26</b>	<b>166</b>	<b>173</b>	<b>104</b>	<b>266</b>	<b>67</b>	<b>49</b>	<b>122</b>	<b>99</b>	<b>1,410</b>
Total Metra/PSA Delays	118	109	34	42	8	142	130	40	257	30	48	114	79	1,151
Total Foreign Carrier Delays	18	13	2	2	18	24	43	64	9	37	1	8	20	259

Data for current month is final (03/17/2020) 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 - February 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												
<b>Freight Interference - Total</b>	<b>26</b>	-	-	-	<b>9</b>	<b>31</b>	<b>20</b>	<b>15</b>	<b>16</b>	<b>22</b>	<b>3</b>	<b>15</b>	<b>50</b>	<b>207</b>
Freight Interference - Peak	13	-	-	-	8	8	6	6	6	7	1	9	14	76
Primary	8	-	-	-	7	5	3	4	4	5	1	6	6	48
Secondary	5	-	-	-	1	3	2	2	2	2	-	3	8	28
Freight Interference - Off-Peak	13	-	-	-	1	23	15	9	10	15	2	6	36	131
Primary	9	-	-	-	1	14	10	8	7	10	1	4	28	93
Secondary	4	-	-	-	-	9	5	2	3	5	1	2	8	39
<b>Signal/Switch Failure - Total</b>	<b>58</b>	<b>20</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>33</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>22</b>	<b>6</b>	<b>12</b>	<b>30</b>	<b>284</b>
Signal/Switch Failure - Metra/PSA	30	20	8	11	1	23	26	10	27	5	6	8	24	199
Primary	20	14	6	9	1	13	17	6	19	4	3	5	8	126
Secondary	9	6	2	2	0	10	8	4	9	1	3	2	16	73
Signal/Switch Failure - Foreign	28	-	-	-	6	10	6	8	0	16	-	4	6	85
Primary	20	-	-	-	5	6	4	4	0	11	-	3	4	57
Secondary	8	-	-	-	1	5	2	3	-	5	-	2	2	28
<b>Mechanical Failure - Total</b>	<b>45</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>23</b>	<b>10</b>	<b>37</b>	<b>6</b>	<b>25</b>	<b>19</b>	<b>26</b>	<b>249</b>
Mechanical Failure - Metra/PSA	45	5	3	1	1	38	23	9	37	6	25	19	26	238
Non-Locomotive Equipment Issue - Metra/PSA	13	5	3	1	0	6	3	2	5	2	8	10	12	70
Primary	6	2	1	0	0	3	1	1	3	1	3	3	6	31
Secondary	7	3	2	1	-	3	2	1	2	1	5	6	6	39
Locomotive Issue - Metra/PSA	32	-	-	-	1	32	19	7	32	4	17	10	14	168
Primary	8	-	-	-	1	8	8	2	11	2	4	3	4	49
Secondary	24	-	-	-	0	24	11	6	22	2	12	6	10	119
Mechanical Failure - Foreign	1	1	0	0	0	7	0	1	-	-	-	-	-	11
<b>Passenger Train Interference - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>-</b>	<b>2</b>	<b>29</b>
Passenger Train Interference - Metra/PSA	-	1	1	0	-	6	0	3	1	0	0	-	2	15
Passenger Train Interference - Foreign	4	1	0	1	1	3	-	0	-	4	-	-	-	14
<b>Accident - Total</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>14</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>13</b>	<b>19</b>	<b>12</b>	<b>114</b>
Accident - Metra/PSA	5	5	1	1	0	6	14	3	9	2	13	19	6	84
Accident - Foreign	1	13	2	-	1	2	0	0	1	2	-	-	6	30
<b>Track Work - Total</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>66</b>
Track Work - Metra/PSA	18	9	1	3	1	7	2	3	4	2	3	5	3	61
Track Work - Foreign	4	-	-	-	-	0	1	-	-	-	-	-	-	5
<b>Human Error - Total</b>	<b>44</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>29</b>	<b>15</b>	<b>8</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>18</b>	<b>183</b>
Human Error - Metra/PSA	21	4	3	2	1	16	7	3	19	1	12	10	16	114
Human Error - Foreign	23	-	-	-	3	14	8	6	-	9	1	2	2	68
<b>PTC Related - Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>-</b>	<b>17</b>	<b>6</b>	<b>18</b>	<b>53</b>
PTC Related - Metra/PSA	3	2	1	2	-	1	1	1	2	-	17	6	17	52
PTC Related - Foreign	1	-	-	-	-	-	-	-	-	-	-	-	0	1
<b>Weather - Total</b>	<b>91</b>	<b>70</b>	<b>21</b>	<b>30</b>	<b>2</b>	<b>49</b>	<b>35</b>	<b>11</b>	<b>76</b>	<b>9</b>	<b>39</b>	<b>47</b>	<b>33</b>	<b>514</b>
Weather - Metra/PSA	91	70	21	30	2	47	35	11	76	8	39	47	33	510
Weather - Foreign	0	-	-	-	-	2	0	-	0	1	-	-	0	5
<b>Passenger Related - Total</b>	<b>10</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>17</b>	<b>16</b>	<b>26</b>	<b>140</b>
<b>Obstruction/Debris - Total</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>-</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>13</b>	<b>118</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12</b>
<b>Other - Total</b>	<b>5</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>16</b>
<b>Total Trains Delayed</b>	<b>333</b>	<b>156</b>	<b>51</b>	<b>66</b>	<b>29</b>	<b>241</b>	<b>170</b>	<b>81</b>	<b>225</b>	<b>86</b>	<b>143</b>	<b>172</b>	<b>230</b>	<b>1,985</b>
Total Metra/PSA Delays	246	140	49	65	8	171	133	51	207	31	140	150	166	1,559
Total Foreign Carrier Delays	87	16	3	1	21	70	37	30	18	55	3	22	65	426

Data for current month is final otp (03/22/2019) version of TOPS

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

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

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



**Table 6.c: Train Delays by Cause and Line - YTD**  
**January - February 2020 Compared to Average January - February 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	
<b>Freight Interference - Total</b>	<b>(20)</b>	-	-	-	<b>(3)</b>	<b>(25)</b>	<b>19</b>	<b>(9)</b>	<b>(10)</b>	<b>(7)</b>	<b>(3)</b>	<b>(12)</b>	<b>(30)</b>	<b>(100)</b>
Freight Interference - Peak	(13)	-	-	-	(2)	(7)	(1)	(2)	(5)	(4)	(1)	(7)	(4)	(44)
Primary	(8)	-	-	-	(2)	(4)	2	(3)	(3)	(4)	(1)	(4)	1	(25)
Secondary	(5)	-	-	-	0	(3)	(2)	1	(2)	(0)	-	(3)	(5)	(19)
Freight Interference - Off-Peak	(7)	-	-	-	(1)	(18)	19	(7)	(5)	(3)	(2)	(5)	(26)	(56)
Primary	(3)	-	-	-	(1)	(12)	18	(6)	(3)	(2)	(1)	(3)	(22)	(36)
Secondary	(4)	-	-	-	-	(6)	1	(2)	(2)	(1)	(2)	(4)	(19)	
<b>Signal/Switch Failure - Total</b>	<b>(48)</b>	<b>(17)</b>	<b>0</b>	<b>(2)</b>	<b>(2)</b>	<b>(3)</b>	<b>(17)</b>	<b>42</b>	<b>28</b>	<b>0</b>	<b>(3)</b>	-	<b>(29)</b>	<b>(51)</b>
Signal/Switch Failure - Metra/PSA	(27)	(17)	0	(2)	(0)	4	(11)	(4)	26	4	(4)	2	(23)	(52)
Primary	(17)	(12)	(1)	(1)	(0)	4	(5)	-	13	1	(1)	(1)	(7)	(28)
Secondary	(9)	(5)	1	(1)	(0)	0	(5)	(4)	12	3	(3)	4	(16)	(24)
Signal/Switch Failure - Foreign	(21)	-	-	-	(2)	(7)	(6)	46	2	(3)	1	(2)	(6)	1
Primary	(13)	-	-	-	(1)	(5)	(4)	49	2	(4)	-	(1)	(4)	19
Secondary	(8)	-	-	-	(1)	(3)	(2)	(2)	-	1	1	(2)	(2)	(18)
<b>Mechanical Failure - Total</b>	<b>(1)</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>(2)</b>	<b>(6)</b>	<b>11</b>	<b>(7)</b>	<b>(12)</b>	<b>4</b>	<b>(18)</b>	<b>(6)</b>	<b>(14)</b>	<b>(44)</b>
Mechanical Failure - Metra/PSA	(1)	(4)	(1)	(0)	(1)	(5)	11	(6)	(12)	4	(18)	(6)	(14)	(53)
Non-Locomotive Equipment Issue - Metra/PSA	7	(4)	(1)	(0)	(0)	3	4	(2)	3	7	(2)	(3)	(8)	4
Primary	0	(1)	0	1	(0)	(2)	2	(1)	(2)	4	(0)	1	(4)	(3)
Secondary	7	(3)	(1)	(1)	(0)	5	2	(1)	5	3	(2)	(3)	(4)	7
Locomotive Issue - Metra/PSA	(8)	-	-	-	(1)	(8)	8	(4)	(15)	(3)	(16)	(4)	(6)	(57)
Primary	(2)	-	-	-	(1)	(2)	0	(2)	(3)	(1)	(3)	(2)	(1)	(15)
Secondary	(6)	-	-	-	(0)	(6)	8	(3)	(13)	(2)	(12)	(1)	(5)	(42)
Mechanical Failure - Foreign	(1)	10	2	1	(0)	(1)	(0)	(1)	-	-	-	-	-	9
<b>Passenger Train Interference - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>(1)</b>	<b>(0)</b>	-	<b>(5)</b>	<b>1</b>	<b>(1)</b>	<b>(0)</b>	<b>(3)</b>	<b>(0)</b>	-	<b>(2)</b>	<b>(17)</b>
Passenger Train Interference - Metra/PSA	-	(1)	(1)	(0)	-	(4)	1	(1)	(1)	(0)	(0)	-	(2)	(10)
Passenger Train Interference - Foreign	(4)	(0)	(0)	-	-	(1)	-	(0)	1	(3)	-	-	-	(7)
<b>Accident - Total</b>	<b>3</b>	<b>(17)</b>	<b>(3)</b>	<b>4</b>	<b>(2)</b>	<b>12</b>	<b>(14)</b>	<b>(4)</b>	<b>(7)</b>	<b>3</b>	<b>(13)</b>	<b>(14)</b>	<b>13</b>	<b>(39)</b>
Accident - Metra/PSA	4	(5)	(1)	4	(0)	14	(14)	(3)	(6)	5	(13)	(14)	19	(10)
Accident - Foreign	(1)	(12)	(2)	-	(1)	(2)	(0)	(0)	(1)	(2)	-	-	(6)	(29)
<b>Track Work - Total</b>	<b>2</b>	<b>(5)</b>	<b>(0)</b>	<b>(1)</b>	<b>(1)</b>	<b>2</b>	<b>1</b>	<b>(3)</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>(5)</b>	<b>6</b>	<b>21</b>
Track Work - Metra/PSA	6	(5)	(0)	(1)	(1)	2	2	(3)	19	(2)	4	(5)	6	22
Track Work - Foreign	(4)	-	-	-	-	(0)	(1)	-	-	4	-	-	-	(1)
<b>Human Error - Total</b>	<b>(29)</b>	<b>23</b>	<b>(1)</b>	<b>5</b>	<b>(2)</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>(7)</b>	<b>(2)</b>	<b>10</b>	<b>(7)</b>	<b>19</b>
Human Error - Metra/PSA	(10)	23	(1)	5	(0)	20	13	4	4	0	(1)	10	(5)	63
Human Error - Foreign	(19)	-	-	-	(1)	(8)	(4)	(2)	-	(7)	(1)	1	(2)	(43)
<b>PTC Related - Total</b>	<b>(2)</b>	<b>3</b>	<b>0</b>	<b>(2)</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>(5)</b>	<b>0</b>	<b>(14)</b>	<b>26</b>
PTC Related - Metra/PSA	(2)	3	0	(2)	5	2	2	0	28	-	(5)	0	(13)	19
PTC Related - Foreign	0	-	-	-	5	1	-	-	-	1	-	-	(0)	7
<b>Weather - Total</b>	<b>(83)</b>	<b>(56)</b>	<b>(15)</b>	<b>(26)</b>	<b>(2)</b>	<b>(44)</b>	<b>(6)</b>	<b>(5)</b>	<b>(49)</b>	<b>(6)</b>	<b>(34)</b>	<b>(35)</b>	<b>(30)</b>	<b>(392)</b>
Weather - Metra/PSA	(83)	(56)	(15)	(26)	(2)	(42)	(6)	(5)	(49)	(6)	(34)	(35)	(30)	(389)
Weather - Foreign	(0)	-	-	-	-	(2)	(0)	-	(0)	-	-	-	(0)	(4)
<b>Passenger Related - Total</b>	-	<b>15</b>	<b>3</b>	<b>(2)</b>	<b>1</b>	<b>(14)</b>	<b>(2)</b>	<b>(3)</b>	<b>2</b>	<b>(0)</b>	<b>(13)</b>	<b>3</b>	<b>(18)</b>	<b>(28)</b>
<b>Obstruction/Debris - Total</b>	<b>(13)</b>	<b>8</b>	<b>0</b>	<b>(4)</b>	-	<b>(7)</b>	<b>1</b>	<b>8</b>	<b>34</b>	<b>(6)</b>	<b>(6)</b>	<b>10</b>	<b>(7)</b>	<b>18</b>
<b>Catenary Failure - Total</b>	-	<b>8</b>	<b>1</b>	<b>0</b>	-	-	-	-	-	-	-	-	-	<b>9</b>
<b>Other - Total</b>	<b>(4)</b>	-	<b>(1)</b>	<b>6</b>	-	<b>1</b>	<b>(2)</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>(1)</b>	<b>(1)</b>	<b>(1)</b>	<b>3</b>
<b>Total Trains Delayed</b>	<b>(197)</b>	<b>(34)</b>	<b>(15)</b>	<b>(22)</b>	<b>(3)</b>	<b>(75)</b>	<b>3</b>	<b>23</b>	<b>41</b>	<b>(19)</b>	<b>(94)</b>	<b>(50)</b>	<b>(131)</b>	<b>(575)</b>
Total Metra/PSA Delays	-128	-31	-15	-23	0	-29	-3	-11	50	-1	-92	-36	-87	-408
Total Foreign Carrier Delays	-69	-3	-1	1	-3	-46	6	34	-9	-18	-2	-14	-45	-167

Data for current month is final (03/17/2020) 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 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 - Feb
<b>Freight Interference - Total</b>	<b>55</b>	<b>52</b>											<b>107</b> <b>7.6%</b>
Freight Interference - Peak	19	13											32 2.3%
<i>Primary</i>	13	10											23 1.6%
<i>Secondary</i>	6	3											9 0.6%
Freight Interference - Off-Peak	36	39											75 5.3%
<i>Primary</i>	26	31											57 4.0%
<i>Secondary</i>	10	8											18 1.3%
<b>Signal/Switch Failure - Total</b>	<b>87</b>	<b>146</b>											<b>233</b> <b>16.5%</b>
Signal/Switch Failure - Metra/PSA	70	77											147 10.4%
<i>Primary</i>	52	46											98 7.0%
<i>Secondary</i>	18	31											49 3.5%
Signal/Switch Failure - Foreign	17	69											86 6.1%
<i>Primary</i>	15	61											76 5.4%
<i>Secondary</i>	2	8											10 0.7%
<b>Mechanical Failure - Total</b>	<b>99</b>	<b>106</b>											<b>205</b> <b>14.5%</b>
Mechanical Failure - Metra/PSA	93	92											185 13.1%
Non-Locomotive Equipment Issue - Metra/PSA	29	45											74 5.2%
<i>Primary</i>	12	16											28 2.0%
<i>Secondary</i>	17	29											46 3.3%
Locomotive Issue - Metra/PSA	64	47											111 7.9%
<i>Primary</i>	16	18											34 2.4%
<i>Secondary</i>	48	29											77 5.5%
Mechanical Failure - Foreign	6	14											20 1.4%
<b>Passenger Train Interference - Total</b>	<b>5</b>	<b>7</b>											<b>12</b> <b>0.9%</b>
Passenger Train Interference - Metra/PSA	3	2											5 0.4%
Passenger Train Interference - Foreign	2	5											7 0.5%
<b>Accident - Total</b>	<b>57</b>	<b>18</b>											<b>75</b> <b>5.3%</b>
Accident - Metra/PSA	57	17											74 5.2%
Accident - Foreign	-	1											1 0.1%
<b>Track Work - Total</b>	<b>41</b>	<b>46</b>											<b>87</b> <b>6.2%</b>
Track Work - Metra/PSA	40	43											83 5.9%
Track Work - Foreign	1	3											4 0.3%
<b>Human Error - Total</b>	<b>103</b>	<b>99</b>											<b>202</b> <b>14.3%</b>
Human Error - Metra/PSA	97	80											177 12.6%
Human Error - Foreign	6	19											25 1.8%
<b>PTC Related - Total</b>	<b>43</b>	<b>36</b>											<b>79</b> <b>5.6%</b>
PTC Related - Metra/PSA	39	32											71 5.0%
PTC Related - Foreign	4	4											8 0.6%
<b>Weather - Total</b>	<b>33</b>	<b>89</b>											<b>122</b> <b>8.7%</b>
Weather - Metra/PSA	32	89											121 8.6%
Weather - Foreign	1	-											1 0.1%
<b>Passenger Related - Total</b>	<b>57</b>	<b>55</b>											<b>112</b> <b>7.9%</b>
<b>Obstruction/Debris - Total</b>	<b>97</b>	<b>39</b>											<b>136</b> <b>9.6%</b>
<b>Catenary Failure - Total</b>	<b>21</b>	<b>-</b>											<b>21</b> <b>1.5%</b>
<b>Other - Total</b>	<b>11</b>	<b>8</b>											<b>19</b> <b>1.3%</b>
<b>Total Trains Delayed</b>	<b>709</b>	<b>701</b>											<b>1,410</b> <b>100.0%</b>
Total Metra/PSA Delays	617	534											1,151 81.6%
Total Foreign Carrier Delays	92	167											259 18.4%

Data for current month is final (03/17/2020) 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 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 - Feb	
<b>Freight Interference - Total</b>	<b>100</b>	<b>141</b>	<b>102</b>	<b>75</b>	<b>75</b>	<b>91</b>	<b>124</b>	<b>88</b>	<b>65</b>	<b>70</b>	<b>92</b>	<b>47</b>	<b>241</b>	<b>7.7%</b>
Freight Interference - Peak	38	52	39	25	29	39	34	37	21	20	25	7	90	2.9%
Primary	27	33	25	17	20	20	16	19	16	15	17	7	60	1.9%
Secondary	11	19	14	8	9	19	18	18	5	5	8	-	30	1.0%
Freight Interference - Off-Peak	62	89	63	50	46	52	90	51	44	50	67	40	151	4.8%
Primary	35	54	49	30	32	40	56	36	34	37	52	30	89	2.8%
Secondary	27	35	14	20	14	12	34	15	10	13	15	10	62	2.0%
<b>Signal/Switch Failure - Total</b>	<b>127</b>	<b>276</b>	<b>103</b>	<b>140</b>	<b>168</b>	<b>82</b>	<b>147</b>	<b>103</b>	<b>92</b>	<b>76</b>	<b>220</b>	<b>64</b>	<b>403</b>	<b>12.8%</b>
Signal/Switch Failure - Metra/PSA	91	203	66	92	126	63	106	82	86	64	176	52	294	9.3%
Primary	76	139	54	63	79	50	73	51	52	42	107	39	215	6.8%
Secondary	15	64	12	29	47	13	33	31	34	22	69	13	79	2.5%
Signal/Switch Failure - Foreign	36	73	37	48	42	19	41	21	6	12	44	12	109	3.5%
Primary	27	51	25	30	32	14	33	13	6	9	28	5	78	2.5%
Secondary	9	22	12	18	10	5	8	8	-	3	16	7	31	1.0%
<b>Mechanical Failure - Total</b>	<b>127</b>	<b>134</b>	<b>84</b>	<b>82</b>	<b>117</b>	<b>132</b>	<b>98</b>	<b>130</b>	<b>71</b>	<b>125</b>	<b>71</b>	<b>81</b>	<b>261</b>	<b>8.3%</b>
Mechanical Failure - Metra/PSA	124	119	84	82	117	132	98	129	71	125	71	65	243	7.7%
Non-Locomotive Equipment Issue - Metra/PSA	24	46	31	35	31	34	21	35	24	35	15	26	70	2.2%
Primary	13	17	13	15	17	17	14	16	12	10	10	12	30	1.0%
Secondary	11	29	18	20	14	17	7	19	12	25	5	14	40	1.3%
Locomotive Issue - Metra/PSA	100	73	53	47	86	98	77	94	47	90	56	39	173	5.5%
Primary	28	23	19	18	25	28	24	25	17	29	27	22	51	1.6%
Secondary	72	50	34	29	61	70	53	69	30	61	29	17	122	3.9%
Mechanical Failure - Foreign	3	15	-	-	-	-	-	1	-	-	-	16	18	0.6%
<b>Passenger Train Interference - Total</b>	<b>20</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>6</b>	<b>26</b>	<b>21</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>33</b>	<b>1.0%</b>
Passenger Train Interference - Metra/PSA	6	8	4	-	-	5	4	1	1	4	4	4	14	0.4%
Passenger Train Interference - Foreign	14	5	13	1	6	21	17	7	8	3	5	9	19	0.6%
<b>Accident - Total</b>	<b>47</b>	<b>171</b>	<b>21</b>	<b>30</b>	<b>45</b>	<b>25</b>	<b>63</b>	<b>96</b>	<b>37</b>	<b>26</b>	<b>5</b>	<b>25</b>	<b>218</b>	<b>6.9%</b>
Accident - Metra/PSA	7	84	20	22	45	24	38	67	36	26	4	18	91	2.9%
Accident - Foreign	40	87	1	8	-	1	25	29	1	-	1	7	127	4.0%
<b>Track Work - Total</b>	<b>11</b>	<b>52</b>	<b>38</b>	<b>61</b>	<b>75</b>	<b>87</b>	<b>152</b>	<b>77</b>	<b>91</b>	<b>58</b>	<b>139</b>	<b>10</b>	<b>63</b>	<b>2.0%</b>
Track Work - Metra/PSA	11	46	32	61	72	87	152	77	91	58	137	10	57	1.8%
Track Work - Foreign	-	6	6	-	3	-	-	-	-	-	2	-	6	0.2%
<b>Human Error - Total</b>	<b>99</b>	<b>249</b>	<b>60</b>	<b>52</b>	<b>92</b>	<b>57</b>	<b>108</b>	<b>88</b>	<b>81</b>	<b>71</b>	<b>66</b>	<b>45</b>	<b>348</b>	<b>11.1%</b>
Human Error - Metra/PSA	87	101	23	32	73	40	78	50	62	52	49	37	188	6.0%
Human Error - Foreign	12	148	37	20	19	17	30	38	19	19	17	8	160	5.1%
<b>PTC Related - Total</b>	<b>79</b>	<b>131</b>	<b>63</b>	<b>63</b>	<b>50</b>	<b>23</b>	<b>100</b>	<b>29</b>	<b>29</b>	<b>41</b>	<b>27</b>	<b>30</b>	<b>210</b>	<b>6.7%</b>
PTC Related - Metra/PSA	77	130	57	61	47	22	98	25	28	41	27	30	207	6.6%
PTC Related - Foreign	2	1	6	2	3	1	2	4	1	-	-	-	3	0.1%
<b>Weather - Total</b>	<b>591</b>	<b>401</b>	<b>18</b>	<b>37</b>	<b>23</b>	<b>12</b>	<b>120</b>	<b>25</b>	<b>35</b>	<b>151</b>	<b>238</b>	<b>25</b>	<b>992</b>	<b>31.5%</b>
Weather - Metra/PSA	586	400	18	37	23	12	120	25	35	151	238	25	986	31.3%
Weather - Foreign	5	1	-	-	-	-	-	-	-	-	-	-	6	0.2%
<b>Passenger Related - Total</b>	<b>41</b>	<b>141</b>	<b>68</b>	<b>60</b>	<b>98</b>	<b>110</b>	<b>166</b>	<b>105</b>	<b>74</b>	<b>60</b>	<b>88</b>	<b>111</b>	<b>182</b>	<b>5.8%</b>
<b>Obstruction/Debris - Total</b>	<b>90</b>	<b>86</b>	<b>36</b>	<b>52</b>	<b>59</b>	<b>36</b>	<b>78</b>	<b>64</b>	<b>64</b>	<b>76</b>	<b>66</b>	<b>84</b>	<b>176</b>	<b>5.6%</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>-</b>	<b>0.0%</b>
<b>Other - Total</b>	<b>9</b>	<b>10</b>	<b>-</b>	<b>6</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>0.6%</b>
<b>Total Trains Delayed</b>	<b>1,341</b>	<b>1,805</b>	<b>610</b>	<b>659</b>	<b>811</b>	<b>683</b>	<b>1,178</b>	<b>816</b>	<b>650</b>	<b>766</b>	<b>1,026</b>	<b>546</b>	<b>3,146</b>	<b>100.0%</b>
Total Metra/PSA Delays	1,129	1,328	408	505	661	533	939	628	550	659	865	447	2,457	78.1%
Total Foreign Carrier Delays	212	477	202	154	150	150	239	188	100	107	161	99	689	21.9%

Data for current month is final otp (03/22/2019) version of TOPS

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

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

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

**Table 8: Train Delays by Duration  
February 2020**

Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>Weekday Peak *</b>														
6-10	22	15	3	3	6	23	22	22	31	6	2	23	2	180
11-15	12	8	1	1	4	2	8	14	9	2	6	7	2	76
16-20	3	8	0	1	0	2	5	4	3	0	0	4	3	33
21+	2	2	1	2	1	1	7	2	9	3	0	1	2	33
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>9</u>
Sub-Total	41	33	5	7	11	30	44	42	52	11	8	38	9	331
<b>Weekday Off-Peak **</b>														
6-10	9	13	4	11	0	15	18	16	33	6	5	8	3	141
11-15	8	2	2	4	0	6	13	6	8	3	3	0	4	59
16-20	9	2	1	0	1	1	3	2	3	3	1	2	4	32
21+	2	0	0	0	0	3	11	6	7	6	0	4	2	41
Annulled	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>16</u>
Sub-Total	29	17	7	15	1	26	47	30	52	25	9	17	14	289
<b>Saturday</b>														
6-10	1	5	3	1	0	3	7	0	6	1	0	0	0	27
11-15	0	1	0	0	0	1	4	0	2	0	0	1	1	10
16-20	0	0	1	0	0	1	1	0	1	0	0	0	0	4
21+	0	1	1	0	0	0	6	0	2	0	0	3	0	13
Annulled	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Sub-Total	1	7	5	1	0	5	19	0	11	1	0	4	1	55
<b>Sunday-Holiday</b>														
6-10	1	2	3	0	0	0	1	0	6	0	3	2	0	18
11-15	0	0	0	0	0	0	0	0	3	0	1	0	0	4
16-20	1	0	0	0	0	0	1	0	0	0	0	0	0	2
21+	0	0	0	0	0	0	0	0	0	0	2	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	2	2	3	0	0	0	2	0	9	0	6	2	0	26
<b>February 2020 Total</b>														
6-10	33	35	13	15	6	41	48	38	76	13	10	33	5	366
11-15	20	11	3	5	4	9	25	20	22	5	10	8	7	149
16-20	13	10	2	1	1	4	10	6	7	3	1	6	7	71
21+	4	3	2	2	1	4	24	8	18	9	2	8	4	89
Annulled	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>1</u>	<u>7</u>	<u>0</u>	<u>6</u>	<u>1</u>	<u>26</u>
TOTAL	73	59	20	23	12	61	112	72	124	37	23	61	24	701
<b>2020 Year-to-Date</b>														
6-10	49	66	25	25	14	77	79	50	155	23	18	53	27	661
11-15	31	15	3	6	6	24	40	24	50	11	16	24	18	268
16-20	18	15	2	1	3	11	14	10	24	7	7	13	13	138
21+	19	19	6	10	3	35	33	20	34	18	4	24	29	254
Annulled	<u>19</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>19</u>	<u>7</u>	<u>0</u>	<u>3</u>	<u>8</u>	<u>4</u>	<u>8</u>	<u>12</u>	<u>89</u>
TOTAL	136	122	36	44	26	166	173	104	266	67	49	122	99	1,410
<b>Share of Delays by Duration</b>														
Minutes	BNSF	Electric			Her	Milwaukee		NCS	RI	SWS	UP			System
		ML	BI	SC		N	W				N	NW	W	
<b>February 2020 Total</b>														
6-10	45.2%	59.3%	65.0%	65.2%	50.0%	67.2%	42.9%	52.8%	61.3%	35.1%	43.5%	54.1%	20.8%	52.2%
11-15	27.4%	18.6%	15.0%	21.7%	33.3%	14.8%	22.3%	27.8%	17.7%	13.5%	43.5%	13.1%	29.2%	21.3%
16-20	17.8%	16.9%	10.0%	4.3%	8.3%	6.6%	8.9%	8.3%	5.6%	8.1%	4.3%	9.8%	29.2%	10.1%
21+	5.5%	5.1%	10.0%	8.7%	8.3%	6.6%	21.4%	11.1%	14.5%	24.3%	8.7%	13.1%	16.7%	12.7%
Annulled	<u>4.1%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>0.0%</u>	<u>4.9%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>0.8%</u>	<u>18.9%</u>	<u>0.0%</u>	<u>9.8%</u>	<u>4.2%</u>	<u>3.7%</u>
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
<b>2020 Year-to-Date Delays By Duration</b>														
6-10	36.0%	54.1%	69.4%	56.8%	53.8%	46.4%	45.7%	48.1%	58.3%	34.3%	36.7%	43.4%	27.3%	46.9%
11-15	22.8%	12.3%	8.3%	13.6%	23.1%	14.5%	23.1%	23.1%	18.8%	16.4%	32.7%	19.7%	18.2%	19.0%
16-20	13.2%	12.3%	5.6%	2.3%	11.5%	6.6%	8.1%	9.6%	9.0%	10.4%	14.3%	10.7%	13.1%	9.8%
21+	14.0%	15.6%	16.7%	22.7%	11.5%	21.1%	19.1%	19.2%	12.8%	26.9%	8.2%	19.7%	29.3%	18.0%
Annulled	<u>14.0%</u>	<u>5.7%</u>	<u>0.0%</u>	<u>4.5%</u>	<u>0.0%</u>	<u>11.4%</u>	<u>4.0%</u>	<u>0.0%</u>	<u>1.1%</u>	<u>11.9%</u>	<u>8.2%</u>	<u>6.6%</u>	<u>12.1%</u>	<u>6.3%</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 (03/17/2020) version from TOPS.